CITY OF BOULDER
CITY COUNCIL MEETING
MUNICIPAL BUILDING, 1777 BROADWAY
Boulder, Colorado 80302
Tuesday, June 7, 2016
6 p.m.

AGENDA

1. **CALL TO ORDER AND ROLL CALL**
   A. Update by **Chief Testa** regarding the **efforts** being undertaken to **ensure a safe, welcoming** and **clean atmosphere** in **Central Park and Boulder Creek Path** areas this summer

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

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

   A. Consideration of a motion **to approve the January 5, 2016 Regular Meeting Minutes**

   B. Consideration of a motion to **approve** the **January 19, 2016 Regular Meeting Minutes**

   C. Consideration of a motion to **accept the May 10, 2016 Study Session Summary** providing a **financial update** and consideration of **potential 2016 Ballot items**

   D. Consideration of a motion to **accept the May 10, Study Session Summary** on the **Boulder Climate Commitment:** Transforming Our Energy System

   E. Consideration of a motion to **adjourn** as the **Boulder City Council** and **convene** as the **CAGID** Board of Directors

   Consideration of a motion to **adopt Resolution No. 276 amending the 2016 Downtown Commercial District Fund** (formerly Central Area General Improvement District Fund) **Budget**

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

F. Consideration of a motion **to adopt Resolution No. 199 amending the 2016 University Hill Commercial District Fund** (formerly University Hill General Improvement District Fund) **Budget**

Consideration of a motion to **adjourn** as the **University Hill General Improvement District Board of Directors and convene as the Boulder Junction Access Commission General Improvement District – Travel Demand** Management Board of Directors.

G. Consideration of a motion to **adopt Resolution No. 18 approving a supplemental appropriation to the 2016 Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund Budget**

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

H. Consideration of a motion to **adopt Resolution No. 17 amending the 2016 Boulder Junction Access Commission General Improvement District – Parking Fund Budget**

Consideration of a motion to **adjourn** as the **Boulder Junction Access Commission General Improvement District – Parking Board of Directors** and **convene as the Boulder Municipal Property Authority** Board of Directors

I. Consideration of a motion **to adopt Resolution No. 143 amending the 2016 Budget for the Boulder Municipal Property Authority**

Consideration of a motion to **adjourn** as the **Boulder Municipal Property Authority** Board of Directors and **reconvene** as **the Boulder City Council**

J. Consideration of the following two items:

1. **Introduction, first reading** and consideration of a motion to order published by title only **Ordinance No. 8121 amending Title 9, "Land Use Code**," B.R.C. 1981, to adopt a **Form-Based Code (FBC) for the Boulder Junction Phase I** through two appendices to Title 9: Appendix L designating "Form-Based Code Areas," and Appendix M as the FBC regulations, and adopting a Form Based Code **Review process**, and

2. Notice regarding proposed amendments to the **Transit Village Area Plan** (TVAP) **connections plan to be consistent with and to implement the FBC project** (to be considered at time of second reading)

K. **Introduction, first reading** and consideration of a motion to order published by title only **Ordinance No. 8122 amending** Section 12-2-4, "**Written Disclosures**

Required," B.R.C. 1981 to update the required **disclosure by landlords,** and setting forth related details

4. POTENTIAL CALL-UP CHECK IN

Opportunity for Council to indicate possible interest in the call-up of an item listed under 8A. No Action will be taken by Council at this time.

8A. Potential Call-Ups

1. **2020 Arapahoe Avenue -** Nonconforming Use Review/Simple Site Review
2. **4525 Palo Parkway -** Site Review
3. **2560 28th Street –** Call-up correction for minor error in Site Review

ORDER OF BUSINESS

5. PUBLIC HEARINGS

Note: Any items removed from the Consent Agenda will be considered after any City scheduled Public Hearings

A. **Second reading** and consideration of a motion to **adopt Ordinance No. 8120 approving supplemental appropriations to the 2016 Budget**

B. Consideration of a motion to **accept the North Trail Study Area Plan**

6. MATTERS FROM THE CITY MANAGER

7. MATTERS FROM THE CITY ATTORNEY

8. MATTERS FROM MAYOR AND MEMBERS OF COUNCIL

A. Potential Call-Ups

1. **2020 Arapahoe Avenue -** Non-Conforming Use Review/Simple **Site Review**
2. **4525 Palo Parkway -** Site Review
3. **2560 28th Street –** Call-up correction for minor error in Site Review

B. **Board and Commission Appointments** for **Downtown Management Commission (DMC)** and **University Hill Commercial Area Management Commission (UHCAM)**

9. COMMENT ON MOTIONS MADE UNDER MATTERS

Prior to council decisions on motions, an opportunity shall be given for public comment on such motions

10. DECISIONS ON MOTIONS

Final decisions on items under "Matters"

11. DEBRIEF

Brief council discussion on how the meeting was conducted

12. ADJOURNMENT

This agenda and the meeting can be viewed at www.bouldercolorado.gov /City Council. Meetings are aired live on Municipal Channel 8 and the city's Web site and are re-cablecast at 6 p.m. Wednesdays and 11 a.m. Fridays in the two weeks following a regular council meeting.

Boulder 8 TV (Comcast channels 8 and 880) is now providing Closed Captioning for all live meetings that are aired on the channels. The closed captioning service operates in the same manner as similar services offered by broadcast channels, allowing viewers to turn the closed captioning on or off with the television remote control. Closed captioning also is available on the live HD stream on BoulderChannel8.com. In order to activate the captioning service for the live stream, the "CC" button (which is located at the bottom of the video player) will be illuminated and available whenever the channel is providing captioning services.

Anyone requiring special packet preparation such as Braille, large print, or tape recorded versions may contact the City Clerk's Office at 303-441-4222, 8 a.m. – 5 p.m. Monday through Friday. The Council Chambers is equipped with a T-Coil assisted listening loop and portable assisted listening devices. Individuals with hearing or speech loss may contact us using Relay Colorado 711 (711) or 1-(800)-659-3656. Please request special packet preparation no later than 48 hours prior to the meeting.

If you need Spanish interpretation or other language-related assistance for this meeting, please call (303) 441-1905 at least three business days prior to the meeting. Si usted necesita interpretación o cualquier otra ayuda con relación al idioma para esta junta, por favor comuníquese al (303) 441-1905 por lo menos 3 negocios días antes de la junta.

Electronic presentations to City Council must be sent to City Clerk staff and will NOT be accepted after 2 p.m. the day of the meeting.

CITY OF BOULDER PROCEEDINGS
CITY COUNCIL JOINT MEETING WITH PLANNING BOARD
Municipal Building, 1777 Broadway
January 5, 2016

1. CALL TO ORDER AND ROLL CALL
   Mayor Jones called the meeting to order at 6:04 p.m.

   Roll was called and the following Council Members responded: Mayor Jones, Council Members Appelbaum, Brockett, Burton, Morzel, Shoemaker, Yates, and Young.

   A. Declaration of Boulder County Farmer's Market at 6:05 p.m.
      Mayor Jones read this declaration and presented it to Brian Copper, head of the Boulder County Farmer's Market.

   B. Declaration regarding Mayoral Service of Matt Appelbaum at 6:10 p.m.
      Mayor Jones read this declaration presented it to Council Member Matt Appelbaum.

   C. Quarterly Report to Council by Judge Cooke at 6:15 p.m.
      Judge Cooke introduced this item to Council with a PowerPoint presentation.

2. OPEN COMMENT and COUNCIL/STAFF RESPONSE at 6:36 p.m.
   (Please note that public comments are a summary of actual testimony. Full testimony is available on the web at: https://www.bouldercolorado.gov/.)
   Open Comment was opened and the following persons spoke:
   1. James Duncan submitted a handout to Council. He was in opposition to the Trans-Pacific Partnership (TPP).
   2. Darren O'Connor showed a presentation. He spoke in opposition to homeless persons receiving violations.
   3. Don Dulchinos gave out his business card and spoke about promoting the use of electric vehicles.
   4. Will Toor spoke about the need for more electric vehicles.
   5. Timothy Prior spoke in support of electric vehicles.
   6. Elizabeth Black spoke in support of soil sequestration of carbon with the introduction of microbes and plants working together.
   7. Rob Smoke used a noise prop to demonstrate his dislike of how the City is addressing homelessness.
   8. Sue Anderson showed a presentation regarding the need to keep marijuana edibles out of the reach of students and children.
   9. Mike Homner gave a handout to Council and spoke about the money Boulder spends on homelessness versus what Portland spends.
   10. Carolyn Bninski gave a handout and spoke on behalf of the Rocky Mountain Peace and Justice Center. She was in opposition of the TPP.

11. Laurel Herndon spoke in support of Boulder providing more services for the homeless.
12. Kevin Cook opposed Ordinance No. 8043.
13. Jo Morgan, resident of the Mapleton Mobile Home Park, asked for help regarding the mobile home park.
14. Paul Keaton spoke in support of Council getting involved in the Mapleton Mobile Home Park.
15. Kai McKenzie spoke about requiring Boulder businesses to have trans-gender friendly restrooms.
16 Scott Simkus was in support of a greater investment in electric charging stations and encouraged the public to use electric cars.

There being no further speakers, Open Comment was closed at 7:21 p.m.

3. CONSENT AGENDA

A. Consideration of a motion to approve the minutes for the November 10, 2015 City Council Regular Meeting

B. Consideration of a motion to approve the minutes for the November 17, 2015 Meeting to Swear in Council Members

C. Consideration of a motion to approve the minutes for the November 17, 2015 Regular Meeting

D. Consideration of a motion to approve the minutes for the November 19, 2015 City Council Special Meeting

E. Consideration of a motion to approve a twenty-year right-of-way lease for encroachments (building cornice and building mounted gooseneck lamps) located at 1212 Pearl St. (REV2014-00027); Applicant: Older Boulder 1212 LLC

F. Consideration of a motion to approve a twenty-year right-of-way lease for encroachments (2 sculpture Trees) located at 3175 Pearl Parkway (REV2015-00027); Applicant: Jim Rhodes on behalf of the Regional Transportation District (RTD)

G. Second reading and consideration of a motion to adopt Ordinance No. 8098 amending Sections 8-3-7, "Regulation of Horses and Livestock," and 8-3-11, "Sledding and Skiing in Open Space and Mountain Parks Prohibited" and adding a new section 7-6-31, "Horse Trailer Parking," and setting forth related details;"
OR in the recommended alternative;
Second reading and consideration of a motion to adopt Ordinance No. 9002 amending Section 8-3-7, "Regulation of Horses and Livestock," and adding a new section 7-6-31, "Horse Trailer Parking," and setting forth related details

H. Second reading and consideration of a motion to adopt Ordinance No. 8099 approving the addition of the Schnell Homestead Property to the Western Mountain Parks Habitat Conservation Area

I. Introduction, first reading and consideration of a motion to order published by title only Ordinance No. 9001 designating the building and property at 2200 Broadway, to be known as the Trinity Lutheran Church, as an individual landmark under the city's Historic Preservation Ordinance
Owner/Applicant: Reverend Mark Twietmeyer, Trinity Lutheran Church

J. Introduction, first reading and consideration of a motion to order published by title only Ordinance No. 9003 designating the building and property at 1900 King Ave., to be known as the Sampson-Wood House, as an individual landmark under the city's Historic Preservation Ordinance, Owner/Applicant: William Wood

K. Consideration of the following items related to the annexation and initial zoning of approximately 0.35 acres of land identified as 236 Pearl St. and the northwest portion of 250 Pearl St. within Boulder County

1. Consideration of a motion to adopt Resolution No. 1172 finding the property to be an enclave, finding compliance with statutory requirements applicable to the annexation, and establishing Feb. 16, 2016 as the date for a council action

2. Introduction, first reading and consideration of a motion to order published by title only Ordinance No. 8080 annexing approximately 0.35 acres of land generally located at 236 and the northwest portion of 250 Pearl St. with an initial zoning designation of Residential- Mixed 1 (RMX-1) and Business - Transitional 2 (BT-2) respectively

Council Member Yates moved to approve the Consent Agenda items 3A-3K. The motion was seconded by Council Member Weaver. The motion carried 9:0 at 7:25 p.m. with Council Members Brockett, Burton and Yates abstaining from Items 3A. Council Member Brockett abstained from Item 3C and recused himself from Items 3K.

4. POTENTIAL CALL-UP CHECK IN
   1. 820 Lee Hill Drive- Call-Up Item and Extension of the Call-Up Period
   2. Planning Board denial of a Minor Amendment to an Approved Site Plan (LUR2015-00092) to amend the approved Dakota Ridge North design standards to allow fences up to 60 inches

Council showed no interest in calling-up these items.

5. PUBLIC HEARINGS

A. Consideration of the following items related to the property at 4525 Palo Parkway

Applicant/Property Owner: Boulder Housing Partners

1. Second Reading and consideration of a motion to adopt and order published by title only, Ordinance No. 9000 related to the annexation of a 3.2-acre property with an initial zoning designation of Residential - Mixed 2(RMX-2)

2. Concept Plan Review (case no. LUR2015-00080): Request for citizen, staff and City Council comment on a proposal to develop the property with 100% affordable family housing development by Boulder Housing Partners, in partnership with Flatirons Habitat for Humanity.

Staff Member Sloan Walbert introduced this item to Council and gave the presentation. Transportation Engineer David Thompson answered questions from Council.

Boulder Housing Partners (the applicant) gave a presentation. The presentation was delivered by Executive Director Betsy Martens and Project Manager Lauren Schevets. They were also present to answer questions.

Civil engineer Don Ash discussed shallow ground water and how this affects the ability to dig basements. Planning Board Member Liz Payton addressed Council to summarize the Planning Board meeting and to answer questions.

The Public Hearing was opened at 8:22 p.m. and the following persons spoke:

2. Shayna Stillman was in opposition to the project because of the parking challenges.
3. Elizabeth Taeubert gave a handout to Council. She was concerned about the traffic and safety impacts of the neighborhood.
4. Helena Shirai asked Council to consider the traffic issues associated with this project.
5. Susan Lythgoe, Executive Director for Flatirons Habitat, spoke about the benefits to Boulder Housing Partners and this project.
6. Nolan Rosall, from the Board of Directors of Habitat for Humanity, spoke in support of the concept plan and the annexation.
7. David Steinberger was in opposition to the annexation because the he felt the concept plan was not ready.
8. Barb Verson spoke in opposition to the project and the annexation.
9. Sara Toole showed a presentation. She was in opposition to the annexation and the concept plan due to traffic density increase.
10. Chris Mattair was concerned about the density and safety of the children in the area.

11. Karen Klerman, Chair of the Boulder Housing Partners, was in support of the annexation. She spoke about affordable housing and the need for more.
12. Ben Blazey was concerned about density issues and it should be carefully considered.
13. Amber Grantham was in opposition to the project due to transportation issues, lack of amenities and traffic.
14. Harold Hallsnew was concerned about density and giving unique projects special consideration,
15. Elizabeth Mirowski agreed with affordable housing but was also concerned about the transportation issue, traffic and extra time it may take to get to work.
16. Brian Coffey was in support of affordable housing but also pointed out the increase in traffic, lack of transportation and safety were issues to be considered.
17. Eric Budd was in support of the project. He wanted real data that was relevant to Boulder.

There being no further speakers, the Public Hearing was closed at 9:01 p.m.

Council Member Weaver moved to adopt Ordinance No. 9000 related to the annexation of a 3.2-acre property with an initial zoning designation of Residential - Mixed 2 (RMX-2). The motion was seconded by Council Member Shoemaker. The motion carried 9:0 at 9:42 p.m.

B. Direction on Initial Screening of Public Requests for Boulder Valley Comprehensive Plan: Consideration of a motion on the initial screening of public requests for map changes in Area I and Area II enclaves and for policy and text changes as part of the 2015 Major Update to the Boulder Valley Comprehensive Plan (BVCP). (Public hearing for this matter was held on December 15, 2015)

Deputy Director of Community Planning and Sustainability, Susan Richstone gave a presentation and introduced this item to Council.

Council Member Young moved to approve the initial screening of public requests for map changes in Area I and Area II enclaves and for policy and text changes as part of the 2015 Major Update to the Boulder Valley Comprehensive Plan (BVCP). The motion was seconded by Council Member Morzel. The motion carried 9:0 at 10:15 p.m.

6. MATTERS FROM THE CITY MANAGER
   A. Appointments to the Marijuana Advisory Panel

Council Member Yates moved to approve the Charter with the amendment that the number of members be increased to 11. The motion was seconded by Council Member Shoemaker. The motion carried 9:0 at 10:43 p.m.

7. MATTERS FROM THE CITY ATTORNEY

8. MATTERS FROM MAYOR AND MEMBERS OF COUNCIL
   A. Potential Call-Ups
      1. 820 Lee Hill Drive- Call-Up Item and Extension of the Call-Up Period

      2. Planning Board denial of a Minor Amendment to an Approved Site Plan (LUR2015-00092) to amend the approved Dakota Ridge North design standards to allow fences up to 60 inches

      There was no action on these items.

   B. Retreat Items:
      1. Proposed Agenda

      Council's direction was to offer more of the procedural items to the Friday agenda and continue until 10 p.m. The Saturday agenda would include items for the work plan.

      2. Discuss Boards and Commissions Assignments for Reporting at the Retreat

      Council Member Morzel sent this assignment out for the Boards to report back at the Pre-Retreat Study Session.

   C. Approval of the 2016 City Council Meeting Calendar
      Approved.

9. PUBLIC COMMENT ON MATTERS
   There were no speakers.

10. FINAL DECISIONS ON MATTERS

11. DEBRIEF

12. ADJOURNMENT

There being no further business to come before Council at this time, BY MOTION REGULARLY ADOPTED, THE MEETING WAS ADJOURNED on January 5, 2016 at 10:44 p.m.

Approved this 7th day of JUNE, 2016.

APPROVED BY:

_____
Suzanne Jones, Mayor

ATTEST:

_____
Lynnette Beck, City Clerk

CITY OF BOULDER
City Council Proceedings
Municipal Building, 1777 Broadway
Tuesday, January 19, 2016

1. **CALL TO ORDER AND ROLL CALL**
Mayor Jones called the meeting to order at 6:05 p.m.

Roll was called and Mayor Jones, Council Members Appelbaum, Burton, Young, Morzel, Yates, Brockett and Weaver were present. Council Member Shoemaker arrived at 6:13 p.m.

Mayor Jones moved to approve the Amended Agenda. Council Member Weaver seconded the motion. The motion passed with 8:0 with Council Member Shoemaker absent at 6:05 p.m.

A. State of the City Presentation-Video at 6:06 p.m.

B. Climate Summit Presentation by Council Member Matt Appelbaum at 6:44 p.m.

2. **OPEN COMMENT and COUNCIL/STAFF RESPONSE**
(Please note that public comments are a summary of actual testimony. Full testimony is available on the web at: https://www.bouldercolorado.gov/.)
Open Comment opened at 7:09 p.m. and the following members of the public spoke:
   1. Barbara Guthrie spoke in opposition to the enforcement ordinance regarding occupancy signs.
   2. Liz Black spoke in support of the living wage increase.
   3. John Pavelich spoke in opposition of enforcement of over-occupancy.
   4. Micky Greenberg gave a handout to Council and spoke about the League of Women Voters.
   5. Mike Homner showed a presentation regarding un-housed residents. He urged Council to do more for the homeless.
   6. Rob Smoke spoke in support of conducting a hearing for the "Right–to-Rest" Act.
   7. Angela Vander Meyden was in opposition to the posting of occupancy requirements for rental owners.
   8. Ingrid Swords spoke in support the SCFC sufficiency standards and handed out a packet.
   9. Susan Douglass spoke about concerns of the North TSA item.
   10. Sue Anderson introduced herself and gave a personal testimony.
   11. Mary Ann Wilner spoke of the self-sufficiency coalition and supported the living wage resolution.

12. Elizabeth Black gave a handout to Council and spoke about carbon sequestered soil.
13. Mark Collins spoke in support of affordable housing.
14. Jo Morgan, resident for the Mapleton Mobile Home Park, was concerned about the future of the park.
15. Paul Keaton, resident of Mapleton Mobile Home Park, would like Council to get more involved with the situation.
16. Charley Cropley spoke of naturopathic medicine and would like to see a complex built for homeopathic medicine for patrons.
17. Mary Smith was in support of homeopathic medicine for patrons.
18. Node Smith showed a presentation and was in support of a complex to create homeopathic medicine options.
19. Doug Dupler thanked Council and would like the noise level due to cars and trucks to be enforced.
20. Asher Vandevort spoke in support of the arts.
21. Kathryn Barth spoke in support of preserving the band shell.
22. Neshama Abraham thanked Council and spoke in support of cooperative housing.
23. Daya Khalsa spoke in favor of group housing and cooperative housing,
24. Andrew J O'Connor spoke in support of the naturopathic center.

There being no further speakers, Open Comment was closed at 7:09 p.m.

3. **CONSENT AGENDA**

A. Consideration of a motion to accept the November 12, 2015 Study Session Summary on the Access Management and Parking Strategy

B. Consideration of a motion to adopt Resolution No. 1179 declaring the city of Boulder's official intent to participate in a future issuance of a Water and Sewer revenue bonds and to reimburse itself for capital expenditures undertaken in advance of such financing made from the Water and Wastewater funds, including, without limitation, architectural, engineering, appraisal, surveying, acquisition, site preparation and other costs incidental to the commencement of construction of the financed project

C. Introduction, first reading and consideration of a motion to order published by title only Ordinance No. 8103 approving supplemental appropriations to the 2016 Budget for costs incurred to implement the new short term rental program and tax

D. A motion to hold a Special Council meeting at the conclusion of the January 26, 2016 Study Session, for the purpose of holding an Executive Session obtaining and discussing legal advice, including negotiation strategy, with respect to Boulder's Electric Utility

E. Consideration of a motion to appoint Tim Plass as an alternate member of the Planning Board to consider the site review and rezoning applications for the Reve project, located at 2100 and 2170 30th Street, 3000 Pearl Street, and 2120 32nd Street

Mayor Jones moved to approve the consent agenda items 3A-3E, with Council Members Weaver, Brockett, Burton, and Yates abstaining from Item 3A. Council Member Morzel seconded the motion. The motion passed 9:0 at 7:58 p.m.

4. **POTENTIAL CALL-UP CHECK IN**

Opportunity for Council to indicate possible interest in the call-up of an item listed under 8A. No Action will be taken by Council at this time.

5. **PUBLIC HEARINGS**

A. Second reading and consideration of a motion adopt Ordinance No. 8100* designating the building and property at 2200 Broadway Street, to be known as the Trinity Lutheran Church, as an individual landmark per Section 9-11-5 of the Boulder Revised Code, 1981 (HIS2015-00189) Owner/Applicant: Applicant/Owner: Reverend Mark Twietmeyer, Trinity Lutheran Church
*** Ordinance numbers have been renumbered; formerly out of sequence**

This was a quasi-judicial hearing matter.
Each speaker was sworn in by City Clerk, Lynnette Beck.
Historic Preservation Planner, Marcie Cameron introduced this item to Council.

There was no exparte disclosure regarding this matter from Council.
Applicant, Mark Twietmeyer, Pastor of Trinity Lutheran Church spoke in support of the Landmark.

The Public Hearing was opened and following person was sworn in by City Clerk Lynnette Beck at 8:09 p.m.
1. Kathryn Barth spoke in support of the of the landmark.
There being no further speakers, the public hearing was closed at 8:13 p.m.

Council Member Morzel moved adopt Ordinance No. 8100 designating the building and property at 2200 Broadway Street, to be known as the Trinity Lutheran Church, as an individual landmark per Section 9-11-5 of the Boulder Revised Code, 1981. Mayor Pro Tem Young seconded the motion. The motion passed 9:0 at 8:15 p.m.

B. Second reading and consideration of a motion to adopt Ordinance No. 8102 designating the building and property at 1900 King Street, to be known as the Sampson-Wood House, as an individual landmark per Section 9-11-5 of

the Boulder Revised Code, 1981(HIS2015-00173) * Owner/Applicant: Applicant/Owner: Dr. William Wood
*** Ordinance numbers have been renumbered; formerly out of sequence**

This hearing was a quasi-judicial hearing matter.

Historic Preservation Planner Marcie Cameron introduced this item to Council.
Council did not have exparte disclosures regarding this matter.

The applicant, Bill Wood, was sworn in by City Clerk Lynnette Beck. Bill Wood explained the history of the house and the improvements that were made over the years. He thanked the Landmarks Board.

The Public Hearing was opened at 8:20 p.m. and the following members of the public were sworn in by City Clerk Lynnette Beck.
1. Mark Gerwing spoke in support of the landmark designation.
2. Kathryn Barth spoke in support of the designation.

There being no further speakers, the Public Hearing was closed at 8:26 p.m.

Council Member Yates moved to adopt Ordinance No. 8102 designating the building and property at 1900 King Street, to be known as the Sampson-Wood House, as an individual landmark per Section 9-11-5 of the Boulder Revised Code, 1981. Council Member Weaver seconded the motion. The motion passed 9:0 at 8:28 p.m.

6. **MATTERS FROM THE CITY MANAGER**

A. **Update on the Transportation Master Plan Implementation** – Complete Streets and Living Lab Phase I Projects

GO Boulder Manager Kathleen Bracke introduced this item to Council and delivered the presentation at 8:28 p.m.

Council asked about the survey data including the differing times of observation, methodology, metrics, goals and community feedback mechanism.

Mayor Jones moved to accept staff's recommendation. Staff recommendations for each of the initial Phase I projects are highlighted below, and each recommendation is informed by ongoing evaluation and feedback from the community and TAB. More detailed information; including primary evaluation criteria, key findings and a more thorough recommendation for each of the following initial Phase I projects can be found in the Analysis section of this memo. **Buffered Bike Lanes:** Spruce Street (15th to Folsom streets): Maintain as-is. Designate this bike facility as part of the city's transportation network. **Protected Bike Lanes:** Baseline

Road (30th to 37th streets): Remove concrete parking blocks along existing pilot project segment. Extend this modified treatment east to Mohawk Drive. Continue pilot project evaluation to monitor modified treatment through 2016.University Avenue (9th Street to Broadway): Convert parking protected bike lanes back to buffered bike lane configuration. Formally establish this facility as part of the city's transportation network. **Back-in angle parking:** University Avenue (Broadway to 17th Street): Maintain as-is and continue to monitor. Council Member Appelbaum seconded the motion. Council Member Weaver amended the motion to collect more baseline data and define success. The motion passed 7:2 with Council Members Morzel and Yates opposed at 10:25 p.m.

Pending feedback from Council, staff was prepared to move forward with proposed changes to the projects and will provide another update to Council in the second quarter of 2016.

B. RTD Status Update

GO Boulder Manager Kathleen Bracke introduced this item to Council. There was no presentation for this item.

C. **Band Shell Update** - Follow up on a statement from a member of the public regarding the Oct. 7, 2015 memo for the Landmark Alteration Certificate Application for the Glen Huntington Band Shell (1236 Canyon Blvd.)

City Manager Brautigam introduced this item. David Driskell, Executive Director of Planning, Housing & Sustainability, answered questions for Council.

7. **MATTERS FROM THE CITY ATTORNEY**

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

A. **Potential Call-Ups**

B. **Approval of Committee Assignments** as discussed at the January 12, 2016 Study Session

Council Member Yates moved to approve the Council Committee Assignment discussed in the Study Session. Council Member Brockett seconded the motion. The motion passed 9:0 at 10:26 p.m.

C. **"Nod of Five" to consider narrowing occupancy-limit signage** and advertising requirements

Approved at 10:23 p.m.

9. **PUBLIC COMMENT ON MATTERS**

10. **FINAL DECISIONS ON MATTERS**

11. **DEBRIEF**

12. **ADJOURNMENT**

There being no further business to come before Council at this time, BY MOTION REGULARLY ADOPTED, THE MEETING WAS ADJOURNED on January 19, 2016 at 10:26 p.m.

Approved this 7th day of JUNE, 2016.

APPROVED BY:

_____
Suzanne Jones, Mayor

ATTEST:

_____
Lynnette Beck, City Clerk

CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: June 7, 2016

AGENDA TITLE
Consideration of a motion to accept the May 10, 2016 Study Session Summary providing a financial update and consideration of potential 2016 Ballot items

PRESENTERS
Jane S. Brautigam, City Manager
Tom Carr, City Attorney
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Executive Budget Officer
Kathy Haddock, Senior Assistant City Attorney
Elena Lazarevska, Senior Financial Analyst

EXECUTIVE SUMMARY
This agenda item includes a summary of the May 10, 2016 City Council study session, which provided council with a financial update, long range planning information, and potential ballot issues for council consideration **(Attachment A)**. The purpose of the study session was to inform council regarding 2015 financial results, local economic conditions, and any potential ballot items for consideration for November, 2016. Council questions and staff responses providing additional information are included in **Attachment B**.

STAFF RECOMMENDATION
Suggested Motion Language:

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

Motion to accept the study session summary from May 10, 2016 included in this agenda item as **Attachment A.**

ATTACHMENTS

A. Summary of the May 10, 2016 Study Session proving a financial update and consideration of potential ballot issues.
B. Council questions and additional information regarding sales and use tax collections.

May 10, 2016
City Council Study Session Summary
Financial Update, Potential 2016 Ballot Items, and an Ongoing Strategic Look at the Fiscal Future of the City of Boulder

PRESENT:
City Council: Council Members Jones, Appelbaum, Morzel, Burton, Shoemaker, Brockett, Weaver, Yates, and Young.

Staff Members: Jane Brautigam, City Manager; Cheryl Pattelli, Director of Finance; Peggy Bunzli, Executive Budget Officer; Tom Carr, City Attorney, Lynnette Beck, City Clerk; Kathy Haddock, Senior Assistant City Attorney.

PURPOSE:
The purpose of the study session was to provide information to council regarding 2015 financial results, local economic conditions, and potential ballot items.

PRESENTATION OVERVIEW:
Financial Update
Executive Budget Officer Peggy Bunzli provided a brief update on 2015 year-end results and the outlook for 2016. In 2015, expenditures were within budget and the revenues were overall within projections. In some cases, individual revenues were below projections, but overall revenues met projections in each fund. 2015 remained within a structurally balanced budget, as per city policy, meaning that ongoing expenses were funded only with ongoing revenues and one-time revenues were used to cover one-time expenses.

2015 Sales and Use taxes projections were not met. The city projected 5.93 percent sales and use tax increase over 2014, however actual revenues came in at 4.12 percent (excluding the additional tax on recreational marijuana). The city council received an information packet on April 19 that further discussed details regarding sales and use taxes. In early 2015, the trend seemed positive. However, in the second part of 2015, the revenue trend began to indicate lower than projected increase. As the 2015 projection was not met, revenue increases over 2015 would need to be higher than the projections used to build the 2016 budget, to compensate for the lower 2015 base. Staff is keeping a close eye on revenues in 2016 and will be re-evaluating the projections, if needed.

In broader terms of economic cycles, the U.S. economy has been in expansion for over 80 months. With the average length of the last three expansions being 106 months, it is not unreasonable to be prepared for the potential of an economic downturn in the near-term (one to three years). The city has a viable long term financial plan, which was updated in 2015, as well as strong financial policies, designed to provide a buffer against economic downturns. The policies include maintaining a structurally balanced budget and maintaining adequate reserves ongoing. While not all revenue projections were met in 2015, these policies and reserves have kept the city in a solid financial position. In line with the strategic financial plan and city financial policies, staff will be closely

monitoring both economic and revenue information and will make appropriate adjustment to the revenue projections. Staff may also propose budge adjustments, if needed. Continued adherence to the strategic financial plan and financial policies will be critical in the coming months and years.

Long Range Fiscal Planning
The city updated its comprehensive financial strategy in 2015. The structural deficit that existed in the Blue Ribbon commission has been eliminated. In order to maintain this balance, the city needs to continue to maintain adequate reserves; match ongoing expenditures with ongoing revenues, and one-time expenditures with one-time revenues; and provide new revenues for any new expenditures (or cut expenditures in other areas). Strong reserves are particularly important because they impact the city's bond rating and result in lower borrowing costs.

Looking at all taxes, in the next 5 years the following taxes will expire:

- The 0.3 percent Sales and Use tax for Community Culture and Safety. This tax funds capital projects in the civic area, university hill, Chautauqua. Etc.
- The energy strategy portion of the Utility Occupation Tax. This portion is used for exploration of the municipal utility.

In the longer term, the following taxes will expire:

- The General Fund portion of Utility Occupation Tax
- The Climate Action Plan Tax
- The General Fund 0.15 percent Sales and Use Tax
- The Parks and Recreation 0.25 percent Sales and Use Tax
- The 0.15 percent Sales and Use Tax reallocated from Open Space to general purposes.

Generally, property tax yields about $3.1 million per mill levy. Sales tax generates around $3.5 million per 0.1 percent of tax.

At this time, staff does not recommend any tax increases on the November ballot.

Potential Charter Items
The following items were discussed as possible ballot items from the Charter Committee:

- Blue line clarification
- Council compensation – insurance

<u>Blue Line Clarification -</u> A better definition of the Blue Line is needed to provide clarity and consistency for land use and utility services. Currently, the line is not clearly defined and it very staff intensive process to determine what property is in and what is out. With the new definition, the principles of the Blue Line of not expanding development to the west will be maintained. However, properties that have utilities but not annexation opportunities would be included. A few exceptions for NCAR and the Flagstaff House previously voted on will be maintained.

The intent of the blue line is so development cannot occur beyond it, but the practical implication is that some neighbors are included and some are excluded. This proposal is to clean up and standardize city delivery of services. Any development that already exist can potentially get city services. The proposed clarification of the blue line will not increase new development.

Council directed staff to continue to work on the blue line and provide ballot language for review.

Council compensation- health and life insurance
The proposal from the charter committee is to provide council members with life and health insurance programs offered to full time non-exempt employees. Council members would also get a fixed policy for life insurance as if they had a salary of $50,000. The effective date of this change would be in 2019, so it would not impact the term of any current council members.

Council members discussed whether it would be better to include the same ballot language from last year but change the effective date. The goal is to encourage more diversity of people to run for council and make it more affordable.

Council directed staff to develop potential ballot language for the charter committee suggestion as well as for the version from last year, with 2019 as the effective date.

Initiatives by Citizens
There have been three citizen petition forms submitted for review and comment by the City Clerk. Two have been approved and are being circulated for signatures.

- Charter Amendment: Occupancy of a Dwelling May be No Less than the Number of Bedrooms in the Dwelling. This petition form has been approved for signatures
- Code Amendment: Sugar-Sweetened Beverage Product Distribution Tax. This petition form has been submitted, but not approved
- Charter Amendment: Term Limits. This petition form has been conditionally approved.

Council members discussed what kind of analysis staff should do in advance of these petitions. Staff will bring forward to council a proposal of what is possible in terms of analysis.

Additional Potential Ballot Measures from Council
Council directed staff to draft, in a simplified form, a draft amendment to the charter regarding height limits. The draft should maintain the existing limit for enclosed building space, but include options that address how uses on the roof could be allowed for a portion of the roof area. Items discussed included elevator shaft, stairwells, and other non-enclosed structures, as well as architectural elements and screens for mechanical equipment.

Council members noted that there are discussions at the state level for possible transportation funding ballot items. Council members share information and seek input via Hotline.

Staff Responses to Council Questions

Do we know how alcohol sales contributes to sales tax?
Answer: From 2012 to 2015, Liquor store sales have increased by 19 percent, or about 6 percent per year. During the first quarter of 2016, Liquor store sales are about 1 percent higher than in the first quarter of 2015.

Internet – how much in funds are internet sales taking from our economy? We have made some agreement with Amazon, can we look at other companies?
Answer: The current State agreement is only with Amazon and we are not aware of any other such opportunities or agreements on the horizon. Staff will have revenue information related to the agreement with Amazon later in the summer.

Are we losing sales that are in town to other shopping centers, ie leakage to Flatirons?
Answer: Data does not suggest that lower sales tax revenues are necessarily related to leakage. For example, computer related business have not performed as well in 2016 as in 2015.

Why did sales and use tax revenue dip into the second half of the year?
Answer: Staff is looking into this issue in more depth. There are some indications that the consumer electronics and computer related business sector has declined in Boulder in 2015.

Does it cost less to eat and shop in Louisville and Longmont?
Answer: In the first quarter of 2016, Louisville has had about an 8 percent increase in sales tax revenues, and Longmont has had about a 5 percent increase. However, Superior has had about a 1.61 percent decline in sales taxes. There is not clear evidence of lower revenues in Boulder being related to increases in Louisville and Longmont. Staff will continue to analyze revenue results.

Regarding the Blue Line
Have we involved the people who originally developed the Blue Line?
Answer: Staff can look into reaching out.

How do we capture the detail needed for the blue line in ballot language?
Answer: The ballot will be generic, however, the ordinance will have all the detail. Additionally, detail can be made available in a web page or other means.

CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: June 7, 2016

AGENDA TITLE: Consideration of a motion to accept the May 10, 2016 Study Session Summary on the Boulder Climate Commitment: Transitioning Our Energy System.

PRESENTER/S
Jane S. Brautigam, City Manager
Tom Carr, City Attorney
Heather Bailey, Executive Director of Energy Strategy and Electric Utility Development
David Driskell, Executive Director of Community Planning and Sustainability

EXECUTIVE SUMMARY

This agenda item provides a summary of the May 10, 2016 City Council study session on Boulder's Climate Commitment: Transitioning Our Energy System. The purpose of the study session was to provide City Council and the community with updates on the following activities:

- An evaluation of the current status and future of the renewable energy business model;
- Progress report and update on the municipalization process; and
- Revised energy goals and the proposed energy transition process for Boulder.

Attachment A is a summary of council's discussion of the issues and the questions presented at the study session.

STAFF RECOMMENDATION

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

Motion to accept the summary of the May 10, 2016, study session on Boulder's Energy Future.

ATTACHMENTS

Attachment A: May 10, 2016 Study Session Summary

May 10, 2016
City Council Study Session Summary

PRESENT:

City Council: Council Members Appelbaum, Brockett, Burton, Jones, Morzel, Shoemaker, Weaver, Yates, Young

Staff Members: Jane S. Brautigam, City Manager; Tom Carr, City Attorney; Heather Bailey, Executive Director of Energy Strategy and Electric Utility Development; David Driskell, Executive Director of Planning, Housing + Sustainability; Jonathan Koehn, Regional Sustainability Coordinator; Brett KenCairn, Senior Environmental Planner

PURPOSE:

The purpose of the study session was to discuss and seek council feedback on activities related to Boulder's Climate Commitment: Transitioning Our Energy System, including:

1. An evaluation of the current status and future of the renewable energy business model;
2. Progress report and update on the municipalization process; and
3. Revised energy goals and the proposed energy transition process for Boulder.

OVERVIEW OF PRESENTATIONS:

H. Bailey introduced a video, sponsored by the Youth Opportunity Advisory Board, highlighting the local views on climate change.

H. Bailey reviewed the agenda and gave an overview of the study session:

1. Ron Lehr, former Colorado Public Utilities Commissioner will discuss the changing landscape of the electric utility business model and the key drivers, along with specific actions that utilities are taking, and those that could be considered here in Colorado;
2. Tom Carr will provide a progress report and update on the municipalization process; and
3. Jonathan Koehn and Brett KenCairn will present revised proposed clean electricity goals and how the new targets support the energy transition process – planning for our carbon-free future.

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1. Evaluating the Current Status and Future of the Renewable Energy Business Model

R. Lehr discussed the challenges facing the electric utility industry and presented three propositions about the current state of the renewable energy business model.

<u>The Three Propositions</u>

1. Big changes are happening in the electric industry providing substantial opportunity:
   - The demand growth for utilities is slowing.
   - New technologies like wind and solar are rapidly becoming more cost effective than traditional sources like coal and gas.
   - High capital turnover of existing utilities and aging workforce present many issues.

- The industry has a declining financial situation – there is less capacity for low cost financing while facing a decline in investment.
- Managing the risks of fossil fuels has led to more complexity in the diversification of energy production. Operational, market, economic, and financial systems have to respond to this diversity.
- Traditional utility economic dispatch is changing. There needs to be enough flexibility in the system to respond to the variability that comes with wind and solar.
- Big customers like corporations and municipalities want clean energy now.

2. Service-oriented utilities will respond to customer demands and regulatory incentives:
   - The current regulatory system incentivizes investment in large generation facilities and pays a return on equity invested in plants.
   - It's important for utilities to provide incentives and to respond to what customers want.
   - Performance regulation has stimulated the distributed generation model, including the Regulation Incentives Innovation and Outcomes (RIIO) in the United Kingdom, Reinventing the Energy Vision (REV) in New York, and the E-21 project in Minnesota. These types of regulation require regulatory approval in Colorado, and in some cases legislative approaches.
   - It is important to continue pursuing legislative resolutions to study performance regulation. Best resolution is to keep bringing forth issues to the PUC until legislation is considered.
3. There is a case to retire coal plants sooner than depreciated schedules dictate and replace them with cleaner sources of electricity.:
   - Public Service Company of Colorado's last resource plan included the purchase of 450MW of wind energy and 170MW of solar. These contracts have lowered costs.
   - In 2004, Amendment 37 was placed on the ballot for a 10 percent renewable energy standard. Utilities said it was too aggressive and would cost too much. We are now at 30 percent and are saving more and more money. Details may be found here: https://www.youtube.com/watch?v=Ffgyhk2PuGE.
   - Wind and solar can save money and we can shut coal plants down, but utilities must be kept whole to avoid higher financing rates.
   - Some coal plants are above average costs. These plants continue to run because they make the utility money. Need solutions to start unwinding financial structure where equity is held on the plants themselves. Possible solution is to hold coal plants as regulatory assets. Securitization may be a way to address the financial risk of early coal plant retirements.

R. Lehr summarized the propositions 1) massive reasons to suspect big changes in the utility industry, 2) we can provide incentives for utilities to do what we want, and 3) wind and solar can save us money and we can shut the coal plants down. He expressed that it won't be easy, but it is feasible.

Questions from City Council:

Q: How would consumers pay less if they are paying off depreciation for existing plants which are not being run?

A: Money will be saved on the fuel used to power these existing plants, but we will still be paying off the depreciation. We can also refinance with securitization.

Q: How do you balance the Colorado grid for intermittency of wind, solar, gas and batteries?

A: We know when wind and solar will be available through forecasting. One way to handle variability of renewables is to build more renewables in more places; thus diversifying geography of the renewable portfolio and minimizing the amount of variability.

Q: When you talk about dispatch, what are the main things considered?

A: There is a level of flexibility in some remaining coal plants. Gas plants are utilized by PSCo to dispatch in its constrained balancing area. There is some discussion under way about Colorado becoming part of a Regional Transmission Operator (RTO) area, such as the California ISO.

Q: Is the model for dispatching coal plants potentially a little harder in Colorado since a very large plant was just constructed in 2010? And, how does the structure of Xcel's vertical integration affect the process?

A: Yes. The newer plants have more depreciation remaining. Older plants are the best targets since they have less depreciation left. About 50 percent of operating markets in the US are vertically integrated. It's much easier to integrate wind and solar into the competitive market. We can drive out coal and nuclear plants through market operations.

Q: What are the levers to make changes to the business model?

A: We've crossed the threshold from the environmental argument into one based on economics. As prices for wind and solar go down, the potential to save money is the real fundamental difference when it comes to advancing a clean energy economy.

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2. Progress Report and Update on the Municipalization Process

T. Carr gave a progress report and update on the municipalization process:

- The PUC decision on the original application occurred in December 2015. The decision allowed time to prepare for discovery and for the city to prepare and file a supplemental application. The discovery agreement specifies information Xcel will provide the city by May 19, 2016.
- T. Carr presented a timeline on the PUC proceedings. In response to the discovery agreement, the city's engineers have been working on developing the supplemental application. Using newly developed criteria, including maintaining or improving the safety, reliability, and operation of the systems.
- There have been engineering challenges related to separating service to those surrounded by, and outside the city.
- Details of the Transition Plan were also provided. The intent is to come up with transition parameters after the approval of transfer assets. The plan will depend on the reconfigured system structure and transition costs will be financed and included in rates. The funding will depend on the separation plan that the commission approves. There will be off-ramps in this process.
- T. Carr referred to the city's Charter Section 178, which states that we can only create a utility if certain criteria are met.

- Staff will revise the plan, based on the data to be provided by Xcel on May 19, and will report to council in late June and mid-July. The biggest take-away is that we will know more about the system after we receive the information from Xcel.
- T. Carr concluded by stating the goals presented this evening are intended to be aspirational and may require short and long-term decisions to facilitate.

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3. Clean Electricity Goals and the Whole Energy Transformation Process- Planning for our Carbon-free Future

D. Driskell introduced the discussion on goals and the whole energy transformation process:

- D. Driskell discussed broader goals for Boulder in which decarbonization would require getting off of fossil fuels. We are interested in making a difference with the whole system energy transformation. Communities across the country are discussing electricity generation and how getting off of fossil fuels and natural gas is key to reaching climate goals.
- D. Driskell thanked community partners and action groups who have played a key role in the city's climate work, highlighting the efforts that went into the recent Earth Week celebration. He thanked the Climate Culture Collaborative, the CU Office for Outreach and Engagement, the CU Environmental Center, faith based organizations including the Shamballa Center, and the Unitarian Universalist Church, and environmental partner organizations, including the Sierra Club and Clean Energy Action. He also thanked the Chamber for their support. He said this is a community wide mission which has made large strides thanks to those involved.
- D. Driskell described the need to continue evolving our climate-related goals. Cities are developing more aggressive goals related to renewable energy than we have seen in the past. It's not just about electricity, it's about energy across the board. A number of carbon free alliance partners have committed to 100 percent clean energy goals. He acknowledged that the goals presented tonight are aspirational. Getting to these aspirational goals won't be simple, but it's important to have something to work towards.
- He concluded by asking council for feedback on the draft goals, noting that staff will return to council later this year with additional analysis and revised goals.

J. Koehn presented and reviewed the draft goals and targets:

- J. Koehn stated that Boulder has not had established goals since the expiration of the Kyoto target in 2012. Last year, council discussed the provisional goal of an 80 percent reduction in emissions by 2050. The intent now is to have a discussion on the draft clean energy targets that help us achieve the 80 by 50 goal, irrespective of who our utility provider is – this isn't just an issue related to municipalization, there are moral imperatives that come into play.
- J. Koehn stated that our energy efforts are rooted in our community's early action. There is an acceleration of pace in the energy industry and we need to be able to react to that pace.
- J. Koehn presented the proposed targets that will allow Boulder to achieve the 80 by 50 goal. The targets specifically relate to: 1) overall emission reduction, 2) renewable electricity, and 3) local generation. He emphasized that the proposed 2030 renewable target is specifically for electricity, and not all forms of energy including natural gas and transportation.

- In response to a council members question about Boulder's current emissions, J. Koehn reported that Boulder's emissions have essentially flat-lined. This is in large part, due to the fact that Boulder's emissions are so heavily tied to electricity generation, and in fact, is what led to the municipalization exploration project.
- J. Koehn outlined the proposed targets as follows:
    - Overall emissions (reduction from 2005): 40% by 2020, 60% by 2030 and 80% by 2050
    - Renewable electricity (percentage of consumption): 50% by 2020 and 100% by 2030
    - Local Generation (installed megawatts): 50 MW by 2020, 100 MW by 2030 and 175 MW by 2050
- J. Koehn mentioned that while preparing for the Study Session, staff agreed that it was vital to ensure that the targets are both aggressive and achievable. Therefore, staff offered two amendments:
    - An overall emissions target of 25% by 2020 instead of 40%; and
    - A 2020 renewable electricity target of 35% rather than 50%

  Staff believes these targets are in line with what is possible, regardless of Boulder's electric utility provider.
- J. Koehn described many of the quantitative and qualitative benefits of local generation including resiliency, connecting to low-income, bill savings to customers, not exporting pollution to large power plants, etc. He went on to describe why staff believes the proposed targets can be achieved, including falling costs, marketplace competition, energy policy as well as global climate commitments.
- What is being proposed for Boulder is not out of step with many other communities. J. Koehn cited examples of cities that have 100 percent renewable targets, including Vancouver, San Diego, San Francisco, and more. He also presented several regional examples of communities with very aggressive targets including Denver and Fort Collins. In addition, many companies like Facebook, Microsoft, IKEA, Google, etc. are also targeting 100 percent renewable electricity because of the economic benefits.
- Based on council feedback, staff will revise the targets and begin a community conversation. Staff will bring back the targets later on 2016 for formal adoption as part of the Climate Commitment.

B. KenCairn discussed climate change, action, and the role of energy and how the whole energy systems change is something that we, as a community, will want to choose as the most pragmatic, prosperous and responsible path:

- B. KenCairn presented three key focus areas of the climate commitment—energy, resources and ecosystems. The short-term focus needs to be on rapid energy replacement of fossil fuels with renewables. It will also be important to reduce waste and the carbon intensity of materials/ resources used to retain resources, and restore and enhance our ecosystems and sequester carbon.
- B. KenCairn described the analysis of the two pathways leading to the 80 percent emissions reduction by 2050, as presented in the 2015 Climate Commitment Study Session. The first pathway is business as usual (under current utility model) and the second pathway is a 100 percent clean electricity utility. Under the business as usual model, we can implement the transportation master plan, energy ordinances and codes with building efficiency. Assuming Xcel continues to add renewables at its current rate (which would be more than

they are obligated to achieve)– this could get us to around 54 percent reduction in carbon emissions by 2050. To get to the 80 percent reduction by 2050, we would need implement maximum levels of efficiency gains in both buildings and transportation and switch to 100 percent renewable electric utility. To reach 80 percent reduction in emissions, means an 80 percent, or more, clean energy system.

- B. KenCairn discussed three key elements of energy systems transitions: 1) reducing demand of carbon emitting energy sources, 2) decarbonizing our supply, transitioning to a 100 percent clean electricity source, with 80 percent, or greater, retirement and conversion of natural gas and petroleum, and 3) building energy resilience/security to be able to address disruptions we might face.
- He referenced a meeting on energy system transformation that occurred last year, which included the cities of Boston, Minneapolis, Seattle, Portland, San Francisco, and Boulder. A key finding of this meeting was that there's more at stake than emissions reduction. The way we design new energy systems will play a big role in the future wellbeing of these cities.
- B. KenCairn presented areas at stake when considering how clean energy will affect a city's wellbeing:
  - Economic vitality, our current energy expenditures, about $280 million, leave our community every year. Spending those dollars locally, could fund solar power on 17,600 building, purchase around 13,800 electric community vehicles, or even transition 23,200 homes from natural gas to clean electricity
  - Local environmental health (notably air quality – Front Range received an F rating from the American Lung Association)
  - Equity and environmental justice (closer to home impacts of fossil fuel use, e.g. fracking in our backyards)
- B. KenCairn presented the whole energy systems transition timeline describing the continued development of energy transition related projects, including the Department of Energy's (DOE) grant exploring energy resilience at 63rd St water treatment center, two grants from the Carbon Neutral Cities Alliance working on whole energy systems planning including a pilot project with Chautauqua; creating community engagement and longer term plans to work on a community energy strategy in development of a solar strategy in 2016.
- B. KenCairn said staff will return to council later this year to bring forward feedback from the community and the finalization of the targets.
- B. KenCairn said there is much at stake, and part of what can be achieved is simply to be willing to make bold goals in order to achieve a real energy transition.

Questions from Council:

Q: Why were the goals modified, what does it means to have zero percent growth in emissions, and was the public informed about these goal changes?

A: J. Koehn responded that the goals are in draft form, and were based off of the 2015 Climate Commitment goals. Staff has unpacked the 80 by 50 goal into something that people can understand and feel better about adopting.

Q: What is the "current" percent of clean electricity in the city?

A: Xcel's current electricity portfolio is approximately 22 percent renewables. Our local generation only adds a few percentage points, so overall the city has roughly 25 percent clean electricity. It's difficult to accurately measure the total percentage of renewables, as

installed solar is captured by Xcel in its overall portfolio. This is one reason staff recommends switching to an installed capacity target.

Q: Please explain the roadmaps for some of the example cities.

A: Some communities have developed plans to achieve their targets, while others have simply established goals. The common element of all plans include energy efficiency and local generation.

Q: Are we coordinating with Denver in any way to develop a mutual goal for the Front Range?

A: Boulder works on regional efforts on many issues, particularly climate and energy. One coalition that staff has been updating council on is the Colorado Communities for Climate Action Coalition. This group consists of nine cities and counties working at the regional and state-level to advocate for aggressive climate policy. A lobbyist has been hired to represent the group at the state capital, and efforts are underway to hire a firm to represent the group at the Colorado Public Utilities Commission and other regulatory environments.

COUNCIL DISCUSSION:

S. Weaver referred to the Conference of Parties and to the formal signing ceremony of the Paris agreement as two significant achievements addressing the issues of climate change. The commitment made in Paris is to keep global temperature rise to well below 2 degrees Celsius. Also, in September 2015, the United Nations adopted 17 sustainable development goals for a healthier, more just and environmentally sustainable planet. He gave an update on the Climate Action 2016 Summit he attended in Washington D.C., and said the purpose of the summit was to convene stakeholders and thought leaders to exchange ideas for best practices around issues of climate change. He presented the following figures: 70 percent of greenhouse emissions come from cities and urban environments, 2/3's of the world's population lives in the city now, 50 percent of the population is under 25 years old (we are affecting future generations), and 70 percent of climate regulations are at the sub national level. He will write up a report and will send the report to the team. He said cities are making commitments now, noting New York City's commitment to a 100 percent electric fleet by 2025. Several discussions took place on how to price carbon and the need for a mechanism to charge for carbon emissions. Green bonding for adaptation was another concept that was discussed at the summit. Throughout the event, a recurring theme emerged where aspirational programs will have to be implemented and cities are the factories for making the necessary changes – "cities are where the hope meets the street." Al Gore led a session and highlighted the 20 trillion dollars of stranded carbon assets, the 94 percent collapse in worldwide value of coal stocks over the last five years, and the climate crisis as one of the greatest threats to the worldwide economy. He quoted Al Gore on climate change, "the Paris agreements are too late, they're not enough, and they're not binding enough. However, they have to happen as a place to start."

S. Jones was enthusiastic about the work that was presented, and said the proposed climate commitment draft is well constructed. She thanked staff for the great work and said the community energy work should stimulate excitement for those who attended the recent earth week activities.

M. Appelbaum concurred with S. Jones and agreed that changing the goals, as recommended, is a good idea – to be a bit more practical in order to make the task not seem impossible. He expressed concerns about measurements of emissions reduction. He suggested focusing on the other measures we have in place that are easier to understand and are real and tangible. It's

important to have the knowledge of all the components – where we've made a difference and why it is important. He said we are on the right track -- looking at things from a bigger perspective is the way to go. He suggested putting the information out to the community in a more digestible, understandable format.

L. Morzel liked the concept and practice of the whole energy system transition – it's important to look at the larger system. She supported moving forward and agreed with the draft clean energy target of 100 percent by 2030. This is probably one of the most urgent issues of our time. In terms of additional criteria in evaluating transition pathways, it's more than just climate change, it's about our economy and our business models. She agreed with M. Appelbaum's comment that it is difficult to measure emissions, but continuing to look at emissions is important, an F rating is not acceptable. What is measurable, is the percentage of renewable energy we are consuming and local generation. She supported the plan for stakeholder engagement and said R. Lehr is a good resource for future community engagement.

A. Brockett supported the 100 percent target by 2030 and said setting aggressive goals is important. He encouraged staff to continue to drill into the numbers and lay out the pathway to reach the goals. He cautioned staff about setting more achievable goals in the 2020 timeframe. The long-term bigger goals are important for informing our short-term decisions. He supported measuring our per capita emissions – at the global level per capita is meaningless, but for one city it matters.

A. Shoemaker concurred with most of M. Appelbaum's comments and supported the aspirational goals and energy target of 100 percent by 2030. He supported real efforts to work with Denver on the goals – Colorado cities working together means more to the state of Colorado and to the Public Utilities Commission and gives us all more leverage. To be realistic and to stay on track with developing circumstances, we may need to revisit the 2030 goals every year.

J. Burton loved the aspirational goal. She expects to see more modeling when staff returns to council later this year. She said we need achievable goals, tracking and results. She noted that climate change ranked fifth as a community priority in the Boulder Valley Comprehensive Plan. She said we must do a better job of communicating our climate commitment efforts with our community – why it is important and how each family member can contribute. In addition to working with Denver, she suggested working more closely with Boulder County.

M. Young said the side by side bar graphic about business as usual was impactful and emphasizes the imperative for a change in supply. As part of the community engagement process, she said reaching out to our youth is a real important focus (she referred to the World Peace Game Ted Talk). If we are going to measure per capita emissions, we must include air travel. She agreed that having local partnerships around this issue is important.

S. Weaver supported the 100 percent renewable electricity by 2030 goal. A question is whether we do goal setting per capita, or as absolute. The overall emissions 80 percent target by 2050 is critical. He thanked staff for adjusting the 2020 goals and said setting goals that are routinely not reached is not good practice.

M Appelbaum requested that staff provide council with additional information on the Colorado Communities for Climate coalition, as well as other partnerships and collaborations.

S. Jones concluded by fully supporting the 100 percent renewable electricity by 2030 goal. We are leaders on this issue and need to continue to be part of the solution.

CENTRAL AREA GENERAL IMPROVEMENT DISTRICT (CAGID)
BOARD OF DIRECTORS AGENDA ITEM

MEETING DATE: June 7, 2016

AGENDA TITLE
Consideration of a motion to adopt Resolution No. 276 amending the 2016 Downtown Commercial District Fund (formerly Central Area General Improvement District Fund) Budget.

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

PRESENTERS
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Executive Budget Officer
Elena Lazarevska, Senior Financial Analyst
Milford John-Williams, Budget Analyst

EXECUTIVE SUMMARY
This budget supplemental resolution is the first to be presented to City Council in 2016 for the Downtown Commercial District (DCD) Fund (formerly CAGID Fund) Budget. All supplementals adjust only the 2016 budget and are considered "one-time" adjustments. As a result, they have no direct or immediate impact on the following year's budget. In contrast, the city assigns budget requests with "ongoing" or multi-year impacts to the annual budget process (budget planning for the coming fiscal year) and not to the budget supplemental resolution.

A proposed resolution is provided as **Attachment A** to this packet. The resolution contains requests for supplemental appropriations from fund balance, for project carryover and for encumbrance carryover. The resolution also includes a negative appropriation for estimated carryover that was included in the original 2016 Budget Resolution 274.

STAFF RECOMMENDATION

Suggested Motion Language:

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

Motion to adopt Resolution No. 276 amending the 2016 Downtown Commercial District Fund (formerly Central Area General Improvement District Fund) Budget.

Motion to adjourn from the CAGID Board of Directors and convene as the University Hill General Improvement District Board of Directors.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

This supplemental resolution appropriates funding for capital projects and ongoing operations that positively affect economic, environmental or social sustainability in the community.

OTHER IMPACTS

- Fiscal: This resolution appropriates encumbrance carryover of $273,528 from Fund Balance and a supplemental request of $32,336.

- Staff time for this process is allocated in the Budget Division's regular annual work plan.

ANALYSIS

This supplemental resolution appropriates funding for projects and services that were approved by council in prior year budgets and are being carried into the 2016 budget. There is one request for additional appropriations in 2016 in the amount of $32,336. This supplemental request is to cover the difference between the budget estimate and the actual fare increse for the EcoPass. In the 2016 budget development budget request, the Department of Community Vitality requested and was approved for increased funding to cover both the anticipated RTD fare increase and additional employee count. RTD board members voted in an 18.3% increase for the 2016 EcoPass, exceeding the budget estimate of 12% thereby necessitating additional resources.

Attachment B shows the impact the carryovers and supplement request will have on the Downtown Commercial District fund balance.

ATTACHMENTS

A. Proposed Resolution amending the 2016 DCD Fund Budget
B. 2016 DCD Fund Activity Summary

RESOLUTION NO. 276

A RESOLUTION RELATING TO THE FINANCIAL AFFAIRS OF THE CITY OF BOULDER DOWNTOWN COMMERCIAL DISTRICT FUND (FORMERLY KNOWN AS THE CENTRAL AREA GENERAL IMPROVEMENT DISTRICT FUND), MAKING A SUPPLEMENTAL APPROPRIATION FOR THE FISCAL YEAR ENDING DECEMBER 31, 2016, AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the District desires to make fund balance transfers to continue and complete projects previously authorized and approved; and

WHEREAS, the District also desires to make certain supplemental appropriations for purposes not provided for in the 2016 Annual Appropriation Resolution:

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE CENTRAL AREA GENERAL IMPROVEMENT DISTRICT, THAT THE FOLLOWING BE ACCOMPLISHED:

Section 1.

Appropriation from Fund Balance	$305,864
Negative Appropriation- Resolution 274	($2,825,000)

INTRODUCED, READ, PASSED AND ADOPTED this 7th day of June, 2016.

_____
Chair

Attest:

_____
Secretary

2016 FUND ACTIVITY SUMMARY
CARRYOVER AND 1ST BUDGET SUPPLEMENTAL OF 2016

	At January 1, 2016			Appropriation Resolution May 3, 2016		Carryover & 1st Budget Supplemental		Projected Dec 31, 2016
FUND	Projected Fund Balance	Original Estimated Revenues (Including Xfers In)	Original Appropriations (Including Xfers Out)	Increase in Estimated Revenues	Appropriations	Increase in Estimated Revenues	Appropriations (Including Xfers Out)	Fund Balance
Downtown Commercial District Fund	8,613,091	8,478,357	8,781,777		1,002,780	0	305,864	7,001,027

UNIVERSITY HILL GENERAL IMPROVEMENT DISTRICT (UHGID)
BOARD OF DIRECTORS AGENDA ITEM

MEETING DATE: June 7, 2016

AGENDA TITLE
Consideration of a motion to adopt Resolution No. 199 amending the 2016 University Hill Commercial District Fund (formerly University Hill General Improvement District Fund) Budget.

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

PRESENTERS
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Budget Officer
Elena Lazarevska, Senior Financial Analyst
Milford John-Williams, Budget Analyst

EXECUTIVE SUMMARY
This budget supplemental resolution is the first to be presented to City Council in 2016 for the University Hill Commercial District (UHCD) Fund (formerly UHGID Fund) Budget. All supplementals adjust only the 2016 budget and are considered "one-time" adjustments. As a result, they have no direct or immediate impact on the following year's budget. In contrast, the city assigns budget requests with "ongoing" or multi-year impacts to the annual budget process (budget planning for the coming fiscal year) and not to the budget supplemental resolution.

A proposed resolution is provided as **Attachment A** to this packet. The resolution contains a request for encumbrance carryover. **Attachment B** shows the impact the carryovers and supplement request will have on the University Hill Commercial District fund balance.

STAFF RECOMMENDATION

Suggested Motion Language:

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

Motion to adopt Resolution No. 199 amending the 2016 University Hill Commercial District Fund (formerly University Hill General Improvement District Fund) Budget.

Motion to adjourn from the University Hill General Improvement District Board of Directors and to reconvene as the Boulder Junction Access Commission General Improvement District – Travel Demand Management Board of Directors.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

This supplemental resolution appropriates encumbrance carryover and budget supplemental items that positively affect economic, environmental or social sustainability in the community.

OTHER IMPACTS

- Fiscal: This resolution appropriates encumbrance carryover of $13,968 from fund balance.

- Staff time for this process is allocated in the Budget Division's regular annual work plan.

ANALYSIS

This supplemental resolution appropriates funding for projects and services that were approved by council in prior year budgets and are being carried into the 2016 budget.

ATTACHMENTS

A. Proposed Resolution amending the 2016 UHCD Fund Budget
B. 2016 UHCD Fund Activity Summary

RESOLUTION NO. 199

A RESOLUTION RELATING TO THE FINANCIAL AFFAIRS OF THE CITY OF BOULDER UNIVERSITY HILL COMMERCIAL DISTRICT FUND (FORMERLY THE UNIVERSITY HILL GENERAL IMPROVEMENT DISTRICT FUND), MAKING SUPPLEMENTAL APPROPRIATIONS FOR THE FISCAL YEAR ENDING DECEMBER 31, 2016, AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the District now desires to make fund balance transfers to continue and complete a project previously authorized and approved; and

WHEREAS, the District also desires to make certain supplemental appropriations for purposes not provided for in the 2016 Annual Appropriation Resolution:

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE UNIVERSITY HILL GENERAL IMPROVEMENT DISTRICT THAT THE FOLLOWING BE ACCOMPLISHED:

Section 1.

Appropriation from Fund Balance	$13,968

INTRODUCED, READ, PASSED AND ADOPTED this 7th day of June, 2016.

_____
Chair

Attest:

_____
Secretary

2016 FUND ACTIVITY SUMMARY
CARRYOVER AND 1ST BUDGET SUPPLEMENTAL OF 2016

	At January 1, 2016			Carryover & 1st Budget Supplemental		Projected Dec 31, 2016
FUND	Projected Fund Balance	Original Estimated Revenues (Including Xfers In)	Original Appropriations (Including Xfers Out)	Increase in Estimated Revenues	Appropriations (Including Xfers Out)	Fund Balance
University Hill Commercial District Fund (550)	830,549	591,528	640,284	0	13,968	767,826

BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – TRAVEL DEMAND MANAGEMENT
BOARD OF DIRECTORS AGENDA ITEM

MEETING DATE: June 7, 2016

AGENDA TITLE
Consideration of a motion to adopt Resolution No. 18 approving a supplemental appropriation to the 2016 Boulder Junction Access Commission General Improvement District – Travel Demand Management Fund Budget.

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

PRESENTERS
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Executive Budget Officer
Elena Lazarevska, Senior Financial Analyst
Milford John-Williams, Budget Analyst

EXECUTIVE SUMMARY
This budget supplemental resolution is the first to be presented to City Council for the 2016 Boulder Junction Access Commission General Improvement District (GID) – Travel Demand Management (TDM) Fund. All supplementals adjust only the 2016 budget and are considered "one-time" adjustments. As a result, this item will have no direct or immediate impact on the 2016 budget, reserving the annual budget process for consideration of ongoing budget requests so that all such requests may be evaluated comprehensively.

A proposed resolution is provided as **Attachment A** to this packet. **Attachment B** shows the impact of this resolution on the Boulder Junction Access Commission GID-TDM fund balance.

STAFF RECOMMENDATION

Suggested Motion Language:

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

Motion to adopt Resolution No. 18 approving a supplemental appropriation to the 2016 Boulder Junction Access Commission GID-Travel Demand Management Fund Budget.

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

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

This supplemental ordinance appropriates funding for projects and services that positively affect economic, environmental or social sustainability in the community.

OTHER IMPACTS

- This resolution appropriates encumbrance carryover of $917 from fund balance.
- Staff time for this process is allocated in the Budget Division's regular annual work plan.

ANALYSIS

This supplemental resolution appropriates funding for projects and services that were approved by council in prior year budgets and are being carried into the 2016 budget.

Attachment B shows the impact of this resolution on the Boulder Junction Access Commission GID-Travel Demand Management fund balance.

BOARD AND COMMISSION FEEDBACK

The Boulder Junction Access GID-TDM Commission supports this request.

ATTACHMENTS

A. Proposed Resolution amending the 2016 Boulder Junction Access Commission
B. GID- Travel Demand Management Fund Budget 2016 Boulder Junction Access Commission GID- Travel Demand Management Fund Activity Summary

RESOLUTION NO. 18

A RESOLUTION RELATING TO THE FINANCIAL AFFAIRS OF THE CITY OF BOULDER BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – TRAVEL DEMAND MANAGEMENT FUND, MAKING SUPPLEMENTAL REVENUE ESTIMATES FOR THE FISCAL YEAR ENDING DECEMBER 31, 2016, AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the District now desires to continue and complete a project previously authorized and approved; and

WHEREAS, the District also desires to make certain supplemental revenue estimates for purposes not provided for in the 2016 Annual Budget Resolution:

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – TRAVEL DEMAND MANAGEMENT THAT THE FOLLOWING BE ACCOMPLISHED:

Section 1. Appropriation from Fund Balance $917

INTRODUCED, READ, PASSED AND ADOPTED the 7th day of June, 2016.

_____

Chair

Attest:

_____

Secretary

2016 FUND ACTIVITY SUMMARY
CARRYOVER AND 1ST BUDGET SUPPLEMENTAL OF 2016

	At January 1, 2016			Carryover & 1st Budget Supplemental		Projected Dec 31, 2016
FUND	Projected Fund Balance	Original Estimated Revenues (Including Xfers In)	Original Appropriations (Including Xfers Out)	Increase in Estimated Revenues	Appropriations (Including Xfers Out)	Fund Balance
Boulder Junction Access GID TDM	83,297	151,786	175,717	0	917	58,449

BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT - PARKING
BOARD OF DIRECTORS AGENDA ITEM

MEETING DATE: June 7, 2016

AGENDA TITLE
Consideration of a motion to adopt Resolution No. 17 amending the 2016 Boulder Junction Access Commission General Improvement District – Parking Fund Budget.

Consideration of a motion to adjourn from the Boulder Junction Access Commission General Improvement District – Parking Board of Directors and convene as the Boulder Municipal Property Authority Board of Directors.

PRESENTER/S
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Executive Budget Officer
Elena Lazarevska, Senior Financial Analyst
Milford John-Williams, Budget Analyst

EXECUTIVE SUMMARY
This budget supplemental resolution is the first to be presented to City Council for the 2016 Boulder Junction General Improvement District (GID) – Parking Fund. All supplementals adjust only the 2016 budget and are considered "one-time" adjustments.

A proposed resolution is provided as **Attachment A** to this packet. **Attachment B** shows the impact of this resolution on the Boulder Junction Access Commission GID-Parking fund balance.

STAFF RECOMMENDATION

Suggested Motion Language:

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

Motion to adopt Resolution No. 17 approving a supplemental appropriation to the 2016 Boulder Junction Access Commission GID-Parking Fund Budget.

Motion to adjourn from the Boulder Junction Access Commission General Improvement District – Parking Board of Directors and convene as the Boulder Municipal Property Authority Board of Directors.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

This supplemental ordinance appropriates funding for projects and services that positively affect economic, environmental or social sustainability in the community.

OTHER IMPACTS

- This resolution appropriates encumbrance carryover of $917 from fund balance.
- Staff time for this process is allocated in the Budget Division's regular annual work plan.

BOARD AND COMMISSION FEEDBACK

The Boulder Junction Access Commission GID Board supports this request.

ATTACHMENTS

A. Proposed Resolution amending the 2016 Boulder Junction Access Commission GID-Parking Fund Budget
B. 2016 Boulder Junction Access Commission GID-Parking Fund Activity Summary

RESOLUTION NO. 17

A RESOLUTION RELATING TO THE FINANCIAL AFFAIRS OF THE CITY OF BOULDER BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – PARKING FUND, MAKING SUPPLEMENTAL REVENUE ESTIMATES FOR THE FISCAL YEAR ENDING DECEMBER 31, 2016, AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the District now desires to continue and complete a project previously authorized and approved; and

WHEREAS, the District also desires to make certain supplemental revenue estimates for purposes not provided for in the 2016 Annual Budget Resolution:

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE BOULDER JUNCTION ACCESS COMMISSION GENERAL IMPROVEMENT DISTRICT – PARKING THAT THE FOLLOWING BE ACCOMPLISHED:

Section 1. Appropriation from Fund Balance $917

INTRODUCED, READ, PASSED AND ADOPTED the 7th day of June, 2016.

_____

Chair

Attest:

_____

Secretary

2016 FUND ACTIVITY SUMMARY
CARRYOVER AND 1ST BUDGET SUPPLEMENTAL OF 2016

	At January 1, 2016			Carryover & 1st Budget Supplemental		Projected Dec 31, 2016
FUND	Projected Fund Balance	Original Estimated Revenues (Including Xfers In)	Original Appropriations (Including Xfers Out)	Increase in Estimated Revenues	Appropriations (Including Xfers Out)	Fund Balance
Boulder Junction GID Parking	412,748	427,375	433,519	0	917	405,687

BOULDER MUNICIPAL PROPERTY AUTHORITY
BOARD OF DIRECTORS AGENDA ITEM

MEETING DATE: June 7, 2016

AGENDA TITLE
Consideration of a motion to adopt Resolution No. 143 amending the 2016 Budget for the Boulder Municipal Property Authority.

Consideration of a motion to adjourn from the Boulder Municipal Property Authority Board of Directors and reconvene as the Boulder City Council

PRESENTERS
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director of Finance
Peggy Bunzli, Executive Budget Officer
Elena Lazarevska, Senior Financial Analyst
Milford John-Williams, Budget Analyst

EXECUTIVE SUMMARY:

The Boulder Municipal Property Authority (BMPA) was formed as a Colorado nonprofit corporation in February of 1988. The Authority was formed for the purpose of acquiring real and personal property, and leasing, selling or otherwise conveying the same to the city. The Authority is governed by a nine-member board of directors, which consists of the mayor and council of the city. The Authority's officers include a president and vice president, which, pursuant to its bylaws, shall be the mayor and deputy mayor, respectively, of the city and a secretary-treasurer, which shall be the director of Finance and Record, ex officio city clerk of the city. The Authority has no assets, other than assets acquired from the issuance of debt securities, which are pledged to the repayment of such securities.

The Boulder Municipal Property Authority is a component unit of the City of Boulder as provided in the definition of "Reporting Entity" used by the Governmental Accounting Standards Board. This requires that the financial statements of the Boulder Municipal

Property Authority be included in the city's Comprehensive Annual Financial Report. Therefore, the Boulder Municipal Property Authority must adopt a formal annual budget.

The increase to BMPA's 2016 budget in this agenda item is a result of Certificates of Participation issued in late 2015. The COPs were used for the purchase of the Boulder Community Hospital and for capital improvements of that site. The amount requested in this memo represents the available balance in the COPs that are remaining at the end of 2015. These funds will be used for capital improvements to the Boulder Community Hospital property. COP counsel has confirmed that the use of these funds for capital improvements is appropriate use of the COPs.

STAFF RECOMMENDATION:

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

Motion to adopt Resolution No. 143 approving a supplemental appropriation to the Boulder Municipal Property Authority 2016 budget.

Motion to adjourn from the Boulder Municipal Property Authority Board of Directors and reconvene as Boulder City Council.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS:

This action is an accounting function necessitated by accounting requirements.

OTHER IMPACTS:

- This resolution appropriates project carryover of $850,743 from Fund Balance.
- Staff time for this process is allocated in the Budget Office's regular annual work plan.

ATTACHMENTS:

A. Proposed resolution
B. Fund Activity Summary

RESOLUTION NO. 143

A RESOLUTION CONCERNING THE BOULDER MUNICIPAL PROPERTY AUTHORITY (BMPA), MAKING SUPPLEMENTAL APPROPRIATIONS FOR THE FISCAL YEAR ENDING DECEMBER 31, 2016, AND SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the Boulder Municipal Property Authority is a nonprofit corporation duly organized and existing under the laws of the State of Colorado, and;

WHEREAS, the Boulder Municipal Property Authority is a component unit of the City of Boulder, for accounting purposes only, and as such, is required to formally adopt an annual budget, and;

WHEREAS, certain 2013 debt service and capital expenditure obligations of the Boulder Municipal Property Authority were not provided for in the 2016 Annual Appropriation Resolution;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, ACTING AS THE BOARD OF DIRECTORS OF THE BOULDER MUNICIPAL PROPERTY AUTHORITY, THAT THE FOLLOWING BE ACCOMPLISHED:

Section 1. Appropriation from Fund Balance $850,743

INTRODUCED, READ, PASSED AND ADOPTED this 7th day of June, 2016.

_____
President

Attest:

_____
Secretary

2016 FUND ACTIVITY SUMMARY
CARRYOVER AND 1ST BUDGET SUPPLEMENTAL OF 2016

	At January 1, 2016			Carryover & 1st Budget Supplemental		Projected Dec 31, 2016
FUND	Projected Fund Balance	Original Estimated Revenues (Including Xfers In)	Original Appropriations (Including Xfers Out)	Increase in Estimated Revenues	Appropriations (Including Xfers Out)	Fund Balance
BMPA Debt Service	1,098,575	1,862,397	1,862,397		850,743	247,832

CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: June 7, 2016

AGENDA TITLE: Consideration of the following two items:

1. Introduction, first reading and consideration of a motion to order published by title only, Ordinance No. 8121 amending Title 9, "Land Use Code," B.R.C. 1981, to adopt a Form-Based Code (FBC) for the Boulder Junction Phase I through two appendices to Title 9: Appendix L designating "Form-Based Code Areas," and Appendix M as the FBC regulations, and adopting a FBC Review process, and

2. Notice regarding the proposed amendments to the Transit Village Area Plan (TVAP) connections plan to be consistent with and to implement the FBC project (*to be considered at time of second reading*).

PRESENTER/S
Jane S. Brautigam, City Manager
Tom Carr, City Attorney
David Driskell, Executive Director of Planning, Housing and Sustainability
Susan Richstone, Deputy Director of Planning
Charles Ferro, Development Review Manager
Karl Guiler, Senior Planner/Code Amendment Specialist

EXECUTIVE SUMMARY

The purpose of this memorandum is to consider an ordinance amending Title 9, "Land Use Code," B.R.C. 1981, to adopt a Form-Based Code (FBC) applied to the Boulder Junction Phase I area. The FBC is proposed to be added to the land use code as a new Appendix M (a new Appendix L would include a map showing "Form-Based Code Areas" in Boulder). Further, a new code section, 9-2-16, "Form Based Code Review," B.R.C. 1981 would be added referring to the Appendix M regulations and creating a review process for the FBC.

Some elements of the FBC involve changes to connections in the TVAP and therefore, amendments to the TVAP transportation connections plan are proposed simultaneous with consideration of the FBC. These would be considered at time of second reading.

This memorandum goes into detail on the proposed ordinance to adopt the FBC, descriptions of the required changes to the land use code, an overview of the content of the FBC, staff analysis of the FBC, public comments received on the FBC and a staff recommendation. The proposed ordinance is found in **Attachment A** and includes the proposed FBC as Exhibit B to the ordinance. **Attachment B** to the memorandum contains the proposed changes to the TVAP transportation connections plan.

STAFF RECOMMENDATION

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

Suggested Motion Language:
Motion to introduce on first reading an order published by title only, Ordinance No. 8121 amending Title 9, "Land Use Code," B.R.C. 1981, to adopt a Form-Based Code (FBC) for the Boulder Junction Phase I through two appendices to Title 9: Appendix L designating "Form-Based Code Areas," and Appendix M as the FBC regulations, and adopting a Form Based Code Review process.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- Economic: Adoption of the FBC will apply new regulations related to view protection to the city-owned Pollard site. These regulations do not exist today and are meant to protect important views of the Flatirons from the public space at Depot Square. Under current zoning, up to five-stories and 55 feet would be possible on the site with Site Review approval. The FBC would limit some areas to three-stories and four-stories in order to preserve views that would otherwise be lost. This may impact the amount of floor area possible on the site; however, staff was mindful not to significantly reduce the development potential on the site through the process. It should be noted that where floor area may be impacted in view corridor locations, floor area could be relocated to other locations outside view corridors without being impacted by the current site by site floor area ration (FAR) and open space site restrictions that currently exist.
- Environmental: No anticipated impacts.
- Social: No anticipated impacts.

OTHER IMPACTS

- Fiscal: None identified.
- Staff time: The proposed code changes are within normal staff work plans.

BOARD AND COMMISSION FEEDBACK

Planning Board

Planning Board unanimously approved (7-0) the FBC at its April 14, 2016 public hearing. Minutes from the meeting can be found in **Attachment E**. Much of the

discussion involved the proposed review process for FBC and while there were concerns about the reviews involving too much process (FBC are typically intended to be entirely prescriptive without public hearings or call ups), the board felt the ordinance strikes an appropriate balance by streamlining reviews and removing automatic public hearings, while also maintaining a call up mechanism for the city to monitor the efficacy and administration of the FBC. Several board members suggested having a special public notice provision that would require mailings to go to all addresses located within 600 feet of a development site, including renters, as opposed to the current process of only sending mailings to property owners of properties within such area. This requested change is reflected in the attached ordinance. The board also expressed its recommendation to City Council that this notice change apply to all land use reviews in the future.

Relative to the FBC's content, the board supported the provisions and recommended no changes. The board discussed the standards on towers and the "golden ratio" requirement. The board concluded that, as a pilot project, the proposed standards should remain a part of the FBC and be tested through FBC reviews. The board also discussed a rendering prepared by Leonard May, which was formulated as a preliminary test of the FBC.

Lastly, the board briefly discussed the TVAP connection changes and indicated support of the changes. The Planning Board motions are provided below:

> **Motion:**
> On a motion by **C. Gray** seconded by **J. Putnam** the Planning Board voted 7-0 to recommend to City Council adoption of an ordinance amending Title 9, "Land Use Code," B.R.C. 1981, to adopt a Form-Based Code (FBC) for the Boulder Junction Phase I area and a FBC review process, and setting forth related details.
>
> Friendly amendment by **J. Putnam**, that Planning Board recommend to amend the notice provision in the ordinance to provide notice in the TVAP Area Phase I to all addresses and property owners and to revise Figure M-1(21) to show yard areas. Friendly amendment was accepted by **C. Gray**.
>
> On a motion by **L. Payton** seconded by **C. Gray** the Planning Board voted 7-0 to approve amendments to the Transit Village Area Plan (TVAP) connections plan to be consistent with and implement the FBC project.

Transportation Advisory Board and Boulder Junction Access District

While the guiding principles were not a primary topic of discussion, staff has presented to both TAB and BJAD throughout the progress of the FBC pilot project. TAB and BJAD were also involved in the joint board workshop with CodaMetrics. Staff updated BJAD in March of this year. Most of the BJAD discussion entailed changes to the TVAP connections plan. One member of BJAD expressed the concern that with the FBC, the Boulder Junction area was becoming "over-programmed."

Design Advisory Board

In March 2016, staff met with the Design Advisory Board (DAB) to discuss the latest draft of the FBC. Overall, DAB was complementary of the FBC and generally supported

the idea that projects would be staff level, but could be called-up by Planning Board. DAB also appreciated that it would continue to have a say in projects in their compliance with the Transit Village Area Plan (TVAP) policies and the FBC. DAB generally liked the format, graphics and text of the FBC, but also raised points about requiring masonry elements to come down to the ground to make projects more grounded and requested clarification on other elements of the code.

FBC Working Group

The FBC was informed by a number of discussions of the FBC Working Group. A summary of the input can be found in **Attachment C**.

BACKGROUND & PUBLIC INPUT

The FBC pilot project has undergone an extensive outreach process with the FBC 101 held by Victor Dover, community workshops including the image preference survey and discussion on potential content, development of guiding principles, an open house and ongoing communication with stakeholders. See **Attachment C** for an in depth summary of the process and input received.

ANALYSIS

Draft Ordinance

The draft ordinance is found in **Attachment A** and includes a new Land Use Code section, Section 9-2-16, "Form Based Code Review," B.R.C. 1981, and specifies the review process, including call-up options for the public and Planning Board, submittal requirements, review and exception criteria for projects that are subject to form-based code regulations. The structure of the code section is similar to how the code sections for Use Review and Site Review are outlined. In the past, city staff and Planning Board have expressed the desire to consider a new "Site Review Light" type process and therefore, staff has prepared the new From Based Code Review process with this goal in mind.

The new code section links to two new appendices, Appendix L and Appendix M. Appendix L is a map that shows the "Form Based Code Areas", which staff anticipates would include possible new form-based code areas in the future or other similar areas with special regulations, and would be updated in the future should the city adopt such regulations. Appendix M includes the specific regulations that would apply to all areas where form-based code would apply (see Exhibit B to the ordinance in **Attachment A**).

While much of the proposed ordinance sets up the new review process, most of the ordinance includes necessary reference updates in the Land Use Code to refer to the new regulations as well as making it clear what sections of the Land Use Code would be superseded by the new regulations and which would continue to apply. Some key examples of the differences are:

- ***Use Standards:*** The use standards of the Land Use Code would continue to apply with the exception that storefront uses along identified locations along the streetscape (e.g., Main Street building types and key intersections) would require retail, dining and personal service uses to provide for active uses as opposed to

banks or residential uses that would have less activity in key nodes. Also, a requirement that developments within certain areas of Boulder Junction would have to be at least 50 percent residential has been added to the FBC.

- ***Form and Bulk Standards:*** The form and bulk standards would be superseded by the special form and design requirements within the FBC with the exception that the height of buildings would still need to be measured from low points 25 feet away from buildings as done in the current code and would still need to show minimum compliance with appurtenances standards despite being held to higher standards in the FBC. Building height in the FBC would be permitted based on the allowable number of floors (with each floor with specific floor to floor heights) and under no condition could go over the 55-foot height limit as measured per the Land Use Code and City Charter.
- ***Intensity Standards:*** The intensity standards, including the open space amount requirements and floor area limitations, would be superseded. Building massing and intensity and required outdoor space requirements would be specifically prescribed in the FBC. While most of the intensity standards would be superseded, the applicable occupancy requirements in the Land Use Code would <u>not</u> be superseded.

Below are some key points about the review process and exceptions set up by the draft ordinance (some points relative to scope are also specified in the FBC):

- ***Scope:*** Any property redeveloping within the areas specified in Appendix L would be subject to the FBC and FBC Review process, with the exception of projects previously approved under Site Review, which would continue to subject to the specific approval standards for the project. The FBC would only fully apply if a project were to be substantially redeveloped (i.e., redevelopment). However, a stipulation has been added that any modifications to such projects should be generally consistent with and not conflict, as practicable, with the intent of the FBC areas. Existing buildings that do not conform to the FBC could continue to be subject to the provisions of the Land Use Code until they substantially redevelop (i.e., 60 percent additional floor area), although new construction would be subject to specific façade design standards in the FBC.
- ***Review Process:*** Projects would be reviewed under the new FBC Review process outlined in section 9-2-16, "Form Based Code Review," B.R.C. 1981. Prior to submittal of an application, a Pre-Application submittal is required for staff and the applicant to discuss the direction of the project and allows the applicant to get key advice on designing to the standards of the FBC. After submission of a Form Based Code Review application, approval would be based on meeting the specific standards within the FBC (Appendix M). Reviews would be staff level (no automatic Planning Board hearings) and would be referred to DAB for comment like other Site Review applications in area plan areas. With the exception of small projects (i.e., under 500 square feet of floor area, one-story and no exception requests) and minor modifications limited per the criteria in section 9-2-16(j), B.R.C. 1981, all Form Based Code Review projects would be subject to Planning

Board or citizen call up. Staff could also refer applications to Planning Board like the current Site Review process.

- ***Exceptions:*** FBCs are typically written to be prescriptive and non-discretionary. However, to allow flexibility to the standards, exceptions to FBC standards can be requested and would be subject to the proposed exception criteria in section 9-2-16(i), B.R.C. 1981, which require the following:

    - Consistency with the goals and intents of the applicable adopted area plan;
    - Consistency with the "purpose" of FBC Reviews as stated in section 9-2-16(a), B.R.C. 1981 and
    - Avoidance of adverse impacts above what would normally be expected by meeting the FBC standards.

  Staff has drafted the exception process to allow flexibility in scenarios where it may be desirable to deviate somewhat from the FBC. Similar to Site Review, exceptions would be treated like modifications and would be specifically called out in any correspondence with the Planning Board or City Council and on Notice of Dispositions. If the board or council disagreed about granting an exception the project could be called up. Call ups are not limited to whether exceptions are requested or not, but are possible for any project. Usually a decision to call a project up is based on whether the reviewer (e.g., interested party, board member or city council) believes the requirements of the FBC are met.

Draft Form-Based Code (FBC)

The draft FBC is found in **Attachment A** (as Exhibit B to the ordinance). The regulations are written in the same numbering format as the current Land Use Code and include broad regulations that would apply to all form-based code areas (if adopted in the future) as well as enabling options for adding new specific regulations for specific areas. The regulations have been prepared as an appendix, because as part of a pilot process, the appendix would stand separate for the city and community to evaluate whether form-based code is effective for use in achieving better design outcomes. If in the future the city found that the Form Based Code Review process and FBC regulations were effective or even preferable to the current Site Review process, the option of incorporating the appendix as a new chapter in the Land Use Code would exist. Conversely, if it is found that the regulations are not effective, the appendix could be more easily removed from the Land Use Code. Also, if review boards and the community felt that projects did not necessitate discretionary review, call up provisions in the future could be eliminated.

The Planning Board staff memorandum from Oct. 29th, which covers the general content and structure of the FBC, can be found here. The October memorandum is similar to that sent to City Council as part of its September 2015 study session. A brief overview of the composition of the FBC is below followed by descriptions of what updates have been made to the FBC since the last review.

Content of the FBC:

- General Provisions: The general provisions include the general purpose statement, design goals and organization of the code. The section also outlines what sections of the FBC supersede requirements within the Boulder Revised Code (BRC) and what BRC rules continue to apply to the Form Based Code area. There is a section in the General Provisions that addresses existing structures and what requirements would be triggered from minor alterations. Lastly, the provisions include the Regulating Plan that specifies where different building types are permitted, what view corridors are to be protected as well as laying out the required Transit Village Area Plan (TVAP) connections. Given the TVAP goals of concentrating residential housing in the Boulder Junction area, the General Building type areas would also permit Row Building types to encourage residential. As stated above, projects over 15,000 square feet would also have to provide at least 50 percent of their floor area as residential uses in these areas.

- Site Design: The site design section focuses primarily on the streetscape around projects sites, the paseos that cut through properties and the outdoor space features that are required on sites. It includes specific standards for different types of outdoor spaces, where at least one outdoor space meeting the standards must be provided 1/8 of a mile from every building entry. There are provisions to allow reductions to space sizes on small sites as well to enable flexibility.

  Based on the discussions with the FBC Working Group, the consultant and staff developed design requirements and specifications for paseos for the FBC with the goal of creating attractive, pedestrian friendly pathways that would create more permeability through city blocks. As specified in the TVAP connections section on page 9 of this memo, connections have been updated to be subject to the design standards (i.e., narrow, wide and enhanced paseos) that have been developed. The new paseo standards would include a variety of technical requirements including the following:

  - Surface treatment requirements for permeable pavers and bricks;
  - Constructions and maintenance requirements
  - Special landscape and lighting requirements

- Building Types: The Building Types section includes descriptions of the applicable building types – Main Street, General Building, Row Building and Commercial Storefront – and outlines the specific dimensional, form and design requirements for each building type. Buildings are required to correspond to the locations specified on the Regulating Plan within the General Provision section. Some examples of the form and design standards included in this section are:

  - Build-to zones; how much of the street frontage must be occupied by buildings;
  - Setbacks (side and rear)

- Maximum building lengths
- Maximum number of stories
- Maximum floor to floor heights
- Maximum lot coverage
- Parking locations
- Building entry requirements
- Permitted cap (roof) types
- Required transparency per floor
- Special storefront use requirements (i.e., restaurant and dining uses, personal service uses, and retail in specific locations to ensure desired pedestrian activity)

These requirements are supplemented with diagrams and are described in detail in a section following the tables so it is understood by the user how to calculate and verify compliance. The section concludes with requirements for cap (roof) types.

- Building Design: Where the prior section focuses on the basic parameters of building form, use and window locations etc., the building design section focuses on the "skins" of building by specifying allowable "major" materials like stone, brick, wood etc. and minor materials like fiber board, stucco etc. and the allowable percentage on the face of the buildings and where and how they should be applied. There are also "limited use" materials that are permitted under certain conditions. The section also includes standards for material transitions, window installation requirements, qualitative standards, and requirements for awnings and balconies that must be followed.

  More stringent mechanical appurtenance standards have been required as part of the FBC. The Building Design section concludes with standards that inform the massing and articulation of buildings to break down mass and monotony without creating buildings that look too "busy" or out of proportion. For instance, there are requirements to vary the facades of buildings in 90 foot increments for buildings more than 120 feet in length and incentives for pitched roofs and building height variation. New articulation requirements have been added that would avoid indentation of ground level facades to avoid buildings that appear top heavy. While there has been disagreement by the Planning Board about requiring demonstration that the golden ratio can be found in the exterior design of the building, staff believes that the requirement may help create buildings with pleasing symmetry and has thus, included it in the FBC. At its review on April 14th, some board members expressed concern about the requirement, but opted to try it out. If the requirement were too rigid it could be waived with an exception as part of a Form-Based Code Review.

TVAP transportation connection amendments

The FBC process identified some changes to transportation connections that would need to be made within TVAP simultaneous to adoption of the FBC. The identified changes are shown below and described following the graphic.

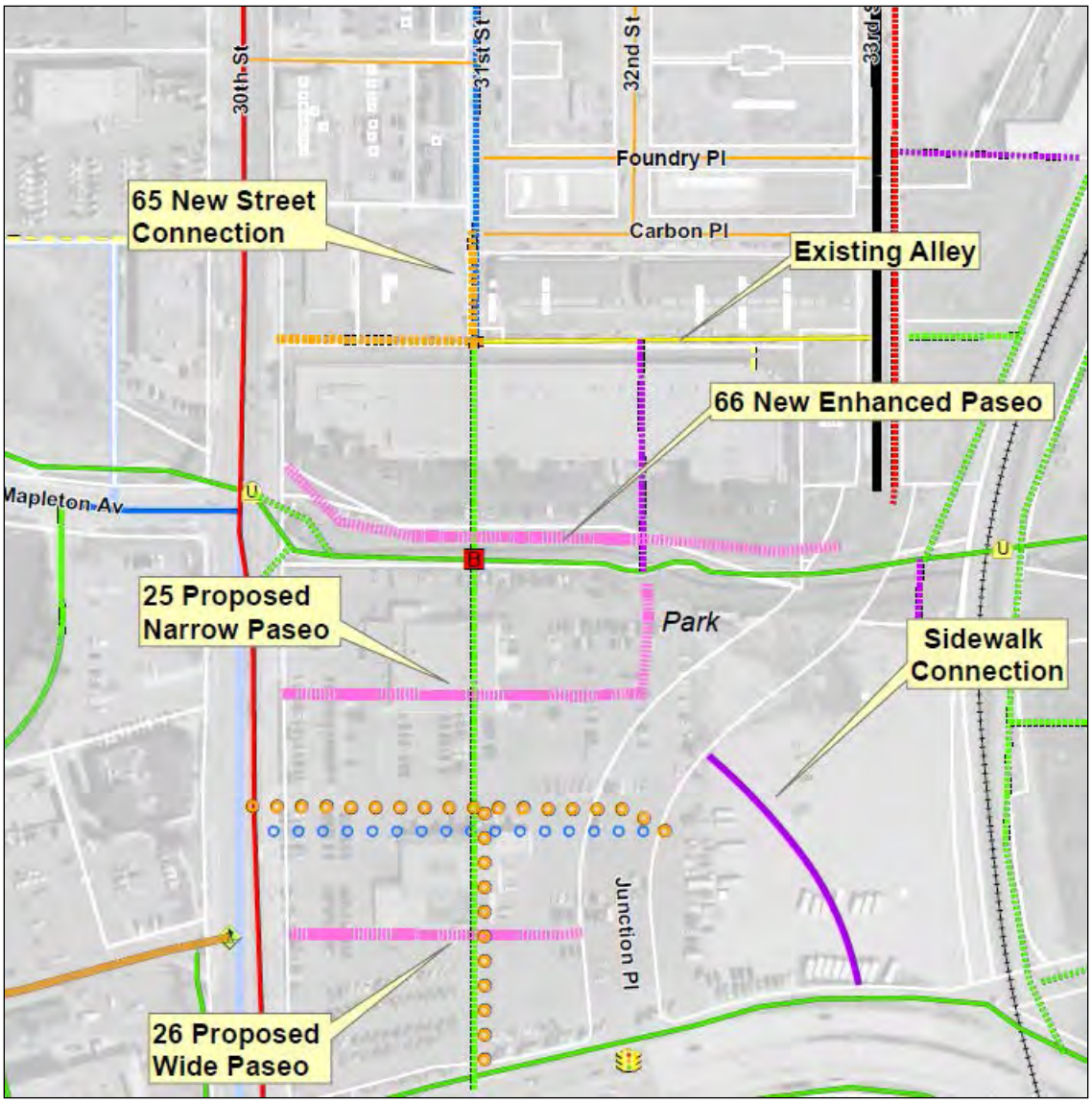

Figure 1- Proposed TVAP connection changes

- **Change 'Local Street' between 31st Street and Junction Place north of Goose Creek to an 'Existing alley'.** This change would recognize that development around the existing circulation functions more like an alley with head-in parking and the backs of buildings fronting upon it. It also recognizes that the connection will likely not redevelop for some time as the Steel Yards development is not expected to redevelop and the connection is needed to serve that development. It also makes more sense as an alley given that there are currently two additional local streets in parallel alignment in Steel Yards to the north with no alleys in between. Future

redevelopment on the property to the south of the alley is expected to load from the north (not necessarily the existing alley) and have buildings facing the south.

- **Add a new sidewalk connection between Junction Place to Pearl Parkway through the Depot Square development.** This change acknowledges an existing paseo-like connection constructed in Depot Square that effectively breaks up the block consistent with the intent of TVAP.

- **New connections or changes to existing connection descriptions** (the numbers shown are those currently within TVAP Appendix 3 with the addition of 65 and 66; new language is shown in underline)**:**

  25. Pedestrian connection: This connection is located approximately mid-way between Goose Creek and the proposed road in the center of the city-owned parcel. The location of this connection is flexible but is meant to meet the objective of providing a pedestrian connection at least every 200-300 feet in a mid-block location. <u>This connection can be accomplished through a narrow paseo per the Form Based Code Area Regulations of Appendix M considering the close proximity to wider connections to the north (i.e., Goose Creek multi-use path and the enhanced paseo described in connection # 66).</u>

  26. Pedestrian connection: This connection is located approximately mid-way between the proposed road in the center of the city-owned parcel and Pearl Parkway. The location of this connection is flexible but is meant to meet the objective of providing a pedestrian connection at least every 200-300 feet in a mid-block location and to provide a protected pedestrian crossing of 30th Street to Crossroad Commons. <u>This connection can be accomplished through a wide paseo per the Form Based Code Area Regulations of Appendix M to continue the connection from Crossroad Commons development into the Boulder Junction neighborhood.</u>

  <u>**65. Local Street:** This connection is north-south and connects the existing 31st Street and Carbon Place intersection in the Steel Yards development to the proposed connection described in #17 connecting to 30th Street.</u>

  <u>**66. Pedestrian Connection:** This connection is primarily a pedestrian connection between 30th Street to Junction Place just north of the Goose Creek multi-use path. This connection would be required to meet the "enhanced paseo" requirements of the Form Based Code Area Requirements of Appendix M with the intent of providing a more pedestrian-friendly, linear park-like promenade connecting the perimeter 30th Street corridor to the Depot Square plaza within Boulder Junction. Buildings would front on the space as if it was a street and the pathway would be wide and well-landscaped.</u>

ATTACHMENTS

A. Proposed Ordinance No. 8121 including the proposed Form-Based Code (Exhibit B to the Ordinance)
B. Proposed changes to TVAP transportation connections
C. Background & Public Input
D. Planning Board minutes dated April 14, 2016

ORDINANCE NO. 8121

AN ORDINANCE AMENDING TITLE 9, "LAND USE CODE," B.R.C. 1981, TO ADD A FORM-BASED CODE REVIEW PROCESS AND TO ADD REVIEW STANDARDS IN AN APPENDIX TO THE LAND USE CODE APPLICABLE TO DESIGNATED FORM-BASED CODE AREAS AND ADMINISTERED THROUGH THE FORM-BASED CODE REVIEW PROCESS, AND SETTING FORTH RELATED DETAILS.

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

Section 1. Subsection (b) of Section 4-20-43, "Development Application Fees," B.R.C. 1981, is amended by adding a new paragraph (32) and renumbering subsequent paragraphs, to read:

….

(32) An applicant for approval of a form-based code review or an amendment to a form-based code review shall pay the following fees:

Form-Based Code Review: …….…...$8,885

Form-Based Code Review Amendment…….....$2,100

Administrative Form-Based Code Review …….$757

Minor Modification to a Form-Based Code Review (standard)……..$757

Minor Modification to a Form-Based Code Review (simple) ……....$168

Section 2. Chapter 9-1, B.R.C. 1981, is amended to read:

….

9-1-2. - How to Use This Code.

A general description of these land use regulations follows. This description is intended to provide the reader with some guidance using this code. This section is not intended to be a substitute for the standards, criteria and procedures contained in this code.

(a) Organization: This title is divided into sixteen chapters. Each chapter is further subdivided into sections, subsections, paragraphs and subparagraphs. A consistent numbering and formatting convention is used throughout the title to identify these

divisions and to help orient the user to the organization of information. The example below illustrates the formatting and numbering convention:

_____

EXAMPLE

9-1-1. Section Heading.

(a) Subsection Heading: with text in the paragraph appearing as hanging indent for the entire Title as shown in this paragraph.

(1) Paragraph Heading, with text in the paragraph appearing as hanging indent for the entire Title as shown in this paragraph.

(A) Subparagraph Heading, with text in the paragraph appearing as hanging indent for the entire Title as shown in this paragraph.

_____

When necessary, the numbering system continues beyond the subparagraph heading following a similar pattern of numbering and indentation. Each section includes all material between two section headings. For example, ~~s~~Section 9-1-1 includes all material beginning with the number 9-1-1 up to number 9-1-2. References to any division of this title include all material located within the referenced section, subsection, paragraph, subparagraph, etc.

(b) Zoning Map: Zoning districts are the primary tool for regulating land in Boulder. Prior to considering developing land, an applicant should refer to the official zoning map to determine which zoning district his/her property is located within. The official zoning map is available at the planning department.

(c) Modular Zone System: Zoning districts in Boulder are comprised of standards from three modules: use, form and intensity. Combining elements of the three modules creates a zoning district. The zoning districts are identified in ~~s~~Section 9-5-2, "Zoning Districts," B.R.C. 1981.

(1) Use Module: The use module establishes the uses that are permitted, conditionally permitted pursuant to ~~s~~Section 9-2-2, "Administrative Review Procedures," B.R.C. 1981, prohibited, or that may be permitted through use review pursuant to ~~s~~Section 9-2-15, "Use Review," B.R.C. 1981. Conditional uses are reviewed through an administrative (staff) review process to ensure conformance with specific use standards. If the use requires a use review, then the project will be required to complete a discretionary review to ensure that any impacts of the use on the surrounding area are minimized. Finally, if the use is an existing legal use that is no longer allowed in the zoning district, and there is a proposal to change or modify the use, it may also be required to complete a use review.

(2) Form Module: The form module establishes the physical parameters for development such as setbacks, building coverage, height and special building design characteristics. Solar access standards, located in ~~s~~Section 9-9-17, "Solar Access," B.R.C. 1981, may also impact building form and should be reviewed in conjunction with the form standards. On parcels and lots designated in Appendix

L, "Form-Based Code Areas," the regulations of Appendix M, "~~Form Based~~Form-based Code," apply.

(3) Intensity Module: The intensity module establishes the density at which development may occur and includes: minimum lot sizes, minimum open space per dwelling unit, number of dwelling units per acre, minimum open space per lot or parcel, and floor area ratios when applicable. On parcels and lots designated in Appendix L, "Form-Based Code Areas," the regulations of Appendix M, "From Based Code," apply.

(d) Overlay Districts and Development Standards: In addition to the zoning district standards, there are additional sets of standards that may be applicable to a property, depending on its location. The applicant should check with the planning department to find out if the property is subject to such regulations, based on the official maps available from the department. First, the applicant should determine if the property is located within a floodplain. Standards regulating lands in the floodplain are found in ~~s~~Sections 9-3-2 through 9-3-8, B.R.C. 1981. If the property is located near the airport, the applicant should determine if the property is located within the airport influence overlay zone. Those standards are located in ~~s~~Section 9-3-10, "Airport Influence Zone," B.R.C. 1981. The applicant should also determine if the property contains any significant wetlands. These regulations are found in ~~s~~Section 9-3-9, "Stream, Wetlands and Water Body Protection," B.R.C. 1981. Finally, the applicant should determine if the property is a designated landmark or located in a designated historic district. Standards regulating historic preservation are located in ~~c~~Chapter 9-11, "Historic Preservation," B.R.C. 1981. In all cases, these overlay district standards apply in addition to any standards of the underlying zoning district. For example, the floodplain overlay regulations may limit or prohibit expansion of existing structures on portions of lots located in the floodplain, even though the basic zone standards would allow it. Other types of overlays may supplement the basic zone standards. For example, a property within the airport influence zone may limit uses or building heights beyond what the base zone standards allow.

(e) Development Standards: Chapter 9-9, "Development Standards," B.R.C. 1981, includes development standards that apply in addition to the zoning and overlay district standards. These include standards for parking, landscaping, signs, open space, site access, lighting, solar access and other elements of development.

(f) Variances of Standards/Site Review Process/Form-Based Code Review Process:

(1) If the applicant cannot meet the standards described in ~~s~~Subsections (b), (c) and (d) of this section, the applicant should determine whether there are alternative development options or any exceptions to the general rules in the code that may accommodate the project. If the project does not meet standards and other development alternatives are not possible, then there are two basic methods available to attempt to vary the standards: the variance process and the site review process.

(2) The variance process is generally used for existing development. Bulk and form requirements may be varied if the applicant can demonstrate an unusual physical

circumstance or other hardship. The variance requirements are found in ~~s~~Section 9-2-3, "Variances and Interpretations," B.R.C. 1981.

(3) The requirements for the site review process are found in ~~s~~Section 9-2-14, "Site Review," B.R.C. 1981. If the project is large enough to meet the minimum thresholds set forth in the code, then the bulk and form requirements and other specified development standards may be ~~varied~~ modified as part of a unified development proposal through a site review. If the project is smaller than the minimum thresholds standards, it is not eligible for site review. All projects that exceed the maximum site review threshold will be required to complete a site review.

(4) The requirements for the ~~form based~~form-based code review process are found in Section 9-2-16, "Form-Based Code Review," B.R.C. 1981. Parcels and lots designated in Appendix L, "Form-Based Code Areas," are subject to the requirements of Appendix M, "Form-Based Code," and will be required to complete a form-based code review. Projects required to complete a form-based code review, are not eligible for the variance process and site review process.

(g) Nonconformance Standards: Adoption of land use controls and changes in zoning have created nonconforming uses, nonstandard buildings and nonstandard lots. Chapter 9-10, "Nonconformance Standards," B.R.C. 1981, describes the treatment of these nonconformities. In general, the policy of the City is to allow these nonconforming uses and nonstandard buildings to be changed and upgraded without requiring their elimination if the change would not substantially adversely affect the surrounding area and if the change would not increase the degree of nonconformity of the use.

(h) Subdivision of Land: If the applicant would like to subdivide a piece of property or merge a number of different parcels into one parcel, the applicant may need to go through the subdivision process. The purpose of the subdivision process is to ensure that proposed building sites are appropriate for development; to obtain an accurate and permanent record of the separate interests of land that are created by subdivision of land; to apportion the costs of public services and facilities serving the subdivision; to provide assurances to future buyers of land that the subdivider owns the land to be sold; to provide legal and physical access to each lot; and to provide for maintenance of improvements, utilities and amenities. There are a number of divisions of land to which the subdivision regulations do not apply. The applicant should review these exceptions to determine if the project will be required to complete the subdivision process. There is also an abbreviated process for projects that only require elimination of a lot line between two lots within an existing subdivision. The subdivision process is found in ~~c~~Chapter 9-12, "Subdivision," B.R.C. 1981. The exceptions are found in ~~s~~Section 9-12-2, "Application of Chapter," B.R.C. 1981. The minor subdivision process is found in ~~s~~Section 9-12-5, "Minor Subdivision," B.R.C. 1981. The abbreviated process for lot line eliminations, lot line adjustments and minor subdivisions is found in ~~s~~Section 9-12-4, "Elimination of Lot Lines," B.R.C. 1981.

(i) Inclusionary Housing: The City has adopted regulations to assist in providing a diverse housing stock affordable to people of varying incomes. Chapter 9-13, "Inclusionary Housing," B.R.C. 1981, sets forth the standards for the City's inclusionary housing and

moderate income housing programs. Inclusionary housing requires that most new residential development contribute toward permanent affordable housing in the City. Generally speaking, twenty percent of the total number of units are required to be permanently affordable to low income households.

(j) Growth Management: The growth management system sets the maximum rate of residential growth at approximately one percent per year. This is achieved by allocating the number of dwelling units for which a building permit can be granted in any given year. Provided that there are enough allocations, each development is entitled to up to forty allocations per year. The allocations are distributed on a quarterly basis. During the last quarter of the year, the applicant may receive up to thirty-five more allocations (to a total of seventy-five) if there are enough allocations available in the system. If the applicant has a project that requires more allocations than are allowed because of the size of the building, building configuration or infrastructure phasing, the applicant may bank allocations over time to build out the project. New residential development that meets the requirements of the City's affordable housing programs and residential development located in commercial, industrial and mixed-use zoning districts are not required to meet the allocation requirements of the growth management system regulations. Those regulations are found in ~~c~~Chapter 9-14, "Residential Growth Management System," B.R.C. 1981.

(k) Enforcement of The Land Use Regulations: Violations of the land use regulation are investigated by the Development and Inspection Services division of the Public Works Department and are prosecuted in municipal court, by district court actions or through administrative hearings. A hearing also is available before the Planning Board to protest a violation of a development review approval. The enforcement provisions are found in ~~c~~Chapter 9-15, "Enforcement," B.R.C. 1981.

….

9-1-4. - Transitional Regulations.

This section addresses the applicability of new substantive standards enacted by this title to activities, actions and other matters that are pending or occurring as of the effective date of this title.

(a) Building Permits: This title will be amended from time to time. Any building permit in effect prior to the effective date of a specific amendment to this title will not be subject to the requirements of the subsequent amendment.

(b) Expiration of Development Approvals:

(1) Any approval previously granted, including, without limitation, site reviews, use reviews, form-based code reviews, planned unit developments, special reviews, height reviews, nonconforming reviews and variances, becomes subject to the provisions of any amendment to this title, unless application for a building permit has been made, or a certificate of completion has been issued pursuant to such approval by the date falling one year after the effective date of such respective amendment.

(2) If a building permit has been issued on any such development approval by September 15, 2006, it may be continued under the conditions of its approval, but it may only be amended or modified in accordance with the minor modification and amendment provisions of ~~s~~Sections 9-2-14, "Site Review," and 9-2-15, "Use Review," B.R.C. 1981.

(c) Expiration of Exceptions, Planned Developments and Planned Residential Developments: Any exception, PD (planned development) or PRD (planned residential development) is subject to the provisions of this title, unless construction of such exception, PD or PRD commenced by February 8, 1984. If, by February 8, 1984, a building permit had been issued for any use or occupation of land previously approved as an exception, a PD or a PRD, such use or occupation may be continued under the conditions of its approval. Any change in the use or occupation of such land shall be made in accordance with the amendment provisions of ~~s~~Section 9-2-14, "Site Review," B.R.C. 1981.

(d) Additional Development Regulations: Notwithstanding the provisions of ~~s~~Subsections (b) and (c) above, additional development regulations may be imposed as part of a building permit approval upon properties in a previously granted and otherwise valid development approval, including, without limitation, site reviews, use reviews, planned unit developments, planned developments, planned residential developments, exceptions, special reviews, height reviews, nonconforming reviews and variances, that are inconsistent with the terms and conditions of the development approval, if:

(1) The standard is expressly stated in the land use regulations as applicable to such development request; and

(2) The standard will not violate the terms of an annexation agreement or a vested right that was granted pursuant to ~~s~~Section 9-2-19, "Vested Rights," B.R.C. 1981.

(e) Existing Uses That Require a Use Review or Conditional Use Approval: Any previously approved use that was established prior to the adoption of new regulations that make such use permitted only pursuant to a conditional use or a use review shall be allowed to continue in operation. Any change or expansion of a use that was established prior to the adoption of new regulations that make such use permitted pursuant to a conditional use or a use review shall be made in conformance with the applicable standards for use review, conditional uses or for changes or expansions to nonconforming uses. If active and continuous operations of such a use are not carried on for a period of one year, it shall thereafter be occupied and used by a use meeting the requirements of this title, as required by ~~s~~Subsection 9-10-2(a), B.R.C. 1981.

(f) Violations Continue: Any violation of the previous land development regulations of the city shall continue to be a violation under this title and shall be subject to the penalties and enforcement set forth in ~~c~~Chapter 9-15, "Enforcement," B.R.C. 1981, unless the use, development, construction or other activity is clearly consistent with the express terms of this title.

….

Section 3. Chapter 9-2, B.R.C. 1981, is amended to read:

9-2-1. - Types of Reviews.

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

(b) Summary Chart:

TABLE 2-1: REVIEW PROCESSES SUMMARY CHART

I. ADMINISTRATIVE REVIEWS	II. ADMINISTRATIVE REVIEWS - CONDITIONAL USES	III. DEVELOPMENT REVIEW AND BOARD ACTION
Administrative form-based code review Building permits Change of address Change of street name Demolition, moving, and removal of buildings with no historic or architectural significance, per Section 9-11-23, "Review of Permits for Demolition, On-Site Relocation, and Off-Site Relocation of Buildings Not Designated," B.R.C. 1981 Easement vacation Extension of development approval/staff level Landmark alteration certificates (staff review per Section 9-11-14, "Staff Review of Application for Landmark Alteration Certificate," B.R.C. 1981)	Accessory Units (Dwelling, Owners, Limited) Antennas for Wireless Telecommunications Services Attached Dwelling Units and Efficiency Living Units in the University Hill General Improvement District Bed and Breakfasts Cooperative Housing Units Daycare Centers Detached Dwelling Units with Two Kitchens Drive-Thru Uses Group Home Facilities Home Occupations Manufacturing Uses with Off-Site Impacts Medical or Dental Clinics or	Annexation/initial zoning BOZA variances Concept plans Demolition, moving, and removal of buildings with potential historic or architectural significance, per Section 9-11-23, "Review of Permits for Demolition, On-Site Relocation, and Off-Site Relocation of Buildings Not Designated," B.R.C. 1981 Form-based code review Landmark alteration certificates other than those that may be approved by staff per Section 9-11-14, "Staff Review of Application for Landmark Alteration Certificate," B.R.C. 1981 Lot line adjustments Lot line elimination

Landscape standards variance Minor modification to approved site plan Minor modification to approved form-based code review Nonconforming use (extension, change of use (inc. parking)) Parking deferral per Subsection 9-9-6(e), B.R.C. 1981 Parking reduction of up to fifty percent per Subsection 9-9-6(f), B.R.C. 1981 Parking reductions and modifications for bicycle parking per Paragraph 9-9-6(g)(6), B.R.C. 1981 Parking stall variances Public utility Rescission of development approval Revocable permit Right of way lease Setback variance Site access variance Solar exception Zoning verification	Offices or Addiction Recovery Facilities in the Industrial General Zoning District near the Boulder Community Health Foothills Campus Neighborhood Service Centers Offices, Computer Design and Development, Data Processing, Telecommunications, Medical or Dental Clinics and Offices, or Addiction Recovery Facilities in the Service Commercial Zoning Districts Recycling Facilities Religious Assemblies Residential Care, Custodial Care, and Congregate Care Facilities Residential Development in Industrial Zoning Districts Restaurants, Brewpubs, and Taverns Sales or Rental of Vehicles on Lots Located 500 Feet or Less from a Residential Zoning District Service Stations Shelters (Day, Emergency, Overnight, temporary) Temporary Sales Transitional Housing	Minor Subdivisions Out of city utility permit Rezoning Site review Subdivisions Use review Vacations of street, alley, or access easement

....

9-2-5. - Development Review Process.

(a) Purpose: The development review process is established in order to provide a uniform and consistent method for evaluating and reviewing all proposals for discretionary and ~~review~~form-based code review.

(b) Compliance Required: No person shall commence or complete construction of any structure or part thereof which requires a development review under this title without first complying with all applicable requirements of this title, receiving approval under this title, and complying with any condition of approval given under this title. No person shall use, occupy, or maintain any structures or part thereof for which a discretionary or ~~review~~form-based code review approval under this title is required if no such approval was given, or in violation of any condition of approval.

9-2-6. - Development Review Application.

(a) Application Requirements for Use Review, ~~and~~ Site Review, and Form-Based Code Review: A person having a demonstrable property interest in land to be included in a development review may file an application for approval on a form provided by the city manager that shall include the following:

(1) The written consent of the owners of all property to be included in the development;

(2) An improvement survey of the land;

(3) Development plans including site, landscaping, building plans, and building elevations as applicable;

(4) A written statement addressing the criteria for approval;

(5) All information required in Sections 9-2-14, "Site Review," ~~and~~ 9-2-15, "Use Review," and 9-2-16, "Form-Based Code Review," B.R.C. 1981, for the type of review requested;

(6) Any other information that the applicant wishes to submit; and

(7) The fee prescribed by Section 4-20-43, "Development Application Fees," B.R.C. 1981, for the type of review requested.

(b) Combined Reviews: If a development proposal, by its nature, requires more than one type of approval under Sections 9-2-14, "Site Review," ~~and~~ 9-2-15, "Use Review," and 9-2-16, "Form-Based Code Review," B.R.C. 1981, the following will apply in addition to other requirements of this chapter:

(1) All applicable fees will be collected as prescribed in Section 4-20-43, "Development Application Fees," B.R.C. 1981.

(2) The notice requirements of Subsection (c) of this section shall be met for each individual type of approval required, although such notices may be combined in one document, one posting, and one publication.

(3) The approving agency will apply the criteria for each type of approval required under Sections 9-2-14, "Site Review," ~~and~~ 9-2-15, "Use Review," and 9-2-16, "Form-Based Code Review," B.R.C. 1981.

(c) Public Notice of Application: The city manager shall provide the public notice for a development review application as specified in Section 9-4-3, "Public Notice Requirements," B.R.C. 1981.

(d) Notice - Mineral Estate: The applicant shall notify all owners of a mineral estate as specified in Subsection 9-4-3(e), B.R.C. 1981.

(e) Inactive Applications:

(1) If, at any point in a development review process, the city manager has notified the applicant that additional or corrected materials are required, and the applicant has not submitted those materials within sixty days after the date of such notification, the application will be considered withdrawn. The city manager may extend the sixty-day period if requested by the applicant prior to its expiration and upon the applicant's demonstrating good cause for the additional delay.

(2) Any re-submittal of the application after the sixty day deadline will be treated as a new application for purposes of review, scheduling, public notice, and payment of application fees.

9-2-7. - Development Review Action.

No development review application will be accepted unless and until it is determined to be complete. Such determination will be made within five days after the submission of the application. The city manager will review the application and provide the applicant with a list of any deficiencies.

(a) City Manager Review and Recommendation:

(1) The city manager shall, after acceptance of the application, review the application for compliance with the review criteria. The city manager shall provide the applicant with a written evaluation of the application and whether it meets or does not meet applicable criteria, and what modifications the applicant may wish to consider in order to meet applicable criteria and obtain the city manager's support.

(2) The applicant shall be afforded a maximum of sixty days to make any corrections or changes recommended by the city manager. If corrections or changes are not submitted in the prescribed time period, the application shall be considered withdrawn.

(3) The city manager shall approve the application in whole or in part, with or without modifications and conditions, deny the application or may refer the application to the planning board for review or decision, as provided in Sections 9-2-14, "Site Review," ~~and~~ 9-2-15, "Use Review," and 9-2-16, "Form-Based Code Review," B.R.C. 1981, for the type of review requested.

(4) The manager will mail a written disposition of approval or denial with the reasons for denial to the applicant, appeal body and to any person that requested notification of the final decision. A decision not referred to, appealed to or called-up by the

planning board is final fourteen days after the date of approval indicated on the disposition.

(b) Planning Board Review and Recommendation: Development review applications requiring a decision by the planning board shall be reviewed as follows:

(1) Referral: The city manager shall refer to the planning board any application for a development review which requires a board decision as required by ~~s~~Sections 9-2-14, "Site Review," ~~and~~ 9-2-15, "Use Review," and 9-2-16, "Form-Based Code Review," B.R.C. 1981, and any other application which the manager deems appropriate.

(2) Decision: Within thirty days of the public hearing provided for in ~~s~~Section 9-2-8, "Public Hearing Requirement," B.R.C. 1981, or within such other time as the agency and the applicant mutually agree, the board will either grant the application in whole or in part, with or without modifications and conditions, or deny it. The board will review the application in accordance with the standards and guidelines established in Sections 9-2-14, "Site Review," ~~and~~ 9-2-15, "Use Review," and 9-2-16, "Form-Based Code Review," B.R.C. 1981, for the type of review requested. The decision will specifically set forth in what respects the application meets or fails to meet the standards and criteria set forth in Sections 9-2-14, "Site Review," ~~and~~ 9-2-15, "Use Review," and 9-2-16, "Form-Based Code Review," B.R.C. 1981, for the type of review requested. A planning board decision not called up by the city council is final thirty days after the date of the decision.

(3) Appeal and Call-Ups:

(A) The applicant or any interested person may appeal the city manager's decision pursuant to Section 9-4-4, "Appeals, Call-Ups and Public Hearings," B.R.C. 1981.

(B) A member of the planning board may call-up an application for review pursuant to Section 9-4-4, "Appeals, Call-Ups and Public Hearings," B.R.C. 1981.

(c) City Council Call-Up: The city council may call-up any planning board decision pursuant to Section 9-4-4, "Appeals, Call-Ups and Public Hearings," B.R.C. 1981.

(d) Building Permit Pending Appeal: A building permit may be applied for after the initial approval of a development review application, but no building permit will be issued until after any and all applicable call-up or appeal periods have expired. An applicant for such a permit bears all risks of subsequent disapproval and waives any claims arising from the permit application.

(e) Judicial Review: Any person aggrieved by the final decision of the city manager may seek judicial review pursuant to Subsection 9-4-4(g), B.R.C. 1981.

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9-2-9. - Final Approval Requirements.

(a) Development Agreement: After the approving agency has finally approved an application for use review, ~~or~~ site review, or form-based code review, the owner and the city manager will execute a development agreement that incorporates all conditions

of the approval, including, without limitation, time limits for completion of the development, and, if applicable, requirements for appropriate easements or deed restrictions if unique conditions of approval apply. The development agreement shall be binding on all parties thereto, shall run with the land and will be recorded upon execution by the city clerk in the office of the County Clerk and Recorder of Boulder County. Any violation of a development agreement is a violation of this title. If there are no public improvements associated with a form-based code review application, the city manager can waive the requirements for a development agreement.

(b) Final Approved Plans: The applicant shall file a paper or electronic copy containing the approved site plan, any applicable restrictions or modifications to the underlying zoning district, and any conditions approved by the approving agency. The paper or electronic copy shall be filed with the city manager, who will endorse and date the approved site plan. The location of the approved development will be included on an official map showing development in the City. The paper or electronic copy will remain on file in the planning department.

(c) Expiration: Unless expressly waived by the city manager for good cause, pursuant to a request made prior to expiration of the approval, if the applicant fails to file the final approved plans according to the specifications in ~~s~~Subsection (b) above or sign the development agreement within ninety days of final approval, the approval expires.

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9-2-11. - Compliance With Development Agreement.

(a) Issuance of the Certificate of Occupancy or Certificate of Completion: Prior to issuance of a certificate of occupancy pursuant to a building permit or a certificate of completion for a use undertaken pursuant to a development agreement, the city manager will determine whether the provisions of the development agreement have been met. If the manager so finds, the manager will sign the certificate of occupancy or the certificate of completion. If not, the manager will provide to the developer or its successors an opportunity for a hearing before the planning board under ~~c~~Chapter 1-3, "Quasi-Judicial Hearings," B.R.C. 1981, which will determine whether the development complies with the agreement and may:

(1) Revoke the site review, ~~or~~ use review, or form-based code review approval;

(2) Impose additional conditions or modifications to carry out the purposes of the original approval; or

(3) Seek enforcement remedies as provided in ~~c~~Chapter 9-15, "Enforcement," B.R.C. 1981.

(b) Request for Planning Board Hearing for Failure to Comply With the Development Agreement: At any time after the execution of a development agreement, any person aggrieved by an alleged failure of the developer or its successors to comply with the development agreement may request a hearing, conducted pursuant to the provisions of ~~c~~Chapter 1-3, "Quasi-Judicial Hearings," B.R.C. 1981, before the planning board. The planning board will determine whether the conditions of the agreement have been met and may:

(1) Revoke the site plan, ~~or~~ use review, or form-based code review approval;

(2) Impose additional conditions or modifications to carry out the purposes of the original approval; and

(3) Seek enforcement remedies as provided in ~~c~~Chapter 9-15, "Enforcement," B.R.C. 1981.

9-2-12. - Development Progress Required.

(a) Three-Year Rule: The applicant must begin and substantially complete the approved site review, ~~or~~ use review, or form-based code review as specified in the development agreement within three years from the time of the final approval of the site, ~~or~~ use, or ~~review~~form-based code review or as modified by a development schedule incorporated in the development agreement. For the purposes of this section, substantially complete means the time when the construction is sufficiently complete so the owner can occupy the work or portion thereof for the use for which it is intended. If the project is to be developed in stages, the applicant must begin and substantially complete the development of each stage within three years of the time provided for the start of construction of each stage in the development agreement. Failure to substantially complete the development or any development stage within three years of the approved development schedule shall cause the unbuilt portion of the development approval to expire. Nothing in this section is deemed to create a vested property right in any applicant; such vested property right may only be created pursuant to the provisions of Section 9-2-19, "Creation of Vested Rights," B.R.C. 1981.

(b) Extension: Prior to the expiration of a form-based code review, use review, or site review approval, the applicant may request an extension of the time allowed for the completion of the development.

(1) City Manager Level Extension: The city manager may grant up to two six-month extensions for each phase of the development if such extension will enable the applicant to substantially complete the phase of development or is necessary to allow the applicant to request an extension from the planning board.

(2) Planning Board Level Extension: The planning board may grant an extension of a development approval, pursuant to a hearing conducted under the provisions of ~~c~~Chapter 1-3, "Quasi-Judicial Hearings," B.R.C. 1981, after the applicant has exhausted any extension granted pursuant to Paragraph (b)(1) of this section. The applicant shall be required to demonstrate that it exercised reasonable diligence in completing the project according to the approved development schedule and good cause as to why the extension should be granted.

(A) Criteria for Demonstrating Reasonable Diligence: An applicant may show that it has exercised reasonable diligence by providing evidence that it has done substantial work towards completing the project. Such evidence may include, without limitation, drafting plans for building permit or technical document review, applications for building permits or other permits that are required prior to the issuance of building permits, site preparation and grading, or commencement of the construction of a portion of the project.

(B) Criteria for Demonstrating Good Cause: An applicant may show good cause as to why an extension should be granted by providing evidence that includes, without limitation, the following: a demonstration of the applicant's ability to complete the project within the extension; the extension is needed because of the size of the project or phasing of the development; or economic cycles and market conditions prevented the construction of the project during the original approval period.

(C) Additional Conditions: As part of a hearing to consider an extension, the planning board may impose additional conditions on the applicant in order to ensure compliance with any amendments to this title enacted after the date of the original approval.

(c) Building Permits: Upon issuance of a building permit pursuant to a development review approval, the applicant must adhere to the schedule for construction and inspection as defined in the city building code, ~~c~~Chapter 10-5, "Building Code," B.R.C. 1981. In addition to the provisions of this title, all provisions of the building code regarding expiration and termination of building permits shall apply.

(d) Annexations/Six-Month Rule: If an owner of property not located within the city, for which a development review application is approved, fails to annex the property to the city within six months of the date of approval, the approval shall expire unless the approving agency extends the time period, upon a finding of good cause predicated upon a written request of the applicant delivered to the city manager before the expiration of the six-month period.

(e) Rescission of Development Approval: If, after use review, site review, Planned Development (PD), Planned Residential Development (PRD), or Planned Unit Development (PUD) approval is granted pursuant to this chapter, the owner of property desires to develop, instead, under the provisions of Chapters 9-6, "Use Standards," 9-7, "Form and Bulk Standards," and 9-8, "Intensity Standards," B.R.C. 1981, the owner may request rescission of such use review, site review, PD, PRD or PUD approval by filing a written request for rescission with the city manager. The manager will grant a rescission of such use review, site review, PD, PRD, or PUD approval if no building permit has been issued for the development and neither the city nor the developer has taken any actions in detrimental reliance on the terms of the development agreement. The manager may also rescind a site review, PD, PRD, or PUD approval if the existing or proposed development complies with all the use, form, and intensity requirements of Chapters 9-6, "Use Standards," 9-7, "Form and Bulk Standards," and 9-8, "Intensity Standards," B.R.C. 1981, and there is no substantial public benefit in maintaining the original approval. An owner may also request a rescission of a use review or special review approval in order to return the property to a use that is permitted as a matter of right, or as a conditional use if it is able to meet all applicable standards for such use under this title.

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9-2-14. - Site Review.

(a) Purpose: The purpose of site review is to allow flexibility and encourage innovation in land use development. Review criteria are established to promote the most appropriate use of land, improve the character and quality of new development, to facilitate the adequate and economical provision of streets and utilities, to preserve the natural and scenic features of open space, to assure consistency with the purposes and policies of the Boulder Valley Comprehensive Plan and other adopted plans of the community, to ensure compatibility with existing structures and established districts, to assure that the height of new buildings is in general proportion to the height of existing, approved, and known to be planned or projected buildings in the immediate area, to assure that the project incorporates, through site design, elements which provide for the safety and convenience of the pedestrian, to assure that the project is designed in an environmentally sensitive manner, and to assure that the building is of a bulk appropriate to the area and the amenities provided and of a scale appropriate to pedestrians.

(b) Scope: The following development review thresholds apply to any development that is eligible or that otherwise may be required to complete the site review process:

(1) Development Review Thresholds:

(A) Minimum Thresholds for Voluntary Site Review: No person may apply for a site review application unless the project exceeds the thresholds for the "minimum size for site review" category set forth in Table 2-2 of this section or a height modification pursuant to Subsection (e) below on any lot is requested.

(B) Minimum Thresholds for Required Site Review: No person may apply for a subdivision or a building permit for a project that exceeds the thresholds for the "concept plan and site review required" category set forth in table 2-2 of this section until a site review has been completed.

(C) Common Ownership: All contiguous lots or parcels under common ownership or control, not subject to a planned development, planned residential development, planned unit development, or site review approval, shall be considered as one property for the purposes of determining whether the maximum site review thresholds below apply. If such lots or parcels cross zoning district boundaries, the lesser threshold of the zoning districts shall apply to all of the lots or parcels.

(D) Previously Approved Developments: Previously approved valid planned unit developments that do not otherwise meet the minimum site review thresholds may be modified or amended consistent with the provisions of this title pursuant to Subsections (k) and (l) of this section.

(E) Height Modifications: A development which exceeds the permitted height requirements of Section 9-7-5, "Building Height," or 9-7-6, "Building Height, Conditional," B.R.C. 1981, is required to complete a site review and is not subject to the minimum threshold requirements. No standard other than height may be modified under the site review unless the project is also eligible for site review.

TABLE 2-2: SITE REVIEW THRESHOLD TABLE

Zoning District Abbreviation	Use	Form	Intensity	Minimum Size for Site Review	Concept Plan and Site Review Required	Former Zoning District Abbreviation
A	A	a	1	2 acres	-	(A-E)
BC-1	B3	f	15	1 acre	3 acres or 50,000 square feet of floor area	(CB-D)
BC-2	B3	f	19	1 acre	2 acres or 25,000 square feet of floor area or any site in BVRC	(CB-E)
BCS	B4	m	28	1 acre	3 acres or 50,000 square feet of floor area	(CS-E)
BMS	B2	o	17	0	3 acres or 50,000 square feet of floor area	(BMS-X)
BR-1	B5	f	23	0	3 acres or 50,000 square feet of floor area	(RB-E)
BR-2	B5	f	16	0	3 acres or 50,000 square feet of floor area	(RB-D)
BT-1	B1	f	15	1 acre	2 acres or 30,000 square feet of floor area	(TB-D)
BT-2	B1	e	21	0	2 acres or 30,000 square feet of floor area	(TB-E)

DT-1	D3	p	25	0	1 acre or 50,000 square feet of floor area	(RB3-X/E)
DT-2	D3	p	26	0	1 acre or 50,000 square feet of floor area	(RB2-X)
DT-3	D3	p	27	0	1 acre or 50,000 square feet of floor area	(RB2-E)
DT-4	D1	q	27	0	1 acre or 50,000 square feet of floor area	(RB1-E)
DT-5	D2	p	27	0	1 acre or 50,000 square feet of floor area	(RB1-X)
IG	I2	f	22	2 acres	5 acres or 100,000 square feet of floor area	(IG-E/D)
IM	I3	f	20	2 acres	5 acres or 100,000 square feet of floor area	(IM-E/D)
IMS	I4	r	18	0	3 acres or 50,000 square feet of floor area	(IMS-X)
IS-1	I1	f	11	2 acres	5 acres or 100,000 square feet of floor area	(IS-E)
IS-2	I1	f	10	2 acres	5 acres or 100,000 square feet of floor area	(IS-D)
MH	MH	s	-	5 or more units are	-	(MH-E)

				permitted on the property		
MU-1	M2	i	18	0	1 acre or 20 dwelling units	(MU-D)
MU-2	M3	r	18	0	3 acres or 50,000 square feet of floor area	(RMS-X)
MU-3	M1	n	24	5 or more units are permitted on the property	1 acre or 20 dwelling units or 20,000 square feet of nonresidential floor area	(MU-X)
MU-4	M4	o	24.5	0	3 acres or 50,000 square feet of floor area	-
P	P	c	5	2 acres	5 acres or 100,000 square feet of floor area	(P-E)
RE	R1	b	3	5 or more units are permitted on the property	-	(ER-E)
RH-1	R6	j	12	0	2 acres or 20 dwelling units	(HR-X)
RH-2	R6	c	12.5	0	2 acres or 20 dwelling units	(HZ-E)
RH-3	R7	l	14	5 or more units are permitted on the property	2 acres or 20 dwelling units	(HR1-X)
RH-4	R6	h	15	5 or more units are	2 acres or 20 dwelling units	(HR-D)

				permitted on the property		
RH-5	R6	c	19	5 or more units are permitted on the property	2 acres or 20 dwelling units	(HR-E)
RH-6	R8	j	17.5	5 or more units are permitted on the property	3 acres or 20 dwelling units	-
RH-7	R7	i	14	5 or more units are permitted on the property	2 acres or 20 dwelling units	-
RL-1	R1	d	4	5 or more units are permitted on the property	3 acres or 18 dwelling units	(LR-E)
RL-2	R2	g	6	5 or more units are permitted on the property	3 acres or 18 dwelling units	(LR-D)
RM-1	R3	g	9	5 or more units are permitted on the property	2 acres or 20 dwelling units	(MR-D)
RM-2	R2	d	13	5 or more units are permitted on the property	2 acres or 20 dwelling units	(MR-E)
RM-3	R3	j	13	5 or more units are permitted on the property	2 acres or 20 dwelling units	(MR-X)

RMX-1	R4	d	7	5 or more units are permitted on the property	2 acres or 20 dwelling units	(MXR-E)
RMX-2	R5	k	8	0	2 acres or 20 dwelling units	(MXR-D)
RR-1	R1	a	2	5 or more units are permitted on the property	-	(RR-E)
RR-2	R1	b	2	5 or more units are permitted on the property	-	(RR1-E)

(2) Poles Above the Permitted Height: The city manager will follow the following procedures for the review, recommendation, call-up and effective date for the approval of poles above the permitted height.

(A) Light Poles at Government-Owned Facilities: The city manager will determine whether or not to approve an application for light poles at government-owned recreation facilities between thirty-five and fifty-five feet in height, subject to call-up by the planning board pursuant to the procedures set forth in Subsection 9-2-7(b), B.R.C. 1981.

(B) Poles Over Fifty-Five Feet in Height: The city manager will determine whether or not to approve all applications for poles over fifty-five feet in height, subject to call-up by the city council pursuant to the procedures set forth in Subsection 9-2-7(c), B.R.C. 1981.

(3) Exceptions: The following developments that exceed the ~~maximum~~ minimum site review thresholds set forth in this section shall not be required to complete a site review:

(A) Minor modifications and amendments under this section to approved development review applications;

(B) Building permits for additions to existing structures that do not exceed a cumulative total, over the life of the building, of twenty-five percent of the size of the building on which the addition is proposed and that do not alter the basic intent of an approved development;

(C) Subdivisions solely for the purpose of amalgamating lots or parcels of land;

(D) Subdivisions solely for the purpose of conveying property to the City; ~~and~~

(E) City of Boulder public projects that are otherwise required to complete a public review process~~.~~; and

(F) Projects located in areas defined by Appendix L, "Form-Based Code Areas," that are required to complete form-based code review pursuant to Section 9-2-16, "Form-Based Code Review," B.R.C 1981.

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9-2-16. – Form-Based Code Review.

(a) Purpose: The purpose of form-based code review, is to improve the character and quality of new development to promote the health, safety and welfare of the public and the users of the development. The form-based code review regulations are established to create a sense of place in the area being developed or redeveloped and ensure a site and building design that:

(1) Is consistent with the purposes and policies of the Boulder Valley Comprehensive Plan and other adopted plans of the community;

(2) Creates a fine-grained transportation network that provides safe, convenient, and attractive multi-modal connections;

(3) Includes transportation connections and outdoor spaces that create attractive, usable amenities around which buildings and site features are organized in a manner that promotes pedestrian activity, a sense of security and community;

(4) Is compatible with the existing character of the area or the character established in the city's adopted plans and regulations for the area in terms of height, massing, scale, bulk, orientation, configuration, and architecture;

(5) Results in aesthetically pleasing buildings in that designs are simple and varied, use durable, high quality and natural building materials that create a sense of permanence, and provide human scale through the use of building elements and design details, such as contrast, form, window and door placement, color, and materials; and

(6) Is environmentally sensitive, considers the physical setting, and respects and preserves historic, natural and scenic features.

(b) Scope and Application:

(1) The requirements of this section apply to all development on parcels and lots designated in Appendix L, "Form-Based Code Areas." No person shall develop or apply for a building permit for a project on, or for, subdivision of a parcel or lot designated in Appendix L, "Form-Based Code Areas," until a form-based code review has been completed.

(2) Projects required to complete a form-based code review are neither required nor eligible to complete the processes under Sections 9-2-13, "Concept Plan," and 9-2-14, "Site Review," B.R.C. 1981.

(3) Administrative Form-Based Code Review for Minor Floor Area Expansions: Projects to expand floor area by no more than 500 square feet that are limited to

one story and do not entail changes to existing form-based code review approvals may be reviewed as an administrative form-based code review pursuant to the process of Section 9-2-2, "Administrative Review Procedures," B.R.C, 1981, and applicants for such projects shall not be required to complete a pre-application review under Subsection (c) of this section; otherwise, such projects shall meet all of the requirements of this section and the requirements of Appendix M, "Form-Based Code."

(4) Exceptions to Form-Based Code Review Process: The following developments shall not be required to complete a form-based code review:

(A) Administrative form-based code reviews pursuant to Paragraph 9-2-16(b)(3), B.R.C. 1981;

(B) Minor modifications to approved form-based code review applications;

(C) Previously Approved Developments: Any development on a lot or parcel designated in Appendix L, "Form-Based Code Areas," for which an application for site review was made prior to the adoption of an ordinance including said lot or parcel in the designation of said appendix and that is approved or for which valid planned unit development (PUD) approval exists shall not be subject to these requirements and may be amended or modified in accordance with the minor modification and amendment provisions of Section 9-2-4, "Site Review," B.R.C. 1981; such minor modification or amendment shall not be approved unless the proposed changes are, to the extent practicable, compatible in terms of building height, mass, scale, orientation, architecture, and project configuration with the regulations applicable to the area pursuant to Appendix L, "Form-Based Code Areas," and Appendix M, "Form-Based Code," and consistent with the standards established in Subsection M-1-5(c) of Appendix M, "Form-Based Code";

(D) Interior building remodels or modifications that do not include an expansion of floor area, do not change the exterior appearance of the building, and otherwise conform to this section and Appendix M, "Form-Based Code," B.R.C. 1981;

(E) Subdivisions solely for the purpose of amalgamating lots or parcels of land; and

(F) Subdivisions solely for the purpose of conveying property to the City.

(c) Pre-Application Review: No person shall file an application for a form-based code review until a pre-application review has been completed with the city manager.

(1) Purpose: The purpose of the pre-application review is to give the applicant an opportunity to solicit comments from the city manager prior to submittal of an application related to the review process and whether the conceptual design addresses the requirements of the city as set forth in adopted ordinances, plans, and policies. Comments provided during a pre-application review are not binding, but are meant to inform any subsequent form-based code review application. A pre-application review and comments shall not relieve the applicant of the burden to seek approvals for elements of the project that require review and approval under the Boulder Revised Code.

(2) Pre-Application Requirements: The applicant for a form-based code review shall submit an application for pre-application review on a form provided by the city manager, and the application shall include, without limitation, the following:

(A) A conceptual site plan of sufficient accuracy for discussing the plan's conformance with adopted ordinance, plans, and policies of the city;

(B) Sketch building elevations or renderings illustrating conceptual designs;

~~(A)~~(C) A description of proposed land uses and the following, if the development includes new dwelling units: sizes, number of bedrooms, anticipated sale prices, and the percentage of affordable units to be included;

(D) A trip generation analysis and trip distribution analysis in accordance with sections 2.03(J) and 2.03(K) of the City of Boulder Design and Construction Standards; and

(E) Any other material and information the city manager finds relevant to provide comments on the applicant's questions and whether the conceptual design addresses the requirements of the city as set forth in adopted ordinances, plans, and policies.

(3) Pre-Application Meeting: Following the filing of the application for pre-application review, the applicant shall attend a pre-application meeting with the city manager. The meeting shall occur a minimum of thirty days prior to submitting an application for form-based code review.

(d) Application Requirements: An application for approval of a form-based code review, may be filed by any person having a demonstrable property interest in land to be included in a form-based code review on a form provided by the city manager that includes, without limitation:

(1) All materials and information required by Subsection 9-2-6(a), B.R.C. 1981;

(2) Written Statement: A written statement containing the following information:

(A) A statement of current ownership and a legal description of all of the land included in the project;

(B) An explanation of the objectives to be achieved by the project, including, without limitation, building descriptions, sketches or elevations that may be required to describe the objectives;

(C) A development schedule indicating the approximate date when construction of the project, or phases of the project, can be expected to begin and be completed; and

(D) Copies of any special agreements, conveyances, restrictions or covenants that will govern the use, maintenance and continued protection of the goals of the project and any related parks, recreation areas, playgrounds, outlots or open space;

(3) Context Map: A context map, drawn to scale, showing the site and an area of not less than a 300-foot radius around the site, including streets, zoning, general location of buildings, sidewalks, and parking areas of abutting properties;

(4) Site Plan: A site plan with a north arrow showing the major details of the proposed development, prepared on a scale of not less than one inch equals one hundred feet, providing sufficient detail to evaluate the features of the development required by this section. The site plan shall contain, insofar as applicable, the information set forth as follows:

(A) Topography. The existing topographic character of the land, showing contours at two-foot intervals;

(B) Flood Areas. If applicable, the areas subject to the one hundred-year flood as defined in Chapter 9-16, "Definitions," B.R.C. 1981, and any area of the site that is within a designated space conveyance zone or high hazard zone;

(C) Building Footprints. The location and size of all existing and proposed buildings, structures and improvements with dimensions indicating the distance from lot lines, structure low point elevations pursuant to the definition of "height," and the general location of adjacent streets, structures and properties;

(D) Uses. Site and location of existing and proposed uses, including density and type of uses;

(E) Outdoor Spaces. The following shall be illustrated on a site plan:

(i) The areas intended to function as outdoor space as specified within Appendix M, "Form-Based Code";

(ii) Detailed design for outdoor space, illustrating hardscape and site furnishings; and

(iii) Any other areas that qualify as useable open space per Section 9-9-11, B.R.C. 1981;

(F) Public Spaces. The following shall be illustrated on a site plan:

(i) The areas that are to be conveyed, dedicated or reserved as parks, recreation areas, playgrounds, outlots or open space and as sites for schools and other public buildings; and

(ii) The areas that are to be conveyed, dedicated or reserved for streets, alleys, paths, sidewalks, and utility easements.

(5) Signs and Lighting. A separate signs and lighting plan, at a scale of not less than one inch equals one hundred feet, with the location, height and size of proposed signs, lighting and advertising devices. The signs and lighting plan shall illustrate compliance with Sections 9-9-16, "Outdoor, Lighting," and 9-9-21, "Signs," B.R.C. 1981.

(6) Landscaping Plan. A detailed landscaping plan, consistent with Section 9-9-12, B.R.C. 1981, showing the spacing, sizes, specific types of landscaping materials, quantities of all plants and whether the plant is coniferous or deciduous. All trees

with a diameter of six inches and over, measured fifty-four inches above the ground on the property, or in the landscape setback of any property adjacent to the development shall be shown on the streetscape and landscaping plan.

(7) Paseo Design Plan. A detailed plan showing the following:

(A) The location of any paseos on the site and the location of adjacent buildings and number of stories of those buildings adjacent to a paseo;

(B) The widths of the paseo, the pedestrian travel way impressed with a public access easement, and distance between the travel path and adjacent buildings;

(C) The location, dimension, and design of outdoor seating areas adjacent to a paseo;

(D) The design and materials, including section drawings, showing the patterns and materials of all sections of the paseo; and

(E) The location and design of landscaping, lighting, and art.

(8) Streetscape Plan. A detailed streetscape plan, consistent with Section 9-9-13, B.R.C. 1981, and Section M-1-10 of Appendix M to this title, shall include the following:

(A) The location of street trees;

(B) Designation of ground plane vegetation for any landscape bed areas, planter areas, and open tree wells;

(C) The location and quantities of all pedestrian and vehicular lighting. Cut sheets and samples shall also be submitted;

(D) Specification of materials and patterns for street and sidewalk pavement design;

(E) The location and quantities of furnishings, such as benches, seat walls, planters, planter fences, tree grates, tree guards, and trash receptacles on each street and for other public way where furnishings are required or proposed; and

(F) The location and quantities of any other elements designed to establish the identity of the street, such as pavement markers or artwork.

(9) Traffic Circulation and Parking Plan. A separate site plan, at a scale of not less than one inch equals one hundred feet, illustrating the internal vehicular, pedestrian, and bicycle circulation systems, transit station locations within 300 feet of the site, on-site transit amenities, off-street vehicular and bicycle parking areas, service areas, loading areas and major points of access to public rights-of- way, and how the project connects to its surrounding context.

(10) Travel Demand Management Techniques. A description of travel demand management techniques with an implementation plan, including, without limitation, site design, land use, covenants, transit passes, parking restrictions, information or education materials, or programs to reduce single-occupant vehicle trip generation to and from the site.

(11) Design and Construction Standards Materials. Materials required by the City of Boulder Design and Construction Standards, including, without limitation, a traffic

study, master utility plan, utility report, and storm water report and plan for any application that proposes to construct or have an impact on public improvements;

(12) Natural Feature Plan. Plans for preservation of natural features existing on the site or plans for mitigation of adverse impacts to natural features existing on the site from the proposed development and anticipated uses. Natural features include, without limitation, healthy long-lived trees, significant plant communities, ground and surface water, wetlands, riparian areas, drainage areas and habitat for species on the federal Endangered Species List, "Species of Special Concern in Boulder County" designated by Boulder County, or prairie dogs (*Cynomys ludiovicianus*) which is a species of local concern.

(13) Tree Inventory. A tree inventory prepared by a certified arborist that has a valid contractor license pursuant to Chapter 4-28, "Tree Contractor License," B.R.C. 1981, shall include the following:

(A) The location, size, species and general health of all trees with a diameter of six inches and over, measured fifty-four inches above the ground, on the property or in the landscape setback of any property adjacent to the development;

(B) Existing and proposed topography;

(C) Existing and proposed paving and structures; and

(D) An indication of which trees will be adversely affected and what, if any, steps will be taken to mitigate the impact on the trees.

(14) Architectural Plans. Detailed architectural plans that include the following:

(A) Building Schematic Floor plans. Building floor plans shall be included for each floor, illustrating the location of uses, common spaces, doors, and windows;

(B) Building Details. Plans, sections, and elevations illustrating compliance with Sections M-1-13 through M-1-28 of Appendix M, "Form-Based Code," to this title;

(C) Building Elevations. Building elevations, at a scale of one sixteenth inch equals one foot or larger, illustrating the following:

(i) The height of all building roofs;

(ii) The grade elevations of all ground floors and visible basements;

(iii) Indication of how elevations and heights are calculated consistent with the definition of "height" in Section 9-16-1, "General Definitions," B.R.C. 1981;

(iv) Elevations and dimensions of all floor-to-floor heights;

(v) Materials and colors for every plane of the building;

(vi) Roof designs;

(vii) Building design elements to meet building type and site and building design;

(viii) Color and material samples; and

(ix) A three-dimensional, digital model illustrating the surrounding context for view and scale analysis, unless exempted by the city manager for smaller projects;

(D) Golden Rectangle Use. Diagram or series of diagrams demonstrating the use of the golden rectangle in the design of each building, to demonstrate compliance with Section M-1-29, of Appendix M, "Form-Based Code," to this title.

(15) View Corridor Analysis. A view corridor analysis, including the following:

(A) A plan illustrating location of mountain range and notation of Flatirons 1 through 5, location of other features subject to view corridor protection, location of building footprints with heights noted, location of streets, and location of outdoor spaces;

(B) A three-dimensional, geographically accurate digital site and proposed building model illustrating views required to be preserved through the site and photographically depicting the mountains in their accurate geographic locations. Refer to Figure M-1(4), "Example Documentation of Preserved Views from Junction Place Bridge," in Appendix M, "Form-Based Code";

(C) Additional Submittal Requirements by Request. The city manager may request additional information to illustrate compliance with the requirements of this section; and

(D) Waiver. The city manager may waive submittal requirements if the city manager finds that the requirement is not applicable to a project and would not illustrate compliance with the requirements of this section.

(e) Public Notification: After receiving a form-based code review application, the city manager shall provide public notification pursuant to Section 9-4-3, "Public Notice Requirements," B.R.C. 1981.

(f) Review and Recommendation:

(1) The city manager shall review and make decisions on form-based code review applications pursuant to Section 9-2-7, "Development Review Action," B.R.C. 1981. The manager may refer to the planning board for a decision by the board any application which the manager deems appropriate.

(2) Reviews by either the city manager or the planning board shall be pursuant to Section 9-2-7, "Development Review Action," B.R.C. 1981.

(g) Criteria for Review: No form-based code review application shall be approved unless the approving agency finds that:

(1) Consistency with Appendix M, "Form-Based Code." The proposed plans and building designs are consistent with the requirements of Appendix M, 'Form-Based Code."

(h) Parking Reductions. As part of the form-based code review process, the approving authority may grant a parking reduction pursuant to the criteria in Subsection 9-9-6(f), "Motor Vehicle Parking Reductions," B.R.C. 1981, for commercial developments,

residential developments, industrial developments, and mixed use developments if the approving authority finds that the criteria of Subsection 9-9-6(f), B.R.C. 1981, are met. As part of the form-based code review process, the approving authority may grant reductions and modifications to the bicycle parking standards of Subsection 9-9-6(g), B.R.C. 1981, if the reviewing authority finds that the standards of Paragraph 9-9-6(g)(6), B.R.C. 1981, are met.

(i) Exceptions: Exceptions to the requirements of Appendix M, "Form-Based Code," may be approved under the form-based code review process pursuant to the following standards:

(1) Application Requirements: If an application includes a request for an exception to the requirements of Appendix M, "Form-Based Code," the requested exceptions shall be noted on the plans and the application shall include a written statement describing how the standards applicable to the exception are being met.

(2) Exceptions: Exceptions may be granted by the approving authority if the following criteria are met:

(A) The proposed exception is consistent with the goals and intents of the adopted area plan applied to the area;

(B) The proposed exception will not create any adverse impacts on residents of the development or surrounding properties beyond what is ordinarily expected through implementation of the standards within Appendix M, "Form-Based Code";

(C) An exception may be granted by the approving authority if the approving authority finds that individual conditions of the property that were not created by the applicant make compliance with a provision of Appendix M, "Form-Based Code ," impractical and the proposed alternative design is the minimum modification of the requirements of Appendix M that provides relief and is consistent with the intent and purpose of the section being modified and the form-based code review process described in Subsection (a) of this section;

(D) An exception may be granted by the approving authority if otherwise the requirements of Appendix M, "Form-Based Code," would result in a violation of federal legislation, including but not limited to the Americans with Disabilities Act, and the exception would be the minimum modification of the requirements of Appendix M that provides relief; and

(E) An exception may be granted by the approving authority if the building or property has been designated as an individual landmark or recognized as a contributing building to a designated historic district and as part of the review of an alternation certificate pursuant to Chapter 9-11, "Historic Preservation," B.R.C. 1981, the approving authority has found that the development in conforming locations on the lot or parcel or conforming with other requirements of Appendix M, "Form-Based Code," would have an adverse impact upon the historic character of the individual landmark or the contributing building and the historic district, if a historic district is involved. The exception may be

approved only if the modification to the requirements of Appendix M is the minimum modification that provides relief.

(j) Minor Modifications to Approved Form-Based Code Reviews: Up to a total of five cumulative modifications to the site plan, buildings plans, landscaping and parking plans previously approved through a form-based code review application may be approved by the city manager without requiring an amendment to the approved form-based code review if such changes are minor. All minor modifications shall be noted, signed, and dated on the approved form-based code review plans. For proposed minor modification of form-based code review projects that are partially or totally developed, the applicant shall provide notice to any owners of property within the development that might be affected, as determined by the manager. In determining whether a proposed is a minor modification, the following standards shall apply:

(1) The modification does not include any change in window sizes, types, and dimensions, building materials, façade configurations or cap types on any street facing façade;

(2) The modification does not result in an expansion or shifting of floor area by more than ten percent; and

(3) The modification is consistent with the requirements of Appendix M, "Form-Based Code," and does not include a request for an exception.

(k) Amendments to Approved Form-Based Code Reviews:

(1) No proposal to expand or otherwise modify any approved form-based code review, other than a minor modification, shall be approved unless the form-based code review is amended and approved in accordance with the procedures prescribed by this section for approval of a form-based code review, except for the notice and consent provision of this subsection.

(2) If an applicant requests approval of an amendment to an approved form-based code review, the city manager shall provide public notice pursuant to Section 9-4-3, "Public Notice Requirements," B.R.C. 1981.

(3) The owners of all property for which an amendment is requested shall sign the application.

(l) Existing Buildings: Existing buildings may be modified and expanded pursuant to the standards established in Appendix M, "Form-Based Code."

(m) Rescission of Site Review. If, after a site review approval is granted, the owner of the property desires to develop, instead, under the provisions of this section, the owner may request rescission of such site review approval if no building permit has been issued for the development and neither the city nor the developer has taken any actions in detrimental reliance on the terms of the development agreement. The city manager may also rescind a site review or PUD approval if the existing or proposed development complies with all the requirements of this section and other applicable requirements of this title and there is no substantial public benefit in maintaining the original approval.

(n) Subdivisions: An approved form-based code review may be subdivided under Chapter 9-12, "Subdivision," B.R.C. 1981. The approved form-based code review site plan

may substitute for a preliminary plat if it meets the requirements of Section 9-12-6, "Application Requirements for a Preliminary Plat," B.R.C. 1981. As part of subdivision review, the city manager will consider any conditions of the form-based code review approval and assure that they will be met within the future subdivision.

(o) Appeals and Call-Ups:

(1) The applicant or any interested person may appeal the city manager's decision pursuant to Section 9-4-4, "Appeal, Call-Ups and Public Hearings," B.R.C. 1981.

(2) A member of the planning board may call up the manager's decision pursuant to Section 9-4-4, "Appeals, Call-Ups and Public Hearings," B.R.C. 1981.

(3) The city council may call up any planning board decision pursuant to Section 9-4-4, "Appeal, Call-Ups and Public Hearings," B.R.C. 1981.

….

Section 4. Chapter 9-4, B.R.C. 1981, shall be amended to read:

….

9-4-2. - Development Review Procedures.

(a) Development Review Authority: Table 4-1 of this section summarizes the review and decision-making responsibilities for the administration of the administrative and development review procedures described in this chapter. The table is a summary tool and does not describe all types of decisions made under this code. Refer to sections referenced for specific requirements. Form and bulk standards may also be varied by site review. Additional procedures that are required by this code but located in other chapters are:

(1) "Historic Preservation," ~~c~~Chapter 9-11;

(2) "Inclusionary Housing," ~~c~~Chapter 9-13; and

(3) "Residential Growth Management System," ~~c~~Chapter 9-14.

TABLE 4-1: SUMMARY OF DECISION AUTHORITY BY PROCESS TYPE

Standard or Application Type	Staff/City Manager	BOZA	Planning Board	City Council
Code Interpretation SECTION 9-2-3	D	CA(14)	CA(30)	CA
Setback variance ≤20% SECTION 9-2-3	D	D	—	—
Setback variance >20% SECTION 9-2-3		D	—	—

Parking access dimensions SECTION 9-2-2	D	—	—	—
Parking deferral SECTION 9-2-2	D	—	—	—
Parking reduction ≤25% SECTION 9-2-2	D	—	—	—
Parking reduction >25% but ≤50% SECTION 9-2-2	D(14)	—	CA, D(30)	CA
Parking reduction >50% SUBSECTION 9-9-6(f)		—	D(30)	CA
Parking height, conditional SECTION 9-7-6	D	—	—	—
Building height, less than principal or nonstandard building height max SECTION 9-2-14	D(14)	—	CD, D(30)	CA
Building height, greater than principal building height max SECTION 9-2-14	—	—	D(30)	CA
Building height SECTION 9-7-5	—	—	D(30)	CA
Conditional Use SECTION 9-2-1	D	—	—	—
Site Review SECTION 9-2-14	D(14)	—	CA, D(30)	CA
Use Review SECTION 9-2-15	D(14)	—	D(30)	CA
Form-Based Code Review Section 9-2-16	D(14)	---	CA, D(30)	CA
Annexation SECTION 9-2-~~16~~17	—	—	R	D

Rezoning SECTION 9-2-~~18~~19	—	—	R	D
Wetland Permit -Simple SECTION 9-3-9	D	—	—	—
Wetland Permit-Standard SECTION 9-3-9	D(14)	—	D(30)	CA
Extension of Dev't Approval ≤1 yr PARAGRAPH 9-2-12(b)(1)	D	—	—	—
Extension of Dev't Approval >1 yr PARAGRAPH 9-2-12(b)(2)	—	—	D(30)	CA
Rescission of Dev't Approval SUBSECTION 9-2-12(e)	D	—	—	—
Creation of Vested Rights >3 yrs SECTION 9-2-~~19~~20	—	—	R	D
Floodplain Dev't Permit SECTION 9-3-6	D(14)	—	CA(30)	CA
Wetland Boundary change-Standard SUBSECTION 9-3-9(e)	—	—	R	D
Substitution of Nonconforming Use SECTION 9-10-3	D	—	—	—
Expansion of Nonconforming Use SECTION 9-10-3	D(14)	—	CA(30)	CA
Subdivision, prelim plat SECTION 9-12-7	D	—	D(30)	CA
Subdivision, final plat SECTION 9-12-8	D(14)	—	CA(30)	CA
Subdivision, minor SECTION 9-12-5	D(14)	—	CA(30)	CA
Subdivision, LLA or LLE SECTIONS 9-12-3 and9-12-4	D	—	—	—

Solar Exception SUBSECTION 9-9-17(f)	D	D	—	—
Solar Access Permit SUBSECTION 9-9-17(h)	D	D	—	—
Growth Mgmt. Allocations, Std. SECTION 9-14-5	D	—	—	—
Growth Mgmt. Allocations, ≤40 per year SUBSECTION 9-14-3(f)	D(14)	—	CA(30)	CA
Accessory Bldg Coverage SUBSECTION 9-7-8(a)	—	D	—	—
Minor Modification of Discretionary Approval SUBSECTION 9-2-14(k)	D	—	—	—
Minor Amendment of Discretionary Approval SUBSECTION 9-2-14(l)	D(14)	—	CA(30)	CA
Amendment of Discretionary Approval not involving height SUBSECTION 9-2-14(m)	D(14)	—	CA, D(30)	CA
Amendment of Discretionary Approval involving height SECTION 9-2-14	—	—	D(30)	CA
KEY: D = Decision Authority CA = Call-Up and Appeal Authority R = Recommendation only (n) = Maximum number of days for call-up or appeal				

9-4-3.-Public Notice Requirements.

(a) Process and Options: When a process or procedure identified in this title requires public notice, the city manager shall provide such notice according to ~~t~~Table 4-2 of this section. If a code section does not reference a specific method, the city manager shall determine the most appropriate notification method to be used.

TABLE 4-2: PUBLIC NOTICE OPTIONS

Public Notice Type	Type of Application, Meeting or Hearing	Mailed Notice	Posted Notice
1	Administrative Reviews (except those identified below)	none	none
2	Subdivisions and Minor Subdivisions	To adjacent property owners and mineral rights owners a minimum of 10 days before final action	Post property a minimum of 10 days from receipt of application and prior to final action or any hearing
3	Good neighbor meetings	To property owners within 600 feet of subject property a minimum of 10 days before meeting	none
4	Solar exceptions, solar access permits, accessory units, cooperative housing	To adjacent property owners a minimum of 10 days before final action	Post property a minimum of 10 days from receipt of application and prior to final action or any hearing
5	Applications requiring BOZA action, wetland permit and boundary determination	To property owners within 300 feet of subject property a minimum of 10 days before final action	Post property a minimum of 10 days from receipt of application and prior to final action or any hearing
6	Development Review Applications (site review, use review, , annexation, rezoning, concept plans)	To property owners within 600 feet of subject property and any mineral rights owners a minimum of 10 days before final action	Post property a minimum of 10 days from receipt of application and prior to final action or any hearing
7	Form-based code review	To property owners and all addresses within 600 feet of the subject property and any mineral rights owners a minimum of 10 days before final action	Post property a minimum of 10 days from receipt of application and prior to final action or any hearing

(b) Mailed Notice: When mailed notice is required, the manager will notify by first class mail the owners of all property and, where required, addresses located within a radius specified in ~~s~~Subsection (a) of this section from all points on the perimeter of the land included in the application. The notice will indicate:

(1) That a review application has been filed,

(2) The type of review requested,

(3) That the application may be reviewed during the planning department's regular business hours,

(4) A copy of the city manager's recommendation or decision on the application may be requested,

(5) How comments or objections may be submitted, and

(6) That public hearings may be held before the BOZA, the planning board, landmarks advisory board and/or the city council for which only published, rather than personal mailing will be provided.

….

9-4-4. - Appeals, Call-Ups and Public Hearings.

When a section of the land use regulations indicates that a decision is subject to appeal or call-up, the following standards shall apply:

(a) Appeal: If noted in ~~t~~Table 4-1, ~~s~~Section 9-4-2, "Development Review Procedures," B.R.C. 1981, in a specific section, an applicant or any interested person may appeal the city manager's decision to grant or deny an application to the planning board by delivering a written notice of appeal to the city manager within fourteen days of the decision.

(b) Board Call-Up: If noted in ~~t~~Table 4-1, ~~s~~Section 9-4-2, "Development Review Procedures," B.R.C. 1981, a member of the planning board may call up a city manager's decision upon written notification to staff or by making a verbal request, on the record, at a regularly scheduled board meeting within fourteen days of the manager's decision. A member of the BOZA may call up a city manager's decision regarding an interpretation upon written notification to staff or by making a verbal request, on the record, at a regularly scheduled board meeting within fourteen days of the manager's decision. On any application that it calls up, the board will hold a public hearing under the procedures prescribed by ~~c~~Chapter 1-3, "Quasi-Judicial Hearings," B.R.C. 1981, after publishing notice as provided in ~~s~~Subsection 9-4-3(d), B.R.C. 1981. Within thirty days of the public hearing or within such other time as the board and the applicant mutually agree, the board will either grant the application in whole or in part, with or without modifications and conditions, or deny it. The decision will specifically set forth in what respects the development review application meets or fails to meet the standards and criteria required by ~~s~~Sections 9-2-14, "Site Review," ~~and~~ 9-2-15, "Use Review," and 9-2-16, "Form-Based Code Review," B.R.C. 1981, for the type of review requested.

(c) City Council Call-Up: The city council may call up any board decision within thirty days of the board's action. The city manager may extend the call-up period until the council's next regular meeting, if the manager finds in writing within the original call-up period that the council will not receive notice of a decision of the board in time to enable it to call up the decision for review. On any application that it calls up, the council will hold a public hearing under the procedures prescribed by ~~c~~Chapter 1-3, "Quasi-Judicial Hearings," B.R.C. 1981, after publishing notice as specified by ~~s~~Subsection 9-4-3(d), B.R.C. 1981, summarized in ~~s~~Subsection (b) of this section. Together with the evidence presented at such public hearing, the council may consider the record, or any portion thereof, of the hearing before the board. Within thirty days of the public hearing or within such other time as the council and the applicant mutually

agree, the council will either grant the application in whole or in part, with or without modifications and conditions, or deny it. The decision will specifically set forth in what respects the development review application meets or fails to meet the standards and criteria required by ~~s~~Sections 9-2-14, "Site Review," ~~and~~ 9-2-15, "Use Review," and 9-2-16, "Form-Based Code Review," B.R.C. 1981, for the type of review requested.

….

Section 5. Chapter 9-6, B.R.C. 1981, shall be amended to read:

9-6-1. - Schedule of Permitted Land Uses.

The schedule shows the uses which are permitted, conditionally permitted, prohibited, or which may be permitted through use review pursuant to Section 9-2-15, "Use Review," B.R.C. 1981.

(a) Explanation of Table Abbreviations: The abbreviations used in Table 6-1 of this section have the following meanings:

….

(8) Additional Regulations: There may be additional regulations that are applicable to a specific use type. The existence of these specific use regulations is noted through a reference in the last column of the use table entitled "Specific Use." References refer to subsections of Sections 9-6-2 through 9-6-9, B.R.C. 1981, for "Specific Use Standards," or other sections of this title. Such standards apply to all districts unless otherwise specified. Uses located on a lot or parcel designated in Appendix L, "Form-Based Code Areas," are subject to the requirements of this chapter, but may also be subject to additional use regulations pursuant Appendix M, "Form-Based Code ."

(9) n/a: Not applicable; more specific use applications apply.

….

(d) Use Table:

Zoning District	RR-1, RR-2, RE, RL-1	RL-2, RM-2	RM-1, RM-3	RMX-1	RMX-2	RH-1, RH-2, RH-4, RH-5	RH-3, RH-7	RH-6	MH	MU-3	MU-1	MU-2	MU-4	BT-1, BT-2	BMS	BC-1, BC-2	BCS	BR-1, BR-2	DT-4	DT-5	DT-1, DT-2, DT-3	IS-1, IS-2	IG	IM	IMS	P	A	
Use Modules	R1	R2	R3	R4	R5	R6	R7	R8	MH	M1	M2	M3	M4	B1	B2	B3	B4	B5	D1	D2	D3	I1	I2	I3	I4	P	A	Specific Use Standard

Form-Based Code Areas Uses																												Appendix M
Residential Uses																												

Section 6. Chapter 9-7, B.R.C. 1981, shall be amended to read:

9-7-1. - Schedule of Form and Bulk Standards.

The purpose of this chapter is to indicate the requirements for lot dimensions and building form, bulk, location and height for all types of development. All primary and accessory structures are subject to the dimensional standards set forth in ~~t~~Table 7-1 of this section with the exception of structures located in an area designated in Appendix L, "Form-Based Code Areas," subject to the standards of Appendix M, "Form-Based Code." No person shall use any land within the City authorized by ~~c~~Chapter 9-6, "Use Standards," B.R.C. 1981, except according to the following form and bulk requirements unless modified through a use review under ~~s~~Section 9-2-15, "Use Review," B.R.C. 1981, or a site review under ~~s~~Section 9-2-14, "Site Review," B.R.C. 1981, or granted a variance under ~~s~~Section 9-2-3, "Variances and Interpretations," B.R.C. 1981, or as approved under the provisions of Section 9-2-16, "Form-based code review," B.R.C. 1981.

TABLE 7-1: FORM AND BULK STANDARDS

Zoning District	A RR-1	RR-2 RE	RH-2 RH-5 P	RL-1 RM-2 RMX-1	BT-2	BT-1 BC BR IS-1 IS-2 IG IM	RL-2 RM-1	RH-4	MU-1	RM-3 RH-1 RH-6	RMX-2	RH-3 RH-7	BCS	MU-3	BMS MU-4	DT-1 DT-2 DT-3 DT-5	DT-4	MU-2 IMS	MH
Form module	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s
SETBACK AND SEPARATION REQUIREMENTS[n]																			
Principal Buildings and Uses [n]																			
Minimum front yard landscaped setback (e), (h)	25' (k)				20'				15'			10'		0' (k)					See section 9-7-13
Minimum front yard setback for all covered and uncovered parking areas	25' (k)				20'				20'			20'	10'	20' (k)					See section 9-7-13
Maximum front yard landscaped setback for corner	n/a				n/a				n/a			10'	n/a	n/a	10'	15' (k)	n/a	10'	n/a

lots and side yards adjacent a street																		
Maximum front yard landscaped setback for an interior lot	n/a			n/a				n/a			15'	n/a	n/a	15'	15'	n/a	15'	n/a
Minimum side yard landscaped setback from a street (a)	25'		12.5' (k)	15'		10'	1' per 2' of bldg. height, 10' min.	0' or 5' (b)	1' per 2' of bldg. height, 10' min.	0' (attached DUs); 1' per 2' of bldg. height, 5' min. (detached DUs)	1' per 2' of bldg. height, 10' min.	10'	0' for first and second stories 12' for third story and above		0' (k)	0'	0'	n/a
Minimum side yard setback from an interior lot line	15'	10'	5'	10'	0' or 12'	1' per 2' of bldg. height, 5' min.		0' or 5' (b)	0' or 3'	0' (attached DUs); 1' per 2' of bldg. height, 5' min. (detached DUs)	1' per 3' of bldg. height, 5' min	0' or 12'	0' or 5'	0' or 5'	0' or 12'	0' or 12'	0' or 5'	See section 9-7-13
Minimum total for both side yard setbacks	40'	25'	20' 15'	20'	n/a			n/a			n/a		n/a					n/a
Minimum rear yard setback (f)	25'			25'	20'			10'	15'	20'	15'	20'	15'	0'	15'	15'	10'	See section 9-7-13
Minimum side yard bulk plane	See Section 9-7-9			n/a														
Minimum front yard setback from a street for all principal buildings and uses for third story and above	n/a			n/a				n/a			n/a		20'		15'	15'	20'	20'
Accessory Buildings and Uses [n]																		
Minimum front yard setback uses (e)	55'			55'				Behind rear wall of principal structure	55'	Behind rear wall of principal structure	Behind rear wall of principal structure	55'	55'	Behind rear wall of principal structure	55'	55'	Behind rear wall of principal structure	See Section 9-7-13
Minimum side yard landscaped setback from a street (a)	25'		12.5' (k)	15'		10'	1' per 2' of bldg. height, 10' min.	0' or 5'(b)	1' per 2' of bldg. height, 10' min.	0' (attached DUs); 1' per 2' of bldg. height, 5' min. (detached DUs)	1' per 2' of bldg. height, 10' min.	10'	0'		0' (k)	0'	0'	n/a
Minimum side yard	15'	10'	0' or 3' (b)	0' or 3' (b)				0' or 3' (b)			0' or 3' (b)		0' or 3' (b)					See Sectio

setback from an interior lot line													n 9-7-13
Minimum rear yard setback (f)	0' or 3' (b)			0' or 3' (b)			0' or 3' (b)		0' or 3' (b)		0' or 3' (b)		See Section 9-7-13
Minimum separation between accessory buildings and any other building	6'			6'			6'		6'		6'		6'
BUILDING SIZE AND COVERAGE LIMITATION (Accessory and Principal Buildings) [n]													
Maximum floor area of any principal building permitted by Chapter 9-8	See Section 9-8-2 (FAR Requirements)						15,000 sq. ft.	See Section 9-8-2 (FAR Requirements)		15,000 sq. ft.	See Section 9-8-2 (FAR Requirements)	15,000 sq. ft.	n/a
Maximum accessory building coverage within principal building rear yard setback (9-7-8)	500 sq. ft.	n/a	500 sq. ft.	n/a	500 sq. ft.	n/a	n/a		n/a		n/a		n/a
Maximum cumulative coverage of all accessory buildings regardless of location (m)	For residential uses - no greater than coverage of the principal building												
Maximum total building coverage	See Section 9-7-11	n/a	See Section 9-7-11	n/a	See Section 9-7-11		n/a						
PRINCIPAL AND ACCESSORY BUILDING HEIGHT [n]													
Maximum height for principal buildings and uses (c), (d), (l)	35'			35'; 40' (in I-zones)	35'		35'		40'	35'	38'	38'	35'	35'
Conditional height for principal buildings and uses	See Section 9-7-6 for conditional height standards												
Maximum number of stories for a building	3			3	n/a	n/a	2	3	3	2	3	2 (3 on DT-5 corner lots)	2	3
Maximum wall	12'			12'			12'		12'		12'		n/a

height for detached dwelling units at zero lot line setback (9-7-2(b)(3))										
Maximum height for all accessory buildings, structures and uses (g)	20' (30' in agricultural zone)	20' (25' in industrial zones)	20'			20'		20'		20'
FENCES, HEDGES and WALLS (for additional standards see Section 9-9-15)										
Maximum height of fences, hedges, or walls	7'	7'	7'			7'		7'		7'
Minimum height of fence on top of retaining wall	42"	42"	42"			42"		42"		42"
Maximum combined height of fence/ retaining wall in side yard within 3' of lot line with neighbor approval	12'	12'	12'			12'		12'		12'
BUILDING DESIGN REQUIREMENTS [n]										
Minimum ground floor window area facing a public street (9-9-3)	n/a	n/a	n/a			n/a		n/a	60%	n/a	n/a
Primary building entrance location facing street	n/a	n/a	yes	yes	yes	yes	n/a	n/a	yes	yes	n/a
Minimum percent of lot frontage that must contain a building or buildings	n/a	n/a	n/a			n/a		n/a	70%	50%	n/a
Maximum % of 3rd story floor area that can be in a 4th story	n/a	n/a	n/a			70% (j)	n/a	n/a	n/a	n/a	n/a

Wall length articulation standards for side walls over 14' in height within 20' of side property line	See Section 9-7-10	n/a	See Section 9-7-10	n/a	See Section 9-7-10	n/a

Footnotes to Table 7-1, Form and Bulk Standards:

In addition to the foregoing, the following miscellaneous form and bulk requirements apply to all development in the city:

(a) On corner lots, use principal building front yard setback where adjacent lot fronts upon the street.

(b) For zero lot line development, see Subsection 9-7-2(b), B.R.C. 1981.

(c) The permitted height limit may be modified only in certain areas and only under the standards and procedures provided in Sections 9-2-14, "Site Review," and 9-7-6, "Building Height, Conditional," B.R.C. 1981.

(d) For buildings over 25 feet in height, see Subsection 9-9-11(c), B.R.C. 1981.

(e) For other setback standards regarding garages, open parking areas, and flagpoles, see Paragraph 9-7-2(b)(8), B.R.C. 1981.

(f) Where a rear yard backs on a street, see Paragraph 9-7-2(b)(7), B.R.C. 1981.

(g) Not including light poles at government-owned facilities. For additional height standards regarding light poles at government facilities, see Section 9-2-14, "Site Review," B.R.C. 1981.

(h) For front yard setback reductions, see Subsection 9-7-2(a), B.R.C. 1981.

(i) For side yard setback requirements based on building height, see Appendix B, "Setback Relative to Building Height," of this title.

(j) The maximum percentage of the third floor area that can be in a fourth story standard may not be modified as part of a site review.

(k) For properties located in the DT-5 and P zoning districts and shown in Appendix I, the minimum setback shall be as required by Section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981, Table 7-1, Form and Bulk Standards or ~~65~~ sixty-five feet measured from the centerline of Canyon Boulevard right of way.

(l) For buildings on nonstandard lots within the RMX-1, RL-1, RE, RR-1, and RR-2 zoning districts, refer to Table 10-1, Maximum Height Formulas, within Section 9-10-3, "Changes to Nonstandard Buildings, Structures and Lots and Nonconforming Uses."

(m) For nonstandard buildings or structures, refer to Subparagraph 9-10-3(a)(1)(B), B.R.C. 1981.

(n) For principal and accessory buildings or structures located on a lot or parcel designated in Appendix L, "Form-Based Code Areas," and subject to the standards of Appendix M, "Form-Based Code," refer to Appendix M, "Form-Based Code," for design standards applicable to such lot or parcel. With the exception of Charter ~~s~~Section 84, "Height limit," and Sections 9-7-3, "Setback Encroachments," and 9-7-5, "Building Heights," 9-7-7, "Building Height, Appurtenances," B.R.C. 1981, the form and bulk standards of this chapter are superseded by the requirements of Appendix M, "Form-Based Code." Building heights in areas designated in Appendix L are not subject to the height limits of Table 9-7, Form and Bulk Standards.

Section 7. Chapter 9-8, B.R.C. 1981, shall be amended to read:

9-8-1. - Schedule of Intensity Standards.

The purpose of this chapter is to indicate the requirements for the allowed intensity of all types of development, including maximum density for residential developments based on allowed number of units and occupancy. All primary and accessory structures are subject to the standards set forth in ~~t~~Table 8-1 of this section except that developments within an area designated in Appendix L, "Form-Based Code Areas," and subject to the standards or Appendix M, "Form-Based Code ," are exempt from Table 8-1 and Sections 9-8-1 through 9-8-4, B.R.C. 1981. Developments within an area designated in Appendix L, "Form-Based Code Areas," and subject to the standards or Appendix M, "Form-Based Code ," are subject to the standards of Sections 9-8-5, "Occupancy of Dwelling Units," 9-8-6, "Occupancy Equivalencies for Group Residences," and 9-8-7, "Density and Occupancy of Efficiency Living Units," B.R.C. 1981. No person shall use any land within the city authorized by Chapter 9-6, "Use Standards," B.R.C. 1981, except according to the following requirements unless modified through a use review under Section 9-2-15, "Use Review," B.R.C. 1981, or a site review under Section 9-2-14, "Site Review," B.R.C. 1981, or granted a variance under Section 9-2-3, "Variances and Interpretations," B.R.C. 1981, or approved through a form-based code review under Section 9-2-16, "Form-Based Code Review," B.R.C. 1981.

TABLE 8-1: INTENSITY STANDARDS

Zoning District	Intensity Module	Minimum Lot Area (in square feet unless otherwise noted)	Minimum Lot Area Per Dwelling Unit (square feet) [c]	Number of Dwelling Units Per Acre [c]	Minimum Open Space Per Dwelling Unit (square feet) [c]	Minimum Open Space on Lots (Residential Uses) [c]	Minimum Open Space on Lots (Nonresidential Uses) [a], [c]	Minimum Private Open Space (Residential Uses) (square feet) [c]	Maximum Floor Area Ratio [c]
					See Section 9-9-11 for additional open space requirements. For mixed use developments, use the requirements of either the residential or nonresidential standards that result in the greatest amount of open space				
A	1	5 acres	5 acres	0.2	0	-	10 - 20%	0	0
RR-1, RR-2	2	30,000	30,000	1.4	0	-	10 - 20%	0	See Table 8-3
RE	3	15,000	15,000	2.9	0	-	10 - 20%	0	See Table 8-3
RL-1	4	7,000	7,000	6.2	0	-	10 - 20%	0	See Table 8-3

P	5	7,000	7,000	6.2	0	-	10 - 20%	0	0
RL-2	6	0	0	-	6,000	-	10 - 20%	0	See Table 8-3
RMX-1	7	6,000	6,000	7.3	600	-	10 - 20%	0	See Table 8-3
RMX-2	8	0	0	10 (up to 20 by review)	0	15%	15%	60	0
RM-1	9	0	0	-	3,000	-	10 - 20%	0	0
IS-2	10	0	0	-	600	-	10 - 20%	60	0.5:1
IS-1	11	7,000	0	-	0	-	10 - 20%	60	0.5:1
RH-1	12	0	0	-	1,600	-	10 - 20%	0	0
RH-2	12.5	6,000	3,000	14 (up to 27.2 by review)	600	-	10 - 20%	0	0
RM-2, RM-3	13	6,000	3,500	12.4	-	-	10 - 20%	0	0
RH-3, RH-7	14	0	0	-	0	60% [(b)]	60% [(b)]	60	0
RH-4, BT-1, BC-1	15	0	0	-	1,200	-	10 - 20%	0	0
BR-2	16	0	0	-	0	40%	10 - 20%	60	0
BMS	17	0	0	-	0	15%	15%	60	0.67 (1.85 if within CAGID or UHGID)
RH-6	17.5	-	1,800	-	600	-	-	-	
MU-1, MU-2, IMS	18	0	0	-	0	15%	15%	60	0.6:1
RH-5, BC-2	19	6,000	1,600	27.2	600 (400 by site review if in a mixed use development)	-	10—20%	0	0
IM	20	7,000	1,600	27.2	600	40% (20% if within a park service area)	10—20%	60	0.4:1
BT-2	21	6,000	1,600	27.2	600	-	10—20%	0	0.5:1
IG	22	7,000	1,600	27.2	600	40% (20% if within a park service area)	10—20%	60	0.5:1
BR-1	23	6,000	1,600	27.2	0	-	10—20%	0	2.0:1
MU-3	24	0	0	-	0	15%	15%	60	1.0:1
MU-4	24.5	0	0	-	0	15%	15%	60	2.0
DT-1	25	0	0	-	0	-	10—20%	60	1.0:1
DT-2	26	0	0	-	0	-	10—20%	60	1.5:1
DT-3, DT-4, DT-5	27	0	0	-	0	-	10—20%	60	1.7:1
BCS	28	-	-	-	-	-	10—20%	-	-

Footnotes:

(a) This requirement may increase based on building height pursuant to Subsection 9-9-11(c), B.R.C. 1981.

(b) Open space may be reduced using the standards in Sections 9-8-3, "Density in the RH-1, RH-2, RH-3 and RH-7 Districts," and 9-9-11, "Useable Open Space," B.R.C. 1981.

(c) For properties within an area designated in Appendix L, "Form-Based Code Areas," and subject to the standards of Appendix M, "Form-Based Code," the footnoted requirement is not applicable. Refer to Appendix M, "Form-Based Code," for specific form, bulk, intensity, and outdoor space requirements.

9-8-2. - Floor Area Ratio Requirements.

….

TABLE 8-2: FLOOR AREA RATIO ADDITIONS

	DT-1	DT-2	DT-3	DT-4	DT-5	MU-1	MU-2	MU-3	BT-2	BMS	IS-1/2	IG	IM	IMS	BR-1 (c)
Base FAR	1.0	1.5	1.7	1.7	1.7	0.6	0.6	1.0	0.5	0.67 (a)	0.5	0.5	0.4	0.6	n/a
Maximum total FAR additions (FAR)(c)	1.0	0.5	1.0	0.5	1.0	0.07	n/a	n/a	n/a	0.33	n/a	n/a	n/a	n/a	n/a
FAR additional components:															
1) Residential floor area (FAR)	0.5	0.5	0.5	0.5	1.0 (b)	n/a	n/a	n/a	n/a	n/a	n/a	Not counted	Not counted	n/a	n/a
2) Residential floor area if at least 35% of units are permanently affordable and at least 50% of total floor area is residential (FAR)	n/a	n/a	n/a	n/a	n/a	0.07	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3) Residential floor area for a project NOT located in a general improvement district that provides off-street parking	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.33	n/a	n/a	n/a	n/a	n/a
4) On-site parking provided entirely within the	0.5	0.5	0.5	n/a	0.5	Not counted	Not counted	Not counted	n/a	Not counted	Not counted	Not counted	Not counted	Not counted	n/a

principal structure, or above grade parking structure															
5) Below grade area used for occupancy	Not counted	Not counted	Not counted	Not counted	Not counted	n/a	n/a	n/a	Not counted	Not counted	n/a	n/a	n/a	n/a	n/a
6) Nonresidential floor area (FAR) (see Paragraph 9-8-2(e)(3) and Section 4-20-62, Table 4)	n/a	n/a	n/a	n/a	1.0 (b)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Maximum allowable FAR (sum of base plus all available additions)	2.0 + row 5	2.0 + row 5	2.7 + row 5	2.2 + row 5	2.7 + row 5	0.67 + row 4 above	0.6 + row 4 above	1.0 + row 4 above	0.5 + row 5 above	1.0 + rows 4 and 5 above	0.5 + row 4 above	0.5 + rows 1 and 4 above	0.4 + rows 1 and 4 above	0.6 + row 4 above	4.0 (c)

Footnotes:

(a) FAR up to 1.85:1 if property is located in a general improvement district providing off-street parking.

(b) The maximum additional FAR component is 1.0. FAR additional components may be combined, but shall not exceed the 1.0 maximum total floor area ratio limit.

(c) See Subparagraph 9-2-14(h)(2)(J), B.R.C. 1981.

(d) -n/a: not applicable.

(e) For properties located in an area designated in Appendix L, "Form-Based Code Areas," and subject to the standards of Appendix M, "Form-Based Code," the floor area and floor area ratio (FAR) requirements do not apply. Refer to Appendix M, "Form-Based Code," for specific form, bulk, intensity, and outdoor space requirements.

….

Section 9. The council adopts Exhibit 1, titled "Appendix L: Form-Based Code Areas," as an amendment to Title 9, "Land Use Code," B.R.C. 1981.

Section 10. The city council adopts Exhibit 2, titled "Appendix M: Form-Based Code," as an amendment to Title 9, "Land Use Code," B.R.C. 1981.

Section 11. The city council orders and directs the city manager to make any additional citation, renumbering, and reference changes not included in this ordinance that are necessary to

properly implement this ordinance and its attachments. The city council authorizes the city manager to change the formatting and layout of Exhibit 2, titled "Appendix M: Form-Based Code."

Section 12. If any section, paragraph, clause, or provision of this ordinance shall for any reason be held to be invalid or unenforceable, such decision shall not affect any of the remaining provisions of this ordinance.

Section 13. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 14. The city council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 7th day of June, 2016.

_____
Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this _____ day of _____, 20__.

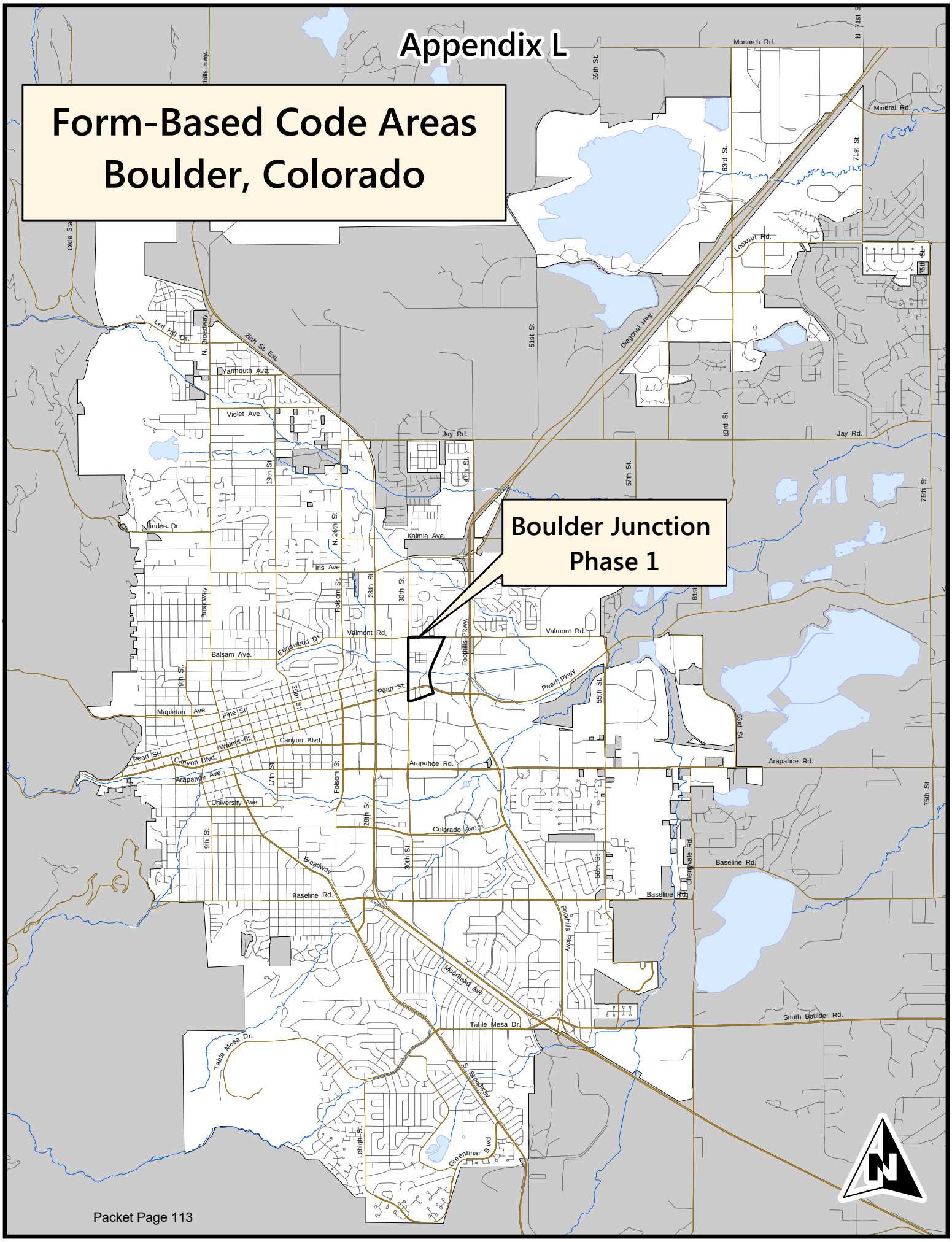
_____
Mayor

Attest:

_____
City Clerk

Appendix L

Form-Based Code Areas
Boulder, Colorado



Title 9: Land Use Regulation
APPENDIX M:

Form-Based Code

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General Provisions

Exhibit B

General Provisions

M-1-1. PURPOSE OF FORM-BASED CODE

The purpose of this appendix is to establish building form and design requirements for development within the areas designated in Appendix L to Title 9, "Form-Based Code Areas." The requirements for these areas implement the desired development, including functional characteristics, form, design character and quality, as guided by the plans for each designated area and the Boulder Valley Comprehensive Plan.

M-1-2. FORM-BASED CODE REQUIREMENTS

No person shall occupy, use, change the use of, alter or develop any building, structure or land within the areas shown in Appendix L, "Form-Based Code Areas," B.R.C. 1981, and subject to form-based code review pursuant to Section 9-2-16, "Form-Based Code Review," B.R.C. 1981, except in conformance with the requirements of this appendix unless modified through an exception under Subsection 9-2-16(i), B.R.C. 1981.

(a) **Specific Locations.** The locations where form-based code standards apply are shown in Appendix L, "Form-Based Code Areas," B.R.C. 1981, and include: Boulder Junction Phase I.

M-1-3. DESIGN GOALS FOR THE FORM-BASED CODE AREAS

The requirements of this appendix are intended to accomplish the following objectives:

(a) **Character, Context, and Scale.** Preserve or enhance the character, context, and scale planned for the area while supporting a more sustainable future by accommodating future residents, reducing dependence on single occupant vehicles, increasing energy efficiency, and promoting safe transportation options for pedestrians and bicycles.

(b) **Human-Scaled Building Design.** Design to a human scale and create a safe and vibrant pedestrian experience.

(c) **Building Design Quality and Aesthetics.** Design high-quality buildings that are compatible with the character of the area or the character established by adopted plans for the area through simple, proportional, and varied design, high quality and natural building materials that create a sense of permanence, and building detailing, materials and proportions.

(d) **A Variety of Housing Types.** Produce a variety of housing types, such as multifamily, townhouses, and detached single family units, as well as a variety of lot sizes, number of bedrooms per unit, and sizes of units within the form-based code area.

(e) **Adaptable Buildings.** Build adaptable buildings with flexible designs that allow changes in uses over time.

(f) **Provision of Outdoor Space.** Provide outdoor space that is accessible and close to buildings. Active and passive recreation areas will be designed to meet the needs of anticipated residents, occupants, employees, and visitors to the property.

(g) **Support of Multi-Modal Mobility.** Provide safe and convenient multi-modal connections and promote alternatives to the single occupant vehicle. Connections shall be accessible to the public within the project and between the project and the existing and proposed transportation systems, including, without limitation, streets, bikeways, paseos, and multi-use paths.

M-1-4. ORGANIZATION AND SCOPE

This section describes how this appendix is organized to provide the user with some guidance using this appendix and it addresses the scope of its application.

(a) **Organization.** This appendix is organized into the following sections:

(1) **Sections M-1-1 through M-1-8: General Provisions.** The general provisions include a purpose statement for the form-based code, a description of where the requirements for the form-based code apply, a description of this appendix's organization and scope, the regulating plans for each form-based code area, and definitions that apply to the terms of this appendix.

(2) **Sections M-1-9 through M-1-12: Site Design.** These sections establish general site design and minimum outdoor space requirements, applicable to all form-based code areas, unless otherwise specified. Outdoor space types are established to guide the design of common outdoor spaces.

(3) **Sections M-1-13 through M-1-21: Building Types.** These sections establish a variety of building types and building form, design, location, and use requirements applicable to each building type. The regulating plans determine which building type may be used on a particular site.

(4) **Sections M-1-22 through M-1-29: Building Design.** These sections establish general building design requirements that are applicable

General Provisions

Organization and Scope

to all of the building types, unless otherwise stated.

(b) Scope. The requirements of this appendix supplement those imposed on the same lands by underlying zoning provisions and generally applicable development standards of this title and other ordinances of the city. If there is a conflict between the requirements of this appendix and Title 9, "Land Use Code," B.R.C. 1981, the standards of this section control. The following describes how specific requirements of this title relate to requirements of this appendix:

(1) **Chapter 9-6: Use Standards.** Chapter 9-6, "Use Standards," B.R.C. 1981, regulates uses which are permitted, conditionally permitted, prohibited, or which may be permitted through use review. Additional use standards may be established for the different building types in sections M-1-15 through M-1-19 of this appendix.

(2) **Chapter 9-7: Form and Bulk Standards.** This appendix supersedes the standards in Chapter 9-7, "Form and Bulk Standards," B.R.C. 1981, with the exception of Sections 9-7-3, "Setback Encroachments," 9-7-5, "Building Heights," and 9-7-7, "Building Heights, Appurtenances," B.R.C. 1981. Building height shall be measured in accordance with the requirements of Section 9-7-5, B.R.C. 1981.

(3) **Chapter 9-8: Intensity Standards.** This appendix supersedes the standards in Chapter 9-8, "Intensity Standards," B.R.C. 1981, with the exception of Sections 9-8-5, "Occupancy of Dwelling Units," 9-8-6, "Occupancy Equivalencies for Group Residences," and 9-8-7, "Density and Occupancy of Efficiency Living Units," B.R.C. 1981.

(4) **Chapter 9-9: Development Standards.** Chapter 9-9, "Development Standards," B.R.C. 1981, applies to developments that are regulated by this appendix as follows:

(5) **Applicable Sections.** The following sections of Chapter 9-9, "Development Standards, " B.R.C. 1981, are applicable:

(A) **9-9-1.** Intent.

(B) **9-9-2.** General Provisions.

(C) **9-9-4.** Public Improvements.

(D) **9-9-5.** Site Access Control, in addition to the access location requirements in Section M-1-11(a) "Driveways," B.R.C. 1981.

(E) **9-9-6.** Parking Standards.

(F) **9-9-7.** Sight Triangles.

(G) **9-9-8.** Reservations, Dedication, and Improvement of Right of Way.

(H) **9-9-9.** Loading.

(I) **9-9-10.** Easements.

(J) **9-9-12.** Landscape and Screening Standards.

(K) **9-9-13.** Streetscape Design Standards, in addition to the requirements established in M-1-10, Streetscape Design Requirements.

(L) **9-9-14.** Parking Lot Landscape Standards.

(M) **9-9-15.** Fences and Walls.

(N) **9-9-16.** Lighting, Outdoor.

(O) **9-9-17.** Solar Access.

(P) **9-9-18.** Trash Storage and Recycling Areas.

(Q) **9-9-19.** Swimming Pools, Spas, and Hot Tubs.

(R) **9-9-20.** Addressing.

(S) **9-9-21.** Signs.

(T) **9-9-22.** Trip Generation Requirements for the MU-4, RH-6, and RH-7 Zoning Districts.

(6) **Superceded Sections.** The following sections of Chapter 9-9, "Development Standards," B.R.C. 1981, are superseded by this appendix:

(A) 9-9-3, Building Design, is superceded by this appendix.

(B) 9-9-11, Useable Open Space, is superceded by the requirements of this appendix.

(c) Other Sections and Ordinances. The Boulder Revised Code and other ordinances of the city are applicable unless expressly waived or modified in this appendix. If there is a conflict between the requirements of this appendix and other portions of the Boulder Revised Code other than Title 9, "Land Use Code," B.R.C. 1981, the most restrictive standards shall control.

M-1-5. EXISTING STRUCTURES AND USES NOT CONFORMING WITH THIS APPENDIX

(a) **Purpose.** Adoption of the requirements of this appendix will create buildings, structures, and uses that were legally established but do not conform to the requirements of this appendix. The purpose of this section is to allow these preexisting buildings, structure and uses to be changed and upgraded without requiring their elimination if the change would not substantially adversely affect the surrounding area and would not increase the degree of nonconformity of uses.

(b) **Scope.** The provisions of this section apply to buildings and uses that were legally established prior to the adoption of this appendix. This section does not apply to sites that are subject to a valid site review or planned unit development. The buildings and uses can be continued, restored, modified or changed in compliance with Chapter 9-10, " Nonconformance Standards," B.R.C. 1981. The following modifications are not permitted to buildings as provided in Chapter 9-10, B.R.C. 1981: Subsection 9-10-2 (c), "Replacement of Nonstandard Architectural Building Features" and Subsection 9-10-3 (a) ,"Nonstandard Buildings and Structures," B.R.C. 1981. For the purpose of applying the applicable standards of Chapter 9-10, B.R.C. 1981, the standards for nonstandard structures shall be applied to legally established buildings and structures that do not meet the requirements of this appendix and the standards for nonconforming uses shall be applied to legally established uses that do not meet the requirements of this appendix.

(c) **Expansions and Modifications to Existing Structures That Do Not Meet the Standards of This Appendix.**

(1) **Expansions of 60 Percent of Floor Area.** Any modification to a legally established building or structure that does not meet the standards of this appendix and was not approved as part of a site review or planned unit development that adds more than sixty percent to the floor area existing at the time of adoption of this appendix shall meet the requirements of this appendix. For the purposes of calculating the amount of floor area being added, all floor area added in the five years preceding the building permit application shall be included.

(2) **Facade Additions or Replacement.** Any facade being added or replaced shall meet the applicable site and building design requirements of sections M-1-15 through M-1-29 of this appendix under any of the following circumstances:

(A) New exterior facades added as a result of the addition of any floor area;

(B) Replacement of thirty percent or more of the exterior facade material;

(C) Replacement or addition of thirty percent or more of the windows on any exterior facade;

(D) Replacement of or addition to any door or balcony located on any exterior facade.

(3) **Facade Requirements.** If the facade exists or will be constructed within the build-to zone, the facade requirements, not including the cap types, of the applicable building type shall be met if any one of the following is included in the building modification or expansion:

(A) New exterior facades added as a result of the addition of any floor area.

(B) Installation or change of location of two or more additional doors.

(C) Expansion or change in location of thirty percent of window area.

(D) Replacement of thirty percent or more of facade materials with a different facade material.

(4) **Roof Renovation.** The cap type requirements of the applicable building type shall be met when the shape or style of more than sixty percent of the roof is changed and thirty percent of the façade is within the build-to zone of the applicable building type.

(5) **Other Expansions and Modifications.** All expansions and modifications to existing structures that do not meet the standards of this appendix and do not meet the thresholds of this subsection (c) shall be subject to the underlying zoning and standards of Title 9, "Land Use Code," B.R.C. 1981.

M-1-6. REGULATING PLANS

No person shall construct, develop, use or occupy a property located in the area designated in Appendix L, "Form-Based Code Areas," except in conformance with Title 9, "Land Use Code," B.R.C. 1981, this appendix, and the regulating plan that applies to such property, except as otherwise specified in this appendix.

(a) Boulder Junction Phase I Regulating Plan. Within the Regulating Plan: Boulder Junction Phase I, as shown on Figure M-1 (1), the following standards apply:

(1) **Transportation Connections.** The arrangement, type, character, extent, and location of streets, alleys, paseos, paths, and other transportation connections shall conform to the regulating plans shown in Figure M-1 (1) and the Transit Village Area Plan.

(2) **Required Building Types.** The building shall be of the building type shown for the property in Figure M-1 (1) or the civic building type meeting the requirements of Section M-1-19, "Civic Building Type," B.R.C. 1981.

(3) **Location Based Height Limits.** No building shall exceed the maximum height and number of stories established for specific locations by Figure M-1 (1) and Figure M-1 (2). These location-based maximum height and story limitations supercede the maximum height and number of stories established in this appendix for the applicable building type.

(4) **Required Residential.** Developments that include general, main street, or row type buildings with a total combined floor area exceeding 15,000 square feet shall include a minimum of fifty percent of residential floor area.

(5) **Required Storefront.** Buildings shall have storefronts in the locations shown on Figure M-1 (1) and Figure M-1 (2).

(6) **Type A and Type B Streets.** Type A and B street designations establish design standards for how a building must address the street and regulate access to the property; all buildings shall meet the standards applicable to the types of street frontages shown for the property in Figure M-1 (1) and Figure M-1 (2). (See building type regulations and Section M-1-13, "General Requirements of Building Types," B.R.C. 1981.)

(7) **Required Outdoor Space Locations.** Outdoor space shall be provided in the locations shown in Figure M-1 (1). The required outdoor space shall meet the standards of Section M-1-12 "Outdoor Space Requirements," B.R.C. 1981.

(8) **Terminated Vistas.** When a street terminates or curves on a property as designated on Figure M-1 (1) or Figure M-1 (2), the site design or building shall include a feature to terminate the view from the street. The project shall meet the following standards:

(A) If the property where the vista is required to be terminated is open space, one of the outdoor space types established in Section M-1-12, "Outdoor Space Types," B.R.C. 1981, shall be utilized, and a vertical feature shall terminate the view. Acceptable vertical features include, but are not limited to, a stand or grid of at least three large maturing trees, as defined by Chapter 3 of the City of Boulder Design and Construction Standards, a sculpture, a gazebo, or a fountain.

(B) If the property where the vista is required to be terminated is not utilized as open space, the facade of a building shall terminate the view. The building facade shall meet the standards applicable to a Type A frontage, whether or not fronting on a Type A street, with the exception of the entrance requirements. The building shall include a feature that terminates the view, such as, a tower, cupola, bay, or courtyard.

(C) A parking structure, surface parking lot, or side or rear facade shall not terminate a vista.

General Provisions

Regulating Plans

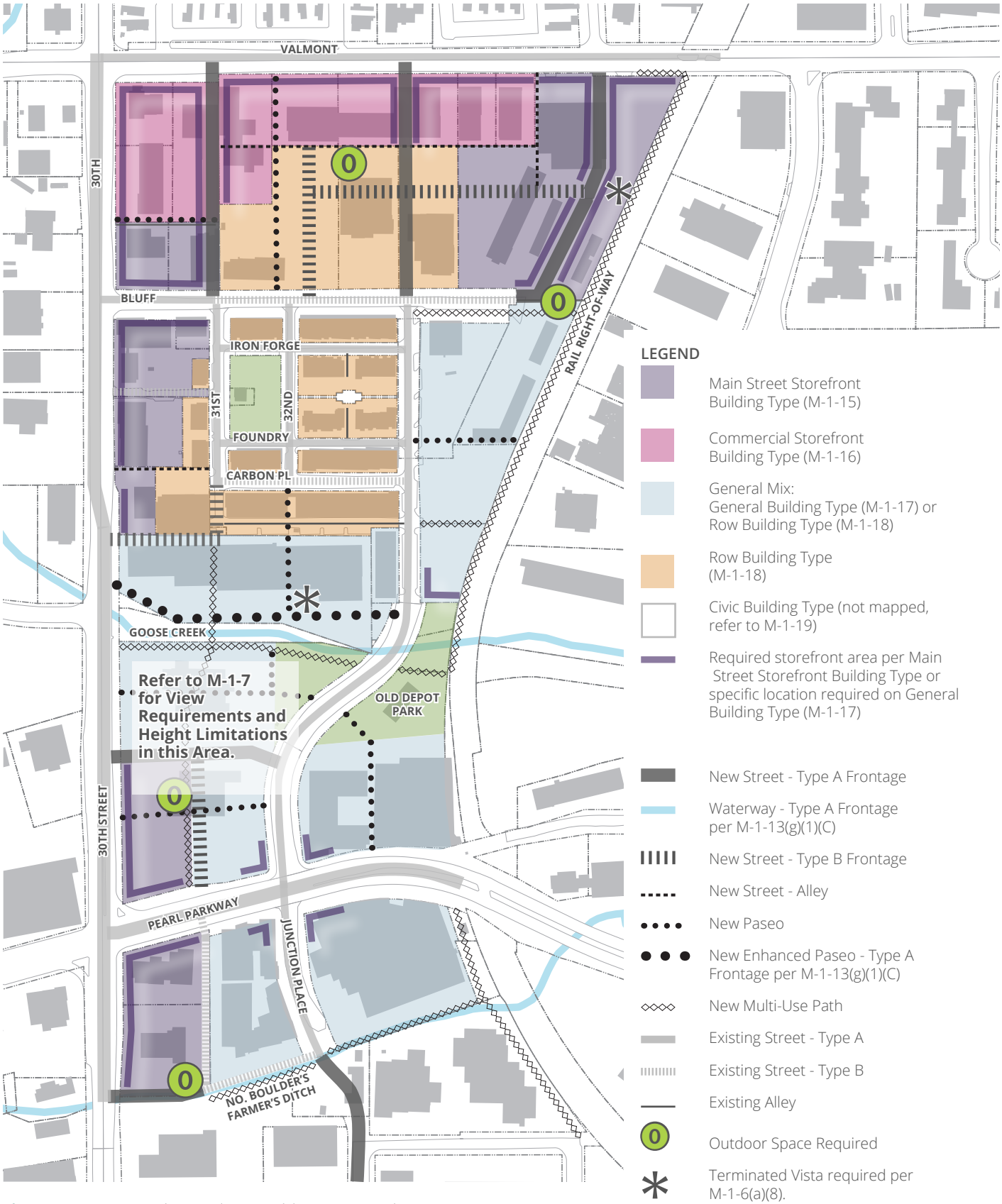
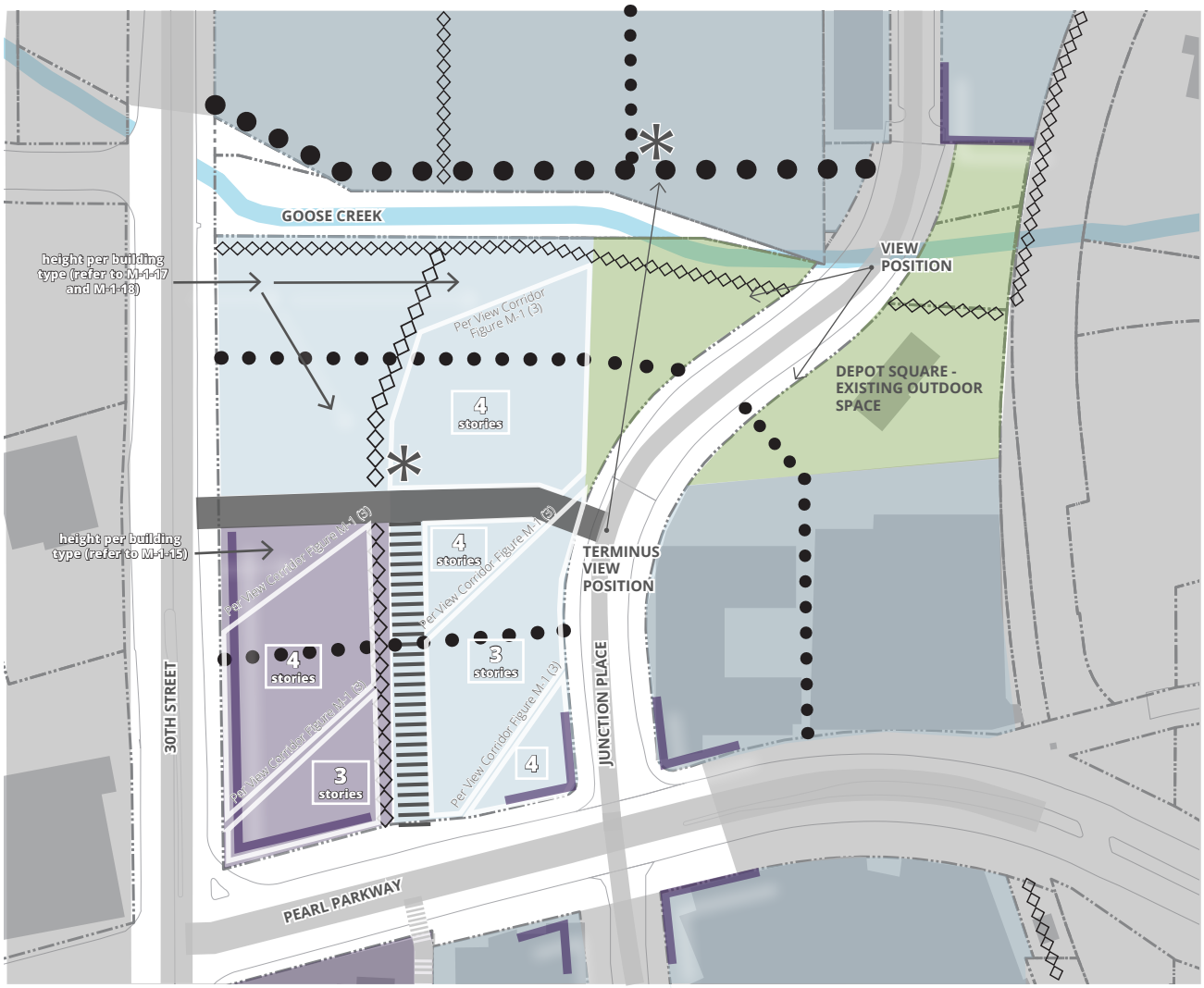


Figure M-1 (1). Regulating Plan: Boulder Junction Phase I

General Provisions

Regulating Plans



LEGEND

- Main Street Storefront Building Type (M-1-15)
- General Mix: General Building Type (M-1-17) or Row Building Type (M-1-18))
- Civic Building Type (not mapped, refer to M-1-19)
- Required storefront area per Main Street Storefront Building Type or specific location required on General Building Type (M-1-17)
- 3 stories — Maximum Height permitted in locations
- * Street Terminus required per M-1-6(a)(8).
- New Street - Type A Frontage
- Waterway - Type A Frontage
- New Street - Type B Frontage
- New Street - Alley
- New Paseo
- New Enhanced Paseo
- New Multi-Use Path
- Existing Street - Type A
- Existing Street - Type B

Figure M-1 (2). Regulating Plan Inset: SE Corner of Boulder Junction Phase I

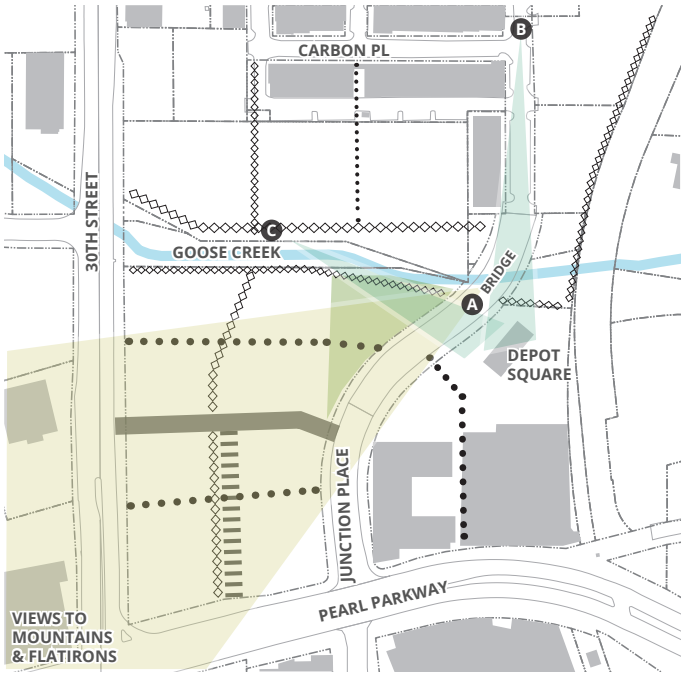


Figure M-1 (3). View Corridors to Retain

M-1-7. VIEW CORRIDORS

(a) **Purpose.** Projects should be designed to protect important public view corridors. The purpose of this section is to identify and preserve within the built environment view corridors of identified features when viewed from the public locations described in this section.

(b) **Boulder Junction Phase I.** The view corridors identified in Figure M-1 (3) and Figure M-1 (2) shall be preserved consistent with the requirements of this section.

(1) **View Corridors.** The following views are intended to be preserved:

(A) From the southernmost point of the Depot Square bridge through the site to the Flatirons and west to tops of mountains as shown in yellow in Figure M-1 (3).The view corridor shall preserve the complete view of all five Flatirons when viewed from the identified location.

(B) From Junction Place north of the Depot Square bridge, south to the old Depot Building in Depot Square as shown in light blue in Figure M-1 (3). The view corridor shall preserve the view of the entire Depot Building when viewed from the identified location.

(C) From the north side of Goose Creek at approximately the intersection between the north-south multi-use path and the east-west enhanced paseo, to the old Depot Building in Depot Square as shown in light blue in Figure M-1 (3). The view corridor shall preserve the view of the entire Depot Building when viewed from the identified location.

(2) **Height Limitations.** Building heights shall be limited on the sites affected by the view corridors pursuant to the following standards:

(A) The maximum number of stories shall not exceed the number of stories shown for a particular location in Figure M-1 (2). (Refer to the building types regulations for floor-to-floor heights requirements for stories.)

(B) Roof top mechanical equipment, utilities, and appurtenances shall not be located within the view corridors.

(C) Roof decks are permitted on all roofs provided they do not exceed any overall building height limitations and do not inhibit the views established by the view corridors.

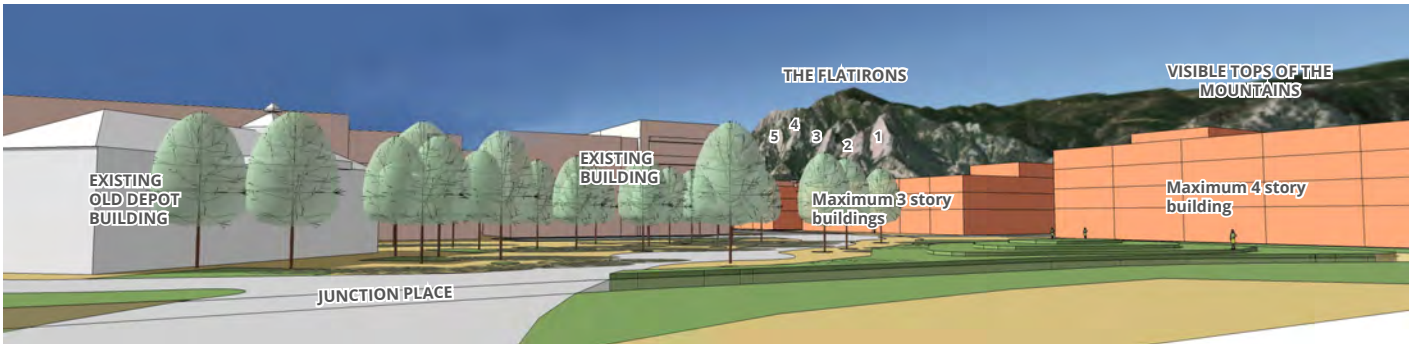


Figure M-1 (4). Example Documentation of Preserved Views from Junction Place Bridge

Roof deck structures are to be included in building modeling.

(3) **Specific Location.** The specific location of the horizontal limits of the view corridors established in paragraph (1) of this subsection shall be established by the reviewing authority based on a view corridor analysis so as to preserve the views described in paragraph (b)(1) of this section.

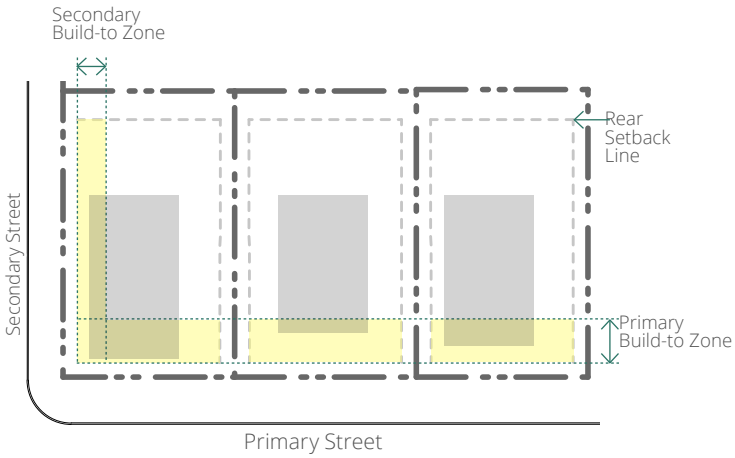
M-1-8. DEFINITIONS

The definitions in Chapter 1-2, "Definitions," and Chapter 9-16, "Definitions, B.R.C. 1981, apply to this appendix unless a term is defined different in this appendix or the context clearly indicates otherwise. For the purposes of this appendix, the following terms shall have the following meanings:

(a) **Balcony.** Balcony means a platform that projects from a facade of a building above grade and is enclosed by a parapet or railing. This does not include false balconies that consist of a railing across a door with no outdoor platform.

(b) **Build-to Zone.** Build-to zone means an area in which the facade of a building shall be placed; it may or may not be located directly adjacent to a lot line. The zone dictates the minimum and maximum distance a structure may be placed from a lot line. Refer to Figure M-1 (5). Build-to Zone and Setback Lines, and Figure M-1 (6). Facade Definition.

(c) **Expression Line.** Expression line means an architectural feature consisting of a decorative, three-dimensional, linear element, horizontal or vertical, protruding or indented at least two inches from the exterior facade of a building. Vertical elements may include a column, pilaster, or other continuous vertical ornamentation. Horizontal elements may include a cornice, belt course, molding, string courses, canopy, balcony, or other continuous horizontal ornamentation and projections. Expression lines are typically utilized to



BUILD-TO ZONES ALONG FRONTAGE LINE
A build-to zone indicates a zone or area in which the facade of a building must be located. The use of a build-to zone allows control over building placement, while the range provides some flexibility. This method provides more predictability in building placement.

SETBACK LINES ALONG FRONTAGE LINE
A setback line indicates the closest a building may be placed to a property line, but is silent on where behind that line a building may be placed.

Figure M-1 (5). Build-to Zone and Setback Lines

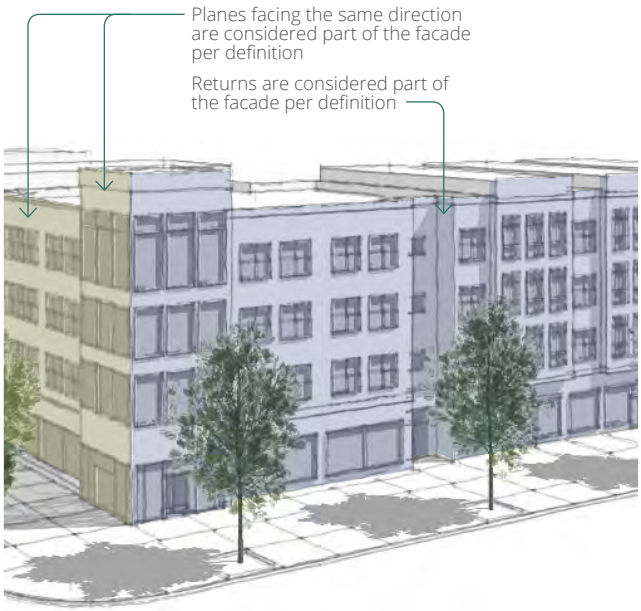


Figure M-1 (6). Facade Definition.

delineate the top or bottom of floors or stories of a building or divide a facade into smaller sections.

(d) **Facade.** Facade means the exterior walls of a building exposed to public view and includes walls as shown in Figure M-1 (6). Facade Definition.

(e) **Ground Story Transparency.** Ground story transparency means the measurement of the percentage of the ground story facade that has highly transparent, low reflectance windows with a minimum sixty percent transmittance factor and a reflectance factor of not greater than 0.25.

(f) **Impervious Site Coverage.** Impervious site coverage means the percentage of a lot or parcel developed with principal or accessory structures and other surfaces that prevent the absorption of stormwater into the ground, including without limitation, driveways, sidewalks, and patios.

(g) **Major Material.** Major material means a façade material meeting the standards for major materials established in Section M-1-24, "Façade Materials," B.R.C. 1981.

(h) **Minor Material.** Minor material means a façade material meeting the standards for minor materials established in Section M-1-24, "Façade Materials," B.R.C. 1981.

(i) **Occupied Building Space.** Occupied building space means interior building spaces regularly occupied by the building users. It does not include storage areas, utility space, vehicle service areas, or parking, or other uninhabitable spaces.

(j) **Parking Yard.** Parking yard means an area extending from the rear building facade to the rear property line between the side yards or, on a corner property, between the street adjacent side and side yards. Parking yards are fully screened from Type A streets by the building and do not extend to any side lot line or street lot line.

(k) **Paseo.** Paseo means a pathway designed for use by pedestrians, located mid-block, allowing pedestrian movement through the block from one street to another without traveling along the block's perimeter.

(l) **Porch.** Porch means a roofed, raised structure at the entrance to the building, and a transition between the interior of the building and the exterior yard or adjacent sidewalk. Refer to Figure M-1 (7). Example of a Porch.

(m) **Public Way.** Public way means streets, paseos, and multi-use paths, but not alleys.

(n) **Semi-Pervious Surface or Material.** Semi-pervious surface or material means a material such as pervious pavers, permeable asphalt and

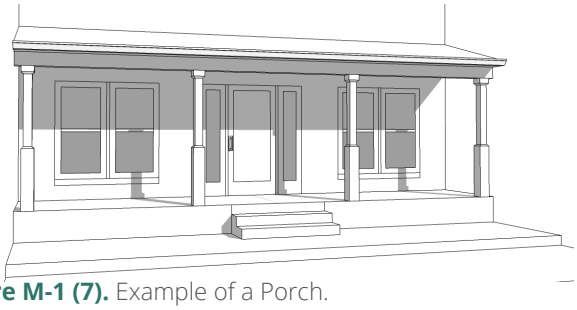


Figure M-1 (7). Example of a Porch.

Figure M-1 (8). Example of a Stoop

concrete, or a green roof that allows for absorption of water into the ground or roof.

(o) **Stoop.** Stoop means an elevated or at grade platform entranceway at the door to a building, providing a transition between the interior of the building and the sidewalk outside the building. The stoop may be covered by a canopy or awning. Refer to Figure M-1 (8). Example of a Stoop.

(p) **Storefront.** Storefront means a use limitation in specified areas that permits only dining and entertainment uses, personal service uses, and retail sales uses. Such uses must also meet the standards of Chapter 9-6, "Use Standards," B.R.C. 1981.

(q) **Story, Ground.** Ground story means the first floor of a building that is level to or elevated above the finished grade on the front and corner facades. The ground story excludes basements or cellars. Refer to Section 9-16-1, "General Definitions," B.R.C. 1981, for a definition for basement.

(r) **Story, Half.** Half story means either a story in the base of the building, partially below grade and partially above grade, or a story fully within the roof structure with windows or doors facing the street.

(s) **Story, Upper.** Upper story means a story located one story or more above the ground story of a building.

(t) **Transparency.** Transparency means the measurement of the percentage of a facade that has highly transparent, low reflectance windows with a minimum fifty percent transmittance factor and a reflectance factor of not greater than 0.25.

(u) **Type A Frontage.**.Type A frontage means a frontage along a Type A street that receives priority over other frontages in terms of locating principal entrances, prioritizing facade design elements, and incorporating design requirements associated with pedestrian orientation.

(v) **Type A Street.** Type A street means a street designated on the regulating plan that receives priority over other streets in terms of setting front lot lines and locating building entrances.

(w) **Type B Frontage.** Type B frontage means a frontage along a Type B street that allows for a lower level of facade treatment as well as permits locations for garage and parking lot driveway entrances.

(x) **Type B Street.** Type B street means a street designated on the regulating plan that receives lower priority than Type A street in terms of building frontage and facade requirements ; it allows for a lower level of facade treatment as well as permits locations for garage and parking lot driveways entrances.

(y) **Visible Basement.** Visible basement means a half story partially below grade and partially exposed above.

DRAFT

Site Design

Site Design

Rights-of-Way

M-1-9. RIGHTS-OF-WAY

The arrangement, type, character, extent, and location of all rights-of-way shall conform to the requirements of Section M-1-6, "Regulating Plans," and Section 9-9-8, "Reservations, Dedication, and Improvement of Rights-of-Way," B.R.C. 1981, unless modified in accordance with this section.

(a) Amendments. Amendments to the location of rights-of-ways and addition to or deletion of rights-of-ways shown in the Transit Village Connections Plan or the regulating plan may be approved pursuant to the process and criteria established in the Transit Village Area Plan for amendments to the Transit Village Connections Plan. A request for such an amendment may be processed in conjunction with a form-based code review under Section 9-2-16, "Form-Based Code Review," B.R.C. 1981

M-1-10. STREETSCAPE AND PASEO DESIGN REQUIREMENTS

(a) Streetscape. In addition to the requirements of the Boulder Revised Code and the City of Boulder Design and Construction Standards, the streetscape of all new and existing streets, paseos, and enhanced paseos shall meet the standards of this section unless modified through approval of an exception under Section 9-2-16, "Form-Based Code Review," B.R.C. 1981.

(1) **Conformance to Plans.** The streetscape shall be designed and completed consistent with the streetscape guidelines of the Transit Village Connections Plan.

(2) **Streetscape Area.** The streetscape of any existing or new street shall occupy the full pedestrian realm, including the pedestrian facilities area and any street buffer required for the street type or similar area of an existing street. For enhanced paseos and paseos, the streetscape occupies the entire right-of-way or easement.

(3) **Compatible Design.** The streetscape design, including but not limited to paving patterns, seating areas, and bulb-outs, of all street frontages within the development shall be designed to be compatible in character.

(4) **Additional Design Requirements.** The streetscape design shall meet the following standards:

(A) **Bulb-outs.** To shorten pedestrian crossings, pedestrian bulb-outs shall be installed at each end of any pedestrian crossing located at an intersection except in locations where the city manager determines that the street design would not adequately accommodate the turning movements of emergency vehicles.

(B) **Sight Triangle Area.** The requirements of Section 9-9-7, "Sight Triangle," B.R.C. 1981, shall be complied with.

(1) **Alternative Method of Compliance.** The approving authority may approve an alternative design to the sight triangle requirements of Section 9-9-7, "Sight Triangle," B.R.C. 1981, if the applicant demonstrates that accepted engineering practice would indicate that a modified visibility distance, either greater or lesser, would be acceptable or necessary for the safety of pedestrians, motorists, and bicyclists.

(C) **Street Furnishings.** At least two benches and one trash receptacle shall be installed in each block of a street.

(b) Paseos. Paseos shall be designed consistent with the following:

(1) **General Paseo Design Requirements.** Paseos shall be designed to meet the standards of Figure M-1 (9). Table of Paseo Design Requirements.

(2) **Paseo Surface Design.** The same paving pattern and materials shall be utilized for the entire length of the paseo.

(3) **Maintenance.** Paseos shall be maintained by the property owner in good repair and safe and unobstructed condition. Any repairs or replacements to the paseo must be consistent with the form-based code review approval.

(A) If the city manager finds that any portion of a paseo does not meet this standard, the manager may require that the owner of the paseo or underlying property repair or replace the non-complying portion to bring it into conformity with city standards.

(B) If the city manager determines to proceed under paragraph (A) of this section, the manager shall notify the property owner of the duty to repair or replace, that such owner has thirty days from the date of the notice to commence such repair or replacement and has sixty days from the date of the notice to

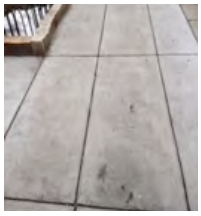
Site Design
Rights-of-Way

DESIGN STANDARDS	NARROW PASEO	WIDE PASEO	ENHANCED PASEO
Minimum Width of Paseo	9 feet	20 feet	25 feet
Minimum Width of Easement and Pedestrian Travel Way	6 feet	6 feet	25 feet minimum width of easement; 10 feet minimum width of pedestrian travel way
Elements within public access easement	All elements in the public access easement must be approved as part of a revocable permit or lease as applicable. Doors must be recessed and shall not open into the public access easement.		
Surface Treatment of Pedestrian Travel Way	Permeable interlocking concrete pavers or brick. See Figure M-1 (10). Images of Paseo Surface Treatment	Gray concrete with decorative scoring pattern and a border on each side that is composed of brick or pavers	Combination of gray concrete in a decorative scoring pattern, patterned brick and permeable pavers. Brick and pavers shall constitute at least 30% of the surface treatment of the pedestrian travel way and 100% of adjacent seating areas.
Minimum distance between Pedestrian Travel Way and Adjacent Buildings	18 inches	18 inches	18 inches
Minimum Slope between Pedestrian Travel Way and Adjacent Buildings	2%	2%	2%
Minimum dimensions for adjacent outdoor seating areas	6 feet by 6 feet	6 feet by 6 feet	5 feet by 10 feet
Outdoor Lighting	Pedestrian scaled wall mounted lighting at intervals of no less than 15 feet on center; catenary lighting, in the paseo between buildings or above outdoor seating areas and building entries.	Catenary lighting, in the paseo between buildings or above outdoor seating areas and building entries	Pedestrian scaled pole mounted lighting
Special Design Requirements	See paragraph M-1-10(b)(5) for special design requirements for each paseo.		

Figure M-1 (9). Table of Paseo Design Requirements

Permeable Interlocking Concrete Pavers

Brick Pavers


Decoratively Scored Concrete

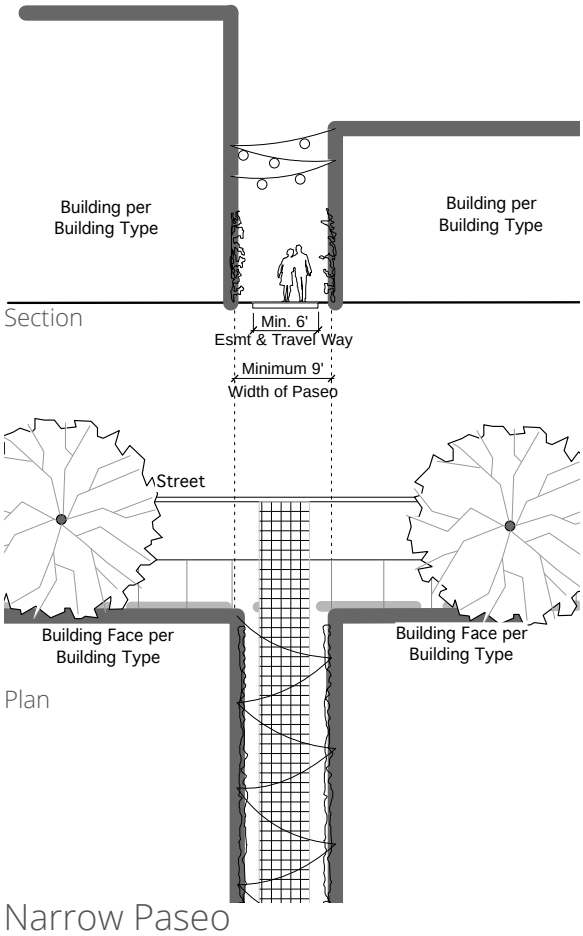
Brick Pavers in Seating Area

Figure M-1 (10). Images of Paseo Surface Treatment

Site Design

Rights-of-Way

Illustrative Examples of Paseos



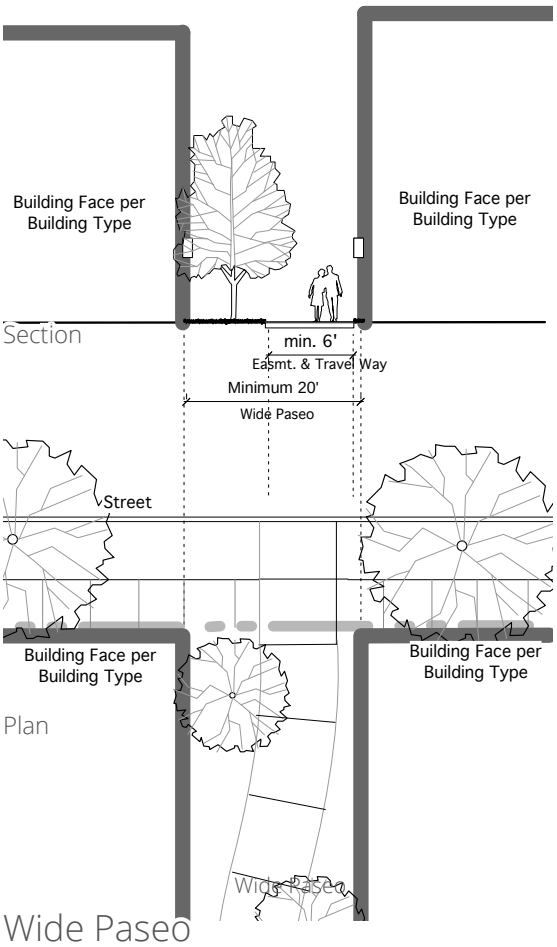
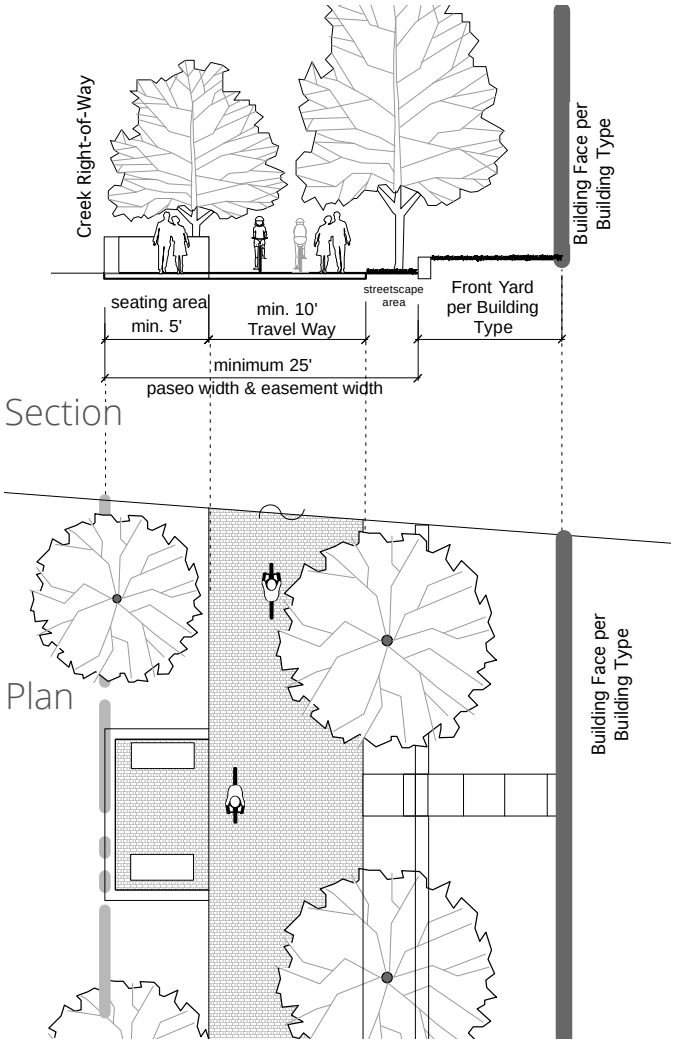


Figure M-1 (11). Paseo Illustrations

complete such repair or replacement. The manager may extend the time limit if weather would impede the work. Notice under this section is sufficient if it is mailed first class to the address of the last known owner of property on the records of the Boulder County Assessor, or hand delivered to an owner.

(C) If the property owner fails to commence or complete repair or replacement as required by the notice prescribed by paragraph (B) of this section, the manager may perform the repair or replacement and charge the costs thereof, plus up to fifteen percent for administrative costs, to the property owner.



Enhanced Paseo

(D) If any person fails or refuses to pay when due any charge imposed under this section, including any agreed charge, the city manager may, in addition to taking other collection remedies, certify due and unpaid charges to the Boulder County Treasurer for collection as provided by Section 2-2-12, "City Manager May Certify Taxes, Charges and Assessments to County Treasurer for Collection," B.R.C. 1981.

(4) **Outdoor Lighting.** The city manager may waive lighting standards under Subsection 9-9-16(g), "Outdoor Lighting," B.R.C. 1981, to allow catenary lighting between buildings and over paseos for bulbs greater than seven watts and no greater than eleven watts

(5) **Special Design Requirements.**

(A) **Narrow Paseo.**

(1) Narrow paseos shall be open to the sky. At least one of the buildings along a paseo shall be two stories or less along the paseo or the third and higher stories shall be set back a minimum of fifteen feet from the paseo.

(2) Narrow paseos shall be designed to include landscaping in decorative pots and planters where sufficient space exists between the pedestrian travel path and the buildings.

(B) **Wide Paseo.**

(1) Wide paseos shall be open to the sky with the exception of canopies and trellises.

(2) Wide Paseos shall be designed to include art, such as a sculpture or mural.

(3) Wide paseos shall include a mix of hardscaping and landscaping; no less than twenty-five percent of the paseo shall be landscaped, evenly distributed for the length of the paseo. Planters shall be at least six feet and no more than eleven feet wide and at least six feet, but no more than twenty feet long. Planters may be longer than twenty feet where not adjacent to a patio. Planting over underground parking structures shall be accommodated in recessed, extensive green roof planters and or full depth vaults and shall not project above the grade of the adjacent paseo. Ornamental or columnar trees adapted to the low

light conditions of the paseo shall be planted where possible, at a distribution of no less than one per every fifty linear feet.

(C) **Enhanced Paseo.**

(1) Where a transitioning of grades occurs in an enhanced paseo, the grades shall transition with terraced retaining walls of a height not to exceed thirty-six inches; if the walls are intended for seating, their height shall not exceed twenty-four inches

M-1-11. SITE DESIGN REQUIREMENTS

(a) Driveways. Driveway locations are permitted consistent with Section 9-9-5, "Site Access Control," B.R.C. 1981. For the purposes of this appendix and determining site access, Type B frontages are lower category streets than Type A frontages.

(b) Treatment of Build-to Zones, Yards, and Setbacks. All build-to zones, where not occupied by a building, all setbacks, and all yards shall be designed consistent with the following standards:

(1) **Site Open Space.** Build-to zones, setbacks, and yards, with the exception of parking areas, driveways, loading zones, mechanical equipment, and refuse and recycling areas, shall meet the design standards for useable open space established in Subsection 9-9-11(e), "Types of Useable Open Space," B.R.C. 1981.

(2) **Prohibited Uses.** Surface parking spaces, mechanical equipment, refuse and recycling areas, and loading areas shall not be located within any build-to zone or minimum setback.

(3) **Driveways.** Driveways may not be located in any build-to zone and setbacks unless consistent with Section 9-9-5, "Site Access Control," B.R.C. 1981, or with paragraph (b)(2) of this section to connect to an adjacent parking lot. When allowed, driveways shall may cross perpendicularly through build-to zones and setbacks.

(c) Inter-Lot Drives. Adjacent parking lots in a development shall be connected with a shared drive that perpendicularly crosses any side and /or rear setback.

M-1-12. OUTDOOR SPACE REQUIREMENTS

(a) Intent. The intent of the outdoor space requirements is the provision of common outdoor spaces for gathering and socializing between neighbors as well as to provide breaks in the urban fabric of the area buildings.

(b) Applicability. Outdoor space shall be designed and constructed or improved consistent with the requirements of this section.

(c) Outdoor Space Required by Location. Outdoor space shall be provided in the following locations:

(1) **Specific Locations.** Outdoor space shall be provided within 150 feet of the locations shown in Figure M-1 (13). Boulder Junction: Required Locations for Outdoor Space.

(2) **Underpass Outdoor Space.** Outdoor space shall be provided in any location where Figure M-1 (13) shows a future underpass. The minimum size of such outdoor space shall be determined by the city manager. The space shall be not less than 200 feet in length and 35 feet in width and must be long enough to provide for transition grades and wide enough to allow for landscaping and paving area.

(d) Outdoor Space on Site or within 1/8 Mile. One outdoor space shall be provided on the project site unless one outdoor space that is a public outdoor space or to which the anticipated residents, tenants, employees, customers, and visitors to the development have a right of access and use is located within no more than 1/8 of a mile of all public entrances to the buildings of the development.

(e) Outdoor Space Types. All required outdoor space shall comply with one of the outdoor space types defined in subsections M-1-10(p) through (t) of this section and the specifications applicable to the type used.

(1) **Specified Type.** If a type of outdoor space is specified in Figure M-1 (13) for the project site, such type must be utilized.

(2) **No Specified Type.** If no type is specified in Figure M-1 (13) or the type is designated as flexible, any one of the outdoor space types defined in subsections M-1-10(p) through (t) of this section shall be utilized provided that the type utilized will result in a mix of outdoor spaces in the vicinity of the development.

(f) General Design Standards. All outdoor space shall be designed and maintained to meet the

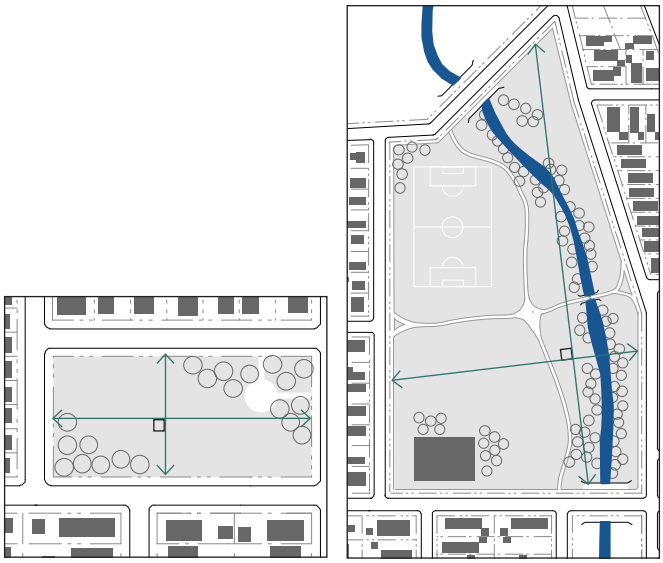


Figure M-1 (12). Outdoor Space: Measuring Minimum Dimensions.

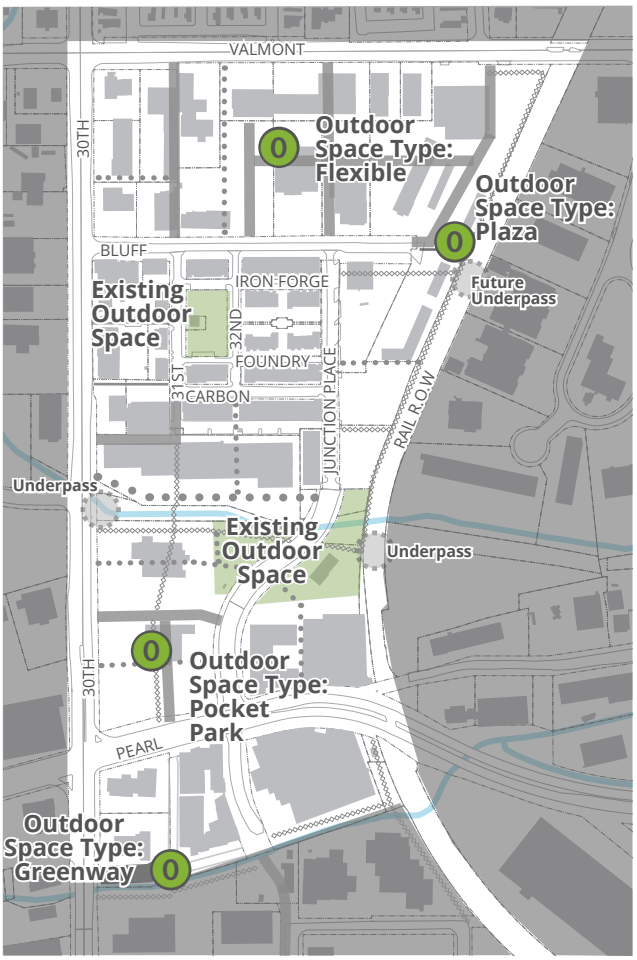


Figure M-1 (13). Boulder Junction: Required Locations for Outdoor Space

Site Design

Outdoor Space Requirements

following standards:

(1) **Landscaped Areas.** Landscaped areas must meet the requirements of Section 9-9-12, "Landscaping and Screening Standards, " B.R.C. 1981;

(2) **Exterior Paved Areas.** Exterior paved areas shall meet the standards of Subparagraphs 9-9-11 (e)(5)(A) and (B), B.R.C. 1981; and

(3) **Recreational Amenities.** Seating and other elements encouraging use and occupation of the space and spatially defining the space shall be included in the design so as to make the space attractive and an integral part of the circulation pattern of the development. Such elements may include benches, tables, ornamental lighting, sculptures, landscape planters or movable containers, trees, tree grates, water features, or other recreational amenities.

(g) Access. All required outdoor spaces shall be accessible from a pedestrian route associated with a vehicular right-of-way and/or adjacent building entrances or exits.

(h) Fencing. Outdoor space types may incorporate fencing provided that the following requirements are met:

(1) **Height.** No fence shall exceed forty-eight inches in height. This maximum fence height may be modified by the approving authority to ensure functionality and safety of the users of the outdoor space, for example, in proximity to railroad right-of-way and around swimming pools, ball fields, and ballcourts.

(2) **Level of Opacity.** Fence opacity shall not exceed sixty percent.

(3) **Type.** Chain-link fencing is prohibited along any street frontage. The approving authority may modify this standard around sports field or courts to ensure the safety of the users and visitors to the property and functionality of the outdoor space use.

(4) **Openings.** Openings or operable, unlocked gates shall be provided on every street frontage at a minimum of one per every 100 feet of frontage.

(i) Open Water Body. All open water bodies, such as lakes, ponds, pools, creeks, and streams, within an outdoor space type shall be located at least twenty feet from a property line to allow for pedestrian and bicycle access as well as a landscape area surrounding the water body.

(j) Parking Requirements. Parking shall not be required for any outdoor space type, unless a use other than open space is determined by the city manager.

(k) Continuity. New outdoor space shall connect to abutting or proximate existing or planned public way or open space.

(l) Measuring Size. When determining whether dimensions requirements of this section are met, the following standards apply:

(1) **Size.** The size of the outdoor space is measured to include all landscape and hardscape areas associated directly with the outdoor space.

(2) **Minimum Dimension.** The minimum length or width of the outdoor space type shall be measured along the longest two straight lines intersecting at a right angle defining the maximum length and width of the lot consistent with Figure M-1 (12). Outdoor Space: Measuring Minimum Dimensions. B.R.C. 1981.

(3) **Minimum Percentage of Street Frontage Required.** A minimum percentage of the outdoor space perimeter, as measured along the outer edge of the space, shall be located directly adjacent to a street.

(m) Improvements. When determining the specific improvement standards applicable to each outdoor space type, the following shall apply:

(1) **Designated Sports Fields.** Designated sports field shall mean sports fields or ball courts designated for one or more particular sports, including but not limited to baseball fields, softball fields, soccer fields, basketball courts, football fields, and tennis courts.

(2) **Playgrounds.** Playgrounds shall mean a defined area with play structures and equipment typically designed for children under twelve years of age, such as slides, swings, climbing structures, and skate parks. Where a playground is required, it shall include soft surfacing and structures and shall be a minimum of 1800 square feet in total area.

(3) **Fully Enclosed Structures.** Where permitted, fully enclosed structures may include such uses as small cafes, kiosks, community centers, and restrooms. For some outdoor space types, fully enclosed structures are subject to a maximum building coverage limitation, limiting the building

coverage to a percentage of the outdoor space area.

(4) **Semi-Enclosed Structures.** Semi-enclosed structure shall mean open-air structure, such as a gazebo. Semi-enclosed structures are permitted in all outdoor space types.

(5) **Maximum Impervious and Semi-Pervious Surface.** Limitations on impervious and semi-pervious surfaces are provided separately for each open space type to allow an additional amount of semi-pervious surface, such as permeable paving, above the impervious surfaces permitted, including, but not limited to, sidewalks, paths, and structures as permitted.

(6) **Maximum Percentage of Open Water Body.** Maximum percentage of open water body shall mean the maximum amount of area within the outdoor space that may be covered by an open water body, including but not limited to ponds, lakes, and pools.

(n) Stormwater in Outdoor Space Types. Stormwater management practices, such as storage and retention facilities, may be integrated into any of the outdoor space types and utilized to meet stormwater requirements for surrounding parcels subject to the following standards:

(1) **Stormwater Features.** Stormwater features in outdoor space may be designed as formal or natural amenities with additional uses other than stormwater management, such as an amphitheater, sports field, pond, or pool, as part of the landscape design.

(2) **Fencing.** Stormwater features shall not be fenced and shall not impede public use of the space.

(3) **Walls.** Retaining walls over 2.5 feet in height are not permitted in any outdoor space accommodating stormwater. Exposed concrete is prohibited; all concrete shall be faced with stone or brick.

(4) **Structures.** All inlets, pipes, overflows, outfalls, and other structures required for the stormwater facility shall be incorporated into a landscape design and designed as unobtrusively as feasible. Exposed concrete is prohibited; all concrete shall be faced with stone or brick.

(5) **Qualified Professional.** A qualified landscape architect shall be utilized to design the space for use by people, incorporating the stormwater features into the design.

(o) Small Projects. The approving authority shall reduce the minimum size requirement of an outdoor space type to a size of fifteen percent of the project size if the applicant demonstrates the following:

(1) The outdoor space requirements cannot be met through an off-site outdoor space within 1/8 of a mile of all public entrances to the buildings of the development that is a public outdoor space or a space to which the anticipated residents, tenants, employees, customers, and visitors to the development have a right of access and use; and

(2) The project site is smaller than 0.7 acres in size. All contiguous lots or parcels under common ownership or control shall be considered the project site for purposes of determining the project size under this subparagraph. Contiguity shall not be affected by the existence of a platted street or alley or any other public or private right-of-way.

Site Design

Outdoor Space Requirements

(p) Plaza.

The intent of the plaza is to provide a formal outdoor space of medium scale that may serve as a gathering place for civic, social, and commercial purposes. The plaza may contain a greater amount of impervious coverage than any other type of outdoor space regulated in this section. Special features, such as fountains and public art installations, are encouraged.

PLAZA REQUIREMENTS

Dimensions	
Minimum Size	0.10 acres
Maximum Size	1 acres
Minimum Dimension	80 feet
Minimum Percentage of Street or Public Way Frontage Required	25%
Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Not permitted
Fully Enclosed Structures	Permitted; may cover maximum 5% of plaza area
Maximum Impervious Surface + Semi-Pervious Surface	60%+ 20%
Maximum Percentage of Open Water	30%

(q) Green.

The intent of the green is to provide an informal outdoor space of medium scale for active or passive recreation located within walking distance for building occupants and visitors. The green is intended to be fronted mainly by streets.

GREEN REQUIREMENTS

Dimensions	
Minimum Size	0.25 acres
Maximum Size	2 acres
Minimum Dimension	45 feet
Minimum Percentage of Street or Public Way Frontage Required	100% for greens less than 1.25 acres; 50% for greens 1.25 or more acres in size
Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface + Semi-Pervious Surface	20% + 15%
Maximum Percentage of Open Water	30%

Site Design

Outdoor Space Requirements

(r) Commons.

The intent of the commons is to provide an informal, small to medium scale outdoor space for active or passive recreation. Commons are typically internal to a block and tend to serve adjacent building occupants.

(s) Pocket Park.

The intent of the pocket park is to provide a small scale, primarily landscaped active or passive recreation and gathering space for neighborhood residents within walking distance.

COMMONS REQUIREMENTS

Dimensions	
Minimum Size	0.25 acres
Maximum Size	1.5 acres
Minimum Dimension	45 feet
Minimum Percentage of Street or Public Way Frontage Required	0%; requires a minimum of two access points (minimum 20 feet wide)
Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface + Semi-Pervious Surface	30% + 10%
Maximum Percentage of Open Water	30%

POCKET PARK REQUIREMENTS

Dimensions	
Minimum Size	0.10 acres
Maximum Size	1
Minimum Dimension	None
Minimum Percentage of Street Frontage Required	30%
Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Required
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface + Semi-Pervious Surface	30% + 10%
Maximum Percentage of Open Water	30%

Site Design

Outdoor Space Requirements

(t) Park/Greenway.

The intent of the park/greenway is to provide informal active and passive large-scale recreational amenities to local residents and the greater region. Parks have primarily natural plantings and are frequently created around an existing natural feature such as a water body or stands of trees.

PARK/GREENWAY REQUIREMENTS

Dimensions	
Minimum Size	2 acres
Maximum Size	None
Minimum Dimension	30 feet; minimum average width of 80 feet
Minimum Percentage of Street Frontage Required	30% for parks less than 5 acres; 20% for parks 5 or more acres in size
Improvements	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Permitted in parks 5 acres or larger in size
Maximum Impervious Surface + Semi-Pervious Surface	20% + 10%
Maximum Percentage of Open Water	30%

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Building Types

Building Types

M-1-13. GENERAL REQUIREMENTS OF BUILDING TYPES

(a) **Purpose.** The purpose of the building types requirements is to establish standards for building design, building form, siting of buildings, and specific uses based on the building type that may be utilized on a property pursuant to the applicable regulating plan or as otherwise authorized.

(b) **Building Types Requirements.** No person shall develop, use, or occupy any building or other property located within the area designated in Appendix L, "Form-Based Code Areas," B.R.C. 1981, except in conformance with the building type standards of sections M-1-15 through M-1-19 of this appendix unless modified through an exception under Subsection 9-1-16(i), B.R.C. 1981.

(c) **Uses in Building Types.** All uses of a property shall meet the requirements of Chapter 9-6, "Use Standards," B.R.C. 1981. Where use regulations are imposed by this appendix based on the building type, the use of the property shall also be consistent with those standards.

(d) **General Building Design Requirements.** All buildings shall comply with the building design requirements of sections M-1-21 through M-1-29 of this appendix.

(e) **Multiple Principal Structures.** Multiple structures may be constructed on a lot or parcel. All structures shall meet the applicable building type requirements, including the build-to zone requirements.

(f) **Build to the Corner.** On corners, a building or structure shall be located at the intersection of the two build-to zones as shown in Figure M-1 (14). The standards of Subparagraph M-1-10(a)(4)(B), "Sight Triangle Area," B.R.C. 1981. must also be met.

(g) **Type A & B Frontages.** A hierarchy of frontages is established for properties located within the area shown on Appendix L, "Form-Based Code Areas." Frontages include streets, paths, waterways, and other public ways.

(1) **Type A Frontage Description.** A Type A frontage designation establishes the fronts of lots and buildings and where to locate the principal entrance to the building. A Type A frontage designation requires the highest level of facade treatment and restricts locations for parking, driveways, and garage entrances. Type A frontages must be provided as follows:

(A) **Type A Street Frontages.** Type A frontage requirements have to be met along those locations where a Type A frontage is designated on the regulating plan.

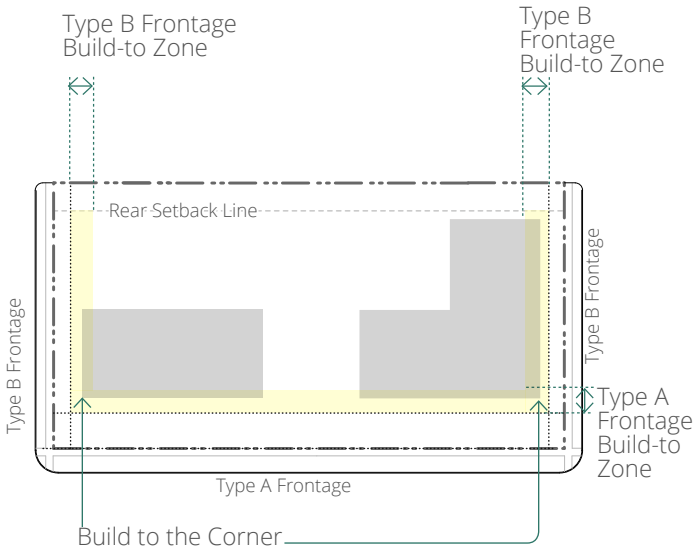


Figure M-1 (14). Build-to Corner and Build-to Zones

Building Types

General Requirements of Building Types

(B) **Outdoor Space Types.** Where a lot or parcel contains or abuts a required outdoor space, the frontage of a building abutting the outdoor space shall meet Type A frontage requirements.

(C) **Specific Type A Frontages.** Type A frontage requirements also have to be met along the following ways:

(i) **Boulder Junction Phase I.** Goose Creek, the North Boulder Farmer's Ditch, and all enhanced paseos.

(D) **Corners.** At corners of buildings on public ways, Type A frontage treatments shall be continued around the corner along the public way for a minimum of thirty feet.

(E) **Multiple Type A Frontages and No Type B Frontage.** If multiple Type A frontages and no Type B frontages are required on a building, one Type A frontage may be treated as a Type B frontage for the building type requirements if the approving authority finds that one of the following standards is met with regard to such frontage:

(i) Configuration of other parcels along the street, including fronts of buildings and locations of vehicular access, are more consistent with Type B requirements.

(ii) The classification of the street is more focused on traffic movement than pedestrian orientation.

(iii) The area plan prioritizes the street lower than other Type A frontages.

(2) **Type B Frontages Description.** A Type B frontage designation allows for a lower level of facade treatment and allows garage and parking lot driveway entrances on the frontage. Type B frontages have to be provided as follows:

(A) **Type B Street Frontages.** Type B frontage requirements shall be met along those locations where a Type B frontage is designated on the regulating plan.

(B) **Other Ways.** All ways other than streets or alleys, including but not limited to paseos, multi-use paths, waterways, busways, and rail lines, shall be treated as Type B frontages unless otherwise required in this appendix; however, vehicular access and recycling, refuse, and loading access is not permitted off these ways.

(C) **Yard Definition.** Yard is defined in Section 9-16-1, "General Definitions," B.R.C. 1981. For the purposes of this Appendix M, the following standards shall supplement and, where inconsistent, supercede the definition of Section 9-16-1, B.R.C. 1981:

(i) **Side and Rear Yards Abutting Other Lots, an Alley, or a Rail Right-of-Way.** On a property located in an area designated in Appendix L, "Form-Based Code Areas," only yards abutting a lot, an alley, or a rail right-of-way at the lot line, and not a street, waterway or other Type A or B frontage, are considered side or rear yards.

(ii) **Front Yards, Side Adjacent Street Yards, and Side Equals Front Yards.** Front yards, side adjacent street yards, and side equals front yards are regulated through the designation of Type A and Type B frontages.

(iii) **Parking Yard.** Parking yard shall have the meaning defined in Section M-1-8, "Definitions," B.R.C. 1981.

(h) Modifications.. The approving authority may approve the following modifications if the approving authority finds the proposed design substantially meets the intent of the requirement being modified:

(1) **Building Location.** The location of the building within up to one foot from any minimum setback or build-to zone width or location requirement.

(2) **Impervious Coverage.** Up to a ten percent increase in total impervious coverage, not to exceed the total amount of allowed impervious plus semi-pervious coverage.

(3) **Type A Frontage Lot Line Coverage.** For the commercial storefront building only, up to ten percent decrease in Type A frontage lot line coverage requirements.

(4) **Story Height.** An additional height of any floor-to-floor story height up to two feet, provided the overall building height does not exceed the maximum permitted height.

(5) **Transparency.** Up to two percent reduction of the required transparency on a non-Type A frontage facade; and up to four square feet increase of the blank wall area limitation of paragraph subsection M-1-20(f)(2) on a non-Type A frontage facade.

M-1-14. DESCRIPTIONS OF BUILDING TYPES

This section generally describes the building types established for development on land designated in Appendix L, "Form-Based Code Areas." Sections M-1-15 through M-1-19 establish standards applicable to a building type. Sections M-1-20 and M-1-21 regulate the application of the requirements specific to a building type. No person shall use land designated in Appendix L except in conformance with the building type requirements of those sections, unless modified through an exception under Subsection 9-2-16(i), B.R.C. 1981.

(a) **Main Street Storefront Description.** The main street storefront building type is a highly pedestrian-oriented, mixed-use building. Ground story storefront is required along all Type A streets with only personal service, retail, dining, and entertainment uses to provide activity. Upper story uses are flexible. Parking is in the rear or off-site. Refer to Section M-1-15, B.R.C. 1981, for requirements.

(b) **Commercial Storefront Description.** The commercial storefront building type permits single use buildings and more parking locations, but still addresses pedestrian orientation with buildings built up to the sidewalk and storefront glass requirements. This building type allows a broader variety of commercial, retail, and industrial uses on the ground story, including vehicle-related uses. Refer to Section M-1-16, B.R.C. 1981, for requirements.

(c) **General Building Description.** The general building type is a basic building that serves as urban fabric, built along the sidewalk connecting the more commercial spaces with open spaces. This building can accommodate a wide range of uses. It differs from the storefront by its lower requirement for ground story glass and allowance for an above-sidewalk level ground story elevation. Refer to Section M-1-17, B.R.C. 1981, for requirements.

(d) **Row Building Description.** The row building type is similar to the general building, but is smaller in scale. The ground story is required to be divided into different units, each with separate entrances. Townhouses, rowhouses, live-work units, incubator space, or small width industrial or craftsman spaces fit well into this building type. Refer to Section M-1-18, B.R.C. 1981, for requirements.

(e) **Civic Building Description.** The civic building type is the most flexible building, meant to allow for more iconic designs within the urban fabric of the area. This building type is limited to specific public and institutional uses, such as governmental facilities, religious assemblies, schools, colleges, and universities, as well as parks and recreation uses, museums, and live theaters. Refer to Section M-1-19, B.R.C. 1981, for requirements.

Building Types

Main Street Storefront Building Type

M-1-15. MAIN STREET STOREFRONT BUILDING TYPE

Refer to M-1-6 Regulating Plans for the locations of buildings in the form-based code areas.

		BOULDER JUNCTION PHASE I	REFERENCES/ADDITIONAL REQUIREMENTS
BUILDING SITING Refer to Figure M-1 (15).			
1	**Minimum Type A Frontage Build-to Zone Coverage**	90% required	One courtyard, maximum of 30% of facade width or 30 feet wide, whichever is less, may count towards Type A frontage build-to zone coverage.
2	**Type A Frontage Build-to Zone**	0′ to 5′ from minimum streetscape, see note right	Build-to zones are measured from the outside edge of any public access easement for sidewalk or the right-of-way, if no public access easement is required or exists. Refer to M-1-20(b) for additional information.
3	**Type B Frontage Build-to Zone**	0′ to 5′ from minimum streetscape, see note right	
4	**Minimum Side Setback**	5′; 0′ required at paseo or multi-use path	For paseos and multi-use paths, refer to the regulating plans and the Transit Village Connections Plan for locations and details.
5	**Minimum Rear Setback**	10′; minimum 25′ if no alley; 0′ required at paseo or multi-use path	
6	**Maximum Building Length along any Public Way**	150′	Refer to section M-1-28 for building massing requirements.
7	**Maximum Site Impervious Coverage** **Additional Semi-Pervious Coverage**	70% 25%	Refer to Section M-1-8, "Definitions, B.R.C. 1981, for semi-pervious coverage.
8	**Surface or Accessory Parking, Refuse & Recycling, Utilities, & Loading Location**	Parking yard only	Refer to Sections 9-9-9 and 9-9-12, B.R.C. 1981, for loading and screening requirements.
9	**Permitted Driveway Access Locations** **Permitted Garage Entrance Location**	Alley Rear facade only; if no rear facade, Type B frontage street is permitted	If no alley exists or is planned, driveway access off a Type B street is permitted.
HEIGHT Refer to Figure M-1 (16).			
10	**Overall:** **Minimum Height** **Maximum Height**	2 stories minimum 3 stories maximum and up to 40′ in height north of Goose Creek and west of Junction Place; 5 stories maximum elsewhere up to 55′, unless otherwise required by Sections M-1-6, "Regulating Plans," and/or M-1-8, "View Corridors, B.R.C. 1981.	Refer to subsection M-1-20(d) for height measuring requirements and section M-1-28 for building massing requirements. Subsection M-1-21(d), "Towers," B.R.C. 1981, allows additional height in a limited footprint.
11	**Ground Story:** **Minimum Height** **Maximum Height**	14′ 22′	Stories are measured floor to floor. Refer to subsection M-1-20(e) for explanation of measurement.
12	**Upper Stories:** **Minimum Height** **Maximum Height**	9′ 12′	Stories are measured floor to floor. Refer to subsection M-1-20(e) for explanation of measurement.

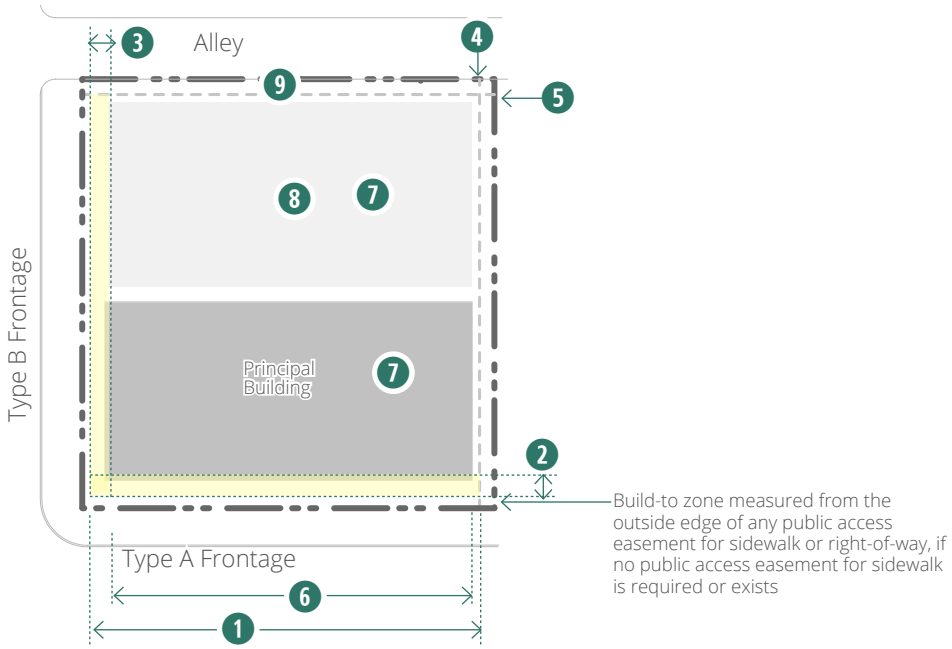


Figure M-1 (15). Storefront Building: Building Siting

Building Types

Main Street Storefront Building Type

	BOULDER JUNCTION PHASE I	REFERENCES/ADDITIONAL REQUIREMENTS
USES Refer to Figure M-1 (16).		
13 Type A Frontage Ground Story	Only dining & entertainment uses, personal service uses, retail sales uses consistent with chapter 9-6	Refer to Chapter 9-6, B.R.C. 1981, for permitted uses per zoning district and definition of uses.
14 Type B Frontage & All Upper Stories	All uses consistent with chapter 9-6	
15 Required Occupied Building Space	Minimum 20' deep on all full height floors, not including basement, from any street facade.	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for occupied building space.
16 Parking within Building	Permitted fully in any basement and in rear of all other stories. Prohibited where occupied space is required.	Refer to occupied building space requirement above.
FACADE & CAP REQUIREMENTS Refer to Figure M-1 (17).		
17 Type A Frontage Ground Story Transparency	Minimum 75% measured between 2' and 10' vertically from average grade of adjacent sidewalk	Note that subsection M-1-13(g) requires this treatment to turn corners. Refer to subsection M-1-20(f) for information on measuring transparency.
18 Required Transparency on All Street, Courtyard, & Public Way Facades	Minimum 20%, measured per story of all stories, including blank wall limitations defined in M-1-20(f).	Refer to subsection M-1-20(f) for information on measuring transparency.
19 Entrance Location & Number	Principal entrance required on Type A frontage facade; entrances required a minimum of one per every 60' of building facade	Refer to section M-1-20(g) for information on measuring entrance location.
20 Entryway Configuration	Recessed between 3' and 8', maximum 8' wide, from the portion of the Type A frontage facade closest to the street	Refer to subsection M-1-25(e) for principal entryway requirements.
21 Entrance/Ground Story Elevation Grade	80% of entrances and the ground story shall be within 1.5' (vertically) of adjacent sidewalk elevation	
22 Ground Story Vertical Facade Divisions	One minimum 2" deep expression line per every 30' of facade width	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for expression line.
23 Horizontal Facade Divisions	One minimum 2" deep expression line within 3' of the top of the ground story and the bottom of any 5th story	
24 Permitted Cap Types	Parapet, pitched, flat	Refer to section M-1-21 for cap types, and other cap requirements.

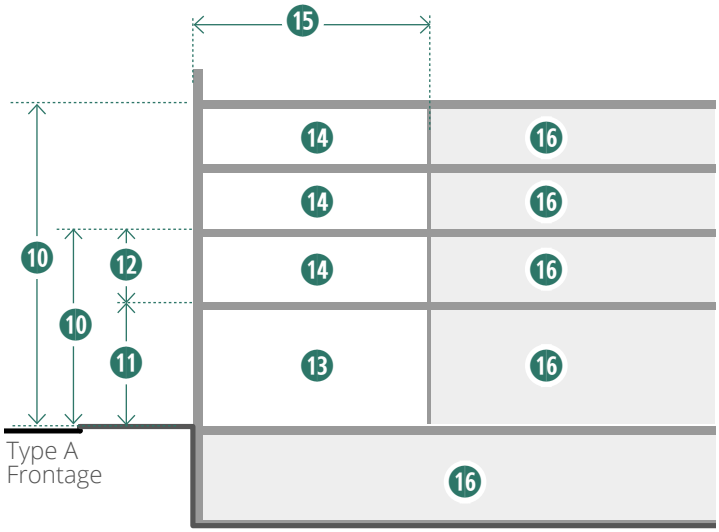


Figure M-1 (16). Storefront Building Section: Height & Use Requirements

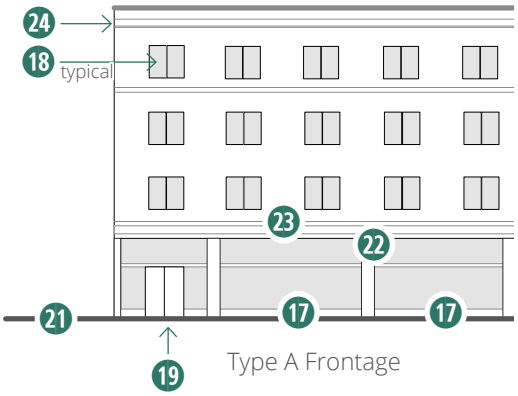


Figure M-1 (17). Storefront Building Elevation: Facade Design Requirements

Building Types

Commercial Storefront Building Type

M-1-16. COMMERCIAL STOREFRONT BUILDING TYPE

Refer to M-1-6 Regulating Plans for the locations of buildings in the form-based code areas.

			BOULDER JUNCTION PHASE I	REFERENCES/ ADDITIONAL REQUIREMENTS
BUILDING SITING Refer to Figure M-1 (18).				
1	Minimum Type A Frontage Build-to Zone Coverage		60% required	.
2	Type A Frontage Build-to Zone		12′ to 20′ along Valmont and 30th Street; 0′ to 10′ along new streets	Build-to zones are measured from the outside edge of any public access easement for sidewalk or the right-of-way, if no public access easement for sidewalk is required or exists. Refer to subsection M-1-20(b) for additional information.
3	Type B Frontage Build-to Zone		0′ to 10′	
4	Minimum Side Setback		5′; 0′ required at paseo or multi-use path	For paseos and multi-use paths, refer to the regulating plans and the Transit Village Connections Plan for locations and details.
5	Minimum Rear Setback		15′; 25′ required if no alley; 0′ required at paseo or multi-use path	
6	Maximum Building Length along any Public Way		90′	Refer to section M-1-28 for building massing requirements.
7	Maximum Site Impervious Coverage Additional Semi-Pervious Coverage		70% 25%	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for semi-pervious coverage.
8	Surface or Accessory Parking & Loading Location Refuse & Recycling, Utilities Location		Parking yard & interior side yard Parking yard only	Refer to Sections 9-9-9 and 9-9-12, B.R.C. 1981, for loading and screening requirements.
9	Permitted Driveway Access Locations Permitted Garage Entrance Location		Alley Rear facade preferred, Interior side facade permitted, one permitted on Type B Frontage facade	If no alley exists or is planned, driveway access off a Type B street is permitted.
HEIGHT Refer to Figure M-1 (19).				
10	Overall:	Minimum Height Maximum Height	1 story minimum 3 stories maximum, up to 35′	Refer to subsection M-1-20(d) for height measuring requirements and section M-1-28 for building massing requirements. Subsection M-1-21(d), "Towers," B.R.C. 1981, allows additional height in a limited footprint.
11	Ground Story:	Minimum Height Maximum Height	12′ 18′	Stories are measured floor to floor. Refer to subsection M-1-20(e) for explanation of measurement.
12	Upper Stories:	Minimum Height Maximum Height	9′ 14′	Stories are measured floor to floor. Refer to subsection M-1-20(e) for explanation of measurement.

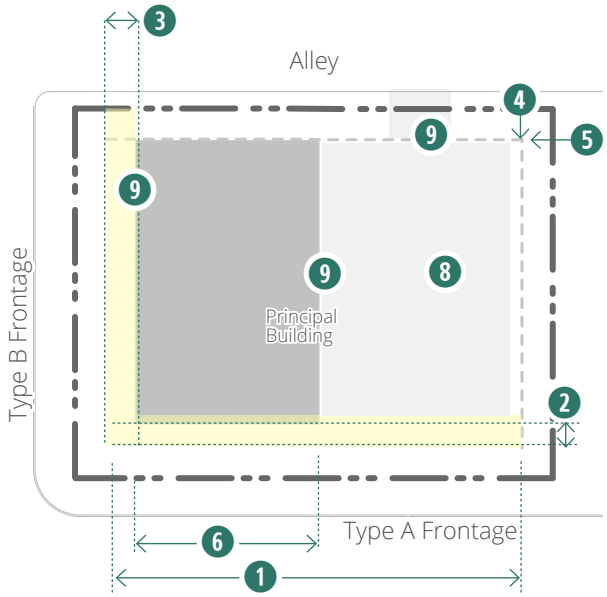


Figure M-1 (18). Commercial Storefront Building Plan: Building Siting Requirements

Building Types

Commercial Storefront Building Type

	BOULDER JUNCTION PHASE I	REFERENCES/ ADDITIONAL REQUIREMENTS
USES Refer to Figure M-1 (19).		
13 All Frontages & Stories	All uses consistent with chapter 9-6;	Refer to Chapter 9-6, B.R.C. 1981, for permitted uses per zoning district and definition of uses..
15 Required Occupied Building Space	Minimum 20′ deep on all full height floors from any street facade	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for occupied building space.
16 Parking within Building	Permitted fully in any basement and in rear of all other stories. Prohibited where occupied space is required.	Refer to occupied building space requirement above.
FACADE & CAP REQUIREMENTS Refer to Figure M-1 (20).		
17 Type A Frontage Ground Story Transparency	Minimum 55% measured between 2′ and 8′ vertically from average grade of adjacent sidewalk.	Note that subsection M-1-13(g) requires this treatment to turn corners. Refer to subsection M-1-20(f) for information on measuring transparency.
18 Required Transparency on All Street, Courtyards, & Public Way Facades	Minimum 15%, measured per story of all stories, including blank wall limitations defined in subsection M-1-20(f).	Refer to subsection M-1-20(f) for information on measuring transparency.
19 Entrance Location & Number	Principal entrance required on Type A frontage facade; entrances required a minimum of one per every 50′ of building facade	Refer to section M-1-20(g) for information on measuring entrance location.
20 Entrance Configuration	Recessed between 3′ and 8′, maximum 8′ wide, from the portion of the Type A frontage facade closest to the street	Refer to subsection M-1-25(e) for principal entryway requirements.
21 Entrance/Ground Story Elevation Grade	80% of entrances and the ground story shall be within 1.5′ (vertically) of adjacent sidewalk elevation	
22 Ground Story Vertical Facade Divisions	One minimum 2″ deep expression line per every 30′ of facade width	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for expression line.
23 Horizontal Facade Divisions	One minimum 2″ deep expression line within 3′ of the top of the ground story	
24 Permitted Cap Types	Parapet, pitched, flat; one tower permitted per building.	Refer to section M-1-21 for cap types; and other cap requirements.

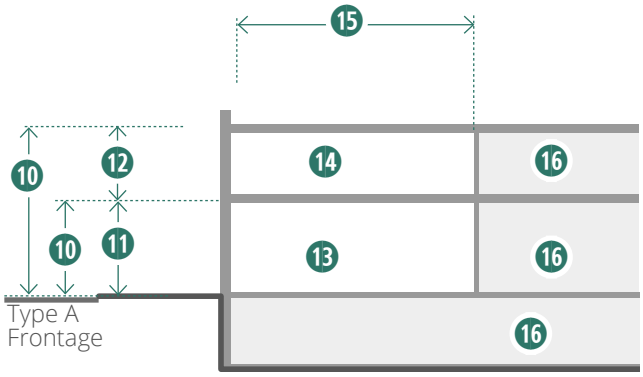


Figure M-1 (19). Commercial Storefront Building Section: Height & Use Requirements

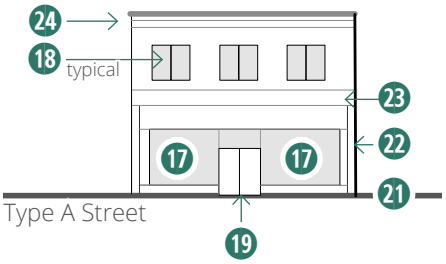


Figure M-1 (20). Storefront Building Elevation: Facade Design Requirements

Building Types

General Building Type

M-1-17. GENERAL BUILDING TYPE

Refer to M-1-6 Regulating Plans for the locations of buildings in the form-based code areas.

		BOULDER JUNCTION PHASE I	REFERENCES/ ADDITIONAL REQUIREMENTS
BUILDING SITING Refer to FIGURE M-1 (21).			
1	**Minimum Type A Frontage Build-to Zone Coverage**	90% required	One courtyard, maximum of 30% of facade width or 30 feet wide, whichever is less, may count towards Type A frontage build-to zone coverage.
2	**Type A Frontage Build-to Zone**	5′ to 10′ from minimum streetscape, see note right	Build-to zones are measured from the outside edge of any public access easement for sidewalk or the right-of-way, if no public access easement for sidewalk is required or exists. Refer to M-1-20(b) for additional information.
3	**Type B Frontage Build-to Zone**	5′ to 10′ from minimum streetscape, see note right	
4	**Minimum Side Setback**	5′; 0′ required at paseo or multi-use path	For paseos and multi-use paths, refer to the regulating plans and the Transit Village Connections Plan for locations and details.
5	**Minimum Rear Setback**	10′; 25′ required if no alley; 0′ required at paseo or multi-use path	
6	**Maximum Building Length along any Public Way**	150′	Refer to section M-1-28 for building massing requirements.
7	**Maximum Site Impervious Coverage Additional Semi-Pervious Coverage**	70% 25%	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for semi-pervious coverage.
8	**Surface or Accessory Parking, Refuse & Recycling, Utilities, & Loading Location**	Parking yard only	Refer to Sections 9-9-9 and 9-9-12, B.R.C. 1981, for loading and screening requirements.
9	**Permitted Driveway Access Locations Permitted Garage Entrance Location**	Alley Rear facade only; if no rear facade, Type B Frontage street is permitted	If no alley exists or is planned, driveway access off a Type B street is permitted.
HEIGHT Refer to FIGURE M-1 (22).			
10	**Overall:** **Minimum Height Maximum Height**	2 stores minimum 3 stories maximum, up to 40′ in height north of Goose Creek and west of Junction Place; 5 stories maximum, up to 55′ unless otherwise required by sections M-1-6, Regulating Plans, and/or M-1-8, View Corridors.	Refer to subsection M-1-20(d) for height measuring requirements and section M-1-28 for building massing requirements. Subsection M-1-21(d), "Towers," B.R.C. 1981, allows additional height in a limited footprint.
11	**All Stories:** **Minimum Height Maximum Height**	9′ 18′	Stories are measured floor to floor. Refer to subsection M-1-20(e) for explanation of measurement.

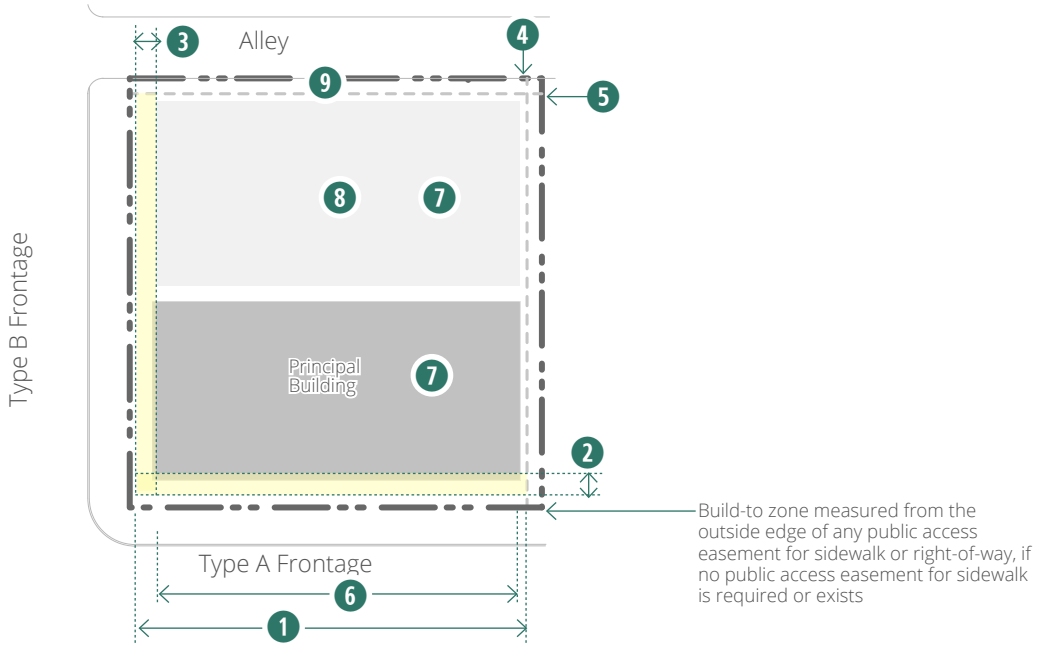


Figure M-1 (21). General Building: Building Siting

Building Types

General Building Type

	BOULDER JUNCTION PHASE I	REFERENCES/ ADDITIONAL REQUIREMENTS
USES Refer to FIGURE M-1 (22).		
13 Type A Frontage Ground Story	Where storefront is required per section M-1-6, Regulating Plans, limited to dining & entertainment, personal service, retail uses consistent with chapter 9-6	Refer to Chapter 9-6, B.R.C. 1981, for permitted uses per zoning district and definition of uses.
14 All Frontages & Stories	All uses consistent with chapter 9-6;	
15 Required Occupied Building Space	Minimum 20' deep on all full height floors from any street facade	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for occupied building space.
16 Parking within Building	Permitted fully in any basement and in rear of all other stories. Prohibited where occupied space is required.	Refer to occupied building space requirement above.
FACADE & CAP REQUIREMENTS Refer to FIGURE M-1 (23).		
17 Type A Frontage Ground Story Transparency	Where storefront is required per M-1-6, Regulating Plans, minimum 75% required between 2' and 10' vertically from average grade of adjacent sidewalk, extending a minimum of 60 feet horizontally along facade from building corner.	Note that subsection M-1-13(g) requires this treatment to turn corners. Refer to subsection M-1-20(f) for information on measuring transparency.
18 Required Transparency on All Street, Courtyard, & Public Way Facades	Minimum 20%, measured per story of all stories, including blank wall limitations defined in M-1-20(f).	Refer to subsection M-1-20(f) for information on measuring transparency.
19 Entrance Location & Number	Principal entrance required on Type A frontage facade: entrances required a minimum of one per ground story residential unit and/or one per every 50' of building facade for other uses. Where storefront is required per M-1-6, Regulating Plans, one entrance per 60 feet of storefront area.	Refer to subsection M-1-20(g) for information on measuring entrance location.
20 Entrance Configuration	Entry doors shall be off a stoop, minimum 6' wide and 3' deep. Where storefront is required per M-1-6, Regulating Plans, recessed between 3' and 8', maximum 8' wide, from the portion of the Type A frontage facade closest to street.	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for stoop and porch. Refer to subsection M-1-25(e) for principal entryway requirements.
21 Entrance/Ground Story Elevation Grade	80% of entrances and the ground story shall be within 30" (vertically) of adjacent street sidewalk average elevation OR between 30" and 5' (vertically) with visible basement (transparency required)	Exception: Entrances along Goose Creek frontage shall be located in reference to the elevation of 30th Street, Carbon Place, and/or Junction Place, whichever is closest.
22 Ground Story Vertical Facade Divisions	One minimum 2" deep expression line per every 60' of facade width	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for expression line.
23 Horizontal Facade Divisions	One minimum 2" deep expression line within 3' of the top of the ground story and the bottom of any 5th story	
24 Permitted Cap Types	Parapet, pitched, flat;	Refer to section M-1-21 for cap types and other cap requirements.

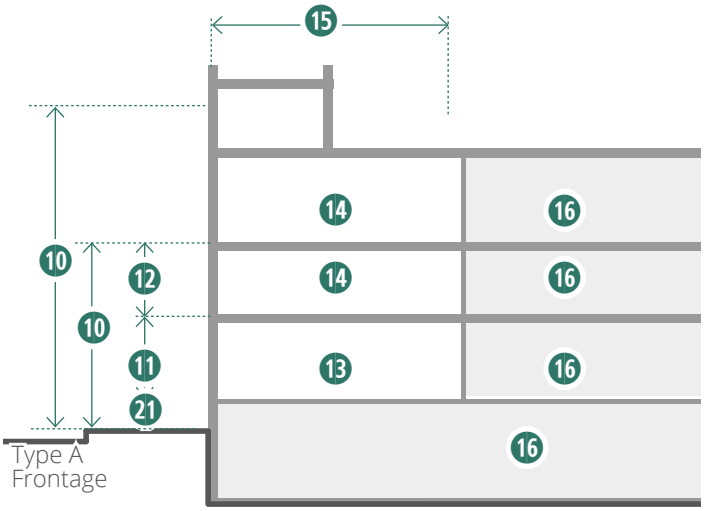


Figure M-1 (22). General Building: Height & Use Requirements

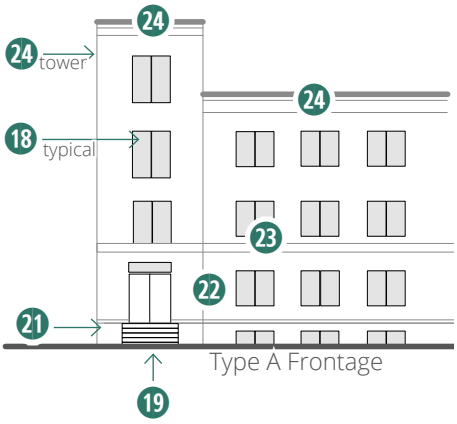


Figure M-1 (23). General Building: Facade Design Requirements

Building Types

Row Building Type

M-1-18. ROW BUILDING TYPE

Refer to M-1-6 Regulating Plans for the locations of buildings in the form-based code areas.

		BOULDER JUNCTION PHASE I	REFERENCES/ADDITIONAL REQUIREMENTS
BUILDING SITING Refer to FIGURE M-1 (24).			For the purposes of the Row Building, a building consists of multiple vertical units.
1	**Minimum Type A Frontage Build-to Zone Coverage**	80% required	Each unit shall have a facade located within the build-to zone, except 1 of every 2 units may front a courtyard or outdoor space type. Courtyards, minimum 30 feet wide and 30 feet deep, may count towards Type A frontage build-to zone coverage.
2	**Type A Frontage Build-to Zone**	5′ to 15′ from minimum streetscape, see note right	Build-to zones are measured from the outside edge of any public access easement for sidewalk or the right-of-way, if no public access easement for sidewalk is required or exists. Refer to subsection M-1-20(b) for additional information.
3	**Type B Frontage Build-to Zone**	5′ to 15′ from minimum streetscape, see note right	
4	**Minimum Side Setback**	7.5′; 0′ required at paseo or multi-use path	For paseos and multi-use paths, refer to the regulating plans and the Transit Village Connections Plan for locations and details.
5	**Minimum Rear Setback**	20′; 30′ if no alley; 5′ for detached garage	
6	**Building Length** **Space between Buildings**	Minimum 3 units; maximum 6 units or 120′, whichever is less. Paseo or multi-use path is required between buildings.	For paseos and multi-use paths, refer to the regulating plans and the Transit Village Connections Plan for locations and details. Refer to section M-1-28 for building massing requirements.
7	**Maximum Site Impervious Coverage** **Additional Semi-Pervious Coverage**	60% 20%	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for semi-pervious coverage.
8	**Minimum Yard Area**	Minimum 225 square feet rear yard required for each unit not fronting a courtyard or outdoor space type.	Minimum yard area shall meet the standards of one of the applicable types of useable open space specified in Subsection 9-9-11(e), B.R.C. 1981.
9	**Surface or Accessory Parking, Refuse & Recycling, Utilities, & Loading Location**	Parking yard only	Refer to Sections 9-9-9 and 9-9-12, B.R.C. 1981, for loading and screening requirements.
10	**Permitted Driveway Access Locations** **Permitted Garage Entrance Location**	Alley Rear facade only; if no rear facade, one shared entrance off a Type B frontage street is permitted.	If no alley exists or is planned, driveway access off a Type B street is permitted.

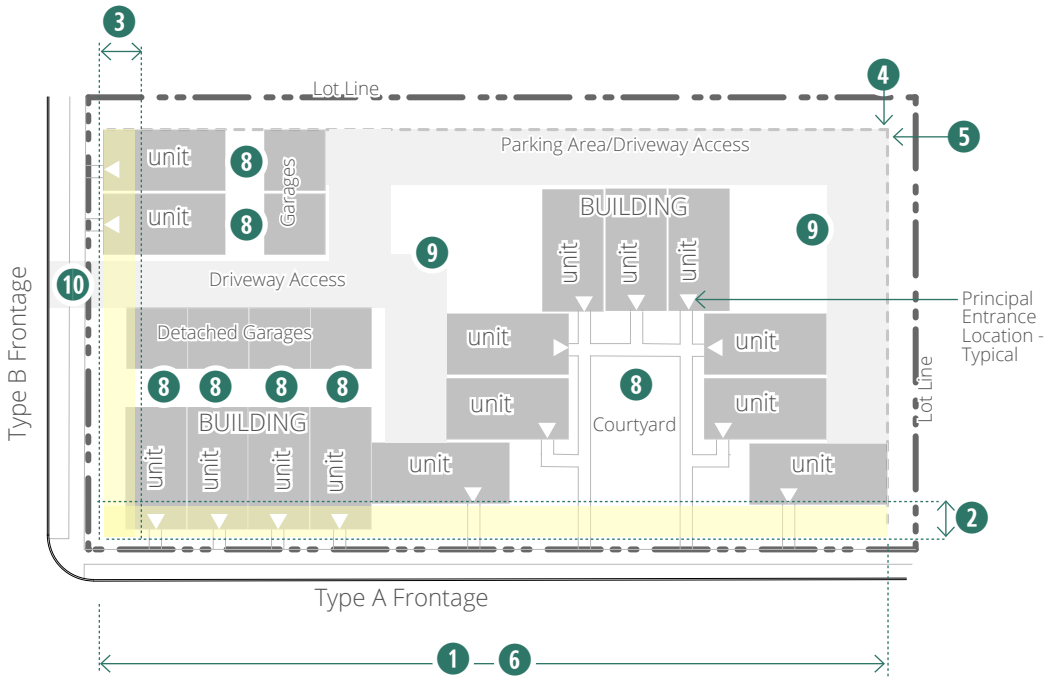


Figure M-1 (24). Row Building: Building Siting

Building Types

Row Building Type

	BOULDER JUNCTION PHASE I	REFERENCES/ADDITIONAL REQUIREMENTS
HEIGHT Refer to FIGURE M-1 (25).		
11 Overall: Minimum Height Maximum Height	2 stories minimum 3.5 stories maximum, up to 35′	Refer to subsection M-1-20(d) for height measuring requirements and section M-1-28 for building massing requirements. Subsection M-1-21(d), "Tower," B.R.C. 1981, allows additional height in a limited footprint.
12 All Stories: Minimum Height Maximum Height	9′ 16′	Stories are measured floor to floor. Refer to subsection M-1-20(e) for explanation of measurement.
USES Refer to FIGURE M-1 (25).		
14 All Frontages & Stories	All uses consistent with chapter 9-6;	Refer to Chapter 9-6, B.R.C. 1981, for permitted uses per zoning district and definition of uses.
15 Required Occupied Building Space	Minimum 20′ deep on all full height floors from any Type A street facade	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for occupied building space.
16 Parking within Building	Permitted fully in any basement and in rear of ground story. Prohibited where occupied space is required.	Refer to occupied building space requirement above.
FACADE & CAP REQUIREMENTS Refer to FIGURE M-1 (26).		
18 Required Transparency on All Street, Courtyards, & Public Way Facades	Minimum 20%, measured per story of all stories, including blank wall limitations defined in subsection M-1-20(f).	Refer to subsection M-1-20(f) for information on measuring transparency.
19 Entrance Location & Number	One entrance required per unit on the Type A frontage facade except 1 of every 2 units may front a courtyard, outdoor space type, or Type B frontage; minimum of one principal entrance per 30′ of facade.	Refer to subsection M-1-20(g) for information on measuring entrance location.
20 Entrance Configuration	Entry doors shall be off a stoop, minimum 4′ wide and 3′ deep; OR a porch, minimum 8′ wide & 5′ deep. No more than 2 entry doors may be located off each stoop or porch.	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for stoop and porch. Refer to subsection M-1-25(e) for principal entryway requirements.
21 Entrance/Ground Story Elevation Grade on Type A Frontage Facade	All Type A frontage facade entrances and the ground story shall be within 30″ (vertically) of adjacent street sidewalk average elevation OR between 30″ and 5′ (vertically) with visible basement (transparency required)	Exception: Entrances along Goose Creek frontage shall be located in reference to the elevation of 30th Street, Carbon Place, and/or Junction Place, whichever is closest.
22 Ground Story Vertical Facade Divisions	One minimum 2″ deep expression line per every 60′ of facade width or every 2 units, whichever is less	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for expression line and visible basement.
23 Horizontal Facade Divisions	One minimum 2″ deep expression line within 3′ of any visible basement	
24 Permitted Cap Types	Parapet, pitched, flat; one tower is permitted per building.	Refer to section M-1-21 for cap types; and other cap requirements.

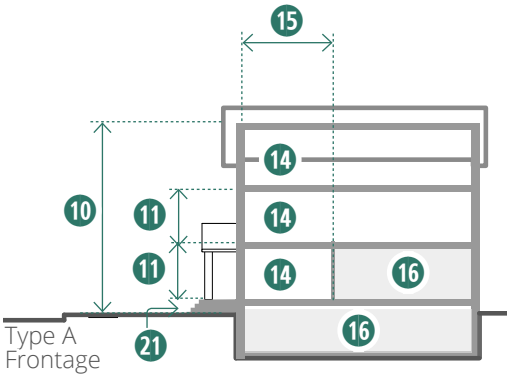


Figure M-1 (25). Row Building: Height & Use Requirements

Figure M-1 (26). Row Building: Facade Design Requirements

Building Types

Civic Building Type

M-1-19. CIVIC BUILDING TYPE

The Civic building type is not mapped on the regulating plans, but is permitted in any location, limited by the permitted uses inside. Refer to M-1-6 Regulating Plans.

		BOULDER JUNCTION PHASE I	REFERENCES/ ADDITIONAL REQUIREMENTS
BUILDING SITING Refer to FIGURE M-1 (27).			
1	Minimum Type A Frontage Coverage	None required	.
2	Type A Frontage Minimum Setback	20′	
3	Type B Frontage Minimum Setback	15′	
4	Minimum Side Setback	15′; 0′ required at paseo or multi-use path	For paseos and multi-use paths, refer to the regulating plans and the Transit Village Connections Plan for locations and details.
5	Minimum Rear Setback	15′; 0′ required at paseo or multi-use path	
6	Maximum Building Length	None required	Refer to section M-1-28 for building massing requirements.
7	Maximum Site Impervious Coverage Additional Semi-Pervious Coverage	50% 20%	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for semi-pervious coverage.
8	Surface or Accessory Parking, Refuse & Recycling, Utilities, & Loading Location	Parking yard only	Refer to Sections 9-9-9 and 9-9-12, B.R.C. 1981, for loading and screening requirements.
9	Permitted Driveway Access Locations Permitted Garage Entrance Location	Alley Rear facade only; if no rear facade, Type B frontage street is permitted	If no alley exists or is planned, driveway access off a Type B street is permitted.
HEIGHT Refer to FIGURE M-1 (28).			
10	Overall: Minimum Height Overall: Maximum Height	1 stories 5 stories up to 55′	Refer to subsection M-1-20(d) for height measuring requirements and section M-1-28 for building massing requirements. Subsection M-1-21(d), "Towers," B.R.C. 1981, allows additional height in a limited footprint.
11	All Stories: Minimum Height All Stories: Maximum Height	9′ 18′; 24′ on single story building	Stories are measured floor to floor. Refer to subsection M-1-20(e) for explanation of measurement.

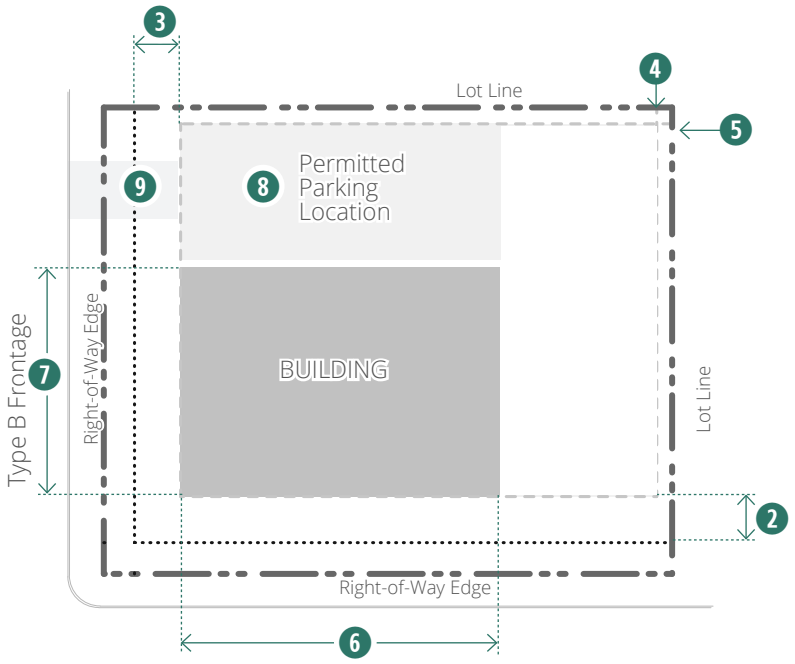


Figure M-1 (27). Civic Building: Building Siting

Building Types
Civic Building Type

	BOULDER JUNCTION PHASE I	REFERENCES/ ADDITIONAL REQUIREMENTS
USES Refer to FIGURE M-1 (28).		
14 All Frontages & Stories	Limited to museum, theater, governmental facilities, religious assemblies, transportation stations, park & recreation uses, public schools consistent with chapter 9-6	Refer to Chapter 9-6, B.R.C. 1981, for permitted uses per zoning district and definition of uses.
15 Required Occupied Building Space	Minimum 20' deep on all full height floors from any street facade	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for occupied building space.
16 Parking within Building	Permitted fully in any basement and in rear of all other stories. Prohibited where occupied space is required.	Refer to occupied building space requirement above.
FACADE & CAP REQUIREMENTS Refer to FIGURE M-1 (29).		
18 Required Transparency on All Street, Courtyards, & Public Way Facades	Minimum 15%, measured per story of all stories.	Refer to subsection M-1-20(f) for information on measuring transparency.
19 Entrance Location & Number	Principal entrance required on Type A frontage facade	Refer to section M-1-20(g) for information on measuring entrance location.
20 Entrance Configuration	No requirement other than principal entryway requirements	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for stoop and porch. Refer to subsection M-1-25(e) for principal entryway requirements.
21 Entrance/Ground Story Elevation Grade	80% of entrances and the ground story shall be within 30" (vertically) of adjacent street sidewalk average elevation OR between 30" and 5' (vertically) with visible basement (transparency required)	Exception: entrances along Goose Creek frontage shall be located in reference to the elevation of 30th Street, Carbon Place, and/or Junction Place, whichever is closest.
22 Ground Story Vertical Facade Divisions	No requirement	Refer to Section M-1-8, "Definitions," B.R.C. 1981, for expression line.
23 Horizontal Facade Divisions	No requirement	
24 Permitted Cap Types	Parapet, pitched, flat,	Refer to section M-1-21 for cap types, and other cap requirements.

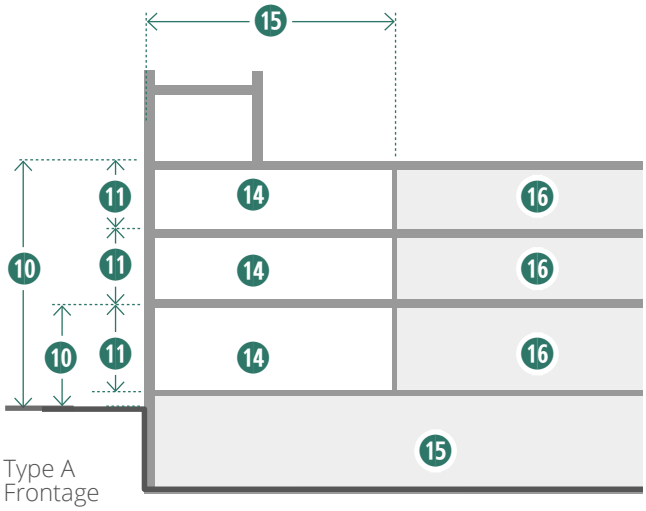


Figure M-1 (28). Civic Building: Height & Use Requirements

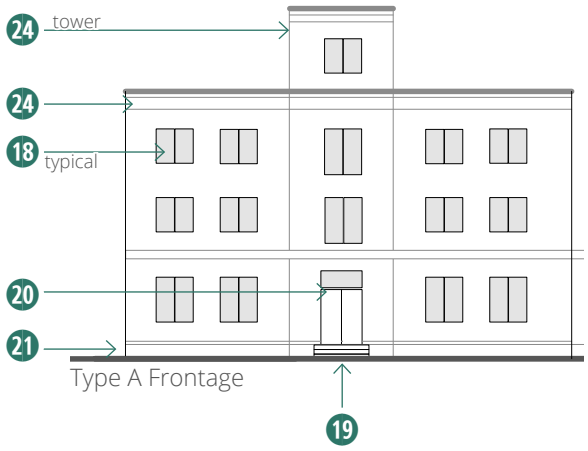


Figure M-1 (29). Civic Building: Facade Design Requirements

Building Types

Measurement of Building Type Requirements

M-1-20. MEASUREMENT OF BUILDING TYPE REQUIREMENTS

The standards outlined in the tables in sections M-1-15 through M-1-19, applicable to each building type, shall be measured and calculated consistent with the following standards:

(a) **Minimum Type A Frontage Build-to Zone Coverage.** The minimum percentage of building facade along the Type A frontage of a lot is measured as follows:

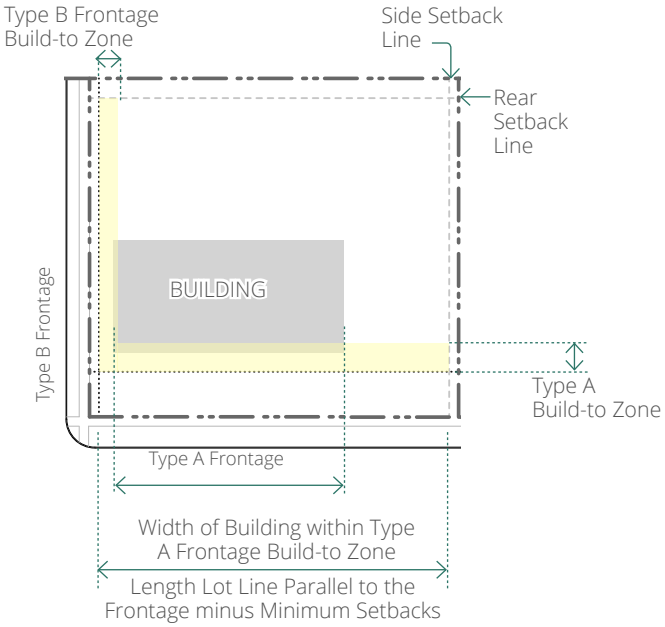
(1) **Measurement.** The minimum Type A frontage build-to zone coverage shall, at a minimum, equal the width of the principal structures, as measured within the build-to zone along the frontage edge, divided by the length of the frontage parallel to the property line following the street minus setbacks. Refer to Figure M-1 (30). Minimum Type A Frontage Build-to Zone Coverage.

(2) **Courtyards.** For some building types, courtyards located along the facade in the build-to zone count towards the minimum coverage. Refer to building type requirements of Sections M-1-15 through M-1-19, B.R.C. 1981.

(3) **Outdoor Space Type.** Open spaces meeting the requirements of one of the outdoor space types established in this appendix are exempt from the minimum Type A frontage build-to zone coverage requirement.

(b) **Build-to Zone.** The build-to zone shall be calculated and measured as follows. Refer to Figure M-1 (31). Build-to Zones.

(1) **Measurement.** The build-to zone for all frontages is measured from the property line parallel to the frontage from any public access easement for sidewalk required under Section 9-9-8, "Reservations, Dedications, and Improvement of Rights-of-Way," B.R.C. 1981, or the right-of-way if no public access easement for sidewalk is required or exists.



$$\frac{\text{Width of Building within Build-to Zone}}{\text{Length Lot Line Parallel to the Frontage minus Minimum Setbacks}} = \text{Type A Frontage Coverage}$$

Figure M-1 (30). Minimum Type A Frontage Build-to Zone Coverage

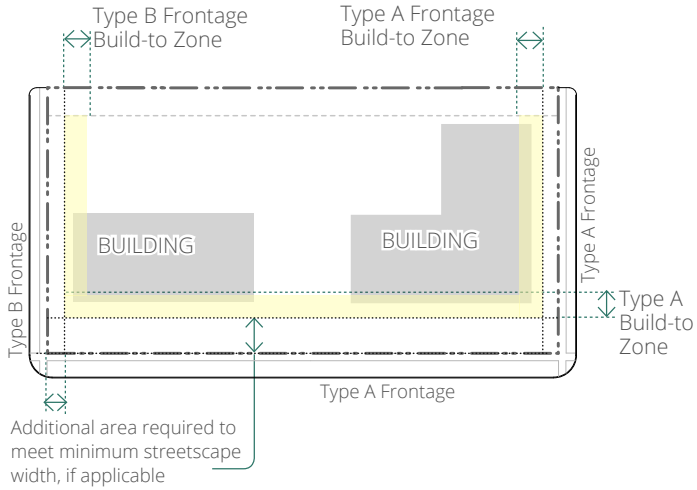


Figure M-1 (31). Build-to Zones

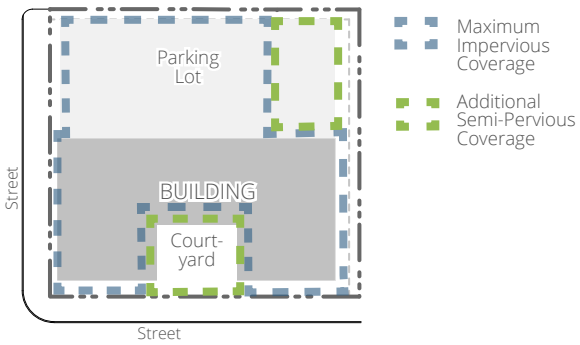


Figure M-1 (32). Site Impervious and Semi-Pervious Coverage

(2) **Height.** All building facades located within the build-to zone shall meet the minimum building height of the building.

(3) **Encroachments.** Awnings, architectural projections, balconies, and building mounted signage may extend beyond the build-to zone into any yard area, but shall not extend into the street right-of-way unless approved with a revocable permit or lease, as applicable.

(c) Maximum Site Impervious and Additional Semi-Pervious Coverage. Site impervious and additional semi-pervious coverage shall be calculated and measured as follows. Refer to Figure M-1 (32). Site Impervious and Semi-Pervious Coverage.

(1) **Maximum Site Impervious Coverage.** The maximum site impervious coverage is the maximum percentage of a lot permitted to be covered by structures, pavement, and other impervious surfaces.

(2) **Additional Semi-Pervious Coverage.** In addition to the allowable impervious coverage on a site, a maximum amount of additional semi-pervious coverage is permitted.

(d) Overall Minimum and Maximum Height. (Refer to Figure M-1 (33). Measuring Stories with Floor-to-Floor Height).

(1) **Minimum Overall Height.** Each building type requires a minimum number of stories. The building must meet the minimum required height along all Type A frontage facades and measured a minimum of thirty feet deep into the building.

(2) **Maximum Overall Height.** Maximum heights are specified both in number of stories and overall dimension. This requirement applies to the entire building.

(A) **Towers.** Where specifically allowed in the building type tables, Sections M-1-15 through M-1-19, B.R.C. 1981, towers may exceed the overall maximum height of the building type per subsection (f) of Section M-1-21, "Cap Types," B.R.C. 1981. Towers shall not exceed the maximum height per section 84 of the charter of the City of Boulder.

(B) **Cap Type.** Where specified in subsection (f) of Section M-1-21, "Cap Types," B.R.C. 1981, certain cap types may allow additional height.

(C) **Maximum Heights per the City Charter.** Under no circumstances may any building or structure exceed the height limitations established in section 84 of the charter of the City of Boulder.

(D) **Height Measurement Standards.** Height shall be measured consistent with height measurement standards of Section 9-7-5, "Building Height," B.R.C. 1981, and the definition of "height" within Section 9-16-1, "General Definitions," B.R.C. 1981.

(E) **View Corridors.** Height is subject to additional limitations where maximum heights are restricted pursuant to the regulating plan to preserve a view corridor. Refer to Sections M-1-6, "Regulating Plans," and M-1-7, "View Corridors," B.R.C. 1981.

(3) **Two Half Stories.** If a building has both a half story within the roof and a half story that is partially above and partially below grade, the combined height of the two half stories shall be considered one full story.

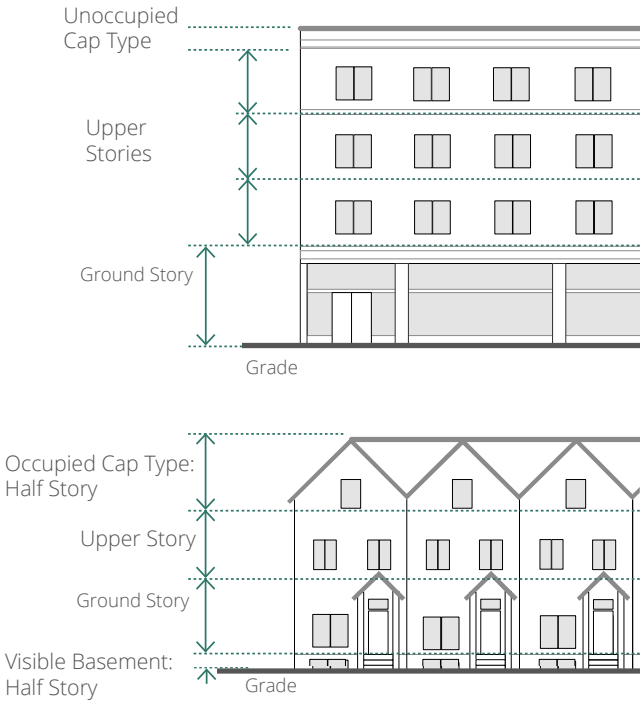


Figure M-1 (33). Measuring Stories with Floor-to-Floor Height

Building Types

Measurement of Building Type Requirements

(e) Minimum and Maximum Height per Story. Each story is measured with a range of permitted floor-to-floor heights. Refer to Figure M-1 (33). Measuring Stories with Floor-to-Floor Height.

(1) **Measurement.** Story height shall be measured in feet between the floor of a story to the floor of the story above it. Minimum and maximum floor-to-floor heights are required to be met along facades for a minimum of eighty percent of each story.

(2) **Single Story Buildings and Top Story Measurement.** For single story buildings and the uppermost story of a multiple story building, the minimum floor-to-floor height shall be one foot less than that required per building type. The measurement shall be from the floor of the story to the ceiling.

(3) **Mezzanines.** Mezzanines may be included within the floor-to-floor height of any story. Mezzanines occupying more than thirty percent of the floor area below and extending above the story's allowable floor-to-floor height shall count as an additional story and shall meet transparency requirements in subsection (e)(5), below.

(4) **Taller Spaces.** Spaces exceeding the allowable floor-to-floor heights of the building type are not permitted on Type A frontage facades; however, such spaces are allowed on interior lots and Type B frontage facades.

(f) Minimum Required Transparency. Per the requirements of each building type, a minimum amount of transparency is required on all stories of street, courtyard, and public way facades.

(1) **Measurement.** Minimum facade transparency is measured from floor-to-floor of each story separately, except for required minimum ground story transparency (refer to Paragraph M-1-20(f)(4), B.R.C. 1981, below). Refer to Figure M-1 (34). Measuring Minimum Facade Transparency. Transparency requirements shall be met with windows meeting the standards for transparency as defined in Section M-1-8, "Definitions," B.R.C. 1981. The measurement may include the frame, mullions, and muntins, but shall not include trim or casing.

(2) **Blank Wall Segments.** No rectangular area greater than thirty percent of the story's facade, as measured floor to floor, shall be without

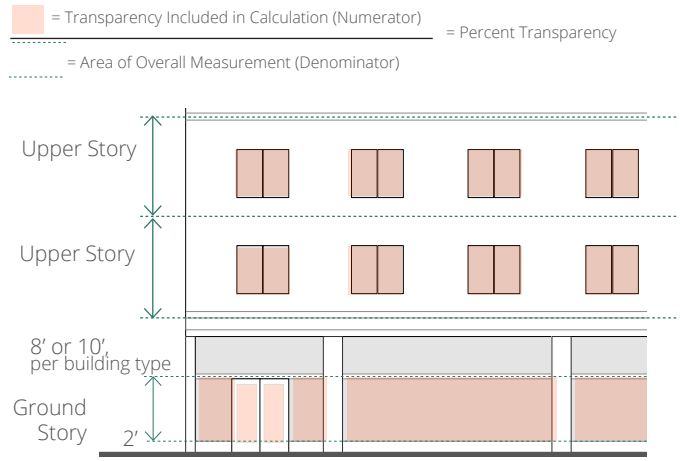


Figure M-1 (34). Measuring Minimum Facade Transparency

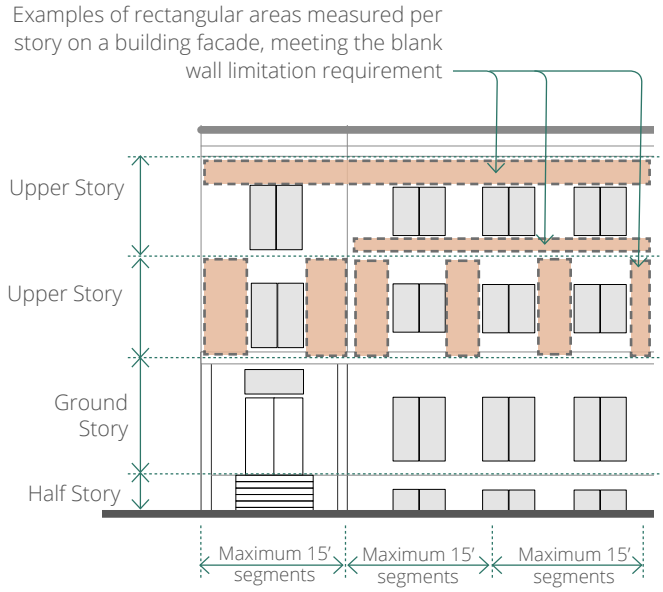


Figure M-1 (35). Measuring Blank Wall Limitations

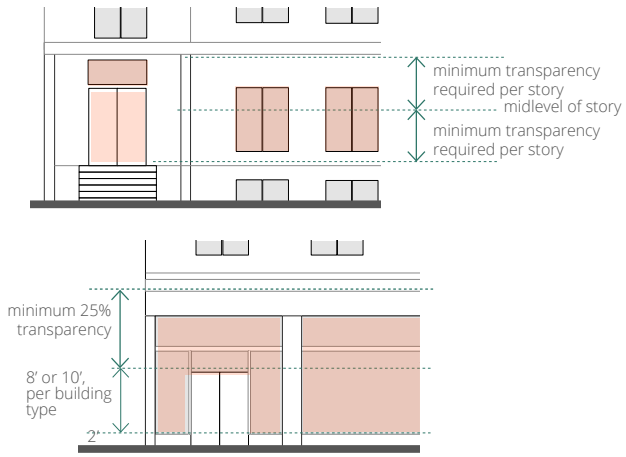


Figure M-1 (36). Transparency on Tall Stories

transparency. And, no horizontal segment of a story's facade greater than fifteen feet in width shall be without transparency. Refer to Figure M-1 (35). Measuring Blank Wall Limitations.

(3) **Exception.** When the facade of any story is located less than six feet from another parallel building facade, no minimum transparency is required for that story.

(4) **Minimum Ground Story Transparency.** When required by the building type tables of Sections M-1-15 through M-1-19, B.R.C. 1981, ground story transparency shall be measured between two feet and either eight or ten feet, as specified per building type, from the average grade at the base of the facade. The minimum ground story transparency requirements supersedes the minimum transparency required for the building type.

(5) **Mezzanines.** Mezzanines shall be treated as a separate story and include the required upper story transparency amounts.

(6) **Tall Stories.** Stories that are eighteen feet or taller in height shall include additional transparency consistent with the following standards. Refer to Figure M-1 (36). Transparency on Tall Stories.

(A) **Separate Ground Story Transparency Required.** When a separate minimum ground story transparency is required per the building types requirements of Sections M-1-15 through M-1-19, B.R.C. 1981, the facade design shall fulfill that requirement in addition to a minimum of twenty-five percent transparency for the remainder of the ground story.

(B) **No Separate Ground Story Transparency Required.** Except on a ground story facade to which a Type A frontage ground story facade transparency requirement applies, a tall story shall be treated as two separate stories, divided in half horizontally, with the minimum transparency per story applied to each half.

(7) **Half Stories.** All half stories located within the roof structure and within visible basements are required to meet the minimum required transparency.

(g) Minimum Number of Required Entrances. Entrances shall be provided consistent with the entrance location and number requirements established for the building type and consistent with

Figure M-1 (37). Number of Required Entrances.

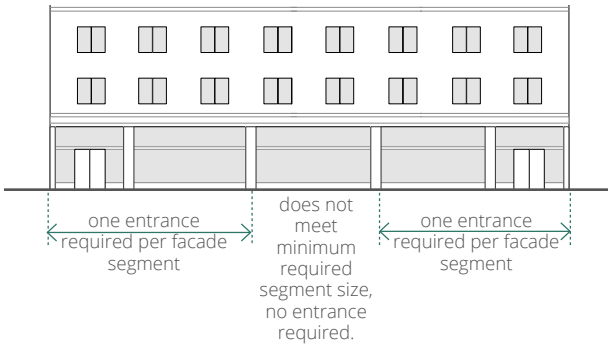


Figure M-1 (37). Number of Required Entrances

Building Types

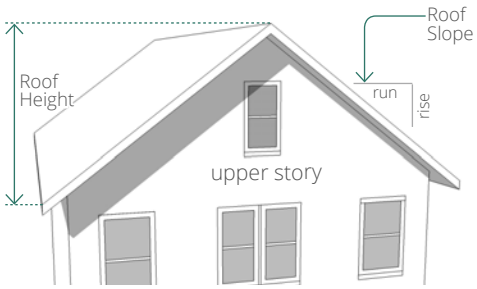
Cap Types

M-1-21. CAP TYPES

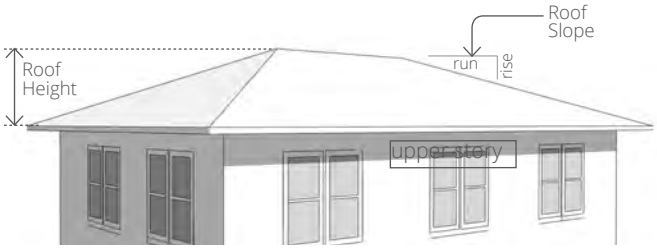
The major components of any roof shall meet the requirements of one of the cap types permitted for the building type pursuant to the building types requirements of Sections M-1-15 through M-1-19, B.R.C. 1981. Roofs for bay or bow windows, porches, canopies, and dormers are not required to meet the standards of a cap type.

(a) Pitched Cap Type. The pitched cap type has a sloped or pitched roof. Slope is measured with the vertical rise divided by the horizontal span or run, as shown in Figure M-1 (38). Examples of Pitched Cap Type.

Parallel PItched



Pitched Cap Type (Gable Roof)



Low Pitched Roof Cap Type (Hip Roof)

Figure M-1 (38). Examples of Pitched Cap Type

(1) **Pitch Measure.** The roof shall not be sloped less than 4:12 (rise:run) or more than 14:12. Slopes less than 4:12 are permitted to occur on second story or higher roofs.

(2) **Configurations.**

(A) Hipped, gabled, and a combination of hips and gables with or without dormers are permitted.

(B) Butterfly (inverted gable roof) and shed roofs are permitted

(C) Gambrel and mansard roofs are not permitted.

(3) **Parallel Ridge Line.** A gabled end or perpendicular ridge line shall occur at least every 100 feet of the roof when the ridge line runs parallel to the front lot line. See Figure M-1 (38). Examples of Pitched Cap Type.

(4) **Roof Height.** Roofs without occupied building space or dormers shall have a maximum height on Type A and Type B frontage facades equal to no more than 1.5 times the upper story floor-to-floor height used on the building.

(5) **Occupied Building Space.** Occupied building space may be incorporated within the pitched cap type. If occupied, the space counts as a half story.

(6) **Rooftop Appurtenances.** Any rooftop appurtenances shall be recessed within the pitched roof with no visibility when viewed from the sidewalk across the street and from any adjacent outdoor space. See Figure M-1 (39). Recessed Mechanicals in Pitched Cap Type. See Section M-1-26, "Mechanical Equipment & Appurtenances," B.R.C. 1981, for additional requirements.

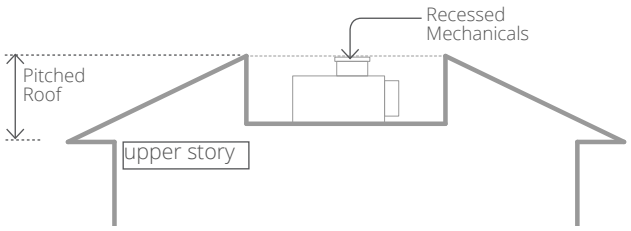


Figure M-1 (39). Recessed Mechanicals in Pitched Cap Type

(b) **Parapet Cap Type.** A parapet is a low wall projecting above a building's roof along the perimeter of the building as shown in Figure M-1 (40). Example of a Parapet Cap Type.

(1) **Parapet Height.** Parapet height is measured from the top of the upper story to the top of the parapet.

(A) **General Parapet Heights.** Minimum parapet height is two feet with a maximum height of six feet.

(B) **Parapets Exceeding Maximum Height.** The approving authority may approve a parapet causing the building height to exceed the maximum permitted height if the approving authority finds the standards for parapet walls of Section 9-7-7, B.R.C. 1981, are met.

(2) **Horizontal Expression Lines.** An expression line that is at least two inches deep and extends along at least eighty percent of the facade shall define the parapet from the upper stories of the building and shall define the top of the cap.

(3) **Occupied Building Space.** No building shall have occupied space behind a parapet cap.

(4) **Roof Terraces and Roof Decks.** Roof terraces and roof decks are permitted on the parapet cap type.

(5) **Rooftop Appurtenances.** Any rooftop appurtenances shall be located towards the rear or interior of the parapet roof. The parapet shall screen the mechanicals when viewed from the sidewalk across the street and from any adjacent outdoor space. See Section M-1-26, "Mechanical Equipment & Appurtenances," B.R.C. 1981, for additional requirements.

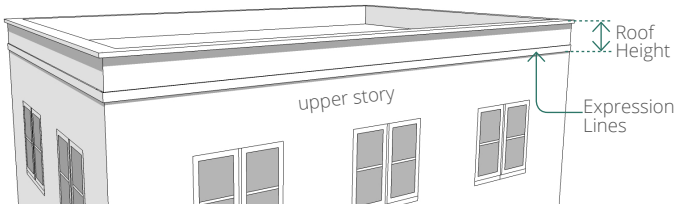


Figure M-1 (40). Example of a Parapet Cap Type

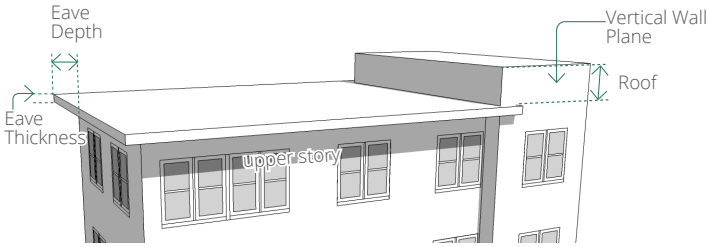


Figure M-1 (41). Example of a Flat Cap Type

(c) **Flat Cap Type.** The flat cap type has a visually flat roof with overhanging eaves as shown in Figure M-1 (41). Example of a Flat Cap Type.

(1) **Configuration.** The roof shall have no visible slope from the street, and eaves are required on all Type A and Type B frontage facades.

(2) **Eave Depth.** Eave depth is measured from the building facade to the outside edge of the eave. Eaves shall have a depth of at least fourteen inches.

(3) **Eave Thickness.** Eaves shall be a minimum of six inches thick. Eave thickness is measured at the midpoint of the eave depth, from the bottom of the eave to the top of the eave. The measurement may be taken from a structural support element of the eave to the top of the eave, provided the structural support element occurs at least every four feet along the entire length of the eave.

(4) **Interrupting Vertical Walls.** Vertical walls may interrupt the eave and extend above the top of the eave with no discernible cap if the following requirements are met:

(A) No more than one-third of the front facade shall consist of an interrupting vertical wall.

(B) Vertical walls shall extend no more than six feet above the top of the eave. See Figure M-1 (41). Example of a Flat Cap Type.

(5) **Occupied Building Space.** No building shall have occupied space behind a flat cap.

(6) **Roof Terraces and Roof Decks.** Roof terraces and roof decks are permitted on the flat cap type.

(7) **Rooftop Appurtenances.** If the interrupting vertical wall is utilized, any rooftop appurtenances shall be located behind the vertical wall with no visibility when viewed from the sidewalk across the street and from any adjacent outdoor space.

If no interrupting vertical wall is utilized, rooftop appurtenances shall be located such that the mechanicals are not visible when viewed from the sidewalk across the street or from any adjacent outdoor space. See Section M-1-26, "Mechanical Equipment & Appurtenances," B.R.C. 1981, for additional requirements.

Building Types

Cap Types

(d) Towers. A tower is a vertical element, polygonal (simple), rectilinear, or cylindrical in plan that shall only be used with other cap types. See Figure M-1 (42). Example of a Tower.

(1) **Additional Height.** Towers may add a single story of additional height beyond the maximum height allowed per building type.

(2) **Tower Width.** The maximum tower width along all facades shall be one-third the width of the front facade or fifteen feet, whichever is less. See Figure M-1 (42). Example of a Tower.

(3) **Transparency.** Towers that meet the minimum floor-to-floor height of the building type shall meet the minimum transparency requirements of the building.

(4) **Horizontal Expression Lines.** A minimum two inches deep expression line is required at the cap of the tower.

(5) **Occupied Building Space.** Towers with minimum floor-to-floor heights required by the building type shall be occupied space and may contain any of the uses allowed in upper stories of the building type to which it is attached.

(6) **Rooftop Appurtenances.** No rooftop appurtenances are permitted on tower roofs.

(7) **Tower Cap.** The tower shall be capped by a cap permitted on the building per the building type.

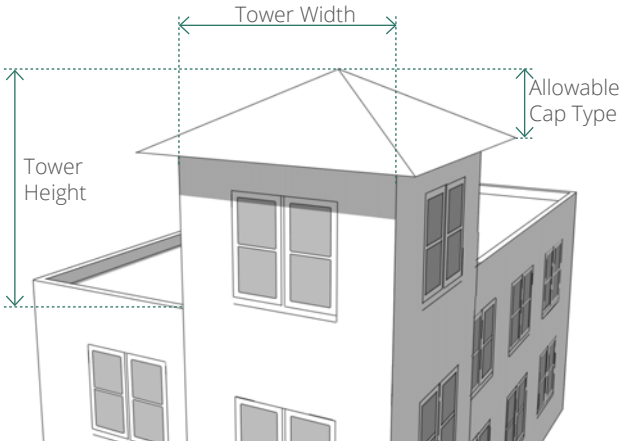


Figure M-1 (42). Example of a Tower

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Building Design

Building Design

Applicability and Intent of Building Design Requirements

M-1-22. APPLICABILITY AND INTENT OF BUILDING DESIGN REQUIREMENTS

(a) Intent. The intent of the requirements in Sections M-1-22 through M-1-29, B.R.C. 1981, is to implement the vision for the area as defined in adopted plans for the area, create a sense of place and community, elicit high quality, durable buildings of appropriate scale and massing that are visually interesting, aesthetically pleasing, create a sense of permanence, and are human scaled to enhance the pedestrian experience.

All buildings are intended to be articulated in a simple, honest manner at human-scaled dimensions.

(1) **Simple.** Simple means the building design is organized and easy to comprehend through the use of repetition, regularity, and a clear hierarchy.

(2) **Honest.** Honest means the building is easily interpreted by the casual observer. Entrances, floors, and building use are apparent and the form of the building follows the function. The overall bulk and mass of the building clearly represents the structure, spatial layout, and materiality.

(3) **Human-Scaled.** Human-scaled means the buildings are scaled to proportions comfortable to people. Typically, human-scaled buildings have smaller building material units, architectural detailing to accentuate building elements, and a predictable rhythm to the facade pattern. This design approach is used particularly on the ground story where people walk adjacent to the building.

(b) Applicability. The requirements of Sections M-1-22 through M-1-29, B.R.C. 1981, establish general building design requirements applicable to all buildings located on a property designated in Appendix L, "Form-Based Code Areas," regardless of the building type. No person shall use or develop land in such areas except in conformance with the requirements of Sections M-1-22 through M-1-29, B.R.C. 1981, unless an exception has been granted pursuant to Subsection 9-2-16(i), B.R.C. 1981.

M-1-23. FACADE MATERIALS

(a) Intent. The intent of the facade materials standards of this section is to:

(1) Provide minimum material standards to ensure use of well-tested, high quality, durable, weather-resistant, exterior grade, preferably natural materials on the majority of finished surfaces, while permitting a wider range of materials for details. High quality materials can improve quality of buildings in that they weather well, have a low failure rate, require a low level of maintenance, and create buildings with a longer life cycle and a sense of permanence;

(2) Limit the number of facade materials to promote simpler, clearly articulated facades; and

(3) Encourage a high level of detail from smaller scaled, less monolithic materials in order to relate facades to pedestrians, especially at the ground level.

(b) Major Materials. A minimum of eighty percent of each facade, not including window and door areas, shall be composed of major materials, as specified in this section.

(1) **Simplicity of Surface Materials.** A minimum of sixty percent of each facade, not including window and door areas, shall be faced of a single major material, not including architectural metal panel systems.

(2) **Allowed Major Materials.** The following are allowed major materials. See Figure M-1 (43). Acceptable Materials and Figure M-1 (44). Unacceptable Major Materials.

(A) Stone.

(B) Brick.

(C) Wood.

(D) Architectural metal panel systems.

(3) **Prohibited Major Materials.** The following materials are prohibited as major materials:

(A) Face-sealed EIFS synthetic stucco assemblies and decorative architectural elements.

(B) Synthetic stucco or elastomeric finishes on stucco.

(C) Unfinished or untreated wood.

(D) Glass block.

(E) Vinyl siding.

(F) Plastic, including high-density polyethylene, polyvinyl chloride (PVC), and polycarbonate, panels.

(G) Fiberglass and acrylic panels.

(4) **Limited Use Major Materials.** The following materials are prohibited as a major material except consistent with the following:

(A) **Economy Bricks.** Brick types larger than three inches in height are allowed as major materials on rear, alley, and rail corridor facades.

(B) **Fiber Cement Board.** Fiber cement building materials are allowed on the row building type.

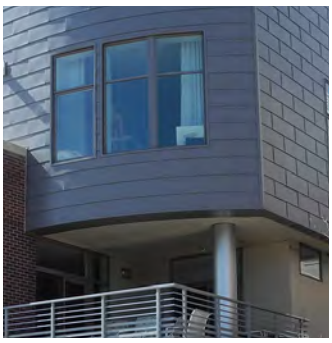
(C) **Cement-Based Stucco.** Traditional cement-based, hard coat stucco is allowed on all upper stories and on ground story facades facing rear yards, alleys, or the rail corridor. Where the ground story of a facade that is facing a rear yard, alley, or the rail corridor is adjacent to a facade where limited use major material may not be used on the ground story, major materials allowed pursuant to paragraph (2) of this subsection or approved pursuant subsection (d) of this section shall be continued around the corner on the ground story of the facade for no less than thirty feet along the cement-based stucco facade.

(D) **Concrete Masonry Units.** Burnished, glazed, or honed concrete masonry units or blocks are allowed as major materials on facades facing rear, alley, and the rail corridor. Where the ground story of such a facade is adjacent to a ground story facade where a limited use major material may not be used, major materials allowed pursuant to paragraph (2) of this subsection or approved pursuant to subsection (d) of this section shall turn the corner of the ground story facade no less than thirty feet along the facade.

(c) Minor Materials. Allowed minor materials are limited to trim, details, and other accent areas that combine to twenty percent or less of the total surface of each facade.

(1) **Major Materials.** All allowed major materials may serve as minor materials.

Brick with Metal Details


Architectural Metal Panels

Wood with Metal Details

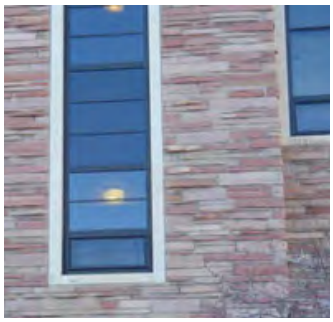

Cut Stone

Figure M-1 (43). Acceptable Materials

Synthetic Stucco

Concrete Masonry Units

Plastic Panels

Vinyl Siding

Figure M-1 (44). Unacceptable Major Materials

(2) **Allowed Minor Materials.** The following are allowed minor materials:

(A) Fiber cement and wood trim pieces.

(B) Metal for beams, lintels, trim, exposed structure, and other ornamentation.

(C) Split-faced, burnished, glazed, or honed concrete masonry units or block cast stone concrete elements.

(D) Vinyl for window trim.

(E) Glass curtain wall.

(F) Two- or three-coat cement-based or cement-hybrid stucco for surfaces.

(G) Terra cotta or ceramic tiles or panels.

(3) **Limited Use Minor Materials.** The following materials are allowed as minor surface materials on upper story facades only:

(A) **Fiber Cement Board.** Fiber cement building materials.

(4) **Prohibited Minor Materials.** The following materials are prohibited for use as minor materials:

(A) Face-sealed EIFS synthetic stucco assemblies and decorative architectural elements.

(B) Elastomeric finishes on stucco.

(d) Other Materials with Approval. Materials that are not listed in this section for its proposed application as allowed major materials, limited use materials, or allowed minor materials, may not be installed on any facade unless approved by the reviewing authority pursuant to this subsection (d). The reviewing authority may approve facade materials that are not listed in this section for its proposed application if the applicant demonstrates the material in its proposed application meets the intent of the facade material standards described in subsection (a) of this section. Samples and examples of successful high quality local installation shall be provided by the applicant.

M-1-24. BUILDING CONSTRUCTION QUALITY

(a) Intent. The intent of the building construction quality requirements is to advance the quality of construction, durability, and aesthetics of new buildings, specifically related to application and detailing of facade materials.

(b) Changes in Material. Changes in vertical surface materials shall meet the following standards:

(1) **Changes in Surface Materials.** Changes in surface materials, whether major materials or minor materials, shall occur only at concave corners, where the distance to the next generally parallel facade plane is a minimum of twelve inches. Surface materials are materials intended to cover the facade surface (such as unit materials, siding, stucco, panels) and do not include detail materials, such as but not limited to cast stone for lintels or cornices, exposed metal beams, or any material used to create an expression line. See Figure M-1 (45). Diagram of Allowable Changes in Surface Materials.

(2) **Materials Hierarchy.** Unit materials shall be elevated from the face of the building above less detailed, surface materials. For example, stucco, as a constant surface material, shall be recessed behind a bricked surface.

(3) **Expression Lines on Surfaces.** Expression lines shall be created with solid materials of a thickness that is greater than two inches, such as cast stone, masonry, or stone. For example, cast stone pieces may be offset to create a shadow, where the convex corner of the piece is used to create the corner of the detail.

(c) Appropriate Grade of Materials. Except on row buildings, all doors, windows, and hardware shall be of commercial quality.

(d) Applique Materials. Materials with thickness of less than two and a half inches, including but not limited to stucco, shall not be used or formed to create expression lines.

(e) Stucco Installation. Stucco, when allowed, shall be of the highest installation quality, meeting the following criteria:

(1) Contractor Submittal. The contractor utilized for installing the stucco shall have a minimum of five years experience with a minimum of at least thirty projects. The applicant shall submit as part of the design review application the contractor name, address, experience level, including years and number of projects, and examples of

installations within the last five years. Examples of installation shall be of high quality installations meeting the requirements of this subsection (e).

(2) Jointing. All stucco joints shall be aligned along the facade in the pattern shown on the elevations submitted for the design approval. Joints shall also align with the locations of windows and doors and other changes in material.

(3) Construction. The stucco wall assembly shall be indicated on the plans specifying stucco type and construction.

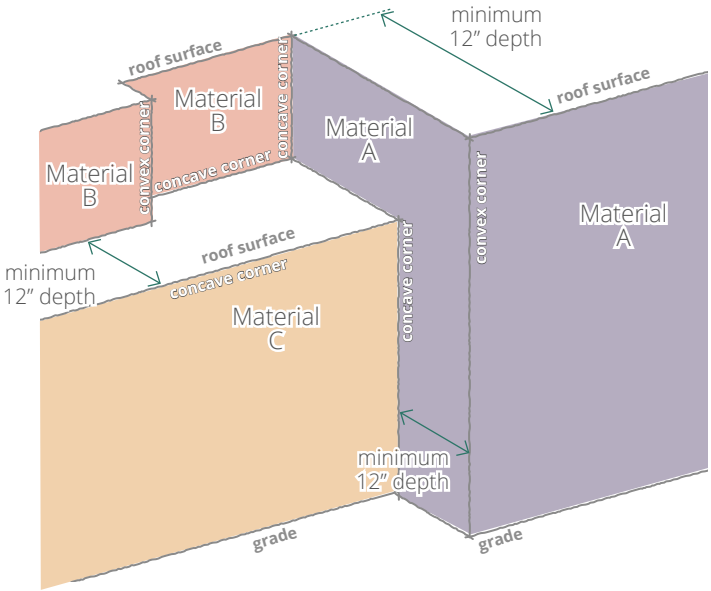


Figure M-1 (45). Diagram of Allowable Changes in Surface Materials

M-1-25. BUILDING FACADE ELEMENTS

(a) Windows. Windows on all buildings shall be constructed consistent with the following requirements:

(1) **Amount.** Each building shall meet the transparency requirements applicable to the building type pursuant to Sections M-1-15 through M-1-19, B.R.C. 1981.

(2) **Recessed.** All windows, with the exception of ground story storefront systems, shall be recessed with the glass a minimum of two inches back from the facade surface material or adjacent trim.

(3) **Vertically Oriented.** All windows shall be vertically oriented unless the following standards are met:

(A) **Flat Cap Type.** When the flat cap type pursuant to Subsection M-1-21(e), "Flat Cap Types," B.R.C. 1981, is used, horizontally oriented windows may be used for up to thirty percent of the total transparency area of each upper story.

(B) **Rear & Side Facades.** On facades facing the rear and interior side yards, up to fifty percent of the total transparency area of each story may include horizontally oriented windows.

(C) **Horizontally Oriented Windows.** Horizontally oriented windows may be used if the transparency of each story is forty percent or more, the height of at least seventy-five percent of the windows is a minimum of five feet, and the windows are

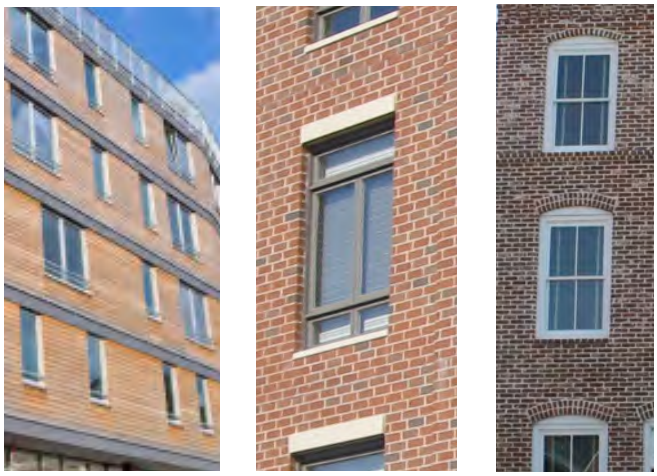


Figure M-1 (46). Vertically Oriented Windows with Expressed Lintels

located no more than three feet above the interior floor level.

(4) **Visibility Through Glass.** Reflective glass and glass block are prohibited on street facades. Windows shall meet the transmittance and reflectance factors established in the transparency definition of Section M-1-8 "Definitions," B.R.C. 1981. Windows on the ground story shall meet the transmittance and reflectance factors established in the ground story transparency definition in Section M-1-8, B.R.C. 1981.

(5) **Expressed Lintels.** Lintels shall be expressed above all windows and doors by a change in brick coursing or by a separate element. See Figure M-1 (45). Diagram of Allowable Changes in Surface Materials.

(b) Awnings, Canopies, & Light Shelves. Awnings, canopies, and light shelves shall be constructed consistent with the requirements of this subsection. See Figure M-1 (47). Examples of Permitted Awnings.

(1) **Encroachment.** Awnings, canopies, and light shelves shall not extend into a city right-of-way or easement except consistent with the requirements of Section 8-6-6, "Requirements for Revocable Permits, Short-Term Leases and Long-Term Leases," B.R.C. 1981.

(2) **Attached Awnings & Canopies.** Awnings and canopies that are attached to the building and could be removed shall meet the following standards:

(A) **Material.** All awnings and canopies shall be canvas or metal. Plastic awnings are prohibited.

(B) **Solar Panels.** Solar awnings or canopies are allowed.

(C) **Shapes.** Waterfall or convex, dome, and elongated dome awnings are prohibited.

(D) **Lighting.** Backlit awnings are prohibited.

(E) **Structures.** Frames shall be metal and shall be wall mounted. Support poles are prohibited unless utilized for outdoor eating areas over eight feet in depth.

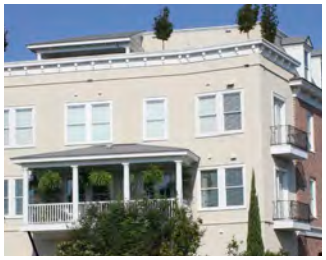
(F) **Multiple Awnings on the Facade.** When more than one awning is mounted on a facade, the awning types and colors shall be coordinated by matching the color, shape, material, or other element.

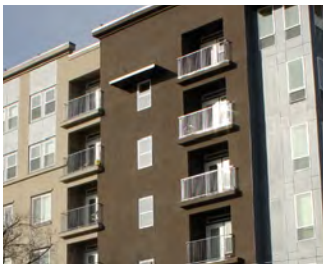
Metal Awning

Canvas Awning

Figure M-1 (47). Examples of Permitted Awnings.

Balconies: Covers More than 40 Percent of Facade





Balconies Appropriately Attached to or Incorporated into Facade.

Figure M-1 (48). Examples of Balconies.

(3) **Canopies & Light Shelves.** Permanent canopies, projections, or overhangs used as architectural features, light shelves, or shading devices are permitted, subject to materials standards of Section M-1-23, "Facade Materials," B.R.C. 1981.

(4) **Clearance.** All portions of any awning, canopy, or light shelf shall provide at least eight feet of clearance over any walkway and shall not extend over any driveway.

(c) Balconies. The installation or construction of balconies on street facades is encouraged, but not required. The construction of any balcony on a facade facing any street or public way shall be consistent with the requirements of this subsection. See Figure M-1 (48). Examples of Balconies.

(1) **Definition.** For the purpose of this subsection (c), balconies shall include any roofed or unroofed platform that projects from the wall of a building above grade and is enclosed only by a parapet or railing.

(2) **False Balconies.** False balconies are not permitted on any Type A frontage facade. False balconies consist of a rail and door, and any outdoor platform less than eighteen inches in depth. The requirements of this subsection (c) shall not apply to false balconies.

(3) **Size.** Balconies shall be a minimum of four feet deep and five feet wide.

(4) **Integrated Design.** A minimum of thirty-five percent of the perimeter of each balcony shall abut an exterior wall of the building, partially enclosing the balcony. The balcony support structure shall be integrated with the building facade; separate columns or posts supporting any balcony from the ground are prohibited.

(5) **Platform.** The balcony platform shall be at least three inches thick. Any underside of a balcony that is visible from any public way shall be finished.

(6) **Facade Coverage.** A maximum of forty percent of the Type A and Type B frontage facades, calculated separately for each facade, may be covered by balconies. The balcony area is calculated by drawing a rectangle around the platform or floor of the balcony, any columns or indentations, and any ceiling, roof, or upper balcony.

(7) **Right-of-Way.** Balconies shall not extend into any city right-of-way or easements.

(d) Shutters. If included in the design, shutters, whether functional or not, shall meet the following requirements:

(1) **Size.** All shutters shall be sized for the windows, so that, if the shutters were to be closed, they would not be too small for complete coverage of the window.

(2) **Materials.** Shutters shall be wood, metal, or fiber cement. Vinyl shutters are prohibited. Other "engineered" woods may be approved provided that the applicant submits a sample and examples of high quality, local installations of the material, installed a minimum of five years earlier and showing no degradation or wear of the material.

(e) Principal Entryway. See Figure M-1 (49). Examples of Defined Principal Entryway. Principal entrances to buildings or units shall be clearly delineated through one or more of the design features listed in paragraphs (1) through (4) of this subsection:

(1) **Cap or Canopy.** The entryway is covered by a cap or canopy differentiating it from the overall building cap.

(2) **Porch.** The entryway is through a porch.

(3) **Sidelights and Transom.** Sidelights or transom windows are included around the entryway.

Figure M-1 (49). Examples of Defined Principal Entryway.

Building Design

Mechanical Equipment & Appurtenances

(4) **Extended Articulation.** The entryway is included in a separate bay of the building that extends up at least two stories.

(5) **Other Design.** The approving authority may approve a design that does not meet the standards of this subsection if the authority finds that the design adds emphasis and draws attention to the entryway.

(6) **Right-of-Way.** Doors shall not swing into city right-of-way or easement.

M-1-26. MECHANICAL EQUIPMENT & APPURTENANCES

(a) Intent. Mechanical equipment and appurtenances can have a negative visual impact and detract from the quality of the design of a building. The purpose of the standards of this section is to ensure that the visual impact of mechanical equipment and appurtenances is minimized.

(b) Mechanical Equipment in Building. Mechanical equipment shall be located within the building, unless the applicant demonstrates the equipment is necessary for the function of the building and locating the equipment within the building would conflict with the equipment's function.

(c) Rooftop Mechanical Equipment. Any rooftop mechanical equipment, including without limitation vents, ventilators, skylights, and antennas, and excluding solar energy and wind energy conversion systems, shall meet the following standards:

(1) Rooftop mechanical equipment shall be located consistent with one of the following methods:

(A) Incorporate equipment into the roof design consistent with the applicable standards of Section M-1-21, "Cap Types," B.R.C. 1981.

(B) Set the equipment back a minimum of twenty feet from any Type A or B frontage facade.

(2) The requirements of Section 9-7-7, "Building Height, Appurtenances," B.R.C. 1981, shall be met.

(d) Mechanical Appurtenances on Facades. Mechanical appurtenances shall not be located on a facade unless the applicant demonstrates that locating the equipment in a different location would conflict with the equipment's function. Any mechanical appurtenance that may be carried on a facade, which may include, without limitation, dryer vents, gas meters, and air conditioners, shall be located consistent with the following standards:

(1) **Facade.** The mechanical equipment may be located on a non-Type A frontage facade. The mechanical equipment may be located on a Type A frontage facade only if the following requirements are met:

(A) The equipment is located on a surface perpendicular to any right-of-way;

(B) The equipment extends from the facade surface no more than three inches; and

(C) The equipment is screened from the sidewalk.

(2) **Alignment.** Multiple pieces of mechanical equipment shall be organized on the facade in a regular pattern and aligned. Compliance with this standard must be illustrated on the drawing elevations submitted as part of the application.

(3) **Material Coordination.** To the extent practicable, facade-mounted mechanical appurtenances shall be located on a material that limits their visibility. For example, dark colored vents will be more visible on light colored stucco than a textured, darker surface such as brick.

(4) **Screening.** Mechanical equipment shall be screened from view unless the approving authority finds that such screening conflicts with the function of the equipment. The form, material, and color of the screening shall meet the following criteria:

(A) Screening, other than landscaping, is consistent with the building design, colors, and materials;

(B) The equipment is placed where it is least visible from adjacent streets;

(C) The height of any screen is the minimum appropriate to adequately screen the mechanical equipment; and

(D) Screening does not increase the apparent height of the walls of the building.

(5) **No encroachment.** Mechanical equipment shall not extend into any city right-of-way or easement.

(e) Mechanical Equipment on Other Horizontal Surfaces. Mechanical equipment located on the ground, decks, or horizontal surfaces other than the roof, such as, but not limited to, electrical equipment and air conditioners, shall be located

consistent with the following standards:

(1) All mechanical equipment may be located in the parking yard or a Type B street yard.

(2) Mechanical equipment may be located in a side yard provided the side yard does not contain or abut a paseo.

(3) All equipment shall be screened from view from any public way with landscaping, fencing, or walls consistent with the building design, colors, and materials.

(4) The reviewing authority may approve appurtenances located on a Type A street or on a paseo only if the following conditions are met:

(A) The applicant demonstrates that the equipment cannot be located in a parking yard, Type B street yard, or in a side yard that does not contain a paseo.

(B) The appurtenance is fully screened with a wall that is consistent with the building design, colors, and materials and of a height that is the minimum to adequately screen the appurtenance and that does not prevent the facade from fulfilling any transparency requirements.

M-1-27. BUILDING ARTICULATION

(a) Intent. The intent of this section is to require building design that achieves balanced and articulated building composition, a perceived intimate scale of buildings, and pedestrian interest.

(b) Articulation of the Base. With the exception of entryways, the ground story of a building with a required storefront pursuant to Section M-1-6 "Regulating Plans," B.R.C. 1981, shall not be recessed more than eighteen inches from the second story facade.

(c) Building Facade Variety. See Figure M-1(50). Illustrations of Building Massing and Articulartion. All buildings 120 feet in width or greater along any Type A or B frontage shall fulfill the following requirements:

(1) **Increments.** Each Type A or B frontage facade shall be varied in segments less than or equal to ninety feet.

(2) **Requirements.** Each facade segment shall vary by the type of dominant material or by color, scale, or orientation of that material, and by at least two of the following:

(A) The proportion of recesses and projections. within the build-to zone.

(B) The location of the entrance and window placement, unless storefronts are utilized.

(C) Roof type, plane, or material, unless otherwise stated in the building type requirements.

(D) Building heights.

(3) **Alternative Method of Compliance.** The reviewing authority may approve a facade design that does not meet requirements of this subsection (c) if the applicant demonstrates that the proposed design achieves the intent of the building articulation requirements of this section without meeting the building facade variety requirements. The applicant shall submit fully rendered elevations and 3-dimensional drawings of all street, paseo and multi-use path facades with materials samples for all surfaces to demonstrate that the intent of this section is met.

Building Design

Building Massing

M-1-28. BUILDING MASSING

(a) Intent. The goals of the building massing standards are to ensure an appropriate perceived scale of buildings from the public ways -- breaking up large buildings in a simple way to ensure a human-scaled place and to provide a high level of permeability to all blocks.

(b) Buildings over Forty Feet in Height. See Figure M-1(50). Illustrations of Building Massing and Articulartion. If any building of the project is over forty feet in height and not utilizing a pitched cap on at least sixty percent of the roof, the following standards shall be met:

(1) **Varied Building Heights.** A minimum of thirty percent of the total footprint of all buildings combined on the site shall be at least one story lower than the tallest portion of the building footprint, not including towers.

(A) **Along Type A Frontages.** The lower height shall occur along the Type A frontage.

(B) **Stepped-Back Facade.** The requirement for varied building heights in paragraph (b)(1), above, shall not be met by a linear stepping-back of the facade along the top story, but shall constitute a change in massing of the building.

(2) **Terraces & Pitched Roofs.** Roof areas on lower portions of buildings are encouraged to be used for roof terraces, located to maximize mountain views, or for pitched cap types per Subsection M-1-21(a), "Pitched Cap Type ," B.R.C. 1981, to increase the variety of caps in the area.

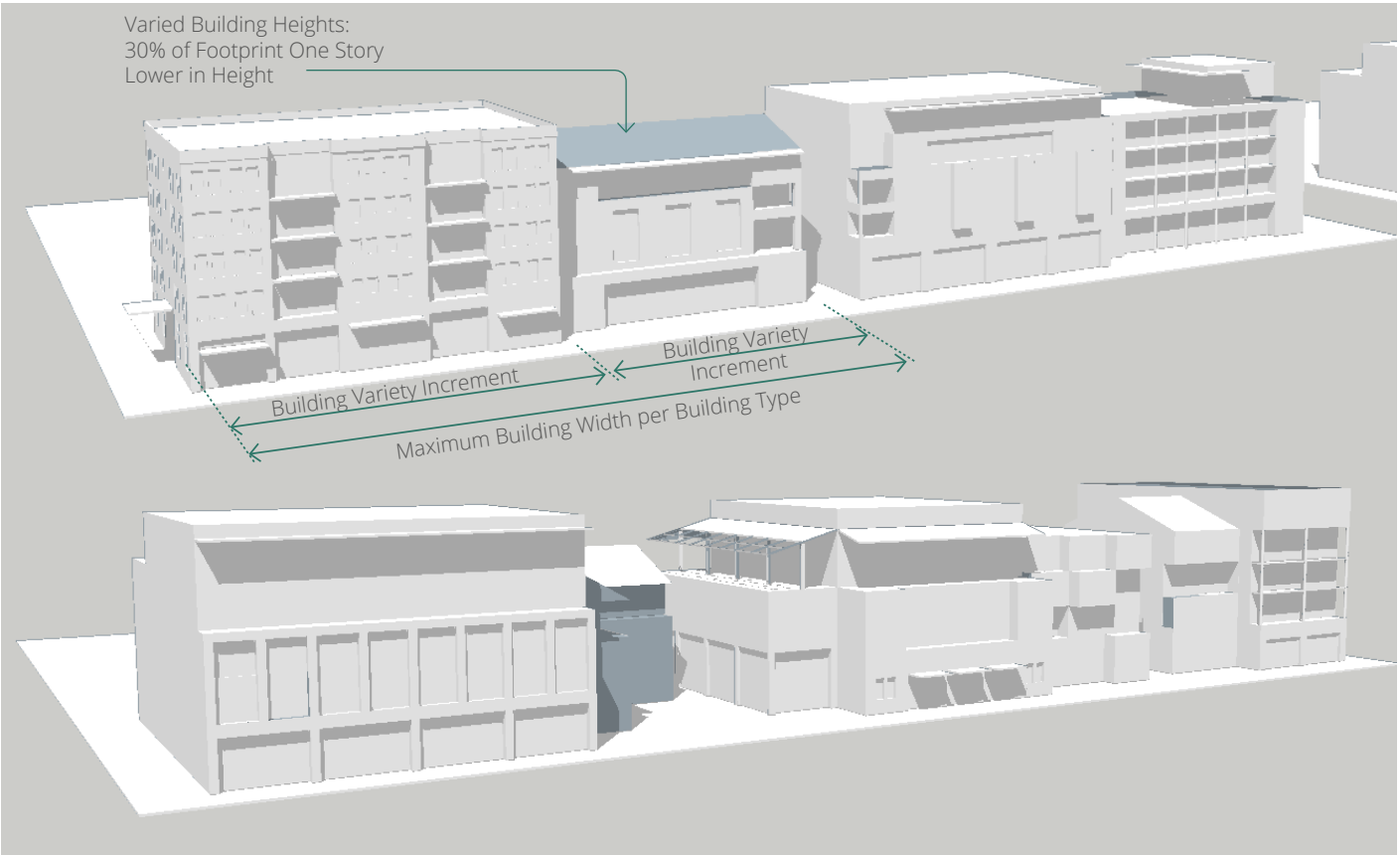


Figure M-1 (50). Illustrations of Building Massing and Articulation

M-1-29. BUILDING PROPORTIONS

(a) **Intent.** The golden ratio is a proportioning metric used throughout history in art and architecture to achieve what has been considered "divine" or visually pleasing proportions. The intent of this section is to achieve aesthetically pleasing building design through incorporation of the golden ratio into the exterior design of each building.

(b) **Definition of the Golden Ratio and Golden Rectangle.** Two quantities are in the golden ratio if their ratio is the same as the ratio of their sum to the larger of the two quantities, as shown in Figure M-1 (51). Numerically, the ratio is approximately 1:1.6180339887.

A golden rectangle is a rectangle with side lengths that are in the golden ratio, as shown in Figure M-1 (51); if a square section is removed as shown in Figure M-1 (51), "Description of Golden Ratio," the remainder is another golden rectangle.

(c) **Use of Golden Ratio.** The design of facade elements or the massing of each building shall include expression of the golden ratio. Use of the golden ratio may include massing of building segments, windows, divisions of the facade, and overall height to width of the building. The preferred method of use is through the massing proportions and organization of facade components. See Figure M-1 (52),"Example of Documentation of Use of the Golden Ratio in the Building Design," for examples of demonstrated use of the golden ratio.

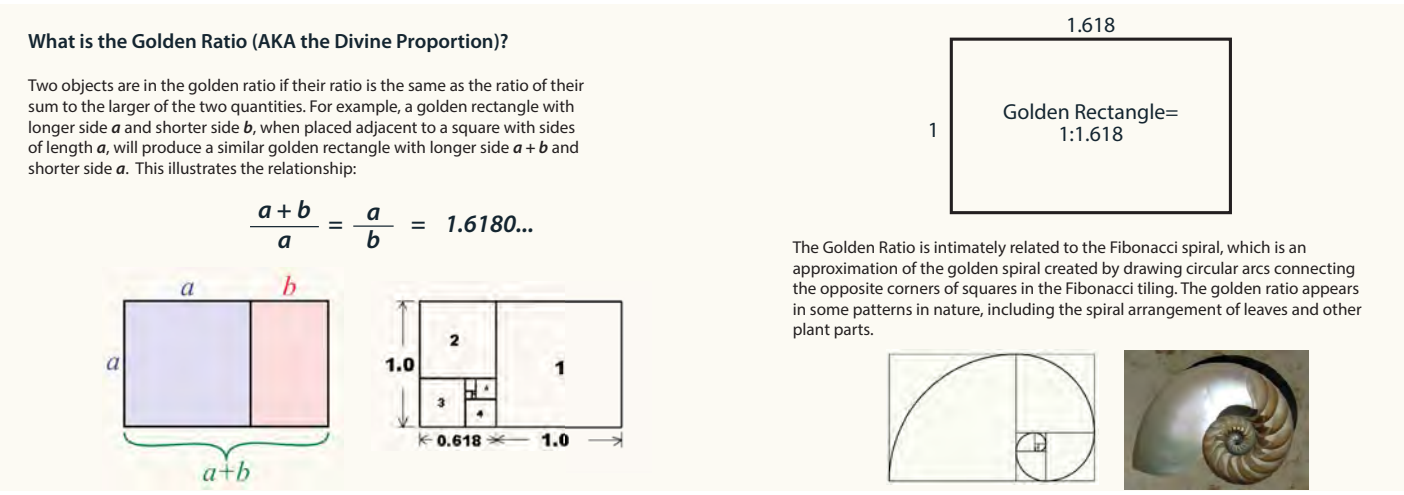
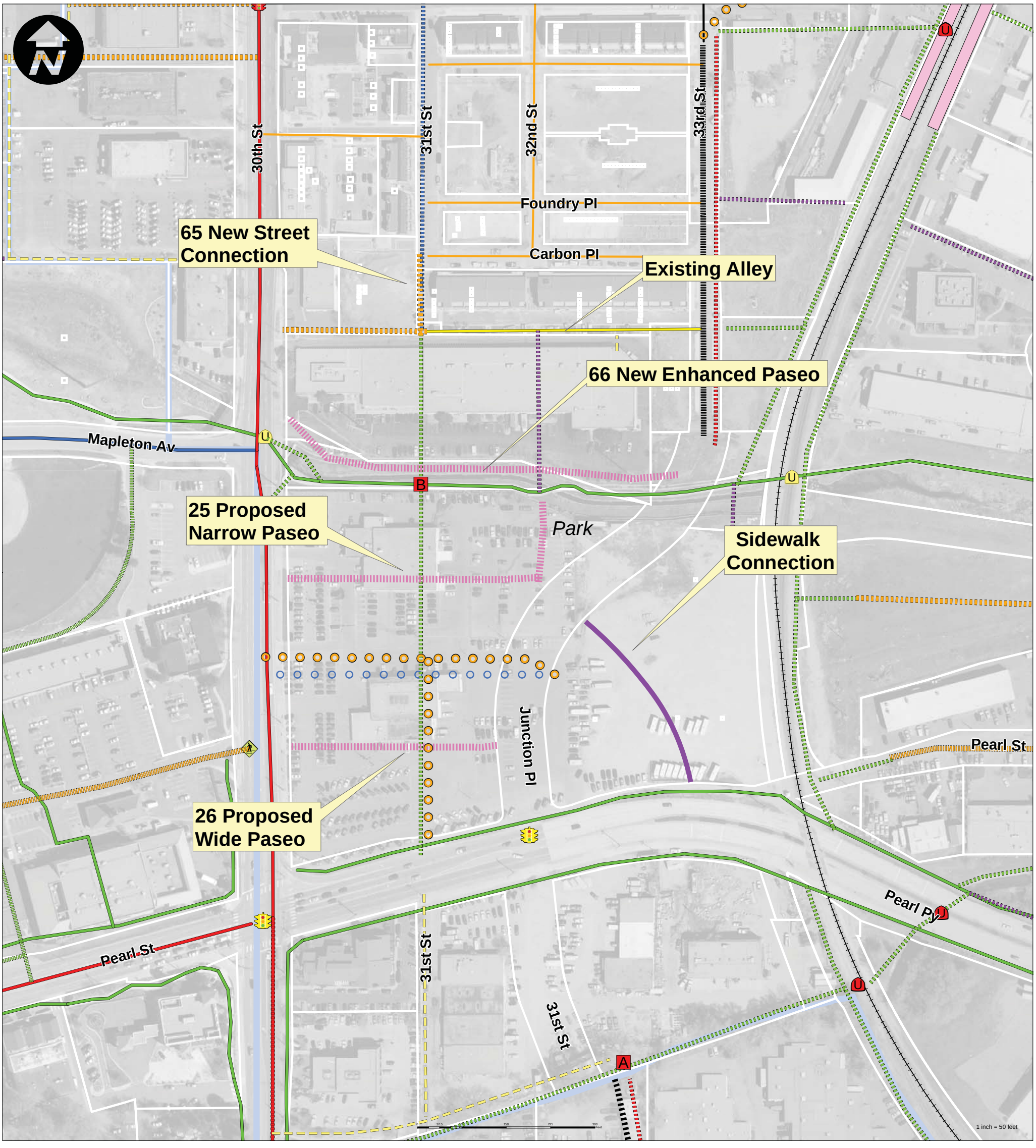


Figure M-1 (51). Description of the Golden Ratio

Figure M-1 (52). Example of Documentation of Use of the Golden Ratio in the Building Design

Transportation Connections Plan



Legend

Existing Street Connections
- Collector Street
- Local Street
- Railroad
- Plan Area Boundary
- Proposed Rail Platform

Proposed Street Connections
- Collector Street
- Collector Street - Flexible Alignment*
- Collector Street - Upgrade Existing
- Local Street
- Local Street - Flexible Alignment*
- Local Street - Upgrade Existing
- Alley
- Alley - Flexible Alignment*

Existing Bike and Ped Connections
- Multi Use Path
- On Street Bike Lane
- Designated Bike Route
- Sidewalk Connection
- Paved Shoulder

Existing Roadway Connections
- Secondary Connection
- Alley

Proposed Bike and Ped Connections
- Multi Use Path
- Multi Use Path Existing Upgrade
- On Street Bike Lane
- On Street Bike Lane - Flexible Alignment*
- Designated Bike Route
- Designated Bike Route - Flexible Alignment*
- Sidewalk Connection
- Sidewalk Connection - Flexible Alignment*

Existing Bike/Ped Crossings
- Enhanced Crossing
- Underpass
- Traffic Signal

Proposed Bike/Ped Crossings
- Traffic Signal
- Roadway Bridge
- Enhanced Crossing
- Bridge
- Underpass
- Enhanced Access

BACKGROUND & PUBLIC INPUT

Form-Based Code pilot project

As part of the Design Excellence Initiative, the city has been piloting a Form-Based Code (FBC) in Boulder Junction, defined as the Phase I area within the adopted Transit Village Area Plan. This area was selected on a recommendation by Victor Dover of Dover/Kohl Partners based on his work on the Design Excellence Initiative last winter. That work culminated with a recommendation to City Council last January for piloting a FBC for a limited area such as Boulder Junction where there is already a consensus on land use and urban design policy articulated in an adopted Transit Village Area Plan.

As requested by City Council, the FBC project was commenced in April of 2015 and was anticipated to be a six-month process. Due to the complexity of the changes and how they interface with current city policies and requirements, the project has taken significantly longer. The project has involved outreach to the community and coordination with review boards (i.e., Planning Board, Transportation Advisory Board, Design Advisory Board and Boulder Junction Access District) and council about desired building designs and forms that would inform the final pilot FBC. A working group composed of representatives of above referenced boards has also been informing the pilot FBC and has met seven times to date.

The overall purpose of considering FBC as a new tool for Boulder is to address design quality and provide more predictability on development review issues recently articulated through community, board and council conversations, as summarized in the January 20, 2015 memo from Dover Kohl (link to memo). The City of Boulder's Community Planning & Sustainability Department (CP&S) is leading the effort in collaboration with other city departments and two consultant teams: Dover Kohl and Partners and CodaMetrics. Dover Kohl and Partners will assist in the broad, citywide Design Excellence discussions that would ultimately inform changes to the land use code, and CodaMetrics will assist in preparation of the pilot FBC.

If adopted, the FBC pilot would apply to the Phase I area of Boulder Junction. Victor Dover's recommendation was that it be tested in a small geographic area where an adopted vision is already established. Several projects in the area recently obtained development review approvals. Staff and CodaMetrics have worked with applicants of the S*park, Reve and The Commons projects and those projects were informed by the FBC project. While the projects are not 100 percent consistent with the final FBC, each project incorporates design elements that reflect the evolution of the FBC. Staff finds that the approved Commons, Reve and S*park projects were well-informed by the ideas discussed during the FBC process.

With this pilot, the city is embarking on what could be a longer process of determining whether FBC is appropriate for Boulder to achieve better design outcomes versus just focused changes to the Site Review process and current design standards. Boulder Junction is an opportunity to test the FBC tool itself as well as the process. If successful, staff anticipates structuring new public processes of review for other areas of the city (e.g., Phase II Boulder Junction, Downtown, North Boulder etc.) based on what has been learned through the pilot project.

Below is a summary of the FBC pilot timeline:

May & June 2015- Events related to the FBC pilot commenced in the week of May 11th and included a joint meeting of Planning Board, Boulder Design Advisory Board (BJAD), Transportation Advisory Board (TAB) and the Boulder Junction Access District on Thursday, May 14th. At the May 14th board workshop, CodaMetrics lead a discussion with board members on desired and undesired design elements that would help inform what the FBC covers and the types of prescriptive standards to achieve the desirable elements that may be incorporated into the draft FBC.

On May 15th, Dover Kohl and Partners presented to the public, "Form-Based Code 101", which summarized what form-based codes are, the benefits of a form-based code for the Boulder Junction area, how it might be useful elsewhere in Boulder, as well as some of the limitations of form-based codes. The event also included a question and answers session that can be viewed at the link above.

CodaMetrics held a community workshop open to the greater public on Saturday, May 16th at the Hotel Boulderado. The event was attended by roughly 30 persons and involved lively discussion about design and what would be appropriate in the Boulder Junction area. While there were expressions of varying architectural taste, there were also common themes of agreement.

City Council received an update on the FBC project on May 26, 2015 and provided input on draft Guiding Principles on June 15, 2015. The guiding principles were prepared by the consultant, CodaMetrics, to assist in the formulation of the draft FBC and inform applicants that have projects in the pipeline in the Boulder Junction area. The guiding principles included a list of "potential" regulations to address key design concerns identified through the process with goals of creating better buildings and ones that fit the vision for Boulder Junction. The findings of the principles were that Boulder desired "Honest, Simple and Human-Scaled" buildings. The packet regarding the FBC pilot including the guiding principles and a narrative of the entire process since April 2015 can be reviewed here.

July & August 2015- CodaMetrics and city staff held a workshop with members of the public on July 22nd. CodaMetrics presented an overview of the FBC and the input received thus far before discussing the draft components, which are discussed in the 'Structure and Content' section of this memorandum. Following the presentation, attendees circulated to review information and provide input on the following five topics: I. Regulating Plan, II. Public Realm, III. Building Materials and Construction Quality, IV. Building Proportions, and V. Building Massing. Most of the workshop was an opportunity for members of the public to better understand how FBC might work and what the proposed content would be.

Throughout the duration of the project CodaMetrics and staff have met with members of the community in stakeholder meetings ranging from neighborhood representatives (e.g., Steel Yards, North Boulder etc.) and other groups like the Chamber of Commerce and

Downtown Boulder. Most feedback has been positive. Some concerns heard relate to whether FBC would create too many buildings that look the same or whether the FBC would add additional layers of development review complexity or cost upon proposals. CodaMetrics indicated that while certain parameters would have to be met to get a specified level of quality or design, there would still be flexibility to achieve varied, creative buildings. Portions of the code actually require certain levels of variation between properties in terms of setbacks, materiality etc. In terms of cost, while material costs may increase with higher levels of quality required, more predictability in city expectations and higher likelihood for shorter review process would also decrease cost.

A study session with City Council was held on Aug. 11th. A summary of the discussion can be found here within the Sept. 1, 2015 folder (Agenda item 3B).

September 2015- CodaMetrics provided the draft of the FBC to the city in Sept. 2015. The draft was circulated to several city departments for review and then was forwarded to the FBC Working Group for review and comment at two meetings. Victor Dover of Dover Kohl and partners has also reviewed and commented on the draft. Recommended changes from these reviewers have been incorporated into the draft FBC. Below is summary of comments from the working group meetings:

- Focus on the properties in the southwest quadrant of Boulder Junction Phase I, as this is the area that will be most impacted and informed by the adoption of the FBC. There was a discussion about exactly which properties where in Phase I. Staff has clarified that the limits are 30th to the west, Valmont to the north, the BNSF railway to the east, and just south of Pearl to the south. Phase I does not include properties west of 30th, which are technically part of Phase II.
- Industrial property north of Goose Creek path- There was discussion about the industrial property between the Steel Yards project to the north and Goose Creek to the south. There was some disagreement about what the scale of the buildings should be – To effectively frame the Depot Square Plaza to the south from an urban design standpoint taller (4-5 story) buildings would be most effective; however, some members were concerned about that scale and the impact it would have on the existing residential to the north. There was an expressed desire to have that property develop with residential, potentially townhouse type uses. CodaMetrics noted the importance that buildings on that site front to the south towards Goose Creek onto potentially a new enhanced pedestrian connection/linear park in order to avoid backs of buildings to the creek and fronts onto the private alley to the north. This is a requirement of the FBC.
- Building length/massing- The group liked the restrictions to building length by type as proposed. There was support for the massing and height limitations on the city site at the corner of 30th and Pearl in order to preserve views of the Flatirons from Depot Square. There was less consensus about the importance to protect viewlines from the corner of 30th and Goose Creek. More mass modeling was requested for Planning Board.

- Paseos- With respect to paseos, open air walkways were preferred to roofed walkways or atria and that paseos should create permeability, be activated with uses and have good transparency (windows) throughout their length. No tunnels.
- Open space for residential- There were concerns that there may not be enough residential open space requirements for play areas to encourage families in the area.
- Public realm- There were discussions about block size and preference for narrower streets and other traffic calming measures such as bulb-outs. Coordination with fire department necessary.
  There was also discussion about the new north-south street through the city site to provide access to the lots.
- Building design/materials- There were discussions about the quality of buildings materials (e.g., material transitions, quality at the street level, stucco etc.), encouraging different roof styles, hiding mechanical equipment, and level of window glazing on different facades. There were also some divergent opinions about whether balconies should be restricted on facades or not as well as what kind of balconies are favored.

October 2015- Based on detailed comments received from City Council, the FBC Working Group, city staff, Victor Dover and stakeholders, CodaMetrics prepared an updated draft. Staff and CodaMetrics held an afternoon open house on Oct. 29th to present the draft FBC and then had a detailed discussion of the FBC with Planning Board the same evening. The open house was well attended and included people not previously involved in the process. Most were interested in what the FBC could do and inquired about transportation connections and how the ballot measures may have affected the FBC.

Planning Board was generally supportive of the FBC, but there was some disagreement about how prescriptive the FBC should be including an in-depth discussion about review process. Some board members felt that the FBC was too restrictive while others felt it necessary to have very specific building design requirements to avoid undesired, inflexible design outcomes.

The discussion on review process also included a variety of opinions on the topic of whether or not projects should be eligible for board or citizen call-up. However, the board coalesced around the idea that given that there were limited sites remaining in the Boulder Junction area and the desire to evaluate the efficacy of the FBC, the board agreed that all projects (or at least projects of a certain size) should be eligible for call-up and that if called up, a project would be evaluated for compliance with the FBC standards and any exception criteria.

The board also provided detailed comments on building design elements, such as cap styles and building materials, as well as discussing appropriate building types for the remaining sites. The board discussed the Pollard (city-owned) site and the industrial site just north of the Goose Creek multi-use path. Some board members felt the site north of Goose Creek should be built with row houses while others felt that larger scale buildings

may be appropriate. Planning Board also inquired about the possibility of requiring on-site permanently affordable units in the FBC along with specific energy code requirements.

November & December 2015- CodaMetrics has continued to update the draft FBC and has incorporated changes recommended by Planning Board and city staff. Staff returned to Planning Board on Dec. 17th to discuss the options related to on-site permanently affordable housing and specific energy code standards. This link includes the December discussion where Planning Board directed staff to look further into the prospect of special energy code requirements for the FBC.

December 2015-April 2016
Staff provided another project update to Planning Board in March 2016. The memo describing the work that was completed since the Board's December meeting is provided here. Recently, staff has also met with members of the Steel Yards HOA and other interested stakeholders to discuss the latest draft of the FBC. Generally, the interested parties have been supportive of the concept of implementing FBC. Steel Yards HOA has provided input on the proposed TVAP connection changes and has expressed concern about the ability of buildings on the property immediately to the south of Steel Yards adjacent to Goose Creek to be built up to four stories. To ensure a greater level of compatibly with the three-story context within Steel Yards, staff has proposed a three-story limit on properties north of Goose Creek and west of Junction Place within the FBC.

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
April 14, 2016
1777 Broadway, Council Chambers

A permanent set of these minutes and a tape recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: http://www.bouldercolorado.gov/

PLANNING BOARD MEMBERS PRESENT:
Bryan Bowen, Chair
John Putnam
John Gerstle
Leonard May
Liz Payton
Crystal Gray
Harmon Zuckerman

PLANNING BOARD MEMBERS ABSENT:

STAFF PRESENT:
David Driskell, Executive Director of Community Planning
Hella Pannewig, Assistant City Attorney
Cindy Spence, Administrative Specialist III
Jessica Stevens, Civil Engineer II
Karl Guiler, Senior Planner, Code Amendment Specialist
Kalani Pahoa, Urban Designer

1. CALL TO ORDER
Chair, **B. Bowen**, declared a quorum at 6:05 p.m. and the following business was conducted.

2. APPROVAL OF MINUTES
None to approve

3. PUBLIC PARTICIPATION
No one spoke.

4. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS

A. Call Up Items: Boulder Creek Path East of Foothills Parkway, Bridge Replacement, Floodplain Development Permit (LUR2016-00003), Wetland Permit (LUR2016-00004). This decision may be called up before Planning Board on or before April 18, 2016

This item was not called up.

5. PUBLIC HEARING ITEMS

A. AGENDA TITLE: Public hearing to consider the following two items:

1) Recommendation to City Council on an ordinance amending Title 9, "Land Use Code," B.R.C. 1981, to adopt a Form-Based Code (FBC) for the Boulder Junction Phase I through two appendices to Title 9: Appendix L designating "Form-Based Code Areas" and Appendix M as the FBC regulations, and adopting a Form Based Code Review process, and

2) Action on proposed amendments to the Transit Village Area Plan (TVAP) connections plan to be consistent with and to implement the FBC project

Staff Presentation:
D. Driskell introduced the item.
K. Guiler presented the item to the board.

Board Questions:
K. Guiler, D. Driskell and **Leslie Oberholtzer**, consultant with CodaMetrics, answered questions from the board.

Public Hearing:
No one spoke.

Board Comments:
Key Issue #1: Draft Ordinance

- **J. Putnam**, in regards to the scope of the review process, expressed concern with drafting a discretionary process like Site Review for the FBC. At this time, it would be worth having some degree of public process and review. However it should be taken out if it works. If it is not working, then it should be looked at. His concern lies with making it too discretionary because it would create more obstacles. The draft ordinance would strike a reasonable balance for now. In regards to the call up issue, he stated that persons calling up items should provide more detailed explanation of the bases to reduce the phenomenon we have seen of call ups with little discretionary ability to change anything and he encouraged staff to find out how to accomplish that. Overall, he is in support of the ordinance as written.
- **L. Payton** stated that she would support the ordinance. In regards to the call up issue, she stated that there would be a danger of having call ups and spending too much staff time on them. She suggested that to get around that, when staff prepares their memo for a potential call up, to include an analysis of whether the project addresses the FBC, then it may be easier for the board to evaluate. She agreed with a modification to the ordinance for the Transit Village to extend notice to all residents within 600 feet rather than just property owners since the Transit Village is a mostly rentals. She suggested extending the notice coverage to include "all addresses".
- **C. Gray** supported the suggested Transit Village modification and asked to include renters and renters of commercial property. **C. Gray** also supported the ability to for Planning Board to call up the projects to question staff on their analysis of FBC as it

applies to a project. She stated this was important for the first projects to understand the application of FBC.

- **B. Bowen** asked for a formal change in the language to include "property owners and renters within 600 feet of subject property" (Page 47 of packet). He stated that the board, overall, would agree to a change for all review processes notification.
- **J. Gerstle** agreed that he would like the modified notification to apply universally.
- **L. May** recommend that the modified language be applied universally and presented to Council.
- **C. Gray** suggested a universal modification to be applied city wide after the board's retreat so that Council would be aware of Planning Board's intent.
- The board agreed that this time to change the language regarding notification to apply to just FBC rather than city wide.
- **B. Bowen** stated that he would like to see a call up be made by a majority of the board rather than one person and to remove the ability of the public to call up an item. Overall, he supports the ordinance.
- **C. Gray** stated that she supports the ordinance. She suggested for staff to prepare a presentation for the first FBC project to come in front of Planning Board. This would give the board and the public to work through it.
- **J. Gerstle** stated that he would be uncomfortable with the restrictive call up provisions suggested by **B. Bowen**. He felt that the board should be open-minded and flexible given that the FBC is a pilot program. He felt it would be appropriate to move ahead with the FBC ordinance on a pilot level.
- **L. May** agreed with **J. Gerstle**. He stated that it would be good to move forward but there should be no reason to change the call up process.
- **H. Zuckerman** declared support for the ordinance. He would support additional notice to all interested parties within 600 feet. In regards to the call up process, he suggested a review process towards a more ministerial review process. Regarding public call up, he expressed concern regarding the vindictive person and perhaps making it harder for call up to occur and have the board act as the middle ground.
- **L. Payton** added that since FBC is a pilot, perhaps the call up provisions should remain the same as they are currently for other staff approvals.
- **J. Gerstle** agreed. The intent of the FBC is to seek to get better buildings. If this is adopted in other parts of the city in the future, then the call up issue could be readdressed.
- **B. Bowen** agreed to let the call up issue lie since FBC is a pilot and in purview of what we do for reviews.
- All board members agreed with the ordinance.
- **L. May** explained in a building model demonstration that projects built under FBC could meet the criteria of the FBC, but not necessarily meet the intent, i.e., check all the boxes and still have ugly buildings and places. The FBC will require the diligence of the board and staff to bring this out to the applicants/developers.
- **J. Putnam** suggested keeping this pilot to a prescriptive approach and not make it subjective.
- **C. Gray** mentioned that with any new ordinance, an evaluation or review process should take place. She liked the suggestion of **D. Driskell** to debrief at the end of each project, in which there may only be 5 total projects which will be using the FBC pilot.

- **B. Bowen** reminded the board that other area plans often have reviews set up within them and unfortunately, the reviews or debriefings are not held.
- **L. May** pointed out that undesirable outcomes may not be attributable to a flawed BFC, but to a flawed application fo the FBC by staff and the board.
- **B. Bowen** added that it is time for the FBC to happen.
- **H. Zuckerman** agreed and prepared to move forward.

Key Issue #2: Draft Form-Based Code including general provisions, site design, building types and building design

- **J. Gerstle** asked to discuss the tower designation limits and golden rectangle language. His concern with the towers is to understand how they relate to the existing height limitations. In no cases can a tower exceed the charter 55 foot height limit; however it could go over the three story limit under the FBC, but the tower could not obscure the view sheds, space needs to be occupied, and roof access. He stated that he agrees with the golden rectangle within the FBC, but felt it would be more constructive if the language encouraged, but not required it.
- **B. Bowen** opposed to requiring the golden rectangle and it should be removed. It may be a good compositional tool but it is not the only tool.
- **L. Payton** supports the inclusion of the golden rectangle because it would encourage architects to use pleasing proportions.
- **C. Gray** agreed with **L. Payton**.
- **L. May** explained that although the golden rectangle would be required, as are other articulations, none of these will guarantee a good building. He stated that it would be good to have all these tools in the FBC because it would give guidance toward obtaining good outcomes where they do not have the ability to do so without such assistance.
- **H. Zuckerman** explained that the FBC will a road map for a good building. This should represent guidelines that identify what we like, but still allow architects to present something they would like to build. He expressed that he would like to see that when applying the FBC.
- **B. Bowen** addressed the matter of people that were reacting to recent buildings and to see FBC as a method to correct them, noting that they were reacting to Figure M-1(21) in the FBC, which is the Daily Camera building.
- **L. Payton** disagreed and offered that the "ugly building" objections were to Solana.
- **C. Gray** and **L. May** agreed with **L. Payton**. **L. May** added that the objections to the Daily Camera building were based on the mass and scale but not on the architecture.
- **L. Payton**, on the regulating plan, mentioned that she approved of the Row House option on the property north of Goose Creek as it would allow an option to build missing middle income housing types and to possibly achieve the city's goals of offering that type of housing. She added that because the General Building type is an option at the Goose Creek site as well, she is concerned that there is not the incentive to do Row Houses and that Row Houses would likely not happen. She approved of the view corridor and roof height language. She listed some general edits to some language and figures within the FBC.
- **C. Gray** stated that the FBC was a reaction to conversations with the community.

Key Issue #3: TVAP connection changes

- There was no discussion by the board regarding this issue.

Motion:
On a motion by **C. Gray** seconded by **J. Putnam** the Planning Board voted 7-0 to recommend to City Council adoption of an ordinance amending Title 9, "Land Use Code," B.R.C. 1981, to adopt a Form-Based Code (FBC) for the Boulder Junction Phase I area and a FBC review process, and setting forth related details.

Friendly by **J. Putnam**, that Planning Board recommend to amend the notice provision in the ordinance to provide notice in the TVAP Area Phase I to all addresses and property owners and to revise Figure M-1(21) to show yard areas. Friendly amendment was accepted by **C. Gray**.

On a motion by **L. Payton** seconded by **C. Gray** the Planning Board voted 7-0 to approve amendments to the Transit Village Area Plan (TVAP) connections plan to be consistent with and implement the FBC project.

6. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY

There were no Matters to discuss.

7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

The Planning Board adjourned the meeting at 8:19 p.m.

APPROVED BY

Board Chair

5·5·16
DATE

CITY OF BOULDER

CITY COUNCIL AGENDA ITEM

MEETING DATE: June 7, 2016

AGENDA TITLE: Introduction, first reading and consideration of a motion to order published by title only an ordinance amending Section 12-2-4, "Written Disclosures Required," B.R.C. 1981 to update the required disclosure by landlords, and setting forth related details.

PRESENTERS
Jane S. Brautigam, City Manager
Tom Carr, City Attorney
Maureen Rait, Executive Director of Public Works
Janet Michels, Senior Assistant City Attorney

EXECUTIVE SUMMARY

Currently, section 12-2-4, "Written Disclosures Required," B.R.C. 1981 identifies ten specific ordinances that landlords must disclose to their residential tenants in writing, the majority of which deal with quality of life ordinances. The most recent amendments to section 12-2-4 were in 2009. The proposed ordinance designates six additional ordinances enacted since 2009 that must be included in the tenant disclosures. The proposed amendment also corrects typographical errors and an oversight in providing a specific Boulder Revised Code citation for the section relating to the responsibility of owners, managers or operators to maintain a valid trash hauler contract.

The proposed ordinance for this item (**Attachment A**) makes these changes.

STAFF RECOMMENDATION

Suggested Motion Language:

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

Introduction, first reading and consideration of a motion to order published by title only an ordinance amending section 12-2-4, "Written Disclosures Required," B.R.C. 1981 to update the required disclosure by landlords.

COMMUNITY SUSTAINABILITY ASSESSMENT AND IMPACTS

- Economic: The proposed changes are procedural in nature and should not significantly affect the local economy. Section 12-2-4, B.R.C. 1981 identifies laws enacted since 2009 which must be disclosed, in writing, to tenants of residential rental properties.
- Environmental: The ordinances section 12-2-4, B.R.C. 1981 requires landlords to disclose, in writing, to tenants, primarily address quality of life violations, and not traditional environmental issues.
- Social: Residential tenants may not be fully aware of certain city regulations, especially some that are unique to the City. By requiring landlords to provide tenants with written disclosures of certain regulations that impact the quality of life of neighborhoods in the City, tenants will have the opportunity to comply with these community expectations.

OTHER IMPACTS

- Fiscal: None anticipated, since the proposed changes are procedural in nature.
- Staff time: Creation of a new model disclosure form that satisfies the requirements of subsection (a) of section 12-2-4 is within existing staff work plans.

BACKGROUND AND ANALYSIS

In the early 2000s, the city manager established a University Hill Action Group ("UHAG"), to recommend specific actions to the city council to improve the quality of life of the University Hill neighborhood. As a part of the involved process of adopting a nuisance abatement ordinance, in 2001, UHAG proposed a new requirement that certain disclosures be made to all tenants in writing by landlords. One of the concerns expressed during UHAG discussions was that some tenants in the University Hill area may not be fully aware of certain applicable City regulations.

In August, 2002, city council adopted Ordinance 7158, codified as section 12-2-4, B.R.C. 1981. That ordinance identified ten specific city ordinances that landlords must disclose to residential tenants, in writing. section 12-2-4(b) charged the city manager with approving a form that, if fully executed, will satisfy the requirements of subsection (a) of section 12-2-4, B.R.C. 1981.

The ordinances that landlords are currently required to disclose, in writing, to residential tenants are:

- 5-3-11, "Nuisance Party Prohibited,"
- 5-6-6, "Fireworks,"
- Chapter 5-9, "Noise,"
- 6-2-3, "Growth or Accumulation of Weeds Prohibited,"
- 7-6-13(a)(1), concerning parking prohibited on sidewalks.
- 8-2-13, "Duty to Keep Sidewalks Clear of Snow,"
- 6-3-3(b), relating to the responsibility to maintain a valid contract with a commercial trash hauler,
- Notification that interest must be paid to tenants upon any security deposit collected pursuant to the provisions of sections 12-2-2, "Definitions," and 12-2-7, "Interest Rate on Security Deposits; and;
- Notification to tenants of the date and nature of law violations for which the owner, manager or operator has received written notice of violation pursuant to section 10-2.5-6, "Required Procedures Prior to Commencement of Public Nuisance Action."

The list of ordinances required to be disclosed has not been expanded since the adoption of Ordinance 7685 in September 2009. Several ordinances enacted since that time have been identified by community members and law enforcement personnel as so impactful to the community that requiring written disclosure, alone, could mitigate the negative impacts of noncompliance. Most people want to comply with the law. If they are aware of the law, the expectation is they will comply.

The proposed amendment will add the following ordinances to those that section 12-2-4 already requires be disclosed to residential tenants:

- 5-4-12, "Depositing Trash on Property in violation of Sign;"
- 5-4-16, "Outdoor Furniture Restrictions,"
- 6-3-12, "Bear-Resistant Containers Required,"

- 5-10-2, “Consumption of Marijuana in Public Prohibited,”
- 5-10-6, “Marijuana Odor Emissions,” and
- Paragraphs 6-14-13(a)(6) and 6-16-13(a)(4), prohibiting possession of more than six marijuana plants without a license.

The proposed amendment will also provide the specific code section, 6-3-3(b), to the ordinance paragraph (a)(1)(C), which currently describes the code section relating to the responsibility to maintain a valid contract with a commercial trash hauler, but which did not provide the specific code section.

The proposed amendment additionally corrects the language in paragraph (a)(1)(c). That paragraph is an incomplete sentence. The amendment clarifies the sentence by providing a subject.

BOARD AND COMMISSION FEEDBACK

None. Staff has solicited input on the proposed amendments from the Boulder Area Rental Housing Association. That group provides information, training, analysis, advocacy and networking for Boulder area rental property owners and managers. It has provided valuable input in many city ordinances that impact residential rental properties. BARHA has reviewed the proposed amendment, and find it acceptable. Members of BARHA expressed concern that the disclosure concerning the prohibition of more than six marijuana plants without a license may suggest to tenants that they are authorized to grow marijuana despite language in their leases that prohibits growing marijuana on the property.

ATTACHMENTS

Attachment A – Proposed Ordinance

ORDINANCE NO. 8122

AN ORDINANCE AMENDING SECTION 12-2-4, "WRITTEN DISCLOSURES REQUIRED," B.R.C. 1981 TO UPDATE THE REQUIRED DISCLOSURES BY LANDLORDS, AND SETTING FORTH RELATED DETAILS.

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

Section 1. Section 12-2-4, B.R.C. 1981, is amended to read:

12-2-4. - Written Disclosures Required.

(a) No operator shall allow any person to occupy a rental property as a tenant or lessee or otherwise for valuable consideration unless and until that operator has satisfied each of the following conditions:

(1) The operator has executed and provided to the tenant a copy of a written lease, rental agreement, set of site rules or other written instrument containing the following information:

(A) The maximum occupancy levels permitted in the rental unit;

(B) Notice of the provisions contained in sections 5-3-11, "Nuisance Party Prohibited," 5-6-6, "Fireworks," ~~and~~ chapter 5-9, "Noise," 5-4-12, "Depositing Trash on Property in Violation of Sign," and 5-4-16, "Outdoor Furniture Restrictions," B.R.C. 1981;

(C) Notice of the provisions contained in sections 6-2-3, "Growth or Accumulation of Weeds Prohibited," 6-3-3, "Trash Accumulation Prohibited," paragraph 7-6-13(a)(1), concerning parking prohibited on sidewalks, ~~and~~ section 8-2-13, "Duty to Keep Sidewalks Clear of Snow," section 6-3-3(b), B.R.C. 1981, relating to the responsibility of every owner, manager or operator of rental property to maintain a valid contract with a commercial trash hauler providing for the removal of accumulated trash from the property, and section 6-3-12, "Bear-Resistant Containers Required," B.R.C. 1981;

(D) The names of those individuals permitted, pursuant to the tenancy agreement, to occupy the rental unit;

(E) Notification to tenants that violation of the city's noise regulation requirements or residency within the rental unit of persons other than those lawfully

occupying the unit pursuant to the tenancy agreement is cause for the termination of the tenancy; ~~and~~

(F) Notification that interest must be paid to tenants upon any security deposit collected pursuant to the provisions of sections 12-2-2, "Definitions," and 12-2-7, "Interest Rate On Security Deposits," B.R.C. 1981~~.~~;

(G) Notification to tenants of the date and nature of any violations of law during the preceding twenty-four months for which the owner, manager or operator has received written notice of violation pursuant to Section 10-2.5-6, "Required Procedures Prior to Commencement of Public Nuisance Action,~~.~~" B.R.C. 1981; and

(H) Notification of the provisions contained in sections 5-10-2, "Consumption of Marijuana in Public Prohibited," 5-10-6, "Marijuana Odor Emissions," and paragraphs 6-14-13(a)(6) and 6-16-13(a)(4), B.R.C. 1981, prohibiting possession of more than six marijuana plants without a license.

(b) The city manager shall approve a form that, if fully executed, will satisfy the requirements of subsection (a) of this section. Use of the approved form shall not be mandatory and individual operators may utilize other writings in lieu of such form so long as those writings satisfy the requirements of subsection (a) of this section.

(c) ~~The~~ No operator shall allow any person to occupy a rental property as a tenant or lessee or otherwise for valuable consideration unless and until that operator has established and maintained an accurate listing of the identities of each of the persons who are authorized to reside in the subject rental unit.

(d) The maximum penalty for any violation or violations of this section that are charged as part of a single court proceeding shall be $500.00.

Section 2. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern.

Section 3. The city council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 7th day of June, 2016.

_____
Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this 21st day of June, 2016.

_____
Mayor

Attest:

_____
City Clerk

K:\PLRN\o - 8122 - 1st-2561.doc

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

MEETING DATE: June 7, 2016

AGENDA TITLE: Second reading and consideration of a motion to adopt Ordinance No. 8120 approving supplemental appropriations to the 2016 Budget.

PRESENTERS:
Jane S. Brautigam, City Manager
Bob Eichem, Chief Financial Officer
Cheryl Pattelli, Director Finance
Peggy Bunzli, Executive Budget Officer
Elena Lazarevska, Senior Financial Analyst
Milford John-Williams, Budget Analyst

EXECUTIVE SUMMARY

As described in the *Budget Philosophy and Process* section of the annual budget document, each year at least two supplemental ordinances (known as Adjustments to Base, where the "base" is the original annual budget) are presented to City Council for review and approval. In years where new initiatives are launched and other unique circumstances become apparent after annual budget approval, additional adjustments to base may be brought forward for council consideration as were the approval of city Ordinance #8103 on February 2, 2016, related to the new Short Term Rental program, approval of city Ordinance #8109 on April 5, 2016, related to the Community, Culture and Safety projects, and approval of Central Area General Improvement District Resolution #275 on May 3, 2016, related to the Trinity Commons Project .

In this memo and in common usage in city meetings, the April/May and November/ December budget supplementals are referred to as the **First Adjustment to Base** and **Second Adjustment to Base**, respectively. Council receives the first ordinance, the **Carryover and Budget Supplemental**, in April/May and the second ordinance, **the Second and Final Budget Supplemental**, in November/December. The current year's council-approved budget is the "base" in the term Adjustment to Base (ATB). The primary purpose of the "First ATB" or the carryover and budget supplemental included in this item, is to roll over prior year appropriations related to grants and capital projects.

Under TABOR appropriations cannot be made for more than one year, however many capital projects are multi-year in nature and timing for these projects, as well as timing of grant related work will not necessarily coincide with the fiscal year. The budgets for the projects have been previously approved and the nature of the projects has not substantively changed since the initial approval was made. This adjustment simply provides the legal authority to spend on these in the current year, as legal appropriation expires under state law at the end of the fiscal year.

Typically, the supplemental ordinances adjust only the current year budget and are considered "one-time" adjustments. As a result, they have no direct or immediate impact on the following year's budget. In contrast, the city typically assigns budget requests with "ongoing" or multi-year impacts to the annual budget process (budget planning for the coming fiscal year) and not to either budget supplemental. This packet includes budget supplemental "one-time" line items that represent the following two categories of budget supplemental requests:

- Carryover of 2015 budgeted amounts, not fully expended, and
- New budgeted amounts for 2016.

This packet also includes a few ongoing budget supplemental requests for items that are critical to immediate service needs. The descriptions of these items included in the packet clearly call out that they are ongoing requests, and the ongoing impact has been analyzed and can be absorbed within current, ongoing revenues. Ordinance No. 8087 appropriating the 2016 budget included estimates of the carryover into 2016, to allow for spending for ongoing capital projects. This packet also includes negative appropriations that remove those estimates and replace them with the revised amounts of funds to be carried over, as noted above.

Ordinance # 8120 is provided as **Attachment A** to this packet. Additional information on different types of requests is provided under the *analysis* section of this memo. Narrative information on each supplemental request was included at first reading in the May, 17, 2016 agenda, item 3I, Attachment B, starting on page 16.

STAFF RECOMMENDATION

Suggested Motion Language:

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

Motion to adopt Ordinance No. 8120 approving supplemental appropriations to the 2016 Budget.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

This supplemental ordinance appropriates funding for a variety of citywide projects and services that positively affect economic, environmental or social sustainability in the community.

OTHER IMPACTS

- Fiscal: In the General Fund this ordinance will appropriate $1,285,047 from additional revenue and $15,157,944 from fund balance. The ordinance also includes encumbrance carryover of $1,358,109 from fund balance as well as an increase in revenue only of $156,618.

  In **restricted funds**, this ordinance will appropriate $1,478,399 from additional revenue and $91,462,532 from fund balance. It also includes encumbrance carryover of $52,851,476 from fund balance, as well as an increase in revenue only of $16,638,571

- Staff time for this process is allocated in the Budget Division's regular annual work plan.

ANALYSIS

This section will provide details of how carryover and new budget requests, the two categories of requests contained in the attached supplemental ordinance, function in the city annual budget cycle.

Carryover Requests

Carryover requests are typically for projects or grant-funded programs where funding was appropriated in a previous year and then carried forward until the project or the grant-funded program is completed. Occasionally, departments request to carryover budget savings from the previous year in order to accumulate an adequate amount of funding for a large, one-time project, or to complete work in progress at the end of the year.

Revenue to fund the unspent projects, or for large, one-time projects, will have fallen to fund balance at the end of the year. Due to accounting requirements, expenditures and revenues for a grant must equal each other within the same fiscal year. Any prior year grant revenue received above expenditure amounts has been deferred to the current year and is considered "additional revenue" in the current year.

Encumbrance carryover is simply appropriation for a project or grant that has been encumbered through a purchase order.

The following requests provide typical examples of General Fund carryover requests:

- Economic Vitality - 2014 Flexible Rebate Program
- Family Resource Schools (FRS) Activity Fees
- Law Enforcement Assistance Fund (LEAF) Grant
- Facilities and Asset Management project-Reynolds Library Building Repair

The following requests provide typical examples of restricted fund carryover requests:

- Planning, Housing and Sustainability - Landlink Replacement Project
- Open Space & Mountain Parks - Bear Canyon Road Flood Damage Repair
- Public Works/Transportation – Baseline Underpass Broadway to 28th

- Parks and Recreation – Emerald Ash Borer Response Measures

New Budget Requests

Requests for new budget appropriation are typically based on a department's Master Plan or have gone through a separate City Council review process. Funding may come from fund balance, for example if savings have been built up for large projects or revenues received in advance of the expenditure being needed. Or, appropriation may be requested for initiatives associated with new sources of revenues, such as grant or bond funding.

The following requests provide typical examples of supplemental appropriations from fund balance:

- One-time funds to set up a Recreational Marijuana Commission (General Fund)
- Waste Reduction Services from 2015 dedicated Trash Tax funds above projections (General Fund)
- Raptor Program Bequest -Principal & Interest (Open Space Fund)
- Wastewater Treatment Facility cogeneration maintenance (Wastewater Fund)

The following requests provide typical examples of supplemental appropriations from additional revenue:

- Victims Assistance and Law Enforcement (VALE) 2016 Grant (General Fund)
- Tree Debris to Opportunity Grant (.25Cent Sales Tax Fund)
- Affordable Housing Program HUD Grant Adjustment (Community Development Block Grant (CDBG) Fund)

Additional Information on Selected Adjustment to Base Requests

Boulder Community Health - Broadway Campus (BCH)

In late 2015, the City of Boulder purchased the Boulder Community Health – Broadway campus site. While use of the full site will undergo significant study, public process and planning, immediate use of some of the space for current city needs has been identified as a first step in the process. The city currently leases space to accommodate current staffing levels which have outgrown available city space. Immediate investments to allow for use of some of the space, for current city needs, are described below. These one-time costs will be covered by General Fund savings, funds previously set aside for additional leased space (not being leased, now that this city property is available), development excise tax fees previously collected, and Certificate of Participation (COP) proceeds remaining from the purchase of the property. Use of the space will avoid new lease costs related to current additional space needs, and will reduce ongoing lease costs, as staff are relocated from leased spaces to this city owned facility.

Brenton Building Renovation

The city has outgrown their existing facilities and is in need of additional office space for a number of departments. The BCH location is intended to accommodate the city's needs with initial renovations to commence at the Brenton facility located at 1136 Alpine. This part of the project will be funded with Impact Fees collected in the Capital Development Fund for the intent to use revenues collected to provide additional facilities to accommodate new expansion. Additional costs related to renovation and moving staff to

the new location will be covered by COP proceeds and funds previously set aside for lease costs, no longer needed. This request is to complete reconstruction and renovation of two full floors, including some infrastructure systems, to accommodate city office functionality.

Fiber Installation
The current Capital Improvement Program (CIP) includes funding for fiber needed within the Brenton Building, however, it was also discovered that fiber needs to be run from the street to the building. Additional funding for this is included as an ATB in this packet.

Parking Garage
Funding is needed for health and safety maintenance and repair work at a parking garage located on the BCH site. The work needed includes maintenance and repair of parking deck, repair of stairs, and upgrades to lighting.

Facility Analysis
Beginning work related to the BCH site will include an analysis of city facilities and the development of options to support customer service delivery and efficiently allocate work functions. The scope of work includes the development of guiding principles and performance and design guidelines.

Site Leases
Additionally, an ATB is needed to appropriate revenue generated from current, agreed upon, BCH site rental leases to non-city entities, to cover related operating and maintenance expenses.

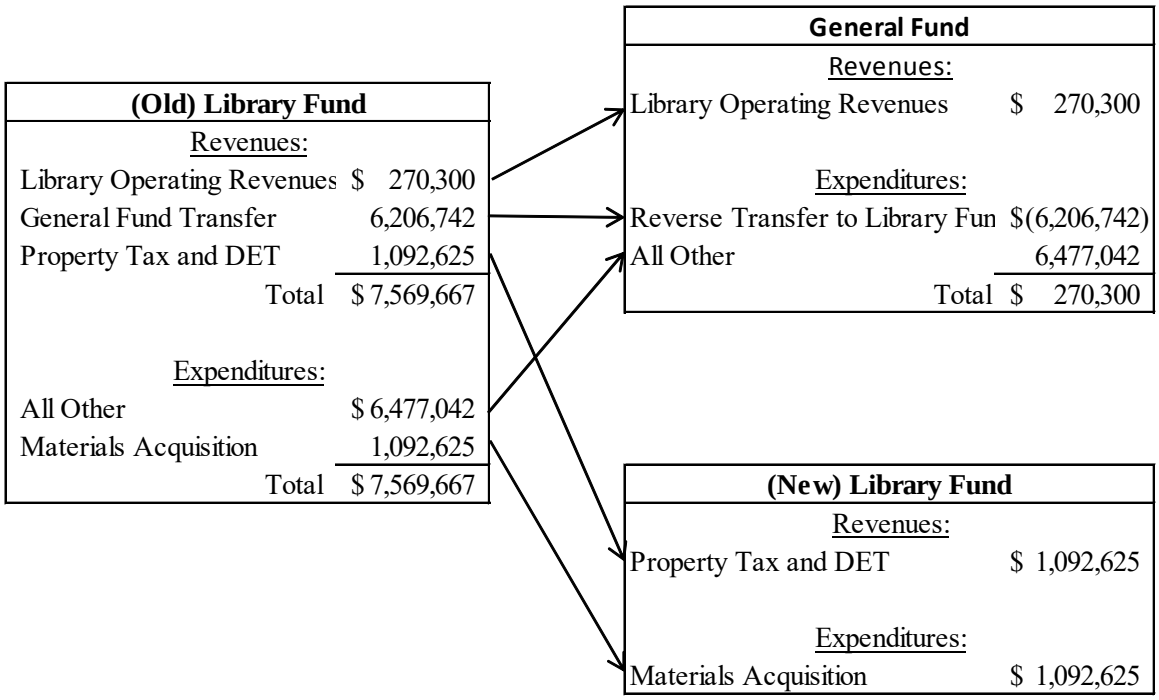
Dairy Arts Center Major Maintenance
The City's Facilities & Asset Management (FAM) group, in the Public Works/Support Services Division, works in coordination with the Dairy's board to continually identify and support improvements that upkeep the buildings condition for its public use. Funding needs have been identified to replace existing HVAC unit serving theaters, upgrade fire alarm systems, raise un-even floors, provide for an ADA ramp, and repair a sewer line in combination with the Community, Culture and Safety tax project, currently underway. Funding for this purpose is being requested from General Fund savings.

Library Facilities Renovation &Replacement
A number of projects related to Library facilities have costs exceeding initial budget estimates, due to construction cost escalation. Funds are being requested from the Facilities Renovation and Replacement Fund to cover the shortfall for Meadows Branch improvements, Reynolds AMH improvements, Main Library upper window replacement and Makerspace completion. Funds for these projects have been saved up over time in this fund for Library renovation and replacement projects.

Library Fund Restructure
A new fund structure is being created as a result of the changes to the City Charter (Article IX: Advisory Commissions, Section: 65, 69, 132-136). These changes were

approved by voters in November 2015. A new Library Fund will be established and this fund will become a depository of revenues from the 1/3 property tax mill levy dedicated to the library; any donations and contributions to the library; and the proceeds from the sale of any library assets. This adjustment to base represents the separation and movement of budgeted revenues and expenditures from the current Library Fund to a combination of the General Fund and the **new** Library Fund. As stated above, the new Library Fund will receive the three aforementioned revenue streams and, in turn, use those proceeds to support the library's materials acquisition budget as well as select grant funded positions. The amount of budget appropriation for these purposes in this ATB is $1,092,625. The General Fund will now include the remaining library operating revenues and direct expenditures (rather than through a transfer cost). Additionally, the General Fund transfer of $6,206,742 to the (current) Library Fund will be reversed. The net difference between the general fund transfer of $6,206,742 and the total remaining library budget of $6,477,042 is $270,033 and this is the amount being appropriated in the General Fund. It is sourced from additional library operating revenue (fines and fees, rental income, etc.). The figure below illustrates the changes being made.

Figure 1 – Library Funding Structure



Summer Shelter

One-time funding is proposed from General Fund savings to increase the number of shelter beds available during the summer season (May 1 to Sept 30), when the Boulder Shelter and BOHO do not operate walk-up emergency shelters. This funding will fund 25 additional Transition Program beds with meals at the Boulder Shelter, and 25 overnight spaces at faith locations in BOHO's Women's Shelter program. The Boulder Shelter

transition beds are reserved for clients who are prepared for the next step toward self-sufficiency, including maintaining sobriety and an intake interview with a case manager. This program is a first step toward entry to the longer-term transitional living program.

Financial System Support

Ongoing funding is being requested for an additional permanent 1 FTE, to provide assistance with the new Munis Financial system. The employee will coordinate software improvements with the software company, assist with and coordinate financial reporting, and assist with database management. The employee will lead report development, software updates, and resolution of software issues. This employee will ensure coordination with department end users as well lead technical assistance to departments. If this position cannot be filled on a timely basis, the funds would be used to pay for consulting or contracted services. This work is critical to the ongoing stability of the new financial system and improved customer service both within the city organization, and to provide improved and current technological services to external customers. Existing ongoing revenues have been identified in the General Fund to cover this ongoing cost.

Planning Positions

Ongoing Comprehensive Planner II

Due to continued high priority planning initiatives and increased ongoing planning workload, this ATB packet contains a request to convert a fixed-term Comprehensive Planner II position to an ongoing position. The position will support long range planning initiatives including area plans and other city council planning priorities. While current funding for the position ends in December 2016, this is being requested now, rather than through the 2017 budget process, because the position is currently vacant, due to recent staff turnover, and there is a desire to fill the position as soon as possible. It would make sense to fill it ongoing, rather than fixed-term for half a year, if the conversion is approved. There is no financial impact in 2016, but it would be included in the 2017 budget on an ongoing basis. Existing ongoing revenues have been identified in the General Fund to cover this ongoing cost.

Fixed-term Planner Associate

Funding is being requested for a 2-year fixed-term Planner Associate position to backfill existing staff so they can complete work on "the Planned Unit Development (PUD) project" without impacting service levels or other work plan priorities. About the PUD Project: Previous PUD approvals impact the development potential of a property, and were widely used by the city starting in the late 1960s. The regulations that apply to the property often differ from the city's current zoning code, and the application process for making changes can differ from the standard review process. There is no single repository for the documentation of previous reviews available to staff or to the public. The goal of this project is to map and summarize all previous reviews in the city of Boulder to provide the public with accurate information about a property's history and future development potential, and to quickly inform property owners about the regulations applicable to their property.

PUBLIC AND COUNCIL FEEDBACK

There were no questions from council or the public at the first reading of ordinance 8120. If any first reading questions come in before the final agenda item is due, staff will include them in the final packet. Any additional questions beyond that will be answered in the second reading presentation to council on June7.

Additional Information was provided in Attachments B, C and D of Agenda Item 3I of the May 17, 2016 City Council Agenda Packet. The packet is located at: May, 17, 2016 agenda. Attachment D of this packet, the Fund Activity Summary, contained an inadvertent omission in the General Fund line. The Fund Activity Summary has been corrected and the updated version is attached here as **Attachment B**.

ATTACHMENTS

A. Ordinance No. 8120 relating to carryover and supplemental appropriations to the 2016 Budget.
B. Updated Fund Activity Summary

ORDINANCE NO. 8120

AN ORDINANCE RELATING TO THE FINANCIAL AFFAIRS OF THE CITY OF BOULDER, COLORADO, MAKING SUPPLEMENTAL APPROPRIATIONS FOR THE FISCAL YEAR ENDING DECEMBER 31, 2016 SETTING FORTH DETAILS IN RELATION TO THE FOREGOING.

WHEREAS, Section 102 of the Charter of the City of Boulder provides that: "At any time after the passage of the annual appropriation ordinance and after at least one week's public notice, the council may transfer unused balances appropriated for one purpose to another purpose, and may by ordinance appropriate available revenues not included in the annual budget;" and

WHEREAS, the City Council now desires to make certain supplemental appropriations for purposes not provided for in the 2016 annual budget; and,

WHEREAS, required public notice has been given;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO, that the following amounts are appropriated from additional projected revenues and from unused fund balances to the listed funds:

Section 1. General Fund

Appropriation from Fund Balance – Encumbrance	$ 1,358,109
Appropriation from Fund Balance	$ 15,157,944
Appropriation from Additional Revenue	$ 1,285,047
Increase in Revenue Only	$ 156,618
Negative Appropriation - Ordinance #8087	($11,600,000)

Section 2. Community Housing Assistance Program Fund

Appropriation from Fund Balance	$ 3,908,353
Negative Appropriation - Ordinance #8087	($4,000,000)

Section 3. Library Fund

Appropriation from Fund Balance – Encumbrance	$ 97,027
Appropriation from Fund Balance	$ 742,851
Negative Appropriation	($ 7,438,642)

Section 4. New Library Fund

Appropriation from Additional Revenue	$1,092,625

Section 5. Capital Development Fund

Appropriation from Fund Balance – Encumbrance	$11,575
Appropriation from Fund Balance	$931,955
Negative Appropriation - Ordinance #8087	($1,000,000)

Section 6. Lottery Fund

Appropriation from Fund Balance – Encumbrance	$ 50,260
Appropriation from Fund Balance	$ 204,625
Negative Appropriation - Ordinance #8087	($1,001,360)

Section 7. Planning & Development Services Fund

Appropriation from Fund Balance – Encumbrance	$ 305,275
Appropriation from Fund Balance	$ 2,030,629
Appropriation from Additional Revenue	$ 12,110
Negative Appropriation - Ordinance #8087	($1,000,000)

Section 8. Affordable Housing Fund

Appropriation from Fund Balance– Encumbrance	$ 59,094
Appropriation from Fund Balance	$7,362,812
Negative Appropriation - Ordinance #8087	($5,000,000)

Section 9. .25 Cent Sales Tax Fund

Appropriation from Fund Balance – Encumbrance	$ 349,163
Appropriation from Fund Balance	$ 1,378,644
Appropriation from Additional Revenue	$ 200,000
Negative Appropriation - Ordinance #8087	($1,250,000)

Section 10. Recreation Activity Fund

Appropriation from Fund Balance - Encumbrance	$ 41,952
Appropriation from Fund Balance	$ 147,110
Appropriation from Additional Revenue	$66,170

Section 11. Climate Action Plan Fund

Appropriation from Fund Balance - Encumbrance	$ 265,256
Appropriation from Fund Balance	$ 585,415
Appropriation from Additional Revenue	$ 185,000
Negative Appropriation - Ordinance #8087	($1,000,000)

Section 12. Open Space Fund

Appropriation from Fund Balance - Encumbrance	$ 1,158,830
Appropriation from Fund Balance	$ 22,137,742
Negative Appropriation - Ordinance #8087	($21,606,360)

Section 13. Airport Fund

Appropriation from Fund Balance - Encumbrance	$ 117,633
Appropriation from Fund Balance	$ 19,969
Negative Appropriation - Ordinance #8087	($1,000,000)

Section 14. Transportation Fund

Appropriation from Fund Balance – Encumbrance	$ 11,315,638
Appropriation from Fund Balance	$ 14,981,688
Increase in Revenue Only	$ 16,638,571
Negative Appropriation - Ordinance #8087	($25,000,000)

Section 15. Transportation Development Fund

Appropriation from Fund Balance - Encumbrance	$ 689,724
Appropriation from Fund Balance	$ 1,440,431
Negative Appropriation - Ordinance #8087	($1,800,000)

Section 16. Community Development Block Grant Fund

Appropriation from Additional Revenue	$ 1,159,956
Negative Appropriation - Ordinance #8087	($1,000,000)

Section 17. HOME Fund

Appropriation from Additional Revenue	$ 1,545,741
Negative Appropriation - Ordinance #8087	($1,500,000)

Section 18. Permanent Parks and Recreation Fund

Appropriation from Fund Balance – Encumbrance	$ 125,398
Appropriation from Fund Balance	$ 562,601
Negative Appropriation - Ordinance #8087	($500,000)

Section 19. Boulder Junction Improvement Fund

Appropriation from Fund Balance – Encumbrance	$ 15,089
Appropriation from Fund Balance	$ 1,767,387
Negative Appropriation - Ordinance #8087	($1,500,000)

Section 20. 2011 Capital Improvement Bond Fund

Appropriation from Fund Balance – Encumbrance	$ 1,941,871
Appropriation from Fund Balance	$ 1,280,447
Negative Appropriation - Ordinance #8087	($1,696,137)

Section 21. Water Utility Fund

Appropriation from Fund Balance – Encumbrance	$ 2,199,336
Appropriation from Fund Balance	$ 3,431,700
Negative Appropriation - Ordinance #8087	($4,000,000)

Section 22. Wastewater Utility Fund

Appropriation from Fund Balance – Encumbrance	$ 8,291,341
Appropriation from Fund Balance	$ 13,540,410
Appropriation from Additional Revenue	$ 215,625
Negative Appropriation - Ordinance #8087	($10,000,000)

Section 23. Stormwater/Flood Management Utility Fund

Appropriation from Fund Balance – Encumbrance	$ 24,033,738
Appropriation from Fund Balance	$ 9,742,690
Appropriation from Additional Revenue	$ 2,441,599
Negative Appropriation - Ordinance #8087	($15,000,000)

Section 24. Telecommunications Fund

Appropriation from Fund Balance – Encumbrance	$ 556

Section 25. Workers Compensation Insurance Fund

Appropriation from Fund Balance	$ 406,618

Section 26. Fleet Replacement Fund

Appropriation from Fund Balance – Encumbrance	$ 1,003,815
Negative Appropriation - Ordinance #8087	($2,000,000)

Section 27. Computer Replacement Fund

Appropriation from Fund Balance – Encumbrance	$ 74,213
Appropriation from Fund Balance	$ 508,880

Section 28. Equipment Replacement Fund

Appropriation from Fund Balance – Encumbrance	$ 18,348
Negative Appropriation - Ordinance #8087	($500,000)

Section 29. Facility Renovation and Replacement Fund

Appropriation from Fund Balance – Encumbrance	$ 686,347
Appropriation from Fund Balance	$ 4,349,575
Appropriation from Additional Revenue	$ 1,998,215
Negative Appropriation - Ordinance #8087	($4,000,000)

Section 30. The City Council finds that this ordinance is necessary to protect the public health, safety, and welfare of the residents of the City and covers matters of local concern.

Section 31. If any part or parts hereof are for any reason held to be invalid, such shall not affect the remaining portion of this ordinance.

Section 32. The Council deems it appropriate that this ordinance be published by title only and order that copies of this ordinance be made available in the Office of the City Clerk for public inspection and acquisition.

INTRODUCED, READ, ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 17th day of May, 2016.

_____
Mayor

Attest:

_____
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE this 7th day of June, 2016.

_____
Mayor

Attest:

_____
City Clerk

2016 FUND ACTIVITY SUMMARY
CARRYOVER AND 1ST BUDGET SUPPLEMENTAL OF 2016

	At January 1, 2016			Appropriation Ordinance February 2, 2016		Carryover & 1st Budget Supplemental		Projected Fund Balance (Before Reserves) Dec 31, 2016
FUND	**Estimated Fund Balance**	**Original Estimated Revenues (Including Xfers In)**	**Original Appropriations (Including Xfers Out)**	**Increase in Estimated Revenues**	**Appropriations**	**Increase in Estimated Revenues**	**Appropriations (Including Xfers Out)**	**Fund Balance**
General	52,766,133	128,264,435	132,356,742	350,000	350,000	1,285,047	17,801,100	32,157,773
Community Housing Assistance Program	4,851,375	2,550,204	3,172,624			0	3,908,353	320,602
Library	2,240,792	7,569,667	7,569,667			-7,438,642	(6,598,763)	1,400,913
New Library	0	0	0			1,092,625	1,092,625	0
Capital Development	10,670,226	2,113,945	211,052			0	943,530	11,629,589
Lottery	2,500,247	856,515	848,535			0	254,885	2,253,342
Planning and Development Services	8,694,900	10,110,632	10,838,333			12,110	2,348,014	5,631,295
Affordable Housing	7,492,946	2,122,453	1,570,292			0	7,421,906	623,201
.25 Cent Sales Tax	3,494,360	8,905,450	7,724,287			200,000	1,927,806	2,947,716
Recreation Activity	2,110,748	10,499,483	10,414,920			66,170	255,232	2,006,249
Climate Action Plan	1,024,142	1,844,497	1,955,433			185,000	1,035,671	62,535
Open Space and Mountain Parks	36,205,634	32,892,936	35,402,961			0	23,296,572	10,399,037
Airport	377,732	579,938	461,925			0	137,602	358,143
Transportation	15,810,242	32,406,622	33,824,610			16,638,571	26,297,326	4,733,500
Transportation Development	4,788,697	1,085,792	1,200,614			0	2,130,155	2,543,720
Community Development Block Grant (CDBG)	483	634,492	634,492			1,159,956	1,159,956	483
HOME Investment Partnership Grant	0	779,504	779,504			1,545,741	1,545,741	0
Permanent Parks and Recreation	1,245,549	2,587,804	2,443,963			0	687,999	701,391
Boulder Junction Improvement	2,338,035	804,614	825,000			0	1,782,476	535,173
Capital Improvement Fund	3,222,318	0	0			0	3,222,318	0
Water Utility	37,142,847	55,346,420	58,901,788			0	5,631,035	27,956,444
Wastewater Utility	27,766,746	20,307,952	19,555,218			215,625	22,047,376	6,687,729
Stormwater/Flood Management Utility	42,714,691	11,498,203	11,764,882			2,441,599	36,218,027	8,671,584
Telecommunications	1,591,632	747,014	704,622			0	556	1,633,468
Property and Casualty Insurance	5,551,883	1,774,617	1,876,157			0	0	5,450,343
Worker's Compensation Insurance	1,130,071	1,703,853	1,682,732			0	406,618	744,575
Compensated Absences	1,887,429	827,864	944,772			0	0	1,770,521
Fleet	15,670,222	6,620,424	5,302,879			0	1,003,815	15,983,953
Computer Replacement	8,062,579	1,973,456	1,939,813			0	583,093	7,513,129
Equipment Replacement	5,711,553	1,170,249	638,192			0	18,348	6,225,262
Facility Renovation and Replacement	9,966,798	2,908,467	4,052,362			1,998,215	7,034,137	3,786,981

CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: June 7, 2016

AGENDA TITLE Consideration of a motion to accept the North Trail Study Area Plan.

PRESENTER/S
Jane S. Brautigam, City Manager
Tracy Winfree, Director, Open Space and Mountain Parks Department
Mark Davison, Community Connections and Partnerships Manager
Mark Gershman, Planning Supervisor, Open Space and Mountain Parks
Steve Armstead, Planner II, Open Space and Mountain Parks
Juliet Bonnell, Associate Planner, Open Space and Mountain Parks

EXECUTIVE SUMMARY

The goal of the North Trail Study Area (TSA) Plan is to provide the management direction to improve the visitor experience; create quality recreation opportunities for Boulder residents and visitors; protect natural, cultural and agricultural resources; and provide a physically and environmentally sustainable system for visitor access in the North TSA. The Open Space Board of Trustees (OSBT), community members and staff have been working for 16 months collecting and compiling information about the TSA, identifying issues and interests, and developing management scenarios. Working with the OSBT and community members, staff developed four scenarios with different ways to address and balance resource needs and community interests. Community feedback, including input from the OSBT and members of the public provided the necessary information to refine the scenarios, resulting in two final alternatives. Those two scenarios and associated public comments were the basis for an OSBT study session on Jan. 13 and 14, 2016. At this study session, OSBT members shared feedback about ways to further improve the scenarios. Staff updated the two scenarios which were discussed by the OSBT during a public hearing on Feb. 10, 2016. At this meeting, the OSBT recommended additional refinements and selected a preferred scenario as the basis for the North TSA Draft Plan (Draft Plan). Staff revised the scenarios as recommended by the OSBT developing a Draft Plan based on the preferred scenario. On March 9, the OSBT approved the Draft Plan with several amendments, recommending acceptance of the amended plan by City Council.

Staff amended the plan document to incorporate the OSBT's recommended changes, and discussed the amended Draft Plan with City Council at a Study Session on May 24, 2016. The study session focused on addressing questions City Council members had regarding the planning and community engagement process used to develop the Draft Plan and the recommendations included in the plan.

The focus of process related questions and discussion included these topics:

- Habitat Conservation Area (HCA) designation and criteria, implementation steps, and visitor access practices.
- The North TSA Sideboards and how they were applied in the process and the recommendation for the North Sky Trail.
- Wetland permitting steps and requirements.

Clarifying questions and discussion about Draft Plan recommendations focused on the following items:

- The benefit of an underpass at U.S. Highway 36 independent of the Joder connection route and cost sharing practices for other underpasses partially funded by Open Space and Mountain Parks (OSMP).
- Regional trail connectivity and compatibility with the Rocky Mountain Greenway.
- Trail design along with visitor experience, access and management clarifications associated with the North Sky Trail and HCA.
- Natural resource, trail construction, and maintenance considerations and implications for trail route options to connect to the Joder property.

Staff is now requesting City Council's acceptance of the North TSA Plan as amended and recommended by the OSBT (Attachment A).

STAFF RECOMMENDATION

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

Motion to accept the North Trail Study Area Plan.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- Environmental: OSMP is a significant community-supported program that is recognized as a leader in preservation of open space lands contributing to the environmental sustainability goal of the City Council. The implementation of the North TSA Plan could result in environmental impacts to natural areas and ecological systems. Implementation could also reduce the number of undesignated trails, restore previously impacted natural areas, and improve the sustainability of trails and visitor infrastructure in ways that foster improved resource conservation.

- Economic: OSMP contributes to the economic vitality goal of the city as it provides part of the context for the diverse and vibrant economic system that sustains services for residents. The land system and the quality of life it represents attract visitors and help businesses to recruit and retain quality employees. The North TSA Plan is intended to contribute positively to both the overall land system and the quality of the visitor experience.
- Social: The North TSA Plan will provide quality recreation opportunities for community members and will provide opportunities to access areas of scenic beauty and natural interest. Since OSMP lands, facilities and programs are equally accessible to all members of the community, the North TSA Plan will increase community accessibility to opportunities to improve physical wellbeing, mental health, and enjoyment of the many features of open space lands.

OTHER IMPACTS

- Fiscal: The funding allocation from the 2016 budget includes funding to support the completion of the planning process to develop the North TSA Plan. Upon City Council acceptance, requests for implementation funding will be integrated into the City of Boulder's six-year Capital Improvements Program and annual operating budget.
- Staff time: The staff time needed to complete this project is part of the 2016 work plan for OSMP staff.

BOARD AND COMMISSION FEEDBACK

Open Space Board of Trustees

On March 9, 2016, the OSBT approved the Draft Plan recommending acceptance of the plan by City Council. The motion passed by a 3-2 vote. The Draft Plan includes staff's revisions reflecting OSBT-approved amendments (Attachment A). The OSBT vote was split primarily because of a difference in preference for the location of a trail connecting the existing OSMP trail system at the Foothills Trail with the Joder Ranch property. The board agreed on making this trail connection; however, the majority supported a trail on the west side of U.S. Highway 36, while the minority preferred an alternative on the east side of the highway with a new underpass beneath U.S. Highway 36 north of Neva Road. The board members' preferences were based on a number of considerations with the degree to which each alternative appropriately balanced the visitor experience and the conservation of natural resources as the most often discussed factor. The board unanimously voted to acknowledge to the council that: *three OSBT members voted for the scenario while two voted against. The main point of contention was whether a north-south connector trail should be constructed through the North Foothills Habitat Conservation Area.*

In addition to the motion approving the Draft Plan and recommending that council accept the plan, board members made nine additional motions. All nine motions were approved by the OSBT. These are summarized in Table No.1 with additional detail excerpted from the approved minutes in Attachment B.

Table 1: OSBT Motions Associated with the North TSA

Unanimously Approved
Boulder Valley Ranch Work with ranch lessee in accordance with property lease to manage access to area, equestrian parking and access to arena.
North Sky Trail and Joder Property Consideration of an Ecological Monitoring Program.
Wrangler Trail Area The area surrounding the Voice and Sight on-corridor Wrangler Trail is designated as dogs on-leash.
Language Correction Language change to emphasize importance and correct typographical error.
Acknowledge Split Vote Acknowledgement of split vote (3-2) regarding plan approval and that the main point of contention was whether the Joder connector should be constructed in the North Foothills HCA.

Approval Split
Approval and Recommendation of Draft Plan to City Council (3:2)
Management Area Designations Affirm the management area designations as shown on page 16 of the North Trail Study Area Draft Plan. (3:2)
Northern Tier Properties Support the current access status of each property as either open or closed be continued except that the Deluca, Hester and Campbell Properties be closed May 1 – July 31 for protection of ground-nesting Bobolinks. (3:2)
Primary Goal Rewording Increase connectivity among North TSA properties while minimizing natural resource impacts to every extent possible. (4:1)
Alternative to OSBT-Recommended Plan If City Council does not support the North Sky Trail, the OSBT recommends that City Council direct staff to revise a plan based on the alternative scenario as modified by OSBT. (3:2)

Parks and Recreation Advisory Board (PRAB)

OSMP staff provided an update on the North TSA planning process to PRAB at its Feb. 22, 2016 meeting. Staff highlighted recommendations for the Draft Plan that involve coordination with the Parks and Recreation Department. These include connecting the Eagle Trail to the trail on the west side of the Boulder Reservoir, other local trail connections and recommendations in the Wonderland Lake area. PRAB members were supportive of efforts to improve recreation opportunities through increased trail connectivity, cooperating to provide hang gliding/paragliding activities in the Wonderland Lake area as well as conserving the natural resources and natural area around Wonderland Lake.

Boulder County Parks and Open Space Advisory Committee (POSAC)

Throughout the North TSA planning process OSMP staff solicited input from Boulder County Parks and Open Space staff where the city and county open space properties adjoin. The goal is to ensure coordination of adjacent management strategies for environmental resources,

agricultural operations and recreational access. Additionally, the jointly owned Beech property has been managed by OSMP under the terms of an Intergovernmental Agreement which requires the managing agency to provide an opportunity for comment and consultation by the other agency.

OSMP staff updated POSAC at their Feb. 25, 2016 meeting which included an opportunity for POSAC members to provide comment. POSAC members had questions about the natural resources of the North Foothills HCA and how off-trail permits will be managed for the North TSA. Other questions and comments pertained to clarifications around the status of the joint ownership of the Beech property and the role of POSAC in providing comment to OSMP. There was an interest expressed by some committee members to recommend the County Commissioners consider whether a trail should be built in the HCA. However, a motion to recommend the commissioners hold a public hearing on the North TSA process failed (5-2). In general, there was overall support for the city's planning process, regional trail connectivity, recognition of the importance of the environmental resources in the North Foothills HCA and support for actions that conserve the natural resources.

Public Participation and Comment

Participation in the planning process has represented a diversity of perspectives in the community including people visiting trails in the North TSA, neighbors, stakeholder organizations, youth and families. Currently, 649 people have signed up to receive email updates about the plan. OSMP staff, OSBT members and members of City Council have received public feedback via email from community members on the Draft Plan and its recommendations. A complete compendium of comments received (through May 31, 2016) is available on the North TSA Website.

Over the course of the planning process community input focused on the relative costs and benefits of the eastern and western Joder connector trail routes. Regardless of preference for the trail route, community members consistently express an interest in taking steps to balance resource protection and provide a quality visitor experience. Those who prefer the eastern route tend to support fewer trails in the North Foothills HCA, and HCAs in general, and place an emphasis on taking actions that will have the least effect on the foothills grasslands and associated species of interest. This perspective noted that the Joder connector trail east of U.S. Highway 36 could provide an acceptable visitor experience and better protect ecological features. Those supporting the western route expressed a preference for a quality recreation experience on the hillside west of the highway, and that a designated trail through the North Foothills HCA could have an acceptable environmental impact as well as allow OSMP to better manage existing and future visitation. Taken as a group, those supporting the western alignment believe that the east of U.S. Highway 36 connector does not provide opportunities for an acceptable overall level of visitor experience.

The Draft Plan and alternative scenario include a significant number of elements that are the same. This core group of management improvements indicates the convergence of community ideas that balance community interests. Examples of areas of convergence include:

- Creating a connection from Foothills Trail to the Joder Ranch Trail;
- Adding a loop trail (Mahogany Loop) with temporal and directional management of bike access to the Joder Ranch Trail;
- Adding passenger vehicle parking (Coyote Trailhead) for the Joder property;

- Redesigning the Boulder Valley Ranch (BVR) trail system;
- Creating a loop trail (Antler Trail) on Wonderland hill;
- Adding passenger vehicle parking and horse trailer parking capacity for BVR (Horseshoe Trailhead);
- Adding trails that create connectivity within the North TSA that further regional connectivity (Talon Trail, Joder connector, Foothills to Degge connection).

Specific to adding a connecting trail to the Joder property, there was common agreement for the trail that includes:

- Creating a trail that offers a quality experience;
- Limiting impacts to natural resources when designing and constructing the connection (conservation-priority design);
- Using ecological best management practices in trail construction;
- Enhancing natural resource restoration in the area to move towards desired conditions for habitat and wildlife.

BACKGROUND

The North TSA includes OSMP lands north of the Diagonal Highway and Linden Avenue. The North TSA Plan includes management recommendations for 7,701 acres that OSMP owns and manages in this area. The goal of the North TSA Plan is to provide the management direction to improve the visitor experience, creating quality recreation opportunities for Boulder residents and visitors; protect natural, cultural and agricultural resources; and provide a physically and environmentally sustainable system for visitor access in the North TSA. Additional background on the plan and the process to develop it is available in Attachment C.

The Planning Process

The North TSA planning process began in February of 2015 and included the following four phases:

1. **Collecting and compiling information** about current conditions and management practices in the TSA which was made available as the North TSA Inventory and Assessment Report in June 2015.

2. **Identifying key issues and interests** that need to be addressed in the plan, summarized in the Interests and Issues Report. The report was distributed in July 2015.

3. **Assessing and improving scenarios**—and selecting one preferred scenario to use as the basis of the plan. Staff created four preliminary scenarios for the North TSA Plan that balanced community interests and addressed issues using a range of actions in different ways. The four preliminary scenarios were completed and made available for public review in October 2015.

   Using input from community members and the OSBT, staff created two refined scenarios from the four preliminary ones. These were distributed in December 2015. In a January study session, staff asked the OSBT for feedback on ways that the refined scenarios could

be further improved. This resulted in updated scenarios. During the February OSBT meeting, the Board recommended additional revisions to both scenarios and selected Scenario B as the preferred scenario and basis of the Draft Plan. The other scenario (Scenario A) was recognized as the alternative (Attachment D).

4. **Developing the draft plan** and seeking the OSBT's approval and recommendation that City Council accept the North TSA Plan. The OSBT has approved the Draft Plan with modifications and recommended City Council acceptance of this modified plan. Staff has revised the Draft North TSA Plan to address the OSBT's recommend changes and is recommending City Council acceptance of the modified Draft Plan (Attachment A).

ANALYSIS

Study Session Follow up Items

During the May 24, 2016 City Council study session on the Draft Plan, several topics were discussed that required additional staff evaluation and follow up. Information about these topics is presented below.

Rocky Mountain Greenway

In 2012, Colorado Governor Hickenlooper and Ken Salazar, former U.S. Secretary of the Interior, established the Rocky Mountain Greenway (RMG) in an effort to link the Rocky Mountain Arsenal, Two Ponds National Wildlife Refuge (NWR), Rocky Flats NWR, and Rocky Mountain National Park using local and regional trails and transit opportunities. As part of the Obama administration's America's Great Outdoors initiative, the RMG has a focus on providing families and children access to public lands. City Council has placed a high priority on the planning and development of regional trails. The RMG is one of several regional trail planning projects that is currently active.

The goal of the RMG has been to support locally-driven projects, relying mostly upon existing trails. A planning and feasibility study for the section of the RMG from Jefferson County to Lyons is underway. However, phase 2 of that effort – which focuses on connections between the City of Boulder and Lyons – has purposely been on hold pending the outcome of the North TSA planning project so that it can consider what, if any, options the North TSA Plan will provide to meet the project goals.

While much of the existing RMG (from Rocky Mountain Arsenal NWR to Two Ponds NWR and approaching Rocky Flats NWR) is a 10-12 foot concrete grade separated bikeway, the design of the trail may vary as it proceeds northward. One concept being discussed is the possibility of the RMG having multiple routes, some that provide a "family-friendly" experience and incorporate mostly grade-separated, low-gradient and/or hard surface bikeways, and others that are a more challenging experience with steeper single tracks. One idea that has been discussed is the inclusion of the Joder trail connector possibly being part of the RMG's "rugged experience route." More "family-friendly" route choices are available with new trail connections recommended in the Draft Plan around the Boulder Reservoir. OSMP will partner with the Parks and Recreation Department to plan a route and complete a trail around the west side of the Boulder Reservoir as envisioned in the Boulder Reservoir Master Plan. Additionally, the Draft

Plan includes a trail along 55th Street (Talon Trail) connecting Boulder Reservoir to Niwot Road. Adding trail connections from Boulder to Niwot Road would complete a southern section for future trail connections from Niwot Road north to the county's Lagerman Reservoir trail network as well as routes north to Lyons (Lyons to Boulder Regional Trail) as envisioned in the Boulder Valley Comprehensive Plan and the Boulder County Comprehensive Plan, including the potential for the Boulder Feeder Canal Trail. Continued collaboration with Boulder County to pursue these connections will remain a high priority for OSMP.

Some members of the community including those on the OSBT and City Council have raised concerns that designation of a trail as part of the RMG could increase levels of visitation and that this would lead to congestion, potential conflict, impacts to natural resources, and other undesirable results. The desire for increased tourism and economic activity that other communities have sought by establishing regional designations or "branding" of their trails is a potential driver for increased levels of visitation. Some community members have expressed support for the RMG designation because they believe that participation would increase the city's chances of receiving state or federal funding to support design and construction. For example, the OSBT and council recently supported participation in a grant application for federal funding to connect a portion of the city's trail system with Rocky Flats NWR—an effort framed around and potentially strengthened by inclusion of the Coalton and/or High Plains trails as part of the RMG.

Habitat Conservation Areas Guidance for Trails

At the May 24 study session, council members asked how the Visitor Master Plan (VMP) addresses trails in Habitat Conservation Areas (HCAs). The conversation focused upon levels of use and density of trails. Staff wanted to provide the following for council's information.

In 2005, the VMP introduced the management area concept to OSMP as a geographic framework for implementing the plan. Management areas are typically relatively large contiguous blocks with generally similar characteristics with regard to patterns of visitation and natural or agricultural resources. The VMP provides information about the defining characteristics of the management area designations (Agricultural Areas, Habitat Conservation Areas, Natural Areas and Passive Recreation Area) as well as goals for these designations and the criteria to be considered when determining the appropriate management area designation for a part of the OSMP land system (Attachment E-A). The VMP also includes a table listing strategies for eleven topics across the management area designations (Attachment E-B).

The VMP provides the following strategy for the management topic "Trail Function, New Trails and Interconnected Trail System states" in HCAs: "*Minimize new trails and trail density; locate new trails to minimize impacts on habitat quality*;" and for "Trail Design for Level of Use" the HCA strategy reads: "*Design and construct trails and other facilities to sustain a low level of visitor use."* Staff recognizes that as the primary trail connection with Joder Ranch, the North Sky Trail is likely to attract moderate to high rather than low levels of visitation. Concerns around introducing levels of use inconsistent with this management strategy for HCA's were considered by staff, discussed with the OSBT and brought up during community meetings and in the feedback we received from individuals and community groups. The recommendation to City Council for the North Sky Trail in the North Foothills HCA represents an exception to the typical HCA management strategy described in the VMP, but an exception consistent with the master plan.

The VMP anticipates the need for flexibility of this sort in the application of management strategies across the designations. As a preamble to the management area strategies section, the VMP includes this statement:

> **Note:** The following table identifies strategies **normally** applied in specific management area designations. (*That does not preclude localized application in any of the management areas where needed).* [Emphasis retained from original.]

The VMP also includes a set of policies specific to management areas (Attachment E-C) including direction to provide higher levels of resource protection where there is greatest vulnerability to impacts from visitation, and to use public access options (such as on-trail, seasonal restrictions, special dog regulations) where appropriate. The Draft Plan includes provisions consistent with these policies to mitigate the impacts of the North Sky Trail by establishing limits on access to respect environmental vulnerability of the HCA, a conceptual route that avoids vulnerable resources where possible and minimizes unavoidable effects and finally through the inclusion of restoration and conservation actions to improve conditions in ecological systems throughout the TSA including those affected by the trail.

<u>Maintenance Comparison for North Sky Trail and Alternative East Route</u>
Even with thoughtful and sustainable trail design and engineering, trails will require maintenance, repair and sometimes rerouting in response to ongoing use, erosion and unpredictable events such as floods and fires. Staff follows best construction practices to make trails physically sustainable. In areas with less sustainable soils and slopes, trails are designed with moderate grades and may include structures to help stabilize soils and minimize erosion as well as the frequency of repairs.

The City Council May 24, 2016 study session packet included a comparison of the trail design, visitor experience and natural resource factors for the western route (North Sky Trail) proposed in the Draft Plan and the alternative scenario's eastern route. A

comparison of the anticipated construction and maintenance cost factors for these routes is included in Attachment F.

Neighborhood Access and Trail Connection from Area III-Planning Reserve

One of the recommendations in the Draft Plan (B5) is to collaborate with partner agencies to create a trail connection from the Area III-Planning Reserve Area and the future urban park site to the BVR trail system. Some community members shared their interest in this connection; and it was included in plan scenarios and the Draft Plan. The recommendation to collaborate with others was based on the idea that access to OSMP would best occur through planning efforts associated with the Boulder Valley Comprehensive Plan commitments to complete a service area expansion plan for the Area III-Planning Reserve.

City Council members inquired about the possibility of providing a neighborhood access point off of publicly accessible roads in advance of future area planning efforts. Twenty-sixth Street runs the length of the west side of the future park site. There are few homes along this road which provides access to and terminates at the Boulder Rifle Club. At this location, 26th Street is also adjacent OSMP lands. There is no existing access at this location (Attachment G). A neighborhood access and trail here would require the consideration of several factors:

- The terrain descends very steeply from the north end of 26th Street into a draw containing shrub communities, a stream, and a string of wetlands and ponds.
- The steep slope would require a gradually descending trail potentially with switchbacks to enter and exit the draw and probably a bridge to cross the stream/wetlands that lie at the bottom of the draw.
- Rare native plant communities are present on the north side of the draw.
- Visitor experience could be compromised by close proximity of the shooting range.
- Current levels of visitation appear to be low with a few lightly used unmapped undesignated trails.

Designing a trail connection from 26th Street into the North TSA trail system would involve integrating a range of resource issues, visitor experience and trail design factors and considering alternative routes.

Taking action in advance of integrated planning for the development of the Planning Reserve may not be needed given the current low levels of use in the area. A new access point may (is likely to) establish patterns of use here and reduce the range of options if and when the planning reserve is considered for service area expansion and annexation. Staff believes the best opportunities to make decisions about this area lie with future planning for the Planning Reserve. Should Council like staff to pursue this evaluation sooner or on-going system-wide resource monitoring and staff's observations of patterns of use in the area suggest that action is needed before that, staff would return to the OSBT and City Council with recommendations to address access, visitor experience and resource issues.

U.S. Highway 36 Underpass

Council members expressed an interest in understanding additional information about the underpass beneath U.S. Highway 36 in the vicinity of the Joder Ranch Trailhead as proposed in the alternative scenario. Council members were interested in learning more about two items:

1. *Staff's analysis and conclusions regarding the underpass as part of the Draft North TSA Plan*.
2. *The cost share opportunities and the cost share arrangements for the U.S. Highway 93 Community Ditch Trail underpass.*

Consideration of the underpass as part of the Draft North TSA Plan

In developing the scenario with the Joder trail connection west of U.S. Highway 36 (the preferred scenario as recommended in the Draft Plan), staff considered the benefit, feasibility and costs of also including an underpass connection to the east. Adding the underpass was found to offer some additional community benefit and both environmental and monetary costs. Based upon community input, staff concluded that in a scenario with a west-side trail connection to Joder, relatively few visitors would preferentially choose an east-side alternative. An analysis of costs included not only consideration of the underpass itself (estimated at $2 million) but the land acquisition and construction costs to connect the underpass with the existing trail system. These additional costs have not been reflected in the Alternative Scenario. In addition to the monetary costs, new trail construction through this section could come with resource impacts to grasslands and potentially rare plant habitat. Taken together, the marginal benefit, the relatively high cost, the uncertainty of partners to cost share the expense (see below), and the potential to re-visit this in the future once visitor use patterns are more established led staff to conclude that the underpass was not a strategic element for the scenario—and consequently the Draft Plan. Furthermore, it was thought that those visitors who were thought to most likely to enjoy a loop involving the Lefthand Trail and west side connector could still do so without an underpass. Staff recognizes that creating such a loop would not be an ideal experience. It would require crossing U.S. Highway 36 at grade and traveling for about .5 mile on Neva Rd.

Cost Sharing

Cost sharing opportunities for the "Joder underpass" are most related to the degree to which the underpass helps other entities achieve their goals. The agencies that are most likely to have an interest in safety and trail connections provided by underpasses are Boulder County, the Colorado Department of Transportation (CDOT) and Great Outdoors Colorado (GOCO). Boulder County does not have any current plans for an underpass in this location. County staff has indicated support for the city's efforts to secure funding for an underpass and a willingness to work with CDOT to see if a reconfiguration of the U.S. Highway 36/Neva Road intersection could be done concurrent with an underpass design. However, county staff has also advised that this would be part of a long-term plan and has not yet been examined and that the county currently has no funds assigned to this project. Additional information about how the underpass relates to

potential funding partnerships and the underpass for Community Ditch at U.S. Highway 93 is available in Attachment H.

Implementing the Draft Plan

Progressing from Conceptual Trails to Completed Trails

The Draft Plan includes conceptual goals for new trail routes and for redesigning or reclaiming existing trails. The progression from a conceptual route to a construction-ready trail project includes detailed site analysis and evaluation, trail design, development of construction documents, obtaining required permits and other activities. The timeline for design and construction will typically range from one to three years depending on complexity.

Projects which are likely to have a high level of public interest in design (visitor facilities including new trails, trailheads and education amenities) will include check-ins with the community, OSBT and council if requested. Design documents could be made available to the public via the department website and noticed through newsletters, webpage alerts, social media postings and with other outreach efforts. Information updates are provided to the OSBT at monthly meetings and to council as requested.

Plan Implementation Costs

The current total estimated cost of implementing the draft plan, not including the personnel expenses of standard employees, is $4.3 million. This estimate includes the costs of more than 86 recommended actions including:

- Design, permitting and construction of:
    - New and rerouted trail alignments (trail surface, bridges, culverts, signs, etc.).
    - Other visitor infrastructure improvements (education amenities, fishing pier, shade structure, boardwalk, etc.).
    - New and improved trailheads (parking, outhouses, kiosks, bike and horse amenities, signs, etc.).
- Assessing and managing priority invasive plants in locations of trail and trailhead improvements.
- Restoring and revegetating undesignated trails and relocated trails.
- Implementing resource protection measures, including seasonal access restrictions and site-specific area closures.
- Paving Longhorn Road.
- Designing, fabricating and installing educational amenities and signs.
- Improving wayfinding, informational and regulatory signs.
- Making changes to recreational opportunities and regulations.

Cost estimates for projects that will require future planning, additional feasibility studies and coordination with other city departments, Boulder County and other agencies are difficult to develop accurately and are not included. Potential costs for systemwide or possible TSA-specific monitoring and restoration are also not included.

The North TSA capital projects are identified in Attachment I. If the plan is finalized, staff will begin to include identified capital projects as part of its annual Capital Improvement Program (CIP) submission. Capital funding for these projects is available from two sources:

- **Capital Enhancement CIP**: the Capital Enhancement CIP fund includes a North TSA Implementation project to fund the expansion or significant improvement of trails, trailheads, facilities and resource protection measures.

- **Lottery Funds**: the Lottery Fund is based on proceeds from the Conservation Trust Fund and provided by the State of Colorado to the city. Lottery funds are typically used by OSMP for capital improvements for recreational purposes.

Ecological enhancement opportunities in the North TSA will be funded out of a new OSMP CIP budget item specifically added to enhance funding available for such projects.

OSMP would also look for additional opportunities to fund projects in the Draft Plan, including grants and partnerships. Some projects may also be suitable for completion by or with the assistance of volunteers.

<u>Project Phasing</u>
The Draft Plan recommendations were ranked by considering the benefits of each strategy based on trail sustainability, visitor experience and environmental benefits. A strategy received a higher ranking if there was greater benefit across all three factors and if that strategy had especially widespread or long-lasting benefit.

Additional factors integrated into project phasing include:
- Project cost, staff capacity or other fiscal constraints.
- Specific timing requirements (i.e. completion of flood-related projects for Federal Emergency Management Agency (FEMA) reimbursement).
- Sequencing (i.e. projects that are necessarily precursors or dependents or that can leverage staff and cost efficiencies through sequencing).
- Prior commitments and projects already planned for completion in upcoming years.
- Projects with a high level of community support/anticipation are given greater priority than projects which are otherwise the same.
- The need to coordinate partner agency collaboration.

The projected timeline for several Draft Plan recommendations with a likely high level of community interest are included in Table No. 2.

Table 2: Projected Timeline for Several Actions

Recommended Action	2017	2018	2019	2020	2021	2022
North Sky Trail	Design	Design / Permits	Build	Build	Complete	
Mahogany Loop (Joder Loop)	Design	Build	Complete			
BVR Trail Reroutes			Design	Design / Permits	Build	Complete
Coyote (Joder) Trailhead	Design	Design / Permits	Complete			

Smaller scale projects and those that have fewer timing or cost constraints (i.e. management area designations, sign projects, regulatory changes) may be included in annual work plans as opportunity allows and accomplished as a part of ongoing core departmental services and infrastructure maintenance. Overall, the department's work program priority continues to be completing flood recovery projects by the end of 2017, maximizing FEMA reimbursement. Staff's projections for North TSA implementation is in context with resuming deferred West TSA projects and is intended to be conservative.

ATTACHMENTS

A. North Trail Study Area Draft Plan
B. OSBT North TSA Motions from March 9, 2016 meeting
C. North TSA Plan and Process Summary
D. North TSA Alternative Scenario
E. Visitor Master Plan Management Area Designation Guidance
F. Comparison of Construction and Maintenance Costs and Factors for Joder Connector Trails
G. OSMP Land Adjacent to Area III Planning Reserve
H. Cost Sharing Factors for U.S. Highway 36 Underpass
I. Implementation Timing, Costs, and Benefit Ranks of North TSA Draft Plan Recommendations

Version 2

City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan

DRAFT PLAN

May 2016

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Background photo: Wonderland Lake. Unless otherwise noted, all photos are courtesy of OSMP.

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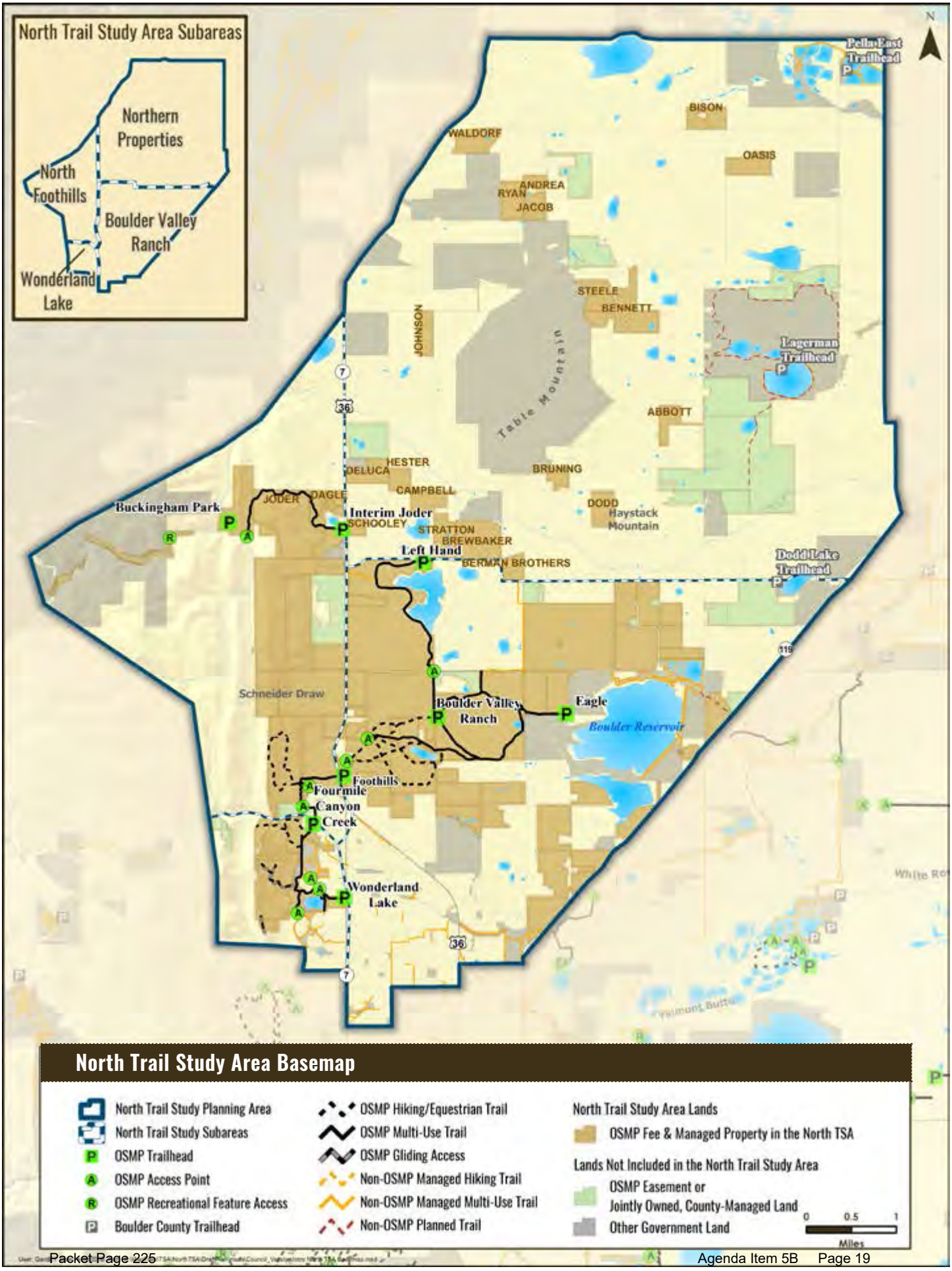
G Appendix G: Glossary

Fossil of a smooth oyster shell, found in a marine sedimentary rock layer in the North TSA. © Gary Stevens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N
Pella East Trailhead
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WALDORF
OASIS
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Lands Not Included in the North Trail Study Area
OSMP Easement or Jointly Owned, County-Managed Land
Other Government Land
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Miles

Purpose and Goals

A community-driven plan for the city's northern open space system

Purpose

The overall purpose of the North Trail Study Area (TSA) Plan is to provide management direction, and describe strategies and actions that will improve visitor experiences and increase the physical and environmental sustainability of trails, trailheads and visitor infrastructure in the North TSA while conserving natural, cultural and agricultural resources. The North TSA Plan will articulate the community's long-term vision and identify on-the-ground management actions directed at achieving that vision.

A view of OSMP public land from the Hogback Ridge Trail.

Description of the North Trail Study Area

The North TSA has diverse landscapes, including ponderosa pine topped hogback ridges, open grasslands, springs, creeks and small lakes. In many places, farming and ranching activities overlay these features. The TSA also includes cultural resources that tell the stories of Boulder's early inhabitants and settlers as well as its mining and agricultural past.

The rise of the Southern Rocky Mountain's foothills from the flatlands of the Central Great Plains is a continental scale environmental transition that sets the stage for high biological diversity and allows for a variety of recreational opportunities. The North TSA contains some popular and frequently visited areas such as Wonderland Lake, the Foothills Trail corridor, Boulder Valley Ranch and some more remote and less-frequented locations such as the Lefthand and Hogback Ridge trails.

The North TSA receives approximately one-fifth of the visitation to OSMP. It shares boundaries with city and county neighborhoods and is a recreation destination for many people who live nearby as well those traveling from elsewhere in the city, county and beyond.

North Trail Study Area Plan Goal

The North Trail Study Area Plan seeks to improve visitor experiences and increase the sustainability of trails and trailheads while conserving the area's natural, cultural and agricultural resources.

The Interim Joder Trail north of Boulder.

The North Trail Study Area (TSA) Planning Process

OSMP held nine public meetings to solicit feedback on the North TSA Plan.

The process for developing the North TSA Plan had four phases. The first phase was focused on collecting and compiling information about the TSA. The primary deliverable for the first phase was the North TSA Inventory and Assessment Report. The information in this report helped guide the development of plan scenarios.

The second phase identified the interests in the North TSA and its future management, as well as any specific issues that needed to be addressed in the plan. This phase resulted in a list of 10 interests and a set of desired actions that further informed the development of plan scenarios.

During the third phase, based on community and Open Space Board of Trustees (OSBT) feedback, OSMP staff developed scenarios designed to achieve planning objectives and community interests. Community and board assessment of and feedback on scenarios resulted in revisions to the scenarios. The OSBT selected which scenario should be used as a basis for the draft plan. In fairness to the process, it should be acknowledged that three OSBT members voted for the scenario while two voted against it. The main point of contention was whether a north-south connector trail should be constructed through the North Foothills HCA.

The fourth and final phase included the review of the draft plan by the community, the OSBT and recommendation and acceptance of the plan by the Boulder City Council.

Phase 1 | Inventory and Assessment

Purpose: Share knowledge about recreational, natural, cultural and agricultural resources. This phase led to the Inventory and Assessment Report.

Key Inputs:

- Community knowledge of visitor experiences, resources, what is functioning well in the North TSA and what needs improvement.
- Staff-prepared information on recreational, natural, cultural and agricultural resources.

Phase 2 | Interests and Issues

Purpose: Share knowledge about desired outcomes and topics that will guide the development and assessment of alternative scenarios and recommendations for the draft plan. This phase led to a North TSA interests and issues report documenting desired actions in scenario development.

Key Inputs:

- Community interests about desired plan outcomes and why the outcomes are wanted.
- Discussion of issues that could pose a challenge in the North TSA.
- Community dialogue about what can be implemented in the North TSA and why.

Phase 3 | Draft Plan Development

Purpose: Assess alternative scenarios and integrate recommendations into a draft plan.

Key Inputs:

- Draft alternative scenarios developed by staff to achieve and balance identified interests and objectives.
- Community and OSBT feedback on draft scenarios to inform refined scenarios and recommendations.

Phase 4 | Plan Acceptance

Purpose: Review draft plan and approve final plan.

Key Inputs:

- Community review.
- OSBT review, approval and recommendations to City Council.
- City Council review and acceptance.

OSMP held two workshops to learn about community interests for the North TSA. The department also held two workshops to learn about current conditions in the area.

Community Participation in the North TSA Planning Process

Since the City of Boulder kicked off the public process for the North TSA Plan in April of 2015, Open Space and Mountain Parks and the Open Space Board of Trustees have:

- Invited the public to two workshops to learn what the community knows about and considers to be important resources in the North TSA and to solicit feedback on plan sideboards.
- Conducted two public meetings to learn about the community interests in the North TSA.
- Hosted two informational panels where experts informed the community about visitor and natural resource management strategies that have been implemented in other areas.
- Held two workshops to unveil and refine preliminary plan scenarios.
- Hosted a workshop to unveil and continue to revise refined plan scenarios.
- Provided community members an opportunity to offer online comment about plan sideboards, their interests for the North TSA and feedback on the preliminary and refined scenarios.
- Coordinated with Growing Up Boulder to include Boulder-area youth in North TSA planning.
- Solicited community feedback at local businesses, at OSMP trails and at trailheads.
- Reached out to the Latino community to provide information and seek input about the plan.

9

Community workshops held to solicit public input on the plan.

965

Comments received from community members through Inspire Boulder, email and social media posts.

73

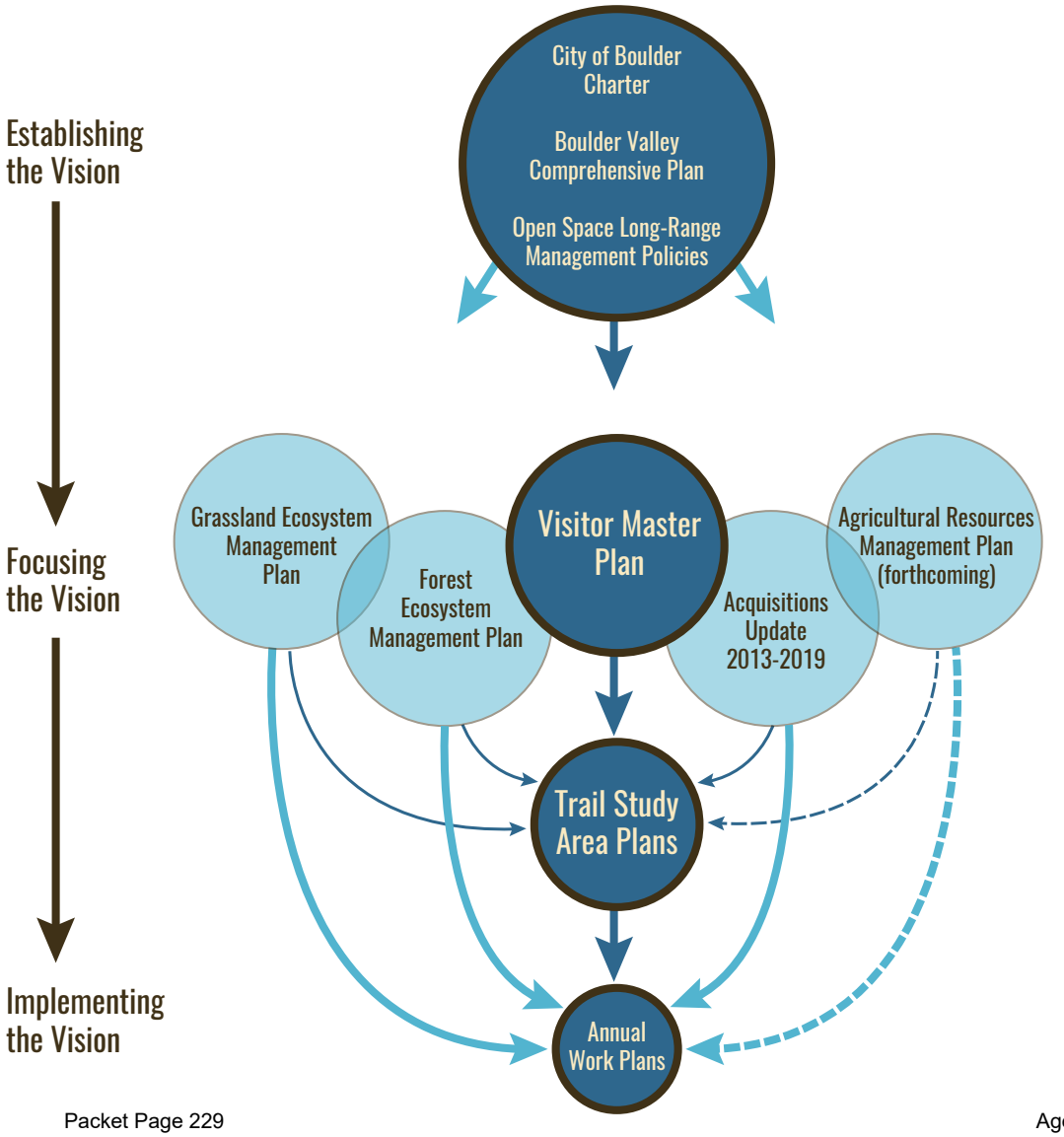
Boulder area youths participated in North TSA youth engagement efforts.

Existing Planning and Policy Guidance

The North TSA Plan is affected and influenced by other OSMP departmental master, area, resource and program management plans. Other shared community visions that must be considered and, as appropriate, integrated into recommendations in the North TSA Plan include City of Boulder master plans and the Boulder Valley Comprehensive Plan.

OSMP staff has been consulting with partner agencies and relevant plans affecting the North TSA to determine how to best integrate and coordinate management objectives. The OSMP Visitor Master Plan (VMP) developed a framework to deliver visitor services and manage visitor facilities in a manner consistent with the conservation of natural, cultural and agricultural resources.

TSA plans provide a means for area-specific implementation of the strategies and policies contained in the VMP. TSA plans also integrate the goals and objectives relevant to visitor access and infrastructure management from OSMP resource plans. These include the Grassland Ecosystem Management Plan, Forest Ecosystem Management Plan and the forthcoming Agricultural Resource Management Plan.



Existing Conditions in the North TSA

The North TSA is home to diverse recreational, natural, agricultural and cultural resources

Recreation Resources

Recreational opportunities occur throughout the North TSA and include a wide range of activities—such as hiking, bike riding, running, horseback riding, dog walking, hang gliding/paragliding, fishing, picnicking and nature study. Most visitors to OSMP, and likely to the North TSA, report a high quality of experience and enjoy the natural setting for passive recreation.

A goal for the North TSA Plan is to maintain the factors that are currently contributing to a high quality visitor experience and take additional actions to improve the quality of visitors' experiences. The OSMP VMP established an area-based framework for implementing management strategies, policies and priorities for visitor infrastructure improvements and service delivery.

Trails and Entry Points

The North TSA contains a 19-mile designated trail system that provides opportunities for visitor activities and connectivity to the Wonderland Lake, North Foothills and Boulder Valley Ranch areas. Several of the designated trails have stretches where the trail location or design can be improved to increase the physical sustainability and reduce impacts on ecological resources. There are also approximately 35 miles of undesignated trails which may not be physically or environmentally sustainable. Some undesignated trails provide access to destinations not served by designated trails, while others parallel designated trails or provide an alternate route to a destination already served by a designated trail.

The Foothills Trail near Wonderland Lake.

A focus for the North TSA Plan will be making the existing trail system more sustainable and reducing the network of undesignated trails, thereby lessening resource impacts. The VMP identified several specific improvements in what is now the North TSA, including trail and trailhead improvements, priority new trail connections and critical road crossings. These improvements were evaluated in the North TSA to improve visitor experience, infrastructure sustainability, safety and resource protection.

A trail or visitor facility is considered sustainable when principles of ecology and economics have been incorporated into the design in an effort to achieve ecological and biological integrity, a quality visitor experience and persistent performance with a minimum of maintenance and upkeep.

8 *Trailheads*

19+ *Miles of designated trails*

35+ *Miles of undesignated trails*

Bell's twinpod, a rare native plant species, growing in a shale outcropping.
© Bill May

Natural Resources

Many of the ecosystems west of U.S. Highway 36 in the North TSA are generally healthy and function naturally. Areas to the east of U.S. 36 have historically been altered to a greater degree for agricultural production, but still contain important wildlife habitat and native plant populations. The North TSA provides habitat and refuge to several sensitive species such as Bell's twinpod, bobolink, Northern Harrier, ottoe skipper, arogos skipper and the prairie rattlesnake.

Some of these rare or uncommon species can be threatened by visitor activities. A focus of the North TSA Plan is to maintain or increase the level of natural resource protection and restoration so OSMP can continue to achieve the community's natural resource conservation goals. The Grassland Ecosystem Management Plan and the Forest Ecosystem Management Plan provide information on natural resource conservation priorities and objectives that have been considered in the development of the North TSA Plan.

Agricultural Resources

Historically, agricultural lands in the North TSA have included beef production, dairy farms, sheep ranching, along with poultry operations, horse boarding, dry land grain production, irrigated forage, irrigated grain harvesting and vegetable production. Today, typical agriculture in the TSA includes cattle grazing and hay production. In response to growing community interest in local foods production, there is now a diversified organic farm in the TSA as well.

OSMP leases properties to local farmers and ranchers who run agricultural operations. In the North TSA, more than 3,000 acres of land are part of OSMP agricultural leases. The Grassland Ecosystem Management Plan and an Agricultural Resources Management Plan—which is in development — provide information on agricultural resources, policies and goals.

3,000 *Acres leased for agriculture in the North TSA*

Hay bales. Photo courtesy Bob Crifasi.

The historic stone Old Kiln along Fourmile Canyon Creek before the 2013 floods. Photo courtesy Sue Hirschfeld.

Cultural Resources

The North TSA contains important paleontological, archaeological and historic resources. There are cultural features and sites that are important to indigenous people, sites and structures indicative of Euro-American settlement, agriculture, transportation and mining. Some well-known North TSA historic sites include the Old Lime Kiln and north-south grade built for the failed Lefthand and Middle Park Railroad west of U.S. 36.

The wide variety of paleontological, archaeological and historic resources creates a fascinating backdrop for people who enjoy the lands of the North TSA. Some of these cultural resources require a higher level of protection, in order to ensure their long-term sustainability.

The North TSA After the 2013 Flood

The September 2013 flood brought unprecedented rainfall to the region and caused severe flooding and extensive damage to the Boulder Valley including OSMP trails, trailheads, irrigation facilities and fences. The flood also caused ecological changes to areas inundated with water and debris. Landscapes and visitor infrastructure near streams and drainages were significantly impacted and in some locations irreversibly altered.

After the flood, the Boulder community actively engaged in recovery efforts to repair and restore OSMP resources. These efforts promptly restored nearly all visitor access. In most areas, visitor access was restored after rapid action was taken to mitigate hazards and implement temporary repairs. Longer-term and lasting repairs of OSMP trails and trailheads has proceeded at a slower, yet steady pace as funding, staffing, contracting resources and environmental conditions allow. The number of sites and extensive amount of work necessary means that repair and restoration work will continue into the future.

Resilience and Sustainability

The lands and resources of the North TSA like the Boulder community as a whole, face stresses like climate change, floods, drought, economic disruption and fire. Innovative and inclusive approaches are necessary for the future of the North TSA to be resilient and respond effectively to these challenges. This plan encompasses actions designed to allow the North TSA to better endure these challenges, and not only bounce back but also "bounce forward," preserving and improving the quality of life within our community.

As part of the city's efforts toward improving resilience, one of the major objectives of the North TSA Plan is to increase the physical and environmental sustainability of trails, trailheads and visitor infrastructure while conserving and restoring the valuable natural, agricultural and cultural resources within this area. Sustainable trails have negligible erosion, minimal braiding, and limited seasonal muddiness and will not require rerouting or major maintenance over long periods of time. Sustainable trails, trailheads and infrastructure support the current and anticipated uses and are designed to keep people on trail with minimal impacts to the adjoining natural systems. Implementing the North TSA Plan fosters a step in the direction of a more resilient future.

North TSA Interests for Plan Outcomes

Community members and stakeholders provided valuable feedback about their interests in the North TSA to OSMP staff and the OSBT through community workshops, online, in person through trailhead or local store-front outreach, email, social media submissions and through special youth engagement opportunities. Interests explain "why" someone wants or needs something rather than "what" they want. Interests enable diverse needs to be better met through more win-win actions. Through the various engagement efforts, the following community interests were identified.

Improved Visitor Experience

Conservation of Resources Natural, Agricultural, Cultural

Improved Access and Accessibility

Honoring Community Values and Commitments

Increased Education and Understanding

Improved Connectivity

Balance of Recreation and Resource Conservation

Increased Safety

Decreased Visitor Conflict

Effective Planning Process and Plan Implementation

The 10 identified North TSA Plan interests are consistent with the goal of the North TSA Plan, and provided guidance and direction for staff in the development of the plan. The goal of the plan is to balance all of the community interests.

Post-Acquisition Property Planning and Management Area Designations

Newly acquired properties need to be integrated into the OSMP system and determinations made about how best to manage the properties' resources and visitor access. This is accomplished by assessing the natural, cultural and agricultural resources of the property, compatibility with visitor-access opportunities and any constraints that need to be addressed. The assessment then allows determinations on how the property can best contribute to the conservation of resources and the delivery of community services as guided by the policies and strategies of the VMP, Grassland Ecosystem Management Plan and Forest Ecology Management Plan, as well as other community adopted plans.

The VMP established the policy that plans would be developed for newly acquired properties. The process would include an assessment of the property and recommendations for public access, and any appropriate infrastructure and services necessary for managing access. Newly acquired property would remain closed to the public until the relevant planning had been completed and on-the-ground actions had been implemented. Planning also would recommend the VMP management area designations if that step had not been taken previously.

The OSMP Acquisition Update 2013-2019 included the option of using a more system-wide framework for integrating new properties into the OSMP system by including them in a broader planning process such as TSA plans. The North TSA includes properties that fit into various stages of assessment, planning and management area designation.

A view of the Joder and West Beech properties north of Boulder.

Property Planning

The North TSA Plan includes three general types of property-specific recommendations:

- *Visitor-access recommendations for recent acquisitions currently closed to public access;*
- *Management-area designations for properties without designations.*
- *A property complex (Joder and Cox properties) with a management area designation that will be reviewed.*

The North TSA Plan includes recommendations for these properties to guide and manage visitor access.

View south from the North Foothills Subarea. © Gary Stevens.

North TSA Plan Recommendations

North TSA-Wide

MAP 1: North TSA-Wide - Management Area Designations

Actions T1 to T9

Provide management area designations for properties without designations to guide management actions.

*Interests Met: 4**

- *Retain the Joder and Cox property designation (**T1**) as a Habitat Conservation Area (HCA) and implement as part of the North Foothills HCA.*
- *Designate Dagle II (**T2**), Stratton (**T5**), Lappin (**T6**), IBM open space easement (**T7**), Hart-Jones Exchange (**T8**) and Palo Park (**T9**) properties as Natural Areas.*
- *Limit public access to on trail travel on IBM open space easement property.*
- *Designate Dakota Ridge Village (**T3**) property as a Passive Recreation Area.*
- *Designate Berman Brothers (**T4**) property as an Agricultural Area.*

Primary Goal

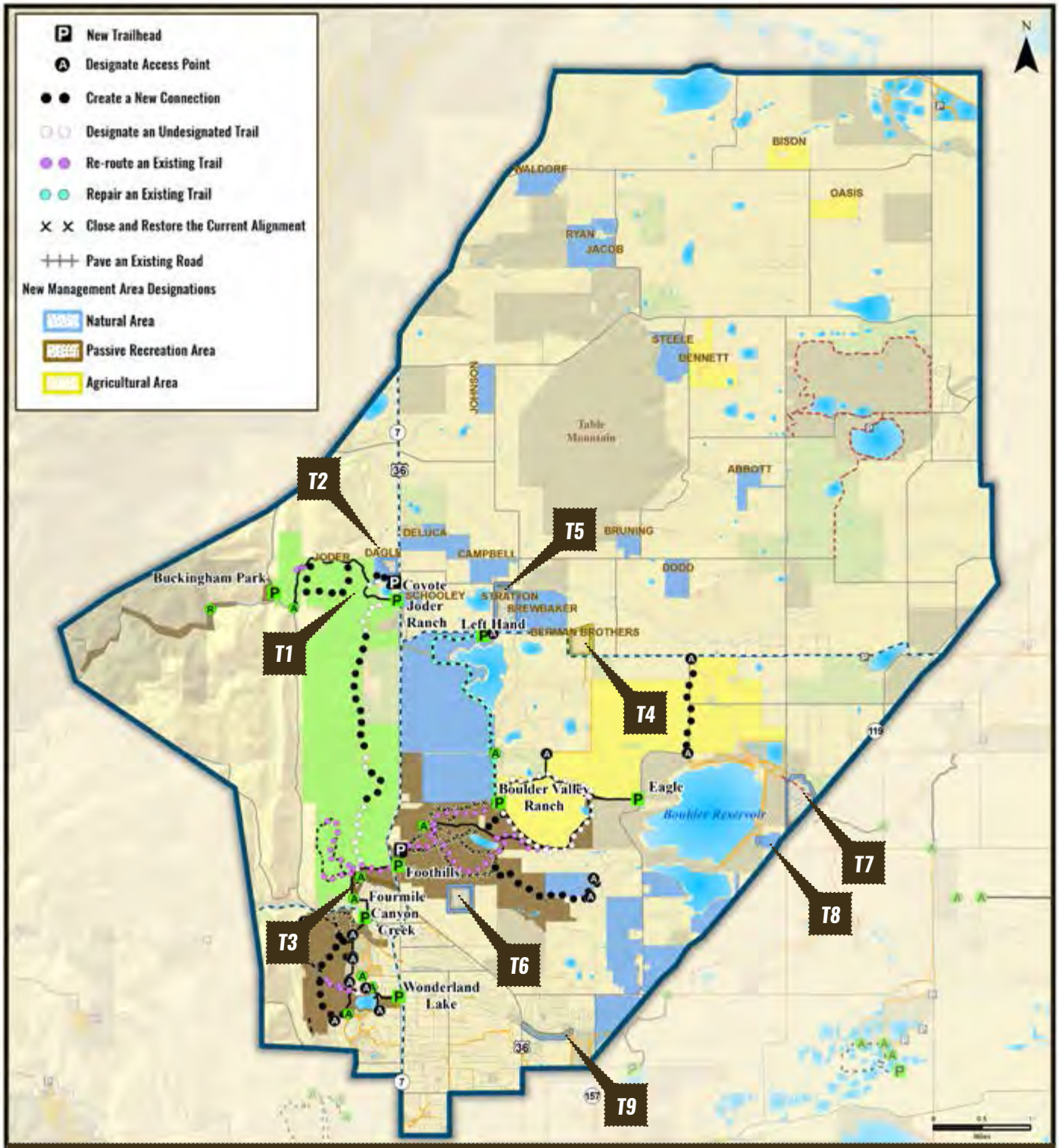
- *Implement VMP direction to provide management area designations for properties without designations to guide management actions.*

Driving Factors/Benefits

- *Joder: includes sensitive habitat and resources that are a consistent extension of habitats and species in North Foothills HCA.*
- *Dagle II: natural area designation is consistent with adjacent Wright and Dagle I management designations.*
- *Dakota Ridge: adjacent to North Foothills Trail and adjoining passive recreation management area.*
- *Berman Brothers: this property has been designated as an agricultural land of statewide importance-suitable for hay production or grazing.*
- *Stratton: protect important resources and create healthy habitats for native amphibians, native fish, and, potentially, Preble's meadow jumping mouse.*
- *Lappin: protect important plant and aquatic species as well as shale barrens habitat.*
- *IBM: support creation of the IBM connector trail.*
- *Hart-Jones Exchange: protect riparian areas and rare plant community habitat.*
- *Palo Park: protect riparian area of Fourmile Canyon Creek.*

**See Appendix D for a list of interests met by each action.*

North TSA Plan Recommendations: TSA-Wide



MAP 1: North TSA-Wide - Management Area Designations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail
- Agricultural Area
- Habitat Conservation Area
- Natural Area
- Passive Recreation Area
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

Trail changes are depicted conceptually. Actual trail alignments will differ.

MAP 2: North TSA-Wide - Recommendations

Actions T10 to T15

Collaborate with partner agencies to create regional connections.

*Interests Met: 3**

As opportunities arise, collaborate with partner agencies to create the following regional trail connections in a way that minimizes natural resource impacts.

- (***T10***) *North TSA to Boulder County Parks and Open Space's Heil Valley Ranch. The North TSA Plan does not preclude future public planning processes to assess a regional connector trail connection to Heil Ranch on the Buckingham property.*
- (***T11***) *North TSA to Boulder County Parks and Open Space's Lagerman/Imel/AHI/Open Space Complex.*
- (***T12***) *A Boulder-to-Lyons trail connection including the efforts of the Rocky Mountain Greenway Project.*
- (***T13***) *IBM Connector Underpass and Trail (construction pending).*
- (***T14***) *Fourmile Canyon Creek Trail underpass to Cottonwood Trail (construction pending).*
- (***T15***) *Eagle Trail to the planned Boulder Reservoir Trail.*

Primary Goal

- *Enhance regional trail connectivity.*

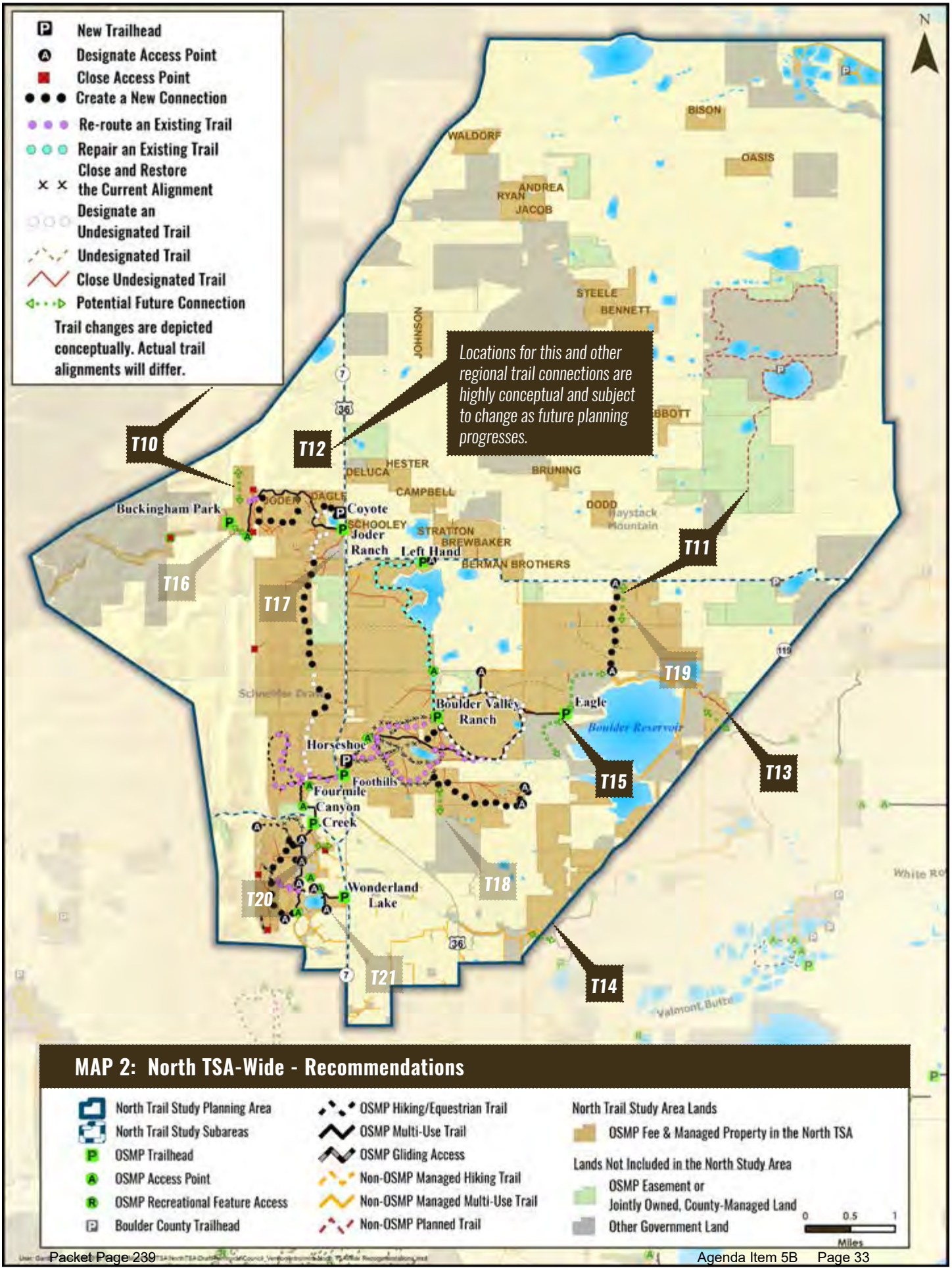
Driving Factors/Benefits

- *Provide greater opportunities for visitors and interconnectivity among adjacent trail systems.*
- *Coordination and collaboration among OSMP and partner agencies to accomplish regional connections.*
- *Specific to the Eagle Trail to Boulder Reservoir Trail connection: keep trail close to 51st and 55th streets in existing transportation corridors as much as is feasible.*

Illustration of a globally rare arogos skipper by OSMP staff Dave Sutherland, prepared for a forthcoming interpretive sign at Joder Ranch.

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: TSA-Wide



MAP 2: North TSA-Wide - Recommendations, continued

Actions T16 to T20

Collaborate with partner agencies to create local trail connections.

*Interests Met: 3**

- *As opportunities arise, collaborate with partner agencies to create the following local trail connections in a way that minimizes natural resource impacts.*
- *(**T16**) Joder Trail to Buckingham Park via Olde Stage Road (in progress).*
- *(**T17**) Joder Ranch and Boulder County's Six-Mile Fold. Boulder County will conduct its own public planning process to determine access and management of visitors on Six-Mile Fold. OSMP will coordinate with the county's planning efforts to determine if and where trails could be located in this area.*
- *(**T18**) City of Boulder's Area III park site to the North TSA.*
- *(**T19**) Boulder Reservoir to Niwot Road.*
- *(**T20**) Fourmile Canyon Creek Greenway path to Foothills Community Park.*

Primary Goal

- *Enhance local trail connectivity.*

Driving Factors/Benefits

- *Provide greater opportunities for visitors and interconnectivity among adjacent trail systems.*
- *Increase coordination and consistency among OSMP and partner agencies.*
- *Specific to Joder Ranch and Boulder County's Six-Mile Fold connection: Provide additional interpretive opportunities.*
- *Specific to Area III park site connection: (1) Work with partner agencies on a north-south trail connection from northern Boulder neighborhoods to North TSA; and (2) Increase accessibility for neighbors to the North TSA.*
- *Specific to Fourmile Canyon Creek Greenway path to Foothills Community Park connection: Connection accepted by City Council in the Greenways Master Plan.*

Action T21

Designate undesignated access points that connect with new or existing designated trails.

*Interests Met: 4**

Primary Goal

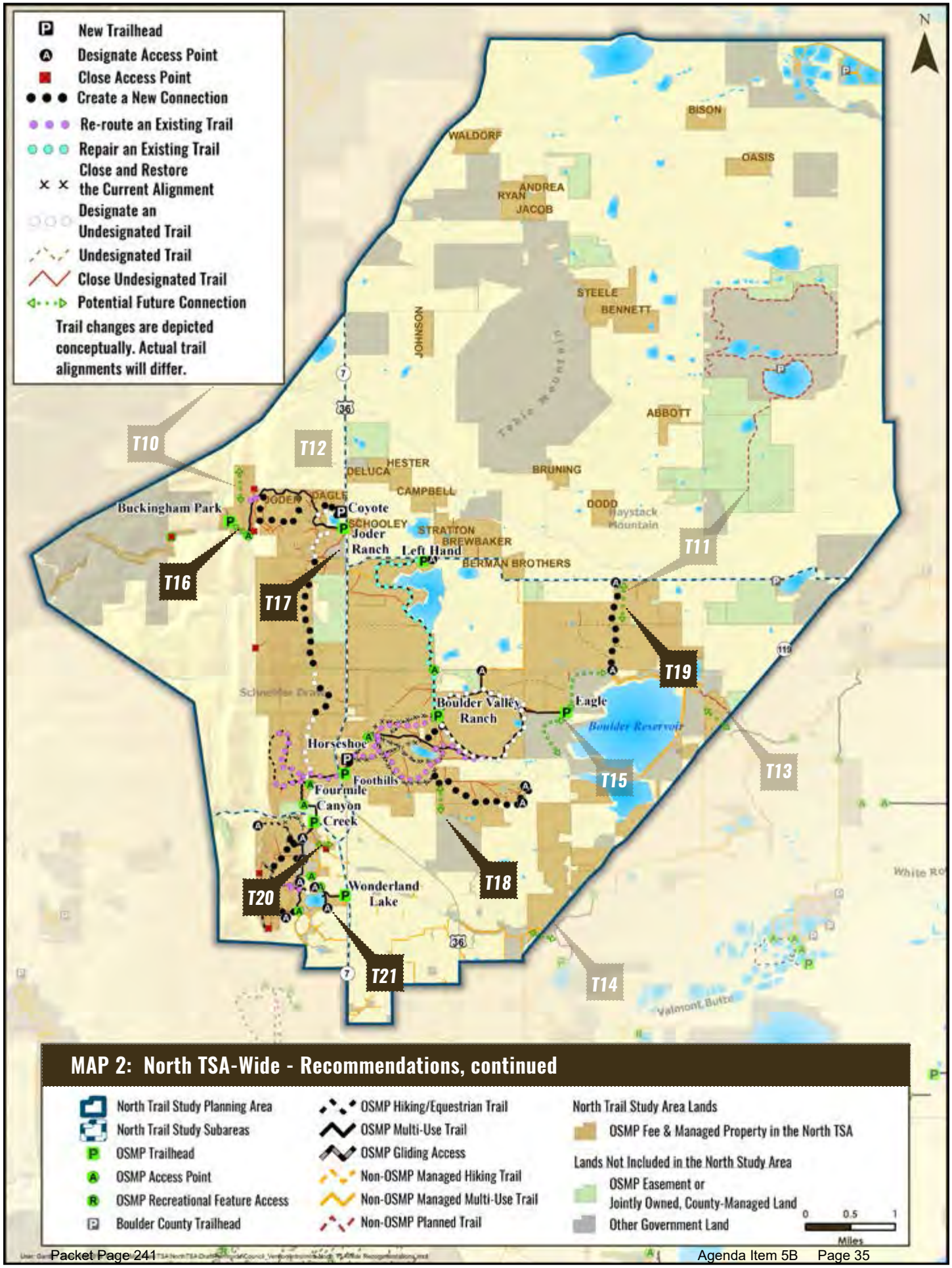
- *Provide managed public access to designated trails to encourage visitors to use designated trails.*

Driving Factors/Benefits

- *Establish clearly identified designated trail access points.*
- *Identify infrastructure and maintenance standards for access points.*
- *Improve connectivity between North TSA and publicly accessible areas.*
- *Minimize impacts to natural resources as connections are improved.*

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: TSA-Wide



ADDITIONAL ACTIONS: North TSA-Wide - Recommendations

Action T22 Bring all trails up to standards.

*Interests Met: 4**

» *Conduct maintenance activities to bring trails up to OSMP sustainable trail guidelines.***

Primary Goal

» *Increase trail sustainability to protect the OSMP trail system over the long term while providing a quality visitor experience.*

Driving Factors/Benefits

» *A sustainable trail is physically, ecologically and economically sustainable over time.*

» *Ensure trails maintain their character over time and encourage on-trail use.*

» *Use ecological best management practices as work is planned and implemented to minimize erosion and locate trails in a manner that minimizes impacts to surrounding natural and cultural resources.*

» *Upgrade trails so they will require minimal maintenance and financial resources over the long term.*

Action T23 Bring all trailheads and access points up to standards.

*Interests Met: 4**

» *Update, replace and install infrastructure to bring existing trailheads and access points up to OSMP standards.***

Primary Goal

» *Install appropriate and functioning infrastructure at each trailhead and access point to provide a safe, consistent and quality visitor experience.*

Driving Factors/Benefits

» *Provide visitors with safe, well-maintained and functioning infrastructure (e.g., easy to understand signs, toilets, safe parking access, etc.)*

» *Upgrade infrastructure so that it is less difficult and costly to maintain over time.*

Action T24 Remove unnecessary fencing and use wildlife friendly fencing.

*Interests Met: 3**

» *Remove fencing that is no longer serving a function and when modifying or installing fencing in implementation of the North TSA, ensure fencing is wildlife friendly.*

Primary Goal

» *Remove fences no longer serving a purpose and replace barbed-wire fences with less harmful barriers.*

Driving Factors/Benefits

» *Remove fences to improve visitor experience and resource conservation.*

» *Enhance wildlife corridors while balancing livestock control measures.*

» *Install new fences with wildlife friendly design.*

**See Appendix D for a list of interests met by each action.*

*** OSMP trail and trailhead standards available in the North TSA Inventory and Assessment Report. For current information about OSMP standards, visit osmp.org.*

Primary Goal

» *Create larger areas of unfragmented habitat by closing, revegetating or restoring undesignated trails that have not been designated through the North TSA process.*

Driving Factors/Benefits

» *Eliminate undesignated trails that are redundant and unmanaged trail connections.*

» *Improve conservation of rare plant communities and other sensitive resources.*

» *Offset resource impacts of providing new trail connections.*

Action T25 Allow natural revegetation or restore all undesignated trails not integrated into designated trail connections.

*Interests Met: 4**

***IMPORTANT NOTE*: The North TSA Plan recommendations will result in some undesignated trails being integrated into the designated trail system and other undesignated trails being closed and vegetation restored. A few undesignated trails are used for authorized vehicle access and will be retained for this purpose.**

North TSA Plan Recommendations for Undesignated Trails	Miles
Integrate into OSMP Trail System	4.7
Close and Restore Vegetation	22.7
Retain for Authorized Vehicle Access	7.9
Total	35.3

» *Assess and prevent the introduction and spread of priority invasive plants along new trail connections and decommissioned or undesignated trail sections under restoration.*

Primary Goal

» *Conserve and restore high-quality native plant communities and rare plant communities.*

Driving Factors/Benefits

» *Share information about the resource impacts associated with the spread of invasive plants and ways visitors can help prevent or minimize this issue.*

» *The North Foothills HCA is an area of high importance for this action.*

Action T26 Assess and prevent the introduction and spread of priority invasive plants.

*Interests Met: 2**

Primary Goal

» *Share information with visitors about the ecology, natural features, habitats, plants and animals in various locations throughout the North TSA, including North Foothills HCA, Boulder Valley Ranch and Wonderland Lake.*

Driving Factors/Benefits

» *Increase public awareness and understanding of interesting or unique natural resources.*

» *Improve compliance with regulations through programs directed at resource protection.*

Action T27 Create interpretive information and messages about unique, rare and sensitive resources.

*Interests Met: 2**

**See Appendix D for a list of interests met by each action.*

Background photo: Joder property.

North TSA Plan Recommendations

North Foothills

North TSA Plan Recommendations: North Foothills

MAP 3: North Foothills - Management Area Designations

ACTION NF1 Retain the Joder property as a Habitat Conservation Area (HCA).

*Interests Met: 4**

» *Retain the management area designation and include as part of the North Foothills HCA.*

Primary Goal

» *Honor the OSBT's request to thoroughly evaluate the Joder property management area designation and implement the VMP direction to establish management area designations for undesignated properties to guide management actions.*

Driving Factors/Benefits

» *Joder includes sensitive habitat and resources that are a consistent extension of habitats and species in the North Foothills HCA including rare plants and plant communities, highly suitable habitat for North TSA focal species such as globally-imperiled grassland-dependent butterflies, lazuli bunting, lark sparrow and prairie rattlesnake.*

» *Ensures trail development and visitor access are considered in the context of important and sensitive natural resources.*

ACTION NF2 Designate Dagle II property as a Natural Area.

*Interests Met: 2**

Primary Goal

» *Implement VMP direction to provide management area designations for undesignated properties.*

Driving Factors/Benefits

» *Consistent with adjacent Wright and Dagle I management area designations.*

ACTION NF3 Designate Dakota Ridge Village property as a Passive Recreation Area.

*Interests Met: 2**

Primary Goal

» *Implement VMP direction to provide management area designation for undesignated properties.*

Driving Factors/Benefits

» *Consistent with adjacent Passive Recreation Area designation around Foothills Trail.*

**See Appendix D for a list of interests met by each action.*

North TSA Plan Recommendations: North Foothills

MAP 3: North Foothills - Management Area Designations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Access Point
- OSMP Fee & Managed Property
- OSMP Easement or Jointly Owned, County-Managed Land
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- Non-OSMP Managed Multi-Use Trail

Trail changes are depicted conceptually. Actual trail alignments will differ.

- Agricultural Area
- Habitat Conservation Area
- Natural Area
- Passive Recreation Area
- Other Government Land

N

MAP 4: North Foothills - Subarea-Wide Recommendations

ACTION NF4 Collaborate to create a trail connection from North TSA to Boulder County Parks and Open Space's Heil Valley Ranch.

*Interests Met: 3**

- *As opportunities arise, collaborate with partner agencies to create regional trail connections in a way that minimizes natural resource impacts.*
- *The North TSA Plan does not preclude future public planning processes to assess a regional trail connection to Heil Ranch on the Buckingham property.*

Primary Goal

- *Enhance regional connectivity.*

Driving Factors/Benefits

- *Provide greater opportunities for visitors and interconnectivity among adjacent trail systems.*
- *Increase coordination among OSMP and partner agencies.*

ACTION NF5 Collaborate to create a connection from Joder Ranch Trail to Buckingham Park via Olde Stage Road (in progress).

*Interests Met: 3**

- *As opportunities arise, collaborate with partner agencies to create local trail connections in a way that minimizes natural resource impacts.*

Primary Goal

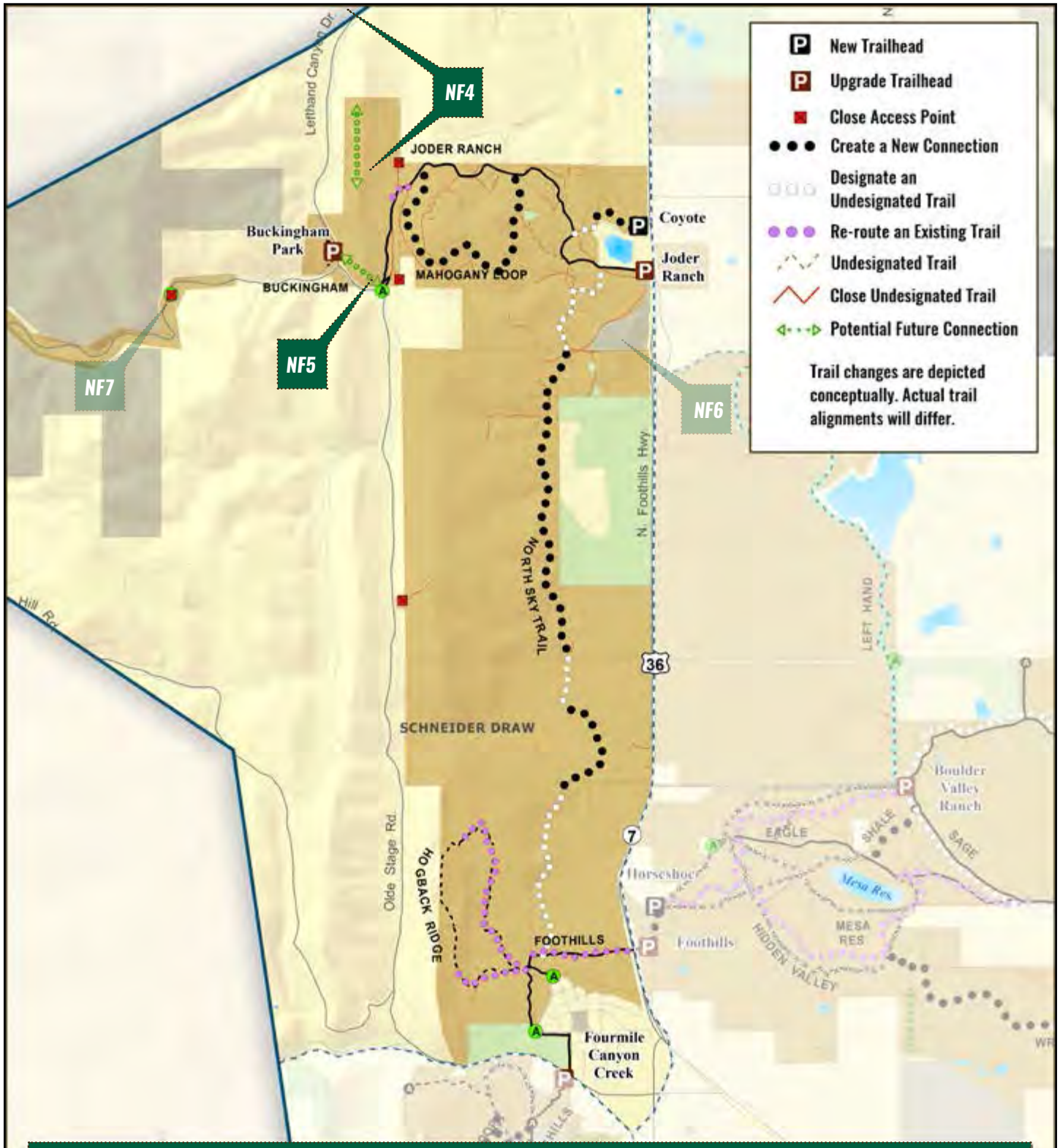
- *Enhance local trail connectivity.*

Driving Factors/Benefits

- *Provide greater opportunities for visitors and interconnectivity among adjacent trail systems.*
- *Increase coordination among OSMP and partner agencies.*

**See Appendix D for a list of interests met by each action.*

North TSA Plan Recommendations: North Foothills



MAP 4: North Foothills - Subarea-Wide Recommendations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Access Point
- OSMP Recreational Feature Access
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

0 0.5 Miles

N

MAP 4: North Foothills - Subarea-Wide Recommendations, continued

Action NF6 Collaborate to create a connection between Joder Ranch and Boulder County's Six-Mile Fold property.

*Interests Met: 3**

- *As opportunities arise, collaborate with partner agencies to create local trail connections in a way that minimizes natural resource impacts.*
- *Boulder County will conduct its own public planning process to determine access and management of visitors onto Six-Mile Fold. OSMP will coordinate with the county's planning efforts to determine if and where trails could be located to provide access to this area and minimize natural resource impacts.*

Primary Goal

- *Enhance local trail connectivity to provide designated access from the Joder Ranch Trail and Trailhead to the Six-Mile Fold area.*

Driving Factors/Benefits

- *Provide greater opportunities for visitors and interconnectivity among adjacent trail systems.*
- *Increase coordination among OSMP and partner agencies.*
- *Enhance interpretive and education access and opportunities.*
- *Protect geological and natural resources.*

Action NF7 Close Cottonwood Recreation Area.

*Interests Met: 2**

Primary Goal

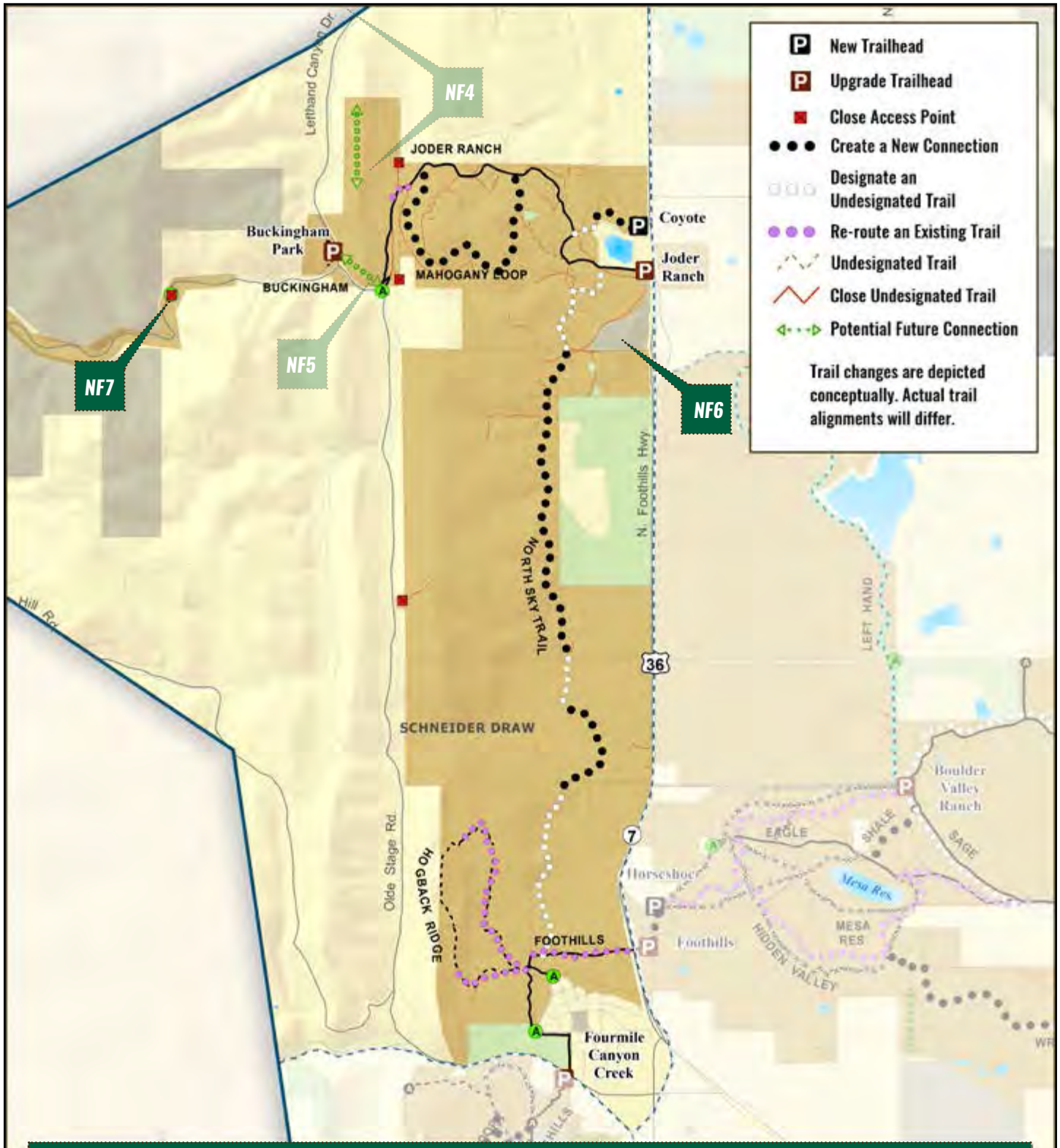
- *Support Lefthand Creek wetland and riparian restoration efforts after 2013 flood.*

Driving Factors/Benefits

- *The site was significantly altered after the 2013 flood and recreation amenities destroyed.*
- *Area is no longer suitable as a recreation access area.*

**See Appendix D for a list of interests met by each action.*

North TSA Plan Recommendations: North Foothills



MAP 4: North Foothills - Subarea-Wide Recommendations, continued

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Access Point
- OSMP Recreational Feature Access
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

0 0.5 Miles

N

North TSA Plan Recommendations: North Foothills

MAP 5: North Foothills - Joder Focus Area

Action NF8 Realign western section of the Interim Joder Trail near the Buckingham property. (Joder Ranch Trail)

*Interests Met: 4**

Primary Goal

» *Improve trail conditions to improve physical sustainability and visitor experience.*

Driving Factors/Benefits

» *Re-route steep, unsustainable portion of trail at west end of carriage road that connects to Buckingham property to improve sustainability and reduce the trail grade.*

» *Conserve butterfly habitats and minimize the impact of the trail re-route on butterfly highly suitable habitat.*

Action NF9 Construct one loop trail on the northwest section of the Joder property. (Mahogany Loop)

*Interests Met: 4**

Primary Goal

» *Increase recreation and visitor experience opportunities.*

Driving Factors/Benefits

» *Provide new visitor opportunity while limiting the extent of trail in areas of highest resource sensitivity and avoiding trails crossing through the large drainage on the property.*

» *Manage visitor activities to minimize visitor conflict on the loop trail.*

» *Allow restoration of historic undesignated trails to increase habitat quality in HCA.*

Action NF10 Construct a new trailhead for passenger vehicle parking on the Dagle/Wright properties. (Coyote Trailhead)

*Interests Met: 4**

Primary Goal

» *Provide additional passenger vehicle parking for Joder Ranch that does not require visitors to cross U.S. 36.*

Driving Factors/Benefits

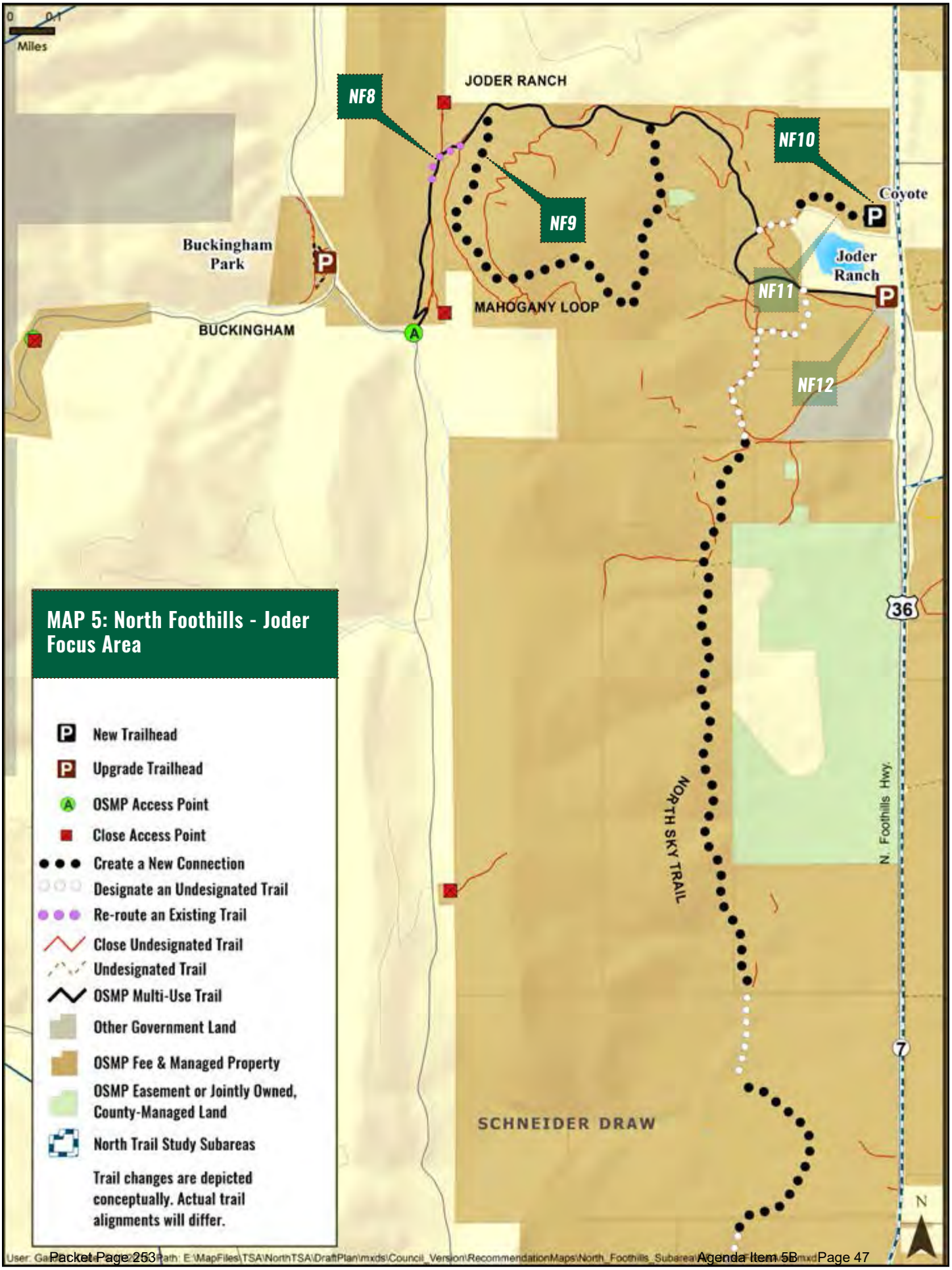
» *Provide parking for pedestrians and cyclists.*

» *Construct parking lot that has suitable terrain, drainage and soil quality.*

» *Access road off of U.S. 36 may provide suitable sitelines for obtaining Colorado Department of Transportation (CDOT) access permits.*

**See Appendix D for a list of interests met by each action.*

North TSA Plan Recommendations: North Foothills



MAP 5: North Foothills - Joder Focus Area, continued

ACTION NF11 Construct a connector trail from the new trailhead (Coyote Trailhead) on the Dagle property to the Joder Ranch Trail.

*Interests Met: 5**

Primary Goal

» *Provide connection from the new parking area to the Joder Ranch Trail.*

Driving Factors/Benefits

» *Create trail connectivity with trailhead.*

» *Minimize visitor conflict along the access road to lessees on the Dagle and Wright properties.*

ACTION NF12 Retain Interim Joder Trailhead. (Joder Ranch Trailhead)

*Interests Met: 4**

Primary Goal

» *Provide horse trailer and large-vehicle parking for the Joder trail system. Retain a limited number of passenger vehicle parking spots.*

Driving Factors/Benefits

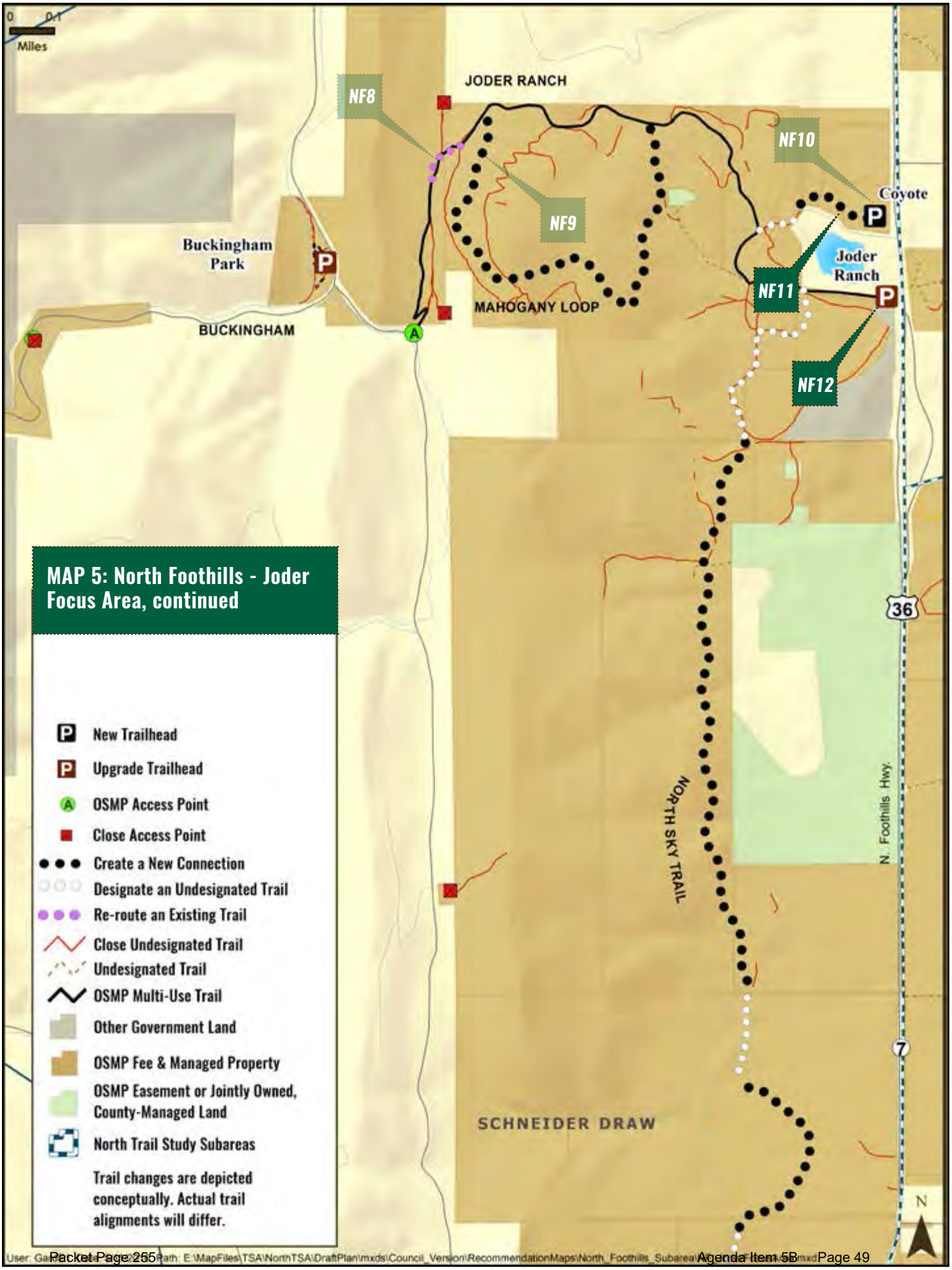
» *Provide access for equestrians and school groups to the Joder property and Boulder County's Six-Mile Fold property.*

» *Increase safety by preventing the need for equestrians/school groups to cross U.S. 36 to access Joder property.*

Barn on Joder property.

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: North Foothills



MAP 5: North Foothills - Joder Focus Area, continued

MAP 6: North Foothills - Hogback and North Sky Focus Area

ACTION NF13 Construct a north-south connector trail from Foothills Trail to the Joder Ranch Trail west of U.S. 36. (North Sky Trail)

*Interests Met: 4**

- *Construct a trail from the southern section of the Railroad Grade, west of Foothills Business Park, connecting to the Joder Ranch Trail.*
- *Use best efforts to locate connector trail through the conservation easement.*

Primary Goal

- *Increase connectivity among North TSA properties while minimizing natural resource impacts to every extent possible.*

Driving Factors/Benefits

- *Use existing infrastructure and trails including parts of the Railroad Grade and abandoned roads and bridges.*
- *Minimize resource disturbance as much as feasible where creation of new trail tread is necessary.*
- *The conservation easement includes lower quality habitat than the area west of the conservation easement, and would allow for less impactful drainage crossings.*
- *Use steep terrain adjacent to Railroad Grade to encourage visitors to stay on the trail.*
- *Create interpretive opportunities around new trail alignment and the natural resources of the North Foothills HCA.*
- *Locate the trail east of the Railroad Grade to cross through Schneider Draw at a location that minimizes impacts to the high quality riparian area.*
- *Design drainage crossings to minimize wetland impacts and associated required mitigation.*
- *In a few locations where a pedestrian/equestrian-designed trail, rather than bike-accessible trail, can reduce resource impacts, consider designing these sections with the option that cyclists may need to dismount their bikes.*

ACTION NF14 Include the North Sky Trail in the muddy closure program.

*Interests Met: 3**

Primary Goal

- *Improve trail sustainability and reduce trail maintenance and repair costs.*

Driving Factors/Benefits

- *Reduce trail braiding and natural resource impacts.*
- *Improve trail conditions and sustainability.*

Schneider Draw

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: North Foothills

MAP 6: North Foothills - Hogback and North Sky Focus Area, continued

ACTION NF15 Post educational signs about the North Foothills HCA.

*Interests Met: 4**

» *Include information about the area's important natural resources as well as safety concerns such as rattlesnakes.*

Primary Goal

» *Educate visitors about the important natural resources and safety concerns of the HCA.*

Driving Factors/Benefits

» *Reduce impacts of new recreation opportunities on natural resources.*

» *Increase visitor awareness of special natural resources and HCAs.*

» *Increase safety of visitors.*

» *Increase compliance with regulations intended to protect the habitats of the HCA.*

ACTION NF16 Re-route Hogback Trail.

*Interests Met: 5**

Primary Goal

» *Construct a more sustainable trail.*

Driving Factors/Benefits

» *Improve trail quality and sustainability, thereby encouraging visitors to stay on trail, as well as minimize trail braiding and the creation of social trails.*

» *During re-route, minimize impacts to highly suitable habitat for North TSA focal species including bluestem dependent butterflies, lark sparrow and prairie rattlesnakes.*

» *Avoid rare and sensitive plant communities, rare plant habitat and wetlands in re-route planning.*

» *Repair trail damaged by 2013 flood.*

ACTION NF17 Re-route Foothills Trail where it connects to Hogback Trail and eastward to U.S. 36.

*Interests Met: 5**

Primary Goal

» *Construct a more sustainable trail.*

Driving Factors/Benefits

» *Improve trail quality and sustainability, thereby encouraging visitors to stay on trail as well as minimize trail braiding and the creation of social trails.*

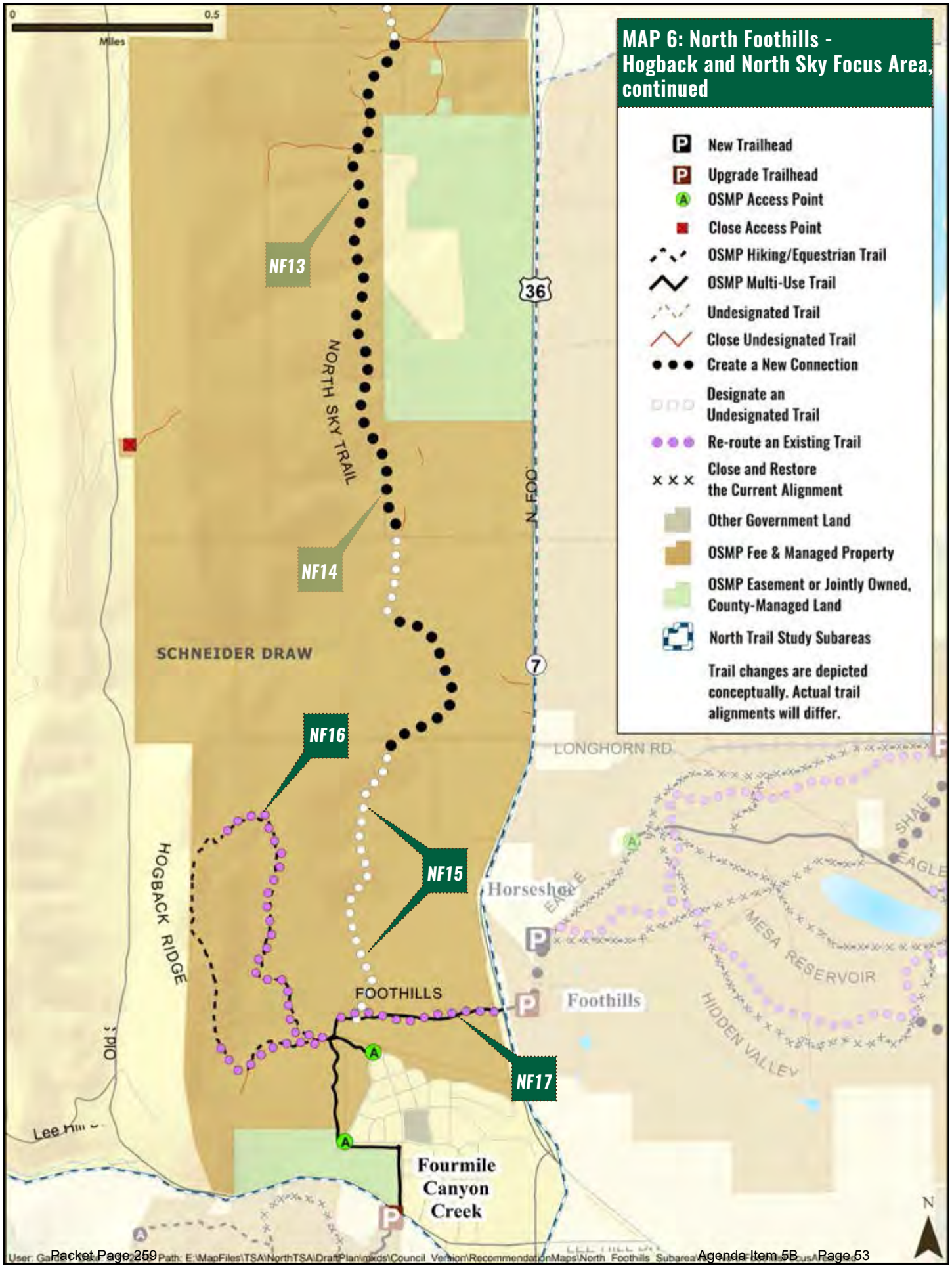
» *During re-route, minimize impacts to highly suitable habitat for North TSA focal species including bluestem dependent butterflies, lark sparrow and prairie rattlesnakes.*

» *Repair trail damaged by 2013 flood.*

» *Avoid rare plant habitat in planning and constructing re-route.*

**See Appendix D for a list of interests met by each action.*

North TSA Plan Recommendations: North Foothills



MAP 7: North Foothills - North Foothills Habitat Conservation Area (HCA) Off-Trail Permit Recommendations

ACTION NF18 Do not allow off-trail permits for the area inside the Joder loop trail for two years following the trail's construction. (Mahogany Loop)

*Interests Met: 2**

Primary Goal

» *Reduce impacts of new recreational opportunities on natural resources.*

Driving Factors/Benefits

» *Provide best chance of successfully restoring undesignated trails within the loop and improve habitat conditions.*

» *Provide an opportunity for the restoration and revegetation of existing undesignated trails.*

» *Decrease the potential for creation of new undesignated trails.*

» *Minimize impacts on natural resources while providing new trail access.*

ACTION NF19 Do not allow off-trail permits within the North Foothills HCA.

*Interests Met: 2**

» *Off-trail permits not allowed in the North Foothills HCA except for areas west and north of Joder Ranch Trail and inside the Mahogany Loop.*

Primary Goal

» *Reduce impacts of new recreation opportunities on natural resources outside of trail corridor.*

Driving Factors/Benefits

» *Minimize impacts on natural resources while providing new trail access.*

» *Decrease the potential for creation of new undesignated trails.*

» *Decrease habitat fragmentation and increase protection of sensitive natural resources outside of the trail corridor. The new trail provides access to view and enjoy the HCA.*

ACTION NF20 After City Council approval of the North TSA Plan, staff will return to the OSBT with monitoring recommendations for the North Foothills HCA, the North Sky Trail and the Joder property.

Primary Goal

» *Have staff endeavor to develop and bring back to the OSBT an ecological monitoring program for the North Sky Trail and the Joder property in light of the important ecological qualities of these properties.*

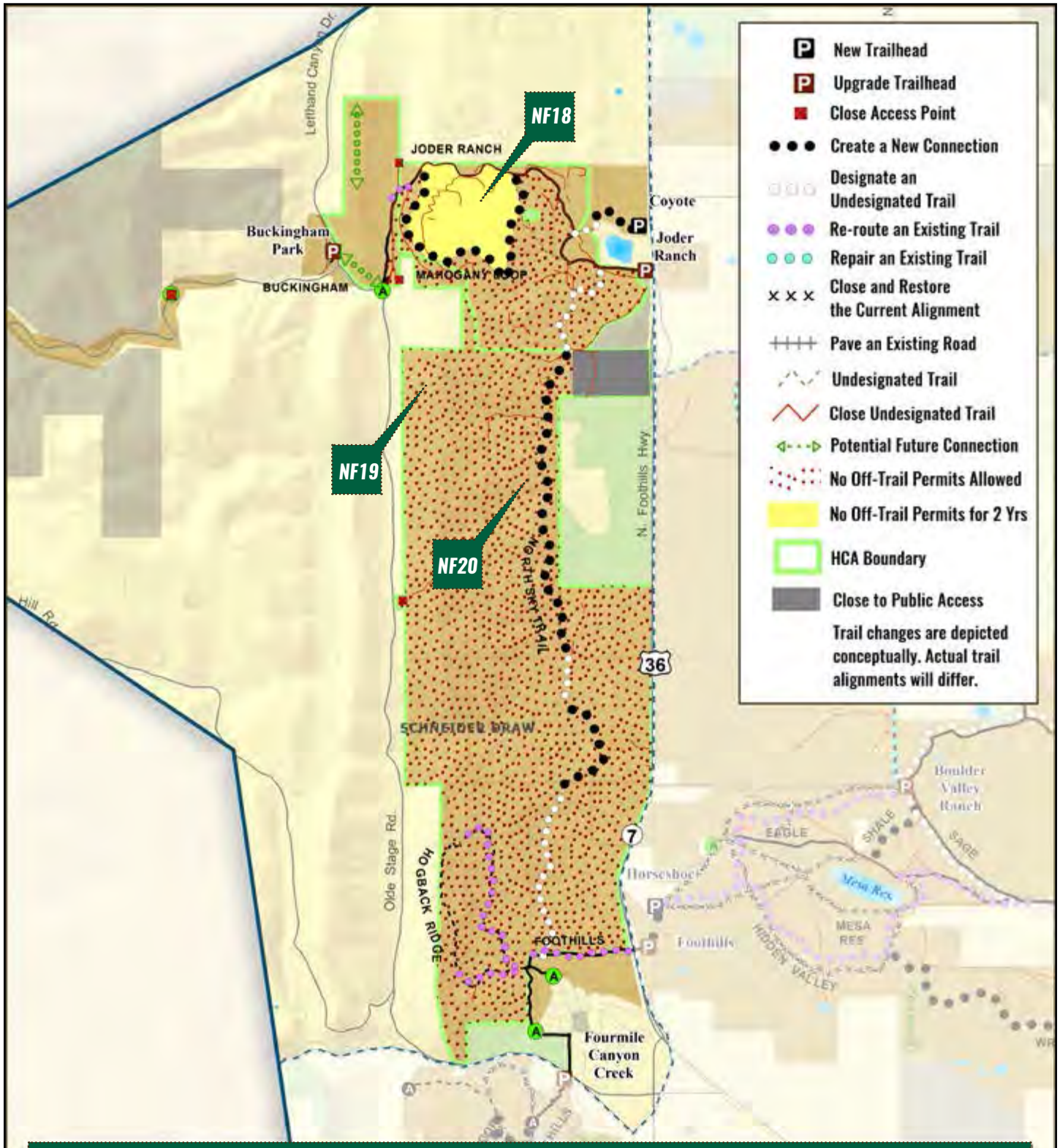
Driving Factors/Benefits

» *Action added by OSBT during approval of the draft plan.*

Prairie rattlesnake, a focal species in the North Trail Study Area. © Greg Joder

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: North Foothills



MAP 7: North Foothills - North Foothills Habitat Conservation Area Off-Trail Permit Recommendations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Access Point
- OSMP Recreational Feature Access
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property

Lands Not Included in the North Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

0 0.5 Miles

N

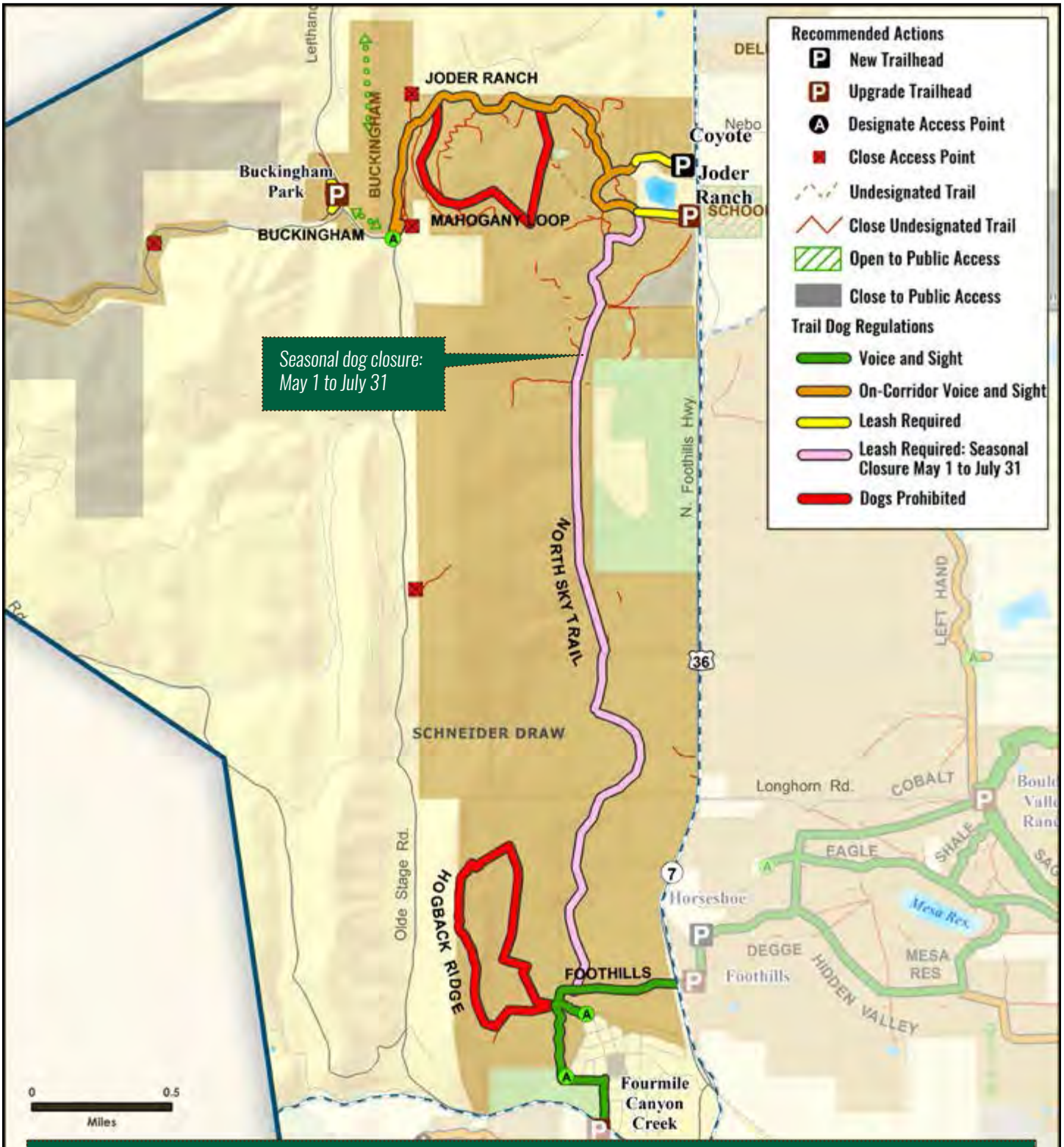
MAP 8: North Foothills - Trail-Based Dog Regulations

TRAIL NAME	DOG REGULATION
New Trails	
Joder Loop Trail (Mahogany Loop)	*Dogs Prohibited*
Connector Trail from Coyote Trailhead to Interim Joder Trail (Joder Ranch Trail)	*On-Corridor Voice and Sight* *Leash Required (Coyote Trailhead leash extent)*
Joder connector trail (North Sky Trail)	*Leash Required (August 1 - April 30)* *Dogs Prohibited (May 1 - July 31)*
Existing and Re-routed Trails with New Dog Regulations	
Trails serving the Buckingham Park picnic area	*Leash Required*
Interim Joder Trail (Joder Ranch Trail)	*On-Corridor Voice and Sight* *Leash Required (Joder Ranch Trailhead leash extent)*
Existing and Re-routed Trails with No Changes to Existing Dog Regulations	
Hogback Trail with re-routed section	*Dogs Prohibited*
Foothills North Trail with re-routed section	*Voice and Sight*

There are no new recommended off-trail dog regulations in this subarea.

© Michael Morton

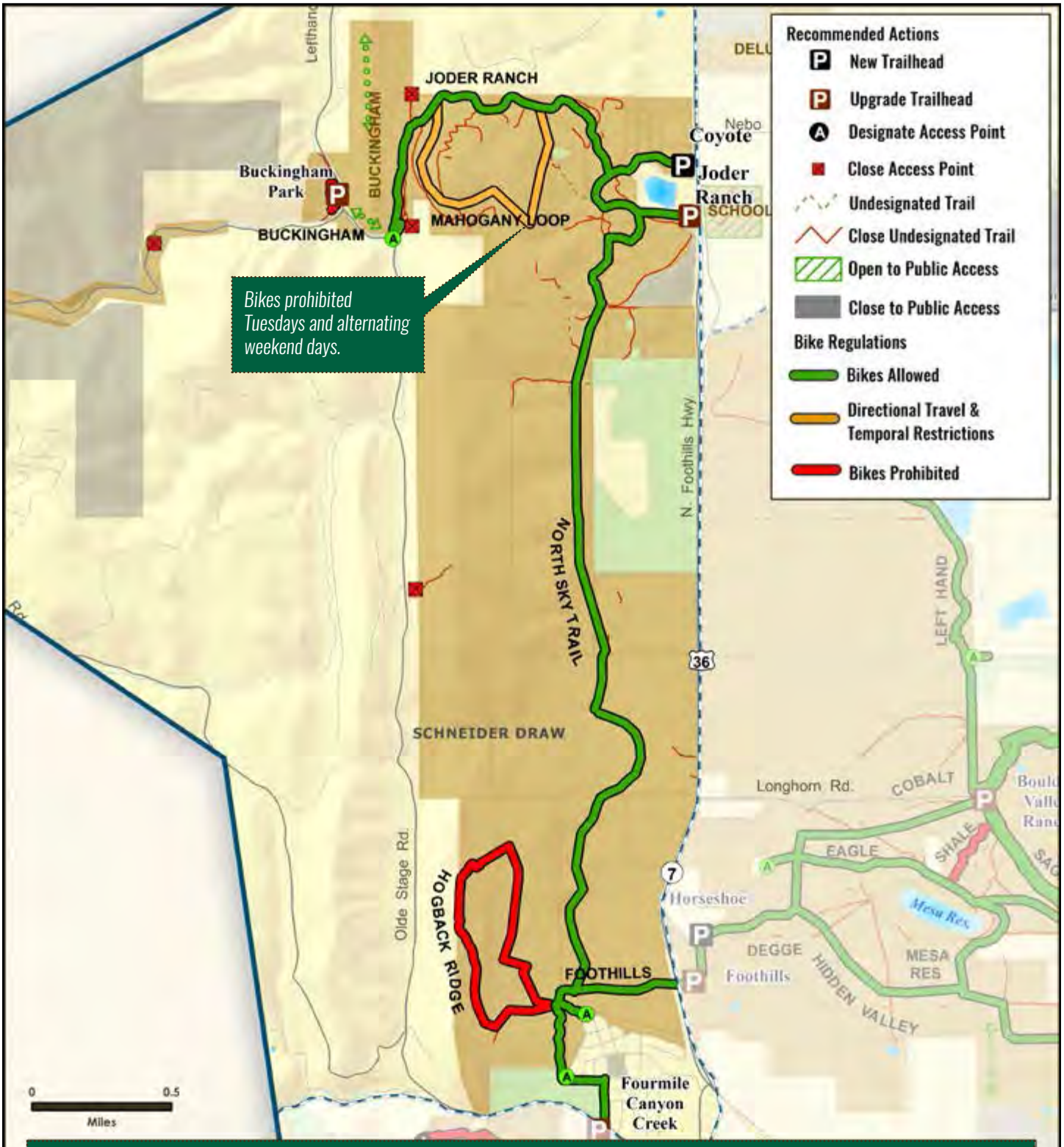
North TSA Plan Recommendations: North Foothills



MAP 9: North Foothills - Bike Regulations

TRAIL NAME	BIKE REGULATION
New Trails	
Western Joder Loop Trail (Mahogany Loop)	Bikes allowed with directional and temporal restrictions. Bikes prohibited Tuesdays and alternating weekend days. Directional travel will alternate every two weeks.
Connector Trail from Coyote Trailhead to Interim Joder Trail (Joder Ranch Trail)	Bikes Allowed
Joder connector trail (North Sky Trail)	Bikes Allowed
Existing and Re-routed Trails with No Changes to Existing Bike Regulations	
Trails serving the Buckingham picnic area	Bikes Prohibited
Interim Joder Trail (Joder Ranch Trail)	Bikes Allowed
Hogback Trail with re-routed section	Bikes Prohibited
Foothills North Trail with re-routed section	Bikes Allowed

North TSA Plan Recommendations: North Foothills



MAP 9: North Foothills - Bike Regulations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- Potential Future Connections
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

N

MAP 10: North Foothills - Trail-Based Horse Regulations

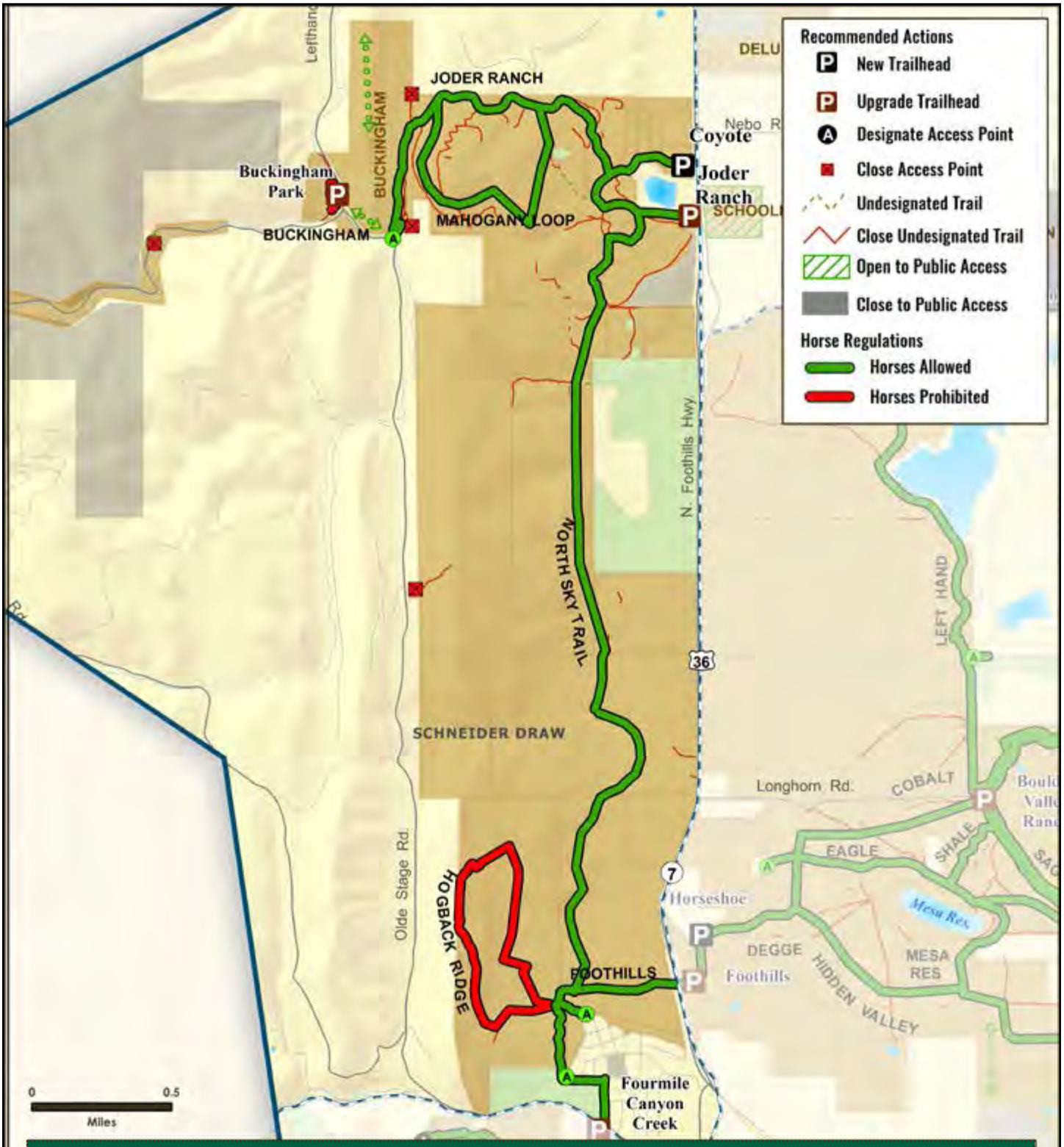
TRAIL NAME	HORSE REGULATION
New Trails	
Western Joder Loop Trail (Mahogany Loop)	*Horses Allowed*
Connector Trail from Coyote Trailhead to Interim Joder Trail (Joder Ranch Trail)	*Horses Allowed*
Joder connector trail (North Sky Trail)	*Horses Allowed*
Existing and Re-routed Trails with New Horse Regulations	
Trails serving the Buckingham picnic area	*Horses Prohibited*
Hogback Trail with re-routed section	*Horses Prohibited*
Existing and Re-routed Trails with No Changes to Existing Horse Regulations	
Interim Joder Trail (Joder Ranch Trail)	*Horses Allowed*
Foothills North Trail with re-routed section	*Horses Allowed*

New Off-Trail Horse Regulations

Horses prohibited off-trail in the North Foothills Habitat Conservation Area (exceptions listed below)

- *Horses allowed off-trail on the Buckingham property and the Joder property west and north of the Joder Ranch Trail.*
- *Horses allowed off-trail inside the Joder Loop Trail (Mahogany Loop) following a two-year restriction of off-trail access to allow for the revegetation of undesignated trails.*

North TSA Plan Recommendations: North Foothills



MAP 10: North Foothills - Trail-Based Horse Regulations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- Potential Future Connections
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail

North Trail Study Area Lands
- OSMP Fee & Managed Property

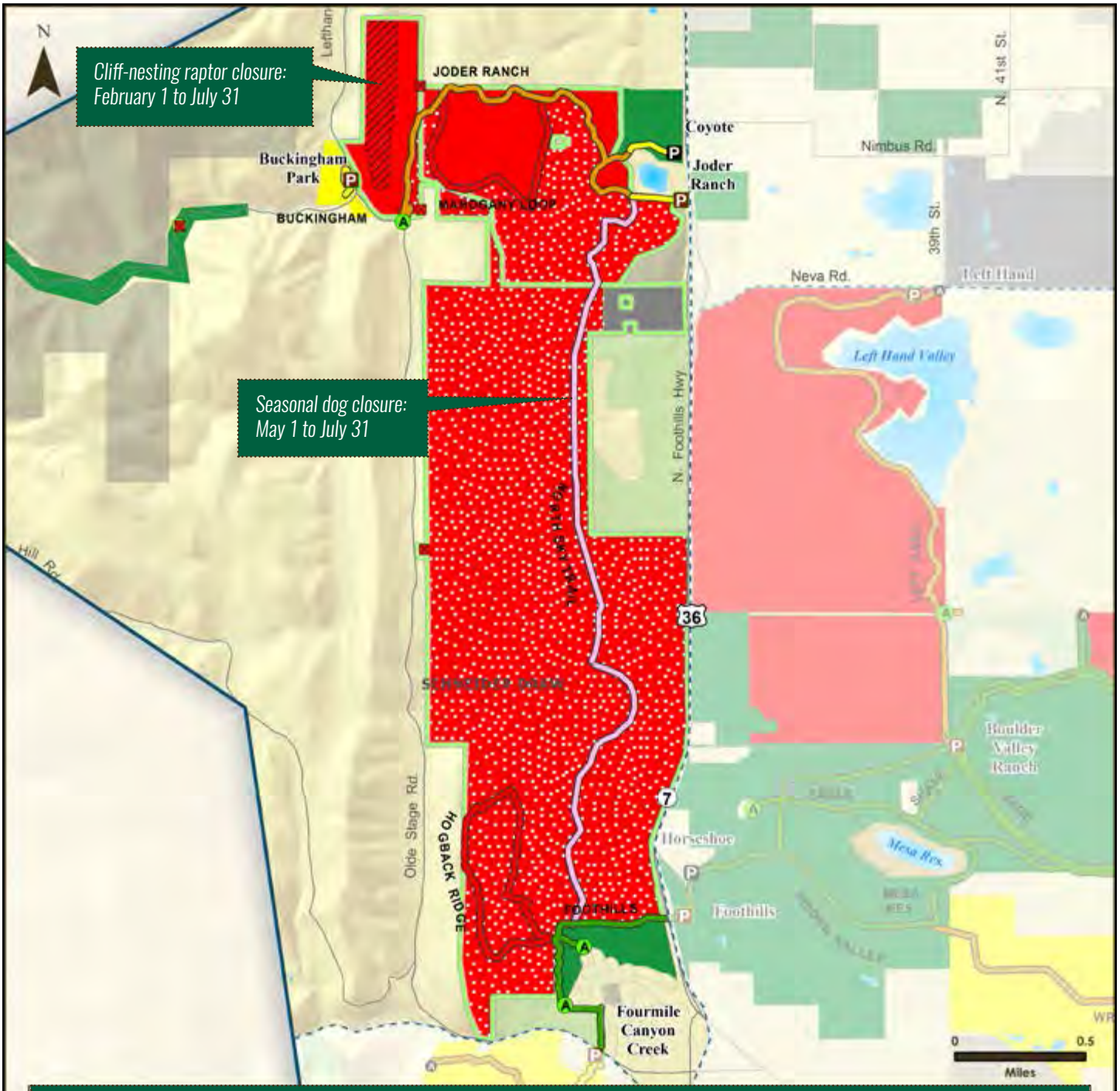
Lands Not Included in the North Trail Study Area
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

N

MAP 11: North Foothills - Regulatory Settings

Visitor access regulations pertain to the management of activities both on- and off-trail. The regulatory settings map includes on-trail and off-trail specific regulations where public access is restricted year-round, areas with seasonal wildlife closures and on-trail and off-trail dog regulations.

North TSA Plan Recommendations: North Foothills



MAP 11: North Foothills - Regulatory Settings

- North Trail Study Planning Area
- North Trail Study Subareas
- HCA Boundary
- OSMP Trailhead
- OSMP Access Point

Visitor Access Regulations

- New Trailhead
- New Access Point
- Close Access Point

Trail Dog Regulations

- Voice and Sight
- On-Corridor Voice and Sight
- Leash Required
- Leash Required: Seasonal Closure May 1 - July 31
- Dogs Prohibited
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

Dog Regulation Areas

- Voice and Sight Control
- Leash Required
- Dogs Prohibited
- Open with Seasonal Closure (May 1-July 31)
- Seasonal Raptor Closure
- Closed to Off-Trail Public Access
- Closed to Public Access

Background photo: Lefthand Trailhead.

North TSA Plan Recommendations

Boulder Valley Ranch

North TSA Plan Recommendations: Boulder Valley Ranch

MAP 12: Boulder Valley Ranch - Management Area Designations

ACTIONS B1 to B4

Provide management area designations for properties without designations to guide management actions.

*Interests Met: 4**

» *Designate Lappin property (**B1**), IBM open space easement property (**B2**), Hart-Jones Exchange property (**B3**) and Palo Park property (**B4**) as Natural Areas. Limit public access to on-trail travel on IBM open space easement property.*

Primary Goal

» *Implement VMP direction to provide management area designations for properties without designations to guide management actions.*

Driving Factors/Benefits

Lappin Property

» *Conserve natural resources while allowing access for low-impact passive recreation.*

» *Maintain habitat effectiveness of Lappin Pond in supporting sensitive native fish species.*

» *Protect important plant and aquatic species.*

» *Increase protection of shale barrens habitat and pond.*

» *Conserve highly suitable habitat for North TSA focal wildlife species.*

IBM open space easement property

» *Support efforts of creating the IBM connector trail.*

» *Create management regulations to implement terms of the easement and respond to the property owner's interests.*

Hart-Jones Exchange property

» *Protect riparian areas.*

» *Protect habitat for rare plants.*

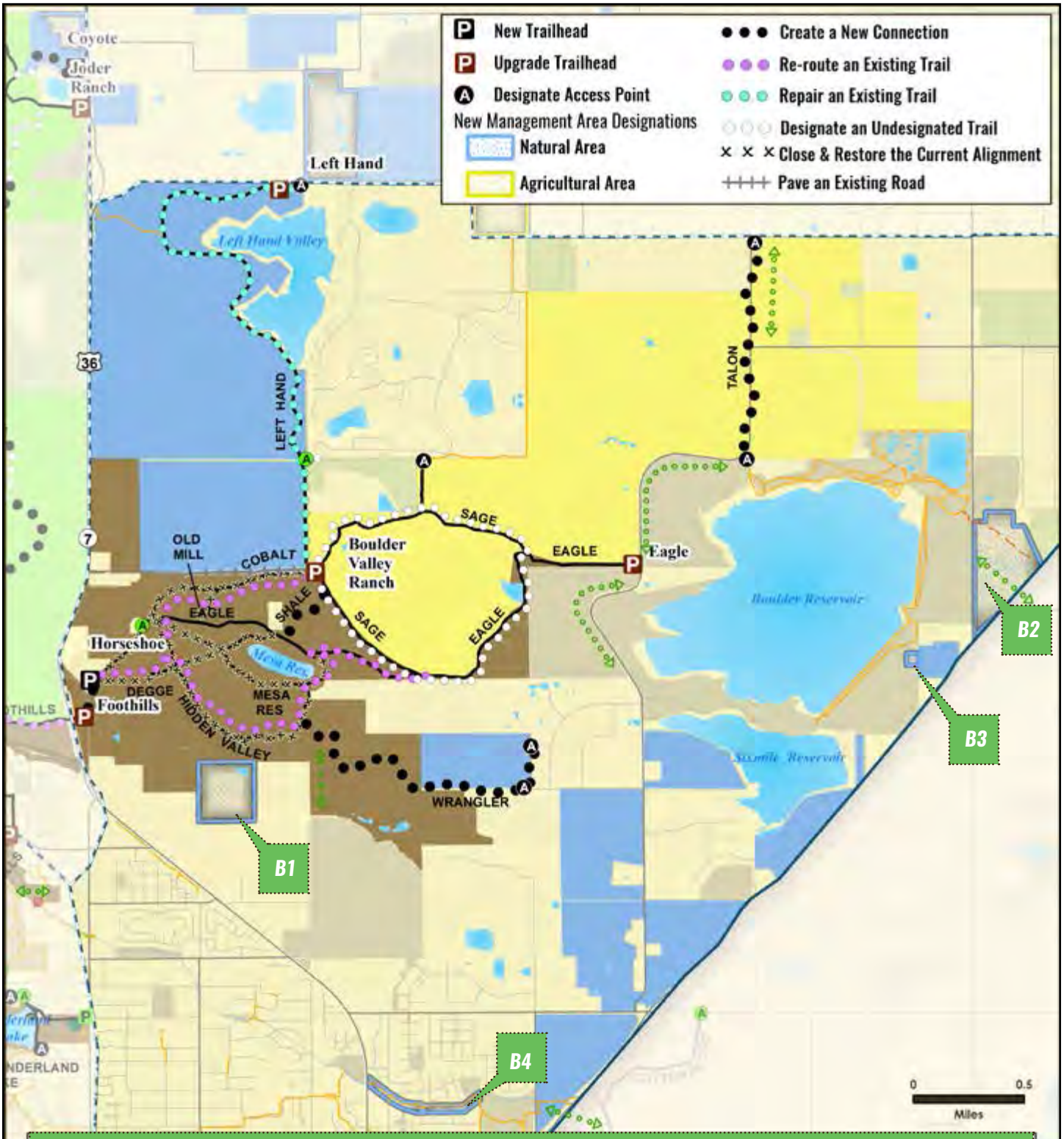
Palo Park property

» *Protect riparian areas of Fourmile Canyon Creek.*

» *Property includes Greenway path.*

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Boulder Valley Ranch



MAP 12: Boulder Valley Ranch - Management Area Designations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Access Point
- OSMP Fee & Managed Property
- OSMP Easement or Jointly Owned, County-Managed Land
- Potential Future Connection
- OSMP Multi-Use Trail
- Non-OSMP Planned Trail
- Non-OSMP Managed Multi-Use Trail
- Agricultural Area
- Habitat Conservation Area
- Natural Area
- Passive Recreation Area
- Other Government Land

Trail changes are depicted conceptually. Actual trail alignments will differ.

N

Actions B5 to B9
Collaborate with partner agencies to create regional trail connections.

*Interests Met: 5**

MAP 13 : Boulder Valley Ranch - Subarea-Wide Recommendations

- *As opportunities arise, collaborate with partner agencies to create the following regional trail connections in a way that minimizes natural resource impacts.*
- *(**B5**) City of Boulder's Area III park site to the North TSA.*
- *(**B6**) A Boulder-to-Lyons trail connection including the efforts of the Rocky Mountain Greenway Project.*
- *(**B7**) IBM Connector Trail (construction pending).*
- *(**B8**) Fourmile Canyon Creek Trail underpass to Cottonwood Trail (construction pending).*
- *(**B9**) Eagle Trail to the planned Boulder Reservoir Trail.*

Primary Goal

- *Enhance regional connectivity.*

Driving Factors/Benefits

- *Provide greater opportunities for visitors and interconnectivity among adjacent trail systems.*
- *Increase coordination/consistency among OSMP and partner agencies.*

*Specific to Area III park site (**B5**):*

- *Collaborate with other partner agencies to provide a north-south trail connection from northern Boulder neighborhoods to North TSA.*
- *Increase accessibility for neighbors to the North TSA.*

*Specific to Eagle Trail to Boulder Reservoir Trail connection (**B9**):*

- *Keep trail close to 51st and 55th streets and in existing transportation corridors as much as is feasible.*

Action B10 Provide public access to portions of Lappin, Lousberg, Papini and B.L.I.P. properties while protecting sensitive natural resources.

*Interests Met: 2**

- *Protect aquatic and wetland resources in and around ponds on these properties by prohibiting public access to the ponds.*

Primary Goal

- *Establish areas where visitor access is not allowed for important aquatic sites.*

Driving Factors/Benefits

- *Protect aquatic habitats that are being managed for species of concern, including native fish.*
- *Explain reasoning for restricting access to ponds by using signs with positive messaging about sensitive aquatic resources in order to promote compliance.*
- *Conserve highly suitable habitat for North TSA focal wildlife species.*

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Boulder Valley Ranch

MAP 13: Boulder Valley Ranch - Subarea-Wide Recommendations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point

Trail changes are depicted conceptually. Actual trail alignments will differ.

- Potential Future Connection
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- Non-OSMP Planned Trail
- Non-OSMP Managed Multi-Use Trail
- Undesignated Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

North TSA Plan Recommendations: Boulder Valley Ranch

MAP 14: Boulder Valley Ranch - East Beech and Lefthand Focus Area

Action B11 Designate access point for where Lefthand Trail connects to Neva Road.

*Interests Met: 4**

Primary Goal

» *Designate an access point that is served by a designated trail.*

Driving Factors/Benefits

» *Provide trail connectivity directly to Neva Road.*

» *Increase safety.*

Action B12 Bring Lefthand Trailhead up to standards.

*Interests Met: 4**

» *Include horse trailer parking at Lefthand Trailhead.*

Primary Goal

» *Include horse trailer parking in the existing trailhead space.*

Driving Factors/Benefits

» *Ensure consistent and basic facilities at all trailheads based on visitation numbers and facility standards.*

» *Replace infrastructure that is in need of repair.*

» *Improve sustainability and safety.*

Action B13 Improve Lefthand Trail.

*Interests Met: 5**

Primary Goal

» *Improve the physical sustainability of the trail to better accommodate visitors and protect resources.*

Driving Factors/Benefits

» *Retain a north-south connection to Neva Road that improves trail sustainability and helps conserve and reduce impacts to sensitive natural resources.*

» *Conserve large habitat blocks.*

» *Conserve highly suitable habitat for North TSA focal wildlife species.*

Action B14 Designate a connector trail from Lefthand Trail to the Lake Valley Estates neighborhood.

*Interests Met: 3**

Primary Goal

» *Designate and manage an existing undesignated trail that serves to connect a neighborhood to the North TSA.*

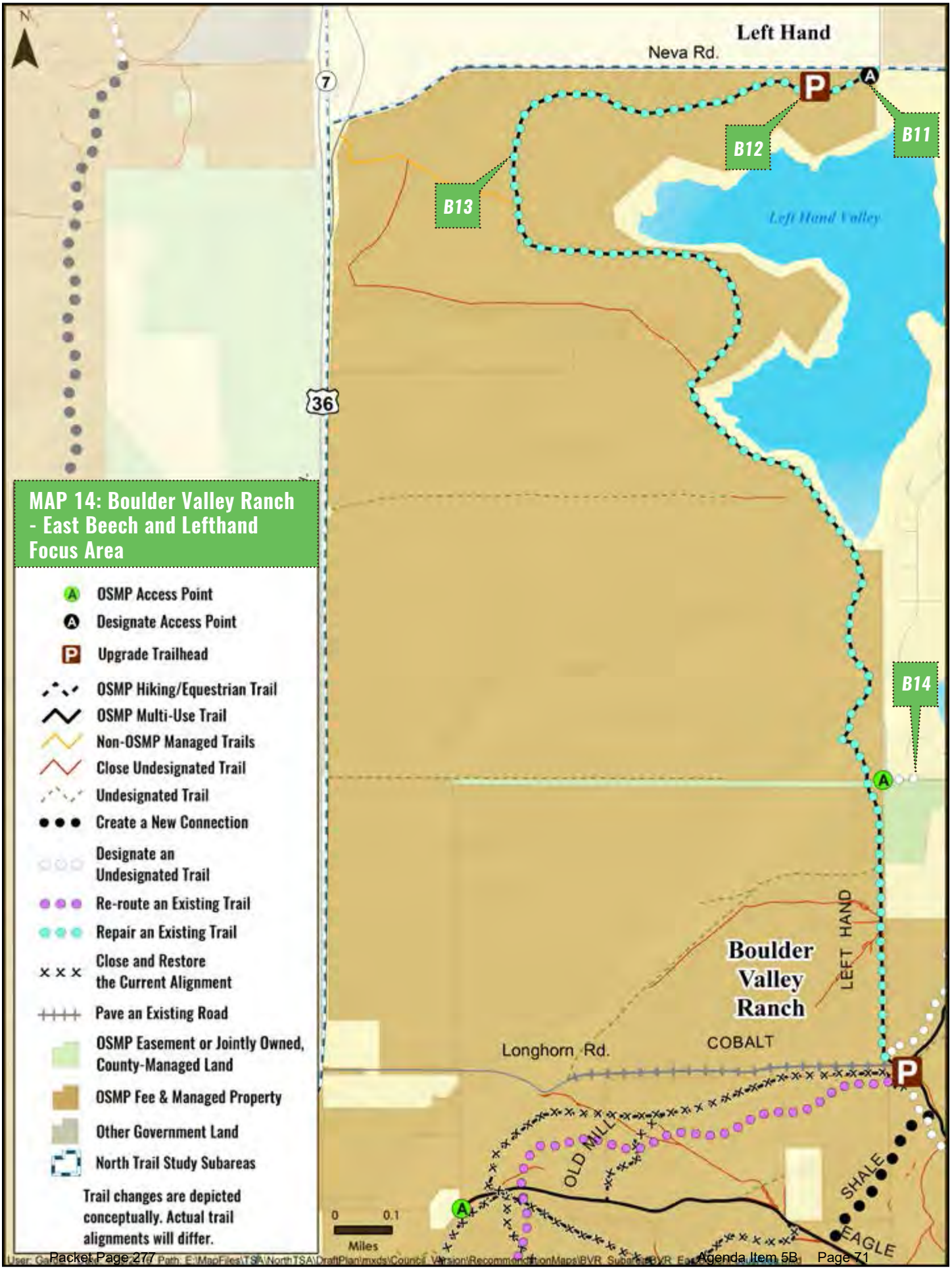
Driving Factors/Benefits

» *Improve access to North TSA trail system.*

» *Consolidate undesignated access points and trails.*

**See Appendix D for a list of interests met by each action.*

North TSA Plan Recommendations: Boulder Valley Ranch



MAP 14: Boulder Valley Ranch - East Beech and Lefthand Focus Area

North TSA Plan Recommendations: Boulder Valley Ranch

MAP 15: Boulder Valley Ranch - Eagle and Boulder Reservoir Focus Area

Action B15 Create a connection via the Boulder Reservoir to Niwot Road. (Talon Trail)

*Interests Met: 7**

» *Create a regional trail connection in a way that minimizes natural resource impacts. Work with partner agencies to determine the most feasible trail alignment with a preference for an alignment along 55th Street.*

Primary Goal

» *Increase connections between North TSA and other regional destinations. Enhance local trail connectivity and the creation of safe road crossing and trail connections.*

Driving Factors/Benefits

» *Provide increased connectivity.*

» *Allow visitors a safe alternative to current connections along roadways.*

» *By siting a trail on road right of way; maintain habitat effectiveness for North TSA focal wildlife species like Northern Harrier and plains topminnow.*

» *Provide greater opportunities for visitors.*

» *Increase coordination/consistency among OSMP and partner agencies.*

Action B16 Bring Eagle Trailhead up to standards.

*Interests Met: 5**

» *Include horse trailer parking at Eagle Trailhead.*

Primary Goal

» *Provide designated horse trailer parking.*

Driving Factors/Benefits

» *Reconfigure trailhead to improve safety.*

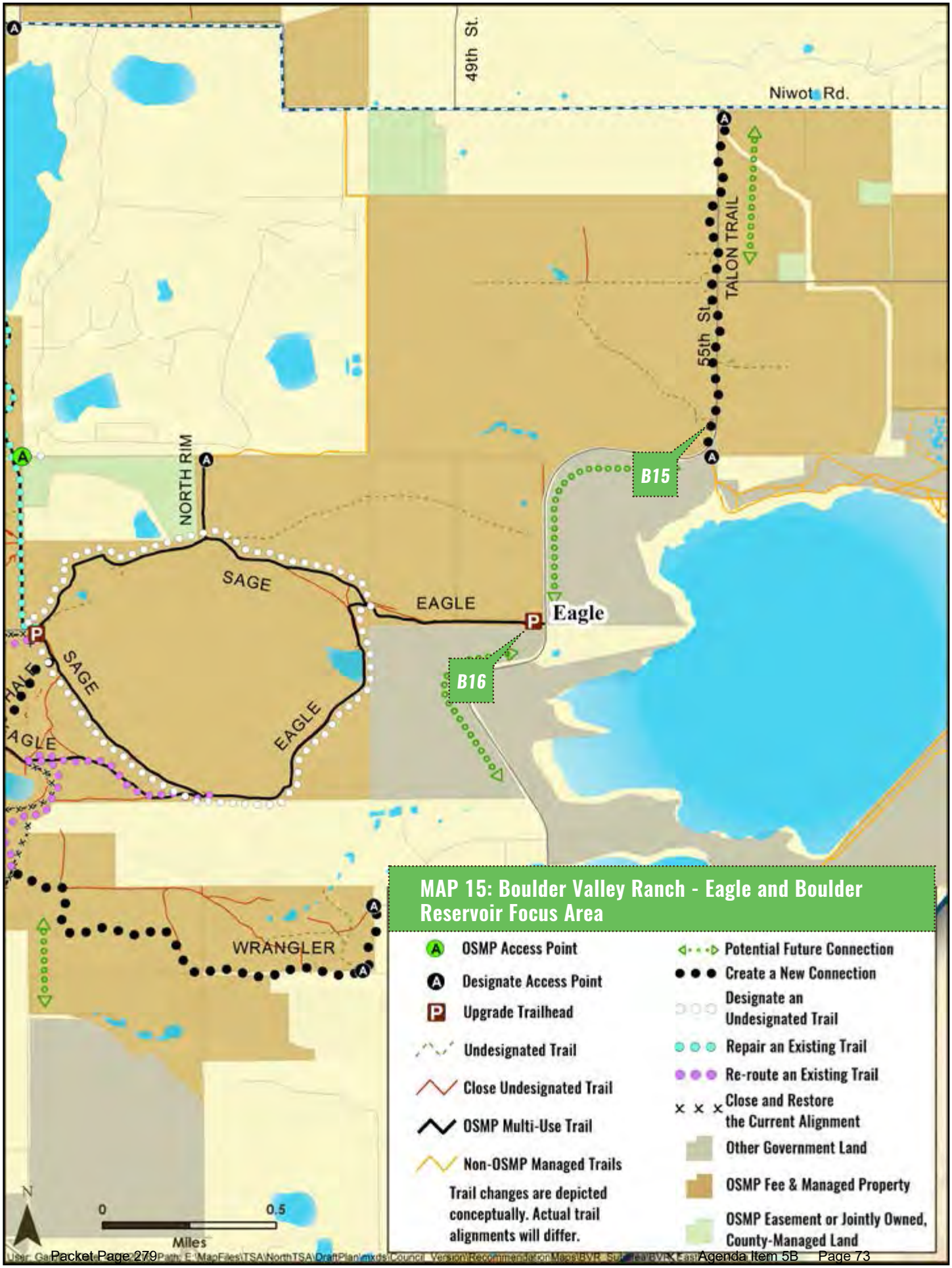
» *Ensure consistent and basic facilities at all trailheads based on visitation numbers and facility standards.*

» *Replace infrastructure that is in need of repair.*

Eagle Trailhead, to be upgraded to include horse trailer parking.

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Boulder Valley Ranch



North TSA Plan Recommendations: Boulder Valley Ranch

MAP 16: Boulder Valley Ranch - Degge Focus Area

Action B17 Bring Foothills Trailhead up to standards.

*Interests Met: 6**

Primary Goal

» *Improve parking configuration to allow cars to safely back out of parking spaces.*

Driving Factors/Benefits

» *Ensure consistent and basic facilities at all trailheads based on visitation numbers and facility standards.*

» *Replace infrastructure that is in need of repair.*

» *Reconfigure trailhead to improve safety.*

Action B18 Add a new trailhead at the Degge Trail access point. (Horseshoe Trailhead)

*Interests Met: 2**

» *Provide additional parking capacity and horse trailer parking.*

Primary Goal

» *Add horse trailer parking and provide additional parking facilities at the Degge Trail access point.*

Driving Factors/Benefits

» *Provide a new trailhead in a location that would minimize impacts to resources.*

» *Improve capacity for horse trailer parking.*

Action B19 Create a trail connection between Foothills and Degge trails, re-route Degge Trail.

*Interests Met: 5**

» *Provide a trail connection from Foothills Trail to re-routed west end of Degge Trail.*

Primary Goal

» *Improve visitor experience, trail connectivity and offer a safer way for visitors to connect from the Foothills Trail to the Boulder Valley Ranch/Mesa Reservoir area trails.*

Driving Factors/Benefits

» *Improve trail connectivity and safety of access.*

» *Replace high-density, low-quality trails with fewer, high-quality, sustainable trails.*

Foothills Trailhead, to be upgraded to improve parking circulation and safety.

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Boulder Valley Ranch

MAP 16: Boulder Valley Ranch - Degge Focus Area

North TSA Plan Recommendations: Boulder Valley Ranch

MAP 17: Boulder Valley Ranch - Mesa Reservoir Focus Area

ACTION B20 Replace existing trails north of Mesa Reservoir with new trail connections.

*Interests Met: 5**

» *Replace Old Mill and Cobalt trails with a single new trail and replace western section of Eagle Trail and steep, downhill section of Eagle Trail with new re-routed connections.*

Primary Goal

» *Replace high-density, low-quality trails with fewer, high-quality, sustainable trails to improve visitor experience.*

Driving Factors/Benefits

» *Use terrain effectively to create a better visitor experience and improve biking access.*

» *Where possible, relocate trail sections that run through prairie dog colonies to maintain or improve prairie rattlesnake highly suitable habitat and manage public safety issues related to rattlesnakes.*

» *Follow current general trail alignments in reconstruction to retain quality and size of grassland habitats.*

ACTION B21 Replace undesignated trails through sensitive resources with a single trail. (Shale Trail)

*Interests Met: 4**

» *Provide a sustainable connection with Sage Trailhead, by replacing undesignated trails through shale barrens and rare plant habitat with one new designated trail with educational signs for pedestrians and equestrians north of Mesa Reservoir.*

Primary Goal

» *Consolidate and replace unsustainable undesignated trails with a single designated trail to better protect shale barrens and rare plants, habitat and populations.*

Driving Factors/Benefits

» *Reduce the number and extent of undesignated trails.*

» *Provide an opportunity for the public to learn about the unique resources of the site.*

ACTION B22 Provide nature-viewing access at Mesa Reservoir.

*Interests Met: 5**

Primary Goal

» *Create recreation opportunities specifically for visitors looking for a quiet experience.*

Driving Factors/Benefits

» *Provide access to view wetland resources.*

ACTION B23 Replace existing trails with a new trail connection south of Mesa Reservoir.

*Interests Met: 5**

» *Replace southern sections of Mesa Reservoir Trail and the Hidden Valley Trail with a new single trail connection.*

Primary Goal

» *Replace high-density, low-quality trails with fewer, high-quality, sustainable trails to improve visitor experience.*

Driving Factors/Benefits

» *Use terrain effectively to create a better visitor experience and improve biking access.*

» *Follow current general trail alignments in reconstruction to retain quality and size of grassland habitats.*

» *Enhance education and interpretive offerings in the area.*

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Boulder Valley Ranch

MAP 17: Boulder Valley Ranch - Mesa Reservoir Focus Area

- OSMP Access Point
- OSMP Fee & Managed Property
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- Undesignated Trail
- Close Undesignated Trail
- Create a New Connection
- Designate an Undesignated Trail
- Re-route an Existing Trail
- Close and Restore the Current Alignment

Trail changes are depicted conceptually. Actual trail alignments will differ.

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North TSA Plan Recommendations: Boulder Valley Ranch

MAP 18: Boulder Valley Ranch - South Boulder Valley Ranch Focus Area

Action B24 Pave Longhorn Road.

*Interests Met: 2**

» *Pave or resurface Longhorn Road with an alternative permeable surface material.*

Primary Goal

» *Provide a more sustainable and safer surface, to improve access to Sage Trailhead.*

Driving Factors/Benefits

» *Existing gravel roadway is difficult to maintain and in poor condition.*

» *Roadway surface is eroded and can't be effectively resurfaced with gravel.*

Action B25 Bring Sage (BVR) Trailhead up to standards.

*Interests Met: 5**

» *Improve restroom facilities.*

Primary Goal

» *Provide better facilities to benefit visitors.*

Driving Factors/Benefits

» *Reconfigure trailhead to improve safety.*

» *Ensure consistent and basic facilities at all trailheads based on visitation numbers and facility standards.*

» *Replace infrastructure that is in need of repair.*

» *Update restrooms to bring them up to standards.*

Action B26 Improve Americans with Disabilities Act (ADA) access on Eagle and Sage trails.

*Interests Met: 4**

Primary Goal

» *Retain and improve wheelchair access to the Eagle and Sage loop at BVR.*

Driving Factors/Benefits

» *These trails are suitable for providing improved ADA access due to the trail width and design.*

» *The grade and out-slope are appropriate, but some areas will need to be improved.*

Action B27 Provide a parallel single track trail at BVR.

*Interests Met: 3**

» *Designate and slightly re-route in some locations one parallel single track tread adjacent to the Eagle and Sage loop at BVR.*

Primary Goal

» *Provide improved visitor experience and safety while reducing visitor conflict by providing a managed alternate trail tread adjacent to existing trail.*

Driving Factors/Benefits

» *Improve visitor experience.*

» *Consolidate multiple undesignated trail treads into a single designated tread and improve trail sustainability, by re-routing some sections and conducting maintenance on the single track.*

» *Decrease visitor conflict.*

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Boulder Valley Ranch

MAP 18: Boulder Valley Ranch - South Boulder Valley Ranch Focus Area

- OSMP Access Point
- New Trailhead
- Upgrade Trailhead
- Designate for Fishing
- Maintain ADA Standards
- Designate Access Point
- OSMP Fee & Managed Property
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- Non-OSMP Managed Trails
- Undesignated Trail
- Close Undesignated Trail
- Pave an Existing Road
- OSMP Easement or Jointly Owned, County-Managed Land
- Create a New Connection
- Designate an Undesignated Trail
- Re-route an Existing Trail
- Repair an Existing Trail
- Close and Restore the Current Alignment
- Other Government Land

Trail changes are depicted conceptually. Actual trail alignments will differ.

MAP 18: Boulder Valley Ranch - South Boulder Valley Ranch Focus Area, continued

ACTION B28 Allow fishing access on eastern shore of BVR pond.

*Interests Met: 4**

Primary Goal

» *Formalize and designate area for water access to reduce impacts to wildlife, aquatic and other natural resources.*

Driving Factors/Benefits

» *Protect northern shore from resource degrading impacts of visitor activities.*

» *Retain current seasonal closure over part of the pond to protect sensitive wildlife.*

ACTION B29 Create a new trail connection on the south side of the Papini property. (Wrangler Trail)

*Interests Met: 6**

» *Provide a trail connection along the south side of the Papini property connecting Kelso Road to the Mesa Reservoir trail system.*

Primary Goal

» *Increase trail connectivity within the North TSA and between surrounding residential areas and reduce undesignated trails.*

Driving Factors/Benefits

» *Provide trail connections to reduce the extent and number of undesignated trails.*

» *Protect natural resources from impacts associated with undesignated trails and access points. Allow access within a fenced corridor on the Papini property to protect natural resources, including ponds which may become a native fish refuge.*

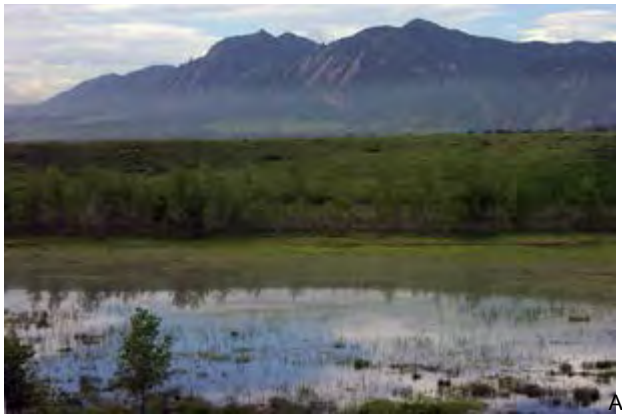
ACTION B30 Public access to BVR arena.

Primary Goal

» *Continue to follow the terms of the lease regarding public access to the BVR equestrian arena and concurrently develop options for nearby horse trailer parking and/or seek to provide an equivalent and suitable corral option that will be determined in cooperation with stakeholders that will be vetted and approved in a future public process. Proactively address any conflict issues resulting from public access in future lease negotiations.*

Driving Factors/Benefits

» *Action added by OSBT during approval of the draft plan.*



Mesa Reservoir. Photo courtesy Bob Crifasi.

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Boulder Valley Ranch

MAP 18: Boulder Valley Ranch - South Boulder Valley Ranch Focus Area, continued

- OSMP Access Point
- New Trailhead
- Upgrade Trailhead
- Designate for Fishing
- Maintain ADA Standards
- Designate Access Point
- OSMP Fee & Managed Property
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- Non-OSMP Managed Trails
- Undesignated Trail
- Close Undesignated Trail
- Pave an Existing Road
- OSMP Easement or Jointly Owned, County-Managed Land
- Create a New Connection
- Designate an Undesignated Trail
- Re-route an Existing Trail
- Repair an Existing Trail
- Close and Restore the Current Alignment
- Other Government Land

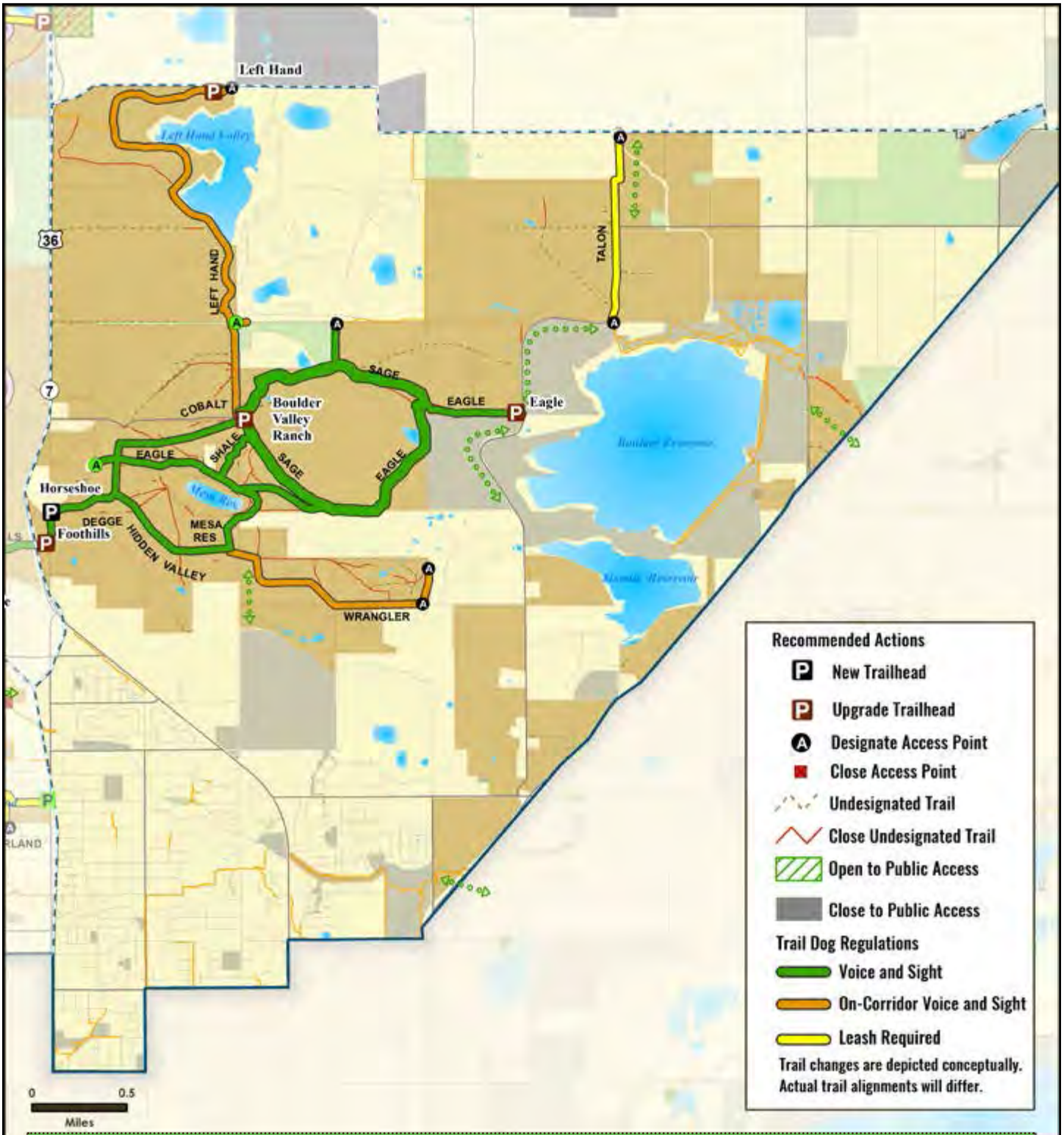
Trail changes are depicted conceptually. Actual trail alignments will differ.

MAP 19: Boulder Valley Ranch - Trail-Based Dog Regulations

TRAIL NAME	DOG REGULATION
New Trails	
Connector trail from Lefthand Trail to the Lake Valley Estates neighborhood	On-Corridor Voice and Sight
Designated single track around Eagle and Sage trails	Voice and Sight
Connector near 55th Street to Niwot Road (Talon Trail)	Leash Required
Papini connector trail (Wrangler Trail)	On-Corridor Voice and Sight
Interpretative trail to Mesa Reservoir (Shale Trail)	Voice and Sight
Connector from Foothills Trailhead to Horseshoe Trailhead	Voice and Sight
Existing and Re-routed Trails with New Dog Regulations	
Lefthand Trail	On-Corridor Voice and Sight
Existing and Re-routed Trails with No Changes to Existing Dog Regulations	
Eagle Trail	Voice and Sight
Sage Trail	Voice and Sight
North Rim Trail (OSMP section)	Voice and Sight
Re-routed Cobalt Trail / Old Mill Trail	Voice and Sight
Re-routed Hidden Valley Trail / Mesa Reservoir	Voice and Sight
Re-routed Degge Trail	Voice and Sight

New Off-Trail Dog Regulations
Dogs required to be on leash on the properties adjacent to the Papini connector trail (Wrangler Trail). On-Corridor Voice and Sight access allowed on the Wrangler Trail.

North TSA Plan Recommendations: Boulder Valley Ranch



MAP 19: Boulder Valley Ranch - Trail-Based Dog Regulations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- Potential Future Connection
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- Non-OSMP Planned Trails
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

N

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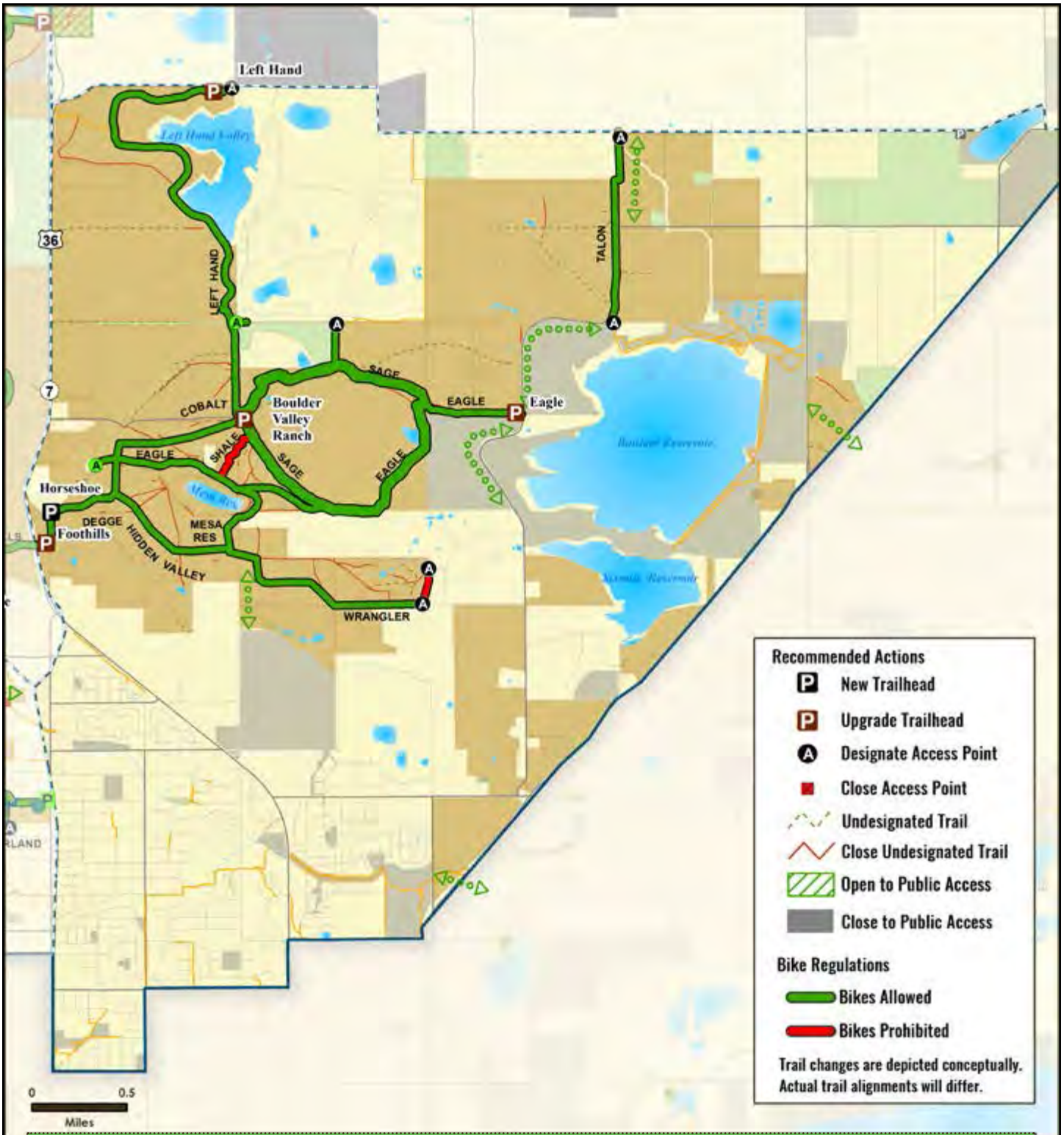
MAP 20: Boulder Valley Ranch - Bike Regulations

TRAIL NAME	BIKE REGULATION
New Trails	
Connector trail from Lefthand Trail to the Lake Valley Estates neighborhood	Bikes Allowed
Designated single-track around Eagle and Sage trails	Bikes Allowed
Connector near 55th Street to Niwot Road (Talon Trail)	Bikes Allowed
Papini connector trail (Wrangler Trail)	Bikes Allowed, except for a neighborhood connection on the east.
Interpretive trail to Mesa Reservoir (Shale Trail)	Bikes Prohibited
Connector from Foothills Trailhead to new Horseshoe Trailhead	Bikes Allowed
Existing and Re-routed Trails with New Bike Regulations	
Re-routed Cobalt Trail / Old Mill Trail	Bikes Allowed
Re-routed Hidden Valley Trail / Mesa Reservoir	Bikes Allowed
Re-routed Degge Trail	Bikes Allowed
Existing and Re-routed Trails with No Changes to Existing Bike Regulations	
Lefthand Trail	Bikes Allowed
Eagle Trail	Bikes Allowed
Sage Trail	Bikes Allowed
North Rim Trail (OSMP section)	Bikes Allowed

North TSA Plan Recommendations: Boulder Valley Ranch



MAP 20: Boulder Valley Ranch - Bike Regulations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- Potential Future Connection
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

N

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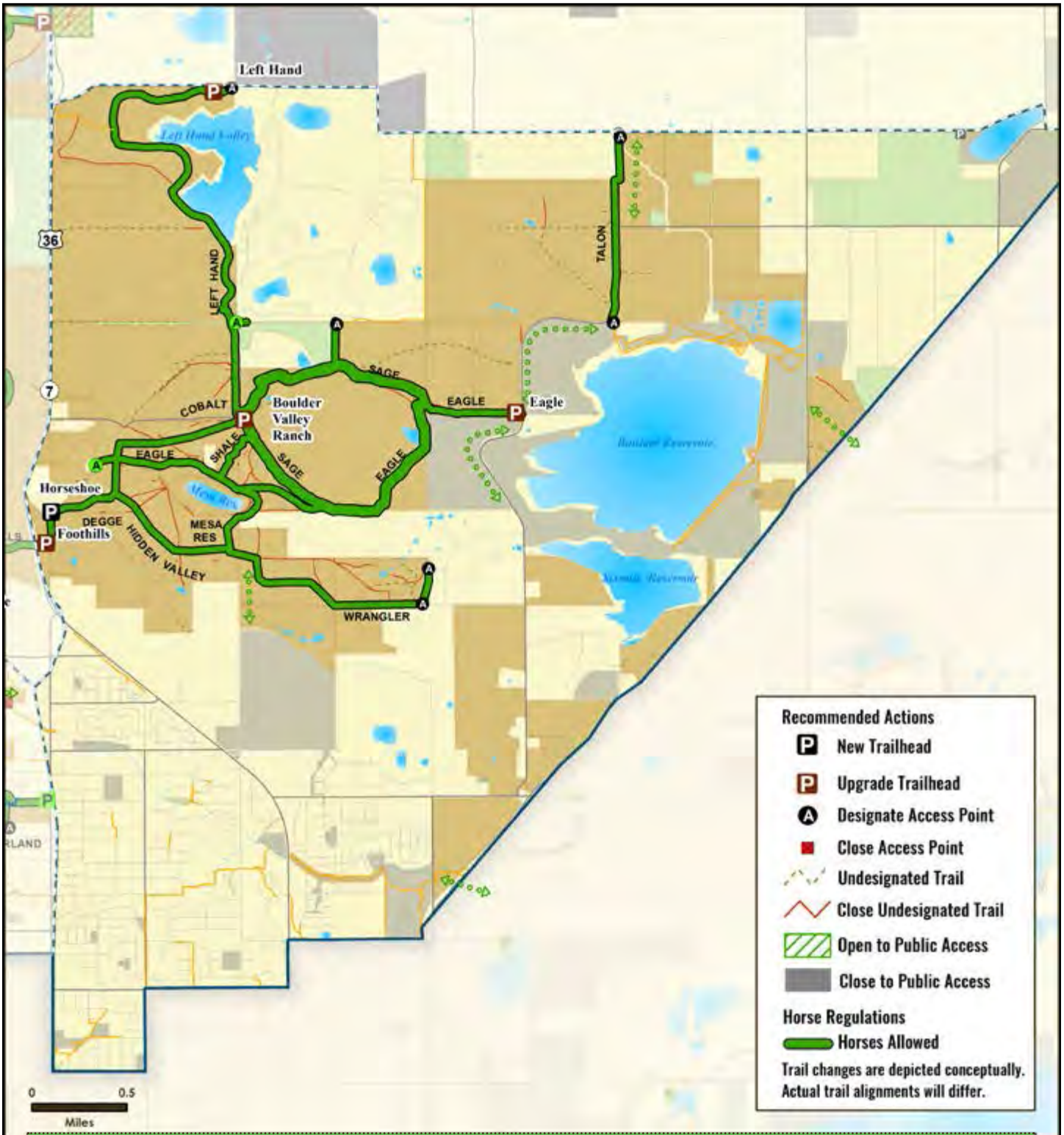
MAP 21: Boulder Valley Ranch - Trail-Based Horse Regulations

TRAIL NAME	HORSE REGULATION
New Trails	
Connector trail from Lefthand Trail to the Lake Valley Estates neighborhood	Horses Allowed
Designated single-track around Eagle and Sage trails	Horses Allowed
Connector near 55th Street to Niwot Road (Talon Trail)	Horses Allowed
Papini connector trail (Wrangler Trail)	Horses Allowed
Interpretive trail to Mesa Reservoir (Shale Trail)	Horses Allowed
Connector from Foothills Trailhead to new Horseshoe Trailhead	Horses Allowed
Existing and Re-routed Trails with No Changes to Existing Horse Regulations	
Lefthand Trail	Horses Allowed
Eagle Trail	Horses Allowed
Sage Trail	Horses Allowed
North Rim Trail (OSMP section)	Horses Allowed
Re-routed Cobalt Trail/Old Mill Trail	Horses Allowed
Re-routed Hidden Valley Trail/Mesa Reservoir Trail	Horses Allowed
Re-routed Degge Trail	Horses Allowed

Horses are allowed off trail in this subarea.

Lefthand Trailhead

North TSA Plan Recommendations: Boulder Valley Ranch



MAP 21: Boulder Valley Ranch - Trail-Based Horse Regulations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

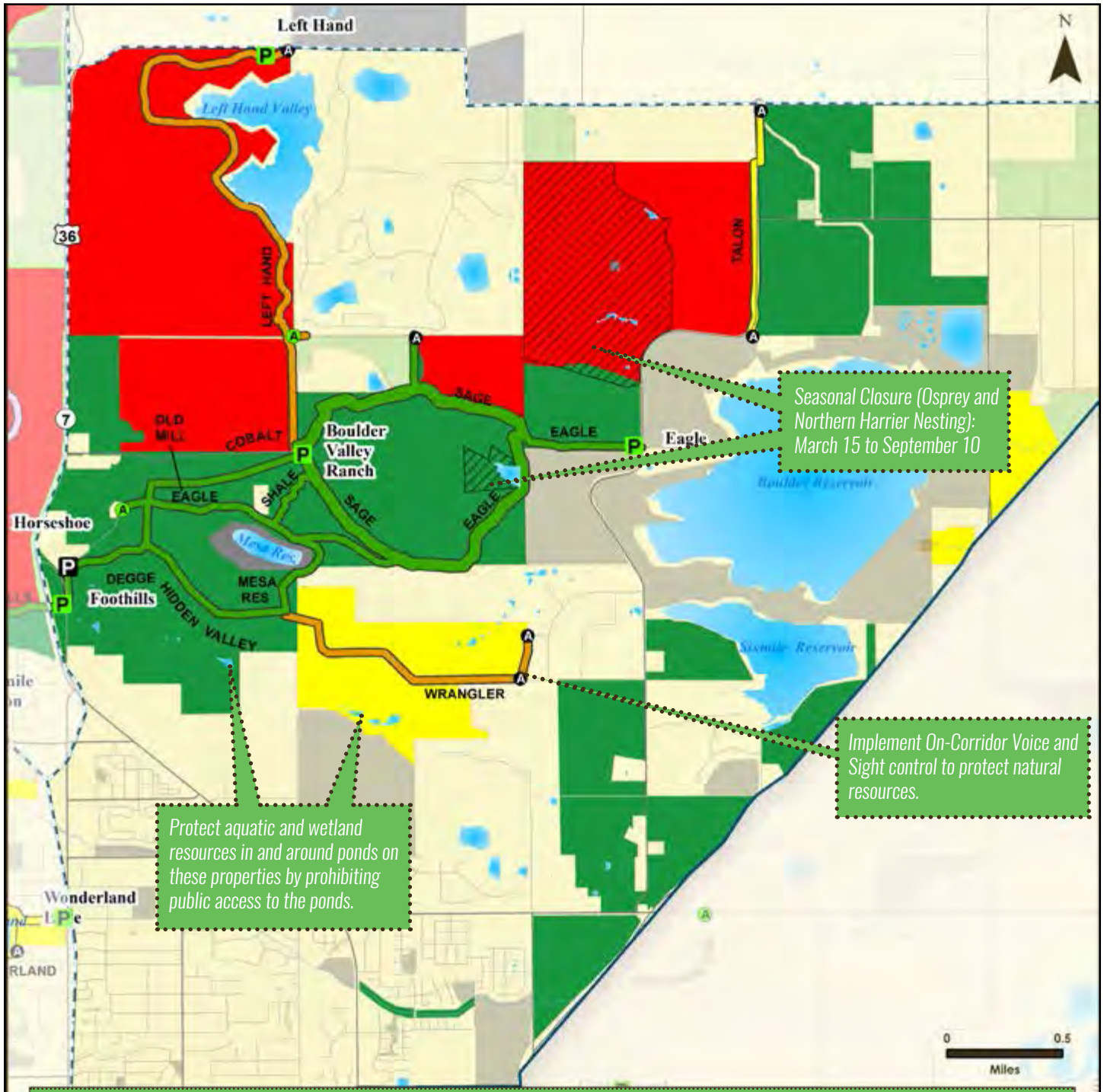
N

MAP 22: Boulder Valley Ranch - Regulatory Settings

Visitor access regulations pertain to the management of activities both on- and off-trail. The regulatory settings map includes on-trail and off-trail specific regulations where public access is restricted year-round, areas with seasonal wildlife closures and on-trail and off-trail dog regulations.

Prairie grasses in autumn backlit by golden sunset, fence and leafless trees at Boulder Valley Ranch. © Jack Sasson.

North TSA Plan Recommendations: Boulder Valley Ranch



MAP 22: Boulder Valley Ranch - Regulatory Settings

- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point

Visitor Access Regulations

- New Trailhead
- New Access Point

Trail Dog Regulations

- Voice and Sight
- On-Corridor Voice and Sight
- Leash Required
- Dogs Prohibited
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

Dog Regulation Areas

- Voice and Sight Control
- Leash Required
- Dogs Prohibited
- Closed to Public Access
- Seasonal Wildlife Closure

Trail changes are depicted conceptually. Actual trail alignments will differ.

Background photo: Wonderland Lake.

North TSA Plan Recommendations

Wonderland Lake

North TSA Plan Recommendations: Wonderland Lake

MAP 23: Wonderland Lake - Subarea-Wide Recommendations

Action W1 Collaborate with Parks and Recreation to support nature play experiences on their adjacent properties.

*Interests Met: 1**

» *Collaborate with City of Boulder Parks and Recreation Department to support designed nature play experiences on their property and support appropriate passive recreation aspects of this type of experience on adjacent OSMP land.*

Primary Goal

» *Support the creation of places designed for children on Parks and Recreation properties to gain a greater appreciation for, and awareness of, the natural environment.*

Driving Factors/Benefits

» *Promote daily contact with the natural environment and outdoor space consistent and suitable for OSMP lands.*

Action W2 Assess vision for Foothills Nature Center.

*Interests Met: 2**

» *OSMP is assessing and preparing plans for the future vision of the Foothills Nature Center and associated trailhead.*

Primary Goal

» *A separate building and site assessment process will determine potential changes to the Foothills Nature Center and Trailhead.*

Action W3 Construct a shade structure near Wonderland Lake Trailhead.

*Interests Met: 2**

Primary Goal

» *Provide a shaded area where education and other groups can gather when accessing the Wonderland Lake area.*

Driving Factors/Benefits

» *Provide shade for the safety and comfort of educational groups and other visitors.*

Action W4 Improve safety at Broadway crossing.

*Interests Met: 3**

» *Support and encourage improvements to crossing between Sumac Avenue, RTD bus stop and the Foothills Nature Center.*

Primary Goal

» *Encourage and support creating a safer and more visible way to cross Broadway for visitors accessing Foothills Nature Center and Wonderland Lake by bus.*

Driving Factors/Benefits

» *Improve accessibility of North TSA to visitors who rely upon public transit.*

Note: There are no new management area designations in this subarea.

**See Appendix D for a list of interests met by each action.*

North TSA Plan Recommendations: Wonderland Lake

MAP 23: Wonderland Lake - Subarea-Wide Recommendations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- Potential Future Connection
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Multi-Use Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

North TSA Plan Recommendations: Wonderland Lake

MAP 24: Wonderland Lake - Fourmile Canyon Creek Focus Area

Action W5 Revegetate the flood-damaged northern loop section of Old Kiln Trail.

*Interests Met: 2**

Primary Goal

» *Protect rare plants and unique geological features in this area.*

Driving Factors/Benefits

» *Rebuilding the trail is not feasible given the extensive damage from the 2013 flood.*

» *Restore/improve riparian habitat.*

Action W6 Rename Four Mile Creek Trailhead as Fourmile Canyon Creek Trailhead.

*Interests Met: 2**

Primary Goal

» *Align trailhead name with Fourmile Canyon Creek.*

Action W7 Collaborate to create a connection from Fourmile Canyon Creek Greenway path to Foothills Community Park.

*Interests Met: 3**

» *As opportunities arise, collaborate with partner agencies to create local trail connections in a way that minimizes natural resource impacts.*

Primary Goal

» *Provide greater opportunities for visitors and interconnectivity among adjacent trail systems.*

Driving Factors/Benefits

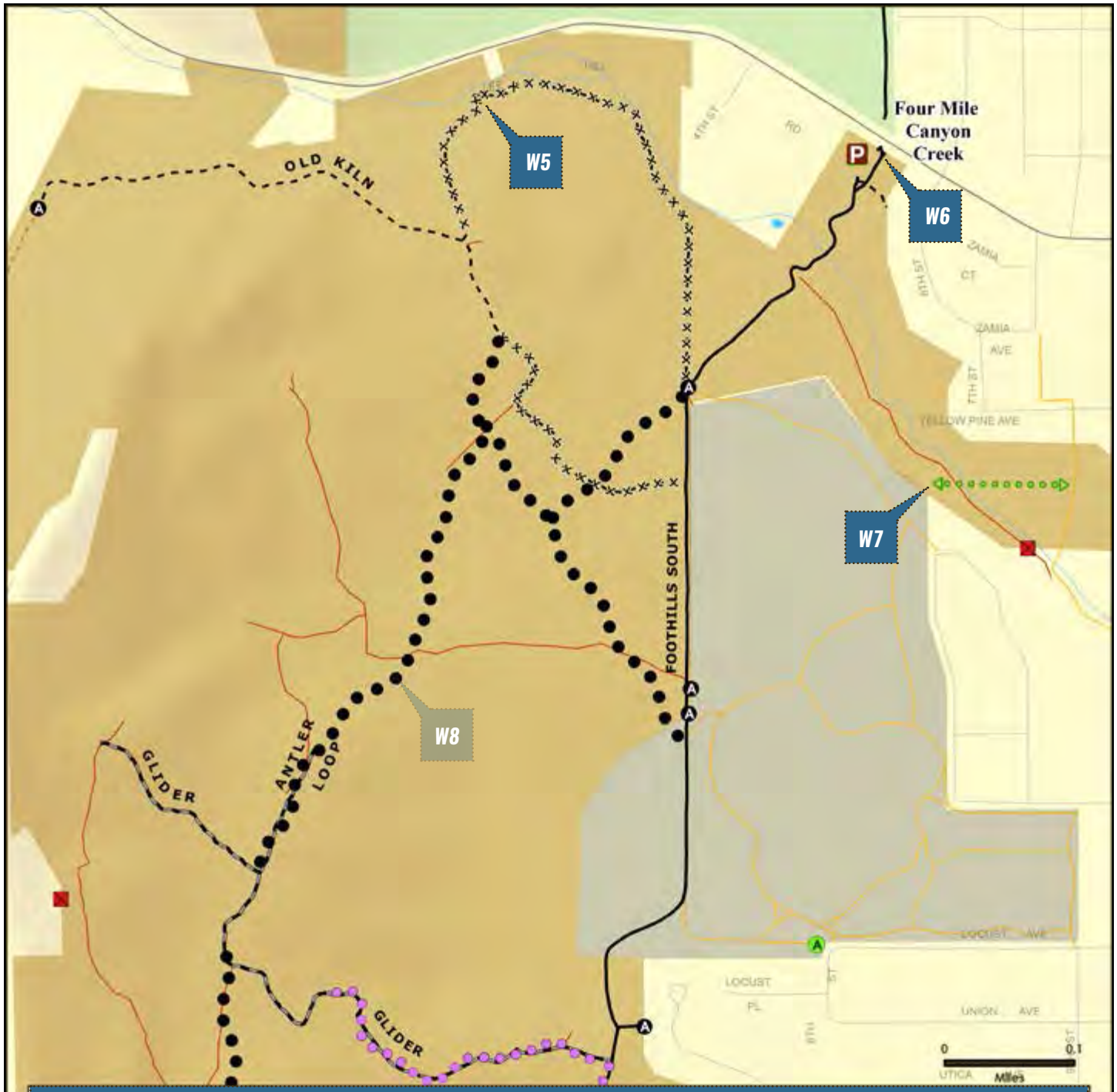
» *Increase coordination/consistency among OSMP and partner agencies to advance local trail connections that also conserve natural and agricultural resources.*

» *Connection accepted by City Council in the Greenways Master Plan.*

Staff Steve Mertz by historical limestone kiln after flood of September 2013 washed out Fourmile Canyon Creek channel.

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Wonderland Lake



MAP 24: Wonderland Lake - Fourmile Canyon Creek Focus Area

- Upgrade Trailhead
- Designate Access Point
- OSMP Access Point
- Close Access Point
- Create a New Connection
- Close and Restore the Current Alignment
- Re-route an Existing Trail
- Potential Future Connection
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Trails
- Undesignated Trail
- Close Undesignated Trail
- OSMP Fee & Managed Property
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

Trail changes are depicted conceptually. Actual trail alignments will differ.

N

Action W8 Create Wonderland Lake backdrop loop trail connection by re-routing trails. (Antler Loop)

*Interests Met: 4**

MAP 25: Wonderland Lake - South Foothills Focus Area

» *Re-route existing designated and undesignated trails to provide more sustainable connections to the paragliding launch sites and visitors seeking a trail experience on the Wonderland hogback.*

Primary Goal

» *Provide new trail access to improve visitor experience, replace undesignated trails and reduce maintenance and management costs.*

Driving Factors/Benefits

» *Avoid sensitive natural resources through the addition of sustainable trails, re-routing of unsustainable trails and closure of undesignated trails.*

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Wonderland Lake

MAP 25: Wonderland Lake - South Foothills Focus Area

- Designate Access Point
- Provide Improvements
- Upgrade Trailhead
- Close Access Point
- Maintain ADA Standards
- Build Safe Crossing
- Paragliding Launch Sites
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Trails
- Close Undesignated Trail
- Undesignated Trail
- Create a New Connection
- Designate an Undesignated Trail
- Re-route an Existing Trail
- Close and Restore the Current Alignment
- Potential Future Connection
- Close to Public Access
- OSMP Fee & Managed Property
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

Trail changes are depicted conceptually. Actual trail alignments will differ.

N

MAP 26: Wonderland Lake - Wonderland Lake Backdrop Focus Area

ACTION W9 Re-route portion of the Wonderland Lake Trail.

*Interests Met: 2**

» *Re-route the steep downhill section of trail just north of where it connects into Foothills South Trail.*

Primary Goal

» *Increase sustainability of this section of trail while minimizing impacts to rare plant communities including New Mexico feathergrass in this area.*

ACTION W10 Create a second, smaller Wonderland Lake backdrop loop trail. (Glider Access Trail)

*Interests Met: 3**

» *Create a more sustainable trail connection to replace the existing glider access trail.*

Primary Goal

» *Increase recreation and loop trail opportunities for visitors.*

Driving Factors/Benefits

» *Increase connectivity among trails.*

» *Increase trail sustainability.*

Blooming New Mexico feathergrass. © Bill May.

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Wonderland Lake

MAP 26: Wonderland Lake - Wonderland Lake Backdrop Focus Area

- OSMP Trailhead
- OSMP Access Point
- Close Access Point
- Designate Access Point
- Build Safe Crossing
- Maintain ADA Standards
- Provide Improvements
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Close Undesignated Trail
- Undesignated Trail
- Non-OSMP Managed Trails
- Create a New Connection
- Designate an Undesignated Trail
- Re-route an Existing Trail
- Close to Public Access
- OSMP Fee & Managed Property
- Other Government Land

Trail changes are depicted conceptually. Actual trail alignments will differ.

N

North TSA Plan Recommendations: Wonderland Lake

MAP 27: Wonderland Lake - Wonderland Lake Focus Area

Action W11 Improve Americans with Disabilities Act (ADA) access on Wonderland Lake Trail.

*Interests Met: 5**

Primary Goal

» *Provide more inclusive access to all types of visitors at Wonderland Lake Trail.*

Driving Factors/Benefits

» *This trail is suitable for improving ADA accessibility due to its grade, out-slope, trail width and lack of obstacles in the trail tread.*

Action W12 Prohibit boats and belly boats on Wonderland Lake.

*Interests Met: 2**

Primary Goal

» *Provide greater protection of lake and wetland natural resources.*

Driving Factors/Benefits

» *Minimize disturbance to waterfowl and shorebirds.*

» *Designate fishing access off of the dam, peninsula and a pier where visitor impacts to wetland resources can be minimized.*

Action W13 Prohibit ice skating on Wonderland Lake.

*Interests Met: 2**

Primary Goal

» *Creates consistent visitor access regulations and increases visitor safety.*

Driving Factors/Benefits

» *Consistent with restrictions to prohibit access on the lake in order to protect wetlands.*

Action W14 Allow sledding on Wonderland Lake dam.

*Interests Met: 2**

Primary Goal

» *Provide sledding access in an area that does not damage natural resources or have safety concerns.*

Driving Factors/Benefits

» *Formalize an area where children/families can sled.*

Action W15 Do not provide access to Wonderland Lake's south, west and north shores.

*Interests Met: 1**

Primary Goal

» *Protect sensitive wetland resources on the south, west and north shores of Wonderland Lake.*

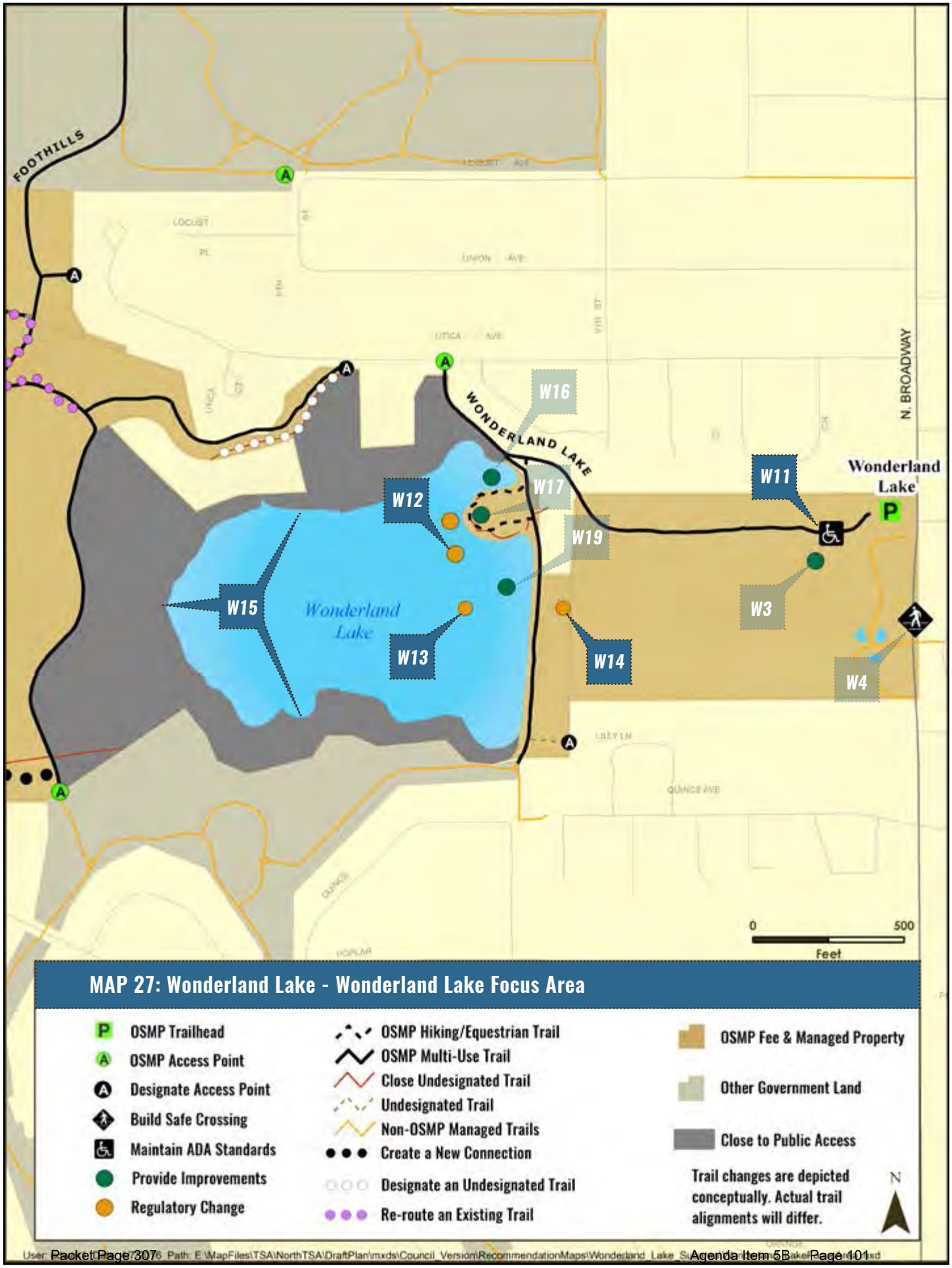
Driving Factors/Benefits

» *Minimize disturbance to waterfowl, shorebirds and other wildlife.*

» *Areas of the east shore are accessible for water access, fishing access and interpretive opportunities.*

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Wonderland Lake



North TSA Plan Recommendations: Wonderland Lake

MAP 28: Wonderland Lake - Peninsula Focus Area

ACTION W16 Provide access to the cattail marsh on north side of peninsula.

*Interests Met: 4**

Primary Goal

» *Increase opportunities for education and interpretive experiences, especially for families and youth.*

Driving Factors/Benefits

» *Provide out and back interpretive boardwalk access to the cattail marsh adjacent to peninsula where impacts can be minimized at this site and by protecting other wetland areas around the lake.*

ACTION W17 Establish hardened pullout areas on the peninsula for educational programming and a hardened wading access.

*Interests Met: 4**

» *Provide increased beach access on the western edge of the peninsula.*

Primary Goal

» *Increase and define opportunities to access water to foster education and interpretive experiences.*

Driving Factors/Benefits

» *Mitigate conflicts among interpretive programs with children and families and other visitor activities.*

» *Concentrate access into defined areas on to the peninsula, protecting wetland vegetation in other areas on the peninsula and around the lake.*

ACTION W18 Allow Wonderland Lake wading access from designated areas on the peninsula.

*Interests Met: 3**

Primary Goal

» *Provide a special water access opportunity for improved visitor experience and nature study for youth.*

Driving Factors/Benefits

» *Access to water for visitors would be limited to peninsula and occur in location where impacts to natural resources can be minimized.*

» *Increase consistency and compliance of regulations in this area.*

ACTION W19 Create Wonderland Lake fishing pier.

*Interests Met: 6**

Primary Goal

» *Increase opportunities to fish, access water and provide education and interpretive experiences.*

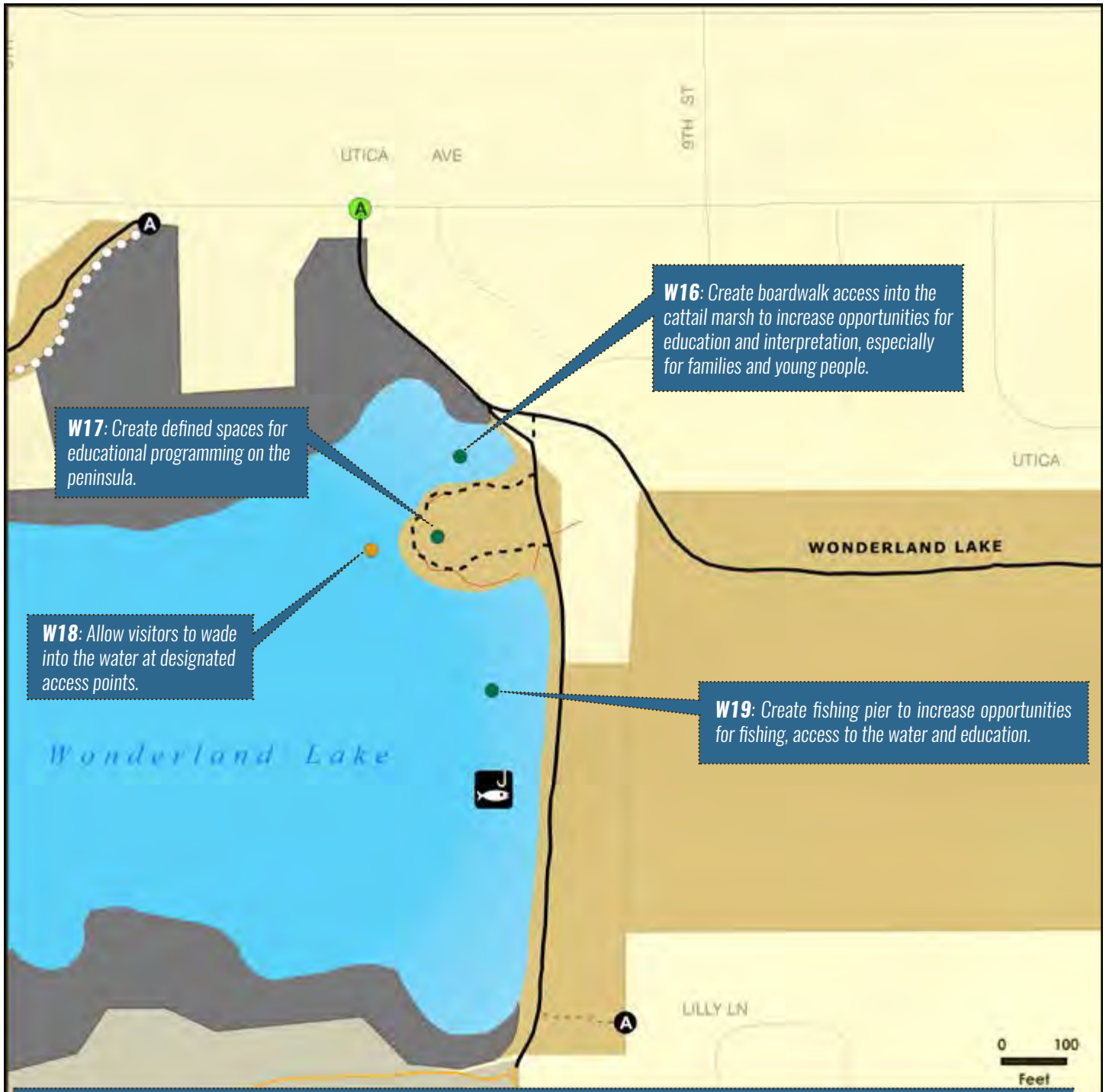
Driving Factors/Benefits

» *Provide fishing access alternative to enhance the safety for visitors traveling along the dam around those who are fishing.*

» *Concentrate fishing and lake access to protect wetland vegetation in other areas around the lake.*

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Wonderland Lake



MAP 28: Wonderland Lake - Peninsula Focus Area

- OSMP Access Point
- Designate Access Point
- Fishing Access
- Regulatory Change
- Provide Improvements
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- Close Undesignated Trail
- Undesignated Trail
- Non-OSMP Managed Trails
- Designate an Undesignated Trail
- OSMP Fee & Managed Property
- Other Government Land
- Close to Public Access

Trail changes are depicted conceptually. Actual trail alignments will differ.

N

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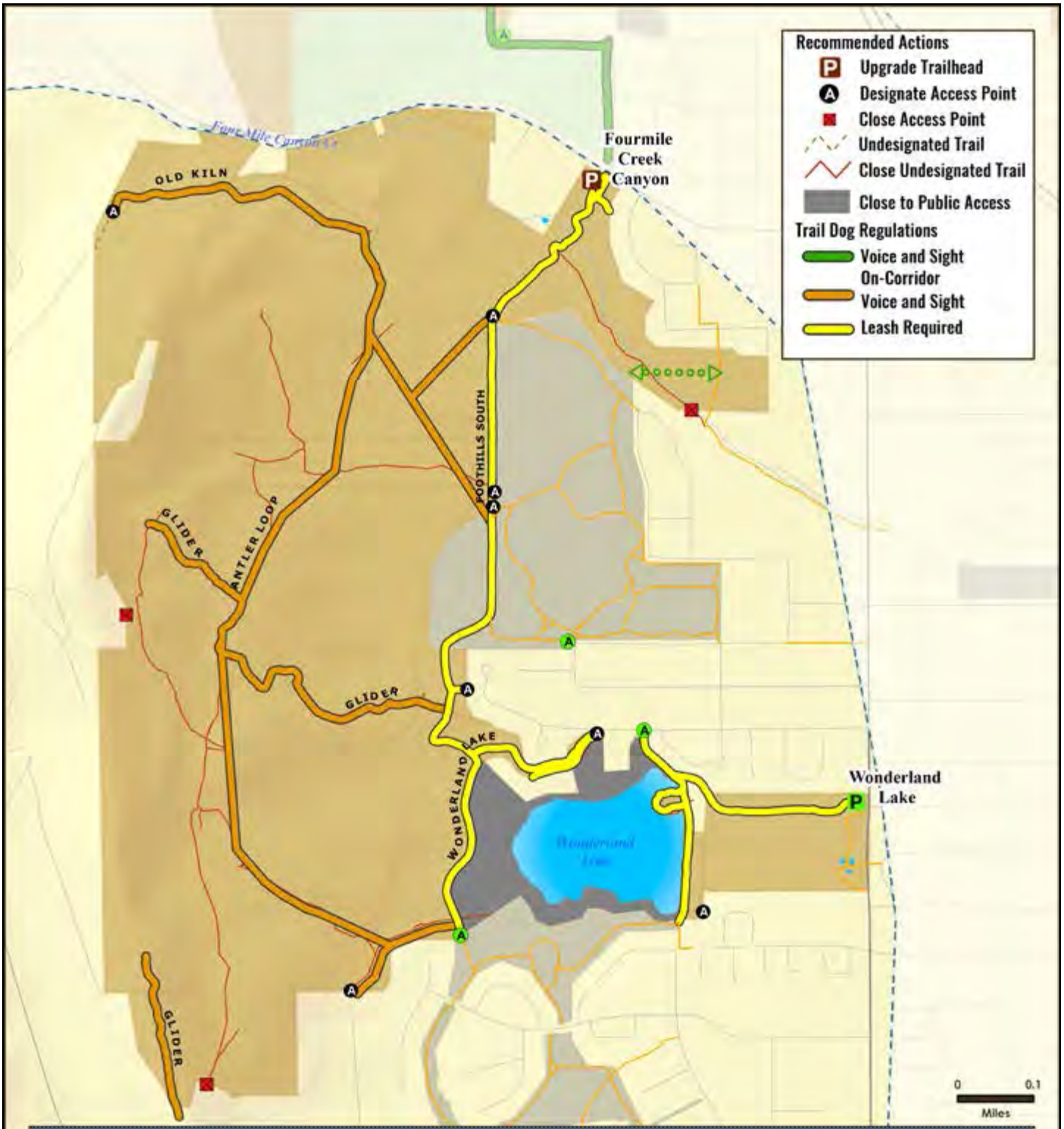
MAP 29: Wonderland Lake - Trail-Based Dog Regulations

TRAIL NAME	DOG REGULATION
New Trails	
Wonderland Hill loop (Antler Loop)	On-Corridor Voice and Sight
Existing and Re-routed Trails with New Dog Regulations	
Old Kiln Trail	On-Corridor Voice and Sight
Re-routed Wonderland Hill glider access (Glider Access Trail)	On-Corridor Voice and Sight
Wonderland Hill south glider access off Pine Needle Road	On-Corridor Voice and Sight
Existing and Re-routed Trails with No Changes to Existing Dog Regulations	
Foothills South Trail	Leash Required
Wonderland Lake trails	Leash Required
Wonderland Lake peninsula trail	Leash Required

There are no new off-trail regulations in this subarea. Dogs are required to be on leash when off-trail in this subarea.

North TSA Plan Recommendations: Wonderland Lake



MAP 29: Wonderland Lake - Trail-Based Dog Regulations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point

Trail changes are depicted conceptually. Actual trail alignments will differ.

- Potential Future Connection
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

N

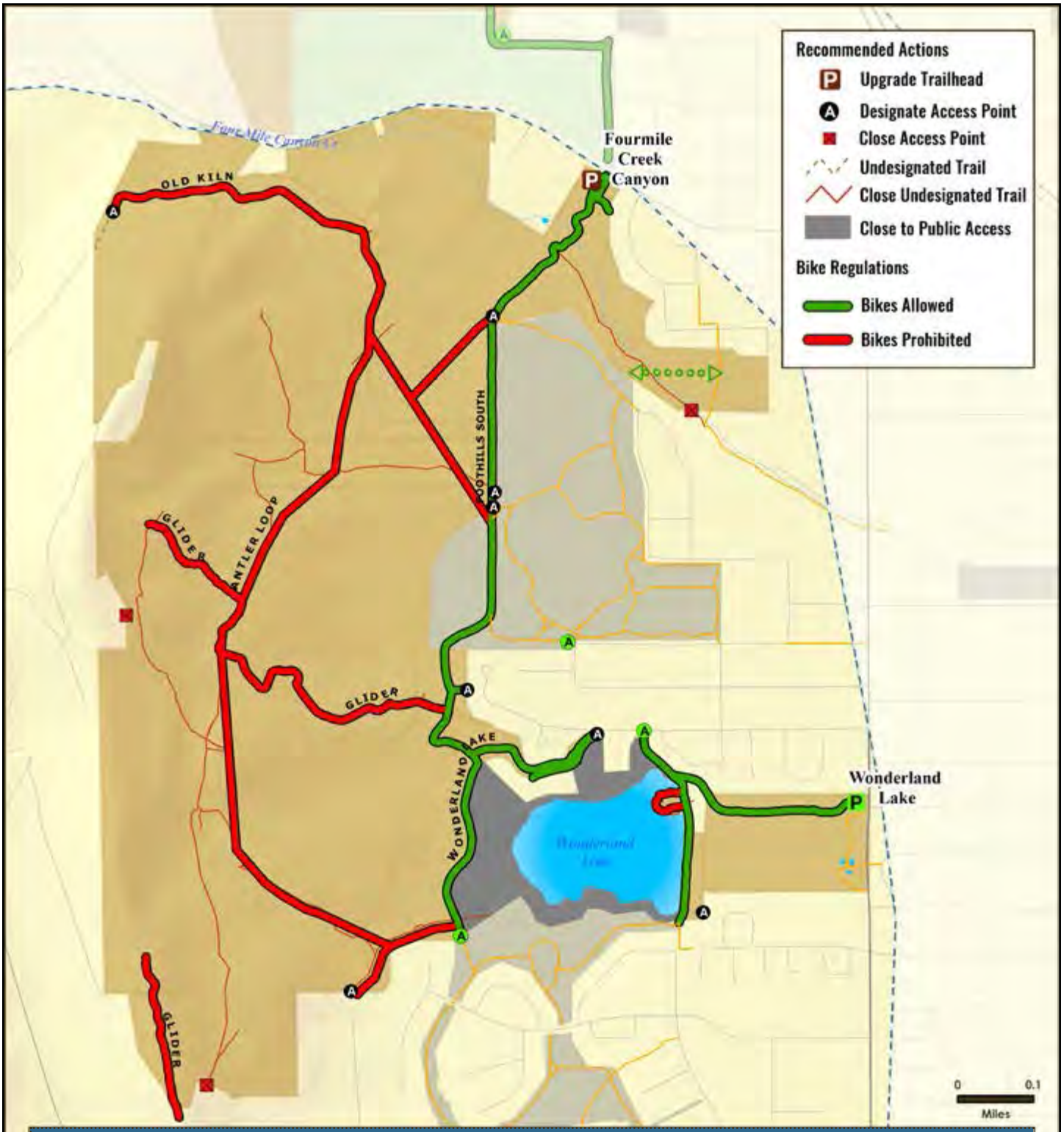
MAP 30: Wonderland Lake - Bike Regulations

TRAIL NAME	BIKE REGULATION
New Trails	
Wonderland Hill loop (Antler Loop)	Bikes Prohibited
Existing and Re-routed Trails with No Changes to Existing Bike Regulations	
Wonderland Lake trails	Bikes Allowed
Foothills South Trail	Bikes Allowed
Old Kiln Trail	Bikes Prohibited
Re-routed Wonderland Hill glider access (Glider Access Trail)	Bikes Prohibited
Wonderland Hill south glider access off Pine Needle Road	Bikes Prohibited
Wonderland Lake peninsula trail	Bikes Prohibited

There are no existing and re-routed trails with new bike regulations in this subarea.

Cyclists demonstrating the Fruita Lean, a practice that allows other visitors to pass while minimizing resource impacts.

North TSA Plan Recommendations: Wonderland Lake



MAP 30: Wonderland Lake - Bike Regulations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point

Trail changes are depicted conceptually. Actual trail alignments will differ.

- Potential Future Connection
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

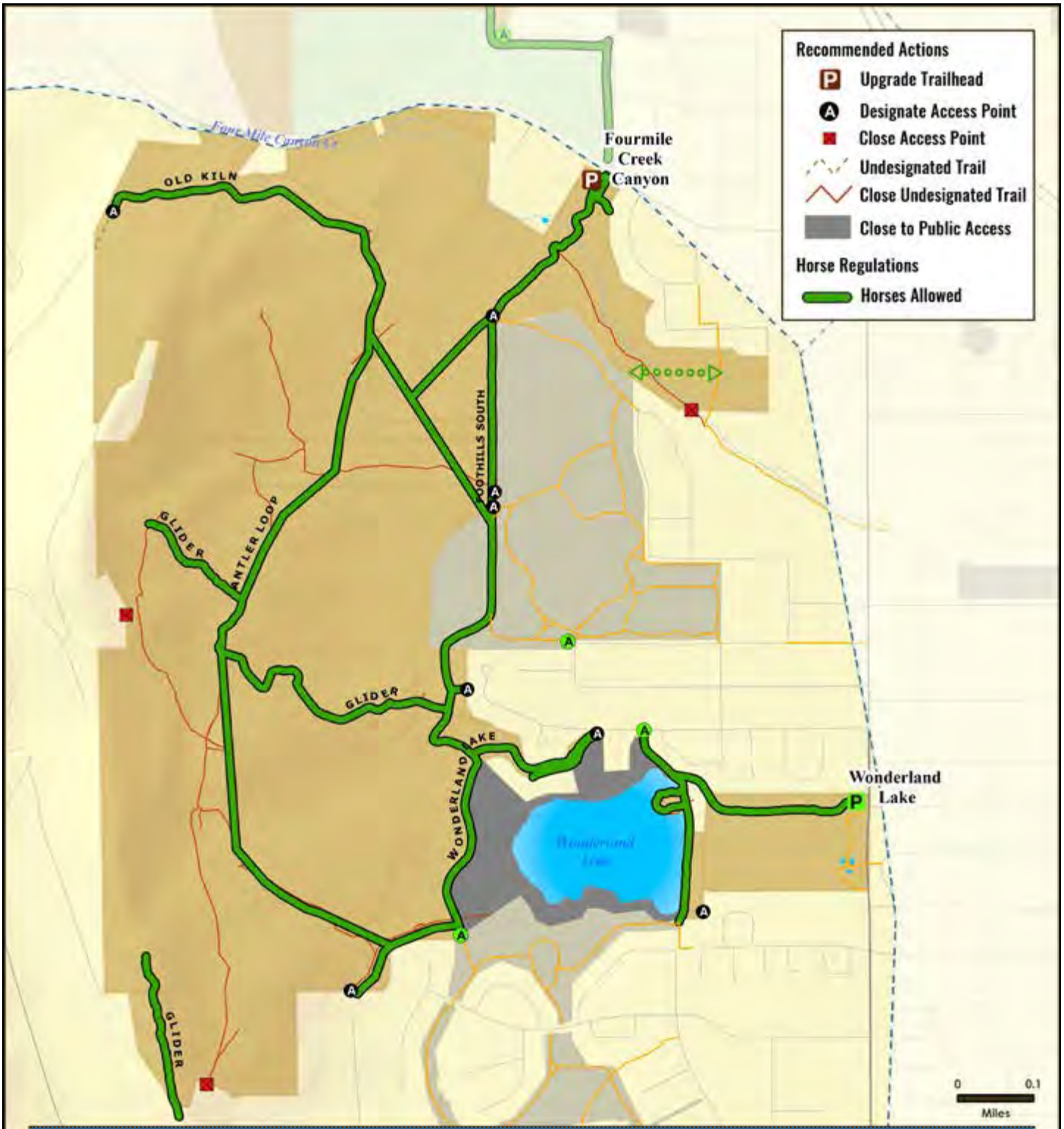
N

MAP 31: Wonderland Lake - Trail-Based Horse Regulations

TRAIL NAME	HORSE REGULATION
New Trails	
Wonderland Hill loop (Antler Loop)	Horses Allowed
Existing and Re-routed Trails with No Changes to Existing Horse Regulations	
Foothills South Trail	Horses Allowed
Old Kiln Trail	Horses Allowed
Re-routed Wonderland Hill glider access (Glider Access Trail)	Horses Allowed
Wonderland Hill south glider access off Pine Needle Road	Horses Allowed
Wonderland Lake trails	Horses Allowed
Wonderland Lake peninsula trail	Horses Allowed

Horses are allowed off-trail in this subarea.

North TSA Plan Recommendations: Wonderland Lake



MAP 31: Wonderland Lake - Trail-Based Horse Regulations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point

Trail changes are depicted conceptually. Actual trail alignments will differ.

- Potential Future Connection
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

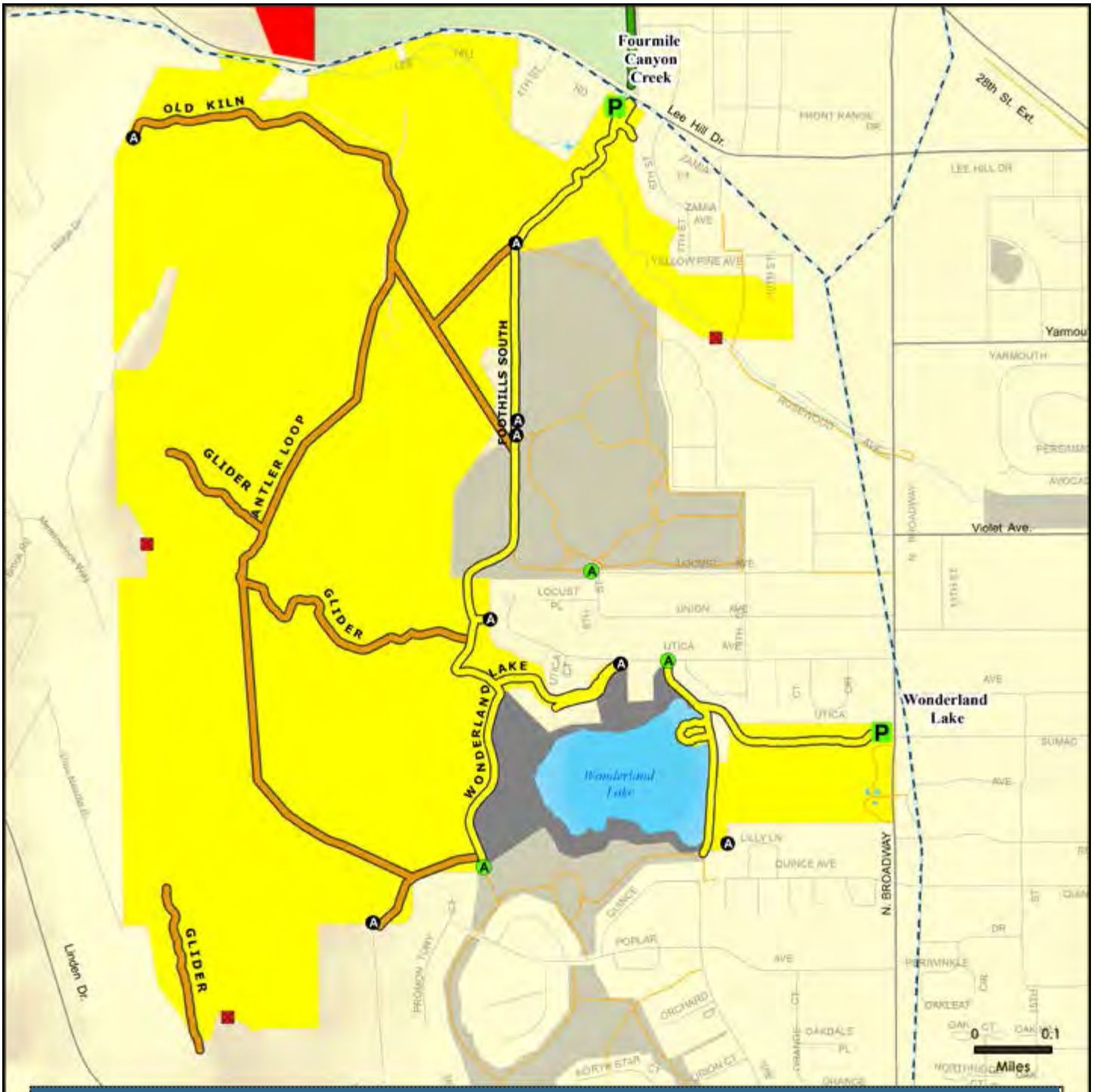
N

MAP 32: Wonderland Lake - Regulatory Settings

Visitor access regulations pertain to the management of activities both on- and off-trail. The regulatory settings map includes on-trail and off-trail specific regulations where public access is restricted year-round, areas with seasonal wildlife closures and on-trail and off-trail dog regulations.

Dog walker and cyclists at Wonderland Lake.

North TSA Plan Recommendations: Wonderland Lake



MAP 32: Wonderland Lake - Regulatory Settings

North Trail Study Planning Area
North Trail Study Subareas
OSMP Trailhead
OSMP Access Point

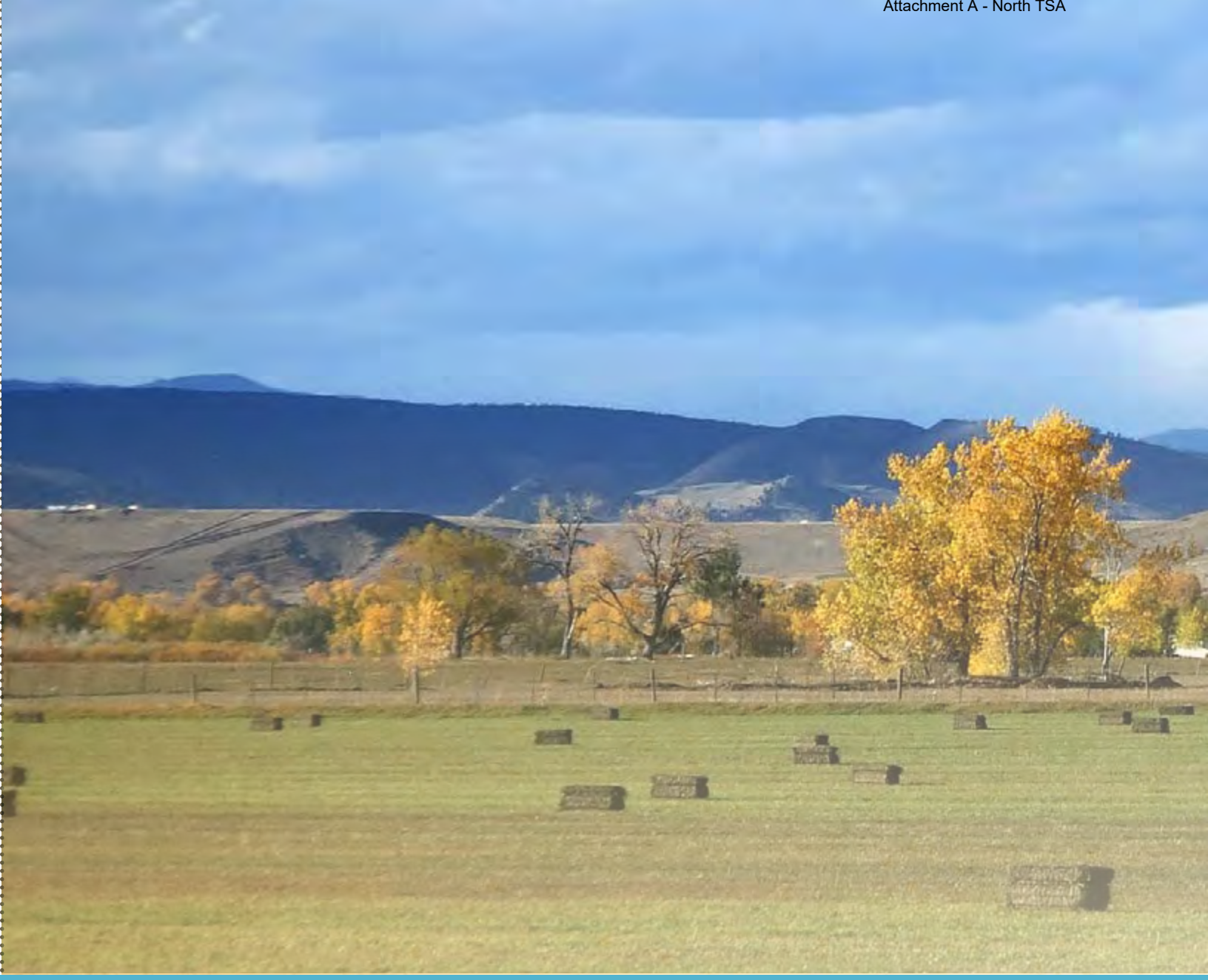
Visitor Access Regulations
New Access Point
Close Access Point

Trail Dog Regulations
Voice and Sight
On-Corridor Voice and Sight
Leash Required
Dogs Prohibited

Trail changes are depicted conceptually.
Actual trail alignments will differ.

Dog Regulation Areas
Voice and Sight Control
Leash Required
Dogs Prohibited
Closed to Public Access
Other Government Land

N



Background photo: View towards Haystack Mountain across hayfields.

North TSA Plan Recommendations

Northern Properties

MAP 33: Northern Properties - Management Area Designations

Action NP1 Designate Berman Brothers as an Agricultural Area.

*Interests Met: 3**

Primary Goal

» *Implement VMP direction to provide management area designations for undesignated properties.*

Driving Factors/Benefits

» *Berman Brothers property has been designated as an agricultural land of statewide importance- suitable for hay or grazing with irrigation ditches.*

Action NP2 Designate Stratton property as a Natural Area.

*Interests Met: 4**

Primary Goal

» *Implement VMP direction to provide management area designations for undesignated properties.*

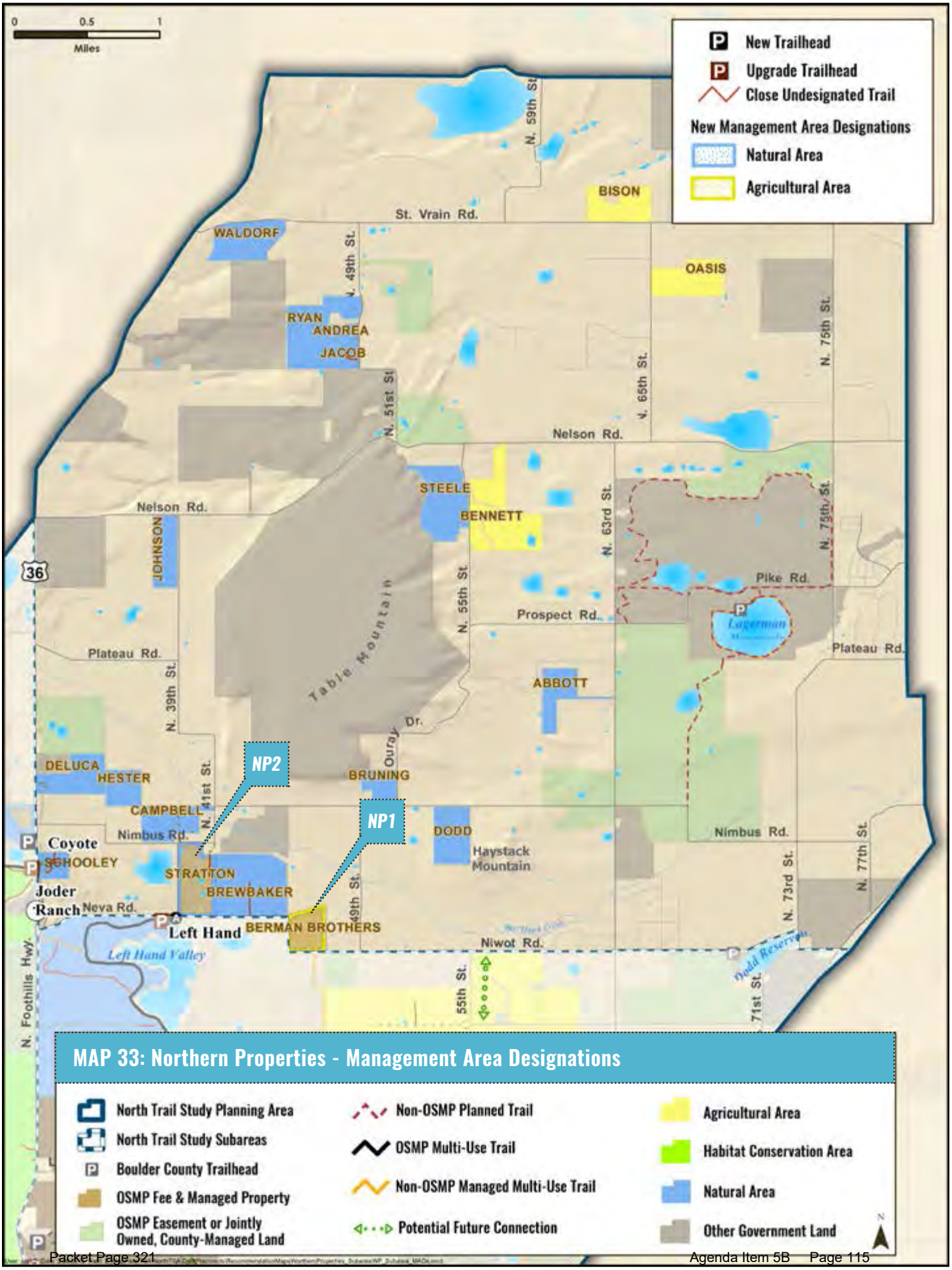
Driving Factors/Benefits

» *Protect important natural resources throughout the property.*

» *Create healthy habitats for native amphibians, native fish and potentially Preble's meadow jumping mouse.*

*See Appendix D for a list of interests met by each action.

North TSA Plan Recommendations: Northern Properties



MAP 33: Northern Properties - Management Area Designations

- North Trail Study Planning Area
- North Trail Study Subareas
- Boulder County Trailhead
- OSMP Fee & Managed Property
- OSMP Easement or Jointly Owned, County-Managed Land
- Non-OSMP Planned Trail
- OSMP Multi-Use Trail
- Non-OSMP Managed Multi-Use Trail
- Potential Future Connection
- Agricultural Area
- Habitat Conservation Area
- Natural Area
- Other Government Land

North TSA Plan Recommendations: Northern Properties

ACTION NP3 Collaborate to create a connection between the North TSA to Boulder County Parks and Open Space's Lagerman/Imel/AHI Open Space Complex.

*Interests Met: 3**

ACTION NP4 Prohibit public access on Waldorf, Ryan, Andrea, Jacob, Bison, Oasis, Steele, Bennett, Stratton, Brewbaker, Berman Brothers, Dodd and Abbott properties.

ACTION NP5 Allow public access on Deluca, Hester and Campbell properties with seasonal closure (May 1 - July 31) for ground nesting bobolinks.

ACTION NP6 Allow public access on Johnson, Bruning and Schooley properties.

MAP 34: Northern Properties - Subarea-Wide Recommendations

» *As opportunities arise, collaborate with partner agencies to create regional connections in a way that minimizes natural resource impacts.*

Primary Goal

» *Enhance regional connectivity and the creation of safe road crossings and trail connections.*

Driving Factors/Benefits

» *Provide greater opportunities for visitors and interconnectivity among adjacent trail systems.*

» *Coordination/collaboration among OSMP and partner agencies to accomplish regional connections.*

Primary Goal

» *Conserve natural and agricultural resources.*

Driving Factors/Benefits

» *The OSBT supported maintaining the current closed to public access status of these Northern Properties.*

Primary Goal

» *Allow access to properties while protecting bobolinks and their habitat.*

Driving Factors/Benefits

» *The OSBT supported the current access status of the Northern Properties except that the Deluca, Hester and Campbell properties be closed May 1 - July 31 for protection of ground nesting bobolinks.*

Primary Goal

» *Allow access to properties where impacts to natural and agricultural resources are less of a concern.*

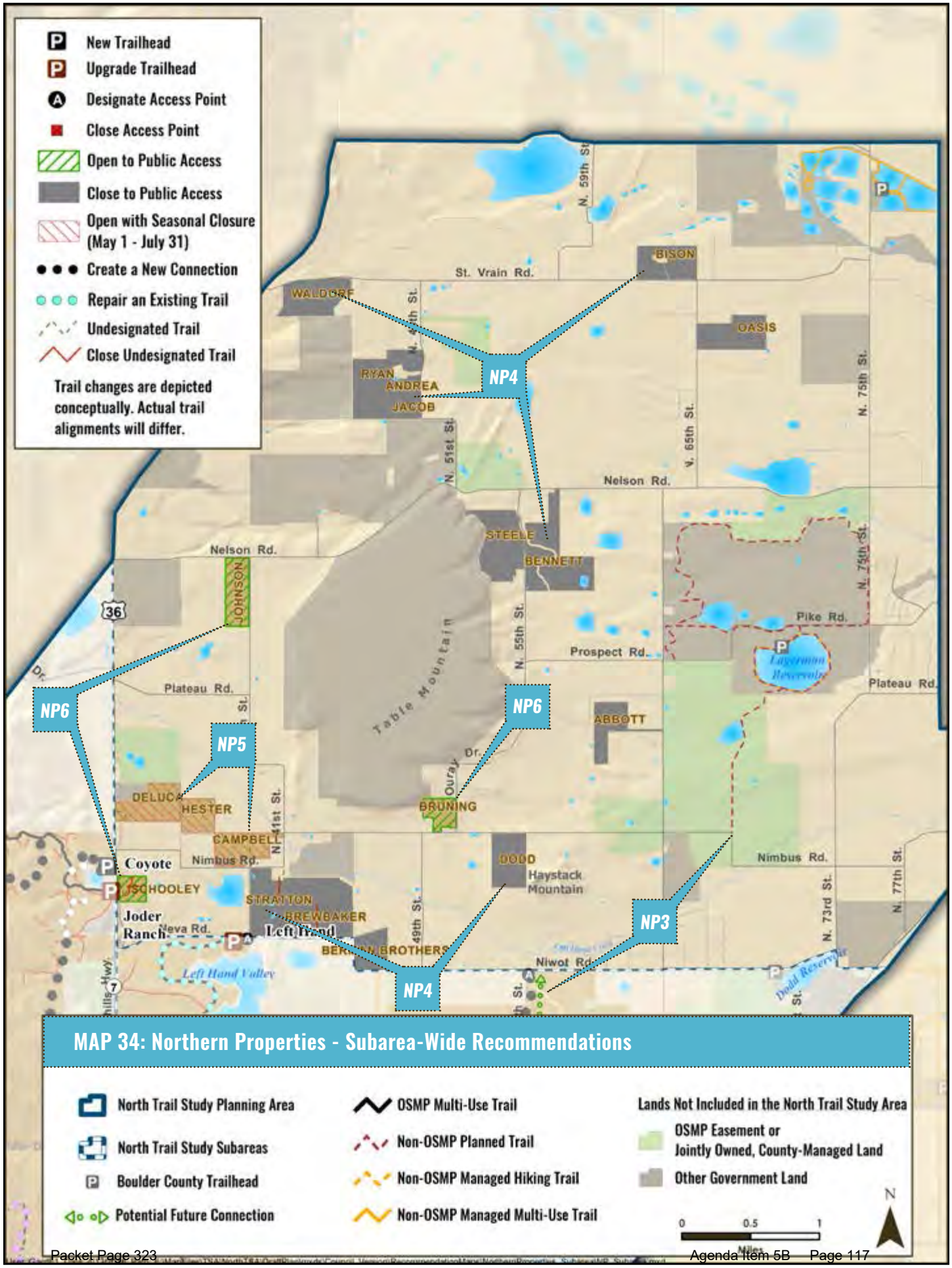
Driving Factors/Benefits

» *The OSBT supported maintaining the current open to public access status of these Northern Properties.*

***IMPORTANT NOTE*: The development of undesignated trails will be discouraged in the management of northern properties open to public access. Generally, future trail development on both open and closed northern properties will be evaluated in the context of regional trail connectivity, OSMP resources and be evaluated through regional planning processes to link existing trail networks and conserve important resources.**

**See Appendix D for a list of interests met by each action.*

North TSA Plan Recommendations: Northern Properties

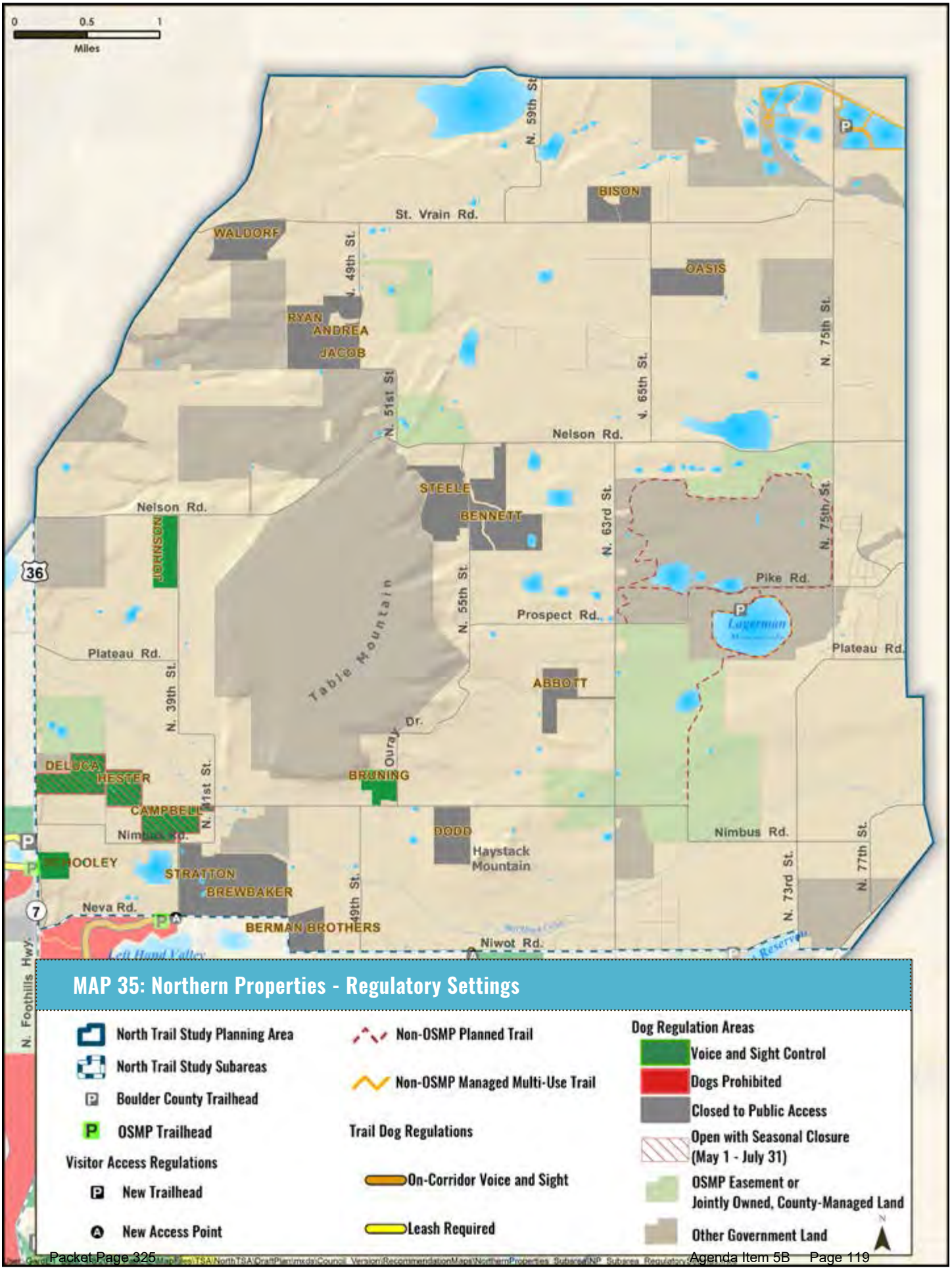


MAP 35: Northern Properties - Regulatory Settings

Visitor access regulations pertain to the management of activities both on- and off-trail. The regulatory settings map includes on-trail and off-trail specific regulations where public access is restricted year-round, areas with seasonal wildlife closures and on-trail and off-trail dog regulations.

A historic house on the Johnson property.

North TSA Plan Recommendations: Northern Properties



Background photo: Female Northern Harrier flying low over a field. © Dan Baldwin.

North TSA Plan Appendices

APPENDIX A: TSA-Wide and Subarea Maps

APPENDIX B: Open Space Board of Trustees Meetings and Summary of Community Engagement

APPENDIX C: Existing Infrastructure and Recommended Improvements for Trailheads

APPENDIX D: Recommended Actions and Interests Table

APPENDIX E: Scheduling and Estimated Costs for North TSA Projects

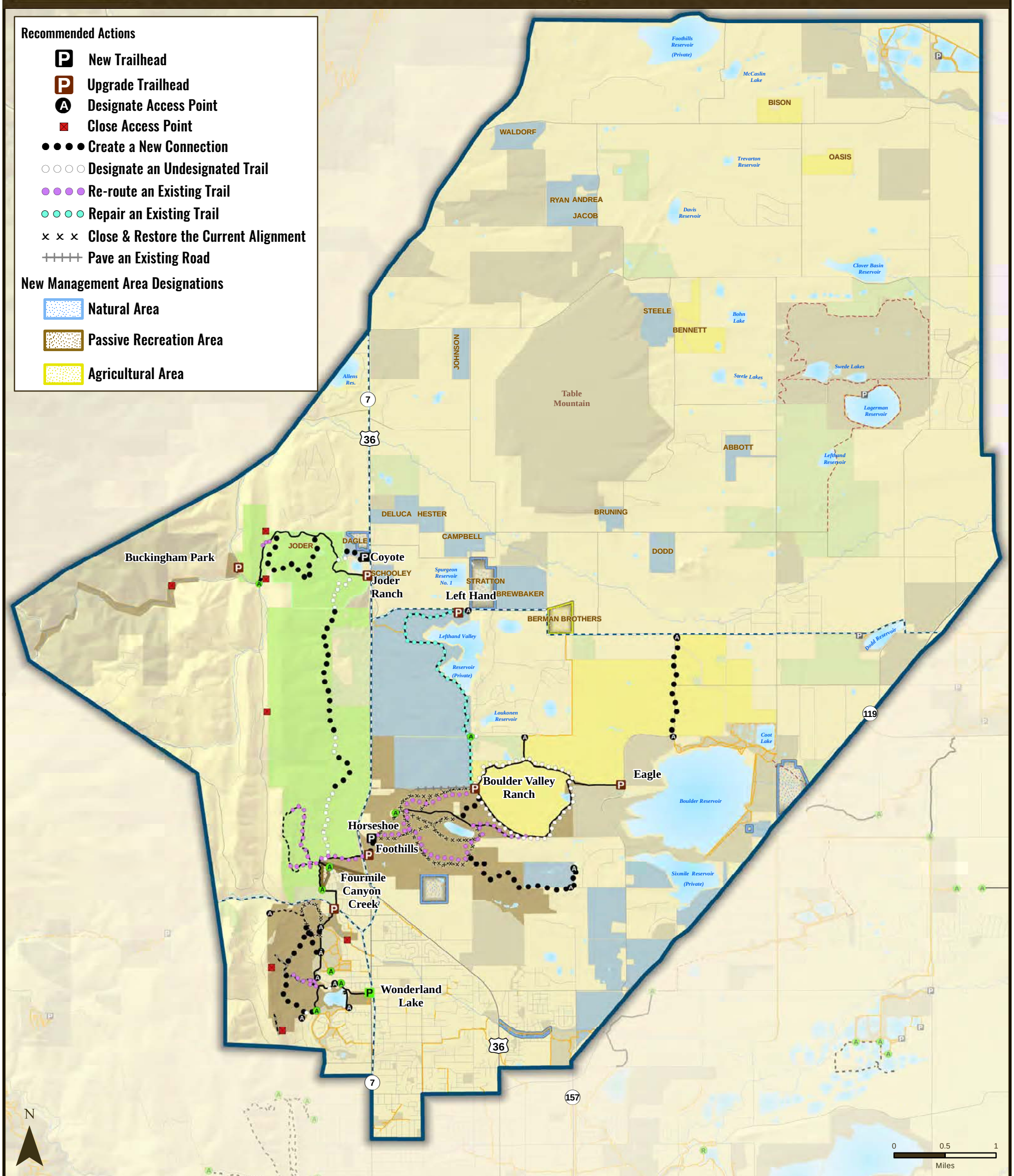
APPENDIX F: Feedback Themes Not Included in the Plan

APPENDIX G: Glossary

Appendix A

City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan



Management Area Designations

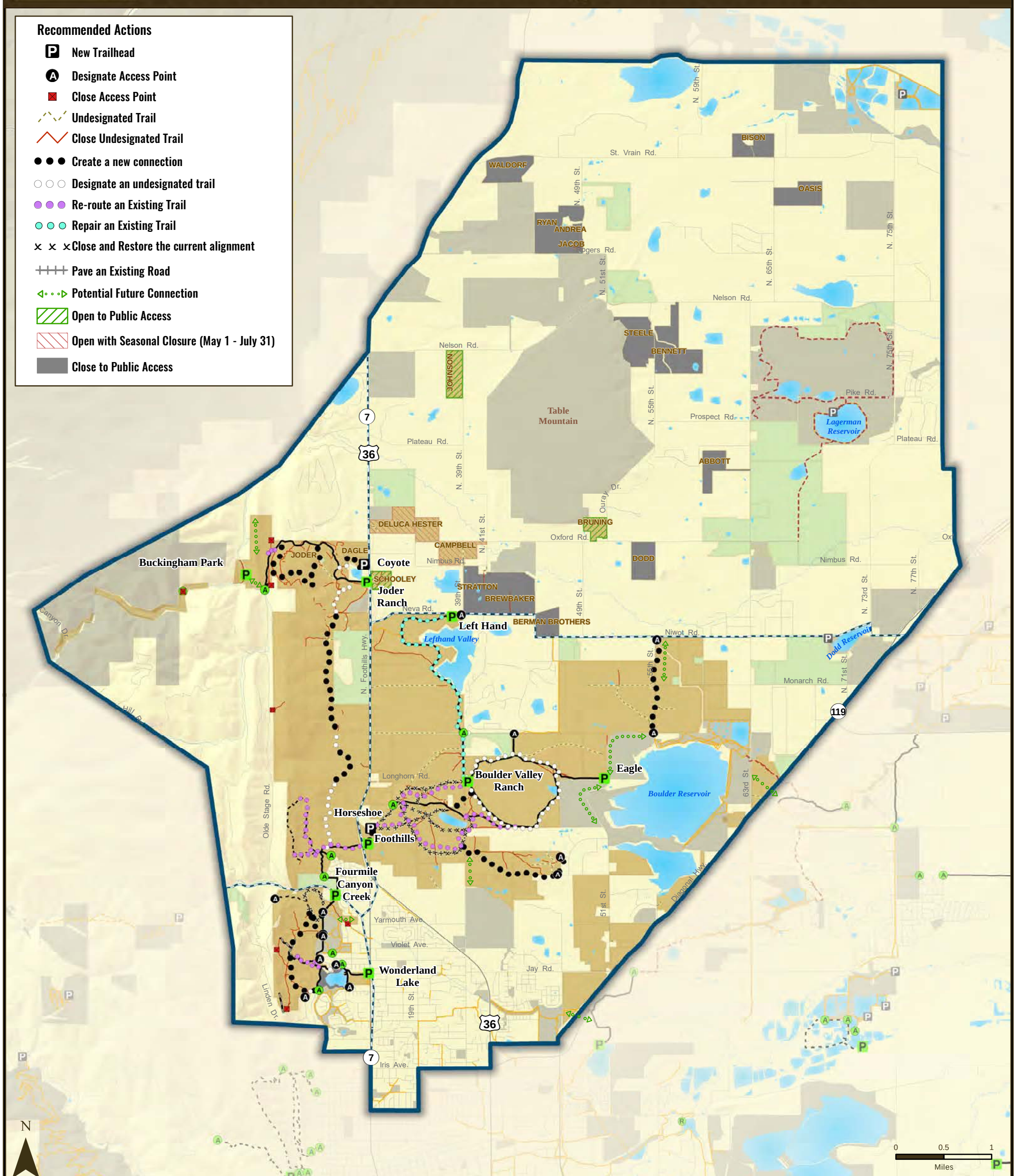
- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail
- Agricultural Area
- Habitat Conservation Area
- Natural Area
- Passive Recreation Area
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

Trail changes are depicted conceptually. Actual trail alignments will differ.

User: GardE1 Date: 5/11/2016 Path: E:\MapFiles\TSA\NorthTSA\DraftPlan\mxds\Council_Version\AppendixMaps\Management_Area_Designations.mxd

City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan



North Trail Study Area Draft Plan Recommendations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail
- OSMP Fee & Managed Property in the North TSA
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

Trail changes are depicted conceptually. Actual trail alignments will differ.

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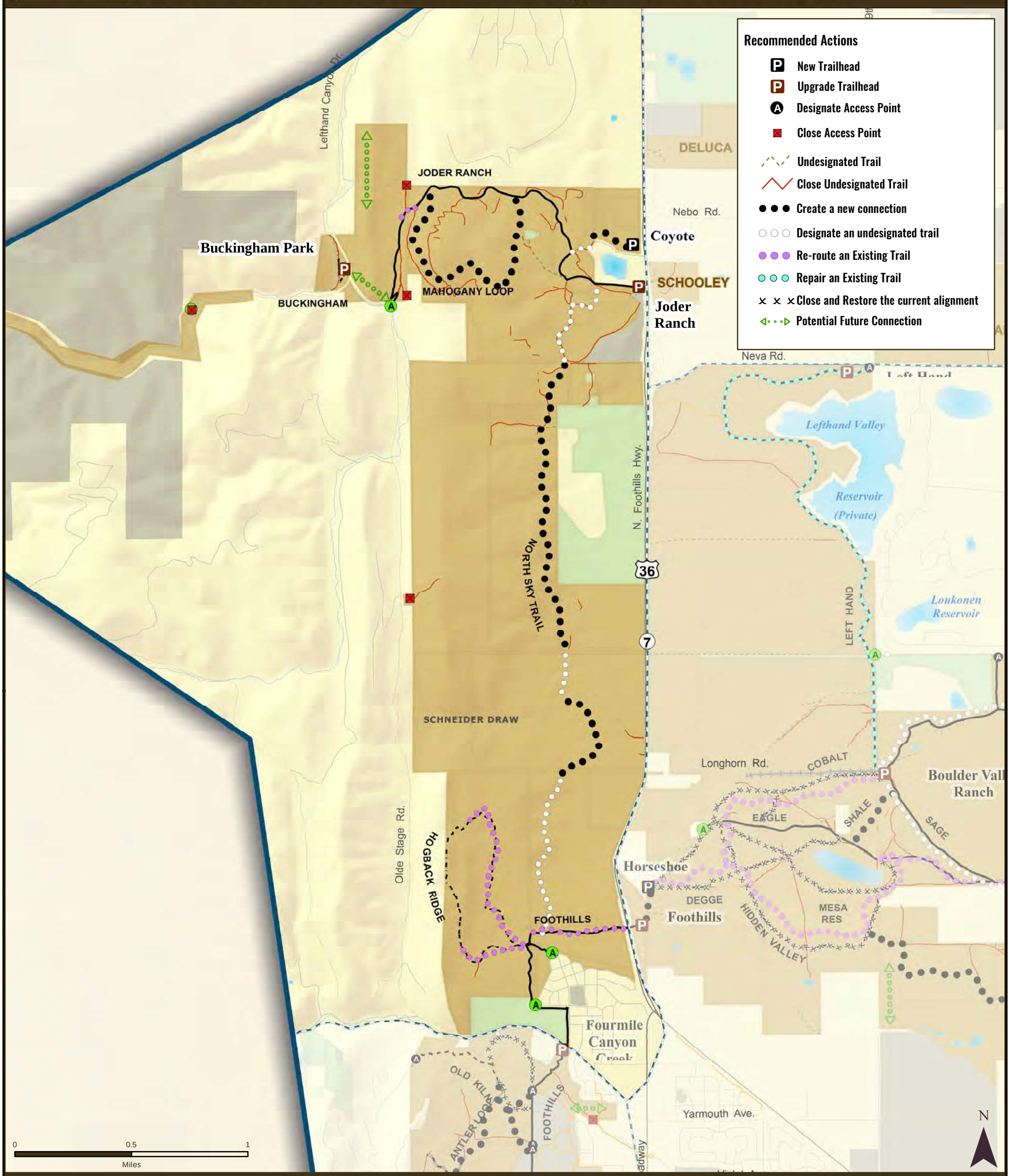
City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan



North Foothills Subarea Recommendations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail
- OSMP Fee & Managed Property in the North TSA
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

Trail changes are depicted conceptually. Actual trail alignments will differ.

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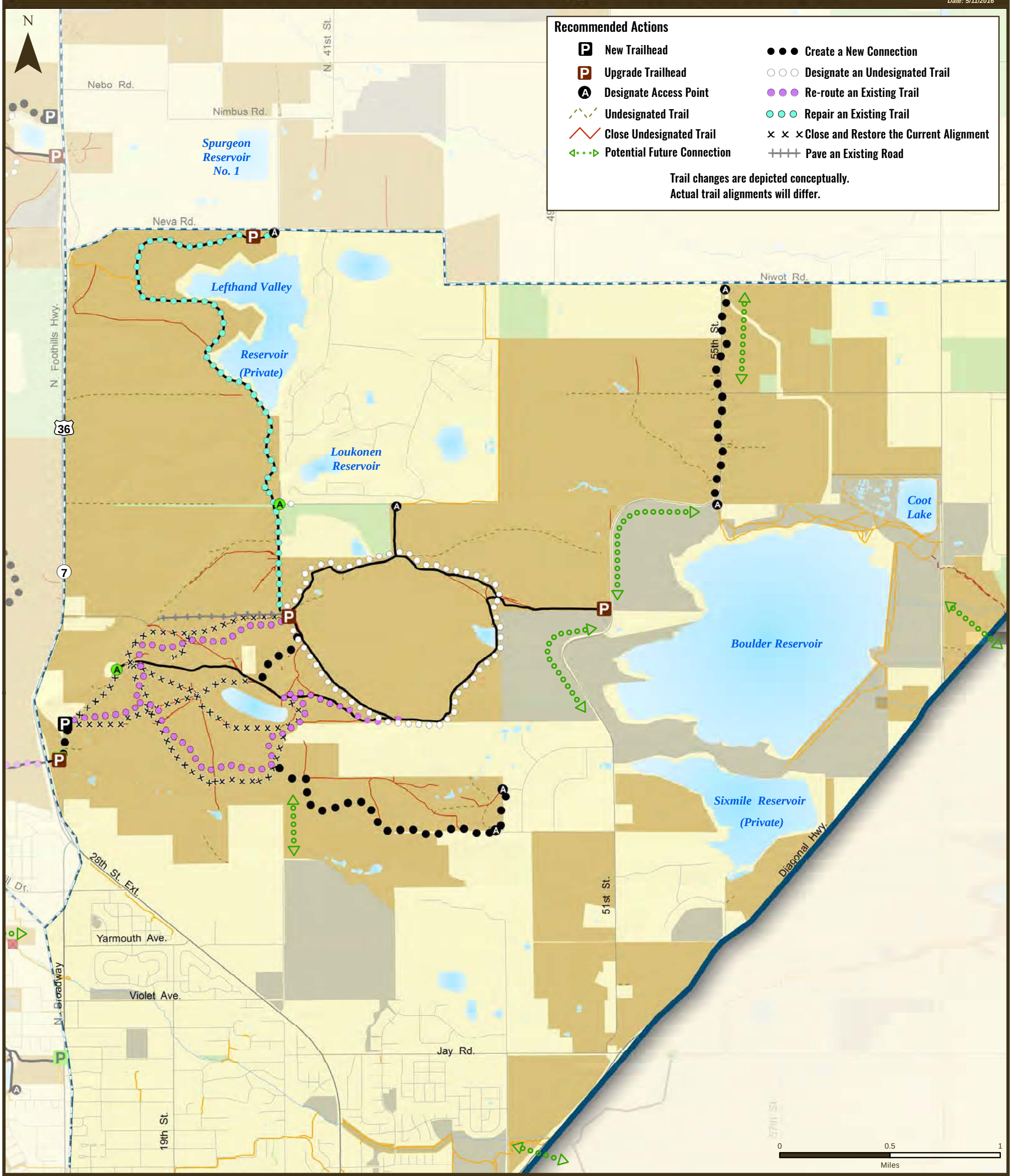
City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan

Date: 5/11/2016



Boulder Valley Ranch Subarea Recommendations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property in the North TSA

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

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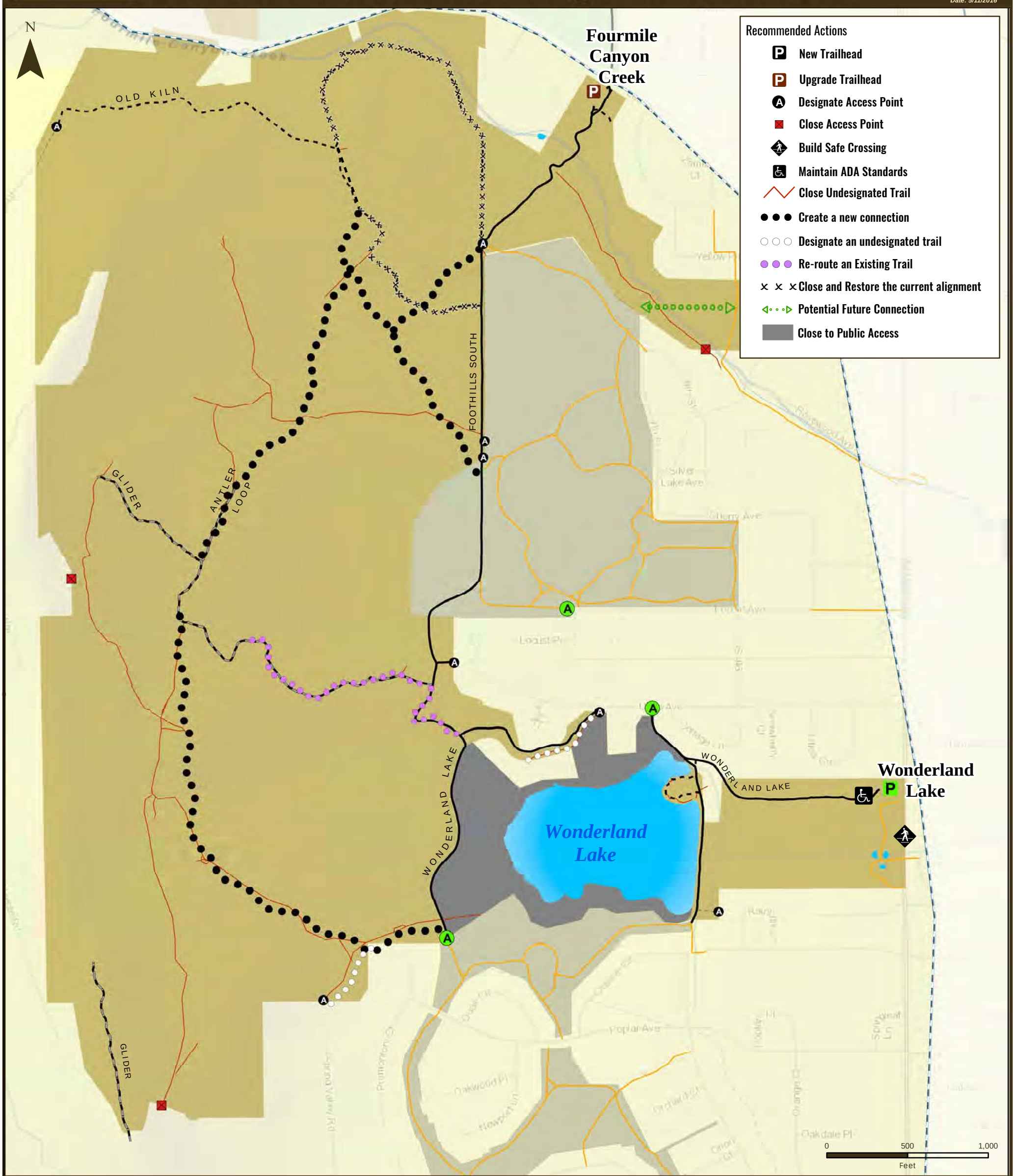
City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan

Date: 5/11/2016



Wonderland Lake Subarea Recommendations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail
- OSMP Fee & Managed Property in the North TSA
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

Trail changes are depicted conceptually. Actual trail alignments will differ.

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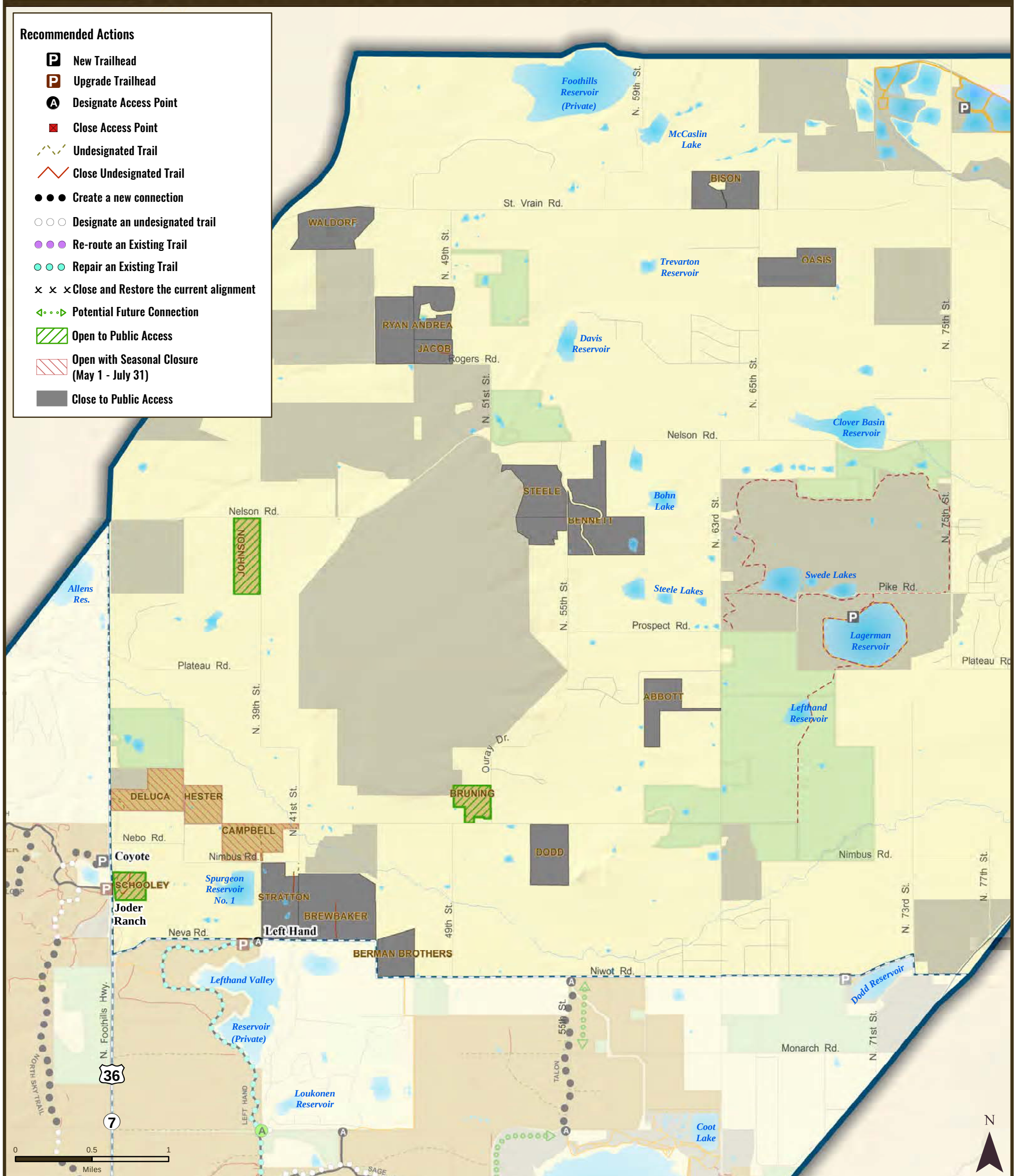
City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan



Northern Properties Subarea Recommendations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail
- OSMP Fee & Managed Property in the North TSA
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

Trail changes are depicted conceptually. Actual trail alignments will differ.

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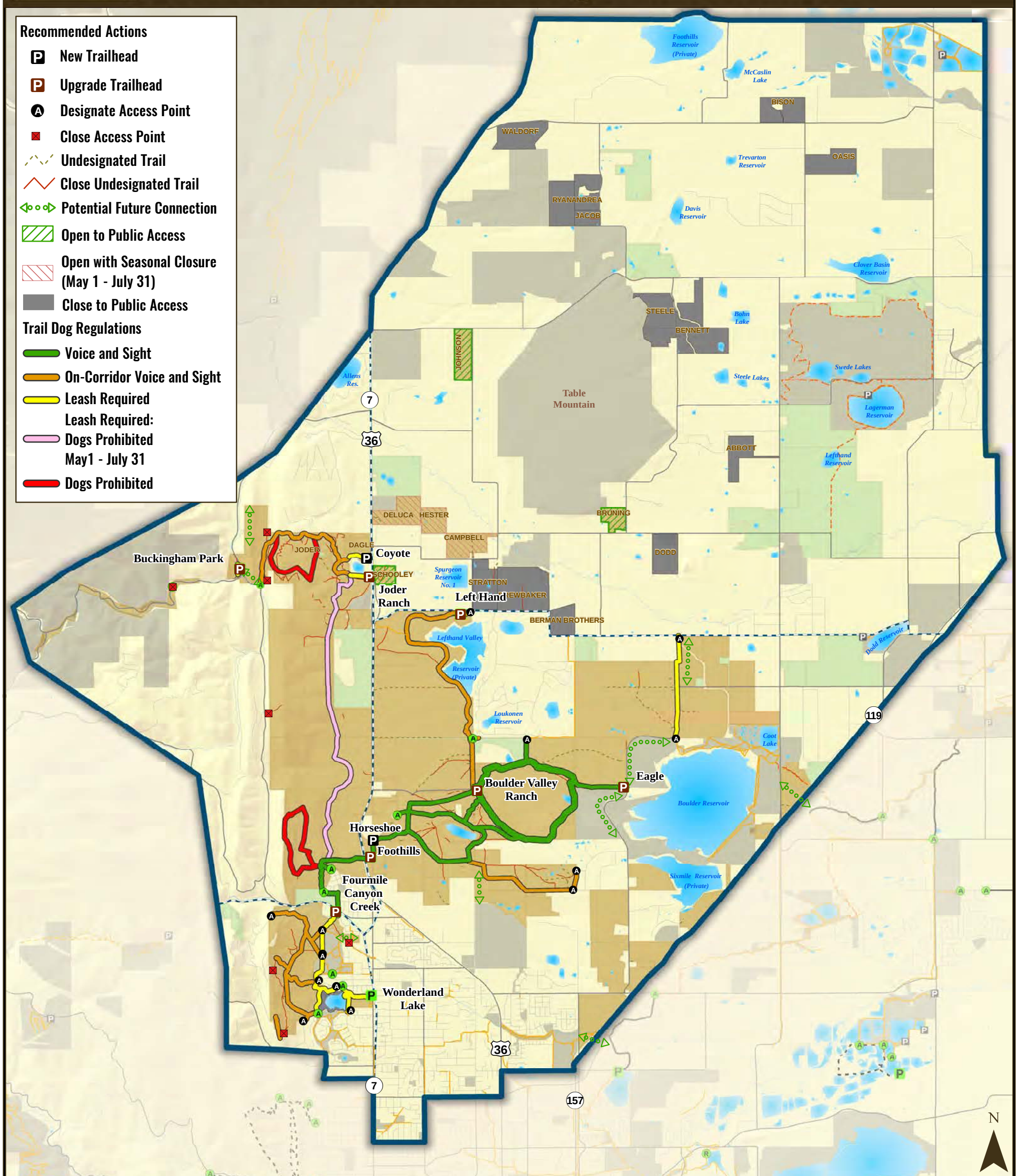
City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan



North Trail Study Area Dog Recommendations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property in the North TSA

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

0 0.5 1 Miles

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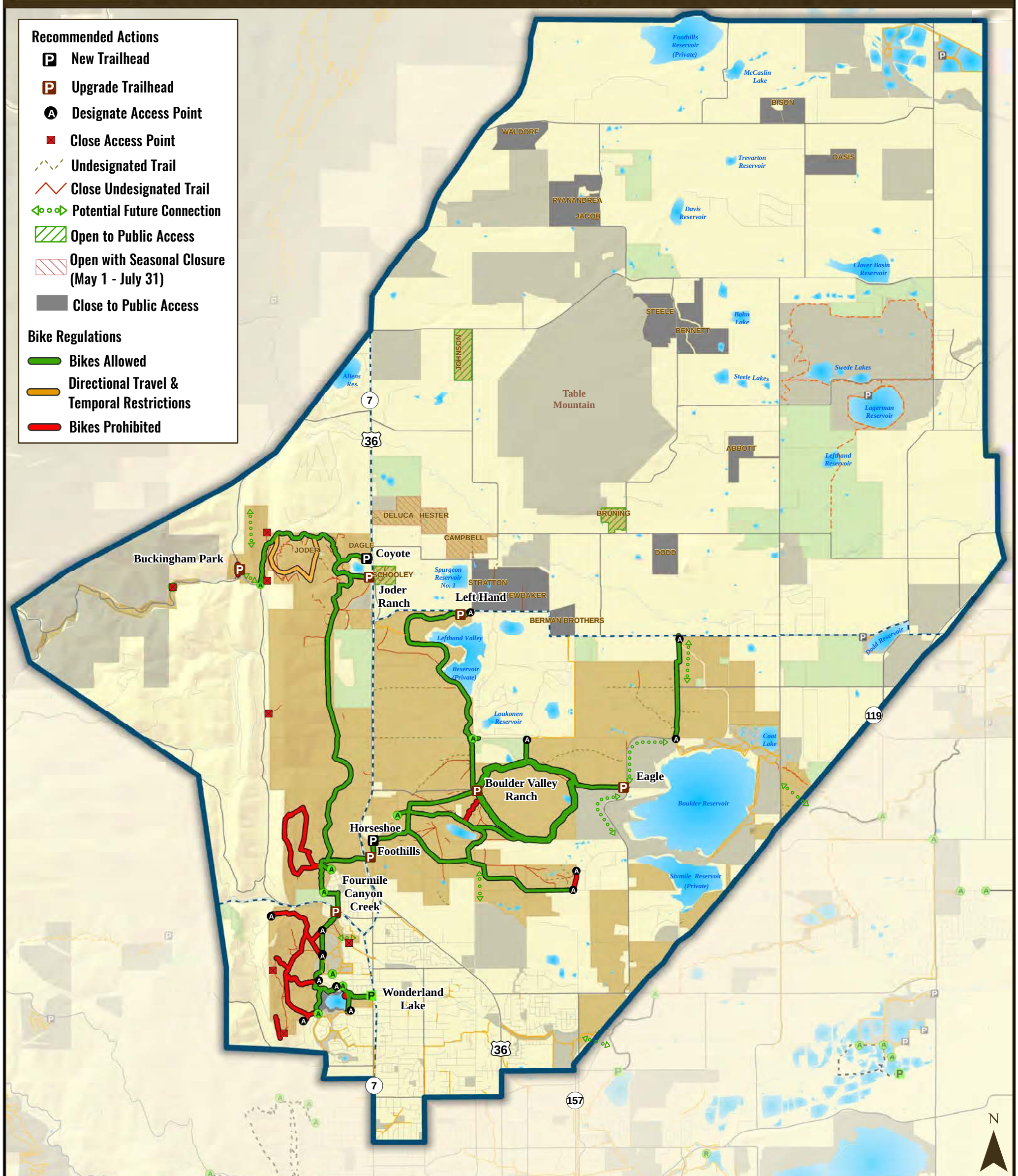
City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan



North Trail Study Area Bike Recommendations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property in the North TSA

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

0 0.5 1 Miles

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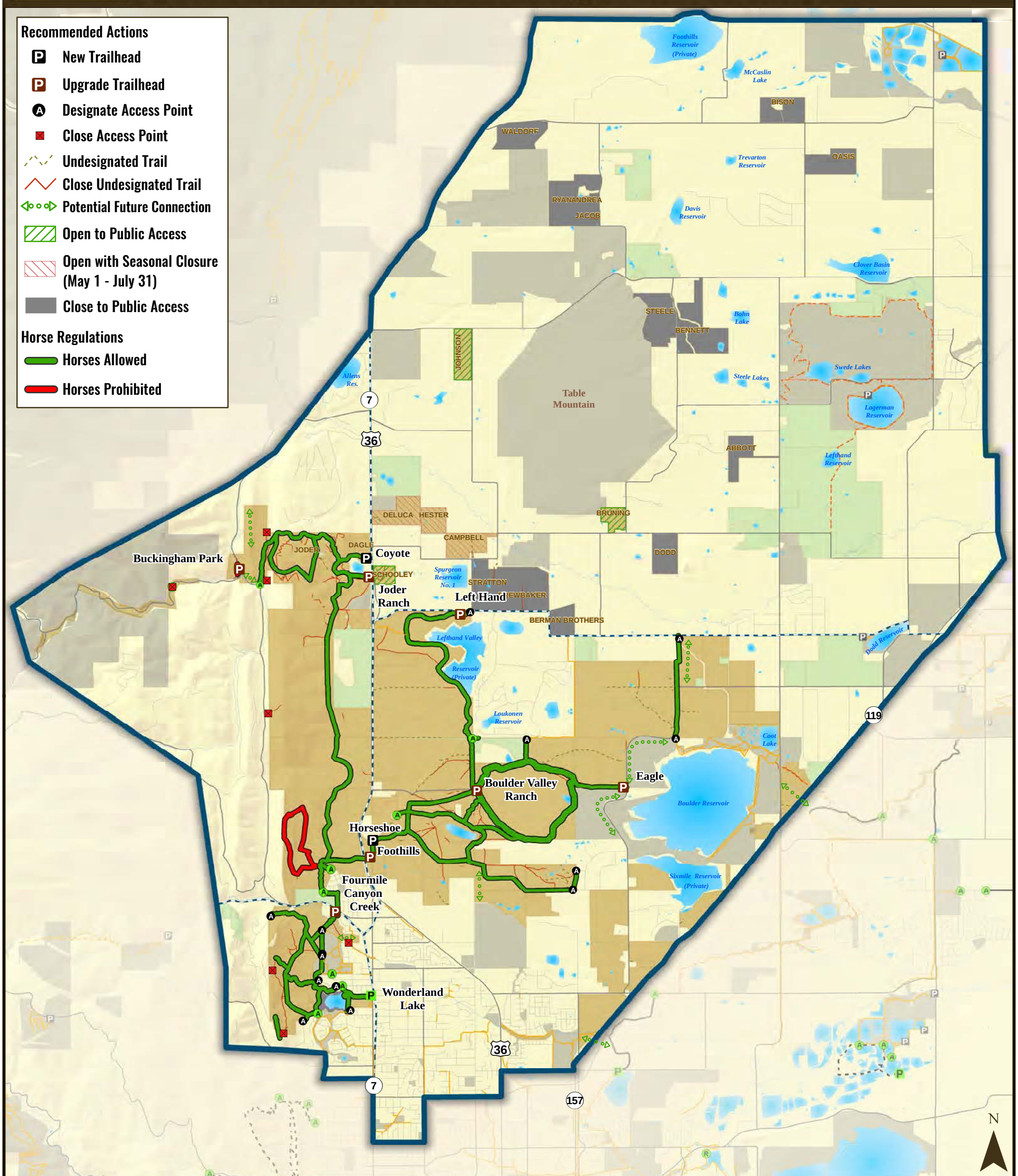
City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan



North Trail Study Area Horse Recommendations

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property in the North TSA

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

0 0.5 1 Miles

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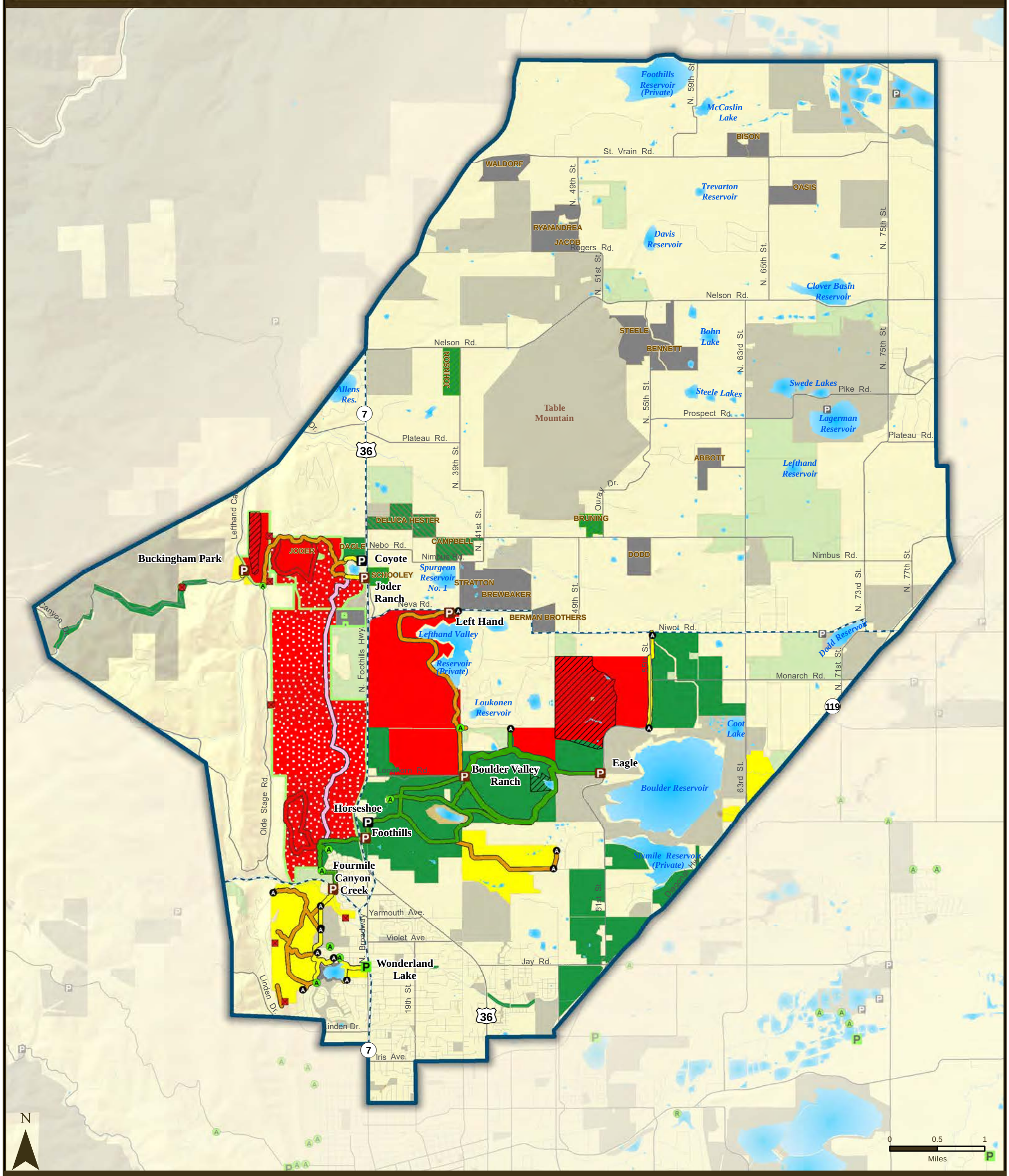
City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan



North Trail Study Area Regulatory Settings

- North Trail Study Planning Area
- North Trail Study Subareas
- HCA Boundary
- OSMP Access Point

Visitor Access Regulations

- New Trailhead
- New Access Point
- Close Access Point

Trail Dog Regulations

- Voice and Sight
- On-Corridor Voice and Sight
- Leash Required
- Leash Required; Seasonal Closure May 1 - July 31
- Dogs Prohibited
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

Dog Regulation Areas

- Voice and Sight Control
- Leash Required
- Dogs Prohibited
- Seasonal Raptor Closure
- Open with Seasonal Closure (May 1 - July 31)
- Closed to Off-Trail Public Access
- Closed to Public Access

Appendix B

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Appendix B: Open Space Board of Trustees Meetings and Summary of Community Engagement

The OSBT hosted the North TSA process and with Open Space and Mountain Parks (OSMP) staff held nine public meetings, four study sessions and three public hearings to gather public input and comment, to provide feedback to staff on the planning process, to evolve plan scenarios, to approve plan sideboards, to determine which scenario to use as the basis for the draft plan and to review and recommend the draft plan for Boulder City Council acceptance.

OSBT Meetings and Study Sessions		
Date	Type of Meeting Discussion	Topic
March 9, 2016	Public Hearing	North TSA Draft Plan
February 10, 2016	Public Hearing	North TSA Updated Refined Scenarios
January 13 and 14, 2016	Study Session	North TSA Refined Scenarios
December 9, 2015	Update	North TSA Update
November 16, 2015	Study Session	North TSA Preliminary Scenarios
October 14, 2015	Update	North TSA Update
September 9, 2015	Update	North TSA Update
August 12, 2015	Study Session	North TSA Interests
July 8, 2015	Update	North TSA and Youth Engagement Update
June 15, 2015	Public Hearing and Update	North TSA Sideboards and Update on North TSA Planning Process and Inventory and Assessment Report
May 15, 2015	Update	North TSA Update
April 8, 2015	Matters	Draft Board Editorial for the North TSA Plan
March 11, 2015	Update	North TSA Update
February 18, 2015	Study Session	North TSA Scope, Goals, Process and Public Engagement Strategy

How the public engaged in the North TSA Plan

- Nine community workshops
- On-site, local store-front, neighborhood and Latino community engagement

- Inspire Boulder, the city's internet-based participatory platform
- Email and social media submissions
- Youth engagement

Community Workshops

Four community workshops were held during which the community shared their thoughts on important resources within the North TSA, the proposed plan sideboards and their interests in the North TSA. Two informational panels were held where experts informed the community about visitor and natural resource management strategies. Two workshops were held to unveil and refine preliminary scenarios and a final workshop was held to unveil and continue to the revise the refined scenarios.

Community Workshops	
Date	Topic
December 10, 2015	Community Information Session and Workshop for Refined Scenarios for the North TSA
October 19, 2015	Community Workshop to Refine Preliminary Scenarios for the North TSA
October 5, 2015	Community Workshop to Learn About and Provide Feedback on Preliminary Scenarios for the North TSA
September 2, 2015	Expert Panel on Natural Resources
August 26, 2015	Expert Panel on Trail Sustainability and Visitor Experience
June 27, 2015	Community Workshop to Discuss Interests in the North TSA
June 24, 2015	Community Workshop to Discuss Interests in the North TSA
May 6, 2015	Community Workshop to Kick Off Development of the North TSA Plan
May 2, 2015	Community Workshop to Kick Off Development of the North TSA Plan

On-site, local store-front, neighborhood and Latino community engagement

OSMP staff conducted on-site engagement in the North TSA and went into the community to collect information from community members at trailheads and local coffee shops. Community members shared what they thought needed to be improved, changed or preserved within the North TSA and why. OSMP staff also engaged with the Latino community by attending an event at Holiday Park.

Written and Electronic Communications

OSMP received close to 1,000 separate comments during the development of the North TSA Plan from the NorthTSA.org web page, e-mails, comments submitted through Inspire Boulder, social media submissions and written letters. OSMP created several compendia of public input containing the individual comments submitted as part of the North TSA planning process.

Youth Engagement

Open Space and Mountain Parks partnered with Growing Up Boulder to engage children and youth in the North TSA planning process through the following events.

Youth Engagement	
Date	Event/Topic
July 11, 2015	Family Day at Wonderland Lake was an opportunity for children and families to provide feedback on what they'd like to see in the North TSA and why.
June - July, 2015	Five OSMP Junior Ranger crews provided feedback on what they do and don't like about the conditions in the North TSA.
June 2015	Boulder Journey School pre-schoolers shared what they value about open space during a fieldtrip to Wonderland Lake.
May 1, 2015	Youth Advisory Board high school students provided input on effective ways to involve youth in the North TSA planning process.

Appendix C

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Appendix C: Existing Infrastructure and Recommended Improvements for Trailheads

In 2008, OSMP classified all trailheads based on visitation levels. Information from the 2004-05 Visitor Survey and staff knowledge was used to estimate the visitation levels. The following table displays types of trailheads. The estimated visitation for each category breaks down as follows: 1-9,999 visits per year were classified as very low, 10-24,999 as low, 25,000-74,999 as medium and ≥75,000 as high.

Types of Trailheads		
Class	Description	Estimated Use
TH1	Simple/Minor Developed Trailhead	Very Low to Low Use
TH2	Developed/Improved Trailhead	Medium Use
TH3	Fully Developed Trailhead	High Use

Each class has associated amenities that must be present to comply with the standard. OSMP inventoried all the trailheads in the North TSA and identified the improvements needed to bring sites up to standards. The following table lists what is currently present at the sites and what is needed.

Trailhead Name	Class	Existing Infrastructure	What is Needed
Joder Interim	T1	Kiosk Dog Station Dog Compost Station Parking Bollard (wooden) Bike Rack Trash Can Parking Spaces (5) Horse Trailer Parking Spaces (2)	Reflector Sticks Near Large Rocks and Other Hazards Fencing
Lefthand	T1	Kiosk Fencing Bike Rack Trash Can Parking Bollard (wooden) Parking Spaces (36)	Reflectors on Fence Parking ADA Parking Space (1) Vehicle Gate at Entry Dog Station Dog Compost Station
Sage/Boulder Valley Ranch	T2	Kiosk	Replace Outhouse

Trailhead Name	Class	Existing Infrastructure	What is Needed
		Dog Station Dog Compost Station Fencing Outhouse (ADA toilet is not up to standards) Bike Rack Trash Can Parking Spaces (18) ADA Parking Space (1)	Parking Bollard Reflectors on Fence Parking No Parking Along Longhorn Road
Eagle	T2	Kiosk Dog Station Dog Compost Station Fencing Bike Rack Trash Can Parking Spaces (24)	ADA Parking Space Parking Bollard Vehicle Gate at Entry Reflectors on Fence Parking Horse Trailer Parking
Foothills	T2	Kiosk Dog Station Fencing Bike Rack Trash Can Parking Spaces (17)	ADA parking space Parking Bollard Reflectors on Fence Parking Larger/wider vehicle entrance Widen Trailhead to the South Dog Compost Station Horse Trailer Parking
Fourmile Canyon Creek	T3	Kiosk Dog Station Fencing Bike Rack Trash Can Parking Spaces (37) ADA Parking Spaces (4)	Resurface Trailhead Parking Bollard Reflector Sticks Near Large Rocks and Other Hazards Reflectors on Fence Parking Larger/wider vehicle entrance Re-align kiosk/dog station Dog Compost Station New Kiosk and Entrance Sign
Wonderland Lake	T2	Kiosk Dog Station Fencing Picnic Tables Bike Rack Trash Can Parking Spaces (20) ADA Parking Spaces (2)	To be determined with Foothills Nature Center site planning.
Buckingham Park	T3	Kiosk Fencing Outhouse (ADA toilet)	Replace Outhouse Parking Bollard Reflectors on Fence Parking

Trailhead Name	Class	Existing Infrastructure	What is Needed
		Picnic Tables (3) Bike Rack Trash Cans (2 sets of 2; 1 recycle) Grills (1) Parking Spaces (35) ADA Parking Space (1)	Reflector Sticks Near Large Rocks and Other Hazards Dog Station Dog Compost Station

Appendix D

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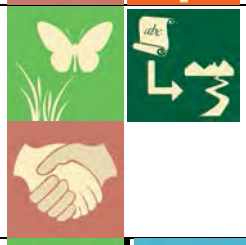
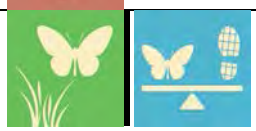
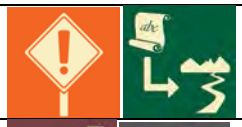
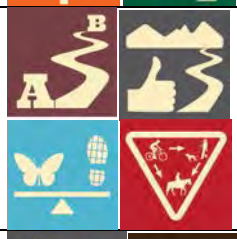
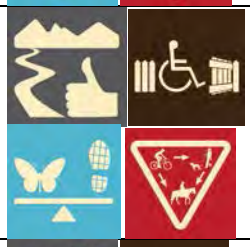
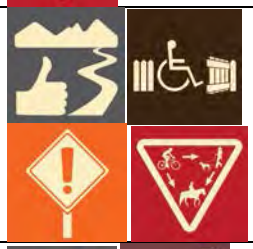
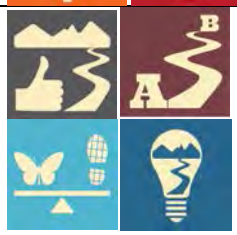
Appendix D: Recommended Actions and Interests Table

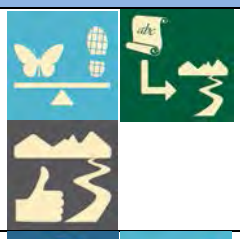
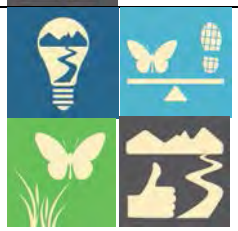
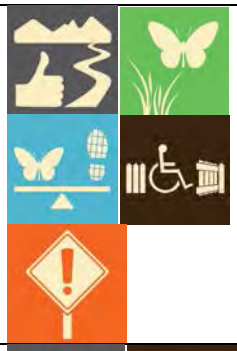
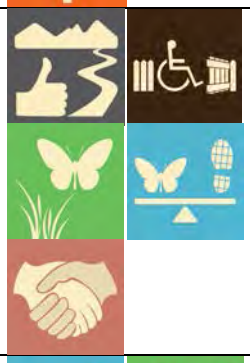
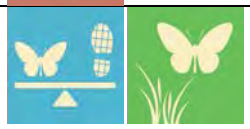
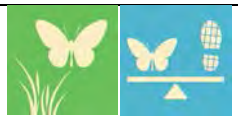
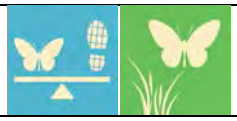
North TSA Interests			
Improved Visitor Experience		Improved Connectivity	
Conservation of Resources (Natural/Agricultural/Cultural)		Balance of Recreation and Resource Conservation	
Improved Access and Accessibility		Increased Safety	
Honoring Community Values and Commitments		Decreased Visitor Conflict	
Increased Education and Understanding		Effective Planning Process and Plan Implementation	

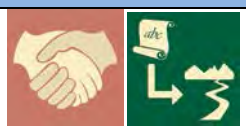
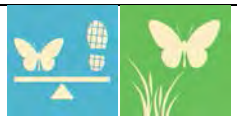
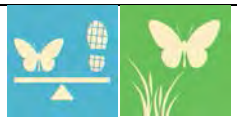
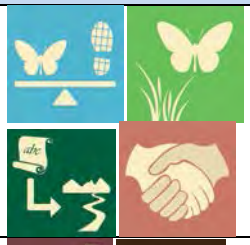
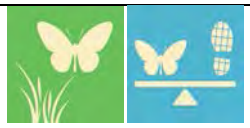
Reference Number(s) and Action Title	Action	Interests
TSA-Wide		
T1 to T9 Provide management area designations for properties without designations to guide management actions.	• Retain the Joder and Cox property designation (T1) as a Habitat Conservation Area (HCA) and implement as part of the North Foothills HCA. • Designate Dagle II (T2), Stratton (T5), Lappin (T6), IBM open space easement (T7), Hart-Jones Exchange (T8) and Palo Park (T9) properties as Natural Areas. • Limit public access to on trail travel on IBM open space easement property. • Designate Dakota Ridge Village (T3) property as a Passive Recreation Area. • Designate Berman Brothers (T4) as an Agricultural Area.	
T10 to T15 Collaborate with partner agencies to create regional connections.	As opportunities arise, collaborate with partner agencies to create the following regional trail connections in a way that minimizes natural resource impacts. • (T10) North TSA to Boulder County Parks and Open Space's Heil Valley Ranch. The North TSA Plan does not preclude future public planning processes to assess a regional connector trail connection to Heil Ranch on the Buckingham property. • (T11) North TSA to Boulder County Parks and Open Space's Lagerman/Imel/AHI Open Space Complex. • (T12) A Boulder-to-Lyons trail connection including the efforts of the Rocky Mountain Greenway Project. • (T13) IBM Connector Trail underpass and trail *(construction pending).* • (T14) Fourmile Canyon Creek Trail underpass to Cottonwood Trail *(construction pending).*	

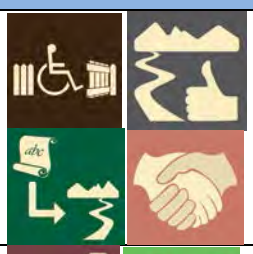
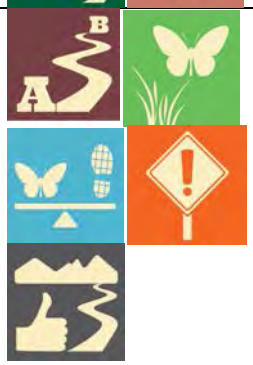
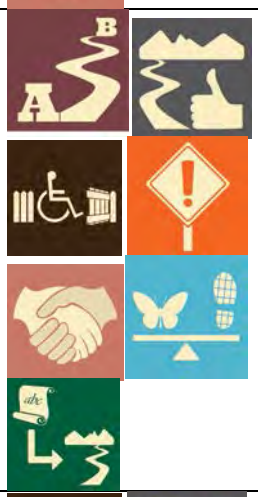
Reference Number(s) and Action Title	Action	Interests
	• (T15) Eagle Trail to the planned Boulder Reservoir Trail.	
T16 to T20 Collaborate with partner agencies to create local trail connections.	As opportunities arise, collaborate with partner agencies to create the following local trail connections in a way that minimizes natural resource impacts. • (T16) Joder Trail to Buckingham Park via Olde Stage Road *(in progress).* • (T17) Joder Ranch and Boulder County's Six-Mile Fold. Boulder County will conduct its own public planning process to determine access and management of visitors on Six Mile Fold. OSMP will coordinate with the county's planning efforts to determine if and where trails could be located in this area. • (T18) City of Boulder's Area III park site to the North TSA. • (T19) Boulder Reservoir to Niwot Road. • (T20) Fourmile Canyon Creek Greenway path to Foothills Community Park.	
T21 Designate undesignated access points that connect with new or existing designated trails.		
T22 Bring all trails up to standards.	Conduct maintenance activities to bring trails up to OSMP sustainable trail guidelines.	
T23 Bring all trailheads and access points up to standards.	Update, replace and install infrastructure to bring existing trailheads and access points up to OSMP standards.	
T24 Remove unnecessary fencing and use wildlife friendly fencing.	Remove fencing that is no longer serving a function and when modifying or installing fencing in implementation of the North TSA, ensure fencing is wildlife friendly.	
T25 Allow natural revegetation or restore all undesignated trails not integrated into designated trail connections.		

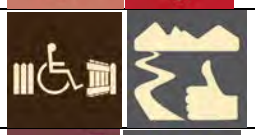
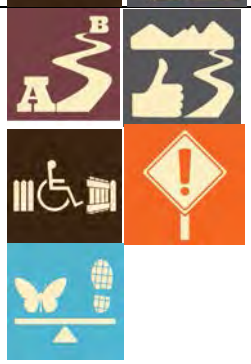
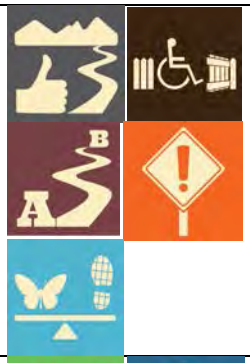
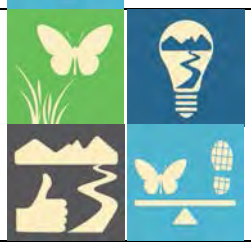
Reference Number(s) and Action Title	Action	Interests
T26 Assess and prevent the introduction and spread of priority invasive plants.	Assess and prevent the introduction and spread of priority invasive plants along new trail connections and decommissioned or undesignated trail sections under restoration.	
T27 Create interpretive information and messages about unique, rare and sensitive resources.		
North Foothills Subarea		
NF1 Retain the Joder property as a Habitat Conservation Area (HCA).	Retain the management area designation and include as part of the North Foothills HCA.	
NF2 Designate Dagle II property as a Natural Area.		
NF3 Designate Dakota Ridge Village property as a Passive Recreation Area.		
NF4 Collaborate to create a trail connection from North TSA to Boulder County Parks and Open Space's Heil Valley Ranch.	As opportunities arise, collaborate with partner agencies to create regional trail connections in a way that minimizes natural resource impacts. The North TSA Plan does not preclude future public planning processes to assess a regional trail connection to Heil Ranch on the Buckingham property.	
NF5 Collaborate to create a connection from Joder Ranch Trail to Buckingham Park via Olde Stage Road (in progress).	As opportunities arise, collaborate with partner agencies to create local trail connections in a way that minimizes natural resource impacts.	
NF6 Collaborate to create a connection between Joder Ranch and Boulder County's Six-Mile Fold property.	As opportunities arise, collaborate with partner agencies to create local trail connections in a way that minimizes natural resource impacts. Boulder County will conduct its own public planning process to determine access and management of visitors onto Six-Mile Fold. OSMP will coordinate with the county's planning efforts to determine if and where trails could be located to provide access to	

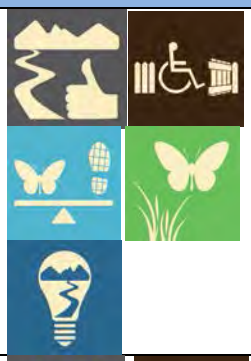
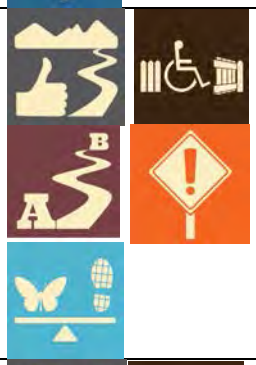
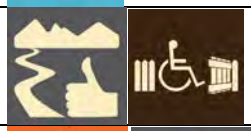
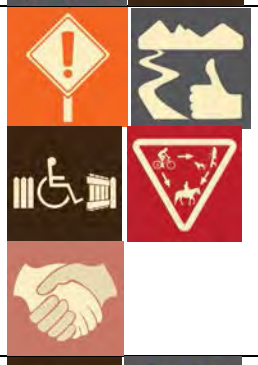
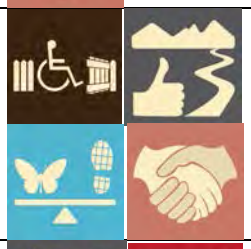
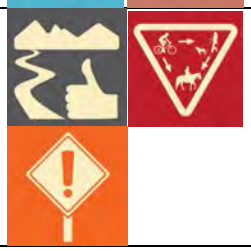
Reference Number(s) and Action Title	Action	Interests
	this area and minimize natural resource impacts.	
NF7 Close Cottonwood Recreation Area.		
NF8 Realign western section of the Interim Joder Trail near the Buckingham property. (Joder Ranch Trail)		
NF9 Construct one loop trail on the northwest section of the Joder property. (Mahogany Loop)		
NF10 Construct a new trailhead for passenger vehicle parking on the Dagle/Wright properties. (Coyote Trailhead)		
NF11 Construct a connector trail from the new trailhead (Coyote Trailhead) on the Dagle property to the Joder Ranch Trail.		
NF12 Retain Interim Joder Trailhead. (Joder Ranch Trailhead)		
NF13 Construct a north-south connector trail from Foothills Trail to the Joder Ranch Trail west of U.S. 36. (North Sky Trail)	Construct a trail from the southern section of the Railroad Grade, west of Foothills Business Park, connecting to the Joder Ranch Trail. Use best efforts to locate connector trail through the conservation easement.	

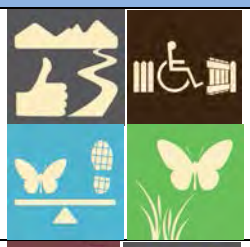
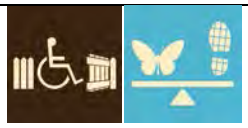
Reference Number(s) and Action Title	Action	Interests
NF14 Include the North Sky Trail in the muddy closure program.		
NF15 Post educational signs about the North Foothills HCA.	Include information about the area's important natural resources as well as safety concerns such as rattlesnakes.	
NF16 Re-route Hogback Trail.		
NF17 Re-route Foothills Trail where it connects to Hogback Trail and eastward to U.S. 36.		
NF18 Do not allow off-trail permits for the area inside the Joder loop trail for two years following the trail's construction. (Mahogany Loop)		
NF19 Do not allow off-trail permits within the North Foothills HCA.	Off-trail permits not allowed in the North Foothills HCA except for areas west and north of Joder Ranch Trail and inside the Mahogany Loop.	
NF20 After City Council approval of the North TSA Plan, staff will return to the		

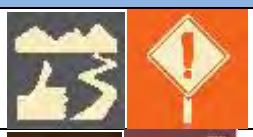
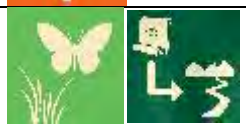
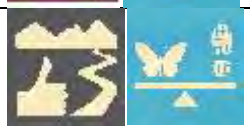
Reference Number(s) and Action Title	Action	Interests
OSBT with monitoring recommendations for the North Foothills HCA, the North Sky Trail and the Joder property.		
No Reference Number: Regulation Change: Leash required with seasonal closure from May 1 – July 31 on Joder connector trail. (North Sky Trail)		
No Reference Number: Regulation Change: Dogs prohibited on the Joder loop trail. (Mahogany Loop)		
Boulder Valley Ranch Subarea		
B1 to B4 Provide management area designations for properties without designations to guide management actions.	Designate Lappin property (B1), IBM open space easement property (B2), Hart-Jones Exchange property (B3) and Palo Park property (B4) as Natural Areas. Limit public access to on-trail travel on IBM open space easement property.	
B5 to B9 Collaborate with partner agencies to create regional trail connections.	As opportunities arise, collaborate with partner agencies to create the following regional trail connections in a way that minimizes natural resource impacts. • (B5) City of Boulder's Area III park site to the North TSA. • (B6) A Boulder-to-Lyons trail connection including the efforts of the Rocky Mountain Greenway Project. • (B7) IBM Connector Trail underpass and trail *(construction pending).* • (B8) Fourmile Canyon Creek Trail underpass to Cottonwood Trail *(construction pending.* • (B9) Eagle Trail to the planned Boulder Reservoir Trail.	
B10 Provide public access to portions of Lappin, Lousberg, Papini and B.L.I.P. properties while protecting sensitive natural resources.	Protect aquatic and wetland resources in and around ponds on these properties by not allowing public access to the ponds.	
B11 Designate access point for where Lefthand Trail connects to Neva Road.		

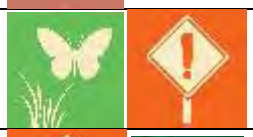
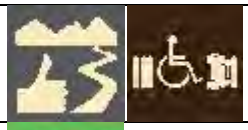
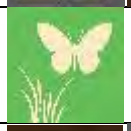
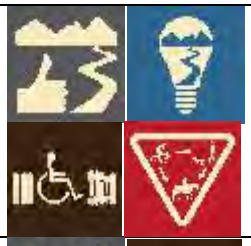
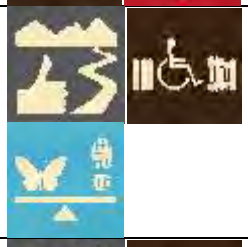
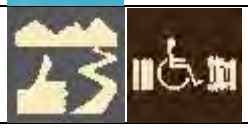
Reference Number(s) and Action Title	Action	Interests
B12 Bring Lefthand Trailhead up to standards.	Include horse trailer parking at Lefthand Trailhead.	
B13 Improve Lefthand Trail.		
B14 Designate a connector trail from Lefthand Trail to the Lake Valley Estates neighborhood.		
B15 Create a connection via the Boulder Reservoir to Niwot Road. (Talon Trail)	Create a regional trail connection in a way that minimizes natural resource impacts. Work with partner agencies to determine the most feasible trail alignment with a preference for an alignment along 55th Street.	
B16 Bring Eagle Trailhead up to standards.	Include horse trailer parking at Eagle Trailhead.	

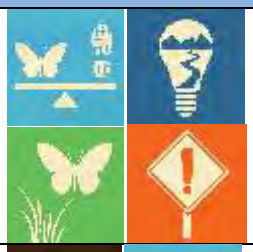
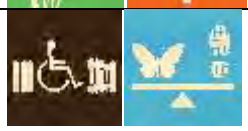
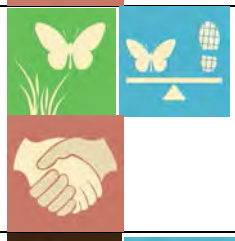
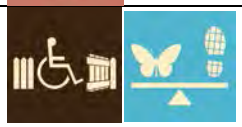
Reference Number(s) and Action Title	Action	Interests
B17 Bring Foothills Trailhead up to standards.		
B18 Add a new trailhead at the Degge Trail access point. (Horseshoe Trailhead)	Provide additional parking capacity and horse trailer parking.	
B19 Create a trail connection between Foothills and Degge trails, re-route Degge Trail.	Provide a trail connection from Foothills Trail to re-routed west end of Degge Trail.	
B20 Replace existing trails north of Mesa Reservoir with new trail connections.	Replace Old Mill and Cobalt trails with a single new trail and replace western section of Eagle Trail and steep, downhill section of Eagle Trail with new re-routed connections.	
B21 Replace undesignated trails through sensitive resources with a single trail. (Shale Trail)	Provide a sustainable connection with Sage Trailhead, by replacing undesignated trails through shale barrens and rare plant habitat with one new designated trail with educational signs for pedestrians and equestrians north of Mesa Reservoir.	

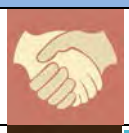
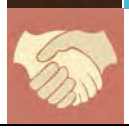
Reference Number(s) and Action Title	Action	Interests
B22 Provide nature-viewing access at Mesa Reservoir.		
B23 Replace existing trails with a new trail connection south of Mesa Reservoir.	Replace southern sections of Mesa Reservoir Trail and the Hidden Valley Trail with a new single trail connection.	
B24 Pave Longhorn Road.	Pave or resurface Longhorn Road with an alternative permeable surface material.	
B25 Bring Sage (BVR) Trailhead up to standards.	Improve restroom facilities.	
B26 Improve Americans with Disabilities Act (ADA) access on Eagle and Sage trails.		
B27 Provide a parallel single track trail at BVR.	Designate and slightly re-route in some locations one parallel single track tread adjacent to the Eagle and Sage loop at BVR.	

Reference Number(s) and Action Title	Action	Interests
B28 Allow fishing access on eastern shore of BVR pond.		
B29 Create new trail connection on the south side of the Papini property. (Wrangler Trail)	Provide a trail connection along the south side of the Papini property connecting Kelso Road to the Mesa Reservoir trail system.	
B30 Continue to follow the terms of the lease regarding public access to the BVR equestrian arena and concurrently develop options for nearby horse trailer parking and/or seek to provide an equivalent and suitable corral option that will be determined in cooperation with stakeholders that will be vetted and approved in a future public process.	The board recommends that staff proactively address any conflict issues resulting from public access in future lease negotiations.	
No Reference Number: Regulation Change: Dogs allowed with On-Corridor Voice and Sight access on Lefthand Trail.		
Wonderland Lake Subarea		
W1 Collaborate with Parks and Recreation to support nature play experiences on their adjacent properties.	Collaborate with Parks and Recreation to support designed nature play experiences on their property and support appropriate passive recreation aspects of this type of experience on adjacent OSMP land.	
W2 Assess vision for Foothills Nature Center.	OSMP is assessing and preparing plans for the future vision of the Foothills Nature Center and associated trailhead.	

Reference Number(s) and Action Title	Action	Interests
W3 Construct shade structure near Wonderland Lake Trailhead.		
W4 Improve safety at Broadway crossing.	Support and encourage improvements to crossing between Sumac Avenue, RTD bus stop and the Foothills Nature Center.	
W5 Revegetate the flood damaged northern loop section of Old Kiln Trail.		
W6 Rename Four Mile Trailhead as Fourmile Canyon Creek Trailhead.		
W7 Collaborate to create a connection from Fourmile Canyon Creek Greenway path to Foothills Community Park.	As opportunities arise, collaborate with partner agencies to create local trail connections in a way that minimizes natural resource impacts.	
W8 Create Wonderland Lake backdrop loop trail connection by re-routing trails. (Antler Loop)	Re-route existing designated and undesignated trails to provide more sustainable connections to the paragliding launch sites and visitors seeking a trail experience on the Wonderland hogback.	
W9 Re-route portion of Wonderland Lake Trail.	Re-route the steep downhill section of trail just north of where it connects into Foothills South Trail.	
W10 Create a second, smaller Wonderland Lake backdrop loop trail. (Glider Access Trail)	Create a more sustainable trail connection to replace the existing glider access trail.	
W11 Improve Americans with Disabilities Act (ADA) access on Wonderland Lake Trail.		

Reference Number(s) and Action Title	Action	Interests
W12 Prohibit boats and belly boats on Wonderland Lake.		
W13 Prohibit ice skating on Wonderland Lake.		
W14 Allow sledding on Wonderland Lake dam.		
W15 Do not provide access to Wonderland Lake's south, west and north shores.		
W16 Provide access to the cattail marsh on north side of peninsula.		
W17 Establish hardened pullout areas on the peninsula for educational programming and a hardened wading access.	Provide increased beach access on the western edge of the peninsula.	
W18 Allow Wonderland Lake wading access from designated areas on the peninsula.		
W19 Create Wonderland Lake fishing pier.		

Reference Number(s) and Action Title	Action	Interests
		
No Reference Number: Regulation Change: Dogs allowed On-Corridor Voice and Sight access on Wonderland Hill loop. (Antler Loop)		
Northern Properties Subarea		
NP1 Designate Berman Brothers property as an Agricultural Area.		
NP2 Designate Stratton property as a Natural Area.		
NP3 Collaborate to create a connection between the North TSA to Boulder County Parks and Open Space's Lagerman/Imel/AHI Open Space Complex.	As opportunities arise, collaborate with partner agencies to create regional trail connections in a way that minimizes natural resource impacts.	
NP4 Prohibit public access on Waldorf, Ryan, Andrea, Jacob, Bison, Oasis, Steele, Bennett, Stratton, Brewbaker, Berman Brothers, Dodd and Abbott properties.		
NP5 Allow public access on Deluca, Hester and Campbell properties with seasonal closure (May 1 - July 31) for ground nesting bobolinks.		

Reference Number(s) and Action Title	Action	Interests
		
NP6 Allow public access on Johnson, Bruning and Schooley properties.		

Appendix E

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Appendix E: Scheduling and Estimated Costs for North TSA Projects

Plan Implementation Costs

The current total estimated cost of implementing the draft plan, not including the personnel expenses of standard employees, is $4.3 million. Costs are estimated and may be subject to change as additional evaluation and planning occurs for project implementation.

OSMP would also look for additional opportunities to fund projects in the Draft Plan, including grants and partnerships. Some projects may also be suitable for completion by or with the assistance of volunteers.

Project Phasing

Project scheduling will be subject to change based on the integration of North TSA projects into future departmental budgeting and work planning.

The draft plan recommendations were ranked by considering the benefits of each strategy based on trail sustainability, visitor experience and environmental benefits. A strategy received a higher ranking if there was greater benefit across all three factors and if that strategy had especially widespread or long-lasting benefit.

Additional factors integrated into project phasing include:

- Project cost, staff capacity or other fiscal constraints.
- Specific timing requirements (i.e. completion of flood related projects for FEMA reimbursement).
- Sequencing (i.e., projects that are necessarily precursors or dependents or that can leverage staff and cost efficiencies through sequencing).
- Prior commitments and projects already planned for completion in upcoming years
- Projects with a high level of community support/anticipation are given greater priority than projects which are otherwise the same.
- The need to coordinate partner agency collaboration.

Smaller scale projects and those that have fewer timing or cost constraints (i.e. management area designations, sign projects, regulatory changes) may be included in annual work plans as opportunity allows and accomplished as a part of ongoing core departmental services and infrastructure maintenance as shown in both Table 1: Ongoing Projects and Actions to Implement North TSA Plan and Table 2: Projects that can be Added as Opportunity, Staffing and Funding Allows to 2016-2022 Timeline.

Projects that require future planning, feasibility studies and coordination with other City departments, Boulder County and other agencies are included in Table 3: Projects that are Dependent on Collaboration with Other Departments, Boulder County and External Entities. Cost estimates are not available for these projects.

The recommended scheduling of remaining North TSA projects is included in Table 4: Recommended Schedule for North TSA Projects and Actions.

Table 1: Ongoing Projects and Actions to Implement North TSA Plan

Action #	Plan Ref #	Action	Estimated Cost	Benefit Rank 0-1 = Low 2-3 = Medium 4-6 = High
1	T1	Provide management area designations for properties without designations to guide management actions: Retain the Joder and Cox property designation as a Habitat Conservation Area (HCA) and implement as part of the North Foothills HCA.	$10,000	Medium
20	T21	Designate undesignated access points that connect with new or existing designated trails.	$12,600	Medium
23	T24	Remove unnecessary fencing and use wildlife friendly fencing.	$17,800	Medium
24	T25	Allow natural revegetation or restore all undesignated trails not integrated into designated trail connections.	$25,500	High
25	T26	Assess and prevent the introduction and spread of priority invasive plants along new trail connections and decommissioned or undesignated trail sections under restoration.	$91,000	High
26	T27	Create interpretive information and messages about unique, rare and sensitive resources.	$31,000	Medium
65	B30	Continue to follow the terms of the lease regarding public access to the BVR equestrian arena and concurrently develop options for nearby horse trailer parking and/or seek to provide an equivalent and suitable corral option that will be determined in cooperation with stakeholders that will be vetted and approved in a future public process. The board recommends that staff proactively address any conflict issues resulting from public access in future lease negotiations.	$20,000	Low
79	NF19	Do not allow off-trail permits within the North Foothills HCA.	Costs combined with HCA designation and implementation	Medium
82	REG	Joder HCA designation and off trail permit implementation	Costs combined with HCA designation and implementation	Low
		TOTAL ESTIMATED COST	$207,900	

Table 2: Projects that can be Added as Opportunity, Staffing and Funding Allows to 2016-2022 Timeline

Action #	Plan Ref #	Action	Estimated Cost	Benefit Rank 0-2 = Low 2-3 = Medium 4-6 = High
34	W10	Create a second, smaller Wonderland Lake backdrop loop trail (Glider Access Trail). Create a more sustainable trail connection to replace the existing glider access trail.	$95,000	High
66	REG	Lefthand Trail: Dogs Voice and Sight On Corridor	$500	Low
		TOTAL ESTIMATED COST	$95,500	

Table 3: Projects that are Dependent on Collaboration with Other Departments, Boulder County and External Entities

Action #	Plan Ref #	Action	Estimated Cost	Benefit Rank 0-3 = Low 2-3 = Medium 4-6 = High
10	T10	Collaborate with partner agencies to create regional connections in a way that minimizes natural resource impacts. North TSA to Boulder County Parks and Open Space's Heil Valley Ranch. The North TSA Plan does not preclude future planning processes to assess and recommend a regional connector trail connection to Heil Ranch on the Buckingham property.	Unknown	Medium
11	T11	Regional Connections: North TSA to Boulder County Parks and Open Space's Lagerman/Imel/AHI Open Space Complex.	Unknown	Medium
12	T12	Regional Connections: A Boulder-to-Lyons trail connection including the efforts of the Rocky Mountain Greenway Project	Unknown	Medium
13	T13	Regional Connections: IBM Connector Trail underpass and trail (construction pending)	Boulder County Project	Low
14	T14	Regional Connections: Fourmile Canyon Creek Trail underpass to Cottonwood Trail (construction pending)	Boulder County Project	Low
15	T15	Regional Connections: Eagle Trail to the planned Boulder Reservoir Trail	Unknown	Medium
17	T17	Local Connections: Joder Ranch and Boulder County's Six-Mile Fold. Boulder County will conduct its own planning process to determine access and management of visitors onto Six-Mile Fold. OSMP will coordinate with the county's planning efforts to determine if and where trails could be located in this area.	Unknown	Low
18	T18	Local Connections: City of Boulder's Area III park site to the North TSA	Unknown	Low
19	T20	Local Connections: Fourmile Canyon Creek Greenway path to Foothills Community Park	City of Boulder Greenways Project	Low
27	W1	Collaborate with City of Boulder Parks and Recreation Department to support designed nature play experiences on their property and support appropriate passive recreation aspects of this type of experience on adjacent OSMP land.	Core Service	Low
29	W4	Improve safety at Broadway crossing between Sumac Avenue, RTD bus stop and the Foothills Nature Center.	Core Service	Medium

Table 4: Recommended Schedule for North TSA Projects and Actions

Action #	Plan Ref #	Action	2016	2017	2018	2019	2020	2021	2022	2023 and Later	Benefit Rank 0-1 = Low 2-3 = Medium 4-6 = High
2	T2	Management Area Designation: Designate Dagle II as a Natural Area.	Core Service								Low
3	T3	Management Area Designation: Designate Dakota Ridge Village property as a Passive Recreation Area.	Core Service								Low
4	T4	Management Area Designation: Designate Berman Brothers property as an Agricultural Area.	Core Service								Low
5	T5	Management Area Designation: Designate Stratton as a Natural Area.	Core Service								Low
6	T6	Management Area Designation: Designate Lappin as a Natural Area.	Core Service								Low
7	T7	Management Area Designation: Designate IBM open space easement as a Natural Area. Limit public access to on trail travel on IBM open space easement property.	Core Service								Low
8	T8	Management Area Designation: Designate Hart-Jones Exchange as a Natural Area.	Core Service								Low
9	T9	Management Area Designation: Designate Palo Park as a Natural Area.	Core Service								Low
16	T16	As opportunities arise, collaborate with partner agencies to create local trail connections in a way that minimizes natural resource impacts. Joder Trail to Buckingham Park via Olde Stage Road (in progress)	$8,500 Underway								Medium
30	W5	Revegetate the flood damaged northern loop section of Old Kiln Trail.	$3,640 Underway								Medium
56	B21	Provide a sustainable connection with Sage Trailhead by replacing undesignated trails through shale barrens and rare plant habitat with one new designated trail with educational signs for pedestrians and equestrians north of Mesa Reservoir.	$140,000 Design	Build							High
80	NF20	After City Council approval of the North TSA Plan, staff will return to the OSBT with monitoring recommendations for the North Foothills HCA, the North Sky Trail and the Joder property.	Core Service								Low
84	NP4	Prohibit public access on Waldorf, Ryan, Andrea, Jacob, Bison, Oasis, Steele, Bennett, Stratton, Brewbaker, Berman Brothers, Dodd and Abbott properties.	$3,000								Medium
85	NP5	Allow public access on Deluca, Hester and Campbell properties with seasonal closure (May 1-July 31) for ground nesting bobolinks.	$1,000								Medium
86	NP6	Allow public access on Johnson, Bruning, and Schooley properties.	$1,000								Low
21	T22	Bring all trails up to standards. (South Foothills Trail)		$100,000							Medium
28	W3	Construct a shade structure near Wonderland Lake Trailhead.		$25,000							Low
35	W11	Improve Americans with Disabilities (ADA) access on Wonderland Lake Trail.		$9,000							Medium
45	B10	Provide public access to portions of Lappin, Lousberg, Papini and B.L.I.P. properties while protecting sensitive natural resources. Protect aquatic and wetland resources in and around ponds on these properties by prohibiting public access to the ponds.		$9,000							Medium
52	B17	Bring Foothills Trailhead up to standards.		$12,500							Medium
61	B26	Improve Americans with Disabilities Act (ADA) access on Eagle and Sage trails.		$130,000							Medium
67	NF7	Close Cottonwood Recreation Area.		$800							Low
69	NF9	Construct one loop trail on the northwest section of the Joder property. (Mahogany Loop)		$131,000 Design	Build	Build					Medium
70	NF10	Construct a new trailhead for passenger vehicle parking on the Dagle/Wright properties. (Coyote Trailhead)		$137,000 Initial Design	Final Design and Permits	Build					Medium
72	NF12	Retain Interim Joder Trailhead. (Joder Ranch Trailhead)		$7,000 Initial Design	Final Design	Build					Low

Action #	Plan Ref #	Action	2016	2017	2018	2019	2020	2021	2022	2023 and Later	Benefit Rank 0-1 = Low 2-3 = Medium 4-6 = High
73	NF13	Construct a north-south connector trail from Foothills Trail to the Joder Ranch Trail west of US 36 (North Sky Trail). Construct a trail from the southern section of the Railroad Grade, west of Foothills Business Park, connecting to the Joder Ranch Trail. Use best efforts to locate connector trail through the conservation easement.		$805,000 Initial Design	Final Design and permitting	Build	Build	Build			Medium
76	NF16	Re-route Hogback Trail.		Initial Design				$146,000 Final Design, Permits	Build		High
77	NF17	Re-route Foothills Trail where it connects to Hogback Trail and eastward to US 36.		Initial Design				$113,000 Final Design, Permits	Build		High
85	NP5	Allow public access on Deluca, Hester and Campbell properties with seasonal closure (May 1-July 31) for ground nesting bobolinks.		$1,000							Medium
36	W12	Prohibit boats and belly boats on Wonderland Lake.			$500						Low
37	W13	Prohibit ice skating on Wonderland Lake.			$500						Low
38	W14	Allow sledding on Wonderland Lake dam.			$500						Low
39	W15	Do not provide access to Wonderland Lake's south, west and north shores.			$3,500						Low
40	W16	Provide access to the cattail marsh on north side of peninsula.			$8,000						Medium
41	W17	Establish hardened pullout areas on the peninsula for educational programming and a hardened wading access. Provide increased beach access on the western edge of the peninsula.			$14,000						Medium
42	W18	Allow Wonderland Lake wading access from designated areas on the peninsula.			$700						Low
43	W19	Create Wonderland Lake fishing pier.			$45,000						Low
60	B25	Bring Sage (BVR) Trailhead up to standards. Improve restroom facilities.			$71,500 Amenity Updates	Design and build outhouse					High
68	NF8	Realign western section of the Interim Joder Trail near the Buckingham Property. (Joder Ranch Trail)			$14,000 Design	Build					Low
53	B18	Add a new trailhead at the Degge Trail access point (Horseshoe Trailhead). Provide additional parking capacity and horse trailer parking.				$97,500 Design	Build				Medium
54	B19	Create trail connection between Foothills and Degge trails, re-route Degge Trail. Provide a trail connection from Foothills Trail to re-routed west end of Degge Trail.				$35,000 Design	Build				Medium
55	B20	Replace existing trails north of Mesa Reservoir with new trail connections. Replace Old Mill and Cobalt trails with a single new trail connection and replace western section of Eagle Trail and steep, downhill eastern portion section of Eagle Trail with new re-routed connections.				$156,000 Initial Design	Final Design and Permits	Build	Build		High
57	B22	Provide nature-viewing access at Mesa Reservoir.				$2,500 Initial Design	Final Design and Permits	Build	Build		Low
58	B23	Replace southern sections of Mesa Reservoir Trail and the Hidden Valley Trail with a new single trail connection.				$176,000 Initial Design	Final Design and Permits	Build	Build		High
62	B27	Designate and slightly re-route in some locations one parallel single track tread adjacent to the Eagle and Sage loop at BVR.				$35,000 Initial Design	Final Design and Permits	Build	Build		Medium
71	NF11	Construct a connector trail from the new trailhead (Coyote Trailhead) on the Dagle property to the Joder Ranch Trail.				Complete with new Coyote Trailhead					Low

Action #	Plan Ref #	Action	2016	2017	2018	2019	2020	2021	2022	2023 and Later	Benefit Rank 0-1 = Low 2-3 = Medium 4-6 = High
78	NF18	Do not allow off-trail permits for the area inside the Joder loop trail for two years following the trail's construction. (Mahogany Loop)				$3,000					Low
83	REG	Mahogany Loop: Dogs Prohibited				$1,000					Low
51	B16	Bring Eagle Trailhead up to standards.					$57,000 Design	Build			High
32	W8	Create Wonderland Lake backdrop loop trail connection by re-routing trails (Antler Loop). Re-route existing designated and undesignated trails to provide more sustainable connections to the paragliding launch sites and visitors seeking a trail experience on the Wonderland hogback.						Initial Design	Final Design and Permits	$131,000 Build	High
47	B12	Bring Lefthand Trailhead up to standards.						$56,500 Design	Build		Medium
74	NF14	Include the North Sky Trail in the muddy closure program.						Core Service			Medium
75	NF15	Post educational signs about the North Foothills HCA. Include information about the area's important natural resources as well as safety concerns such as rattlesnakes.						$20,500			Low
81	REG	N/A North Sky Trail: Dogs Leash Required (August 1 – April 30) and Seasonal Prohibited (May 1 – July 31)						$1,000			Low
46	B11	Designate access point for where Lefthand Trail connects to Neva Road.							$300		Low
59	B24	Pave Longhorn Road.							$ 700,000		Medium
22	T23	Bring all trailheads and access points up to standards.								$128,000	Medium
31	W6	Rename Four Mile Creek Trailhead as Fourmile Canyon Creek Trailhead.								$10,100	Low
33	W9	Re-route portion of Wonderland Lake Trail. Re-route the steep downhill section of trail just north of where it connects into Foothills South Trail.								$10,000	Medium
44	REG	Wonderland Loop (Antler Loop): Voice and Sight On Corridor								$2,000	Low
48	B13	Improve Lefthand Trail.								$145,000	High
49	B14	Designate a connector trail from Lefthand Trail to the Lake Valley Estates neighborhood.								$300	Medium
50	B15	Create a connection via the Boulder Reservoir to Niwot Road (Talon Trail). Create a regional trail connection that minimizes natural resource impacts. Work with partner agencies to determine the most feasible trail alignment with a preference for an alignment along 55th Street.								$200,000	Medium
64	B29	Create a new trail connection on the south side of the Papini property (Wrangler Trail). Provide a trail connection along the south side of Papini property connecting Kelso Road to the Mesa Reservoir trail system.								$75,000	High
		TOTALS	$157,140	$1,367,300	$158,200	$506,000	$57,000	$337,000	$700,300	$701,400	

Appendix F

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Appendix F: Feedback Themes Not Included in the Draft North TSA Plan

Area/Topic	Feedback	Why It Wasn't Included in Draft Plan
Changing the Joder property Management Area Designation from a Habitat Conservation Area	Some community support for Joder property to be designated as a Passive Recreation Area or Natural Area.	The Open Space Board of Trustees (Board) supported a review of the Habitat Conservation Area designation as part of the North TSA Plan. Given the sensitive and rare resources on the Joder property and the broader community, board and staff support for maintaining the Habitat Conservation Area (HCA) designation, it was determined the existing Joder HCA designation would be retained.
Joder dog regulations	Some community support for dogs on leash on Joder Interim Trail (Joder Ranch Trail).	Community support and board support for On-Corridor Voice and Sight access on the Interim Trail (Joder Ranch Trail) resulted in its inclusion in the Draft Plan.
Joder bike regulations	Some community support for spatial and temporal separation for bikes on the Joder loop trail (Mahogany Loop), Joder Ranch Trail and Joder connector trail (North Sky Trail).	Community support and board support for both directional and temporal regulations for bikes on the Joder loop (Mahogany Loop) and no temporal bike restrictions on the North Sky Trail due to the importance of this trail as part of a regional connection resulted in these inclusions in the Draft Plan.
West Beech/North Foothills HCA Management Area Designation	Some community support for changing the North Foothills HCA Management Area Designation to a Natural Area Designation.	The North Foothills HCA was designated by the Visitor Master Plan and is outside the scope of the North TSA Plan.
Railroad grade undesignated trail.	Some community support for closing and restoring this undesignated trail.	Sections of the railroad grade will be incorporated into the North Sky Trail.
Create two stacked loop trails using re-routes of Hogback Trail and/or extend a loop down to the railroad grade.	Some community support for an additional Hogback loop or extension of the trail.	Staff assessment and evaluation of this action indicate that the length of additional trail in the North Foothills HCA, terrain and resource impacts make this an action not recommended in the Draft Plan.
Provide trail connection from Boulder Valley Ranch to Niwot Road by connecting North Rim Trail to 55th Street.	Some community support for providing this trail connection on the Axelson property.	The trail connection across the Axelson property to Niwot Road will not be included in the Draft Plan because this trail would need to be closed eight months out of the year to protect nesting osprey. An alternate connection via 55th St. to Niwot Road is included in the Draft Plan.
Management of the North Rim Trail	County support for OSMP taking over management of the North Rim Trail.	OSMP will not take on management of the North Rim Trail from the county. The low level of community interest for making improvements does not make this a priority for inclusion in the North

Area/Topic	Feedback	Why It Wasn't Included in Draft Plan
		TSA Plan. OSMP and the county will coordinate on improvements to this trail if the need arises in the future.
Dog regulations for Boulder Valley Ranch.	Some community support for retaining on-leash dog access for Lefthand Trail.	Broad community support and Board support for On-Corridor Voice and Sight access being allowed for Lefthand Trail resulted in its inclusion in the Draft Plan.
Fourmile Trailhead	Some community support for horse trailer parking at Fourmile Trailhead.	Staff assessment of this action indicated space constraints, costs for modifications and complexity of access off of Leehill into trailhead make this an action that staff and the Board didn't recommend in the Draft Plan.
Create trail connection from west end of Old Kiln Trail to the Wonderland Hill loop trail (Antler loop).	Some community support for Old Kiln connector trail.	Further staff assessment and evaluation of this action indicate the level of trail construction required, complexity, safety issues and cost make this an action staff and the Board didn't recommend in the Draft Plan.
Create an out-and-back trail on the eastern section of Old Kiln that ends before the section where the trail was extensively damaged from the flood.	Some community support for out-and-back trail.	Further staff evaluation indicated that due to the extensive flood damage there is no way to build a sustainable trail in this area.
Allow bikes on Old Kiln Trail only Monday through Friday.	Some community support for bike access on Old Kiln Trail.	Broad community concern about visitor conflict and the Board's recommendation against allowing bikes on the Old Kiln Trail resulted in this action not being recommended in the Draft Plan.
Dog regulations in Wonderland Lake.	Some community support for retaining the existing dogs on leash regulations in all of the Wonderland Lake area.	The Board recommended On-Corridor Voice and Sight access be allowed on the Wonderland Hill loop trails west of the Foothills Trail.

Appendix G

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Appendix G: Glossary

Boardwalk: An elevated, fixed-planked structure, usually built on pilings in areas of wet soil or water to provide dry crossings.

Braiding: Parallel, redundant trail tread(s) adjacent to an established trail caused by visitors avoiding the established trail and wearing in a new path(s).

Corridor, Trail: The full dimensions of the trail, including the area (2 to 3 feet) on either side of the tread and the space overhead (10 to 12 feet) from which brush and obstacles need to be cleared. The area of passage of the trail, including all cleared and managed parts above, below and adjacent to the tread.

Cultural Resource: A building, structure, district, site or object that is significant in our history, architecture, archaeology or culture.

Designated Trails: Trails which have a way-finding sign with a trail name and are maintained.

Designed Use: Refers to the allowed use (activity) on the trail which dictates how it is designed, built and maintained. All City of Boulder Open Space and Mountain Parks trails fall into one of six designed uses: Official Vehicle, ADA accessible, Equestrian, Biking, Hiking or Climbing Access.

Drainage Structure: A water diversion structure constructed across the trail tread to remove water flowing down the trail tread or to prevent it from entering the tread.

Ecosystem: The dynamic complex of organisms and their environment contained within a specified area during a specified time. Systemic elements include interactions and feedbacks between components.

Ecotones/Ecotonal: A transitional zone between two biological communities containing the characteristics of each.

Erosion: Natural processes (water, wind, ice or other physical processes) by which soil particles are detached from the ground surface and moved down slope, principally by the actions of running water (gully, rill or sheet erosion). The combination of water falling on the trail, running down the trail, and freezing and thawing, and the wear and tear from traffic create significant erosion problems on trails.

Fall Line: Steepest line across a given contour or the direction water flows down a slope (path of least resistance) under most circumstances. Constructing a trail on the fall line encourages water to run down the trail and leads to erosion.

Grade: The vertical distance of ascent or descent of the trail expressed as a percentage of the horizontal distance, commonly measured as a ratio of rise to length or as a percent. For example, a trail that rises 8 vertical feet in 100 horizontal feet has an 8% grade. Grad is different than angle; angle is measured with a straight vertical as 90° and a straight horizontal as 0°. A grade of 100% would have an angle of 45°.

Grade, Sustained: The steepest acceptable grade permitted over the majority of the trail length.

Grade, Trail: The average grade over the length of a trail or long section of trail.

Habitat: The environment where a plant or animal naturally or normally lives and grows.

Habitat Effectiveness: An area that meets a range of required characteristics, including environmental factors and lack of disturbance, and supports all stages of a species lifecycle.

Highly Suitable Habitat: An area in which a species can potentially or does occur due to favorable environmental variables such as vegetation characteristics, slope, aspect, size of habitat patch.

Interpretation: The educational methods by which the history and meaning of historic sites, buildings, objects, districts and structures are explained by use of docents, leaflets, tape recordings, signs, film and other means.

Invasive Species: A species that is non-native (or alien) to the ecosystem under consideration and whose introduction causes or is likely to cause economic or environmental harm or harm to human health.

Resilience: The ability of a community to prepare for and respond effectively to stress.

Riparian Areas: Areas along streams and rivers, including related vegetation community.

Site Classification: All trailheads, access points and recreation sites on OSMP lands are classified based on visitor use levels. Each class identifies a set of required facilities, optional facilities and a maintenance schedule. For current information about OSMP standards, visit osmp.org

Strategy: A systematic long-term plan to deploy a sequence of actions toward achieving one or more goals and associated set of management objectives.

Sustainable, Trails/Infrastructure: Trails that have negligible erosion, minimal braiding and seasonal muddiness and will not require re-routing and major maintenance over long periods of time. Sustainable trails, trailheads and infrastructure support the current and anticipated uses with minimal impacts to the adjoining natural systems and cultural resources.

Switchback: A sustainable sharp turn on a hillside (usually on a slope of more than 15%) to reverse the direction of travel and to gain elevation. The landing is the turning portion of the switchback. The approaches are the trail sections upgrade and downgrade from the landing.

Trail Infrastructure: Any managed or constructed features or components of those features on or associated with a trail. Examples include: walls, steps, bridges, water bars, culverts (this is not an exhaustive list).

Tread (Treadway): The surface portion of a trail upon which visitors travel excluding backslope, ditch and shoulder. Common tread surfaces are native material, gravel, soil cement, ashalt, concrete or shredded, recycled tires.

Undesignated Trails: Trails created or worn into the landscape by visitors repeatedly walking off of designated trails. Sometimes, undesignated trails begin as wildlife or cattle trails that attract the interest of hikers or other visitors. They are not shown on public trail maps and are not maintained.

Unfragmented Habitat: Habitat across the landscape that is uninterrupted by barriers to movement.

Visitor Survey: Exit survey of people leaving OSMP system and typically repeated every five years. The main purpose of the survey is to obtain demographic information, trip characteristics, and experience evaluations.

Wetlands: Where water is present above or near the surface of soil. Wetlands vary depending on soils, topography, climate, water chemistry and vegetation.

Open Space Board of Trustees North TSA Motions March 9, 2016

1. Shelley Dunbar moved the Open Space Board of Trustees recommend that staff continue to follow the terms of the lease regarding public access to the Boulder Valley Ranch (BVR) equestrian arena and will concurrently develop options for nearby horse trailer parking and/or seek to provide an equivalent and suitable corral option that will be determined in cooperation with stakeholders that will be vetted and approved in a future public process. The Board recommends that staff proactively address any conflict issues resulting from public access in future lease negotiations. Tom Isaacson seconded. This motion passed unanimously.

2. Frances Hartogh moved the Open Space Board of Trustees to ask staff to endeavor to develop and bring back to the Board an ecological monitoring program for the North Sky Trail and the Joder Property in light of the important ecological qualities of these properties. Tom Isaacson seconded. This motion passed unanimously.

3. Tom Isaacson moved the Open Space Board of Trustees affirm the management area designations as shown on page 16 of the North Trail Study Area Draft Plan. Kevin Bracy Knight seconded. This motion passed three to two; Frances Hartogh and Molly Davis dissented.

4. Tom Isaacson moved the Open Space Board of Trustees to support the current access status of the Northern Tier Properties as either open or closed be continued except that the Deluca, Hester, and Campbell Properties be closed May 1 – July 31 for protection of ground-nesting Bobolink. Shelley Dunbar seconded. This motion passed three to two; Frances Hartogh and Molly Davis dissented.

5. Shelley Dunbar moved the Open Space Board of Trustees to amend the language on page 102 of the North Trail Study Area (TSA) Draft Plan to add the word “important” in front of “note” and eliminate “designated” in the first sentence. Kevin Bracy Knight seconded. This motion passed unanimously.

6. Frances Hartogh moved the Open Space Board of Trustees to have the following statement be added to the North Trail Study Area (TSA) Draft Plan on page 7: In fairness to the process, it should be acknowledged that three OSBT members voted for the scenario while two voted against. The main point of contention was whether a north-south connector trail should be constructed through the North Foothills HCA. Molly Davis seconded. This motion passed unanimously.

7. Frances Hartogh moved the Open Space Board of Trustees modify the language on page 36 under primary goal to read: Increase connectivity among North TSA properties while minimizing natural resource impacts to every extent possible. Molly Davis seconded. This motion passed four to one; Kevin Bracy Knight dissented.

8. Shelley Dunbar moved the Open Space Board of Trustees designate areas surrounding the Wrangler Trail (the trail is designated as Voice and Sight on-corridor) be designated as dogs on-leash as similar management to Wonderland Lake. Tom Isaacson seconded. This motion passed unanimously.

9. Shelley Dunbar moved the Open Space Board of Trustees to approve the North Trail Study Area Plan as amended and recommend that the Boulder City Council approve the North Trail Study Area Plan as amended. Kevin Bracy Knight seconded. This motion passed three to two; Frances Hartogh and Molly Davis dissented.

10. Tom Isaacson moved the Open Space Board of Trustees to make the following statement: If City Council does not support the North Sky Trail, the OSBT recommends that City Council direct staff to revise a plan based on Scenario A as modified by OSBT votes at the February and March Board meetings. Shelley Dunbar seconded. This motion passed three to two; Frances Hartogh and Kevin Bracy Knight dissented.

North TSA Plan and Process Summary

Trail Study Area Plans

In 2005, the Boulder City Council approved the Open Space and Mountain Parks (OSMP) Visitor Master Plan (VMP). An integral feature of the VMP was the creation of Trail Study Areas (TSAs). TSA plans were to establish visitor access and recreation resource management priorities and projects for specific areas of OSMP lands.

The North TSA

The North TSA includes lands north of the Diagonal Highway on the east, and lands north of Linden Avenue on the west. The North TSA Plan will include management recommendations for 7,701 acres that OSMP owns and manages. The North TSA planning area includes land with some level of city open space ownership, but where OSMP does not provide or manage public access (conservation easements, lands jointly owned with and managed by Boulder County). Lands not managed by OSMP are outside the scope of the North TSA but do provide important context for plan recommendations. The goal of the North TSA Plan is to improve visitor experiences and increase the sustainability of trails and trailheads while conserving the area's natural, cultural and agricultural resources.

The Planning Process

The planning process has four phases. The first phase focused on collecting and compiling information about current conditions and management practices in the TSA. The primary deliverable for the first phase was the inventory and assessment report which was available on June 15, 2015.

The second phase identified key interests and issues that needed to be addressed in the plan. The interests and issues along with the inventory and assessment information informed and guided the development of alternative scenarios which are ways to meet interests or address issues. This phase resulted in a list of interests and potential actions to help direct the development of scenarios.

During the third phase, based on community and Open Space Board of Trustees (OSBT) feedback, OSMP staff developed scenarios designed to achieve planning objectives and community interests. Community and Board assessment of and feedback on scenarios resulted in revisions to the scenarios. The OSBT selected which scenario should be used as a basis for the Draft Plan. This part of the planning process concluded with the completion of a Draft Plan.

The final (current) phase includes the review of the Draft Plan by the community, the OSBT and City Council. On March 9, 2016, the Board approved changes to the Draft Plan and with a vote of 3-2, approved the Draft Plan as amended and recommended that the Boulder City Council approve the North Trail Study Area Plan as amended. The main point of contention for the split vote was whether a north-south connector trail should be constructed through the North Foothills HCA. This phase of the process will conclude when City Council has reviewed and accepted the plan.

Community Engagement
The intent of the planning process and community engagement is to have broad community participation, inclusive dialogue and connect with the community in varied and meaningful ways. Community members have been involved through a range of different approaches including:

- Nine community workshops
- Inspire Boulder, the city's internet-based participatory platform
- On-site and local store-front engagement
- Email and social media submissions
- Youth engagement

Community participation in the assessment, interest and scenario development phases of the process has represented a diversity of perspectives in the community including people visiting trails in the North TSA, neighbors, stakeholder organizations, youth and families. OSMP staff, OSBT members and members of City Council have received public feedback via email from community members on the Draft Plan and its recommendations. Currently, 649 people have signed up to receive email updates about the plan. A complete compendium of comments received is available on the North TSA Website.

Figure 1. Community Engagement Participation Levels

Engagement Approach	Assessment Phase	Interest Phase	Expert Panels	Preliminary Scenarios	Refined Scenarios
Workshop Participation	60	36	65	155	70
In-field, store front, neighborhood and Latino community engagement	167	413	NA	Outreach Only	Outreach Only
Youth engagement	16	57	NA	NA	NA
Totals	**243**	**507**	**65**	**155**	**70**
Comments on Inspire Boulder/online/email/ social media comments	**105**	**115**	**NA**	**196**	**276**

OSBT Hosting of the Process
The OSBT has been involved with the development of the North TSA Plan from the beginning as "host" of the North TSA Plan. The intent of this role is to make it clear that OSBT is the recommending body to the City Council and to raise the Board's visibility in different types of community forums. The role as host also supports community engagement throughout the process, providing an alternative to the three-minute public testimony approach of more traditional public hearings. As host, the Board's participation can clearly be seen by the community and the City Council as the Board primarily welcomes, listens to and observes the community engagement process.

North TSA Plan Interests
The North Trail Study Area Interests and Issues report is a compilation of the perspectives and feedback provided during the interests and issues phase of the North TSA planning process.

Community members were asked to share their interests in the planning area rather than positions. Positions describe what someone wants or needs, while an interest explains why they want or need it. If the community was asked to share ideas about positions, the final result would be distributive, rather than integrative, and a lot of people would not get what they want. Assessing the "why" of what community members want enables staff and the OSBT to better meet the needs of a diverse community and recognizes that individuals carry multiple interests about managing properties, allowing for more win/win opportunities.

Through the various engagement efforts to understand the community and stakeholder interests in the North TSA, ten interests emerged. These interests are consistent with the goal and objectives of the North TSA Plan and provided guidance for staff in the development of the scenarios. The desired plan outcomes or actions that were suggested in the effort to understand interests also informed how potential actions were combined into different scenarios.

North TSA Interests			
Improved Visitor Experience		Improved Connectivity	
Conservation of Resources (Natural/Agricultural/Cultural)		Balance of Recreation and Resource Conservation	
Improved Access and Accessibility		Increased Safety	
Honoring Community Values and Commitments		Decreased Visitor Conflict	
Increased Education and Understanding		Effective Planning Process and Plan Implementation	

North TSA Plan Preliminary Scenarios

Finding ways that the North TSA can be enhanced for the identified plan interests accomplishes the goal of the North TSA Plan. The interests also provided a means to focus the range and types of actions considered in the development of preliminary scenarios. Scenarios are conceptual visions of alternative trail changes, proposals for new trail connections and trailhead improvements for the North TSA that also advance efforts to conserve the area's diverse natural, agricultural and cultural resources. Scenario maps depict concepts of a proposed set of actions that make up the scenario. Staff had three primary factors to guide the development of the scenarios:

1. Consistency with the North TSA Plan Sideboards.
2. How the group of proposed actions achieve the interests.
3. How well the scenario balances the interests.

Staff deliberately avoided the approach of developing scenarios that prioritized specific interests such as scenarios that were best for improving visitor experience or best at protecting natural resources. In determining changes and actions to include in the scenarios, staff considered suggestions made by the community as part of the public engagement effort to understand interests, information from the inventory and assessment report and ideas shared during the expert panels. The fundamental intent of each preliminary scenario is to balance all of the community interests through different combinations of proposed actions.

Balancing Interests in the Preliminary Scenarios

Each of the four preliminary scenarios sought to balance the North TSA interests in different ways. OSMP staff reviewed the inventory and assessment report and the full scope of community input from the assessment phase through the expert panels to propose ideas. The North TSA project team worked hard to listen to each other's ideas and consider different and creative proposals for addressing the interests. Staff also understood that there are a lot of ways proposed actions could be combined to balance the interests. None of the preliminary scenarios had the "right" mix and balance of ideas; however, the four preliminary scenarios provided a good base for integrating community feedback into the scenarios and building the refined scenarios.

To develop the scenarios, staff began with the four subareas and discussed a range of possible actions for each of the subareas. Staff then combined actions in alternative ways so the interests could be balanced across the subareas. The subareas were then combined in different ways to make up the four preliminary scenarios and further adjustments were made to balance interests. Proposed actions that were important to balancing interests across the four scenarios include:

- Regional connections
- New trail connections
- Trail re-development
- Measures to avoid habitat fragmentation and conserve sensitive resources
- Innovative ideas to manage a range of passive recreational activities and decrease visitor conflict
- Trailhead and access improvements
- Education and stewardship opportunities

A table summarizing some of the significant actions and the ways they varied between the scenarios, to balance interests across the scenario, is available in Attachment D of the November 16, 2015 OSBT Study Session Memo. A summary table comparing the preliminary scenarios is available online along with the preliminary scenario maps and tables describing the actions relevant to all scenarios and to each of the individual scenarios. The tables describing the scenario actions identify the intended interests that the recommended actions achieve. The regulation maps for the scenarios reflect the trail changes proposed in the scenarios.

Community Feedback on Preliminary Scenarios

Staff initially presented the preliminary scenarios to the community at a workshop on Oct. 5, 2015 and provided an opportunity for participants to provide initial thoughts about the scenarios and how they did or did not balance the interests. Feedback from break-out groups and from a participant poll is available on the project website. After the workshop, staff posted an online survey to gather additional input. Both the poll and the survey aimed to gather information on community perspectives about how well the preliminary scenarios balanced interests and on which interests the scenarios fell short. They were not designed to determine what changes to make to the scenarios or to select which scenarios should be refined further.

A second workshop on Oct. 19, 2015 sought feedback from participants about which of the scenarios they thought could be improved on how well they balanced the interests and to suggest changes to the scenarios that would improve the balance. Community members were

able to provide feedback online for a week after the workshop. Feedback from the second workshop and online comments were combined together and are available in a detailed table. Included are all comments submitted in response to the questions staff asked for feedback on:

- Which scenario was selected?
- Why was it selected?
- What changes are proposed and how do the changes improve the balance among the interests?

There was substantial community engagement and feedback during both workshops and the associated online community review and comment opportunity for the preliminary scenarios. Staff received many comments including support for the various scenarios, concerns about specific actions and suggestions on how interests could better be accomplished and balanced for particular scenarios.

Staff compiled feedback on the suggested changes to the scenarios in a separate summary table that includes proposed changes, associated rationale and if/how the proposed change(s) were incorporated into the two refined scenarios. This information is available on the North TSA Website.

OSBT Feedback on Preliminary Scenarios

Staff presented the preliminary scenarios as well as the community feedback received on the preliminary scenarios to the OSBT at a Study Session on Nov.16, 2015. Staff asked the Board:

- Does the OSBT have comments on the community input about which of the preliminary scenarios best balances the North TSA interests?
- Which of the preliminary scenarios do OSBT members suggest staff revise and advance as preferred scenarios?
- Are there specific actions or changes to the scenarios OSBT members think important for staff to consider in the development of preferred scenarios that balance the interests better?

Staff compiled the feedback received from the Board in a table that details the feedback as well as if/how it was integrated into the two refined scenarios. This information is available on the North TSA Website.

North TSA Plan Refined Scenarios

Based on community input and Board feedback, staff modified the four preliminary scenarios into two refined scenarios as detailed in the Jan.13, 2016 OSBT Study Session Memo. Feedback by the OSBT at the January study session focused upon the following topics:

- Locating, designing and managing of the Joder connector trail
- Locating, designing and managing loop trails on Joder
- Maintaining the HCA designation for the North Foothills/Joder area
- Developing and modifying access for cyclists
- Developing and modifying access for dogs
- Managing public access to the relatively isolated northern properties

There were also comments unrelated to these primary topics. Topics that generated multiple comments by the Board, but with less overall frequency from community members were mostly about:

- Locating, designing and managing specific trails
- Increasing clarity about how the plan addresses regional trail connections
- Addressing equestrian access and trailer parking at Boulder Valley Ranch

North TSA Plan Updated Scenarios
Staff revised the scenarios discussed at the January study session and requested the Board's approval of the revisions at the Feb. 10, 2016 OSBT meeting. The meeting included a public hearing on this topic. The Board approved several additional revisions to both Scenario A and Scenario B. Staff recommended that only one scenario be used as the basis for the Draft Plan and requested the Board's direction in order to provide the Draft Plan at the March 9, 2016 OSBT meeting. Three OSBT members voted for the amended Scenario B to be used as the basis for the draft North TSA Plan while two OSBT members voted against it. The main point of contention and reason for the split vote was whether a north-south connector trail should be constructed through the North Foothills HCA.

North TSA OSBT Draft Plan
Based on the OSBT's majority vote to use the amended Scenario B as the basis for the Draft Plan, staff developed the recommendations of Scenario B into a Draft Plan. At the March 9, 2016 OSBT meeting, which included a public hearing, staff requested the Board's approval of the Draft Plan. The Trustees made several motions to amend the Draft Plan and then approved these changes to the North TSA Draft Plan.

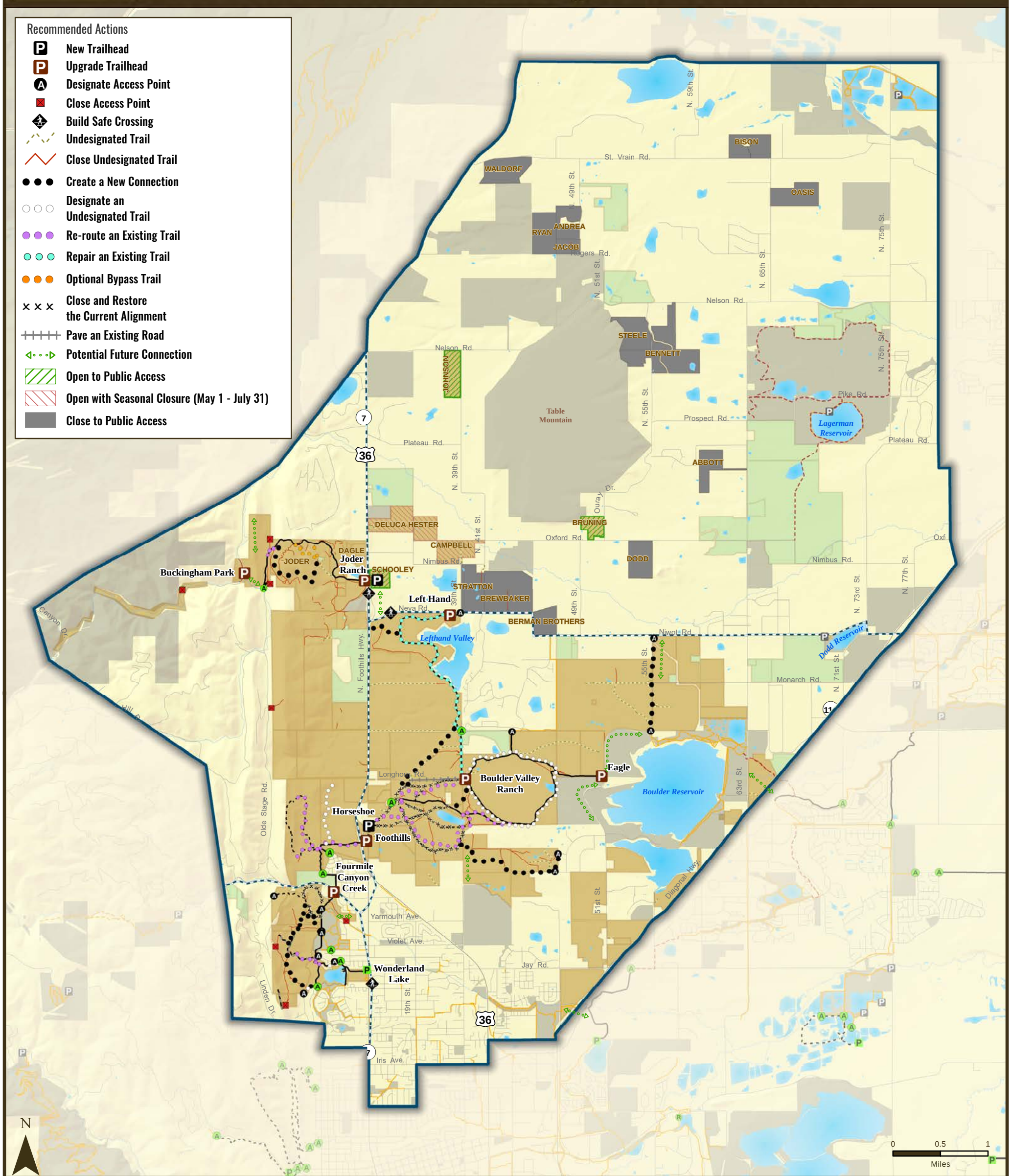
The OSBT approved the North TSA Plan as amended and recommended that the Boulder City Council approve the North TSA Plan as amended with a 3-2 split vote. Again, the main point of contention was whether a north-south connector trail should be constructed through the North Foothills HCA. The OSBT also approved the following statement with a 3-2 split vote: If City Council does not support the North Sky Trail, the OSBT recommends that City Council direct staff to revise a plan based on Scenario A as modified by the OSBT votes at the February and March Board meetings.

North TSA City Council Tours
A driving tour and virtual tour of the North TSA was provided for City Council on Monday, April 18. These tours allowed staff to point out selected key locations in the North TSA to City Council and discuss specific areas, resources and features of the North TSA. Materials from the driving and virtual tours can be found on the North TSA Driving and Virtual Tour webpage. These materials include information about the Draft Plan as well as the Alternative Scenario and comparisons between the two proposals. City Council also requested arrangements for a limited number of staff to conduct two-by-two hiking tours of the conceptual Joder trail connection routes. Four tours were completed involving seven City Council members.

North TSA City Council Draft Plan
Staff updated the Draft Plan with the OSBT's approved changes and some minor staff edits to add clarity as documented in the City Council Draft Plan - Log of Revisions. A study session on the Draft Plan was held with City Council on May 24.

City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan



North Trail Study Area Alternative Scenario Recommendations

OSBT Changes Included

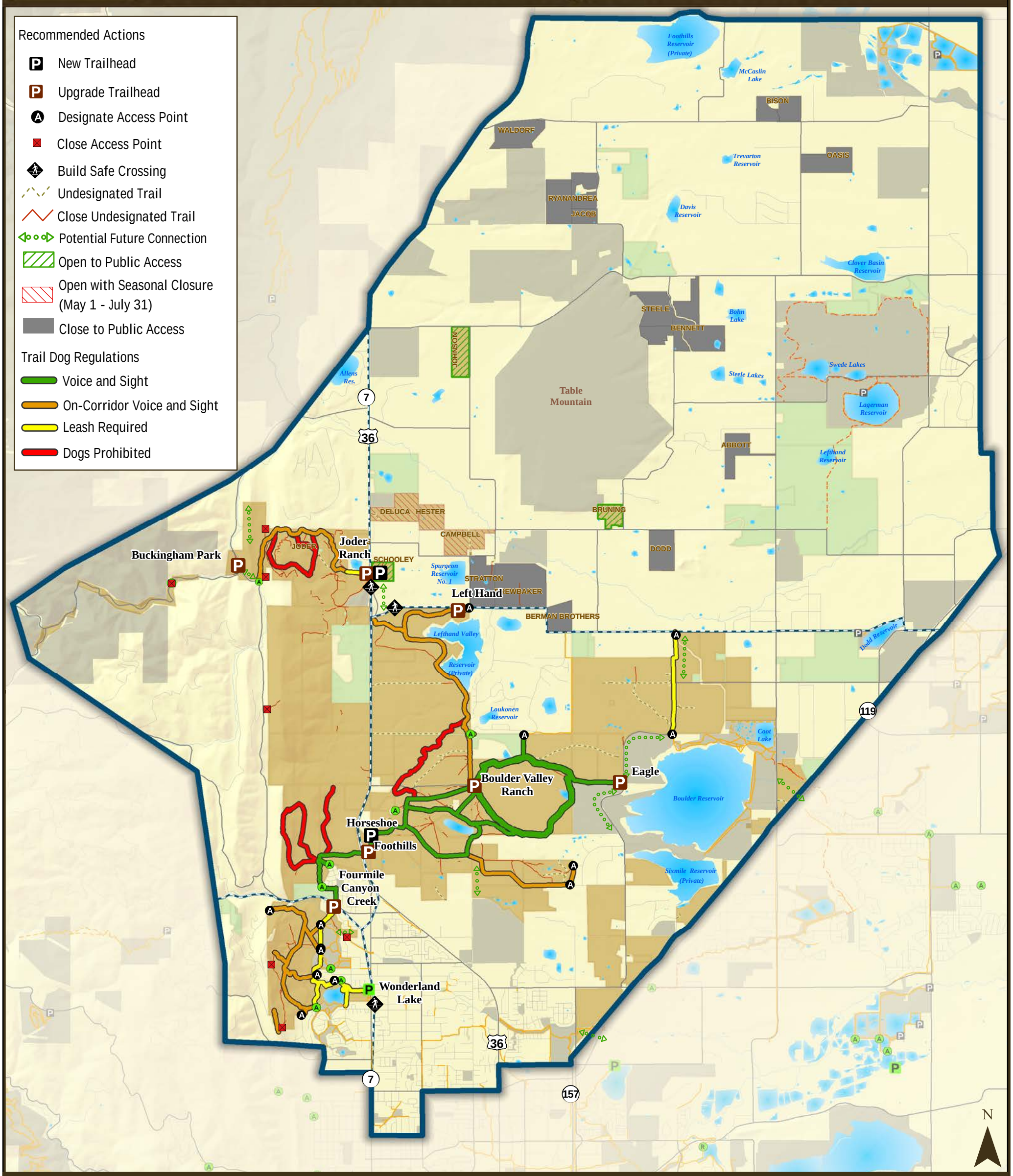
- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Gliding Access
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail
- OSMP Fee & Managed Property in the North TSA
- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

Trail changes are depicted conceptually. Actual trail alignments will differ.

User: GardE1 Date: 5/12/2016 Path: E:\MapFiles\TSA\NorthTSA\DraftPlan\mxds\Council_Version\Alternate_Plan\NTSAWide_AltScenario.mxd

City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan



North Trail Study Area Alternative Scenario Dog Recommendations

OSBT Changes Included

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property in the North TSA

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

0 0.5 1 Miles

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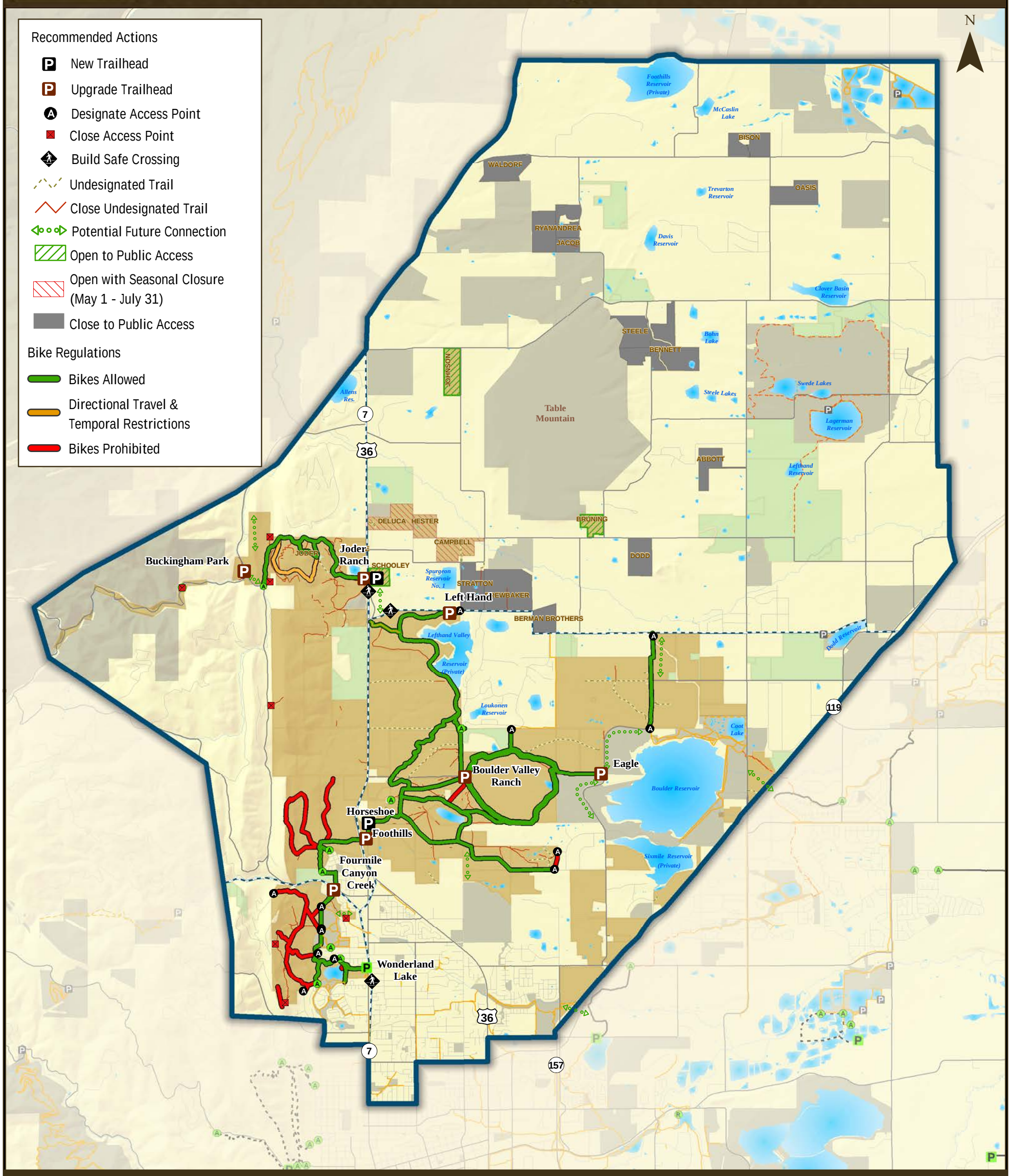
City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan



North Trail Study Area Alternative Scenario Bike Recommendations

OSBT Changes Included

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property in the North TSA

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

0 0.5 1 Miles

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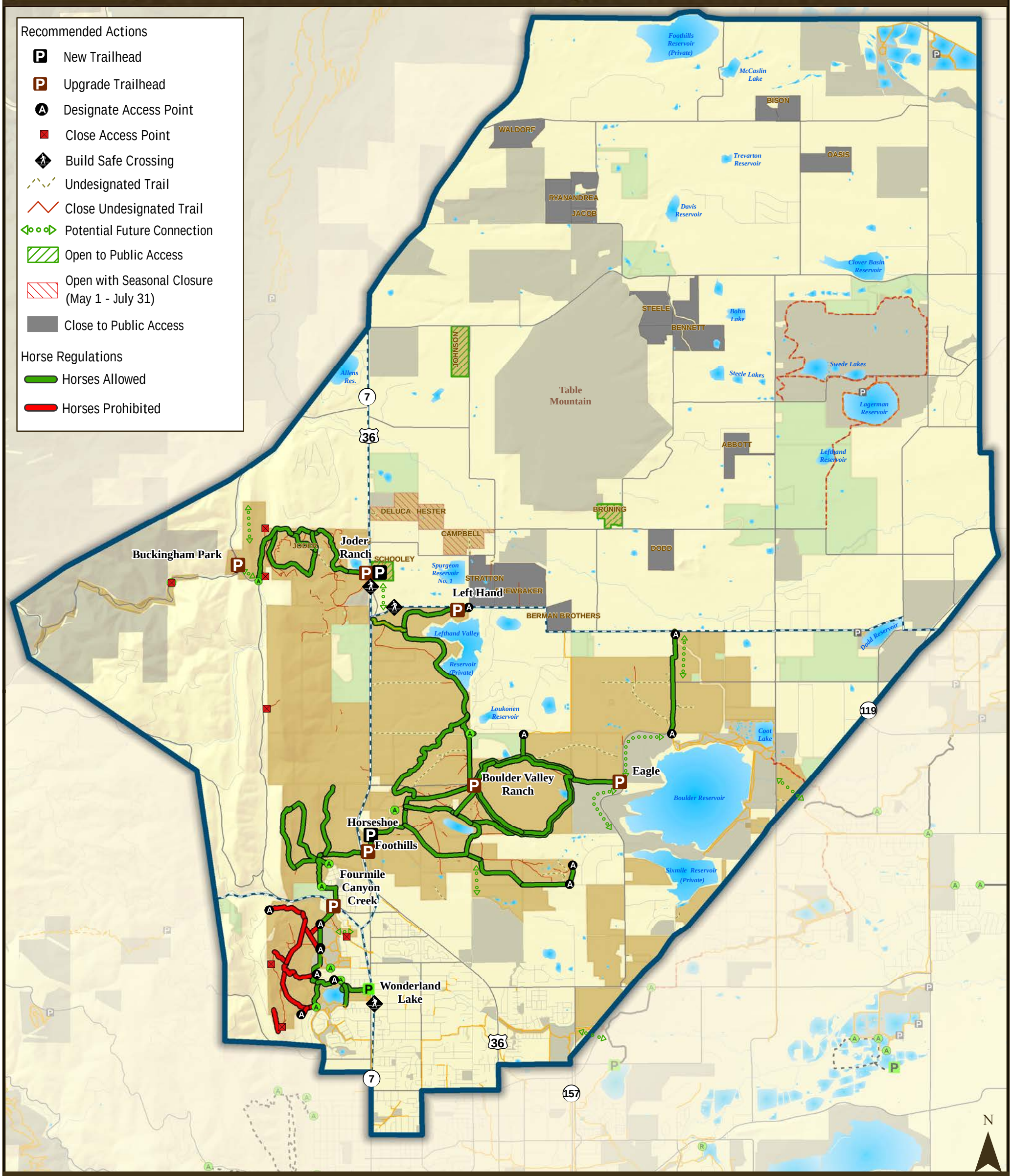
City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan



North Trail Study Area Alternative Scenario Horse Recommendations

OSBT Changes Included

- North Trail Study Planning Area
- North Trail Study Subareas
- OSMP Trailhead
- OSMP Access Point
- OSMP Recreational Feature Access
- Boulder County Trailhead
- Non-OSMP Managed Hiking Trail
- Non-OSMP Managed Multi-Use Trail
- Non-OSMP Planned Trail

North Trail Study Area Lands

- OSMP Fee & Managed Property in the North TSA

Lands Not Included in the North Trail Study Area

- OSMP Easement or Jointly Owned, County-Managed Land
- Other Government Land

0 0.5 1 Miles

User: edwak1 Date: 5/4/2016 Path: E:\MapFiles\TSA\NorthTSA\DraftPlan\mxds\Council_Version\Alternate_Plan\TSA_Wide_Alt_Horse.mxd

Community Meetings. Conduct periodic meetings with community groups and the public to "check in" on plan implementation and adjust as necessary.

Volunteerism. Foster volunteerism as an important component of public involvement.

Management Areas: A Geographic Framework for Implementing the Plan

Open Space and Mountain Parks will use an area management system as a framework for implementing Visitor Master Plan implementation strategies. Key policies, programs, and projects are targeted to area-specific needs throughout the system.

The Open Space and Mountain Parks area management system provides a framework for implementing management strategies and setting priorities for visitor infrastructure improvements and service delivery. Under the umbrella of area management, certain key policies, programs, and projects are targeted to area-specific needs in different parts of the Open Space and Mountain Parks land system. Area management defines the geographic context for deciding which visitor activities are most suitable in a given area and what conditions will minimize impacts on other visitors or resources.

Protection, preservation, and management of city lands and provision of passive recreation opportunities, as defined by the City Charter, are fundamental goals for the Open Space and Mountain Parks Program. Management area designations define a management emphasis for different areas within the Open Space and Mountain Parks land system, based on a primary open space purpose (e.g., provision of quality passive recreational opportunities, preservation of agriculture, and protection and restoration of natural systems). The management designation defines suitable visitor activities in each type of area and under what conditions those activities can occur. The management designation also defines the management strategies needed to enhance visitor experience and ensure compatibility of visitor activities with resource protection.

Specific management strategies are applied in a given management area. The set of strategies applied in a given management area is based on the land characteristics (e.g., physical and ecological qualities, existing and anticipated visitor use patterns, existing and potential visitor infrastructure, and others) and the management needs that exist in that area. A flexible approach for applying strategies to a given management area is necessary, as exceptions may be needed to meet special circumstances.

A Description of the Open Space and Mountain Parks Management Area Designations

The primary goal of area management is to encourage visitor use in areas that can best accommodate the use, which includes areas that can provide a high-quality visitor experience and ensure compatibility of visitor use with natural, agricultural, and cultural resources. Areas with highly vulnerable resources require a higher level of protection: directing people away from sensitive resources, placing conditions on the use that avoids or minimizes impact, or providing visitor infrastructure to ensure acceptable levels of impact.

The quality of the environment--the "naturalness" of an area--is the foundation of the recreational experience on Open Space and Mountain Parks lands. Consequently, both the quality of the environment, and the quality of visitor experience, should be preserved and maintained in all Open Space and Mountain Parks management areas.

Four management area designations are defined on Open Space and Mountain Parks lands: Passive Recreation Areas, Natural Areas, Agricultural Areas, and Habitat Conservation Areas (see Map 4.5). These management area designations provide the overall context for how visitor

activities should occur. See Map 4.6 for a delineation of dog management strategies applied within management areas. Management areas are delineated for each of the designation categories. The characteristics, goals, and criteria used to delineate the management areas are described below.

Passive Recreation Area Designation

Characteristics

- Generally in close proximity to city or county development.
- Higher level of visitor use and density of existing trails.
- More evidence of human use and impacts.
- May include some interspersed patches of high-quality habitat.

Goals

- Provide a high level of public access to destinations and connection through designated trails.
- Maintain or improve passive recreational and educational opportunities, while protecting and preserving natural lands and resources.
- Accommodate high levels of visitor use with appropriate management, trails and trailheads, and services.
- Reduce conflicts among visitor activities.
- Minimize the number of undesignated or “social trails;” eliminate undesignated trails when they are duplicative or damaging to resources.

Criteria for Inclusion of Management Areas in the Passive Recreation Area Designation

- Higher level of visitation.
- Trails and trailheads that accommodate high levels of visitor use.
- High density of trails.
- Offers destinations for a wide range of different passive recreational activities.
- Compatibility with adjacent land use (i.e., opportunities to coordinate with neighboring or nearby landowners/managers in providing recreational services).

Natural Area Designation

Characteristics

- Locations can be both close to and remote from development.
- Varying levels of visitor use, types of activities, and availability of facilities.
- Conditions of natural ecosystems are variable--many areas with ecological systems in good condition, some with evidence of human use and impacts.
- May be in proximity to agricultural production and operations.

Goals

- Accommodate low-impact visitor activities where adequate trails exist or can be built, and resource impacts can be minimized.
- Provide opportunities for passive recreational and educational activities that require topographic relief or a natural setting (e.g., hang/paragliding, climbing/bouldering, nature study, scenic viewing).
- Protect the quality of natural and agricultural resources (especially where high value resources exist).
- Eliminate undesignated trails when they are redundant or damaging to resources.

Criteria for Inclusion of Management Areas in the Natural Area Designation

- Interspersed recreational and natural values require that management determine the appropriate mix of open space purposes and manage multiple uses accordingly.
- Relatively high resource and recreation values.
- Compatibility with adjacent land use (i.e., opportunities for coordinating habitat protection and connections and passive recreational activities/trail linkages).

Agricultural Area Designation

Characteristics

- Rural areas in the Boulder Valley.
- May be in proximity to areas of either high or low visitor use.
- Areas of intensive agricultural production or operation.

Goals

- Maintain the efficiency of agricultural production and operation.
- Manage agricultural production and operation to ensure safety for operators and visitors in the vicinity.
- Provide, where appropriate, public access and passive recreational opportunities that have minimal impacts on agricultural production and operation or other resources.
- Manage visitor access in areas of intensive agricultural production or operation to ensure visitor safety.
- Eliminate undesignated trails when they are redundant or damaging to resources.

Criteria for Inclusion of Management Areas in the Agricultural Area Designation

- Crop production and irrigated hay fields and grazing areas.
- Areas where conflicts with visitors and their pet companions could or do adversely affect the efficiency of agricultural production and operations or endanger visitor safety.
- Compatibility with adjacent land use (i.e., opportunities for coordinating agricultural protection and recreational activities/trail linkages).

  Note: Areas of concentrated livestock activity (corrals, horse boarding, etc.), private residences, machinery storage areas, etc. will be addressed in a separate policy.

Habitat Conservation Area Designation

Characteristics

- Tend to be located in more remote areas.
- Typically represent the largest blocks of an ecosystem type with few, if any, trails or roads.
- Lower level of visitor use; no or few trails and trailheads.
- Naturally functioning ecosystems (but may contain areas with evidence of human use and impacts).

Goals

- Maintain, enhance, and/or restore naturally functioning ecological systems.
- Maintain, enhance, and restore habitat for species of concern identified in the Boulder County and the Boulder Valley Comprehensive Plans.
- Provide public access and passive recreational opportunities that foster appreciation and understanding of ecological systems and have minimal impacts on native plant communities and wildlife habitats or other resources.

- Eliminate all undesignated trails, unless they are made part of the designated trails system or provide specialized access to appropriate low-use destinations.
- Where sustainable infrastructure exists, continue to allow public access to appropriate destinations.

Criteria for Inclusion of Management Areas in the Habitat Conservation Area Designation

- Large habitat blocks with a low density of trails, roads, or development.
- High potential for restoration of natural ecosystems (including areas with restoration underway).
- Plant communities that are rare or unique on Open Space and Mountain Parks lands.
- Habitat for species of concern such as threatened, endangered, rare, and other species.
- Areas with high biodiversity such as wetlands and riparian areas (especially un-trailed riparian reaches).
- Comparatively lower visitation levels.
- Compatibility with adjacent land use (i.e., opportunities for coordinating habitat protection and connections and recreational activities/trail linkages).

Management Area Strategies

The management strategies associated with each management area designation are summarized in Table 4.1.

Note: The following table identifies strategies **normally** applied in specific management area designations. (*That does not preclude localized application in any of the management areas where needed).*

Table 4.1: Management Strategies for Open Space and Mountain Parks Management Areas

Management Issue	Passive Recreation Area Strategies	Natural Area Strategies	Agricultural Area Strategies	Habitat Conservation Area Strategies
On-Trail Visitor Use **Note:** Management *in all areas* may include seasonal or local requirements for visitors to stay on-trail or seasonal/local closures to address environmental sensitivity or trail sustainability. All designated trails will be signed and indicated on trail maps.	Encourage on-trail use. Require on-trail use in sensitive areas and/or at specific times, unless an off-trail permit is obtained.	Encourage on-trail use. Require on-trail use in sensitive areas and/or at specific times, unless an off-trail permit is obtained.	Encourage on-trail use. Require on-trail use in sensitive areas and/or at specific times, unless an off-trail permit is obtained. Consider/provide designated on-trail access to selected destinations.	Require on-trail use except: (1) in a limited number of designated off-trail activity areas; or (2) if an off-trail permit is obtained for OSMP-sponsored activities or other limited and approved public use. Consider/provide designated on-trail access to selected destinations.

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Table 4.1: Management Strategies for Open Space and Mountain Parks Management Areas				
Management Issue	**Passive Recreation Area Strategies**	**Natural Area Strategies**	**Agricultural Area Strategies**	**Habitat Conservation Area Strategies**
Trail Functions, New Trails, and Interconnected Trail System **Note**: In all management areas, OSMP will provide different classes of trails. Trail classes are matched to the specific travel needs / opportunities and the environmental context in a given area. Trails will provide different levels of access, offer different types of travel experiences / challenges, and use different physical designs and materials. Trails will accommodate different types and levels of use, but all are intended to accommodate use without undue maintenance demands and to minimize impacts on the environment. OSMP will make management decisions based upon the best available information and evaluate the appropriateness and effectiveness of management actions.	Build and maintain a hierarchy of trails that encourage visitors to travel on-trail and minimize impacts. New trails to important destinations will be considered. Improve and construct sustainable trail linkages to create an interconnected trail system.	Build and maintain a hierarchy of trails that encourage visitors to travel on-trail and minimize impacts. New trails to important destinations will be considered. Improve and construct sustainable trail linkages to create an interconnected trail system.	Minimize new trails and trail density; locate new trails to minimize impacts on agricultural operations. Consider designating/building trails that: • Do not impinge upon agricultural operations • Provide appropriate access • Include appropriate linkages and connections	Minimize new trails and trail density; locate new trails to minimize impacts on habitat quality. Consider designating/building trails that: • Do not impinge upon ecological systems • Provide appropriate access • Include appropriate linkages and connections
Trail Design for Level of Use	Design and construct trails and other facilities to sustain a higher level of visitor use.	Design and construct trails and other facilities to sustain a variable level of visitor use.	Design and construct trails and other facilities to sustain a variable level of visitor use.	Design and construct trails and other facilities to sustain a low level of visitor use.

Table 4.1: Management Strategies for Open Space and Mountain Parks Management Areas				
Management Issue	**Passive Recreation Area Strategies**	**Natural Area Strategies**	**Agricultural Area Strategies**	**Habitat Conservation Area Strategies**
Undesignated Trails	Lower priority for management of undesignated trails. Minimize new undesignated trails. Management actions for existing undesignated trails include: • Evaluate best management actions • Designate • Re-route • Close and reclaim • Retain undesignated trails • Monitor newly established or developing undesignated trails	Variable priority for management of undesignated trails. Minimize new undesignated trails. Management actions for existing undesignated trails include: • Evaluate best management actions • Designate • Re-route • Close and reclaim • Retain undesignated trails • Monitor newly established or developing undesignated trails	Variable priority for management of undesignated trails. Minimize new undesignated trails. Management actions for existing undesignated trails include: • Evaluate best management actions • Designate • Re-route • Close and reclaim • Retain undesignated trails	High priority for management of undesignated trails. Minimize new undesignated trails. Management actions for existing undesignated trails include: • Evaluate best management actions • Designate • Re-route • Close and reclaim
Access to Areas Normally Closed to Visitors	Provide guided educational hikes in areas normally closed to visitors.	Provide guided educational hikes in areas normally closed to visitors.	Provide guided educational hikes in areas normally closed to visitors.	Provide guided educational hikes in areas normally closed to visitors or require permits for off-trail use.

Table 4.1: Management Strategies for Open Space and Mountain Parks Management Areas				
Management Issue	**Passive Recreation Area Strategies**	**Natural Area Strategies**	**Agricultural Area Strategies**	**Habitat Conservation Area Strategies**
Dog Management	Visitors are strongly encouraged to keep dogs on-trail. Dog management is predominantly voice–and-sight control. Dogs on-leash, dogs prohibited, or seasonal dog requirements may be implemented.	Visitors are strongly encouraged to keep dogs on-trail. Dog management is predominantly voice-and-sight control. Dogs on-leash, dogs prohibited, or seasonal dog requirements may be implemented.	Visitors are strongly encouraged to keep dogs on-trail. Dog management is predominantly voice-and-sight control. Dogs on-leash, dogs prohibited, dogs on-corridor voice-and-sight control, or seasonal dog requirements may be implemented.	Dogs are required to be on-trail, with some exceptions allowing on-corridor voice-and-sight control. Dog management is predominantly on-leash. Dogs on-leash, dogs prohibited, dogs on-corridor voice-and-sight control, or seasonal dog requirements may be implemented.
Nighttime Use	Trailhead parking prohibited 11 p.m. to 5 a.m. (except Panorama Point and Halfway House).	Trailhead parking prohibited 11 p.m. to 5 a.m.	Trailhead parking prohibited 11 p.m. to 5 a.m.	Trailhead parking prohibited 11 p.m. to 5 a.m. and a nighttime curfew encouraged one hour after dusk to one hour before dawn.
Emphasis for Education and Enforcement Activities	Target educational and enforcement services to reduce visitor conflict, foster appreciation and protection of the OSMP environment, and support resource protection.	Target educational and enforcement services to reduce visitor conflict, foster appreciation and protection of the OSMP environment, and support resource protection.	Target educational and enforcement services to support on-trail visitor use and foster appreciation and protection of agricultural resources.	Target educational and enforcement services to support on-trail visitor use and foster appreciation and protection of natural resources.
Visitor Services and Facilities Matched to Level of Use	Provide a level of visitor services and facilities to support higher use levels and a quality visitor experience (interpretive signs, scenic pull-outs, picnic tables, toilets, etc.).	Provide a moderate level of visitor services and facilities.	Provide a variable level of visitor services and facilities matched to the levels of use encountered.	Provide a low level of visitor services and facilities, except those supporting basic protection and maintenance services.

Policies

Geographic Targeting. Delineate management areas that provide a framework for implementing area-specific policies, programs, and projects, based on the visitor use, infrastructure, and resource characteristics of each area.

Passive Recreation. Provide a higher level of visitor services and more durable facilities in those areas where accommodating passive recreation is emphasized.

Resource Protection. Provide a higher level of resource protection in those areas that are most vulnerable to adverse impacts from visitor use.

Variable Access. Designate management areas that help Open Space and Mountain Parks manage the land for varying purposes. To achieve this, a continuum of public access options will be implemented (e.g., on-trail or off-trail, seasonal or permanent) as well as dog management options (e.g., voice-and-sight control, on-leash, on-trail, on-corridor, seasonal or permanent).

Integration with Capital Improvements Program and Service Delivery Decisions. Integrate the varied management emphases of the different management areas into decisions on trail and facility improvements and changes in delivery of visitor services.

Management Actions

Phased Implementation. Begin phased implementation of the management areas and associated strategies and actions.

Education and Enforcement. Develop and phase in education and enforcement activities related to area management.

- Education and outreach activities will communicate the rationale and requirements for changes in visitor use allowed in various management areas (including media coverage, new signs, trailhead board information, brochures, Open Space and Mountain Parks website, public presentations, etc.). A Visitor Master Plan public outreach program will be created that specifically includes information about the area management system.
- Enforcement activities will be designed to induce compliance with new area management requirements.

Integration with Capital Improvements Program and Service Delivery Decisions. Integrate the management emphases of the different management areas into decisions on trail and facility improvements and changes in delivery of visitor services.

Regulatory Changes. Make regulatory changes that will implement the area management requirements.

Comparison of Construction and Maintenance Costs and Factors for Joder Connector Trails

Draft Plan ***West Side Joder Connector (North Sky Trail)***	**Alternative Scenario** ***East Side Joder Connector (Lefthand Trail and new connections)***
Construction Cost Estimate: $805,000 Estimate includes trail design, permitting and construction including several bridges.	**Construction Cost Estimate: $2.25 million** Estimate includes $250,000 for new diagonal link trail design, permitting and construction (including one bridge) as well as improvements to the existing Lefthand Trail and $2 million for a box culvert underpass at U.S. Highway 36. The **estimate does *not* include the cost** for the trail connection between Niwot Road and the U.S. Highway 36 underpass. Such a connection would require acquisition of or a trail easement over private property.
Construction and Maintenance Soil and Slope Factors: Variable soil conditions including some clay soils. Larger cross slopes for the entire length of the trail and overall more well-drained soils provides better drainage and allows for the use native material for the trail tread.	**Construction and Maintenance Soil and Slope Factors:** Clay heavy soils on shallow (less than 25%) cross slopes contribute to poor drainage and the need to import surface material for both the new diagonal link trail and the Lefthand Trail.
Maintenance Cost Factors: • Several bridges are anticipated for drainage crossings. Inspecting and maintaining bridges to standards is typically less expensive for annual maintenance than maintaining trails through drainages. The eventual cost of replacing bridges once the useable life span has ended is a periodic cost (20-40 years). • Unless redesigned for sustainability, trail segments constructed on railroad grade and vehicular access roads will require greater ongoing maintenance due to inadequate cross slope. • A “conservation first” approach to trail design may reduce the physical sustainability of some sections of the trail. These areas will require increased maintenance.	**Maintenance Cost Factors:** • One new bridge will replace an existing bridge and drainage crossing on the Lefthand Trail. Inspecting and maintaining this bridge is likely to be less expensive than maintaining the existing crossing which has consistently been the most costly maintenance item for the Lefthand Trail. • Repairs are needed on the Lefthand Trail in poorly drained areas underlain by clay soils where muddy conditions occur after rainfall and snowmelt. • While surfacing the trail is a construction cost, periodic repairs and ongoing maintenance of the trail surface are additional maintenance costs. • This alignment creates a new underpass to maintain.

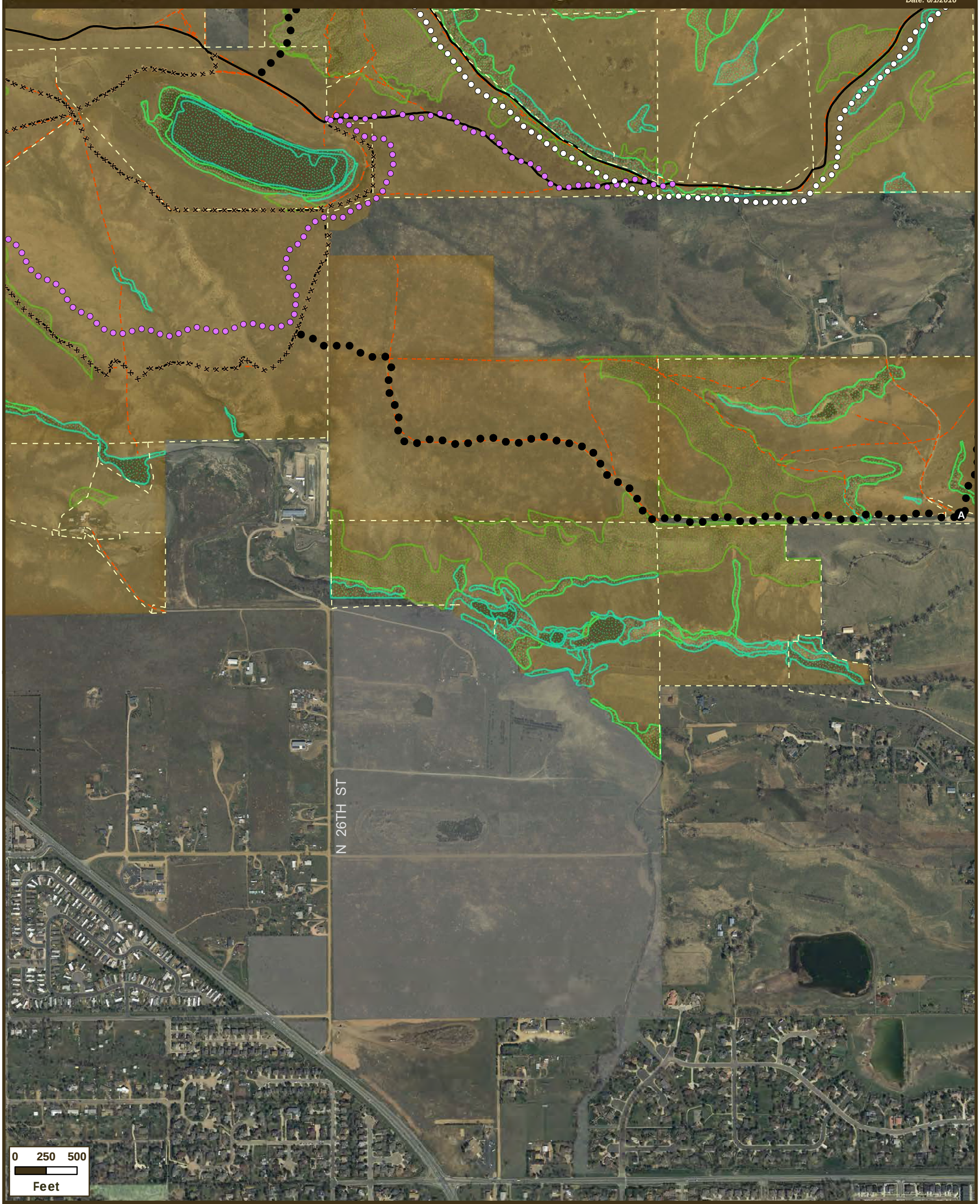
• Foothill hogbacks and soils can be prone to soil slumps during extreme weather/flooding events as occurred across the OSMP trail system in 2013. In the advent of extreme weather, trail repair is likely to require one crew for one week to clear the tread and build retaining walls as necessary for each damaged site. While this area did not experience significant slumping, staff would include geotechnical evaluation of this area in addition to other technical analyses when as part of design and implementation.	• The trail is not prone to soil slumps during extreme weather/flooding events.

Annual Maintenance Activities
• One crew for four weeks annually maintaining trail and making repairs.
  o Semi-annual maintenance sweep
  ▪ clear drains,
  ▪ clear obstructions
  ▪ steps or risers will be replaced or repaired every one or two years.
• Several places where trail corridor requires clearing in areas of tall and dense vegetation.
	Annual Maintenance Activities:
	• One crew for four-six weeks annually maintaining trail and making repairs.
	  o Semi-annual maintenance sweep
	  ▪ clear drains,
	  ▪ repair infrastructure
	  ▪ repair tread surface
	  ▪ maintenance and repair of "pavers" used to improve/harden the tread during muddy conditions.
	• Replace tread surfacing material *Frequency dependent upon occurrence of heavy rains, but potentially every five years in problem locations.*
	• Few locations will require trail corridor clearing.

City of Boulder Open Space and Mountain Parks

North Trail Study Area Plan

Date: 6/1/2016



OSMP Land Adjacent to Area III Planning Reserve and Future Park Site

- Designate Access Point
- Rare Plants & Communities
- Wetlands & Riparian Area
- Create a new alignment
- Designate an undesignated trail
- Re-route an Existing Trail
- Close Existing Trails
- Fence
- Undesignated Trails
- OSMP Hiking/Equestrian Trail
- OSMP Multi-Use Trail
- OSMP Fee and Managed Property
- Other Government Land

User: GardE1 Date: 6/1/2016 Path: E:\MapFiles\TSA\NorthTSA\DraftPlan\mxds\CC_StudySession\AreaIII_PlanningReserve.mxd

Cost Sharing Factors for U.S. Highway 36 Underpass

Cost Sharing

Cost sharing opportunities for the "Joder underpass" are most related to the degree to which the underpass helps other entities achieve their goals. The agencies that are most likely to have an interest in the safety and trail connections of the underpass are Boulder County, the Colorado Department of Transportation and Great Outdoors Colorado (GOCO).

The County Trails Map, found in the Boulder County Comprehensive Plan, shows an east-west regional trail concept connecting the City of Longmont with Lagerman Reservoir, the Lefthand Trailhead and Joder Ranch. The conceptual alignment shows a crossing of U.S. Highway 36 in the vicinity of the Joder Ranch Trailhead. None of the sections of this conceptual alignment near U.S. Highway 36 have been built or designed. Furthermore, this trail is not among the priority projects identified in Boulder County's Regional Trails program or the county's Transportation Master Plan. Given the focus of Boulder County on flood repair and priority trail connections elsewhere (including several joint projects with the city) as well as the absence of an existing regional trails system from the east, it may be difficult to attract county funding to cost share this underpass in the near term.

Boulder County and the Colorado Department of Transportation (CDOT) have discussed a future project to reconfigure the U.S Highway 36/Neva Road intersection. Boulder county staff has indicated a willingness to work with CDOT to see if that project could be done concurrent with an underpass design. The county has no funds assigned to such a project. City staff has only had preliminary conversations with CDOT regarding this project and roadway improvements associated with the Joder Trailhead. At this point staff is not aware of any other planned improvements for U.S. Highway 36 in the area of the proposed underpass, and consequently, no other potential opportunities for cost sharing with CDOT. Staff was unable to confirm this information with CDOT between the May 24 City Council study session and the due date for this memorandum, but hopes to have more information by the June 7 meeting.

GOCO offers grants for large and small trail projects and trail planning and maintenance through the Colorado State Recreational Trails Grant Program. This partnership among the Colorado Division of Parks and Wildlife, Great Outdoors Colorado, the Colorado Lottery, the federal Recreational Trails Program and the Land and Water Conservation Fund helps develop trails for non-motorized activities including hiking, biking, wildlife-watching, horseback riding, cross-country skiing and snowshoeing. Staff will continue to consider any grant funding opportunities including the GOCO trail grants to increase our capacity to implement the workplan, including any new direction in the North TSA plan.

In 2005, the Boulder City Council approved the Open Space and Mountain Parks Visitor Master Plan, which among other things, identified the need to **address safety issues** facing hikers, bikers, and equestrians on OSMP trails. One of the safety issues identified in the plan were **at-grade road crossings.** And the **Community Ditch crossing of Colorado Highway 93** because of poor sight lines, width and high traffic speeds was identified as one of the most dangerous crossings of all.

After several years of planning and work with potential partners, conditions aligned in 2012 when the city, Boulder County and the Colorado Department of Transportation (CDOT) had common interests in the improvements to the trails and roadway and partnered and combined projects to reduce the underpass costs for the city by combining the underpass costs with highway improvements.

The **$6.7 million highway and underpass project costs** were:

Boulder County	**$3 million**
CDOT	**$2.6 million**
City of Boulder	**$1.1 million**

Work began on the underpass in July of 2013, and the underpass was opened in November of 2014.

Implementation Timing, Costs, and Benefit Ranks of North TSA Draft Plan Recommendations

Action #	Plan Ref #	Action	Project Timing	Timing Notes	Estimated Cost	Capital Project	Benefit Rank 0-1 = Low 2-3 = Medium 4-6 = High
1	T1	Provide management area designations for properties without designations to guide management actions: Retain the Joder and Cox property designation as a Habitat Conservation Area (HCA) and implement as part of the North Foothills HCA.	To be determined	Timing to implement the North Foothills HCA to be determined after approval of plan.	$10,000		Medium
2	T2	Management Area Designation: Designate Dagle II as a Natural Area.	2016		Core Service		Low
3	T3	Management Area Designation: Designate Dakota Ridge Village property as a Passive Recreation Area.	2016		Core Service		Low
4	T4	Management Area Designation: Designate Berman Brothers property as an Agricultural Area.	2016		Core Service		Low
5	T5	Management Area Designation: Designate Stratton as a Natural Area.	2016		Core Service		Low
6	T6	Management Area Designation: Designate Lappin as a Natural Area.	2016	Open property when pond closure and fencing are in place	Core Service		Low
7	T7	Management Area Designation: Designate IBM open space easement as a Natural Area. Limit public access to on-trail travel on IBM open space easement property.	2016		Core Service		Low
8	T8	Management Area Designation: Designate Hart-Jones Exchange as a Natural Area.	2016		Core Service		Low
9	T9	Management Area Designation: Designate Palo Park as a Natural Area.	2016		Core Service		Low
10	T10	Collaborate with partner agencies to create regional connections in a way that minimizes natural resource impacts. North TSA to Boulder County Parks and Open Space's Heil Valley Ranch. The North TSA Plan does not preclude future planning processes to assess and recommend a regional connector trail connection to Heil Ranch on the Buckingham property.		External collaboration required	External collaboration required		Medium
11	T11	Regional Connections: North TSA to Boulder County Parks and Open Space's Lagerman/Imel/AHI Open Space Complex.		External collaboration required	External collaboration required		Medium
12	T12	Regional Connections: A Boulder-to-Lyons trail connection including the efforts of the Rocky Mountain Greenway Project		External collaboration required	External collaboration required		Medium
13	T13	Regional Connections: IBM Connector Trail underpass and trail (construction pending)		External collaboration required	Underway		Low
14	T14	Regional Connections: Fourmile Canyon Creek Trail underpass to Cottonwood Trail (construction pending)		External collaboration required	Underway		Low
15	T15	Regional Connections: Eagle Trail to the planned Boulder Reservoir Trail			External collaboration required	Y	Medium
16	T16	As opportunities arise, collaborate with partner agencies to create local trail connections in a way that minimizes natural resource impacts. Joder Trail to Buckingham Park via Olde Stage Road (in progress)	2016, 2017		$ 8,500	Y	Medium
17	T17	Local Connections: Joder Ranch and Boulder County's Six-Mile Fold. Boulder County will conduct its own planning process to determine access and management of visitors onto Six-Mile Fold. OSMP will coordinate with the county's planning efforts to determine if and where trails could be located in this area.			External collaboration required	Y	Low
18	T18	Local Connections: City of Boulder's Area III park site to the North TSA			External collaboration required		Low
19	T20	Local Connections: Fourmile Canyon Creek Greenway path to Foothills Community Park			External collaboration required		Low
20	T21	Designate undesignated access points that connect with new or existing designated trails.	As opportunity allows		$12,600	Y	Medium
21	T22	Bring all trails up to standards. (South Foothills)	2017		$100,000	Y	Medium
22	T23	Bring all trailheads and access points up to standards.	After 2022		$128,000	Y	Medium
23	T24	Remove unnecessary fencing and use wildlife friendly fencing.	As opportunity allows		$17,800		Medium
24	T25	Allow natural revegetation or restore all undesignated trails not integrated into designated trail connections.	As opportunity allows		$ 25,500		High
25	T26	Assess and prevent the introduction and spread of priority invasive plants along new trail connections and decommissioned or undesignated trail sections under restoration.	As opportunity allows		$91,000		High
26	T27	Create interpretive information and messages about unique, rare and sensitive resources.	As opportunity allows		$31,000		Medium
27	W1	Collaborate with City of Boulder Parks and Recreation Department to support designed nature play experiences on their property and support appropriate passive recreation aspects of this type of experience on adjacent OSMP land.	As opportunity allows		Core Service		Low
28	W3	Construct a shade structure near Wonderland Lake Trailhead.	2017	Time with Improve ADA access (W11)	$25,000	Y	Low

Action #	Plan Ref #	Action	Project Timing	Timing Notes	Estimated Cost	Capital Project	Benefit Rank 0-1 = Low 2-3 = Medium 4-6 = High
29	W4	Improve safety at Broadway pedestrian crossing between Sumac Avenue, RTD bus stop and the Foothills Nature Center.	As opportunity allows	Requires collaboration with Transportation Department and other partners	Core Service		Medium
30	W5	Revegetate the flood damaged northern loop section of Old Kiln Trail.	2016, 2017		$3,640		Medium
31	W6	Rename Four Mile Creek Trailhead as Fourmile Canyon Creek Trailhead.	After 2022	Time with Fourmile Canyon Creek Trailhead upgrades	$10,100		Low
32	W8	Create Wonderland Lake backdrop loop trail connection by re-routing trails (Antler Loop). Re-route existing designated and undesignated trails to provide more sustainable connections to the paragliding launch sites and visitors seeking a trail experience on the Wonderland hogback.	2021-2023	Design Wonderland Trail switchback (W9)	$131,000	Y	High
33	W9	Re-route portion of Wonderland Lake Trail. Re-route the steep downhill section of trail just north of where it connects into Foothills South Trail.	Build after 2022	Design with Antler Loop	$10,000	Y	Medium
34	W10	Create a second, smaller Wonderland Lake backdrop loop trail (Glider Access Trail). Create a more sustainable trail connection to replace the existing glider access trail.	As opportunity allows		$95,000	Y	High
35	W11	Improve Americans with Disabilities (ADA) access on Wonderland Lake Trail.	2017		$9,000	Y	Medium
36	W12	Prohibit boats and belly boats on Wonderland Lake.	2018		$500		Low
37	W13	Prohibit ice skating on Wonderland Lake.	2018		$500		Low
38	W14	Allow sledding on Wonderland Lake dam.	2018		$500		Low
39	W15	Do not provide access to Wonderland Lake's south, west and north shores.	2018		$3,500		Low
40	W16	Provide access to the cattail marsh on north side of peninsula.	2018 Design and build		$8,000	Y	Medium
41	W17	Establish two hardened pullout areas on the peninsula for educational programming and a hardened wading access. Provide increased beach access on the western edge of the peninsula.	2018 Design and build		$14,000	Y	Medium
42	W18	Allow Wonderland Lake wading access from designated areas on the peninsula.	2018		$700		Low
43	W19	Create Wonderland Lake fishing pier.	2018 Design and build		$45,000	Y	Low
44	REG	Wonderland Loop (Antler Loop): Voice and Sight On Corridor	2023	Time with completion of trail	$2,000		Low
45	B10	Provide public access to portions of Lappin, Lousberg, Papini and B.L.I.P. properties while protecting sensitive natural resources. Protect aquatic and wetland resources in and around ponds on these properties by prohibiting public access to the ponds.	Lappin pond in 2016, 2017 so property can open in 2017		$9,000		Medium
46	B11	Designate access point for where Lefthand Trail connects to Neva Road.	After 2022	Time with Lefthand Trailhead improvements	$300		Low
47	B12	Bring Lefthand Trailhead up to standards.	2021 Design and Permits; 2022 Build		$56,500	Y	Medium
48	B13	Improve Lefthand Trail.	After 2022		$145,000	Y	High
49	B14	Designate a connector trail from Lefthand Trail to the Lake Valley Estates neighborhood.	After 2022		$300	Y	Medium
50	B15	Create a connection via the Boulder Reservoir to Niwot Road (Talon Trail). Create a regional trail connection that minimizes natural resource impacts. Work with partner agencies to determine the most feasible trail alignment with a preference for an alignment along 55th Street.	After 2022; also requires completion of trail on west side of Boulder Reservoir		$200,000	Y	Medium
51	B16	Bring Eagle Trailhead up to standards.	2020 Design and Permit; 2021 Build		$57,000	Y	High
52	B17	Bring Foothills Trailhead up to standards.	2017		$12,500	Y	Medium
53	B18	Add a new trailhead at the Degge Trail access point (Horseshoe Trailhead). Provide additional parking capacity and horse trailer parking.	2019 Design and Permit; 2020 Build		$97,500	Y	Medium
54	B19	Create a trail connection between Foothills and Degge trails, re-route Degge Trail. Provide a trail connection from Foothills Trail to re-routed west end of Degge Trail.	2019 Design; 2020 Build	Time with Horseshoe Trailhead completion	$35,000	Y	Medium
55	B20	Replace existing trails north of Mesa Reservoir with new trail connections. Replace Old Mill and Cobalt trails with a single new trail connection and replace western section of Eagle Trail and steep, downhill eastern portion section of Eagle Trail with new re-routed connections.	2019-2020 Design; 2020-2021 Build	Complete design plan for adjacent BVR trail improvements and time construction together	$156,000	Y	High
56	B21	Provide a sustainable connection with Sage Trailhead by replacing undesignated trails through shale barrens and rare plant habitat with one new designated trail with educational signs for pedestrians and equestrians north of Mesa Reservoir.	2016 Design; 2017 Build	Completed before other BVR improvements to increase natural resource protection	$140,000	Y	High
57	B22	Provide nature-viewing access at Mesa Reservoir.	2019-2020 Design; 2020-2021 Build	Complete design plan for adjacent BVR trail improvements and time construction together	$2,500	Y	Low
58	B23	Replace southern sections of Mesa Reservoir Trail and the Hidden Valley Trail with a new single trail	2019-2020 Design; 2020-	Complete design plan for adjacent	$176,000	Y	High

Action #	Plan Ref #	Action	Project Timing	Timing Notes	Estimated Cost	Capital Project	Benefit Rank 0-1 = Low 2-3 = Medium 4-6 = High
		connection.	2021 Build	BVR trail improvements and time construction together			
59	B24	Pave Longhorn Road.	2022		$ 700,000	Y	Medium
60	B25	Bring Sage (BVR) Trailhead up to standards. Improve restroom facilities.	2018 Trailhead upgrades, 2019 design/build outhouse		$71,500	Y	High
61	B26	Improve Americans with Disabilities Act (ADA) access on Eagle and Sage trails.	2017		$130,000	Y	Medium
62	B27	Designate and slightly re-route in some locations one parallel single track tread adjacent to the Eagle and Sage loop at BVR.	2019-2020 Design; 2020-2021 Build	Complete design plan for adjacent BVR trail improvements and time construction together	$35,000	Y	Medium
63	B28	Allow fishing access on eastern shore of BVR pond.	As opportunity allows				Low
64	B29	Create a new trail connection on the south side of the Papini property (Wrangler Trail). Provide a trail connection along the south side of Papini property connecting Kelso Road to the Mesa Reservoir trail system.	After 2022 and completion of BVR trails	Time dog regulation changes with completion of trail	$75,000	Y	High
65	B30	Continue to follow the terms of the lease regarding public access to the BVR equestrian arena and concurrently develop options for nearby horse trailer parking and/or seek to provide an equivalent and suitable corral option that will be determined in cooperation with stakeholders that will be vetted and approved in a future public process. The Board recommends that staff proactively address any conflict issues resulting from public access in future lease negotiations.	As opportunity allows	Scheduling public access is underway as is assessment of parking opportunities	$20,000	Y	Low
66	REG	Lefthand Trail: Dogs Voice and Sight On Corridor	As opportunity allows		$500		Low
67	NF7	Close Cottonwood Recreation Area.	2017	Complete after Lefthand road flood improvements	$800		Low
68	NF8	Realign western section of the Interim Joder Trail near the Buckingham Property. (Joder Ranch Trail)	2018 Design, 2019 Build	Time with construction of Mahogany Loop (NF9)	$14,000	Y	Low
69	NF9	Construct one loop trail on the northwest section of the Joder property. (Mahogany Loop)	2017 Design, 2018-19 Build		$131,000	Y	Medium
70	NF10	Construct a new trailhead for passenger vehicle parking on the Dagle/Wright properties. (Coyote Trailhead)	2017-2018 Design, 2019 Build	Time with construction of Mahogany Loop (NF9)	$137,000	Y	Medium
71	NF11	Construct a connector trail from the new trailhead (Coyote Trailhead) on the Dagle property to the Joder Ranch Trail.	2019	Time with completion of Coyote Trailhead	Included in Coyote Trailhead costs		Low
72	NF12	Retain Interim Joder Trailhead. (Joder Ranch Trailhead)	2017-2018 Design, 2019 Build	Time with other Joder property improvements	$7,000	Y	Low
73	NF13	Construct a north-south connector trail from Foothills Trail to the Joder Ranch Trail west of US 36 (North Sky Trail). Construct a trail from the southern section of the Railroad Grade, west of Foothills Business Park, connecting to the Joder Ranch Trail. Use best efforts to locate connector trail through the conservation easement.	2017 Site assessment / design, 2018 permitting, 2019-2021 Build		$805,000	Y	Medium
74	NF14	Include the North Sky Trail in the muddy closure program.	2021	Time with completion of North Sky Trail (NF13)	Core Service		Medium
75	NF15	Post educational signs about the North Foothills HCA. Include information about the area's important natural resources as well as safety concerns such as rattlesnakes.	2021	Time with completion of North Sky Trail (NF13)	$20,500	Y	Low
76	NF16	Re-route Hogback Trail.	2017 design; 2021 permits, 2022 Build	Time construction with Foothills Trail Reroute (NF17)	$146,000	Y	High
77	NF17	Re-route Foothills Trail where it connects to Hogback Trail and eastward to US 36.	2018 design; 2021 permits, 2022 Build		$113,000	Y	High
78	NF18	Do not allow off-trail permits for the area inside the Joder loop trail for two years following the trail's construction. (Mahogany Loop)	2019	Time with completion of Mahogany Loop (NF9)	$3,000		Low
79	NF19	Do not allow off-trail permits within the North Foothills HCA.	To be determined	Timing to implement the North Foothills HCA to be determined after approval of plan.	Costs combined with HCA designation and implementation		Medium
80	NF20	After City Council approval of the North TSA Plan, staff will return to the OSBT with monitoring recommendations for the North Foothills HCA, the North Sky Trail and the Joder property.	2016	OSBT commitment after approval of North TSA Plan	Core Service		Low
81	REG	North Sky Trail: Dogs Leash Required (August 1 – April 30) and Seasonal Prohibited (May 1 – July 31)	2021	Time with completion of North Sky Trail (NF13)	$1,000		Low
82	REG	Joder HCA designation and implementation	To be determined	Timing to implement the North Foothills HCA to be determined after	Combined with North Foothills HCA implementation costs		Low

Action #	Plan Ref #	Action	Project Timing	Timing Notes	Estimated Cost	Capital Project	Benefit Rank 0-1 = Low 2-3 = Medium 4-6 = High
				approval of plan.			
83	REG	Mahogany Loop: Dogs Prohibited	2019	Time with completion of Mahogany Loop (NF9)	$1,000		Low
84	NP4	Prohibit public access on Waldorf, Ryan, Andrea, Jacob, Bison, Oasis, Steele, Bennett, Stratton, Brewbaker, Berman Brothers, Dodd and Abbott properties.	2016		$3,000		Medium
85	NP5	Allow public access on Deluca, Hester and Campbell properties with seasonal closure (May 1-July 31) for ground-nesting bobolinks.	2017	Time implementing seasonal closure with 2017 bird-nesting season	$1,000		Medium
86	NP6	Allow public access on Johnson, Bruning, and Schooley properties.	2016		$1,000		Low
				Total	$3,984,340		

Ongoing Projects and Actions to Implement North TSA Plan

Action #	Plan Ref #	Action	Estimated Cost
1	T1	Provide management area designations for properties without designations to guide management actions: Retain the Joder and Cox property designation as a Habitat Conservation Area (HCA) and implement as part of the North Foothills HCA.	$10,000
20	T21	Designate undesignated access points that connect with new or existing designated trails.	$12,600
23	T24	Remove unnecessary fencing and use wildlife friendly fencing.	$17,800
24	T25	Allow natural revegetation or restore all undesignated trails not integrated into designated trail connections.	$25,500
25	T26	Assess and prevent the introduction and spread of priority invasive plants along new trail connections and decommissioned or undesignated trail sections under restoration.	$91,000
26	T27	Create interpretive information and messages about unique, rare and sensitive resources.	$31,000
65	B30	Continue to follow the terms of the lease regarding public access to the BVR equestrian arena and concurrently develop options for nearby horse trailer parking and/or seek to provide an equivalent and suitable corral option that will be determined in cooperation with stakeholders that will be vetted and approved in a future public process. The Board recommends that staff proactively address any conflict issues resulting from public access in future lease negotiations.	$20,000
79	NF19	Do not allow off-trail permits within the North Foothills HCA.	Costs combined with HCA designation and implementation
82	REG	Joder HCA designation and off trail permit implementation	Costs combined with HCA designation and implementation
		Total	$207,900

Projects that can be added as opportunity, staffing and funding allows to 2016-2022 timeline

Action #	Plan Ref #	Action	Estimated Cost
34	W10	Create a second, smaller Wonderland Lake backdrop loop trail (Glider Access Trail). Create a more sustainable trail connection to replace the existing glider access trail.	$95,000
66	REG	Lefthand Trail: Dogs Voice and Sight On Corridor	$500
		Total	$95,500

Projects that are Dependent on Collaboration with Other Departments, Boulder County and External Entities

Action #	Plan Ref #	Action	Estimated Cost
10	T10	Collaborate with partner agencies to create regional connections in a way that minimizes natural resource impacts. North TSA to Boulder County Parks and Open Space's Heil Valley Ranch. The North TSA Plan does not preclude future planning processes to assess and recommend a regional connector trail connection to Heil Ranch on the Buckingham property.	Unknown
11	T11	Regional Connections: North TSA to Boulder County Parks and Open Space's Lagerman/Imel/AHI Open Space Complex.	Unknown
12	T12	Regional Connections: A Boulder-to-Lyons trail connection including the efforts of the Rocky Mountain Greenway Project	Unknown
13	T13	Regional Connections: IBM Connector Trail underpass and trail (construction pending)	Boulder County Project
14	T14	Regional Connections: Fourmile Canyon Creek Trail underpass to Cottonwood Trail (construction pending)	Boulder County Project
15	T15	Regional Connections: Eagle Trail to the planned Boulder Reservoir Trail	Unknown
17	T17	Local Connections: Joder Ranch and Boulder County's Six-Mile Fold. Boulder County will conduct its own planning process to determine access and management of visitors onto Six-Mile Fold. OSMP will coordinate with the county's planning efforts to determine if and where trails could be located in this area.	Unknown
18	T18	Local Connections: City of Boulder's Area III park site to the North TSA	Unknown
19	T20	Local Connections: Fourmile Canyon Creek Greenway path to Foothills Community Park	City of Boulder Greenways Project
27	W1	Collaborate with City of Boulder Parks and Recreation Department to support designed nature play experiences on their property and support appropriate passive recreation aspects of this type of experience on adjacent OSMP land.	Core Service
29	W4	Improve safety at Broadway crossing between Sumac Avenue, RTD bus stop and the Foothills Nature Center.	Core Service

North TSA Draft Plan Project Phasing

Action #	Plan Ref #	Action	2016	2017	2018	2019	2020	2021	2022	2023 and Later
2	T2	Management Area Designation: Designate Dagle II as a Natural Area.	Core Service							
3	T3	Management Area Designation: Designate Dakota Ridge Village property as a Passive Recreation Area.	Core Service							
4	T4	Management Area Designation: Designate Berman Brothers property as an Agricultural Area.	Core Service							
5	T5	Management Area Designation: Designate Stratton as a Natural Area.	Core Service							
6	T6	Management Area Designation: Designate Lappin as a Natural Area.	Core Service							
7	T7	Management Area Designation: Designate IBM open space easement as a Natural Area. Limit public access to on trail travel on IBM open space easement property.	Core Service							
8	T8	Management Area Designation: Designate Hart-Jones Exchange as a Natural Area.	Core Service							
9	T9	Management Area Designation: Designate Palo Park as a Natural Area.	Core Service							
16	T16	As opportunities arise, collaborate with partner agencies to create local trail connections in a way that minimizes natural resource impacts. Joder Trail to Buckingham Park via Olde Stage Road (in progress)	$8,500 Underway							
30	W5	Revegetate the flood damaged northern loop section of Old Kiln Trail.	$3,640 Underway							
56	B21	Provide a sustainable connection with Sage Trailhead by replacing undesignated trails through shale barrens and rare plant habitat with one new designated trail with educational signs for pedestrians and equestrians north of Mesa Reservoir.	$140,000 Design	Build						
80	NF20	After City Council approval of the North TSA Plan, staff will return to the OSBT with monitoring recommendations for the North Foothills HCA, the North Sky Trail and the Joder property.	Core Service							
84	NP4	Prohibit public access on Waldorf, Ryan, Andrea, Jacob, Bison, Oasis, Steele, Bennett, Stratton, Brewbaker, Berman Brothers, Dodd and Abbott properties.	$3,000							
85	NP5	Allow public access on Deluca, Hester and Campbell properties with seasonal closure (May 1-July 31) for ground-nesting bobolinks.	$1,000							
86	NP6	Allow public access on Johnson, Bruning, and Schooley properties.	$1,000							
21	T22	Bring all trails up to standards. (South Foothills Trail)		$100,000						
28	W3	Construct a shade structure near Wonderland Lake Trailhead.		$25,000						
35	W11	Improve Americans with Disabilities (ADA) access on Wonderland Lake Trail.		$9,000						
45	B10	Provide public access to portions of Lappin, Lousberg, Papini and B.L.I.P. properties while protecting sensitive natural resources. Protect aquatic and wetland resources in and around ponds on these properties by prohibiting public access to the ponds.		$9,000						
52	B17	Bring Foothills Trailhead up to standards.		$12,500						
61	B26	Improve Americans with Disabilities Act (ADA) access on Eagle and Sage trails.		$130,000						
67	NF7	Close Cottonwood Recreation Area.		$800						
69	NF9	Construct one loop trail on the northwest section of the Joder property. (Mahogany Loop)		$131,000 Design	Build	Build				
70	NF10	Construct a new trailhead for passenger vehicle parking on the Dagle/Wright properties. (Coyote Trailhead)		$137,000 Initial Design	Final Design and Permits	Build				
72	NF12	Retain Interim Joder Trailhead. (Joder Ranch Trailhead)		$7,000 Initial Design	Final Design	Build				
73	NF13	Construct a north-south connector trail from Foothills Trail to the Joder Ranch Trail west of US 36 (North Sky Trail). Construct a trail from the southern section of the Railroad Grade, west of Foothills Business Park, connecting to the Joder Ranch Trail. Use best efforts to locate connector trail through the		$805,000 Initial Design	Final Design and permitting	Build	Build	Build		

Action #	Plan Ref #	Action	2016	2017	2018	2019	2020	2021	2022	2023 and Later
		conservation easement.								
76	NF16	Re-route Hogback Trail.		Initial Design				$ 146,000 Final Design, Permits	Build	
77	NF17	Re-route Foothills Trail where it connects to Hogback Trail and eastward to US 36.		Initial Design				$113,000 Final Design, Permits	Build	
85	NP5	Allow public access on Deluca, Hester and Campbell properties with seasonal closure (May 1-July 31) for ground-nesting bobolinks.		$1,000						
36	W12	Prohibit boats and belly boats on Wonderland Lake.			$500					
37	W13	Prohibit ice skating on Wonderland Lake.			$500					
38	W14	Allow sledding on Wonderland Lake dam.			$500					
39	W15	Do not provide access to Wonderland Lake's south, west and north shores.			$3,500					
40	W16	Provide access to the cattail marsh on north side of peninsula.			$8,000					
41	W17	Establish hardened pullout areas on the peninsula for educational programming and a hardened wading access. Provide increased beach access on the western edge of the peninsula.			$14,000					
42	W18	Allow Wonderland Lake wading access from designated areas on the peninsula.			$700					
43	W19	Create Wonderland Lake fishing pier.			$45,000					
60	B25	Bring Sage (BVR) Trailhead up to standards. Improve restroom facilities.			$71,500 Amenity Updates	Design and build outhouse				
68	NF8	Realign western section of the Interim Joder Trail near the Buckingham Property. (Joder Ranch Trail)			$14,000 Design	Build				
53	B18	Add a new trailhead at the Degge Trail access point (Horseshoe Trailhead). Provide additional parking capacity and horse trailer parking.				$97,500 Design	Build			
54	B19	Create trail connection between Foothills and Degge trails, re-route Degge Trail. Provide a trail connection from Foothills Trail to re-routed west end of Degge Trail.				$35,000 Design	Build			
55	B20	Replace existing trails north of Mesa Reservoir with new trail connections. Replace Old Mill and Cobalt trails with a single new trail connection and replace western section of Eagle Trail and steep, downhill eastern portion section of Eagle Trail with new re-routed connections.				$156,000 Initial Design	Final Design and Permits	Build	Build	
57	B22	Provide nature-viewing access at Mesa Reservoir.				$2,500 Initial Design	Final Design and Permits	Build	Build	
58	B23	Replace southern sections of Mesa Reservoir Trail and the Hidden Valley Trail with a new single trail connection.				$176,000 Initial Design	Final Design and Permits	Build	Build	
62	B27	Designate and slightly re-route in some locations one parallel single track tread adjacent to the Eagle and Sage loop at BVR.				$35,000 Initial Design	Final Design and Permits	Build	Build	
71	NF11	Construct a connector trail from the new trailhead (Coyote Trailhead) on the Dagle property to the Joder Ranch Trail.				Complete with new Coyote Trailhead				
78	NF18	Do not allow off-trail permits for the area inside the Joder loop trail for two years following the trail's construction. (Mahogany Loop)				$3,000				
83	REG	Mahogany Loop: Dogs Prohibited				$1,000				
51	B16	Bring Eagle Trailhead up to standards.					$57,000 Design	Build		
32	W8	Create Wonderland Lake backdrop loop trail connection by re-routing trails (Antler Loop). Re-route existing designated and undesignated trails to provide more sustainable connections to the paragliding launch sites and visitors						Initial Design	Final Design and Permits	$131,000 Build

Action #	Plan Ref #	Action	2016	2017	2018	2019	2020	2021	2022	2023 and Later
		seeking a trail experience on the Wonderland hogback.								
47	B12	Bring Lefthand Trailhead up to standards.						$56,500 Design	Build	
74	NF14	Include the North Sky Trail in the muddy closure program.						Core Service		
75	NF15	Post educational signs about the North Foothills HCA. Include information about the area's important natural resources as well as safety concerns such as rattlesnakes.						$20,500		
81	REG	N/A North Sky Trail: Dogs Leash Required (August 1 – April 30) and Seasonal Prohibited (May 1 – July 31)						$1,000		
46	B11	Designate access point for where Lefthand Trail connects to Neva Road.							$300	
59	B24	Pave Longhorn Road.							$ 700,000	
22	T23	Bring all trailheads and access points up to standards.								$128,000
31	W6	Rename Four Mile Creek Trailhead as Fourmile Canyon Creek Trailhead.								$10,100
33	W9	Re-route portion of Wonderland Lake Trail. Re-route the steep downhill section of trail just north of where it connects into Foothills South Trail.								$10,000
44	REG	Wonderland Loop (Antler Loop): Voice and Sight On Corridor								$2,000
48	B13	Improve Lefthand Trail.								$145,000
49	B14	Designate a connector trail from Lefthand Trail to the Lake Valley Estates neighborhood.								$300
50	B15	Create a connection via the Boulder Reservoir to Niwot Road (Talon Trail). Create a regional trail connection that minimizes natural resource impacts. Work with partner agencies to determine the most feasible trail alignment with a preference for an alignment along 55th Street.								$200,000
64	B29	Create a new trail connection on the south side of the Papini property (Wrangler Trail). Provide a trail connection along the south side of Papini property connecting Kelso Road to the Mesa Reservoir trail system.								$75,000
		TOTALS	$157,140	$1,367,300	$158,200	$506,000	$57,000	$337,000	$700,300	$701,400

CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: June 7, 2016

AGENDA TITLE
2016 Annual Appointments to Boards and Commissions for Downtown Management Commission (DMC) and the University Hill Commercial Area Management Commission (UHCAM)

PRESENTERS
Jane S. Brautigam, City Manager
Patrick von Keyserling, Communications Director
Lynnette Beck, City Clerk
Heidi Leatherwood, Deputy City Clerk

EXECUTIVE SUMMARY
Staff is requesting that Council make appointments to the City of Boulder Boards and Commissions for the 2016 annual recruitment to fill the remaining seat vacancies in the Downtown Management Commission and the University Hill Commercial Area Management Commission. Recruitment reopened for the remaining seats and closed on May 2, 2016. Interviews are currently scheduled before the regular meeting on June 7, 2016 at 5:30 p.m.
The following is an excerpt from the BRC, 1981 Title II, Appendix – Council Procedure, IX – Nominations and Elections, outlining the process for nominating and appointing board and commission members.

IX. NOMINATIONS AND ELECTIONS

E. Nominations. At the conclusion of public testimony, council will consider nominations for mayor and mayor pro tem. Any council member may nominate anyone that expressed an interest and made a speech at the second Tuesday in November, including himself or herself, for either position. Provided, however, that the requirement of prior expression of interest shall be waived for any council member whose election was not decided before the second Tuesday in November. Nominations for mayor and acting mayor (generally referred to as mayor pro tem) are made orally. No second is required, but the consent of the nominee should have been obtained in advance. Any person so nominated may at this time withdraw his or her name from

nomination. Silence by the nominee shall be interpreted as acceptance of candidacy.

F. Order of Vote. A motion then is made and seconded to close the nominations and acted on as any motion. The voting is accomplished by raising of hands unless there is only one nomination and a unanimous vote for the candidate. The names shall be called in alphabetical order or reverse alphabetical order depending upon a flip of a coin by the clerk, who shall thereafter alternate the order for all further election ballots during the same meeting.

G. Ballots. If it is the desire of the council to use paper ballots rather than a voice vote, such a procedure is proper. However, since there is no provision for a secret vote, each ballot must be signed by the council member casting the vote.

H. Elimination Process. If any of the candidates nominated receives five votes on the first ballot, such person is declared elected. If none of the candidates receives five votes on the first ballot, the candidate (plus ties) receiving the lowest number of votes is dropped as a candidate unless this elimination would leave one candidate or less for the office. If this elimination would leave one candidate or less for the office, another vote is taken, and once again the candidate (plus ties) receiving the lowest number of votes is dropped as a candidate unless this elimination would leave one candidate or less for the office. In the event that one candidate or less is left for the office after the second vote, a flip of a coin shall be used in order to eliminate all but two candidates for the office.

I. Impasse Process. In the event that neither of the two final candidates receives five votes on the first ballot on which there are only two candidates, another vote shall be taken. If no candidate receives five votes on the second such ballot, the candidate who receives the votes of a majority of the council members present shall be declared elected. If no candidate receives such a majority vote, the meeting shall be adjourned for a period not to exceed twenty-four hours, and new nominations and new ballots shall be taken. If no candidate receives five votes on the first ballot at the adjourned meeting on which there are only two candidates, another vote shall be taken. If no candidate receives five votes on the second such ballot, the candidate who receives the votes of a majority of the council members present shall be declared elected. If no candidate receives a majority vote on the second such ballot at the adjourned meeting, a flip of a coin shall be used to determine which of the two final candidates shall be declared elected as mayor or mayor pro tem.

J. Appointment of Board Alternates. In the event that the Boulder Revised Code provides for the appointment of temporary alternate board members, such members shall be appointed as follows: The most recently departed member of the board needing a temporary alternate, who is eligible and able to serve, shall be appointed. In the event that more than one member departed at the same time, alternates shall be chosen in reverse alphabetical order, with appointments alternating between the eligible and able former members who departed at the same time. In the event that the most recently departed member is not eligible or able to serve, the next previously departed member shall be chosen, applying the procedure above if there is more than one potential appointee. No person shall be eligible for a temporary alternate appointment if he or she was removed from the board by the council. A temporary alternate shall be appointed only when

a member's absence either results in the lack of a quorum or may prevent the board from taking action. No person appointed as a temporary alternate shall serve at two consecutive meetings of the board to which he or she is appointed unless it is necessary to complete an agenda item that has been continued to another meeting.

K. Boards and Commissions. Elections to fill positions on boards or commissions shall be conducted in the same manner. However, a majority of the council members present rather than a majority of the full council is sufficient to decide an election of this nature. Each board or commission vacancy shall be voted on separately.

L. Advertising of Vacancies After Partial Terms. Prior to advertising board and commission vacancies, when a person has already served on the board or commission and is seeking reappointment, council should make the decision of whether or not to advertise that particular vacancy.

LIST OF APPOINTMENTS

Downtown Management Commission	Appoint 1 Property/Representative Member to fill a vacancy through March 31, 2018.
University Hill Commercial Area Management Commission	Appoint 1 Property/Representative Member to fill a vacancy through March 31, 2018. .

***Property Owner/Representative: A person who owns, or an entity which owns, taxable real or personal property within the district or an agent authorized in writing by such a person or entity to sign Consents for petitions.

ATTACHMENTS

Attachment A - Roster
Attachment B - Vacancy List for DMC and UHCAM
Attachment C - Applicant List
Attachment D- Applications
Attachment E - Interview Schedule

Boulder City Council

2016 Boards and Commissions Appointment Guide

Downtown Management Commission

Council Action Requested:

Appoint one new Property Represenative Member to a five year term through March 31, 2018.

Current Members:		Occupation:	Status:
2021	Jerry Shapins	Artist/designer/community volunteer/retired	Occupied
2020	Eli Feldman	Conscience Bay Management LLC - Manager/Attorney	Occupied
2019	Susan Deans	Retired Journalist, freelance writer and communicatins consultant	Occupied
2018	Brad Peterson	First American Mortgage, PLLC Broker/Owner Mortgage Lending	Resigned 4/7/2016
2017	Scott Crabtree	renewable energy/real estate entrepreneur	Occupied

Boulder City Council

2016 Boards and Commissions Appointment Guide

University Hill Commercial Area Management Commission

Council Action Requested:

Appoint one new Property Owner Member to a three year term through March 31, 2018.

Current Members:		Occupation:	Status:
2021	Karen Gall	Treasurer, Al's Barber Shop	Occupied
2020	Lisa Nelson	Metropolitian State University of Denver - Administrator	Occupied
2019	Dakota Soifer	Restaurant Owner	Occupied
2018	Amanda Rubino	Co-Owner, Social Media Manager Frisk Accessories	Resigned 1/19/2016
2017	Cheryl Liguori	Entertainment Venue Management	Occupied

Applicant List

Downtown Management Commission Applicants

Adam Knoff

Boulder, CO 80304
Occupation: Unico Properties - sustainability project man

Peter Vitale
Boulder, CO 80304
Occupation: Attorney

Applicant List

University Hill Commercial Area Management Commission Applicants

Michael Brown

Boulder, CO 80302
Occupation: Filmmaker - Serac Adventure Films

Robin Luff

Boulder, CO 80302
Occupation: Director, Peace Initiatives Institute

DOWNTOWN MANAGEMENT COMMISSION

Annual Application - 2016

Date
05/02/16

The Downtown Management Commission consists of five members appointed by the City Council, each to five-year terms. Three appointees must either own real property or represent owners of real property in the Downtown Boulder area. Two appointees are residents from the community-at-large. The Commission has the combined responsibilities of the previous Central Area General Improvement District Board and the Downtown Mall Commission. See section 8-4-10 of B.R.C.

Staff Liaison: Molly Winter (303)441-7317

Meetings are held the first Monday of the month at 5:30 PM in the City Council Chambers.

The City of Boulder believes that a diverse work force adds quality and perspective to the services we provide to the public. Therefore, it is the ongoing policy and practice of the City of Boulder to strive for equal opportunity in employment for all employees and applicants. No person shall be discriminated against in any term, condition or privilege of employment because of race, national origin, religion, disability, pregnancy, age, military status, marital status, genetic characteristics or information, gender, gender identity, gender variance or sexual orientation.

The Boulder City Charter requires representation of both genders on City Boards and Commissions.

If you are applying as a representative, you must alsoprovide an authorization letter from the business owner allowing you torepresent the business.

Please send letters to the City Clerk's Office at P.O. Box791, Boulder, Colorado 80306

Be sure to check the map provided for proper district boundaries.

First Name *
Adam

Last Name *
Knoff

Home Address (Not available to the public unless you are appointed.) *

Street Address

Address Line 2

City
Boulder

State / Province / Region
CO

Postal / Zip Code
80304

Country
USA

Business Address (If you are representing a business.) *

Street Address
1426 Pearl St.

Address Line 2
Suite 110

City
Boulder

State / Province / Region
CO

Postal / Zip Code
80302

Country
USA

Best phone number where you can be reached

Home Phone (?)	Mobile Phone (?)	Work Phone (?)
	970-389-1221	720-484-5162

E-mail Address *
adamk@unicoprop.com

Occupation
Senior Sustainability Manager

Place of Employment/Retired
Unico Properties

Do you reside within the city limits? *
☑ Yes ☐ No

When did you become a resident of Boulder? *
9/1/2012

ANSWER ALL OF THE FOLLOWING QUESTIONS

1. What technical/professional qualifications, skill sets and relevant experiences do you have for this position (such as educational degrees, specialized training, service on governing or decision-making boards, etc.)? *

I hold a Master's degree in Urban Planning and Environmental Policy from Tufts University, in addition to a Bachelor's in Environmental Studies with a focus on the human-environment interface from Connecticut College. Additionally, prior to my work as Senior Sustainability Manager for Unico Properties, a commercial real estate investor and full-service operator, I served as an municipal planning consultant, specifically working with cities and towns with historic downtown districts. Additionally, I am Chairman of the Board for Denver 2030 District, a role in which I both govern and lead a start-up organization focused on Denver's downtown district. Finally, I have recently served on the task forces charged with creating recommendations for energy efficiency policies (rating and reporting) in both Boulder and Denver.

2. Have you had any experiences with this Board or the services it oversees that have sparked your interest in becoming a member of the Board, and, if so, please describe the experience(s) and what insight you gained. *

While I have not had any direct experience with this Board, as a downtown property owner I have had experience with complementary organizations and boards, such as Downtown Boulder, Inc, as well as the area this board is focused on. My interest primarily comes from my experience at Unico and as a Boulder resident. Maintaining a vibrant downtown that balances a set of diverse needs - safety, traffic, parking, tourist-interest, economic development and viability, etc. - is a fascinating challenge and one that is integral to Boulder's future.

3. Describe a situation where you were involved with a group and had to work through a disagreement or conflict among the members. What techniques or specific actions did you find to be most effective in mitigating or resolving the disagreement/conflict? *

My roles at both Unico and previously as a municipal planning consultant lie at the intersection of various stakeholder groups. In my experience, conflicts typically arise from a lack of information and resulting inability to see and understand an alternative perspective. When conflicts arise (though ideally before), I strive to make sure all stakeholders have access to the same information and understand any technical aspects of that information. Understanding, for example, the impact that limited parking (or the inverse) can have on retailers is not obvious to all parties. Before a conversation or argument begins, it is important for all members to be educated on the various perspectives and opinions on this topic. From there, maintaining a respectful dialogue is key.

Recently, my work on the task forces charged with recommending energy efficiency policies (rating and reporting) in both Boulder and Denver has given me tremendous experience in complex group decision-making. Both task forces required a lot of technical education as well as a willingness to develop and discuss compromises. I will bring this experience to the DMC.

4. List all potential conflicts of interest you might have with respect to the work of this board, and explain how you think any potential or perceived conflicts of interest should be handled by Board members. *

There should not be any potential conflicts. I will represent Unico Properties' downtown properties, and am also a resident of Boulder, living just a mile from downtown.

5. What are the changes to the management of parking downtown that would enhance the vitality, walkability and functioning of the core of our City? *

A smart parking system similar to what cities like San Francisco use could reduce both emissions and the time wasted looking for parking. These apps show drivers where available parking spaces are. By allowing drivers to head directly to an available parking space you decrease vehicle emissions, increased traffic volumes, and frustration that could ultimately lead a driver to abandon their efforts to visit downtown.

Creating incentives (restaurant discounts, shopping coupons, bus vouchers, etc.) for visitors to park further away from downtown could reduce parking-related traffic downtown, and increase walkability.

6. How do you perceive the current balance between automobile and alternate modes access to the downtown? What recommendations or improvements would you make? *

Although downtown is easily accessible by all forms of transportation within a few block radius, once you're more than a few blocks away, cars become the primary mode of transportation to downtown. Although there are numerous bus lines, deciphering and understanding the bus is often overwhelming (and sometimes intimidating) for many. Likewise, biking and walking are not always options, especially during the winter. Creating a downtown shuttle that connects to 29th St., The Hill, and NoBo, among other locations, could encourage people to leave their cars parked and still come downtown. If shuttles like this (akin to the 16th St. Mall shuttle) ran every 10-15 minutes, it would take the mystery out of public transportation for many and reduce traffic downtown.

A concept like this, combined with a smarter parking system and/or expanding the free Eco-Pass program, could reduce the prevalence of cars downtown, making it more walkable and visitor-friendly.

7. In your opinion, what are the most important factors to maintaining the aesthetic and economic vitality of downtown and what specific recommendations would you make? *

Fostering a balance of retail uses is key to maintaining the aesthetic and economic vitality of downtown. While zoning can accomplish some of this, the City can more actively advocate for this. Enticing distinct retailers/restaurants with incentives (such as expedited liquor licensing, etc.), creating more year-round events to bring shoppers downtown, and understanding the need for a balance in parking management are all important.

8. What is your perspective on how Pearl Street Mall is being managed? Specifically address events, maintenance/improvements, partnerships with Downtown Boulder Inc. and the Business Improvement District and city/county relationships. *

Downtown Boulder, Inc. is a great and invaluable partnership that does a great job with Pearl Street Mall management. Visitors consistently comment on how well-kempt the Mall is. Public-private partnerships such as these should be replicated and fostered to maintain Boulder's vitality. There is work to be done making the areas around the civic district more lively and frequently visited. It would be worthwhile to encourage input from the business community as well as DBI and the BID in the civic area improvements planning process to bring lessons learned from the Mall and downtown.

Questions Regarding Applications:
Boulder City Council
Attention: City Council Support
cityclerkstaff@bouldercolorado.gov
303-441-3019

DOWNTOWN MANAGEMENT COMMISSION

Annual Application - 2016

Date
04/29/16

The Downtown Management Commission consists of five members appointed by the City Council, each to five-year terms. Three appointees must either own real property or represent owners of real property in the Downtown Boulder area. Two appointees are residents from the community-at-large. The Commission has the combined responsibilities of the previous Central Area General Improvement District Board and the Downtown Mall Commission. See section 8-4-10 of B.R.C.

Staff Liaison: Molly Winter (303)441-7317

Meetings are held the first Monday of the month at 5:30 PM in the City Council Chambers.

The City of Boulder believes that a diverse work force adds quality and perspective to the services we provide to the public. Therefore, it is the ongoing policy and practice of the City of Boulder to strive for equal opportunity in employment for all employees and applicants. No person shall be discriminated against in any term, condition or privilege of employment because of race, national origin, religion, disability, pregnancy, age, military status, marital status, genetic characteristics or information, gender, gender identity, gender variance or sexual orientation.

The Boulder City Charter requires representation of both genders on City Boards and Commissions.

If you are applying as a representative, you must alsoprovide an authorization letter from the business owner allowing you torepresent the business.

Please send letters to the City Clerk's Office at P.O. Box791, Boulder, Colorado 80306

Be sure to check the map provided for proper district boundaries.

First Name *
Peter

Last Name *
Vitale

Home Address (Not available to the public unless you are appointed.) *

Street Address

Address Line 2

City
Boulder

State / Province / Region
CO

Postal / Zip Code
80304

Country
United States

Business Address (If you are representing a business.) *

Street Address
1035 Pearl

Address Line 2

City
Boulder

State / Province / Region
CO

Postal / Zip Code
80302

Country
USA

Best phone number where you can be reached

Home Phone (?) **Mobile Phone** (?) **Work Phone** (?)

E-mail Address *
peter@stok.com

Occupation
attorney

Place of Employment/Retired
stok

Do you reside within the city limits? *
☑ Yes ☐ No

When did you become a resident of Boulder? *
6/17/1998

ANSWER ALL OF THE FOLLOWING QUESTIONS

1. What technical/professional qualifications, skill sets and relevant experiences do you have for this position (such as educational degrees, specialized training, service on governing or decision-making boards, etc.)? *

Undergraduate degree from Notre Dame in Psychology (Neurophysiology/biology focus); 1997
Law degree from University of Colorado Boulder; 2001
Board Member, Habitat for Humanity Flatirons Chapter; 2015-current
Advisor to several for-profit companies focused on sustainable cities and regenerative food/water/energy strategies/solutions; current
Founded and operated a coffee shop in Chicago IL; 2009
Represented owner of 445,000 sf downtown high rise in Chicago IL, managed relationships with City of Chicago downtown district and citywide SSA organization (similar to DMC); 2006-2010
Managed public private partnership between Mayor Emanuel, the City of Chicago, Chicago Public School system, and Kimbal Musk's "The Kitchen Community" social enterprise; 2011-2014
UGBC LEED Accredited Professional; former
CCIM designee (Certified Commercial Investment Member); former
Member of IL and NM Bar Associations; (inactive status)
NM Real Estate Broker; former
Active member of the Boulder community
I have lived in Los Angeles, San Francisco, Portland, Chicago, Santa Fe, South Bend, St Louis,

2. Have you had any experiences with this Board or the services it oversees that have sparked your interest in becoming a member of the Board, and, if so, please describe the experience(s) and what insight you gained. *

As a resident of Boulder I have had experiences with the services this Board oversees and I believe that an intelligent and practical approach to community/urban growth must of course contain smart parking policies and regular, healthy analysis of downtown vitality indicators.

3. Describe a situation where you were involved with a group and had to work through a disagreement or conflict among the members. What techniques or specific actions did you find to be most effective in mitigating or resolving the disagreement/conflict? *

As a former practicing attorney I have dealt with matters including probate, trust/estate, general business, real estate, and art law. Conflict/tension is the norm in these scenarios. Of course, it's nice when it's not your personal conflict/disagreement but those of clients. However, I like to think of an approach that assists me in my own life, when I am, sadly the cause or at least in the immediate circle of some sort of disagreement. It's summed up generally in a short piece by the late David Foster Wallace, "This Is Not Water" (link below). Simply: it's all about empathy and respect for every person's point of view. Somewhere in that calculus is the equitable solution.
If you are a David Foster Wallace fan, you may enjoy this:
http://www.metastatic.org/text/This%20is%20Water.pdf

4. List all potential conflicts of interest you might have with respect to the work of this board, and explain how you think any potential or perceived conflicts of interest should be handled by Board members. *

I am not presently aware of any potential conflicts of interest.

5. What are the changes to the management of parking downtown that would enhance the vitality, walkability and functioning of the core of our City? *

Perhaps the most dangerous situation is when people are frantically looking for parking and not paying attention to the bikers or pedestrians. Certain intersections, such as Spruce and 11th, could use some attention.
How can we route pedestrian traffic in a way that flows more seamlessly into and away from downtown?

We should further develop relationships with "parking tech" companies such as Parkifi: http://www.parkifi.com/
This would reduce the number of frustrated hours and gallons of gas wasted in the hunt for parking, and thereby make the pedestrian's and biker's life safer and more efficient.

*I don't have set opinions on these matters yet, beyond those held by any concerned and civically minded resident. This is why I want to join DMC. I am interested in joining DMC because I want to dig much deeper into these issues, learn the nuances of the issues and opportunities, and use my citizenship in a way that best supports the City and its residents. I know that there isn't one single magic solution that promotes and maintains our downtown's aesthetic and economic vitality, or strikes the perfect balance between automobile and alternate modes access to the our downtown core. I know that of course there must be changes to management of parking downtown in a way that enhances the vitality, walkability and functioning of the core of our City. That's to be expected. I'd like to develop a skill set, as a member of the DMC Board, that would help me distinguish between workable ideas and impractical ideas.

6. How do you perceive the current balance between automobile and alternate modes access to the downtown? What recommendations or improvements would you make? *

We are a one car family, and I bike downtown from North Boulder 3-5 times a week when the weather is decent, or I take the bus. I don't see many issues while doing so. From 1998-2001 during law school and again 2012-present I have been biking and walking around Boulder and while less cars on the road would be great, it's not a serious impediment to me and certainly nothing that would prevent me from walking or biking.
Perhaps there should be a rebate or incentive available to me as a family of four, with one car?

We should also be aware of technological advancements in the form of sensors, GPS, etc that enhance the experience. For example, when I lived in Chicago, I used the BusTracker app very often - I could track the bus and know when it was arriving. This would drive some adoption of bus usage in Boulder, and alleviate parking issues in the core of our city.

*I don't have set opinions on these matters yet, beyond those held by any concerned and civically minded resident. This is why I want to join DMC. I am interested in joining DMC because I want to dig much deeper into these issues, learn the nuances of the issues and opportunities, and use my citizenship in a way that best supports the City and its residents. I know that there isn't one single magic solution that promotes and maintains our downtown's aesthetic and economic vitality, or strikes the perfect balance between automobile and alternate modes access to the our downtown core. I know that of course there must be changes to management of parking downtown in a way that enhances the vitality, walkability and functioning of the core of our City. That's to be expected. I'd like to develop a skill set, as a member of the DMC Board, that would help me distinguish between workable ideas and impractical ideas.

7. In your opinion, what are the most important factors to maintaining the aesthetic and economic vitality of downtown and what specific recommendations would you make? *

I was recently on the Boulder/Portland trip with the City and Chamber, and liked the comments that I heard about keeping vacant retail storefronts active and lively. Though we don't have much retail vacancy, we have enough that it really stands out sorely, in downtown. I believe that there can be a simple arrangement that satisfies landlord needs, and city/community needs. Boulder is known as a place where people can start businesses and grow ideas, we could showcase natural food or outdoor gear or any other aspect of our Boulder world in the very front three feet of these spaces, in the form of window displays and exhibits. Anything would be better than empty storefronts.
All of this to say, activity and creativity and sometimes the "unexpected" make a healthy downtown.

*I don't have set opinions on these matters yet, beyond those held by any concerned and civically minded resident. This is why I want to join DMC. I am interested in joining DMC because I want to dig much deeper into these issues, learn the nuances of the issues and opportunities, and use my citizenship in a way that best supports the City and its residents. I know that there isn't one single magic solution that promotes and maintains our downtown's aesthetic and economic vitality, or strikes the perfect balance between automobile and alternate modes access to the our downtown core. I know that of course there must be changes to management of parking downtown in a way that enhances the vitality, walkability and functioning of the core of our City. That's to be expected. I'd like to develop a skill set, as a member of the DMC Board, that would help me distinguish between workable ideas and impractical ideas.

8. What is your perspective on how Pearl Street Mall is being managed? Specifically address events, maintenance/improvements, partnerships with Downtown Boulder Inc. and the Business Improvement District and city/county relationships. *

I attend as many of the downtown events as possible, with my family and our boys aged 2 and 4. I am usually very impressed with the spirit and community feeling at these events. It's actually one of my favorite things about Boulder. We recently attended the The Lights of December Parade and sat next to Ginger and Sean's stage at Pearl and Broadway, and I deepened my affection for Boulder and the experience strengthened my resolve to be an advocate for the city and its citizens. The Munchkin Masquerade is another one of the experiences for me.
While there is always room for improvement, these experiences tell me that Pearl Street Mall is being managed well.

*I don't have set opinions on these matters yet, beyond those held by any concerned and civically minded resident. This is why I want to join DMC. I am interested in joining DMC because I want to dig much deeper into these issues, learn the nuances of the issues and opportunities, and use my citizenship in a way that best supports the City and its residents. I know that there isn't one single magic solution that promotes and maintains our downtown's aesthetic and economic vitality, or strikes the perfect balance between automobile and alternate modes access to the our downtown core. I know that of course there must be changes to management of parking downtown in a way that enhances the vitality, walkability and functioning of the core of our City. That's to be expected. I'd like to develop a skill set, as a member of the DMC Board, that would help me distinguish between workable ideas and impractical ideas.

Questions Regarding Applications:
Boulder City Council
Attention: City Council Support
cityclerkstaff@bouldercolorado.gov
303-441-3019

UNIVERSITY HILL COMMERCIAL AREA MGMT COMMISSION

Annual Application - 2016

Date
04/08/16

The University Hill Commercial Area Management Commission consists of five members appointed by City Council, each to five-year terms. Three appointees must own real or personal property in the district or be a designated representative of a person who owns real or personal property in the district; the other two appointments are for citizens-at-large. UHGID makes recommendations to City Council and City departments regarding parking issues and land acquisition for parking needs in the district.

Staff Liaison: Molly Winter (303)441-7317

UHCAMC meets on the third Wednesday of the month, 4-6 pm, in the 1777 West Conference Room, Municipal Building, 1777 Broadway.

The City of Boulder believes that a diverse work force adds quality and perspective to the services we provide to the public. Therefore, it is the ongoing policy and practice of the City of Boulder to strive for equal opportunity in employment for all employees and applicants. No person shall be discriminated against in any term, condition or privilege of employment because of race, national origin, religion, disability, pregnancy, age, military status, marital status, genetic characteristics or information, gender, gender identity, gender variance or sexual orientation.

The Boulder City Charter requires representation of both genders on City Boards and Commissions.

First Name *
Michael

Last Name *
Brown

Home Address (Not available to the public unless you are appointed.) *

Street Address

Address Line 2

City
Boulder

State / Province / Region
Colorado

Postal / Zip Code
80302

Country
United States

Best phone number where you can be reached

Home Phone (?)

Mobile Phone (?)
303-929-0609

Work Phone (?)
303-440-8101

E-mail Address *
michael@seracfilms.com

Occupation
Filmmaker

Place of Employment/Retired
Serac Adventure Films

Do you reside within the city limits? *

☑ Yes ☐ No

When did you become a resident of Boulder? *

1/1/2000

ANSWER ALL OF THE FOLLOWING QUESTIONS

1. What technical/professional qualifications, skill sets and relevant experiences do you have for this position (such as educational degrees, specialized training, service on governing or decision-making boards, etc.)? *

I have owned and operated my company Serac Adventure Films since 1992. I have a bachelors degree from CU and am the recipient of the Norlin Award from CU. I served on the BID board downtown in good standing till we closed our office on Pearl Street and moved to the Hill. The rules of that board required that I resign from the position. This conceded with starting a family and wanting to be closer to home - on University Hill.

2. Have you had any experiences with this Board or the services it oversees that have sparked your interest in becoming a member of the Board, and, if so, please describe the experience(s) and what insight you gained. *

I am a University Hill homeowner and my wife Julia and I are keenly interested in vitalizing the Hill business district and more importantly, maintaining a quality place to live and raise our children. This is our home. I already consider myself a steward of this place and plan to continue to work for the well being of the Hill community.

3. Describe a situation where you were involved with a group and had to work through a disagreement or conflict among the members. What techniques or specific actions did you find to be most effective in mitigating or resolving the disagreement/conflict? *

I have participated in the meetings between the University and Hill residents both on campus and at UniHill meetings. I find that most disagreements come from the parties simply not getting a chance to see the other's point of view. Everyone wants this to be a great place.

4. List all potential conflicts of interest you might have with respect to the work of this board, and explain how you think any potential or perceived conflicts of interest should be handled by Board members. *

I know a lot of people in Boulder so there could be perceived favoritism though that will be true of any board member. I have a film production company but it is currently not active in the areas that could conflict.

5. What are the greatest challenges facing the University Hill commercial area? What changes, if any, would you recommend as a member of the advisory board? *

The University Hill is a place with remarkable potential. The potential comes from the great diversity of the residents and customers of Hill businesses. The Hill is home to a range of people from students to young families to retirees and everyone in between. This diversity and frankly, the life stage, of people who go to the Hill are also what present the challenges. The desires of an 19 year-old university student are going to be quite different than a 40 year-old parent of young children.

The larger University Hill area, all that is in walking distance, also needs to be considered in the planning. Without significant improvements to parking or public transportation, the Hill's attractiveness to destination shoppers is going to remain limited. Even with this limitation there are plenty of people to support a thriving community center that is inclusive to students and long term residents.

I think that the landlords and owners of the commercial buildings and residential units on the Hill need to be encouraged to participate and contribute to the success of the area. They need to be shown how participation, rather than absentee rent collection, can benefit their property values in the long term.

I would also encourage and participate in an effort to bring at least some of the commercial properties into local ownership by people committed to community building. The Hill needs a diverse range of businesses that allow people to rethink what the area offers. With the right mix our neighborhood would have restaurants, food shops, retail, entertainment, recreation and residential space all working together.

6. How can the different Hill stakeholders – the city, CU (faculty, staff and students), the Hill neighbors and the Hill property owners and businesses partner to enhance the Hill commercial district's vitality? *

The city can apply some of the same thinking that it apples to Pearl Street and Downtown to The Hill with the obvious recognition that the Hill is in a dense residential area with some important differences to Downtown.

CU can take a larger role and accept that the Hill represents a vital connection to the larger community. I would invite them to take a stewardship role on the west side of Broadway. The University has so much at stake here and their participation is vital.

The students of CU can be invited to participate, every single year since they essentially cycle every year or two or at most three, in the community. There should be a big effort to include the concept of neighborliness in students who plan to rent on the Hill without alienating them. Landlords, the greek system and long term Hill residents can all do a part in helping student renters take ownership and pride in the place they live. Looking for ways to build community and respectful relationships can be a big part of it.

The Hill neighbors can participate and eventually come to see that a thriving commercial area is preferable to the alternative. When an area is held back or seen as a nuisance, it does not revert to quiet residential, it simply suffers.

The challenge to business owners will be one of the biggest and yet I see it already happening. I see really great businesses making it work in a challenging environment. I make an effort to support the businesses on the Hill first and I like the result.

7. In your opinion, what are the Hill's biggest assets and how can they be enhanced? *

The University Hill is a wonderful historic part of Boulder. It has proximity to the University and the amazing open spaces of Chautauqua, the Flatirons and Flagstaff. The Hill is a very desirable place to live for people of all ages. It is the obvious place for university students to walk to class, the schools are great for families with kids and the mature trees and beautiful homes satisfy just about everyone else.

The way to enhance these assets is to encourage a thriving community centered commercial district. The University Hill should be the place where a diverse range of ages and life experiences can come together and actually interact in a positive way. Diversity is a good thing in a community.

8. A goal of the Hill Reinvestment Strategy is to encourage a greater diversity of uses in the commercial area. What ideas and strategies do you have to achieve this goal? *

The best customers/users of the Hill business district are already here and within walking distance. We need to make it feel welcoming and safe. The diversity of business as well as some really simple infrastructure improvements can go along way to encouraging people to try it out and rediscovering the area. What works for people already here will eventually work for the larger community and all of Boulder will start to see the University Hill as a great place.

Questions Regarding Applications:
Boulder City Council
Attention: City Council Support
cityclerkstaff@bouldercolorado.gov
303-441-3019

UNIVERSITY HILL COMMERCIAL AREA MGMT COMMISSION

Annual Application - 2016

Date
04/27/16

The University Hill Commercial Area Management Commission consists of five members appointed by City Council, each to five-year terms. Three appointees must own real or personal property in the district or be a designated representative of a person who owns real or personal property in the district; the other two appointments are for citizens-at-large. UHGID makes recommendations to City Council and City departments regarding parking issues and land acquisition for parking needs in the district.

Staff Liaison: Molly Winter (303)441-7317

UHCAMC meets on the third Wednesday of the month, 4-6 pm, in the 1777 West Conference Room, Municipal Building, 1777 Broadway.

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The Boulder City Charter requires representation of both genders on City Boards and Commissions.

First Name *
Robin

Last Name *
Luff

Home Address (Not available to the public unless you are appointed.) *

Street Address

Address Line 2

City
Boulder

State / Province / Region
Co

Postal / Zip Code
80302

Country
USA

Best phone number where you can be reached

Home Phone (?)
303-250-2549

Mobile Phone (?)
303-250-2549

Work Phone (?)
303-250-2549

E-mail Address *
luffrobin@me.com

Occupation
Director, Peace Initiatives Institute

Place of Employment/Retired
Boulder

Do you reside within the city limits? *

☑ Yes ☐ No

When did you become a resident of Boulder? *

1/1/1989

ANSWER ALL OF THE FOLLOWING QUESTIONS

1. What technical/professional qualifications, skill sets and relevant experiences do you have for this position (such as educational degrees, specialized training, service on governing or decision-making boards, etc.)? *

Marketing Degree from CU, Board member for following organizations: Impact on Education, Community Foundation, BVSD School Food Project, Summit Middle School, The Growe Foundation, el Centro Amistad. Awarded Community leader for YWCA and Family Learning Center

2. Have you had any experiences with this Board or the services it oversees that have sparked your interest in becoming a member of the Board, and, if so, please describe the experience(s) and what insight you gained. *

I have a long-view with organizations that would impact tax and bond issues, so I have developed skills that lend to long term thinking for University Hill projects. I understand detailed budgets and management of financials. I spearhead marketing plans to allow for community support and enthusiasm.

3. Describe a situation where you were involved with a group and had to work through a disagreement or conflict among the members. What techniques or specific actions did you find to be most effective in mitigating or resolving the disagreement/conflict? *

With the BVSD School Food Project, community members were very critical of real-time changes instead of considering the long-term objectives. We had to be sensitive their concerns and develop campaigns that promoted immediate financial support while meeting our 5-year buy-in to become sustainable. At Summit Middle School, the board had hiring, financial, book acquisition and curriculum planning. It was not always supported to have such oversight and we had to hold our ground based on By Laws. At Impact on Education, we made Board decisions on Bond issues and campaigned for project we felt worthy of support.

4. List all potential conflicts of interest you might have with respect to the work of this board, and explain how you think any potential or perceived conflicts of interest should be handled by Board members. *

I have witnessed the complexity of issues facing the Hill. I know land owners, neighborhood residents and restauranteurs. They are often in conflict as to the future. I have been persuaded by neighborhood campaigns to control noise and liquor consumption, desires of retail establishments make a more lively environment and land owners desire to improve the aesthetics.After living on The Hill for 20 years, I understand its complicated and would rather look at the long term objectives and stay out of the daily conflicts.

5. What are the greatest challenges facing the University Hill commercial area? What changes, if any, would you recommend as a member of the advisory board? *

The challenges would be: it does not feel safe; it does not serve CU; it does not attract Boulder's restaurant and retail citizens; it is not visually attractive; parking is challenging.

I would not to attempt have knowledgeable suggestions. In my opinion, we need strong voices to promote the assets that currently available to students, CU staffers, neighborhood families and look to long-term reasons to invest in The Hill. I would also look to improve safety and ownership of property and culture from community. There should always be a commitment to cleanliness and professionalism.

6. How can the different Hill stakeholders – the city, CU (faculty, staff and students), the Hill neighbors and the Hill property owners and businesses partner to enhance the Hill commercial district's vitality? *

I may be redundant, but students must feel invested in the culture and viability; neighbors must be asked to frequent establishments and look at long-term relationship; CU staff needs to develop a comfort with entertaining meetings internally and with out-of-town guests; and businesses should be willing to facilitate these relationships. UHCAMC must be a well known positive entity that represents the positive goals for long-term growth.

7. In your opinion, what are the Hill's biggest assets and how can they be enhanced? *

As a neighbor, it provides a sense of community. As a student, an extension of campus life. As a restaurant, a place to convene for neighbors and students and faculty. As a land owner, an investment. All actors have to create partnerships to grow the current status. It is an under utilized asset and all partners must be willing to contribute to develop a strong community investment. I am moe than willing to discuss ideas to create a vibrant Hill enviroment.

8. A goal of the Hill Reinvestment Strategy is to encourage a greater diversity of uses in the commercial area. What ideas and strategies do you have to achieve this goal? *

More retail/clothing outlets would need a profit customer profile. IFC demographics could encourage outlets to make lease commitments. A cleaner, safer walkway would create more appeal for shoppers. Visable IFC clean-up and patrol would create a strong commitment and visual partnership with patrons.Hill events would create a sense of community. An alliance with CWA, Shakespeare Festival, CU Music would encourage more traffic. Improvements and standards to exterior would provide more appeal. Of course, a hotel would increase usage and allow for more parking. It would also offer greater walking consumers.

Questions Regarding Applications:
Boulder City Council
Attention: City Council Support
cityclerkstaff@bouldercolorado.gov
303-441-3019

CITY OF BOULDER
Boards and Commission Interviews prior to the Regular City Council Meeting

1777 West Conference Room
Municipal Building, 1777 Broadway, Boulder

Tuesday, June 7, 2016
5:30 p.m.

Downtown Management Commission 5:30-5:40 pm
1. Peter Vitale – DMC

University Hill Commercial Advisory 5:40-5:50 pm
1. Michael Brown – UHCAM
2. Robin Luff- UHCAM

Council Working Agreements

Council Process:

- The council will work on general discipline in being prepared to ask questions and make comments.
- The council asks the mayor to intervene if discussion on agenda items extends beyond a reasonable time frame.
- The council will engage in the practice of colloquy to fully explore the different sides of a specific point.
- The mayor will ask the city clerk to set the timer lights for council members if discussions begin to exceed efficient debate. Members should respect the lights as a time reminder, but will not be bound by them as absolute limits.
- Rather than restating a point, council members should simply say, "I agree."
- The council agenda committee may, with advance notice, adjust each public speaker's time to two rather than three minutes during public hearings for items on which many speakers want to address the council.
- Council members will grant each other permission to mentor and support each other on how each person contributes to the goal of being accountable for demonstrating community leadership.
- In order to hear each other respectfully and honor the public, council members will avoid body language that could convey disrespect, side conversations, talking to staff, whispering to neighboring council members, passing notes, and leaving the council chambers.
- Regarding not revisiting past discussions, the council should check in with fellow members periodically to ensure that this is not an issue.
- During a council meeting, any form of electronic message, including emails and texts, that relate to matters being considered and which arrived at any time during that meeting, shall not be read by council members. Nor should any message on matters under consideration be sent by council members.

Council Communication:

- Council members agree to keep quasi-judicial roles scrupulously separate between members of boards and members of council, avoid expressing ideas to board members on things coming before the board, and carefully disclose or recuse themselves when there is involvement with board members on a topic.
- Council members agree to email the city manager about issues they run into that staff or boards may be working on so that the manager can be actively involved in managing issues and keeping the full council informed well in advance of items coming before council for action.
- Council members will keep the full council informed on issues from committees, public groups, or other agencies they are following, through Hotline emails, brief verbal reports at the end of council meetings, or other means.
- The council will find ways to support majority council decisions and adequately inform the public, through responsive letters that explain how divergent points of view were heard and honored in decisions, via standard email responses for hot issues, by occasional council Letters to the Editor to clarify the facts, or by seeking out reporters after meetings to explain controversial decisions.

Council Committees:

- Council committee meetings will be scheduled to accommodate the council members on the committee.
- Notice of the times and places for committee meeting will be noticed once per month in the Daily Camera.
- The council agenda will include time for reports from committees under Matters from the Mayor and Members of Council, noting that written communications from the committees are appropriate as well.

Selection of Mayor and Mayor Pro Tem:

- Council members will make a good faith effort to select the mayor and mayor pro tem in an open and transparent process.
- After the council election, members seeking election as mayor or mayor pro tem should:
    - make their interest in the position know to their fellow members as soon as possible;
    - focus their communication with other council members on the positive attributes the member brings to the position; and
    - refrain from making any negative remarks about any person seeking election as mayor or mayor pro tem.
- Nominated individuals may make presentations that include, but need not be limited to, the following:
    - the skills and attributes the member would bring to the mayoral position;
    - the member's ability to efficiently run council meetings, respect the views of the minority while allowing the majority to rule, and perform other mayoral duties;
    - how the member would represent the city and city council and mayor position at gatherings outside of city council meetings;
    - how the member would serve on and appoint other council members to regional and national boards and commissions; and
    - how the member would engender trust from the community and other council members.
- Council members should work to avoid divisiveness by being inclusive during the mayoral selection process.

Agreed this 29th day of February, 2016.

Matthew Appelbaum	Aaron Brockett	Jan Burton
Suzanne Jones	Lisa Morzel	Andrew Shoemaker
Sam Weaver	Bob Yates	Mary Young

City of Boulder
2015 Work Plan

(Tentative as of December 16, 2014)

	Project		1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Climate and Energy	Energy Future and Associated Projects	Council	CC: Open Access Transmission Tariff			
			SS: Power Supply	SS (2): Rates, Energy Services, Power Supply	Project update	Project update
			Budget update	Budget update	Budget update	Budget update
		Staff Activities	Municipalization Transition Plan	Municipalization Transition Plan	Municipalization Transition Plan	Municipalization Transition Plan
	Climate Commitment	Council		SS: Review interim goals, targets and strategies		
		Staff Activities	Launch action plan	Energy system transformation; blue print convening	Implementation based on action plan	Implementation based on action plan
Housing/Land Use Planning	Comprehensive Housing Strategy (Housing Boulder)	Council	Briefing	SS (2)		
		Staff Activities	Housing Matters launch event, engagement activities	Draft strategy development	Implementation based on adopted strategy	Implementation based on adopted strategy
	Sustainable Streets and Centers/ East Arapahoe	Council	SS: Direction of preferred scenario	SS : Draft plan and action plan		
				Next Corridor - 30th St or Colorado		
		Staff Activities	Develop East Arapahoe action plan			
	Resilience	Council	SS	Direction or IP	Direction or IP	Direction or IP
		Staff Activities	Develop scoping plan	Strategy analysis and development	Strategy analysis and development	Strategy analysis and development
	Boulder Valley Comprehensive Plan	Council		SS	Direction or IP	Direction or IP
		Staff Activities	Issues identification	Strategy analysis and development	Strategy analysis and development	Strategy analysis and development
Transportation	Transportation Master Plan Implementation	Council	Update and coordinate with BVCP		Update and coordinate with BVCP	
		Staff Activities				
	Regional Travel	Council		Briefing		Briefing
		Staff Activities	Staff and elected official activities ongoing			
	Access Management and Parking Strategy (AMPS)	Council		SS : Review options & Update; including recommendations for TDM tool kit for new development	Council action on TDM Tool Kit for new development	Recommendations including planning code changes
						SS: Review options and update
		Staff Activities	Ongoing work plan in 7 focus areas	Ongoing work plan	Ongoing work plan	Ongoing work plan
			Alternatives analysis and specific option development		Specific option development/refinements	
			Joint Board workshop & public engagement		Joint Board workshop & public engagement	

City of Boulder
2015 Work Plan

(Tentative as of December 16, 2014)

	Project		1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Civic Area	Civic Area Implementation	Council	SS: Parkland Concepts Plan	CC: Approval of Concept Plan		
		Staff Activities	Outreach to community & partners; create delivery plan for spring, summer, fall events	Deliver spring events	Deliver summer activities and events	Review 2015 activation; compare lessons from 2014 and revise for 2016
			Draft of parkland concept plan options for public workshop, Boards, Council review	Board/Commission input on Concept Plan	Begin detailed design work on park improvements	Complete detailed design work for bidding
			Develop overall site master plan concepts, begin to formulate major capital projects	Initial feasibility planning on major capital projects	Continue to develop capital projects, identify potential partners, explore financing options	Continue to develop capital projects, identify potential partners, explore financing options
Local Food	Sustainable Agriculture and Local Foods	Council	IP and local meals for Council Pilot		Council consideration of Local Food Procurement Policy; Review and acceptance of Ag Resources Management Plan	Council consideration of Local Food Procurement Policy; Review and acceptance of Ag Resources Management Plan
		Staff Activities				
Livability	University Hill Moratorium	Council	SS: Review options		IP	
			CC: Public Hearing and Decision			
		Staff Activities	Recommendation & development of ordinances, changes and recommend other strategies to address Moratorium goals	Follow up on other strategies & coordination with Hill Reinvestment Strategy; incorporate strategies into other work plan		
			Board review & public engagement		Board review & public engagement	
	University Hill Reinvestment Strategy	Council		Direction on 14th Street redevelopment proposal		SS
				SS: Update on strategy		
		Staff Activities	Residential service district (RSD) pilot program	RSD pilot program	RSD pilot program	RSD pilot program
			Work plan implementation	Work plan implementation	Work plan implementation	On-going work plan implementation
			Establish benchmarks and evaluation criteria	Commercial district: Eco Pass Study & Commercial bear dumpsters	Implement volunteer program for clean up	Evaluate existing programs
				Integration of strategy recommendations from Moratorium	Research options for sustainable governance & funding	Develop options for sustainable governance & funding
			14th Street Lot public/private partnership redevelopment options re: work force affordable housing	14th Street Lot public/private partnership redevelopment options re: work force affordable housing		
			Stakeholder engagement	Stakeholder engagement	Stakeholder engagement	Stakeholder engagement
	Homeless Action Plan	Council	IP: 2014 Accomplishments	SS: As part of Human Services strategy update		IP - Services and Regional coordination update
		Staff Activities				
	Community Cultural Plan	Council	Council update and input on testing phase	Briefing	SS: Adoption of Community Cultural Plan	
		Staff Activities	Research phase complete. Drafting phase complete. Testing phase begins	Testing phase complete. Certification phase begins	Implementation begins. New public art policy drafting	Public Art Policy drafting

City of Boulder
2015 Work Plan

(Tentative as of December 16, 2014)

	Projects		1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Other	Boulder Junction	Council				
		Staff Activities	Ongoing redevelopment coordination	North Side of Pearl and Goose Creek bridge landscaping install. Bridge opens		Depot Square opens
	Capital Projects Activity	Council	Ongoing and Wastewater Collection System Rehabilitation program begins	Ongoing	SS: 2016-2021 CIP	Ongoing
		Staff Activities				
	CityWide Special Events	Council	Report on 2015 City Events			Summary of 2015 City Events
		Staff Activities	Implement new events application and internal review process	Refine systems as needed	Refine systems as needed	Improve events application for new online Landlinks System in 2016
	Community Broadband	Council	SS			SS
		Staff Activities	Broadband Action Group formation and consultant assessment	Consultant assessment continued	Consultant assessment continued	Present findings and recommendations
	Design Excellence	Council	SS: Staff Recommendations design tools/process changes	IP	CC: Draft recommendations/Adopt strategy	
		Staff Activities	Issues identification/ preliminary work on design tools/ process changes	Technical analysis /develop options	Draft recommendations	
			Public engagement	Boards/public engagement	Boards/public engagement	
	Flood-related Annexations	Council				
		Staff Activities	Flood Annexations - Individual	Flood Annexations - Old Tale Rd	Ongoing	Ongoing
	Human Services Strategy	Council		SS		Public Hearing
		Staff Activities				
	Flood Management	Council			IP: Stormwater Master Plan and Wastewater Collection System Master Plan consideration	
		Staff	Stormwater Master Plan and Wastewater Collection System Master Plan updates continue	Stormwater Master Plan and Wastewater Collection System Master Plan updates continue		
	Smoking Ban - Implementation	Council	CC: Second reading			
		Staff Activities	Education campaign	Enforcement begins	Monitor Outcomes	Monitor Outcomes
	Vacation Rental by Owner (VRBO)	Council	SS			
		Staff Activities	Research regulations and possible fees or taxes			

COUNCIL MEMBERS

Suzanne Jones	Mayor
Mary Young	Mayor Pro Tem
Matthew Appelbaum	Council Member
Aaron Brockett	Council Member
Jan Burton	Council Member
Lisa Morzel	Council Member
Andrew Shoemaker	Council Member
Sam Weaver	Council Member
Bob Yates	Council Member

COUNCIL EMPLOYEES

Thomas A. Carr	City Attorney
Jane S. Brautigam	City Manager
Linda P. Cooke	Municipal Judge

KEY STAFF

Mary Ann Weideman	Assistant City Manager
Bob Eichem	Chief Financial Officer
Lynnette Beck	City Clerk
Patrick von Keyserling	Communications Director
David Driskell	Executive Director for the Department of Planning, Housing Sustainability
Molly Winter	Director of Community Vitality
Heather Bailey	Executive Director of Energy Strategy and Electric Utility Development
Michael Calderazzo	Fire Chief
Joyce Lira	Human Resources Director
Karen Rahn	Human Services Director
Don Ingle	Information Technology Director
David Farnan	Library and Arts Director
James Cho	Municipal Court Administrator
Tracy Winfree	Open Space and Mountain Parks Director
Yvette Bowden	Parks and Recreation Director
Greg Testa	Police Chief
Maureen Rait	Executive Director of Public Works
Cheryl Pattelli	Director of Fiscal Services
Mike Sweeney	Transportation Director
Jeff Arthur	Utilities Director

2016 City Council Committee Assignments

INTERGOVERNMENTAL ORGANIZATIONS

Beyond the Fences Coalition	Morzel (Castillo – staff alternate)
Boulder County Consortium of Cities	Young, Burton (alternate)
Colorado Municipal League (CML) – Policy Committee	Jones, Appelbaum (Castillo – staff alternate)
Denver Regional Council of Governments (DRCOG)	Brockett, Appelbaum (alternate)
Housing Authority (Boulder Housing Partners)	Shoemaker
Metro Mayors Caucus	Jones
National League of Cities (NLC)	Appelbaum
Resource Conservation Advisory Board (RCAB)	Morzel
Rocky Flats Stewardship Council	Morzel, Weaver (alternate) (Castillo – 2nd staff alternate)
University of Colorado (CU)/City Oversight Committee	Weaver, Yates, Burton
US 36 Mayors/Commissioners Coalition (MCC)	Jones
US 36 Commuting Solutions	Burton, Morzel (alternate)
Urban Drainage and Flood Control District	Young

LOCAL ORGANIZATIONS

Boulder Museum of Contemporary Art (BMoCA)	Shoemaker
Boulder Convention and Visitors Bureau	Burton, Yates (alternate)
Colorado Chautauqua Board of Directors	Morzel
Dairy Center for the Arts	Brockett
Downtown Business Improvement District Board	Weaver, Yates

INTERNAL CITY COMMITTEES

Audit Committee	Shoemaker, Yates, Weaver
Boards and Commissions Committee	Appelbaum, Burton
Boulder Urban Renewal Authority (BURA)	Yates
Boulder Valley Comprehensive Plan (BVCP) Process Sub-Committee	Brockett, Weaver
Charter Committee	Morzel, Weaver, Young
Civic Use Pad/9th and Canyon	Morzel, Young
Council Retreat Committee	Morzel, Yates
Council Employee Evaluation Committee	Morzel, Shoemaker
Housing Strategy Process Sub-Committee	Morzel, Young, Burton
Legislative Committee	Jones, Weaver, Appelbaum
School Issues Committee	Morzel, Shoemaker, Young

SISTER CITY REPRESENTATIVES

Jalapa, Nicaragua	Brockett
Kisumu, Kenya	Morzel
Llasa, Tibet	Shoemaker
Dushanbe, Tajikistan	Yates
Yamagata, Japan	Burton
Mante, Mexico	Young
Yateras, Cuba	Weaver
Sister City Sub-Committee	Morzel, Burton, Young

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2016 Study Session Calendar

05/24/16		**Open house for BVCP**	4:30- 5:15 pm	Lobby	Planning Departement	05/12/16
		Boulder Valley Comp Plan	5:30-7 pm	Chambers	S Richstone	05/12/16
		North TSA	7-9 pm	Chambers	Tracy Winfree	
5/31/2016		**SPECIAL CITY COUNCIL MEETING @ 6 P.M.**	6:00 PM	Chambers	Council	
		TMP Implementation Update and Canyon Complete Streets Study	8-9:30 PM	Chambers	Randall Rusch/Noreen Walsh/Meredith Schleske	05/19/16
06/14/16		**SCIENCE TUESDAY**	5:30-6 pm	Chambers	Mayor Jones	
		Mid Year Check in for Council Workplan (and Living Wage)	6:00-7:30	Chambers	Tammye Burnette/Dianne Marshall	06/02/16
		Development Related Impacts Fees and Excise Taxes	7:30-9:30	Chambers	Chris Meschuk/Lauren Reader	06/02/16
	Council Recess June 22-July 11					
		SCIENCE TUESDAY - ALTERNATE DATE				
		Update Regarding Community Survey	6:00 - 6:15	Chambers	Patrick von Keyserling	06/30/16
07/12/16		Broadband Feasibility Study Results	6:15 - 7:45	Chambers	Don Ingle	06/30/16
		Residential and Commercial Energy Codes: Long Term Strate	7:45 - 9:15	Chambers	Kendra Tupper/Lauren Reader	06/30/16
07/26/16		**Briefing: Boulder Energy Future**	5:30-6:00	Chambers	Heather Bailey/Heidi Joyce	N/A
		HOLD: Do not schedule without CM approval	6:00:9:00	Chambers	Wendy Schwartz/Linda Gelhaar	07/14/16
08/09/16		Draft 2017 to 2021 Capital Improvement Program	6:00-7:30	Chambers	Peggy Bunzli/Devin Billingsly	07/28/16
		Check in for 100 Resilient Cities	7:30-9:00	Chambers	Casey Earp/Dianne Marshall	07/28/16
08/23/16		**Briefing**	5:30-6:00	Chambers		08/11/16
		Update from Marijuna Advisory Panel	6:00 - 9:00	Chambers	Sandra Llanes	08/11/16

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2016 Study Session Calendar

8/30/2016		30th and Pearl Redevelopment Options	6:00-7:30	Chambers	Eric Ameigh/Lauren Reader	08/18/16
		Homelessness Strategy Draft and Homeless Action Plan Update	7:30-9:00	Chambers	Karen Rahn/Linda Gelhaar	08/18/16
09/13/16		2017 COB Recommended Budget	6:00-8	Chambers	Peggy Bunzli/Devin Billingsly	09/01/16
		Middle Income Housing Strategy Subcommittee Report	8-9:00	Chambers	David Driskell	09/01/16
9/27/2016		**Briefing**	5:30-6:00	Chambers		
		2017 Recommended Budget 2nd Study Session if needed	6:00-7:30	Chambers	Randall	09/15/16
		Renewed Vison for Transit Update- detailed info on activities	7:30-9:00	Chambers	Randall Rutsch, Rene Lopez	09/15/16
10/11/16		Community Perception Assessment Report	6:00-7:30	Chambers	Tammye Burnette/D Marshall	09/29/16
		Human Services Strategy Draft	7:30-9:00	Chambers	Karen Rahn, Linda Gelhaar	09/29/16
10/25/15		**Briefing**: Boulder Energy Future	5:30-6:00	Chambers	Heather Bailey/Heidi Joyce	N/A
		Updating council on AMPS and CAGID update	6:00-6:30	chambers	Jay Sugnet/Ruth Weiss	10/13/16
		Boulder Community Hospital; Broadway Projet	6:30-8	Chambers	Joanna Crean/Celia Seaton	10/13/16
11/08/15			6:00-7:30	Chambers		10/27/16
			7:30-9:00	Chambers		10/27/16
11/22/15	Thanksgiving Holiday Week - No Meeting					
11/29/15		**Briefing**	5:30-6			N/A
			6- 7:30			11/17/16
			7:30-9			11/17/16
12/13/16			6-7:30	Chambers		12/01/16
			7:30-9	Chambers		12/01/16
12/22/15	Christmas Holiday Week - No Meeting					

City Council Meeting

DRAFT Meeting Agenda - 6 p.m.

Tuesday, June 21, 2016

6/9/2016		Preliminary Materials Due
6/15/2016		Final Materials Due

Gray cells will be calculated for you. You do not need to enter anything in them.

City Council Meeting DRAFT Calendar

Start	End	Min	Time	Item	PP	CAO	Contact
6:00 PM	6:05 PM	5 min	0:05	**CALL TO ORDER AND ROLL CALL**			
6:05 PM	6:50 PM	45 min	0:45	**OPEN COMMENT AND COUNCIL/STAFF RESPONSE**			
6:50 PM	7:05 PM	15 min	0:15	**CONSENT AGENDA**			
				First Reading Ordinance on False Alarms	N	Y	Carey Weinheimer/Laurie Ogden
				96 Arapahoe Annexation and Initial Zoning	N	N	Elaine McLaughlin
				Consideration of a motion to accept the study session summary from May 24, 2016 regarding the North Trail Study Area Draft Plan			Steve Armstead
7:05 PM	7:10 PM	5 min	0:05	**CALL-UP CHECK IN**			
				PUBLIC HEARINGS			
7:10 PM	9:40 PM	150 min	2:30	Continued First Reading Co-Op Ordinance	Y	Y	Tom Carr
9:40 PM	10:40 PM	60 min	1:00	Second Reading Election Ordinances (#8113/8114)	Y	Y	Kathy Haddock
10:40 PM	11:25 PM	45 min	0:45	Second Reading Amendment to BRC 12-2-4 Landlord Disclosures	Y	Y	Janet Michels
11:25 PM	12:25 AM	60 min	1:00	Second Reading Form Based Code for Boulder Junction Phase I	Y	Y	Karl Guiler/Lauren Reader
				MATTERS FROM CITY MANAGER			
				MATTERS FROM CITY ATTORNEY			
				MATTERS FROM MAYOR AND MEMBERS OF COUNCIL			
				Request for "Nod of Five" for staff to do ordinance addressing "beer pong" tables			
				CALL-UPS			
	Total		**6:25**	**If adding your item would bring the total estimated time to over 5 hours, please choose another meeting date. "The council's goal is that all meetings be adjourned by 10:30 p.m." - Title 2 Appendix, Council Procedure, B.R.C. 1981.**			**Schedule No More Items**

Updated: 5/31/2016

◯ First Reading Height Amdt Ballot Item - ?

City Council Meeting

DRAFT Meeting Agenda - 6 p.m.

Tuesday, July 19, 2016

7/7/2016		Preliminary Materials Due
7/13/2016		Final Materials Due

Gray cells will be calculated for you. You do not need to enter anything in them.

City Council Meeting DRAFT Calendar

Start	End	Min	Time	Item	PP	CAO	Contact
6:00 PM	6:05 PM	5 min	0:05	**CALL TO ORDER AND ROLL CALL**			
6:05 PM	7:05 PM	60 min	1:00	Judge Cooke Marijuana Presentation			
7:05 PM	7:50 PM	45 min	0:45	**OPEN COMMENT AND COUNCIL/STAFF RESPONSE**			
7:50 PM	8:05 PM	15 min	0:15	**CONSENT AGENDA**			
				Consideration of a motion to accept the May 31, 2016 Study Session Summary on the 2014 Transportation Master Plan (TMP) Implementation			Randall Rutsch/Meredith Schleske
				Consideration of a motion to accept the May 31, 2016 Canyon Complete Street Study Session Summary			Noreen Walsh/Meredith Schleske
				Third Reading Form Based Code for Boulder Junction Phase I (if necessary)			Karl Guiler/Lauren Reader
				First Reading Modifications to the Mobile Food Vehicle Ordinance	N	Y	Lane Landrith/Molly Winter
				First Reading Ballot Measures		Y	Kathy Haddock
8:05 PM	8:10 PM	5 min	0:05	**CALL-UP CHECK IN**			
				PUBLIC HEARINGS			
8:10 PM	9:10 PM	60 min	1:00	Second Reading Ordinance 8116 Water Utility	Y	Y	Tom Carr
9:10 PM	10:10 PM	60 min	1:00	Direction on the Development Related Impact Fees and Excise Taxes	Y	N	Chris Meschuk/Lauren Reader
10:10 PM	11:40 PM	90 min	1:30	Options for Expanding Living Wage	Y	N	Carmen Atilano, Linda Gelhaar
11:40 PM	11:59 PM	30 min	0:19	Second Reading Ordinance on False Alarms	Y	N	Carey Weinheimer/Laurie Ogden
				MATTERS FROM CITY MANAGER			
11:40 PM	11:59 PM	30 min	0:19	Community Dashboard	Y	N	Casey Earp
				MATTERS FROM CITY ATTORNEY			
				MATTERS FROM MAYOR AND MEMBERS OF COUNCIL			
		10 min		Discuss Annual Retreat Logistics			Retreat Committee
		10 min		Update on Council Evaluation Process	N	N	Aimee Kane
				CALL-UPS			
	Total		**6:15**	**If adding your item would bring the total estimated time to *over 5 hours, please choose another meeting date*. "The council's goal is that all meetings be adjourned by 10:30 p.m." - Title 2 Appendix, Council Procedure, B.R.C. 1981.**			**Schedule Nothing More**

Updated: 05/31/16

City Council Meeting

DRAFT Meeting Agenda - 6 p.m.

Tuesday, August 2, 2016

7/21/2016		Preliminary Materials Due
7/27/2016		Final Materials Due

Gray cells will be calculated for you. You do not need to enter anything in them.

City Council Meeting DRAFT Calendar

Start	End	Min	Time	Item	PP	CAO	Contact
6:00 PM	6:05 PM	5 min	0:05	**CALL TO ORDER AND ROLL CALL**			
6:05 PM	6:50 PM	45 min	0:45	**OPEN COMMENT AND COUNCIL/STAFF RESPONSE**			
6:50 PM	7:05 PM	15 min	0:15	Special Presentation by Professor Frederick regarding the 2015 CAFR	Y	N	Elena Lazarevska
7:05 PM	7:20 PM	15 min	0:15	**CONSENT AGENDA**			
				Motion to adopt a Resolution accepting the City of Boulder 2015 Comprehensive Annual Financial Report and Independent Auditor's Reports (CAFR)	N	N	Elena Lazarevska
				Motion to adopt a Resolution Appointing Audit Firm to Examine City's Financial Accounts	N	N	Elena Lazarevska
7:20 PM	7:25 PM	5 min	0:05	**CALL-UP CHECK IN**			
				PUBLIC HEARINGS			
7:25 PM	8:55 PM	90 min	1:30	Second Reading Ballot Measures	Y	Y	Kathy Haddock
9:10 PM	11:10 PM	120 min	2:00	2nd Reading 96 Arapahoe Annexation	Y	N	Elaine McLaughlin
				MATTERS FROM CITY MANAGER			
11:10 PM	11:59 PM	60 min	0:49	University Hill Parking Garage LOI			
				MATTERS FROM CITY ATTORNEY			
				MATTERS FROM MAYOR AND MEMBERS OF COUNCIL			
				CALL-UPS			
	Total		**5:44**	**If adding your item would bring the total estimated time to *over 5 hours, please choose another meeting date* . "The council's goal is that all meetings be adjourned by 10:30 p.m." - Title 2 Appendix, Council Procedure, B.R.C. 1981.**			**Schedule Nothing More**

Updated: 05/31/16

City Council Meeting

DRAFT Meeting Agenda - 6 p.m.

Tuesday, August 16, 2016

8/4/2016		Preliminary Materials Due
8/10/2016		Final Materials Due

Gray cells will be calculated for you. You do not need to enter anything in them.

City Council Meeting DRAFT Calendar

Start	End	Min	Time	Item	PP	CAO	Contact
6:00 PM	6:05 PM	5 min	0:05	**CALL TO ORDER AND ROLL CALL**			
6:05 PM	6:50 PM	45 min	0:45	**OPEN COMMENT AND COUNCIL/STAFF RESPONSE**			
6:50 PM	7:05 PM	15 min	0:15	**CONSENT AGENDA**			
				Third Reading (if needed) Ballot Measures		Y	Kathy Haddock
7:05 PM	7:10 PM	5 min	0:05	**CALL-UP CHECK IN**			
				PUBLIC HEARINGS			
				MATTERS FROM CITY MANAGER			
				MATTERS FROM CITY ATTORNEY			
				MATTERS FROM MAYOR AND MEMBERS OF COUNCIL			
				CALL-UPS			
				Community and Environmental Assessment Process (CEAP) for the Boulder Creek Arapahoe Underpass (Arapahoe Avenue & 13th Street) Project			Melanie Sloan/Meredith Schleske
Total			**1:10**	**If adding your item would bring the total estimated time to *over 5 hours, please choose another meeting date*. "The council's goal is that all meetings be adjourned by 10:30 p.m." - Title 2 Appendix, Council Procedure, B.R.C. 1981.**			

Updated: 05/31/16

City Council Meeting

DRAFT Meeting Agenda - 6 p.m.

Tuesday, September 6, 2016

8/25/2016		Preliminary Materials Due
8/31/2016		Final Materials Due

Gray cells will be calculated for you. You do not need to enter anything in them.

City Council Meeting DRAFT Calendar

Start	End	Min	Time	Item	PP	CAO	Contact
6:00 PM	6:05 PM	5 min	0:05	**CALL TO ORDER AND ROLL CALL**			
6:05 PM	6:50 PM	45 min	0:45	**OPEN COMMENT AND COUNCIL/STAFF RESPONSE**			
6:50 PM	7:05 PM	15 min	0:15	**CONSENT AGENDA**			
7:05 PM	7:10 PM	5 min	0:05	**CALL-UP CHECK IN**			
				PUBLIC HEARINGS			
				MATTERS FROM CITY MANAGER			
				MATTERS FROM CITY ATTORNEY			
				MATTERS FROM MAYOR AND MEMBERS OF COUNCIL			
7:10 PM	7:55 PM	45 min	0:45	Council Evaluation Committee - Council Employee Evaluations	N	N	Aimee Kane
				CALL-UPS			
		Total	**1:55**	**If adding your item would bring the total estimated time to *over 5 hours, please choose another meeting date* . "The council's goal is that all meetings be adjourned by 10:30 p.m." - Title 2 Appendix, Council Procedure, B.R.C. 1981.**			

Updated: 05/31/16

City Council Meeting

DRAFT Meeting Agenda - 6 p.m.

Tuesday, September 20, 2016

9/8/2016		Preliminary Materials Due
9/14/2016		Final Materials Due

Gray cells will be calculated for you. You do not need to enter anything in them.

City Council Meeting DRAFT Calendar

Start	End	Min	Time	Item	PP	CAO	Contact
6:00 PM	6:05 PM	5 min	0:05	**CALL TO ORDER AND ROLL CALL**			
6:05 PM	6:50 PM	45 min	0:45	**OPEN COMMENT AND COUNCIL/STAFF RESPONSE**			
6:50 PM	7:05 PM	15 min	0:15	**CONSENT AGENDA**			
				Study Session Summary for Community Perception Assessment Report			T Burnette/D Marshall
7:05 PM	7:10 PM	5 min	0:05	**CALL-UP CHECK IN**			
				PUBLIC HEARINGS			
				MATTERS FROM CITY MANAGER			
				MATTERS FROM CITY ATTORNEY			
				MATTERS FROM MAYOR AND MEMBERS OF COUNCIL			
				CALL-UPS			
Total			**1:10**	**If adding your item would bring the total estimated time to *over 5 hours, please choose another meeting date*. "The council's goal is that all meetings be adjourned by 10:30 p.m." - Title 2 Appendix, Council Procedure, B.R.C. 1981.**			

Updated: 05/31/16

City Council Meeting

DRAFT Meeting Agenda - 6 p.m.

Tuesday, October 4, 2016

9/22/2016		Preliminary Materials Due
9/28/2016		Final Materials Due

Gray cells will be calculated for you. You do not need to enter anything in them.

City Council Meeting DRAFT Calendar

Start	End	Min	Time	Item	PP	CAO	Contact
6:00 PM	6:05 PM	5 min	0:05	**CALL TO ORDER AND ROLL CALL**			
6:05 PM	6:50 PM	45 min	0:45	**OPEN COMMENT AND COUNCIL/STAFF RESPONSE**			
6:50 PM	7:05 PM	15 min	0:15	**CONSENT AGENDA**			
7:05 PM	7:10 PM	5 min	0:05	**CALL-UP CHECK IN**			
				PUBLIC HEARINGS			
7:10 PM	9:10 PM	120 min	2:00	First Reading 2017 COB Budget Ordinances: Budget, Mill Levy, Appropriations, Fees	Y	N	Peggy Bunzli/Devin Billingsley
				MATTERS FROM CITY MANAGER			
				MATTERS FROM CITY ATTORNEY			
				MATTERS FROM MAYOR AND MEMBERS OF COUNCIL			
				CALL-UPS			
Total			**3:10**	**If adding your item would bring the total estimated time to *over 5 hours, please choose another meeting date*. "The council's goal is that all meetings be adjourned by 10:30 p.m." - Title 2 Appendix, Council Procedure, B.R.C. 1981.**			

Updated: 05/31/16

City Council Meeting

DRAFT Meeting Agenda - 6 p.m.

Tuesday, October 18, 2016

10/6/2016		Preliminary Materials Due
10/12/2016		Final Materials Due

Gray cells will be calculated for you. You do not need to enter anything in them.

City Council Meeting DRAFT Calendar

Start	End	Min	Time	Item	PP	CAO	Contact
6:00 PM	6:05 PM	5 min	0:05	**CALL TO ORDER AND ROLL CALL**			
6:05 PM	6:50 PM	45 min	0:45	**OPEN COMMENT AND COUNCIL/STAFF RESPONSE**			
6:50 PM	7:05 PM	15 min	0:15	**CONSENT AGENDA**			
7:05 PM	7:10 PM	5 min	0:05	**CALL-UP CHECK IN**			
				PUBLIC HEARINGS			
7:10 PM	8:40 PM	90 min	1:30	2nd Reading of 2017 COB Budget Ordinances: Budget, Mill Levy, Appropriations, Fees	Y	N	Peggy Bunzli/Devin Billingsley
				UHGID2 2017 Budget Hearing and Resolution: Budget, Mill Levy, appropriations			Same
				CAGID 2017 Budget Hearing and Resolutions; Budget, Mill Levy, Appropriations			Same
				Forest Glen GID Budget Hearing and Resolutions; Budget, Mill Levy, Appropriations			Same
				BJAD- Parking GID Budget Hearing and Resolutions; Budget, Mill Levy, Appropriations			Same
				BJAD TDM GID Budget Hearing and Resolutions; Budget, Mill Levy, Appropriations			Same
				BMPA Budget Resolution			Same
				MATTERS FROM CITY MANAGER			
				MATTERS FROM CITY ATTORNEY			
				MATTERS FROM MAYOR AND MEMBERS OF COUNCIL			
				CALL-UPS			
Total			**2:40**	**If adding your item would bring the total estimated time to over 5 hours, please choose another meeting date. "The council's goal is that all meetings be adjourned by 10:30 p.m." - Title 2 Appendix, Council Procedure, B.R.C. 1981.**			

Updated: 05/31/16

City Council Meeting

DRAFT Meeting Agenda - 6 p.m.

Tuesday, November 1, 2016

10/20/2016		Preliminary Materials Due
10/26/2016		Final Materials Due

Gray cells will be calculated for you. You do not need to enter anything in them.

City Council Meeting DRAFT Calendar

Start	End	Min	Time	Item	PP	CAO	Contact
6:00 PM	6:05 PM	5 min	0:05	**CALL TO ORDER AND ROLL CALL**			
6:05 PM	6:50 PM	45 min	0:45	**OPEN COMMENT AND COUNCIL/STAFF RESPONSE**			
6:50 PM	7:05 PM	15 min	0:15	**CONSENT AGENDA**			
				First Reading Motion to Approve a Management Agreement with St. Julien Partners LLC for Civil Use Space	N	N	Eric Ameigh/Lauren Reader
7:05 PM	7:10 PM	5 min	0:05	**CALL-UP CHECK IN**			
				PUBLIC HEARINGS			
				MATTERS FROM CITY MANAGER			
				MATTERS FROM CITY ATTORNEY			
				MATTERS FROM MAYOR AND MEMBERS OF COUNCIL			
				CALL-UPS			
Total			**1:10**	**If adding your item would bring the total estimated time to over 5 hours, please choose another meeting date. "The council's goal is that all meetings be adjourned by 10:30 p.m." - Title 2 Appendix, Council Procedure, B.R.C. 1981.**			

Updated: 05/31/16

City Council Meeting

DRAFT Meeting Agenda - 6 p.m.

Tuesday, November 15, 2016

11/3/2016		Preliminary Materials Due
11/9/2016		Final Materials Due

Gray cells will be calculated for you. You do not need to enter anything in them.

City Council Meeting DRAFT Calendar

Start	End	Min	Time	Item	PP	CAO	Contact
6:00 PM	6:05 PM	5 min	0:05	**CALL TO ORDER AND ROLL CALL**			
6:05 PM	6:50 PM	45 min	0:45	**OPEN COMMENT AND COUNCIL/STAFF RESPONSE**			
6:50 PM	7:05 PM	15 min	0:15	**CONSENT AGENDA**			
				1st Rdg for Final Adjustment to Base			
7:05 PM	7:10 PM	5 min	0:05	**CALL-UP CHECK IN**			
				PUBLIC HEARINGS			
7:10 PM	7:55 PM	45 min	0:45	First Reading Motion to Approve a Management Agreement with St. Julien Partners LLC for Civil Use Space	Y	N	Eric Ameigh/Lauren Reader
				Study Session Summary for Boulder Community Hospital, Broadway Project: Guiding Principles and Framework		N	Joanna Crean/Maureen Rait
				MATTERS FROM CITY MANAGER			
7:10 PM	7:20 PM	10 min	0:10	Motion to Accept 2017 Human Services Fund Recommendations	N	N	Wendy Schwartz/Linda Gelhaar
				MATTERS FROM CITY ATTORNEY			
				MATTERS FROM MAYOR AND MEMBERS OF COUNCIL			
				CALL-UPS			
		Total	**2:05**	**If adding your item would bring the total estimated time to over 5 hours, please choose another meeting date. "The council's goal is that all meetings be adjourned by 10:30 p.m." - Title 2 Appendix, Council Procedure, B.R.C. 1981.**			

Updated: 05/31/16

TO: Mayor and Members of City Council

FROM: Jordan Matthews, City Clerk's Office

DATE: June 7, 2016

SUBJECT: Information Packet

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1. **CALL UPS**
   A. Correcting a minor error in the disposition of a Site Review that has already been approved for 2560 28th Street
   B. 2020 Arapahoe Site Review and Non-Conforming Use Review (LUR2016-00025 and LUR2016-00014)
   C. Site Review (case no. LUR2016-00027) to redevelop a 3.2-acre vacant property at 4525 Palo Parkway

2. **INFORMATION ITEMS**
   A. Chautauqua Access Management Plan (CAMP) 2016 Work Program
   B. OSMP Conservancy Exploration Update
   C. Railroad Train Horn Noise and Quiet Zones Update

3. **BOARDS & COMMISSIONS**
   A. Board of Zoning Adjustment – April 14, 2016
   B. Design Advisory Board – April 20, 2016
   C. Human Relations Commission – May 16, 2016
   D. Open Space Board of Trustees – May 9, 2016
   E. Planning Board – April 21, 2016
   F. Planning Board – April 28, 2016
   G. Planning Board – May 5, 2016
   H. Transportation Advisory Board – February 8, 2016
   I. Transportation Advisory Board – March 14, 2016
   J. Transportation Advisory Board – April 11, 2016

4. **DECLARATIONS**
   A. Aphasia Awareness Month – June, 2016
   B. Military Appreciation Week – May 23-30, 2016

INFORMATION PACKET
MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
David Driskell, Executive Director of Planning, Housing + Sustainability
Susan Richstone, Deputy Director of Planning
Charles Ferro, Development Review Manager
Chandler Van Schaack, Planner II

Date: June 7, 2016

Subject: Call-up Correction - Correcting a minor error in the disposition of a Site Review that has already been approved for 2560 28th Street.

EXECUTIVE SUMMARY

On April 7, 2016, the Planning Board voted 6-0 (**L. May** absent) to approve Site Review application LUR2015-00104 to allow for redevelopment of the eastern portion of the property at 2560 28th Street under BC-2 zoning with a new, 38'5" residential building containing10 attached two-bedroom units. The item was brought before City Council for call-up consideration on April 19, 2016, and was not called up by council. Following approval of the application, staff realized that there was a minor error in the Disposition, which indicated that the applicant did not intend to pursue vested rights when in fact the applicant did intend to pursue vested rights. **Attachment A** contains the Planning Board Notice of Disposition with a minor correction indicating that the applicant wishes to pursue vested rights. This item is informational only and is not subject to call-up. The establishment of vested rights does not alter the existing Site Review approval.

CITY OF BOULDER
Planning and Development Services

1739 Broadway, Third Floor • P.O. Box 791, Boulder, CO 80306-0791
phone 303-441-1880 • fax 303-441-3241 • email plandevelop@bouldercolorado.gov
www.boulderplandevelop.net

CORRECTED
CITY OF BOULDER PLANNING BOARD
NOTICE OF DISPOSITION

You are hereby advised that on AprilL 7, 2016 the following action was taken by the Planning Board based on the standards and criteria of the Land Use Regulations as set forth in Chapter 9-2, B.R.C. 1981, as applied to the proposed development.

DECISION:	**APPROVED WITH CONDITIONS**
PROJECT NAME:	**2560 28TH STREET RESIDENCES**
DESCRIPTION:	**SITE REVIEW (STANDARD) for a 25% parking reduction for a residential use (10 dwelling units).**
LOCATION:	**2560 28TH ST**
COOR:	**N04W04**
LEGAL DESCRIPTION:	**SEE ATTACHED EXHIBIT A**
APPLICANT:	**COBURN DEVELOPMENT**
OWNER:	**BLIZZARD LLC**
APPLICATION:	**SITE REVIEW, LUR2015-00104**
ZONING:	**BC-2**
CASE MANAGER:	**CHANDLER VAN SCHAACK**

VESTED PROPERTY RIGHT: **Yes; the owner is seeking to establish vested rights.**

MODIFICATIONS TO LAND USE CODE
25% Parking Reduction

This decision may be called up before the City Council on or before **May 9, 2016 (30 days)**. If no call-up occurs, the decision is deemed final thirty days after the Planning Board's decision.

FOR CONDITIONS OF APPROVAL, SEE THE FOLLOWING PAGES OF THIS DISPOSITION.

IN ORDER FOR A BUILDING PERMIT APPLICATION TO BE PROCESSED FOR THIS PROJECT, A SIGNED DEVELOPMENT AGREEMENT AND SIGNED FINAL PLANS MUST BE SUBMITTED TO THE PLANNING DEPARTMENT WITH DISPOSITION CONDITIONS AS APPROVED SHOWN ON THE FINAL PLANS, IF THE DEVELOPMENT AGREEMENT IS NOT SIGNED WITHIN NINETY (90) DAYS OF THE FINAL DECISION DATE, THE PLANNING BOARD APPROVAL AUTOMATICALLY EXPIRES.

Pursuant to Section 9-2-12 of the Land Use Regulations (Boulder Revised Code, 1981), the applicant must begin and substantially complete the approved development within three years from the date of final approval. Failure to "substantially complete" (as defined in Section 9-2-12, Boulder Revised Code 1981) the development within three years shall cause this development approval to expire.

At its public hearing on April 7, 2016 the Planning Board unanimously APPROVED WITH CONDITIONS the request with the following motion:

On a motion by **J. Putnam**, seconded by **L. Payton**, the Planning Board voted 6-0 (**L. May** absent) to approve the request for a land use map change for a portion of the property at 2560 28th Street from

Public to Mixed Use Business related to the proposed rezoning and incorporating the staff memorandum as findings of fact.

On a motion by **J. Putnam**, seconded by **B. Bowen**, the Planning Board voted 6-0 (**L. May** absent), to approve the Site Review application LUR2015-00104, adopting the staff memorandum as findings of fact and subject to the recommended conditions of approval in the staff memorandum with the following modifications:

1. **Adding language to Site Review Condition 3.d. as follows:** The Applicant shall provide additional practicable soak pits or other measures to the storm water swale to improve storm water quality and further to consult with the city regarding possible coordinated water quality projects on the city property to the east.

2. **Add a new condition to read:** All of the proposed townhomes will be solar ready with flat roofs and conduit connecting the roof to the house panel of each unit for future solar voltaic systems.

3. **Add a new condition to read:** All of the townhomes will be provided with the option to be wired with a 240V/30 Amp circuit to accommodate electric vehicle chargers and the unbundled parking shall provide at least one electric vehicle charging station.

CONDITIONS OF APPROVAL

1. The Applicant shall ensure that the **development shall be in compliance with all plans prepared by the Applicant** on March 16, 2016 and the Transportation Demand Management ("TDM") Plan dated February 11, 2016 on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.

2. Prior to submittal of a Technical Document review application, the Applicant must obtain **City Council approval of the proposed rezoning of the land** generally located at 2560 28th Street from the Public (P) zoning district to the Business Community - 2 (BC-2) zoning district.

3. Prior to a building permit application, the Applicant shall submit, and obtain City Manager approval of, a Technical Document Review application for the following items:

   a. **Final architectural plans**, including material samples and colors, to insure compliance with the intent of this approval and compatibility with the surrounding area. The architectural intent shown on the plans prepared by the Applicant on March 16, 2016 is acceptable. Planning staff will review plans to assure that the architectural intent is performed.

   b. A **final site plan** which includes detailed floor plans and section drawings.

   c. A **final utility plan** meeting the City of Boulder Design and Construction Standards.

   d. A **final storm water plan and report** meeting the City of Boulder Design and Construction Standards.

   e. A **detailed landscape plan**, including size, quantity, and type of plants existing and proposed; type and quality of non-living landscaping materials; any site grading proposed; and any irrigation system proposed, to insure compliance with this approval and the City's landscaping requirements. Removal of trees must receive prior approval of the Planning Department. Removal of any tree in City right of way must also receive prior approval of the City Forester.

   f. A **detailed outdoor lighting plan** showing location, size, and intensity of illumination units, indicating compliance with section 9-9-16, B.R.C.1981.

4. Prior to a building permit application, to ensure compliance with the Boulder Revised Code, including Title 9, "Land Use Code," and Chapter 10-5, "Building Code," B.R.C. 1981, the Applicant shall execute a **Covenant and Agreement to Hold As One Parcel,** in a form acceptable to the Office of the City Attorney, against the parcels described on the plans prepared by the Applicant on March 16, 2016 as Parcel One (Lot 1 of Channel Park Subdivision) and Parcel Two (the portion of Lot 2 of Channel Park Subdivision conveyed by Quitclaim Deed from the City of Boulder to Jack S. Pease as recorded in the Office of the Boulder County Clerk and Recorder at Reception No. 2006770 on December 15, 1999), unless an equivalent arrangement is approved by the City Manager.

5. Prior to a building permit application, the Applicant shall submit a **financial guarantee**, in a form acceptable to the Director of Public Works, in an amount equal to the cost of providing transit passes to the residents of the development for three years after the issuance of a certificate of occupancy for each dwelling unit as financial security for the Alternative Transportation Subsidy Fund proposed in the Applicant's TDM plan dated February 11, 2016.

6. Prior to a building permit application, the Applicant shall submit a **financial guarantee,** in a form acceptable to the Director of Public Works, in an amount equal to the cost of providing eco-passes to the employees of the development for three years after the issuance of a certificate of occupancy.

7. Prior to issuance of a building permit, the Applicant shall dedicate to the City, at no cost, the following meeting the City of Boulder Design and Construction Standards, as part of Technical Document Review applications, the form and final location of which shall be subject to the approval of the City Manager:

a. A **utility easement** varying in width from 20 feet to 25 feet extending west from the east property line parallel and adjacent to the northern property boundary for approximately 275 feet and then extending south for approximately 35 feet.

b. An **emergency access easement,** starting at the western property line and running east along the southern property line for approximately 225 feet, at a width of 10 feet, also extending north covering the entire width of the north/south drive aisle up to the trash enclosure area shown on the approved plans, and further extending east within the east/west parking lot drive aisle for approximately 140 feet, at a width of approximately 20 feet.

8. Prior to issuance of a certificate of occupancy, the Applicant shall construct and complete, subject to acceptance by the city manager, **an 8-inch water main extension and a fire hydrant lateral** serving the site in conformance with the approved engineering plans and the City of Boulder Design and Construction Standards.

9. The Applicant shall be responsible for **maintaining all stormwater quality improvements and private storm drainage piping, channels, conveyances and appurtenances thereto.** Maintenance shall be performed in accordance with the recommendations of the UDFCD Urban Storm Drainage Criteria Manual Vol. 3 such that the intent, design characteristics and functionality of the improvements are preserved.

10. All of the proposed townhomes will be **solar ready with flat roofs and conduit** connecting the roof to the house panel of each unit for future solar voltaic systems.

11. All of the town homes will be provided with the option to be wired to accommodate **240V/30 Amp electric vehicle chargers** and the unbundled parking shall provide at least **one electric vehicle charging station.**

By: _____

David Driskell, Secretary of the Planning Board

EXHIBIT A

LEGAL DESCRIPTION:

PARCEL ONE:
LOT 1 LESS W 20 FT & NWLY PT OF LOT 2 CHANNEL PARK SPLIT TO ID 144451/REC#2006769 SPLIT FR ID 75790/REC#2006770

PARCEL TWO:
A PARCEL OF LAND BEING A PORTION OF LOT 2, CHANNEL PARK SUBDIVISION LOCATED IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 29, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, THE PLAT OF WHICH IS RECORDED IN PLAN FILE P-8, F-3, #17 OF THE BOULDER COUNTY RECORDS, SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF LOT 1 OF SAID CHANNEL PARK SUBDIVISION;
THENCE NORTH 89 DEGREES 46 MINUTES 30 SECONDS EAST ALONG THE NORTH LINE OF LOT 2 OF SAID CHANNEL PARK SUBDIVISION, 170.14 FEET;
THENCE SOUTH 00 DEGREES 13 MINUTES 30 SECONDS EAST 43.68 FEET;
THENCE SOUTH 72 DEGREES 20 MINUTES 44 SECONDS WEST 48.21 FEET;
THENCE 94.43 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 310.50 FEET, A CENTRAL ANGLE OF 17 DEGREES 25 MINUTES 30 SECONDS AND A CHORD THAT BEARS SOUTH 81 DEGREES 03 MINUTES 29 SECONDS WEST 94.07 FEET;
THENCE SOUTH 89 DEGREES 46 MINUTES 13 SECONDS WEST 31.30 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1;
THENCE NORTH 00 DEGREES 07 MINUTES 00 SECONDS WEST ALONG THE EAST LINE OF SAID LOT ONE, 72.38 FEET TO THE POINT OF BEGINNING,
COUNTY OF BOULDER, STATE OF COLORADO

INFORMATION PACKET
MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
David Driskell, Executive Director of Planning, Housing + Sustainability
Susan Richstone, Deputy Director of Planning, Housing + Sustainability
Charles Ferro, Development Review Manager for Land Use
Elaine McLaughlin, Senior Planner

Date: June 7, 2016

Subject: Call-Up Item: 2020 Arapahoe Site Review and Non-Conforming Use Review (LUR2016-00025 and LUR2016-00014)

EXECUTIVE SUMMARY

On May 12, 2016, the Planning Board unanimously approved (7-0) the above-referenced applications with conditions as provided in the attached Notice of Disposition (**Attachment A),** finding the project consistent with both the Site Review Criteria and the Use Review criteria of Land Use Code sections 9-2-14(h) and 9-2-15(e), B.R.C. 1981. Approval of the applications would permit an increase in the number of hotel rooms for the Quality Inn Boulder Creek/Basecamp Motel from 47 to 50, by converting floor area of two small conference rooms and a maintenance room; and a parking reduction of 43 spaces where 60 are standard.

The Planning Board decision is subject to City Council call-up within 30 days concluding on June 13, 2016. There is one City Council meeting within this time period for call-up consideration on: June 7, 2016. The staff memorandum of recommendation to Planning Board and other related background materials are available on the city website for Planning Board here.

BACKGROUND

The Quality Inn Boulder Creek/Basecamp Motel shown in **Figure 1** is located on Arapahoe Avenue near 20th Street within the RH-1 zoning district, which is defined in section 9-5-2(c)(1)(D) of the land use code as: "*high density residential areas primarily used for a variety of types of attached residential units, including without limitation, apartment buildings, and where complementary uses may be allowed.*"

Figure 2 illustrates the zoning map for the site and surroundings. The built context of the site is varied: to the west is a small S'narfs Burger Restaurant and to the east is Listen Up Sound Systems retail store. Further to the east is Naropa University and further to the west is Boulder Stained Glass Studio and Rocky Mountain Anglers Fly Fishing retail store. To the north is a mix of residential that includes single family, duplex, triplex and larger multi-family. To the south are the University of Colorado Married Student Housing apartments.

Figure 1: Image of Existing Motel

Figure 2: Zoning of Site and Surroundings

The property has operated as a motel use since 1971, although today's standards would not permit a motel/hotel use within the RH-1 zoning district. City records indicate that there were as many as 48 motel rooms, although the most recent records indicate a maximum permitted of 47 rooms. In the early 1980s, the existing residence on the property was converted to the motel lobby with two small conference rooms on the second story. At that time, the existing house was altered when it was connected to the motel. Given the limited extent of the changes to the motel as part of the proposed upgrades, there is no requirement to apply to landmark the motel site or home.

The applicant has indicated that when they recently purchased the motel, it had operated for a number of years with 49 rooms. The applicant would like to convert the two small conference rooms to guest rooms and add a fully compliant ADA guest room where a maintenance room exists in line with other motel rooms. In converting the spaces, there would be no increase in floor area. However, the conversion of space constitutes "expansion of a non-conforming use" necessitating the Use Review. The applicant also plans to provide a new outdoor deck in place of an existing patio as an amenity for the guests, as shown in **Figure 3.** In analyzing the Non-Conforming Use Review, it was found that the applicant also requires application for a Site Review to permit a parking reduction greater than 25 percent per the land use code section 9-2-14, B.R.C. 1981. In this case, 41 parking spaces are existing and the applicant intends to add two spaces for 43 spaces where 60 are standard, equivalent to a 28 percent parking reduction. The site also has non-standard side and rear yard setbacks that would not change with this proposal.

Figure 3:

Interior site patio remodel into deck for motel guests' outdoor gathering space

(existing patio and location on site shown above; remodel below)

Existing

Proposed

PUBLIC COMMENT AND PROCESS

Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the subject site including the Goss Grove Neighborhood Association, and a sign posted on the property for at least 10 days. All notice requirements of section 9-4-3, B.R.C. 1981 have been met. Staff received comments from several nearby property owners and the Goss Grove Neighborhood Association expressing concerns about the requested parking reduction and traffic impacts given existing on-street parking challenges. The applicant also hosted a Good Neighbor Meeting to present the plans and the TDM data to neighbors. There was one neighbor attendee who indicated support for the proposed project.

PLANNING BOARD HEARING

At the May 12, 2016 Planning Board hearing, the board found that the applications are consistent with the applicable Site and Use Review criteria of the Land Use Code sections 9-2-14(h) and 9-2-15(e), B.R.C. 1981 including the following reasons:

Site Review:
The Land Use Code Section 9-2-14(h)(2)(K), B.R.C. 1981 includes criteria for approval of a parking reduction. In particular, the proposed parking reduction is proposed to be lessened slightly as the conversion of non-residential floor area such as the maintenance room and the conference rooms have a slightly higher parking standard of 1 space per 300 square feet than a guest room of one space per room. In addition, the applicant provided a Transportation Demand Management (TDM) Plan that included elements to reduce the need for single occupancy vehicles (SOVs) such as additional bike parking, provision of employee EcoPasses, and programs for guests to reduce use of SOVs. Refer to the link to the Planning Board memo here for the complete analysis of the review criteria.

Use Review
The motel is an existing Non-Conforming Use as the RH-1 zoning does not permit motels. However, because of the operating characteristics of the motel and the planned and implemented improvements to the site, the application was found to meet the Use Review criteria of the Land Use Code section 9-2-15(e), B.R.C. 1981.

CONCLUSION

By a unanimous vote (7-0) the Planning Board approved the application with conditions. Consistent with the land use code section 9-4-4(c), B.R.C. 1981, if the City Council disagrees with the decision of the Planning Board, it may call up the application within a 30-day call up period which expires on June 13, 2016 the City Council may consider this application for call-up at the **June 7, 2016** City Council public hearing.

ATTACHMENTS:

A. Planning Board Notice of Disposition dated May 12, 2016

CITY OF BOULDER
Planning and Development Services

1739 Broadway, Third Floor • P.O. Box 791, Boulder, CO 80306-0791
phone 303-441-1880 • fax 303-441-3241 • email plandevelop@bouldercolorado.gov
www.boulderplandevelop.net

CITY OF BOULDER PLANNING BOARD NOTICE OF DISPOSITION

You are hereby advised that on May 12, 2016 the following action was taken by the Planning Board based on the standards and criteria of the Land Use Regulations as set forth in Chapter 9-2, B.R.C. 1981, as applied to the proposed development.

DECISION:	**APPROVED WITH CONDITIONS**
PROJECT NAME:	**QUALITY INN BOULDER CREEK/BASECAMP MOTEL ADDITION**
DESCRIPTION:	**NON-CONFORMING USE REVIEW & SITE REVIEW to increase the number of guest rooms at the Quality Inn Boulder Creek/Basecamp Motel from 47 to 50 and expand the exterior patio from 159 s.f to 346 s.f.**
LOCATION:	**2020 ARAPAHOE AVE**
COOR:	**N02W05**
LEGAL DESCRIPTION:	**See attached Exhibit A**
APPLICANT:	**CHRISTIAN STROBEL**
OWNER:	**BOULDER MOTEL GROUP, LLC**
APPLICATION:	**Use Review, LUR2016-00014; Site Review, LUR2016-00025**
ZONING:	**RH-1**
CASE MANAGER:	**Elaine McLaughlin**
VESTED PROPERTY RIGHT:	**Yes.**

APPROVED MODIFICATIONS FROM THE LAND USE REGULATIONS:
Section 9-9-6, B.R.C. 1981: 28 percent parking reduction to provide 43 spaces where 60 spaces are standard.

This decision may be called up before the City Council on or before **June 13, 2016**. If no call-up occurs, the decision is deemed final thirty days after the Planning Board's decision.

FOR CONDITIONS OF APPROVAL, SEE THE FOLLOWING PAGES OF THIS DISPOSITION.

IN ORDER FOR A BUILDING PERMIT APPLICATION TO BE PROCESSED FOR THIS PROJECT, A SIGNED DEVELOPMENT AGREEMENT AND SIGNED FINAL PLANS MUST BE SUBMITTED TO THE PLANNING DEPARTMENT WITH DISPOSITION CONDITIONS AS APPROVED SHOWN ON THE FINAL PLANS, IF THE DEVELOPMENT AGREEMENT IS NOT SIGNED WITHIN NINETY (90) DAYS OF THE FINAL DECISION DATE, THE PLANNING BOARD APPROVAL AUTOMATICALLY EXPIRES.

Pursuant to Section 9-2-12 of the Land Use Regulations (Boulder Revised Code, 1981), the applicant must begin and substantially complete the approved development within three years from the date of final approval. Failure to "substantially complete" (as defined in Section 9-2-12, Boulder Revised Code 1981) the development within three years shall cause this development approval to expire.

At its public hearing on May 12, 2016 the Planning Board the request with the following motion:

Address: 2020 ARAPAHOE AVENUE

Motion:
On a motion by **C. Gray** seconded by **J. Putnam** the Planning Board voted 7-0 to approve the Site Review application LUR2016-00025 and Use Review application LUR2016-00014 adopting the staff memorandum as findings of fact and subject to the recommended conditions of approval in the staff memorandum.

CONDITIONS OF APPROVAL

1. The Applicant shall ensure that the **development shall be in compliance with all plans prepared by the Applicant** on May 4, 2016 and the Transportation Demand Management ("TDM") Plan dated March 18, 2016 on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.

2. At the time of **building permit application** the applicant shall provide a detail for an electric vehicle charging station on the project plans.

3. Prior to issuance of a building permit, the Applicant shall submit a **financial guarantee**, in a form acceptable to the Director of Public Works, in an amount equal to $3,807 for the cost of providing eco-passes to the employees of the development for three years after the issuance of a certificate of occupancy.

4. The Applicant **shall not expand or modify the approved use,** except pursuant to subsection 9-2-15(h), B.R.C. 1981.

By:_____
David Driskell, Secretary of the Planning Board

Address: 2020 ARAPAHOE AVENUE

Exhibit A: Legal Description

PARCEL ONE:

BEGINNING AT A POINT 1479 FEET WEST AND 30 FEET SOUTH OF THE NORTHEAST CORNER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF BOULDER, STATE OF COLORADO, THE TRUE POINT OF BEGINNING; THENCE WEST ALONG THE SOUTH LINE OF ARAPAHOE AVENUE, A DISTANCE OF 97.5 FEET; THENCE SOUTH A DISTANCE OF 300 FEET TO THE NORTH LINE OF MARINE STREET; THENCE EAST ALONG THE NORTH LINE OF MARINE STREET A DISTANCE OF 115 FEET; THENCE NORTH A DISTANCE OF 140 FEET; THENCE WEST A DISTANCE OF 11.5 FEET; THENCE NORTH A DISTANCE OF 122 FEET; THENCE WEST A DISTANCE OF 6 FEET; THENCE NORTH A DISTANCE OF 38 FEET TO THE POINT OF BEGINNING.

COUNTY OF BOULDER,
STATE OF COLORADO.

AND

PARCEL TWO:

BEGINNING AT A POINT 1401.0 FEET WEST AND 30 FEET SOUTH OF THE NORTHEAST CORNER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF BOULDER, STATE OF COLORADO, THENCE WEST ALONG THE SOUTH LINE OF ARAPAHOE AVENUE, A DISTANCE OF 76 FEET TO THE TRUE POINT OF BEGINNING; THENCE WEST A DISTANCE OF 2 FEET; THENCE SOUTH A DISTANCE OF 38 FEET; THENCE EAST A DISTANCE OF 6 FEET; THENCE SOUTH A DISTANCE OF 122 FEET; THENCE EAST A DISTANCE OF 11-1/2 FEET; THENCE NORTHWESTERLY A DISTANCE OF 161 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING,

COUNTY OF BOULDER,
STATE OF COLORADO.

INFORMATION PACKET
MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
David Driskell, Executive Director of Planning, Housing & Sustainability
Susan Richstone, Deputy Director of Planning
Kurt Firnhaber, Deputy Director of Housing
Charles Ferro, Development Review Manager
Sloane Walbert, Planner II

Date: June 7, 2016

Subject: Call-Up Item: Site Review (case no. LUR2016-00027) to redevelop a 3.2-acre vacant property at 4525 Palo Parkway. The proposal includes the construction of 44 residential units and a community center in nine buildings surrounding a central park. The development will be 100% permanently affordable housing managed by Boulder Housing Partners, in partnership with Flatirons Habitat for Humanity. The project site is zoned Residential - Mixed 2 (RMX-2). The proposal includes a request for a height modification to allow the two stacked apartment buildings to exceed the 35-foot height limit for the zone as well as a request for front yard setback modifications for the three townhome buildings fronting on Palo Parkway.

EXECUTIVE SUMMARY

On May 26, 2016, the Planning Board voted 6-0 (**B. Bowen** absent and recused from this item) to approve Site Review application LUR2016-00027 to allow for the development of the site located at 4525 Palo Parkway with a 44-unit residential development, comprised of 11 townhome-style units, 9 tri-plex units and 24 apartment flats. The development is proposed to be 100% permanently affordable housing managed by Boulder Housing Partners, in partnership with Flatirons Habitat for Humanity. **Attachment A** contains the Planning Board Notice of Disposition with associated conditions of approval. **Attachment B** contains the approved plans associated with the Site Review and **Attachment C** includes staff's analysis of the Site Review criteria. The Draft Minutes from the May 26, 2016 Planning Board hearing are included as **Attachment D**.

The staff memorandum to Planning Board and other related background materials are available on the city website for Planning Board, follow the links: *www.bouldercolorado.gov* ➔ *A to Z* ➔*Planning Board*➔*Search for Past Meeting Materials - Planning Board*➔*2016*➔*05 MAY* ➔*05.26.16*➔*05.26.2016 PB Packet.*

Planning Board's decision is subject to call-up of City Council within a 30-day period. There are two City Council meetings within this period for call-up consideration on Jun. 7 and Jun. 21, 2016. The Site Review request will be scheduled as a call-up item for the Jun. 7, 2016 meeting.

FISCAL IMPACT
City services are existing and available to this site. All development will be subject to city development fees including payment of Storm Water, Flood Management, and utility Plant Investment Fees (PIFs)

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- Economic: The additional units add to the tax base of the community.

- Environmental: Per the conditions of approval, all buildings will include conduit for future photovoltaic systems from the panel of each building to the roof. The project will include the electrical wiring necessary for one dual cord electrical vehicle charging station. A Transportation Demand Management (TDM) plan was approved for the proposed development to promote alternate modes of transportation. The approved TDM plan includes the provision of Neighborhood EcoPasses to all residents, bike parking in excess of requirements, and a contribution toward the cost to install transit enhancements like benches and bike racks at the existing transit stop on 28th Street. As part of their approval, the Planning Board included conditions that the applicant extend the duration of provided EcoPasses to five years and undertake good faith efforts to establish a Neighborhood EcoPass zone. A condition was also included that the TDM plan be modified to establish a program to encourage bike usage and maintenance on the property. Refer to **Attachment A** for the Planning Board Disposition, with conditions of approval.

- Social: If developed as proposed, development will add 44 units of permanently affordable housing to the city's inventory providing housing for diverse community members. The site will feature a mix of affordable rental and homeownership opportunities serving residents earning 60% AMI or below.

BACKGROUND
City Acquisition and Goals:
The city purchased the site from the Boulder Valley School District (BVSD) in 2006 with the goal of developing affordable housing. In early 2015 City Council authorized the transfer of the land to Boulder Housing Partners (BHP) to work in partnership with Flatirons Habitat for Humanity (Habitat) to pursue the entitlements and financing needed to develop the site. Following the approval of the transfer, BHP and the city executed a Land Transfer Agreement and Interim Permanent Affordable Covenant. If developed as planned, the site will achieve a series of desired outcomes identified by City Council as part of the agreement to transfer the land to BHP. BHP acquired the property on Nov. 24, 2015. On Jan. 5, 2016 the City Council approved on second reading the annexation of the property into the city with an initial zoning designation of Residential - Mixed 2 (RMX-2).

Existing Site/Area Context:
The 3.2-acre property is located in Boulder County at the eastern terminus of Palo Parkway (refer to **Figure 1** below). The property is bounded to the east by the Pleasant View Fields soccer sports complex, which is owned and managed by City of Boulder Parks and Recreation. The subject

property is undeveloped and has been vacant since at least the 1940s. The subject property was initially platted as Outlot E on the Palo Park Filing No. 4 subdivision, a planned unit development subdivision recorded Apr. 11, 1984. Following the original platting of the land, Outlot E was conveyed to the Boulder Valley School District. Outlot E has never been developed. The area directly the west of the subject property was later platted with smaller residential lots under Palo Park Filing No. 4 – Replat B.

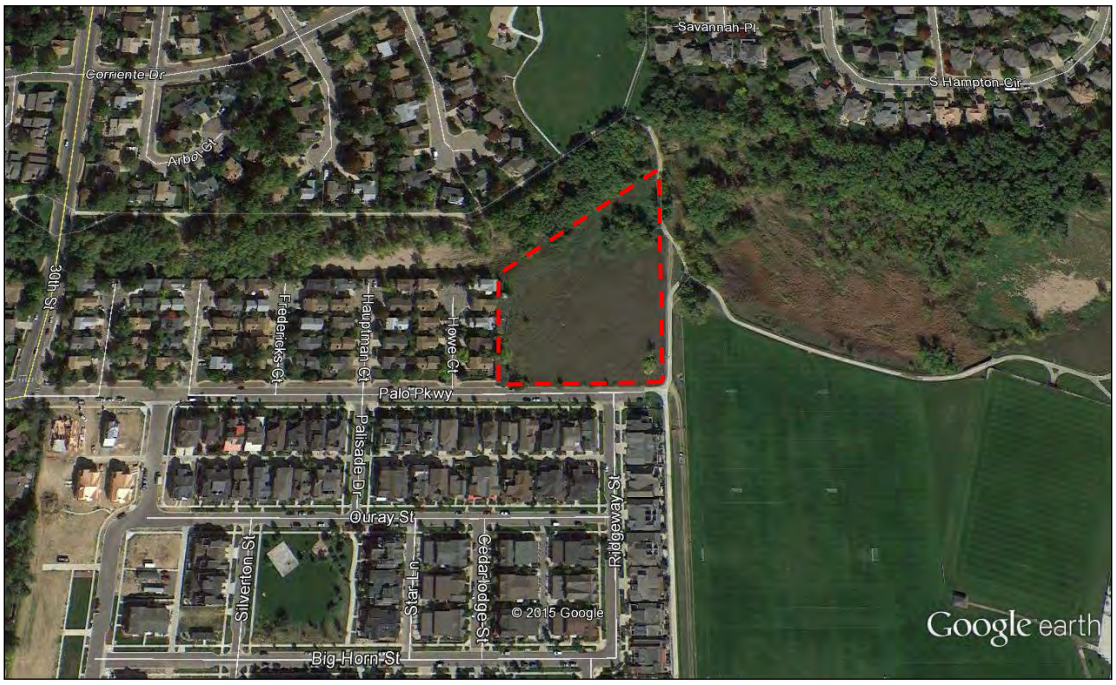

Figure 1: Birds-Eye View of Existing Context

The site is currently designated as MR (Medium Density Residential) under the Boulder Valley Comprehensive Plan (BVCP) Land Use Map with a planned density of six to 14 units per acre. As part of the 2000 Major Update to the BVCP, the property was approved for a land use designation change from Low Density Residential to Medium Density Residential to ensure a mixture of housing types, provide compatibility with adjacent land uses and to provide for affordable housing. The project is zoned Residential - Mixed 2 (RMX-2), which is described as *"medium density residential areas which have a mix of densities from low density to high density and where complementary uses may be permitted"* (section 9-5-2(c), B.R.C. 1981). The Northfield Commons development to the south across Palo Parkway is also zoned RMX-2. The area to the north and west is located in unincorporated Boulder County.

For additional site context please refer to the Planning Board memorandum.

<u>Project Description:</u>

Land Uses. The proposal includes the following uses:

- Residential: 44 permanently affordable residential units. Nine of the units would be ownership units built by Flatirons Habitat for Humanity and 35 would be rental units built and managed by Boulder Housing Partners. The total unit mix would be 13 one-bedroom units, 14 two-bedroom units and 17 three-bedroom units. 24 of the 44 units are proposed as multi-family stacked flats in two buildings. These 24 units would include 8 one-bedroom

units, 8 two-bedroom units and 8 three-bedroom units. The remaining units would consist of townhomes and tri-plexes. The residential units are intended to be available to low and moderate income residents earning between 30% - 60% Area Median Income.

- Community center as an accessory use for the exclusive use of the residents.

Site Plan. The site design is focused on a central park with three two-story tri-plex buildings, two three-story apartment buildings and the community center building framing the park. Three two-story townhome structures are proposed addressing Palo Parkway. The design includes a circular loop drive around the perimeter of the property with surface parking consisting of parallel spaces. Additional overflow parking as head-in spaces is located on the northeast corner of the site. Sidewalks have been detached with tree lawns adjacent to the parallel parking, where possible, but remain attached on the north and east sides of the property. The north side of the site is proposed as natural informal open space within the wetland buffer area. A 25-foot landscape buffer is proposed along the west property line to the adjacent single-family development. Two ponds for water quality and detention purposes are located on the north end of the site, outside of the inner wetland buffer. Refer to the 'Planning Board Action' section below and **Attachment A** for required changes to the site plan as part of the approval.

Access and Circulation. The site is located adjacent to Palo Parkway, which is classified as a local street. In response to neighborhood, Planning Board and City Council feedback the access point to Palo Parkway has been offset from Ridgeway Street to the south. A strong north-south pedestrian connection with enhanced landscaping is proposed to line up with Ridgeway Street, which would directly connect to the central green open space and community center.

The design includes a 5-foot soft surface path from Palo Parkway through the natural area, to connect to the Fourmile Creek Path on the northeast corner of the site. A five-foot wide detached sidewalk with an eight-foot wide landscape strip is proposed adjacent to the property on Palo Parkway. The sidewalk would connect to the multi-use path to the east. As described above, the site is served by a two-way circular drive access that wraps around the perimeter of the property. Both attached and detached sidewalks are proposed along the drive access. A network of internal sidewalks connects the residential buildings to proposed open space areas and to the surrounding bicycle and pedestrian network. The design includes defined crossings of the internal drive access. "Bump outs" and stripped crossings are utilized to slow traffic and enhance the pedestrian experience. As part of the approval, Planning Board also required a pedestrian connection to the east, which will require the removal of some parking spaces.

Parking. 52 off-street parking spaces are required based on the number of bedrooms proposed, per section 9-9-6, "Parking Standards," B.R.C. 1981. 64 spaces were proposed by the applicant, which is a 23 percent parking surplus per the land use code. However, as noted above, the addition of an additional pedestrian connection to the east will require the removal of a few parking spaces. At Concept Plan Review, city staff asked the applicant to conduct a survey of parking usage at BHP's comparable developments to determine a reasonable amount of parking. A transportation engineering firm conducted a survey of four of BHP's family-oriented properties and determined that the provision of 1.4 spaces per unit would provide sufficient parking for the proposed development.

The proposal meets bicycle parking requirements with 102 spaces, 65 percent of which are long-term bike parking. Per the parking standards of the land use code, 22 short-term and 66 long-term

bike parking spaces are required. The applicant is proposing 36 short-term and 66 long-term spaces. Short-term bike parking is provided at each of the buildings on u-racks. Long-term spaces are provided in secure, designated rooms internal to each building.

Traffic Impact Study/Transportation Demand Management (TDM) Plan. The applicant has submitted a Traffic Impact Analysis and TDM Plan for the proposed development. The estimated trip generation is 285 vehicle-trips on the average weekday. The proposed TDM plan includes the provision of neighborhood eco passes to all residents, bike parking in excess of requirements, and a contribution toward the cost to install transit enhancements like benches and bike racks at the existing southbound transit stop on 28th Street in order to encourage individuals to bike to the transit stop. Refer to the 'Planning Board Action' section below and **Attachment A** for changes to the TDM plan required as part of the approval.

Open Space Areas. Proposed open space for the development consists of a central park with formal elements like a playground, community gardens, informal natural space along the west and north property lines, landscaped area throughout the site and patios and balconies for each unit. Per Table 8-1, "Intensity Standards" of the land use code, developments within the RMX-2 zone district are required to provide 60 square feet of private open space for each dwelling unit. The proposal includes an average of 76 square feet of open space per unit in the form of porches, balconies and patios. Open space would constitute approximately 46% of site (64,931 square feet). The applicant states that the internal focus on the central park was designed so that the children living in the higher density apartments have a safe and secure place to play outside, which is immediately adjacent to and highly visible from where they live. Refer to the 'Planning Board Action' section below and **Attachment A** for required changes to the site plan and open space as part of the approval.

Architecture and Building Design. The architect describes the proposed architecture as a "blend of traditional farmhouse and contemporary craftsman." The buildings are neo-traditional in design with articulated front porches and steep pitched roofs. To complement existing development patterns, two-story townhomes are proposed along the south end of the site with entrances addressing Palo Parkway and articulated front porches facing the interior drive access. The apartment buildings are three-stories with pitched roofs and front porches that address the internal drive and multi-use path to the east. Balconies and patios are located on the rear of the building to interact with the common green space. The applicant has requested a height modification for these buildings to allow a maximum height of 43-feet 8 ½-inches. The Planning Board approved a height modification to allow a maximum height of 41-feet for Buildings D and E.

Since garages will not be provided, oversized closets/laundry rooms are proposed for each unit for storage. The proposed building materials for the BHP buildings include painted cement board siding, in horizontal lap and vertical board and batten configurations, stone veneer, vertical shake shingles and a combination of asphalt shingle and metal roofing. The three tri-plex structures to be built by Habitat for Humanity are also traditional in design with gabled roofs and covered porches. However, the buildings incorporate modern craftsman-style references with timber posts and eaves and decorative collar ties of timber or lumber. The proposed building materials include painted cement board siding, in horizontal lap and vertical board and batten configurations, stone veneer, and a combination of composite and metal roofing. Refer to the 'Planning Board Action' section below and **Attachment A** for required changes to the proposed architecture and building materials as part of the approval.

Buildings are oriented toward the street by locating building entries, front porches and additional glazing along the facades facing the drive access. Pedestrian scale architectural features and materials are utilized at the pedestrian level, including stone and awnings, which add to the pedestrian interest at the street.

Changes Made in Response to Concept Plan Review:
The Planning Board heard a Concept Plan for the project on Nov. 19, 2015. The Concept was also reviewed by City Council on Jan. 5, 2016. In response to feedback given at Concept Plan, several changes were made to the proposal. Refer to staff's memo to Planning Board for a summary of feedback given at Concept Plan, a description of the changes made in response to comments and links to the meeting minutes.

ANALYSIS
The following key issues were identified by staff for the project:

1. **Does the development proposal meet the Site Review criteria found in Section 9-2-14(h), B.R.C. 1981, including BVCP policies?**

2. **Do the requested height modifications meet the Site Review criteria, especially subsection 9-2-14(h)(2)(F), "Building Design, Livability and Relationship to the Existing or Proposed Surrounding Area"?**

3. **Does the design of the community center building meet the Site Review criteria, especially subsection 9-2-14(h)(2)(F), "Building Design, Livability and Relationship to the Existing or Proposed Surrounding Area"?**

Site Review:
Section 9-2-14(h), "Criteria for Review," B.R.C. 1981 includes the review criteria for approval of a Site Review. Overall, the proposal was found to be consistent with the goals and intent of the BVCP and Site Review criteria. The proposal is found to be generally consistent with the zoning and the BVCP land use designation densities. The project supports opportunities for a variety of housing types for low- and moderate-income households and is generally consistent with established neighborhood character. In support of housing policies, the proposal contributes to providing a diverse mix of housing types for a full-range of households as well as balancing the housing supply with the employment base. Staff finds that the proposed mix of housing types are appropriate, with over fifty percent of apartment flats, given the proposed site design.

Specifically, the project has been found to meet the following BVCP policies:

- 1.19 Jobs:Housing Balance
- 2.03 Compact Development Pattern
- 2.09 Neighborhoods as Building Blocks
- 2.10 Preservation and Support for Residential Neighborhoods
- 2.14 Mix of Complimentary Land Uses
- 2.23 Trail Corridors/Linkages
- 2.30 Sensitive Infill and Redevelopment
- 2.31 Design of Newly-Developing Areas

- 2.37 Enhanced Design for Private Sector Projects
- 7.01 Local Solutions to Affordable Housing
- 7.02 Permanently Affordable Housing
- 7.06 Mixture of Housing Types
- 7.09 Housing for Full Range of Households
- 8.05 Diversity

Staff finds that the general layout of the development is appropriate in that it qualifies as an infill development that is sensitive to the surrounding development. Based on the density of the Palo Park neighborhood to the west and the density and scale of Northfield Commons, the proposal is compatible with the character of the neighborhood. The provided open space is appropriate for both passive and active uses and would provide a relief to the density, both within the project and to the surrounding development. The requested setback modifications would contribute to creating a building forward design that enhances the pedestrian experience along Palo Parkway and are compatible with surrounding development patterns. Additionally, the architectural design is compatible with and sensitive to the character of the area.

The street system has been minimized for the development as much as possible, given the general site layout. Although in excess of the code requirements, staff finds that the amount of parking is appropriate given the parking survey conducted by the applicant. Staff concurs with the estimate for 1.4 spaces per unit (total of 62 spaces), considering the desire to minimize impacts on adjacent rights-of-way. The internal vehicular and pedestrian circulation pattern, although private, will be lined with attractive green spaces that are fronted on by dwellings and establishes a pedestrian friendly streetscape. The development would have a compact design with buildings with prominent porches and entries oriented directly to streets and open spaces. Given these architectural and site design aspects, the project would relate well to the streetscape and lend strongly to pedestrian interest.

While staff finds that the overall Site Review criteria have been met, staff found that the design of the community center could be better emphasized, especially due to the height of the adjacent buildings. The design at Concept Plan Review included a tower feature, which has been removed in the revised plans. Additionally, the community center could be shifted slightly to the west to become a visible terminus from Palo Parkway and to those traveling north from Northfield Commons. The community center could have more architectural presence and clearly articulate to the residents and visitors the community center or heart of the development.

Refer to the 'Planning Board Action' section below and **Attachment A** for changes required by Planning Board as part of their approval to the site plan and architecture. In order to meet condition 4 of the approval and maintain a pedestrian connection the size of the community center will likely be reduced.

Please refer to **Attachment C** for staff's complete review and analysis of the Site Review Criteria.

<u>Height Modifications:</u>
The applicant is requesting a height modification to the 35 foot height limit for two buildings. On Mar. 31, 2015, City Council approved an ordinance that establishes a two-year period during which modifications to the by-right height for new buildings will only be considered through the Site Review process in specific parts of the city or in particular circumstances. The proposal is eligible

for a height modification because at least forty percent of the floor area of the buildings will be used for units that meet the requirements for permanently affordable units in Chapter 9-13, "Inclusionary Housing," B.R.C. 1981. In granting the exemption for affordable housing City Council acknowledged that a height greater than 35-feet may be appropriately considered in these circumstances and that policies and other guidance are in place to inform the consideration through the Site Review process. Per section 9-2-14(g)(3), B.R.C. 1981, an application for any building above the permitted height for principal buildings requires a recommendation by staff with a final decision by the Planning Board at a public hearing.

The height modification request is for the two buildings that contain the apartment flats. Subsection 9-2-14(h)(2)(F)(i) of the site review criteria states, "The building height, mass, scale, orientation, architecture and configuration are compatible with the existing character of the area or the character established by adopted design guidelines or plans for the area." The maximum height for principal buildings and uses in the RMX-2 zone district is 35-feet. The applicant has requested a height modification to allow a height of 43-feet 8.5-inches for Building D and 42-feet 8.5-inches for Building E. The maximum modification would be 8-feet 8.5-inches above the height standard. The requested height modification was necessary to achieve two objectives. First, the design of the buildings incorporates pitched roofs to support architectural compatibility with existing structures and established neighborhoods, as required per the Site Review criteria. Second, the larger apartment buildings were intentionally sited at the far northeast corner of the property in order to shift density away from existing residential development. In siting the buildings in this location on the site, the "measured height" of the buildings is affected by the sloping of the site downhill to Fourmile Canyon Creek and the soccer fields.

The applicant has submitted an analysis that states that approximately 3-feet 2-inches (36%) of the requested modification is due to architectural character (pitched roofs). The remaining 5-feet 6.5-inches (64%) is due to the site topography. If the apartment buildings were constructed on a flatter area of the site, like the southwest corner, the height modification request is estimated to be reduced to 3-feet 2-inches. In this case, the modification would be due to architectural character alone. If flat roofs were used on the buildings, no height modification request would be necessary.

The majority of the structures surrounding the subject property are two stories in height. The homes to the west in Palo Park development are estimated to be approximately 25-feet in height. Several of the homes in Northfield Commons directly across Palo Parkway are at, or close to, the 35-foot limit, including 3256 Palo Parkway and 3288 Palo Parkway. There are also several three-story structures in Northfield Commons, including the 8-plex buildings that are three stories but are below the 35-foot limitation.

Considering the objectives achieved in granting the height modification, staff finds that the proposal meets the cited Site Review criteria concerning building design and compatibility with the surrounding area. It is important to note that the "perceived height" of the buildings will be lower than the "measured height" per the city land use code, which is determined based on the low point within 25 feet of the tallest side of the structure. The proposed siting of the three-story buildings reduces impacts to neighboring properties and results in building scales that appropriately transition down to match the intensities of Northfield Commons and Palo Park. The perceived scale of the larger buildings will be buffered by the Pleasant View Fields soccer sports complex to the east and Fourmile Canyon Creek open space to the north and east. Additionally, the provision of steep

pitched roofs on the apartment buildings supports compatibility with the surrounding neighborhood, which is neo-traditional in character.

In terms of shadows, the proposed buildings are subject to and the applicant has demonstrated compliance with the Solar Access standards for Solar Access Area II, as required by section 9-9-17, B.R.C. 1981. The proposed locations and orientations for the three-story buildings minimizes shadows on and blocking of views from adjacent properties. In terms of views from nearby properties, the most significant views are to the west toward the foothills. In this respect, the proposed buildings would only affect these views from the multi-use path and no more than a building 35-feet in height. Taking all of the above factors into consideration, staff finds that the height of the proposed building is in general proportion to the height of existing buildings in the immediate area. See **Attachment C** for staff's analysis of the Site Review Criteria.

The Planning Board approved a height modification to allow heights of 41 feet for Buildings D and E. Refer to the 'Planning Board Action' section below and **Attachment A.**

Planning Board Action

At the public hearing on May 26, 2015, the Board heard presentations by staff and the applicant, and asked questions following each presentation. During the public hearing, seventeen people spoke, not including twelve members of the public who pooled time with other neighbors. Refer to **Attachment D** for a summary of public comment made at the hearing. Additional questions were asked of the applicant and staff following public comment.

As a part of their deliberations, the board discussed several aspects of the project, including density, parking, site design, architecture/building design, transportation demand management, hydrology/flood and building height. Overall, the board members felt that the project was largely consistent with the Site Review criteria but felt that some refinement could be made to the proposal. Some board members felt that the density could be reduced, in response to neighborhood concerns. However, the majority of the board felt the proposed density was consistent with the land use designation in the comprehensive plan and provided much needed affordable housing. A large portion of the discussion was regarding methods that could be used to reduce the level of height modification required for Buildings D and E, including alternative roof configurations and moving the buildings. There was also discussion regarding specific aspects of the building design, including proposed buildings materials and porch design.

Ultimately, on a motion by **J. Putnam**, seconded by **L. May**, the Planning Board voted 6-0 (**B. Bowen** absent and recused from this item), to approve the Site Review case no. LUR2016-00027, incorporating the staff memorandum and the attached analysis of the Site Review criteria as findings of fact and subject to the recommended Conditions of Approval, as amended as follows:

Condition 2.a., to be amended by adding:

- 2.a.i. The heights of Buildings D and E shall be limited to 41 feet.

- 2.a.ii. Simplify the porch design and materials of Buildings F, G and H to address fragmentation considering, including but not limited to, the continuity of the porch and changes in materials.

- 2.a.iii. Refine the siding of all buildings to improve texture by measures, including but not limited to, using shake shingles instead of lap siding or reducing the exposure of the lap siding.

- 2.a.iv. Railings and stone veneer be included on the Palo Parkway elevation of Buildings A, B and C.

Condition 2.b., to be amended by adding:

- 2.b.iii. To add a pedestrian connection to the multi-use path to the east of the site and internal pedestrian crossing zone to it.

Condition 4., to be amended as follows:

- 4.a. To include EcoPasses for five years instead of three years. The applicant shall undertake good faith efforts to try to establish a Neighborhood EcoPass zone. No later than four years after issuance of certificate of occupancy, the applicant will begin work to facilitate an effort to secure RTD approval of the project area as an EcoPass neighborhood, opening the process to the neighboring community if appropriate. Nothing in this condition shall require the applicant to achieve such approval.

A new condition to be added reading:

- The Applicant shall provide EcoPasses for the residents of the development for five years from issuance of a certificate of occupancy.

Motion by J. Putnam, seconded by **L. May,** to amend the main motion so as to further modify the recommended conditions of approval, in particular, to add a new condition 2.b.iv. that Building D shall be moved south along with the northern parking lot while Building J will be moved west into the site identified as the play area on the Site Plan. Passed 5-1 (**L. Payton** opposed, **B. Bowen** absent and recused from this item). Refer to **Figure 2** below.

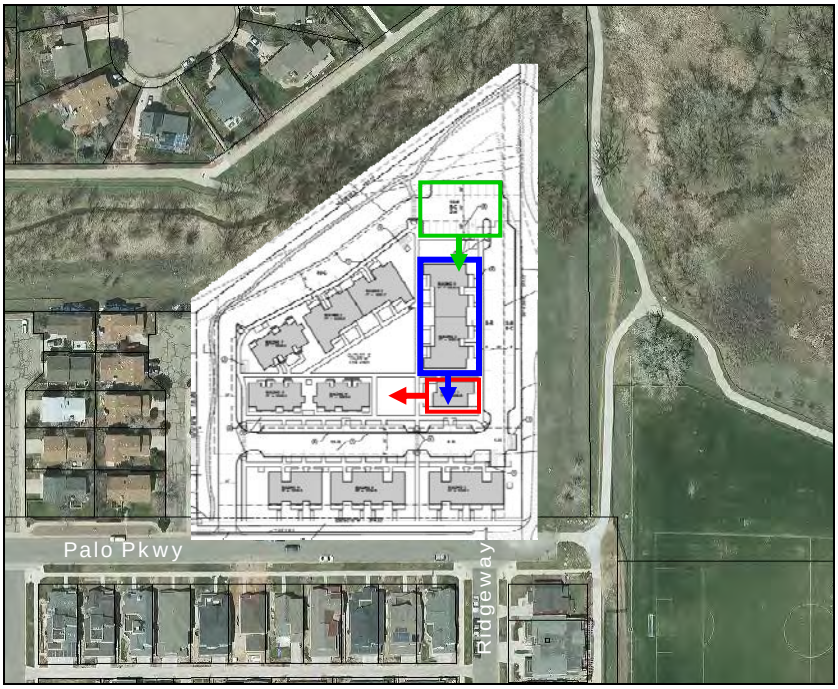

Figure 2: Illustrative Site Plan

Motion by L. May, seconded by **J. Putnam,** to amend the main motion so as to further modify the recommended conditions of approval, in particular, that the TDM plan needs to include a program to encourage bike usage and maintenance, which can include a partnership with a third party non-profit. Passed 6-0 (**B. Bowen** absent and recused from this item).

NEXT STEPS

The Planning Board decision is subject to City Council call-up within 30-days. The site review request is scheduled as an informational call-up item for the Jun. 7, 2016 meeting.

ATTACHMENTS

A. Planning Board Notice of Disposition dated May 26, 2016
B. Site Review Plan Set
C. Site Review Criteria Analysis
D. Draft 05.26.2016 Planning Board Minutes

CITY OF BOULDER
Planning and Development Services

1739 Broadway, Third Floor • P.O. Box 791, Boulder, CO 80306-0791
phone 303-441-1880 • fax 303-441-3241 • email plandevelop@bouldercolorado.gov
www.boulderplandevelop.net

CITY OF BOULDER PLANNING BOARD NOTICE OF DISPOSITION

You are hereby advised that on May 26, 2016 the following action was taken by the Planning Board based on the standards and criteria of the Land Use Regulations as set forth in Chapter 9-2, B.R.C. 1981, as applied to the proposed development.

DECISION:	**APPROVED WITH CONDITIONS**
PROJECT NAME:	**PALO PARK BHP DEVELOPMENT**
DESCRIPTION:	**SITE REVIEW to redevelop a 3.2-acre vacant property at 4525 Palo Parkway. The project includes the construction of 44 residential units and a community center in nine buildings surrounding a central park.**
LOCATION:	**4525 PALO PARKWAY**
COOR:	**N07W03**
LEGAL DESCRIPTION:	**Outlot E, Palo Park Filing No. 4, City of Boulder, County of Boulder, State of Colorado**
APPLICANT:	**LAUREN SCHEVETS, BOULDER HOUSING PARTNERS**
OWNER:	**HOUSING AUTHORITY OF THE CITY OF BOULDER**
APPLICATION:	**Site Review, LUR2016-00027**
ZONING:	**Residential - Mixed 2 (RMX-2)**
CASE MANAGER:	**Sloane Walbert**
VESTED PROPERTY RIGHT:	**NO; the owner has waived the opportunity to create such right under Section 9-2-19, B.R.C. 1981.**

MODIFICATIONS TO THE LAND USE CODE:

- Section 9-7-1, "Schedule of Form and Bulk Standards" to allow an 8-foot front yard setback for Buildings A, B and C on Palo Parkway, where a 15-foot setback is required;
- Section 9-7-1, "Schedule of Form and Bulk Standards" to allow building heights of up to 41 feet (exceeding the 35-foot maximum height) for Buildings D and E;
- Section 9-8-4, "Housing Types and Density Bonuses Within an RMX-2 Zoning District" to allow a density of 14 dwelling units per acre and a modification to the required maximum percentage of any one housing type to allow 24 units (54%) as multi-family stacked flats.
- Section 9-9-14, "Parking Lot Landscaping Standards" to allow a reduced landscape strip for parking lot screening on the east property line.

This decision may be called up before the City Council on or before **June 27, 2016.** If no call-up occurs, the decision is deemed final thirty days after the Planning Board's decision.

FOR CONDITIONS OF APPROVAL, SEE THE FOLLOWING PAGES OF THIS DISPOSITION.

IN ORDER FOR A BUILDING PERMIT APPLICATION TO BE PROCESSED FOR THIS PROJECT, A SIGNED DEVELOPMENT AGREEMENT AND SIGNED FINAL PLANS MUST BE SUBMITTED TO THE PLANNING DEPARTMENT WITH DISPOSITION CONDITIONS AS APPROVED SHOWN ON THE

FINAL PLANS, IF THE DEVELOPMENT AGREEMENT IS NOT SIGNED WITHIN NINETY (90) DAYS OF THE FINAL DECISION DATE, THE PLANNING BOARD APPROVAL AUTOMATICALLY EXPIRES.

Pursuant to Section 9-2-12 of the Land Use Regulations (Boulder Revised Code, 1981), the applicant must begin and substantially complete the approved development in compliance with the phasing plan. Failure to "substantially complete" (as defined in Section 9-2-12, Boulder Revised Code 1981) the development in compliance with the phasing plan shall cause this development approval to expire.

At its public hearing on May 26, 2016 the Planning Board approved the request with the following motion:

Motion:
On a motion by **J. Putnam,** seconded by **L. May,** the Planning Board voted 6-0 (**B. Bowen** absent and recused from this item) to approve Site Review case no. LUR2016-00027, incorporating the staff memorandum and the attached analysis of the Site Review criteria as findings of fact and subject to the recommended Conditions of Approval, amended as follows:

Condition 2.a., to be amended by adding:

2.a.i. The heights of Buildings D and E shall be limited to 41 feet.

2.a.ii. Simplify the porch design and materials of Buildings F, G and H to address fragmentation considering, including but not limited to, the continuity of the porch and changes in materials.

2.a.iii. Refine the siding of all buildings to improve texture by measures, including but not limited to, using shake shingles instead of lap siding or reducing the exposure of the lap siding.

2.a.iv. Railings and stone veneer be included on the Palo Parkway elevation of Buildings A, B and C.

Condition 2.b., to be amended by adding:

2.b.iii. To add a pedestrian connection to the multi-use path to the east of the site and internal pedestrian crossing zone to it.

Condition 4., to be amended as follows:

4.a. To include EcoPasses for five years instead of three years. The applicant shall undertake good faith efforts to try to establish a Neighborhood EcoPass zone. No later than four years after issuance of certificate of occupancy, the applicant will begin work to facilitate an effort to secure RTD approval of the project area as an EcoPass neighborhood, opening the process to the neighboring community if appropriate. Nothing in this condition shall require the applicant to achieve such approval.

A new condition to be added reading:

The Applicant shall provide EcoPasses for the residents of the development for five years from issuance of a certificate of occupancy.

Motion by J. Putnam, seconded by L. May, to amend the main motion so as to further modify the recommended conditions of approval, in particular, to add a new condition 2.b.iv. that Building D shall be moved south along with the northern parking lot while Building J will be moved west into the site identified as the play area on the Site Plan. Passed 5-1 (**L. Payton** opposed, **B. Bowen** absent and recused from this item).

Motion by L. May, seconded by **J. Putnam,** to amend the main motion so as to further modify the recommended conditions of approval, in particular, that the TDM plan needs to include a program to encourage bike usage and maintenance, which can include a partnership with a third party non-profit. Passed 6-0 (**B. Bowen** absent and recused from this item).

CONDITIONS OF APPROVAL

1. The Applicant shall ensure that the **development shall be in compliance with all plans prepared by the Applicant** on May 5, 2016, the Transportation Demand Management (TDM) Plan, and the Applicant's written statement dated Apr. 4, 2016, on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.

2. Prior to a building permit application, the Applicant shall submit, and obtain City Manager approval of, a Technical Document Review application for the following items:

   a. **Final architectural plans**, including material samples and colors, to insure compliance with the intent of this approval and compatibility with the surrounding area. The architectural intent shown on the plans for Buildings A, B, C, D, E, F, G and H and prepared by the Applicant on May 5, 2016 is acceptable. The architectural intent for Building J shall be revised to act as an architectural statement and unifying structure for the development. Planning staff will review plans to assure that the architectural intent is performed.

      i. The heights of Buildings D and E shall be limited to 41 feet.

      ii. Simplify the porch design and materials of Buildings F, G and H to address fragmentation, considering, including but not limited to, the continuity of the porch and changes in materials.

      iii. Refine the siding of all buildings to improve texture by measures, including but not limited to, using shake shingles instead of lap siding or reducing the exposure of the lap siding.

      iv. Railings and stone veneer be included on the Palo Parkway elevation of Buildings A, B and C.

   b. A **final site plan,** which includes detailed floor plans and section drawings and any additional changes necessary if the applicant pursues the subdivision of the property into two or more lots. The site plan shall be revised to show (that):

      i. All buildings will have conduit for future photovoltaic systems from the panel of each building to the roof.

      ii. The electrical wiring necessary for one dual cord electrical vehicle charging station to be located to be accessible to the community center.

      iii. A pedestrian connection to the multi-use path to the east of the site and internal pedestrian crossing zone to it.

      iv. Building D shall be moved south along with the northern parking lot while Building J shall be moved west into the site identified as the play area on the Site Plan.

   c. A **final utility plan** meeting the City of Boulder Design and Construction Standards.

   d. A **final storm water report and plan** meeting the City of Boulder Design and Construction Standards.

   e. A **final transportation plan** meeting the City of Boulder Design and Construction Standards and CDOT Access Code Standards, for all transportation improvements. These plans must include, but are not limited to the five-foot detached sidewalk along Palo Parkway and the five-foot soft surface trail between Palo Parkway and the Fourmile Creek path.

   f. A **detailed landscape plan**, including size, quantity, and type of plants existing and proposed; type and quality of non-living landscaping materials; any site grading proposed; and any irrigation system proposed, to insure compliance with this approval and the City's landscaping requirements. Removal of trees must receive prior approval of the Planning Department. Removal of any tree in City right of way must also receive prior approval of the City Forester.

g. A **detailed outdoor lighting plan** showing location, size, and intensity of illumination units, indicating compliance with section 9-9-16, B.R.C. 1981.

h. A **detailed shadow analysis** to insure compliance with the City's solar access requirements of section 9-9-17, B.R.C. 1981.

i. A **detailed shadow analysis** specific to the community garden demonstrating full sun exposure, six hours or more, during the local growing season. If full exposure cannot be demonstrated, a revised site plan with an alternative location for the community garden shall be required.

3. Prior to a building permit application, the Applicant shall submit a revised **Preliminary Plat** and a Technical Document Review application for a **Final Plat** to create one or more lots, subject to the review and approval of the City Manager and execute a subdivision agreement meeting the requirements of chapter 9-12, "Subdivision," B.R.C. 1981 and which provides, without limitation and at no cost to the City, for the following, unless otherwise approved by the City Manager. If the Applicant pursues subdivision of the property into two or more lots, the Applicant must demonstrate compliance of the subdivision with the Boulder Revised Code, the Design and Construction Standards and any other applicable city codes.

   a. The dedication, to the City, of all right-of-way and easements necessary to serve the development, including but not limited to the following:

      i. A ten-foot wide **public access easement** to accommodate the soft surface connection from Palo Parkway to the existing Fourmile Creek Path.

      ii. **Drainage easements (2)** for the proposed water quality treatment facilities.

      iii. A **utility easement** for the proposed water and wastewater mains, fire hydrants, and water meters.

   b. The vacation of all easements where vacation is necessary for construction of the development, including but not limited to the **20-foot wide emergency access easement** along the east property line.

   c. The construction and maintenance of all public improvements necessary to serve the development, including but not limited to the following:

      i. All proposed **water quality treatment facilities** and storm drain lines and inlets.

      ii. A **five-foot detached sidewalk** along the north side of Palo Parkway.

      iii. A **five-foot wide soft surface path connection** from Palo Parkway to the existing Fourmile Creek Path.

   d. A financial guarantee, in a form acceptable to the Director of Public Works, in an amount equal to the cost of constructing all public improvements necessary to serve the development, including but not limited to the following:

      i. All proposed **water quality treatment facilities** and storm drain lines and inlets.

      ii. A **five-foot wide detached sidewalk** along the north side of Palo Parkway.

      iii. A **five-foot wide soft surface path connection** from Palo Parkway to the existing Fourmile Creek Path.

4. Prior to building permit application, the Applicant shall submit a **financial guarantee**, in a form acceptable to the Director of Public Works, in an amount equal to the cost of providing EcoPasses to the residents of the development for five years after the issuance of a certificate of occupancy for each dwelling unit, as proposed in the Applicant's TDM Plan.

a. The Applicant shall undertake good faith efforts to try to establish a Neighborhood EcoPass zone. No later than four years after issuance of certificate of occupancy, the Applicant will begin work to facilitate an effort to secure RTD approval of the project area as an EcoPass neighborhood, opening the process to the neighboring community, if appropriate. Nothing in this condition shall require the Applicant to achieve such approval.

5. Prior to building permit application, the Applicant shall submit a **financial guarantee**, in a form acceptable to the Director of Public Works, for 50% of the cost, not to exceed $7,500, to install the following transit stop enhancements at the existing southbound transit stop on 28th Street south of Palo Parkway: (1) concrete shelter pad, (2) a bench and (3) two inverted "u" bicycle racks.

6. The Applicant shall pay its **pro-rata share** of the costs of traffic mitigation measures constructed or installed on Palo Parkway east of 30th Street if such improvements are constructed or installed by the City within seven years from the final approval of the subdivision required under this approval. The Applicant's pro-rata share of the costs of construction of such measures shall be determined based on a three-day average daily traffic count including a weekend day when a soccer match is occurring at the Pleasant View Soccer fields or unless another method of cost allocation is approved by the city manager that is consistent with Section 9-9-8, "Reservations, Dedications, & Improvement of Rights-of-Way," B.R.C. 1981.

7. Pursuant to subsection 9-2-12(a), "Three Year Rule," B.R.C. 1981, the following **development/phasing plan** is approved:

   a. Phase I, to construct Buildings A, B, C, D, E and J, as shown on the approved site plan, shall commence at the date of this approval and shall be substantially completed within three years.

   b. Phase II, to construct Buildings F, G and H, as shown on the approved site plan, shall commence no later than 5 years after the site review approval and shall be substantially completed within three years of commencement of construction of Phase II.

8. Prior to a building permit application, the Applicant shall demonstrate to the City that it has completed the required **Federal Aviation Administration (FAA) obstruction clearance review** and obtained any required FAA approval.

9. The Applicant shall **provide EcoPasses for the residents of the development for five years** from issuance of a certificate of occupancy.

10. The Applicant's TDM Plan shall be revised to **include a program to encourage bike usage and maintenance,** which can include a partnership with a third party non-profit.

By: _____

David Driskell, Secretary of the Planning Board

Due to file size, Attachment B will be uploaded to the City Council website separately.

CRITERIA FOR REVIEW

Section 9-2-14(h), B.R.C. 1981, "Site Review"
No site review application shall be approved unless the approving agency finds that:

(1) Boulder Valley Comprehensive Plan:

✓ (A) The proposed site plan is consistent with the land use map and the service area map and, on balance, the policies of the Boulder Valley Comprehensive Plan.

The site is located within the service area of the city and designated as MR (Medium Density Residential) under the BVCP Land Use Map. On page 66 of the Comprehensive Plan, the Medium Density Residential land use is defined as, "Medium density areas are generally situated near community shopping areas or along some of the major arterials of the city."

Staff finds that the current proposal for medium density residential development is consistent with the goals, objectives and recommendations of the BVCP. In general, the project supports opportunities for a variety of housing types for low- and moderate-income households and is generally consistent with established neighborhood character.

The current proposal appears consistent with the following BVCP goals and policies:

BVCP Policy	Excerpt from BVCP	How the Proposal is Consistent with BVCP Policies
1.19 Jobs:Housing Balance	*"The city will continue to be a major employment center and will seek opportunities to improve the balance of jobs and housing while maintaining a healthy economy."*	The proposal would provide 44 residential units.
2.03 Compact Development Pattern	*"…ensure that development will take place in an orderly fashion, take advantage of existing urban services, and avoid, insofar as possible, patterns of leapfrog, noncontiguous, scattered development …"*	The proposed project represents compact infill development that takes advantage of existing urban services.
2.09 Neighborhoods as Building Blocks 2.10 Preservation and Support for Residential Neighborhoods	*"All neighborhoods,…, should offer unique physical elements of neighborhood character and identity…"* *"…protect and enhance neighborhood character and livability…"*	The character of the surrounding area is primarily low- and medium-density residential development. Based on the density of the Palo Park neighborhood to the west and the density and scale of Northfield Commons, the proposal is compatible with the character of the neighborhood. The architectural character of the buildings is compatible with both the neo-traditional development seen in Northfield Commons and Kalmia Estates and the architecture of the Palo Park neighborhood.
2.14 Mix of Complimentary Land Uses	*"In existing neighborhoods, a mix of land use types, housing sizes and lot sizes may be possible if properly mitigated and respectful of neighborhood character"*	The project will contain a mix of housing sizes, including townhome-style units fronting on Palo Parkway. The mix is respectful of the neighborhood character.

2.30 Sensitive Infill and Redevelopment 2.31 Design of Newly-Developing Areas 2.32 Physical Design for People 2.37 Enhanced Design for Private Sector Projects	*2.03 "avoid or adequately mitigate negative impacts and enhance the benefits of infill and redevelopment to the community and individual neighborhoods…promote sensitive infill and redevelopment."* *2.31 "encourage a neighborhood concept for new development that includes a variety of residential densities, housing types, sizes and prices…"* *2.32 "take all reasonable steps to ensure that…redevelopment be designed in a manner that is sensitive to social, health and psychological needs"* *2.37 "…encourage or require quality architecture and urban design in private sector development that encourages alternative modes of transportation, provides a livable environment…"*	The proposed project represents sensitive infill development. The site layout and design provides buffers to adjacent development and sites higher-intensity uses away from existing development. The project contains a mix of residential densities with a diversity of housing types. The proposed architecture and urban design is compatible with the surrounding development and encourages alternative modes of transportation to the greatest extent possible, given the context.
7.01 Local Solutions to Affordable Housing 7.02 Permanently Affordable Housing	*7.01 "The city recognizes that affordable housing provides a significant community benefit…"* *7.02 "The city will increase the proportion of permanently affordable housing units to an overall goal of at least ten percent…"*	The creation of 44 permanently affordable housing units is consistent with this BVCP policy. All units will be permanently affordable, serving families and individuals that earn between 30-60% AMI.
Sustainable Urban Form (Core Value) 2.31 Design of Newly-Developing Areas	*"A diversity of employment, housing types, sizes and prices, and other uses to meet the needs of a diverse community"* *"The city will encourage a neighborhood concept for new development that includes a variety of residential densities, housing types, sizes and prices…"*	The project has diversity of permanently affordable housing types. The project will contain a mix of residential densities with a diversity of housing types. The development will contain townhome-style units, tri-plex units and apartment flats. The project will provide both homeownership and rental opportunities.
7.06 Mixture of Housing Types 7.09 Housing for Full Range of Households	*7.09 "…encourage preservation and development of housing attractive to current and future households, persons at all stages of life and to a variety of household configurations"*	The project has a balanced mix of unit types that are attractive to a wide range of households with 1, 2, and 3 bedroom units. All units will have private open space.
8.05 Diversity	*"…support the integration of diverse cultures and socio-economic groups…"*	44 permanently affordable, diverse housing types will promote socioeconomic diversity.
2.23 Trail Corridors/Linkages	*"In the process of considering development proposals, the city and county will encourage the development of paths and trails where appropriate for recreation and transportation, such as walking, hiking, bicycling or horseback riding…"*	The site is connected to the off-street multi-use paths with a new public sidewalk connection on Palo Parkway and a soft surface trail that connects the north and east sides of the site to these paths.

The current proposal appears inconsistent with the following BVCP goals and policies.

BVCP Policy	Excerpt	How the Proposal is Inconsistent with BVCP Policies
Core Value – Mobility Grid (Core Value) Sustainable Urban Form: (Core Value) " 2.19 Urban Open Lands 2.21 Commitment to a Walkable and Accessible City	*"Over time, the city seeks to extend a more pedestrian and bike-friendly mobility grid to all parts of the community"* *"…encouraging new housing and mixed use neighborhoods in areas close to where people work…"* *"An integrated multimodal system with abundant, convenient and pleasant ways to get around on foot, by bike, and by local and regional transit service..."*	The site is not on a transit corridor, but it is well served by off street, multi-use paths that connect to the city's larger mobility network. Transit opportunities are limited. In particular, multimodal access is good to Centennial Middle School but the site is less connected to Crestview Elementary School (but would be better connected if some city-planned multimodal paths were constructed).

✓ (B) The proposed development shall not exceed the maximum density associated with the Boulder Valley Comprehensive Plan residential land use designation. Additionally, if the density of existing residential development within a three-hundred-foot area surrounding the site is at or exceeds the density permitted in the Boulder Valley Comprehensive Plan, then the maximum density permitted on the site shall not exceed the lesser of:

✓ (i) The density permitted in the Boulder Valley Comprehensive Plan, or,

The site is designated for a Medium Density Residential land use and the density is not permitted to exceed 14 dwelling units per acre. At 13.7 dwelling units per acre, the project would conform to this density.

N/A (ii) The maximum number of units that could be placed on the site without waiving or varying any of the requirements of chapter 9-8, "Intensity Standards," B.R.C. 1981.

✓ (C) The proposed development's success in meeting the broad range of BVCP policies considers the economic feasibility of implementation techniques require to meet other site review criteria.

The development would not be rendered infeasible in meeting the BVCP policies or the site review criteria based upon the requirements and recommendations made within these comments.

(2) Site Design: Projects should preserve and enhance the community's unique sense of place through creative design that respects historic character, relationship to the natural environment, multi-modal transportation connectivity and its physical setting. Projects should utilize site design techniques which are consistent with the purpose of site review in subsection (a) of this section and enhance the quality of the project. In determining whether this subsection is met, the approving agency will consider the following factors:

✓ (A) Open Space: Open space, including, without limitation, parks, recreation areas, and playgrounds:

The proposal includes the provision of a variety of usable open space, including a formal central green area with playground, informal natural areas, community gardens, patios, porches and decks.

✓ (i) Useable open space is arranged to be accessible and functional and incorporates quality landscaping, a mixture of sun and shade and places to gather;

The usable open space for the proposed development consists of both private open space (front porches, decks, and patios) and public open space (formal central green with playground, informal natural areas, community gardens, trail connections). Areas for active and passive recreation are provided. The areas for more active gathering include the central green, playground, picnic tables at the community center, and the community gardens. The project provides areas for passive activities through the buffer with native landscaping and footpath along the west and the northern boundaries of the property, leading to the creek corridor. The formal park is centrally located and is easily accessed by the residents and visitors by various sidewalk connections. Street trees will be provided along the drive access and Palo Parkway. All public formal and informal open space areas will include high quality landscaping. As part of the recommended conditions of approval, staff has asked for a detailed shadow analysis showing that the location of the community garden is feasible given the location next to a 3-story building.

N/A (ii) Private open space is provided for each detached residential unit;

The project does not contain any detached units. However, private open space will be provided for each dwelling unit as porches, decks, and patios.

✓ (iii) The project provides for the preservation of or mitigation of adverse impacts to natural features, including, without limitation, healthy long-lived trees, significant plant communities, ground and surface water, wetlands, riparian areas, drainage areas and species on the federal Endangered Species List, "Species of Special Concern in Boulder County" designated by Boulder County, or prairie dogs (Cynomys ludiovicianus), which is a species of local concern, and their habitat;

The applicant will not develop within the floodplain or wetland buffer areas, with the exception of the crusher fines path, which provides passive recreation opportunities and a more naturalized outdoor experience. Based on a recommendation in the natural resource assessment, the applicant has proposed a buffer of native grass species and appropriate shrub and tree enhancement planting to support firefly habitat. A detailed tree inventory was provided. Existing trees are a mix of invasive and native species not generally appropriate for preservation. The applicant intends to preserve three trees on the western edge of the project, if possible, to provide shade and separation from the existing adjacent development.

✓ (iv) The open space provides a relief to the density, both within the project and from surrounding development;

All units have private open spaces as porches, patios or decks, which will provide a relief in density within the development. The formal park, play area and community gardens also provide internal relief to the density. The site design utilizes the informal open space to the north and west to create a buffer to the existing neighborhood and provide a relief to the density. Street tree plantings along Palo Parkway provide relief to the site's density from the surrounding developments.

✓ (v) Open space designed for active recreational purposes is of a size that it will be functionally useable and located in a safe and convenient proximity to the uses to which it is meant to serve;

The formal park is easily accessed by the development and the neighborhood at large. The site is designed so that a large number of units are located directly on the park. The park is large enough to accommodate all programmed activities. The applicant states that the play equipment is targeted towards younger children, with the understanding that there are several playgrounds and parks within walking and biking distance for older children.

✓ (vi) The open space provides a buffer to protect sensitive environmental features and natural areas; and

The site plan has preserved open space on the northern boundary of the property to protect wetlands and habitat associated with Four Mile Creek. No development will occur within the wetland buffers, with the exception of the footpath and water quality ponds.

✓ (vii) If possible, open space is linked to an area- or city-wide system.

The subject property has easy access to open space located to the north and east, along Fourmile Canyon Creek. The Fourmile Canyon Creek multi-use path runs alongside the eastern side of the site and provides direct access to open space. Convenient sidewalk connections connect the formal and informal open space to the multi-use path.

N/A (B) *Open Space in Mixed Use Developments (Developments that contain a mix of residential and non-residential uses)*

✓ (C) *Landscaping*

✓ (i) The project provides for aesthetic enhancement and a variety of plant and hard surface materials, and the selection of materials provides for a variety of colors and contrasts and the preservation or use of local native vegetation where appropriate;

Landscaping is planned to be installed according to the Landscape Plan (see Attachment A). The project includes a variety of planting areas including but not limited to, required plantings along rights-of-ways, along pedestrian pathways and within the formal park and informal natural area. The selection of plants and their relationship to the surrounding greenspaces and buildings are aesthetically attractive and provide a relief to the proposed density. The proposed landscaping includes a mix of large shade trees and a variety of understory planting appropriate to the surrounding use and ecological niche.

✓ (ii) Landscape design attempts to avoid, minimize or mitigate impacts on and off site to important native species, healthy, long lived trees, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project;

The applicant intends to retain three mature trees on the project, if possible. No important native species plant communities of special concern threatened and endangered species and habitat would be impacted on this project. See the previous discussion regarding the wetland protection and enhanced habitat. The surrounding natural environment will be improved through the site and landscape design.

✓ (iii) The project provides significant amounts of plant material sized in excess of the landscaping requirements of sections 9-9-12, "Landscaping and Screening Standards," and 9-9-13, "Streetscape Design Standards," B.R.C. 1981; and

The project will add an excess of required street trees, open space planting and mix of shrubs and perennials throughout the project. The project will significantly add to the existing vegetative cover.

✓ (iv) The setbacks, yards and useable open space along public rights of way are landscaped to provide attractive streetscapes, to enhance architectural features and to contribute to the development of an attractive site plan.

Proposed landscaping significantly improves the Palo Parkway streetscape and provides for transitions between the more public circulation system and private yards internal to the project.

✓ (D) *Circulation:* Circulation, including, without limitation, the transportation system that serves the property, whether public or private and whether constructed by the developer or not:

✓ (i) High speeds are discouraged or a physical separation between streets and the project is provided;

High traffic speeds are discouraged on the private access drive by having a narrow width (20'), the presence of on-street parking, defined pedestrian crossings and curb extensions (bump-outs). The proposed network on the site

will not be used for through traffic but only by residents and visitors of the development.

✓ (ii) Potential conflicts with vehicles are minimized;

In addition to slowing traffic through the strategies outline above, potential conflicts with vehicles are minimized through strong pedestrian connections throughout the site, crosswalks and curb extensions (bump-outs). The site design is such that automobiles are physically separated from and made subordinate to bicyclists and pedestrians.

✓ (iii) Safe and convenient connections are provided that support multi-modal mobility through and between properties, accessible to the public within the project and between the project and the existing and proposed transportation systems, including, without limitation, streets, bikeways, pedestrianways and trails;

The site design includes frequent pedestrian connections for use by pedestrians and bicyclists, which connect to the existing multi-model network. The following connections are planned:

- *A direct sidewalk connection from Ridgeway Street to provide access to/from the surrounding area into the site via an enhanced promenade.*
- *A soft surface footpath along the west and north sides of the property, connecting to the multi-modal path to the east.*
- *Extension of the sidewalk along the north side of Palo Parkway to provide a direct safe connection from the neighborhood to the multi-use path and soccer fields.*
- *Sidewalks throughout the development to connect residents to open space areas and amenities.*

The planned connections, coupled with the detached sidewalks within the development, support multi-model mobility on the site.

✓ (iv) Alternatives to the automobile are promoted by incorporating site design techniques, land use patterns, and supporting infrastructure that supports and encourages walking, biking, and other alternatives to the single-occupant vehicle;

The project contains a number of elements that support and encourage walking and biking. The design includes frequent and convenient connections for pedestrians and bicyclists (see above). In addition to the multi-modal connections and traffic calming measures, this project will include bike parking (short-term and long-term) scattered throughout the site in order to maximize accessibility and encourage biking for residents. The proposed TDM plan includes the provision of neighborhood eco passes to all residents, bike parking

in excess of requirements, and a contribution toward the cost to install transit enhancements like benches and bike racks at the existing southbound transit stop on 28th Street in order to encourage individuals to bike to the transit stop (see below).

✓ (v) Where practical and beneficial, a significant shift away from single-occupant vehicle use to alternate modes is promoted through the use of travel demand management techniques;

The applicant has submitted a Transportation Demand Management (TDM) plan, which has been reviewed and approved. A significant shift away from single-occupant vehicles may not be entirely practical or realistic given that public transit opportunities are limited. The closest transit route is located on 28th Street, which is approximately 0.5 mile from the site. The local 205 bus route runs along 28th Street, which connects Gunbarrel and the downtown Boulder Transit Center. However, the applicant has committed to providing Neighborhood EcoPasses to residents of the development and contributing toward the cost to install transit enhancements like benches and bike racks at the existing southbound transit stop on 28th Street.

The site is well connected for bicyclists and pedestrians. The TDM includes the provision of excess short-term bike parking and the applicant intends to implement an earn-a-bike program for residents.

✓ (vi) On-site facilities for external linkage are provided with other modes of transportation, where applicable;

See (iv) above.

✓ (vii) The amount of land devoted to the street system is minimized; and

The amount of land devoted to the street system is the minimum necessary to accommodate an access drive that is 20' in width and parallel parking. The Fire Department has communicated that 20' is the minimum width necessary to adequately serve the development.

✓ (viii) The project is designed for the types of traffic expected, including, without limitation, automobiles, bicycles, and pedestrians, and provides safety, separation from living areas, and control of noise and exhaust.

The project is designed and scaled to accommodate all modes of travel. Low vehicular traffic is expected and the project will emulate a typical neighborhood feel with front porches and units oriented to streets. A detached sidewalk with tree lawn and on-street parking provide separation for the pedestrian. Traffic calming and pedestrian safety measures are proposed. The design of the buildings, including the front porches and the placement of windows and doors are such that a transparency and activity is reinforced at

the ground level of all proposed buildings, which enhances the pedestrian experience.

✓ (E) *Parking*

✓ (i) The project incorporates into the design of parking areas measures to provide safety, convenience, and separation of pedestrian movements from vehicular movements;

The private access drive is lined with parallel parking spaces. Sidewalks have been detached with tree lawns adjacent to the parallel parking, where possible, but remain attached on the north and east sides of the property. The tree lawns create separation and enhance the pedestrian experience. Where the sidewalks are attached, the parallel parking will create separation for pedestrians. A five-foot wide detached sidewalk with an eight-foot wide landscape strip is proposed adjacent to the property on Palo Parkway. Only one access point is proposed for Palo Parkway, which reduces vehicular conflicts. The design includes three defined crossings of the internal drive access, which will provide safe crossing for pedestrians from the interior to the exterior of the loop drive. The proposed soft surface trail that runs along the west and north sides of the property is completely separated from vehicular movements and will connect directly to the sidewalk on Palo Parkway and the multi-use path to the east.

✓ (ii) The design of parking areas makes efficient use of the land and uses the minimum amount of land necessary to meet the parking needs of the project;

The majority of parking will be provided as parallel spaces along a complete street pattern. One small parking area is provided on the northeast corner of the site. The applicant is proposing a 23 percent parking surplus per the land use code. However, the applicant hired a transportation engineering firm to conduct a survey of four of BHP's family-oriented properties and determined that the provision of 1.4 spaces per unit would provide sufficient parking for the proposed development. Staff concurs with this estimate, given the desire to minimize impacts on adjacent public rights-of-way. Hence, staff finds that the minimum amount of land necessary is devoted to parking on the site.

✓ (iii) Parking areas and lighting are designed to reduce the visual impact on the project, adjacent properties, and adjacent streets; and

As stated above, parking has been designed to reduce visual impact by siting the parking area away from the public realm and through the use of landscaping. No lighting is expected to create adverse visual impacts. Any lighting installations will be subject to the Outdoor Lighting requirements of section 9-9-16, B.R.C.

✓ (iv) Parking areas utilize landscaping materials to provide shade in excess of the requirements in subsection 9-9-6(d), and section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.

The overall parking design is laid out as a complete street network, rather than consolidated head-in parking pattern. Private street trees, screening on property lines and planting throughout the project provides an excess of minimum requirements.

✓ (F) *Building Design, Livability, and Relationship to the Existing or Proposed Surrounding Area*

✓ (i) The building height, mass, scale, orientation, architecture and configuration are compatible with the existing character of the area or the character established by adopted design guidelines or plans for the area;

In all, the proposed project represents infill development that is compatible with the surrounding low and medium density residential in the area. As described in the 'Key Issues' section of the memo, staff finds that the design of the community center could to be emphasized to have more architectural presence and clearly articulate to the residents and visitors the center, or nexus, of the development. However, as a whole, the proposal continues to meet this criterion without this modification.

Mass and Scale:
The majority of the structures are proposed as human-scaled two story structures. Building mass and scale are appropriate given the established character of the neighborhoods surrounding the site. The majority of the surrounding structures are two stories in height. However, there are several three-story structures in Northfield Commons. The three-story buildings on the subject property are located on the northeast corner, facing the multi-use path and soccer fields. Thus, building massing would be in between the allowable scales found in Northfield Commons and existing development to the west.

Orientation:
Buildings are oriented toward the street or private access by locating building entries, front porches and additional glazing along the facades facing the drive access. Pedestrian scale architectural features and materials are utilized at the pedestrian level, including stone and awnings, adding to the pedestrian interest at the street. The requested setback modifications would contribute to creating a building forward design that enhances the pedestrian experience along Palo Parkway and are compatible with surrounding development patterns.

Architecture:
The architecture of the rental buildings is described as a "blend of traditional farmhouse and contemporary craftsman." The buildings are neo-traditional in design with articulated front porches and steep pitched roofs. To complement existing development patterns, two-story townhomes are proposed along the south end of the site with entrances addressing Palo Parkway and articulated front porches facing the interior drive access. The apartment buildings are three-stories with pitched roofs and front porches that address the internal drive and multi-use path to the east. Balconies are located on the rear of the buildings to interact with the common green space.

The three tri-plex structures to be built by Habitat for Humanity are also traditional in design with gabled roofs and covered porches. However, the buildings also incorporate modern craftsman-style references with timber posts and eaves and decorative collar ties of timber or lumber. The proposed building materials include painted cement board siding, in horizontal lap and vertical board and batten configurations, stone veneer, and a combination of composite and metal roofing.

The character of the proposed buildings is compatible with both the neo-traditional development seen in Northfield Commons and Kalmia Estates and the architecture of the Palo Park neighborhood.

Configuration:
As stated above, two-story townhomes are proposed along the south end of the site addressing Palo Parkway to complement existing development patterns. The three-story apartment buildings were intentionally sited at the far northeast corner of the property in order to shift density away from existing residential development. This location reduces impacts to neighboring properties and results in building scales that appropriately transition down to match the intensities of Northfield Commons and Palo Park.

Height:
See discussion below under criterion (ii).

✓ (ii) The height of buildings is in general proportion to the height of existing buildings and the proposed or projected heights of approved buildings or approved plans or design guidelines for the immediate area;

Considering the objectives achieved in granting the height modification, staff finds that the proposed height of buildings is in general proportion to the heights of existing and proposed buildings. The majority of the structures are proposed as human-scaled two story structures. The proposed siting of the three-story buildings reduces impacts to neighboring properties and results in building scales that appropriately transition down to match the intensities of Northfield Commons and Palo Park. The perceived scale of the larger buildings will be buffered by the Pleasant View Fields soccer sports complex

to the east and Fourmile Canyon Creek open space to the north and east. Additionally, the provision of steep pitched roofs on the apartment buildings supports compatibility with the surrounding neighborhood, which is neo-traditional in character.

The majority of the structures surrounding the subject property are two stories in height. The homes to the west in Palo Park development are estimated to be approximately 25-feet in height. Several of the homes in Northfield Commons directly across Palo Parkway are at, or close to, the 35-foot limit, including 3256 Palo Parkway and 3288 Palo Parkway. There are also several three-story structures in Northfield Commons, including the 8-plex buildings that are three stories but are below the 35-foot limitation.

Refer to the 'Key Issues' section of the memo for additional information.

✓ (iii) The orientation of buildings minimizes shadows on and blocking of views from adjacent properties;

As indicated in the submitted Shadow Analysis the 3-story buildings are situated on the site such that shadows on other buildings are minimized and no views from other buildings are affected. All proposed buildings are subject to, and the applicant has demonstrated compliance with, the Solar Access standards for Solar Access Area II, as required by section 9-9-17, B.R.C. 1981. The proposed locations and orientations for the three-story buildings minimizes shadows on and blocking of views from adjacent properties. There are no shadows projected in the deepest part of the winter that would encroach on the rooftop, the area protected under Solar Access Area II.

✓ (iv) If the character of the area is identifiable, the project is made compatible by the appropriate use of color, materials, landscaping, signs, and lighting;

As stated above, buildings are neo-traditional in design with front porches, gable roofs, and principal orientation to the street. The Palo Park neighborhood surrounds the site to the west and north. The portion of Palo Park adjacent to the site to the west (Palo Park No. 4) consists of modest detached single-family homes on small lots (ranging from about 3,000-5,000 square feet), which was developed in the 1980's. The Northfield Commons development contains single-family detached homes, duplexes, 4-plexes and 8-plexes. Northfield Commons is a neo-traditional development with a grid street layout, alley-loaded garages, reduced setbacks and front porches that address the street. Since Concept Plan, changes have been made to the site design to provide a more complete street design with parallel parking and tree lawns. In general, the proposal relates well to the materials, form and mass of the buildings in the surrounding neighborhoods and the existing development patterns.

✓ (v) Projects are designed to a human scale and promote a safe and vibrant pedestrian experience through the location of building frontages along public streets, plazas, sidewalks and paths, and through the use of building elements, design details and landscape materials that include, without limitation, the location of entrances and windows, and the creation of transparency and activity at the pedestrian level;

As stated above, the project will promote a safe and vibrant pedestrian experience with a detached sidewalk and buffering tree lawn along the public right-of-way associated with the development (Palo Parkway). The internal vehicular and pedestrian circulation pattern, although private, will be lined with attractive green spaces that are fronted on by dwellings and establishes a pedestrian friendly streetscape. Buildings front directly to street with attractive front porches, entries, and rear patios making the development inviting and attractive. A pedestrian level of detailing, such as windows, railings, porch detailing and other architectural elements, are given prominence. Various secondary pedestrian pathways cross through the development.

✓ (vi) To the extent practical, the project provides public amenities and planned public facilities;

The project includes the construction of a 5-foot detached sidewalk along Palo Parkway and the dedication of a public access easement for the soft surface trail connection from Palo Parkway to the multi-use path at the northeast end of the site. The development supports the planned sidewalks, utilities, streets, bike paths and street trees contemplated in the area's planning.

✓ (vii) For residential projects, the project assists the community in producing a variety of housing types, such as multifamily, townhouses and detached single family units, as well as mixed lot sizes, number of bedrooms and sizes of units;

The project will contain a mix of residential densities with a diversity of housing types. The family-oriented development will contain 11 townhome-style units, 9 tri-plex units and 24 apartment flats. The total unit mix would be 13 one-bedroom units, 14 two-bedroom units and 17 three-bedroom units. The project will provide both homeownership and rental opportunities. Boulder Housing Partners plans to develop and manage 35 rental units and Flatirons Habitat for Humanity will develop nine, three-bedroom homes for purchase.

✓ (viii) For residential projects, noise is minimized between units, between buildings, and from either on-site or off-site external sources through spacing, landscaping, and building materials;

The applicant states that strategies will be employed in the construction of the building and the demising walls between units such that all applicable codes

for noise transmission are met or exceeded. Setbacks and landscaping provide sound buffers throughout the project and to adjacent properties.

✓ (ix) A lighting plan is provided which augments security, energy conservation, safety, and aesthetics;

Final lighting will be evaluated at the Technical Documents review process. All proposed lighting fixtures must comply with the Outdoor Lighting Ordinance.

✓ (x) The project incorporates the natural environment into the design and avoids, minimizes, or mitigates impacts to natural systems;

As stated above, the major component of the natural environment associated with the site is the Four Mile Creek to the north. The proposed plan offers protection to the wetlands and habitat by providing open space along this creek corridor. No negative impacts to the environment would occur or hazards created because of the site development.

✓ (xi) Buildings minimize or mitigate energy use; support on-site renewable energy generation and/or energy management systems; construction wastes are minimized; the project mitigates urban heat island effects; and the project reasonably mitigates or minimizes water use and impacts on water quality.

The proposed project will be required to meet the city's recently adopted, and rigorous standards for energy: the International Energy Efficiency Code (IECC) 2012 plus 30 percent additional efficiency. The applicant is exploring all opportunities to meet the rigorous energy efficiency standards of the city. In general, buildings are oriented to take advantage of renewable energy systems and will be required at the building permit stage to demonstrate compliance with the city's green points program. All buildings have either significant south or east facing roofs. The project will employ numerous strategies including, but not limited to: low energy lighting fixtures, EnergyStar appliances, high performance mechanical systems, smart framing and super insulated walls and roofs, and solar PV. In addition to reducing energy use, the project will achieve greater sustainability goals through the following: low water use plumbing fixtures, efficient irrigation systems and landscape materials, construction waste management, continuous mechanical ventilations, and low VOC interior paints, adhesives, and sealants. As conditions of approval, the applicant will provide electrical wiring for one EV charging station and conduit will be placed inside all buildings to facilitate future PV installation.

✓ (xii) Exteriors or buildings present a sense of permanence through the use of authentic materials such as stone, brick, wood, metal or similar products and building material detailing;

The design includes the use of cement board lap siding as the primary siding material with the use of accent materials like vertical shake shingles, stone veneer, timber posts and eaves, decorative collar ties of timber or lumber and metal roofing. The stone veneer is concentrated on the townhome buildings along Palo Parkway to interact with existing development to the south. A pedestrian level of detailing, such as railings, porch detailing and other architectural elements is given prominence.

✓ (xiii) Cut and fill are minimized on the site, the design of buildings conforms to the natural contours of the land, and the site design minimizes erosion, slope instability, landslide, mudflow or subsidence, and minimizes the potential threat to property caused by geological hazards;

The property has a gentle two percent slope from the southwest corner to the northeast corner. The overall slope will be maintained and areas of cut and fill have been minimized. The design of the homes conforms to the natural contours of the land. See civil plans for current and proposed contours.

N/A (xiv) In the urbanizing areas along the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the building and site design provide for a well-defined urban edge; and

N/A (xv) In the urbanizing areas located on the major streets shown on the map in Appendix A of this title near the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the buildings and site design establish a sense of entry and arrival to the City by creating a defined urban edge and a transition between rural and urban areas.

✓ (G) *Solar Siting and Construction:* For the purpose of ensuring the maximum potential for utilization of solar energy in the City, all applicants for residential site reviews shall place streets, lots, open spaces, and buildings so as to maximize the potential for the use of solar energy in accordance with the following solar siting criteria:

✓ (i) *Placement of Open Space and Streets:* Open space areas are located wherever practical to protect buildings from shading by other buildings within the development or from buildings on adjacent properties. Topography and other natural features and constraints may justify deviations from this criterion.

Buildings are oriented to take advantage of solar energy systems and have either south or east facing roofs to accommodate PV systems. As indicated in the submitted Shadow Analysis, the 3-story buildings are situated on the site such that shadows on other buildings are minimized and no views from other buildings are affected. All proposed buildings are subject to, and the applicant has demonstrated compliance with, the Solar Access standards for Solar Access Area II, as required by section 9-9-17, B.R.C. 1981. The proposed locations and orientations for the three-story buildings minimizes shadows on adjacent properties.

✓ (ii) *Layout and Building Siting:* Lots are oriented and buildings are sited in a way which maximizes the solar potential of each principal building. Lots are designed to facilitate siting a structure which is unshaded by other nearby structures. Wherever practical, buildings are sited close to the north lot line to increase yard space to the south for better owner control of shading.

See above. The setbacks and positioning of buildings on the site is conducive to solar access for all buildings on the site. The buildings are configured to minimize shading of each other and of adjacent structures. BHP intends to explore the use of solar PV on appropriate roof areas.

✓ (iii) *Building Form:* The shapes of buildings are designed to maximize utilization of solar energy. Buildings shall meet the solar access protection and solar siting requirements of section 9-9-17, "Solar Access," B.R.C. 1981.

The form of the buildings has considered all aspects for balancing the potential for solar energy, the provision of open space in prioritizing the pedestrian, and developing a site plan that adheres to principles of good urban design. As stated above, building forms are conducive to solar panel installation. There are no shadows projected in the deepest part of the winter that would encroach on the rooftop, the area protected under Solar Access Area II. Thus, solar panels could effectively be installed on the rooftops.

✓ (iv) *Landscaping:* The shading effects of proposed landscaping on adjacent buildings are minimized.

There are no identified conditions where proposed plantings could negatively affect solar access of buildings in the future.

N/A (H) *Additional Criteria for Poles Above the Permitted Height:* No site review application for a pole above the permitted height will be approved unless the approving agency finds all of the following:

N/A (I) *Land Use Intensity Modifications*

Pursuant to section 9-8-4, B.R.C. 1981, the applicant is requesting a density bonus for the provision of affordable housing to 14 dwelling units per acre, which is consistent with the Medium Density Residential land use designation. However, this request is not required to meet the criteria of this section.

N/A (i) *Potential Land Use Intensity Modifications:*

(a) The density of a project may be increased in the BR-1 district through a reduction of the lot area requirement or in the Downtown (DT), BR-2, or MU-3 districts through a reduction in the open space requirements.

(b) The open space requirements in all Downtown (DT) districts may be reduced by up to one hundred percent.

(c) The open space per lot requirements for the total amount of open space required on the lot in the BR-2 district may be reduced by up to fifty percent.

(d) Land use intensity may be increased up to 25 percent in the BR-1 district through a reduction of the lot area requirement.

N/A (ii) *Additional Criteria for Land Use Intensity Modifications:* A land use intensity increase will be permitted up to the maximum amount set forth below if the approving agency finds that the criteria in paragraph (h)(1) through subparagraph (h)(2)(H) of this section and following criteria have been met:

N/A (J) *Additional Criteria for Floor Area Ratio Increase for Buildings in the BR-1 District*

N/A (K) *Additional Criteria for Parking Reductions:* The off-street parking requirements of section 9-7-1, “Schedule of Form and Bulk Standards,” B.R.C. 1981, may be modified as follows:

N/A (L) *Additional Criteria for Off-Site Parking:* The parking required under section 9-9-6, "Parking Standards," B.R.C. 1981, may be located on a separate lot if the following conditions are met:

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
May 26, 2016
1777 Broadway, Council Chambers

A permanent set of these minutes and a tape recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: http://www.bouldercolorado.gov/

PLANNING BOARD MEMBERS PRESENT:
John Gerstle, Chair
John Putnam
Leonard May
Liz Payton
Crystal Gray
Harmon Zuckerman

PLANNING BOARD MEMBERS ABSENT:
Bryan Bowen

STAFF PRESENT:
Charles Ferro, Development Review Manager
Hella Pannewig, Assistant City Attorney
Cindy Spence, Administrative Specialist III
Sloane Walbert, Planner II
David Thompson, Civil Engineer – Transportation
Karl Guiler, Senior Planner
Kalani Pahoa, Urban Designer
Louise Ferguson, Administrative Specialist II
Scott Kuhna, Civil Engineer – Utilities and Drainage
Jeff Yegian, Program & Policy Manager
Jay Sugnet, Senior Planner
Kurt Firnhaber, Deputy Director of Housing
Michelle Allen, Inclusionary Housing Program Manager

1. **CALL TO ORDER**
Chair, **J. Gerstle**, declared a quorum at 5:05 p.m. and the following business was conducted.

2. **APPROVAL OF MINUTES**
On a motion by **C. Gray** and seconded by **J. Putnam** the Planning Board voted 6-0 (**B. Bowen** absent) to approve the May 5, 2016 minutes as amended,

3. **PUBLIC PARTICIPATION**
1. **Christin Klein** spoke in regards to the proposed design of the project located at 1440 Pine St., which Planning Board will hear at an upcoming meeting.

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2. **Mark Ely** spoke in opposition to the size and density of the project located at 1440 Pine St., which Planning Board will hear at an upcoming meeting.
3. **Juliet Gopinath (pooling time with Dinah McKay, Chris Brown and Miho Shida)** presented new information to the Planning Board regarding the Twin Lakes land use change request and spoke in support of Request #36 to convert to open space, and against Request #35 to convert to MXR.
4. **Susan Dawson** spoke in opposition to the size and density of the project located at 1440 Pine St., which Planning Board will hear at an upcoming meeting.

4. **DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS**

There were no items on the agenda.

5. PUBLIC HEARING ITEMS

A. AGENDA TITLE: Consideration of a motion to adopt an additional revision to the 2016 Downtown Urban Design Guidelines.

Staff Presentation:
K. Pahoa presented the item to the board.

Public Hearing:
No one spoke.

Motion:
On a motion by **L. Payton** seconded by **J. Putnam** the Planning Board voted 6-0 (**B. Bowen** absent) to adopt the additional revision to the Guidelines, as adopted by Council on May 3, 2016, removing "Solar panels should be as unobtrusive as possible" from Item 2.1.B.2.

B. AGENDA TITLE: Public hearing and consideration of a Site Review (case no. LUR2016-00027) to redevelop a 3.2-acre vacant property at 4525 Palo Parkway. The proposal includes the construction of 44 residential units and a community center in nine buildings surrounding a central park. The development will be 100% permanently affordable housing managed by Boulder Housing Partners, in partnership with Flatirons Habitat for Humanity. The project site is zoned Residential - Mixed 2 (RMX-2).

Applicant: Lauren Schevets, Boulder Housing Partners
Owner: Boulder Housing Partners

Board members were asked to reveal any ex-parte contacts they may have had on this item.
All board members made site visits and reviewed all incoming emails from the public. **L. May** declared that he worked for Habitat for Humanity approximately twenty years ago in Africa. **C. Gray** stated that she was a founding board member of an affordable housing homeowner occupied properties group in Boulder approximately twenty years ago.

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Staff Presentation:
C. Ferro introduced the item.
S. Walbert presented the item to the board.

Board Questions:
S. Walbert, C. Ferro, H. Pannewig, S. Kuhna and **D. Thompson** answered questions from the board.

Applicant Presentation:
Lauren Schevets, with Boulder Housing Partners, presented the item to the board.

Board Questions:
Lauren Schevets, **Don Ash** with Scott, Cox & Associates, **Tim Ross** with Studio Architecture, and **Betsy Martens** with Boulder Housing Partners, representing the owners, answered questions from the board.

Public Hearing:

1. **Ed Byrne**, presented on behalf of Better Boulder, spoke in support to the project.
2. **Jenny Bux** spoke in support of the project.
3. **Susan Lythgoe**, presented on behalf of Habitat for Humanity, spoke in support of the project.
4. **Olive Stacy**, a current Bolder Housing Partners development resident, spoke in support of the project.
5. **Stephanie Warren**, a future Habitat of Humanity resident, spoke in support of the project.
6. **Harma Drenth**, currently living in Four Mile Creek, spoke in opposition to the three story buildings and height modification.
7. **David Willard**, currently living in the Palo Park neighborhood, supports the work of the Boulder Housing Partners but has concerns regarding the interactions between Boulder Housing Partners, the City and the County. He opposed the project as proposed.
8. **Val Soraen**, currently a resident of Red Oak Park and Commissioner of the Boulder Housing Partners Board, spoke in support of the project. She was in support of a two-way circulation and the proposed community center.
9. **Judy Langberg (pooling time with Judy Wakeland, Diane Rieck),** spoke in opposition of the project.
10. **Harold Hallstein (polling time with Bremer, Kirschenbaum, Gould, Blane and RK Pipani)**, presented a PowerPoint. He asked for a reduction of density on the site and to pull development away from the floodplain and wetlands. He expressed concerns about the authenticity of the public participation process.
11. **Sara Toole (pooling time with Dave Potas, Sean Potas, Susie Levin, Melissa Nipper and Ed Shalho)** spoke in opposition of the project due to the proposed density. She stated the proposal does not meet the BVCP policies and has concerns regarding the traffic.
12. **Karen Klerman**, a board member of the Boulder Housing Partners, spoke in support of the project.

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13. **Greg Harms**, executive director of the Boulder Shelter for the Homeless, spoke in support of the project.
14. **Nolan Rosall**, as chair of the Flatirons Habitat for Humanity Board of Directors, spoke in support of the project.
15. **Daphne McCabe** spoke in support of the project.
16. **Ben Blazey**, currently living in affordable housing in Northfield Commons, stated that flood relief funds should not be used to build in the floodplain. He is in support of affordable housing in that location, but he is in opposition of the project.
17. **Michael Fitzgerald**, currently living in a Boulder Housing Partners project, spoke in support of the project.

Board Questions:
S. Walbert, C. Ferro, H. Pannewig, S. Kuhna, D. Thompson, Lauren Schevets, and **Jeff Dawson,** with Studio Architecture, answered questions from the board.

Board Comments:
Key Issue #1: Does the development proposal meet the Site Review criteria found in section 9-2-14(h), B.R.C. 1981, including Boulder Valley Comprehensive Plan (BVCP) policies?

- **1(a): Density (Number of Units)**
  - **C. Gray** stated that the majority of the board members approved the annexation. In her opinion, all annexations should be for affordable housing including homeownership and for maintaining the middle income. She recognized the quality work by BHP and Habitat for Humanity. Density can come down to a group feeling they have not been heard. Compromises need to be made. She suggested that the proposed density for the project is slightly high but the project overall could make a better community.
  - **L. Payton** stated that most of the public speakers seemed to be in support of doing the project but that it was too dense. She agreed that as proposed it has too many units. She is uncertain if the number of units should be reduced or the number of bedrooms. She suggested that if the financing is based on the number of units, then reduce the number of bedrooms.
  - **J. Putnam** stated that under the Comp Plan, the project was contemplated within the proposed density. This project is not a radical departure in terms on density. In terms of impacts, he is struggling to find evidence that 35 units vs. 44 units would have a significant community impact. He cannot justify moving down from the proposed 44 units. In regards to bedrooms vs. units, he stated that removing some of the three-bedroom units would be worst thing to do because Boulder needs homes for families. If units were removed, then remove some of the one-bedroom units. Reducing bedrooms would not necessarily reduce the number of cars or trips. Therefore, he recommended keeping the mix of units as proposed.
  - **L. May** agreed with **J. Putnam.** The density proposed is what the current zoning suggests and there are no grounds for anything different. He stated that the other elements of the project (i.e. height and parking) could be impacts. In addition, there is no justification to suggest a change in number of bedroom units. The location is near bike trails and good transit, which would be beneficial for an affordable housing project.

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- **H. Zuckerman**, the proposed project is within the RMX-2 district, and at 54% density, therefore it is within the spirit of the code. There is predictability for density that is being proposed. We talk about the need for affordable housing; therefore, he finds the density acceptable.
- **L. Payton** informed the board that the site review criteria states nothing of a loss of funding. The board needs to evaluate the project according to site review criteria.
- **J. Putnam** responded that the board also needs to look at Comp Plan objectives, which are to promote affordable housing, which is relevant.
- **J. Gerstle** added that according to the Comp Plan, the proposed density is acceptable.
- **C. Gray** added that the neighborhood said they had not been heard regarding this issue. She suggested that Planning Board have this discussion about this larger issue citywide.

➢ **1(b): Parking**

- **C. Gray** stated that she would support a change to the design of the parking if it enables the height of some buildings to be reduced, even if it resulted in a parking reduction. While the site is not isolated, it is not on a transit line. She does not suggest a large parking reduction
- **L. Payton** suggested parking on the northeast corner could be reduced or converted to parallel parking to save more habitat and open space.
- **J. Putnam** agreed. This is a unique site as that there is no luxury to spill out onto streets and neighborhood impact should be avoided. He encouraged but did not want to require that some of the parking be thought of as flex space in the long run, like a parklet, basketball court or community gardens.
- **L. May** stated that he does not find one parking space per unit to be inappropriate. Forty-four parking spaces would be appropriate for this project. The issuance of ECO-Passes and location to bike paths would help to migrate people to alternative modes. We need to start constraining parking access as a policy.
- **H. Zuckerman**, in looking at the proposed design, it does not create the parking island effects that are currently problems. In addition, he would not want to see neighborhood spillover effects. He suggested keeping the parking as is.
- **L. Payton** commented that the comparison to Red Oak Park is not a good benchmark since it is much more walkable than the proposed site. This site will have more cars than at Red Oak Park.
- **C. Gray** stated that she would want to make sure neighbors are not fighting for parking. However, companion programs must be instituted for traffic or parking mitigation if infill development is going to be done in a neighborly way.
- **J. Gerstle** agreed with **J. Putnam**. He added that a car-share plan should be considered in the TDM.
- **J. Putnam** complimented the staff and applicant's plans for EVM charging stations.

➢ **1(c): Site Design and Height Modifications**

- **C. Gray** stated that there are many creative ways that height could be reduced on the site and suggested that they give the applicant the opportunity to suggest alternative designs, rather than leaving it up to staff to ensure that they meet the Board's intent. If the board would like to get the height as close to 35 feet and have less of a modification, this has implications on how buildings are arranged on site.

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- **H. Zuckerman** offered moving Building D to the south to reduce the requested height modification due to typography. Then, further reduce the site modification through architecture with flat pitch roof but only in one direction from the cornice back. Making sure that the sure cornice is an outstanding architectural feature (i.e. true cornice). Buildings with sloped roofs, back from cornices, can hide solar panels. The reduction in height caused by moving Building D and eliminating the pitched roofs would be a compromise. He suggested the southern façade of Building D, lining up with the community center, should then be better articulated than currently proposed since it would be highly visible. The entrances to the community center and Building D would bookend the pedestrian connection. Finally, he suggested moving the parking directly to the north of Building D and northeast of Building E for convenience and to create a natural feature, flood control area and room for a community garden in the north corner of the site.
- **L. Payton** expressed concern that that grid pattern would be lost if the proposed building moves were done. The tall buildings should be in the back so that they are not as visible.
- **L. May** stated that the relationship between buildings would be better if they were moved. He stated the taller buildings would still be in the rear of the site.
- **J. Putnam** does not have concern regarding the height in general because the taller buildings are at the rear of the site and away from view corridors for most people. He approves of **H. Zuckerman** and **L. May's** solution. He stated that it would be a mistake to not provide a safer connection to the multi-use path to the east. He would like to see facilitating an east-west connection along northwest connector along east side of property, even if they lose two to four parking spaces. In general, he supports the connection proposed by Community Cycles. The connection would generally line up with the gap between Buildings D and E.
- **L. Payton** stated that the buildings would be better located where they are currently proposed. The height should be in the rear of the site. In addition, she supports the idea of the grid as an urban design principle.
- **C. Gray** stated the big issue is the height and impact on surrounding areas.
- **J. Gerstle** expressed concern regarding the height issue. He would hate to lose the proposed play area but if it were to be moved to the north of Building D, that would be reasonable.
- **L. May** explained that with **H. Zuckerman's** proposal, the play area might not be a play area per se, but more of a contiguous, natural open space.

➢ **<u>1(d): Architecture</u>**

- **L. Payton** stated the materials (i.e. vinyl windows, hardy board and stone veneer) do not appear to be of high quality. She is concerned that the materials will communicate that this is a low-income neighborhood. She would like to see clad windows, better materials and/or lap siding with narrow spacing to look more refined. On the architecture, the rear elevation of the Habitat homes (page SR.A4.32 of the applicant's plans, northeast perspective), the porch is truncated and the materials change. She finds this design strange and jarring.
- **C. Gray** generally agreed. The proportions on the rear elevations are awkward and agree with **L. Payton's** suggestions.

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- **J. Putnam** had no comments but offered caution regarding costs because the project would be utilizing public funds to build affordable housing. This project has hit a good balance.
- **L. May** generally agreed with **J. Putnam**; however, the Habitat houses are fragmented.
- **H. Zuckerman** stated the architecture on the site is reasonable for the purpose.
- **J. Gerstle** agreed with **L. Payton** regarding materials. This project should look like it fits in the neighborhood. The proposed walls with no windows or doors (i.e. east side of Community Center) should be avoided.
- **L. Payton** stated that a condition regarding the railings and stone veneers, on the Palo Parkway side (south), of Buildings A, B and C, should be added and shown on the elevations.

➢ **<u>1(e): TDM</u>**

- **L. Payton** suggested adding a condition that ECO-Passes are provided for an extended length of time due to the isolation of the site from a dedicated bus route.
- **J. Putnam** disagreed with extending the ECO-Passes due to the lack of knowledge of the cost in three years. Given that they are not asking for a parking reduction or a large mode shift in the TDM, there is too much uncertainty and not enough justification to impose an extra cost. The key to this site is the bike paths and to keep working with cycle groups instead.
- **H. Zuckerman** suggested a condition that BHP facilitates the creation of an ECO-Pass district when still one year left of free ECO-Passes. The board cannot mandate that it is a success, however perhaps agree on a condition that the applicant attempt to create a Neighborhood ECO-Pass district and provide facilitation to the adjacent neighborhoods.
- **L. May** supported the condition for a five year ECO-Pass.
- **C. Gray** supported the condition for a five year ECO-Pass.
- **J. Putnam** stated that until RTD provides better service in this area it will be difficult to justify an ECO-Pass district.
- **L. May** stated there is potential for residents to get usage out of ECO-Passes.

➢ **<u>1(f): Hydrology, Sewer and Flood</u>**

- **J. Putnam** stated that the community has identified this issue. He agrees with staff that there is not a significant flood or ground water issue. He is not convinced there is a sanitary sewer issue. There is no site review criterion that makes this unique.
- **L. May** noted that this site is not at a low point and has reasonable drop off to the stream and will be well drained. He expressed concern about future sewer back up but that does not fall within site review criteria or grounds for denial.
- **L. Payton** this site is not as flood prone as others and the groundwater is not as high as others. Do not see compression with the aquafer.
- **J. Gerstle** agreed.

<u>Key Issue #2</u>: Do the requested height modifications meet the Site Review criteria, especially subsection 9-2-14(h)(2)(F), *"Building Design, Livability and Relationship to the Existing or Proposed Surrounding Area"*?

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- **J. Putnam** added that the project could meet the criteria as is, but it would be better with flat roof and/or cornice design and adjusting the building location, as discussed earlier. A smaller modification would still be required but would be more appropriate.
- **C. Gray** reminded the board that in regards to the site criteria for height, there is no community benefit referenced with a requestedheight modification. In this neighborhood, one cannot make the case for 43 feet based on the built environment. Therefore, she would like to have the roofs modified.
- **L. May** stated that the board would not have to establish what that height is.
- **H. Zuckerman** offered to word the motion so that the height modification would be equal to the proposed modification proposed by the applicant minus the decrease in height created by a change to a flat roof and the height modification based on topography with the movement of Building D to the south, as described. For Building E the currently requested modification minus the portion of the pitched roof height modification, as replaced by the flat roof or a new proposed configuration.
- **L. May** suggested adding, "The current low wall plate submitted with a ¼ inch per foot slope roof".
- Based on the response by the applicant, **H. Zuckerman** stated that he would be comfortable with a 41-foot limit because he wouldn't want to limit the architecture style and end up with a building that does not fit with the rest of the development.
- **L. Payton** mentioned if the board decided to cap the building height capped at 41 feet they could have the buildings remain in the proposed locations on the site. She does not agree with how the grid would be broken up and the larger building would be visible from the street. It doesn't appear that the board is in agreement on this issue.
- **L. May** said the buildings should move. Connections are not being lost.
- **J. Gerstle** agreed that height should be the chief determinant and the site design should be left to the applicant.
- **H. Zuckerman** agreed that if the applicant cannot make the site work with the board's suggestions, then perhaps the board should not move the buildings around. However, if the applicant believes the modified plan is doable, then he prefers the board's modified plan.
- **J. Putnam** stated he is less concerned about the height being the driving factor. The other benefits to changing the site arrangement are much more compelling and interesting. The visibility of Building D from the street would not change substantially. He expressed interest in removing the pitched roofs from Building D and provide and acceptable cornice.
- **C. Gray** clarified that the proposed condition would only lessen the height by 2.5 feet.
- **J. Putnam** stated that he would like to include a performance standard that the sloped roof is eliminated and to move Building D without providing a particular height limit.
- **L. May** said that he agreed with the architect's request for flexibility in the design. The performance standard should be 41 feet not the configuration of the roof.
- **J. Putnam** stated there seemed like a majority interest in providing some sort of height cap that would reduce height but also provide flexibility in design.
- **J. Gerstle** stated there appears to be a majority interest to have the new site layout.

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- Based on feedback from the applicant, **L. May** said that the neighborhood communicated conflicting concerns about providing pitched roofs and about height maybe not realizing how they impact each other. He felt that the overwhelming concern was height.
- **L. Payton** stated that she felt the overwhelming concern of the neighborhood was whether the board granted a modification to the standards, not a specific height number. Given that, she stated that she supported the modification as requested and let the applicant design the project.
- **H. Zuckerman** stated that by capping the height at 41 feet, the roof will not be steeply pitched and make an impact on the skyline for the neighbors. With the constraints the board has just put in place on the project, the buildings will fit within the design of the neighborhood. There is a variety of roof forms in the surrounding neighborhood.
- **C. Gray** stated that they would not be able to increase the floor to ceiling height either.
- **H. Zuckerman** agreed that all other aspects of the design would have to be held constant.

Key Issue #3: Does the design of the community center building meet the Site Review criteria, especially subsection 9-2-14(h)(2)(F), *"Building Design, Livability and Relationship to the Existing or Proposed Surrounding Area"*?

- **L. Payton** stated that it is a modest building and the architecture is fine.
- **J. Gerstle** finds the modest structure agreeable.
- **H. Zuckerman** stated it creates an entry feature with the movement of Building D and J.

Motion:

On a motion by **J. Putnam,** seconded by **L. May,** the Planning Board voted 6-0 (**B. Bowen** absent and recused from this item) to approve Site Review case no. LUR2016-00027, incorporating the staff memorandum and the attached analysis of the Site Review criteria as findings of fact and subject to the recommended Conditions of Approval, amended as follows:

Condition 2.a. to be amended by adding:

2.a.i. The heights of Buildings D and E shall be limited to 41 feet.

2.a.ii. Simplify the porch design and materials of Buildings F, G and H to address fragmentation, considering the continuity of the porch and changes in materials.

2.a.iii. Refine the siding of all buildings to improve texture by measures, including but not limited to, using shake shingles instead of lap siding or reducing the exposure of the lap siding.

2.a.iv. Railings and stone veneer be included on the Palo Parkway elevation of Buildings A, B and C.

Condition 2.b. to be amended by adding:

2.b.iii. To add a pedestrian connection to the multi-use path to the east of the site and internal pedestrian crossing zone to it.

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Condition 4 to be amended by adding:

4.a. To include ECO-Passes to five years instead of three years. The applicant shall undertake good faith efforts to try to establish a Neighborhood ECO-Pass zone. No later than four years after issuance of certificate of occupancy, the applicant will begin work to facilitate an effort to secure RTD approval of the project area as an ECO-Pass neighborhood, opening the process to the neighboring community, if appropriate. Nothing in this condition shall require the applicant to achieve such approval.

A new condition to be added reading:

The applicant shall provide ECO-Passes for the residents of the development for five years from issuance of a certificate of occupancy.

Motion by **J. Putnam**, seconded by **L. May**, to amend the main motion so as to further modify the recommended conditions of approval, in particular, to add a new condition 2.b.iv. that Building D shall be moved south, along with the northern parking lot, while Building J will be moved west into the site identified as the play area on the Site Plan. Passed 5-1 (**L. Payton** opposed, **B. Bowen** absent and recused from this item).
Motion by **L. May**, seconded by **J. Putnam**, to amend the main motion so as to further modify the recommended conditions of approval, in particular, that the TDM plan needs to include a program to encourage bike usage and maintenance, which can include a partnership with a third party non-profit. Passed 6-0 (B. Bowen absent and recused from this item).

C. AGENDA TITLE: Public hearing for consideration of a Concept Plan proposal to redevelop the AirGas site, LUR2016-00028, at 3200 Bluff Street (a roughly 1-acre property) with a mixed-use development in two buildings totaling 98,000 square feet in size comprised of 43,000 square feet of residential in 36 rental units and 55,000 square feet of commercial space with a 102 space underground parking garage in accordance with the adopted Transit Village Area Plan (TVAP). Preliminary consideration of a rezoning from Industrial Mixed Service (IMS) to Mixed-Use - 4 (MU-4) is also proposed.

Applicant: Kirsten Ehrhardt, Coburn Development, Inc.
Property Owner: AirGas InterMountain, Inc.

Staff Presentation:
K. Guiler presented the item to the board.

Board Questions:
K. Guiler answered questions from the board.

Applicant Presentation:
Andy Bush, with Morgan Creek Ventures, and **Bill Holicky**, with Coburn Architecture, the applicants, presented the item to the board.

Board Questions:
Andy Bush and **Bill Holicky**, the applicants, answered questions from the board.

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Public Hearing:
No one spoke.

Board Comments:
<u>Key Issues</u>: Compliance with TVAP, Site and Building Design, Proposed rezoning to MU-4, Form-Based Code, Others?

- **L. Payton** read **C. Gray's** comments to the board since **C. Gray** was not present at the time of this Concept Review. **C. Gray's** comments stated that she would support net zero. She suggested a higher percentage of residential. In regards to architecture, the west elevation steps down to two stories, and the building reads as one 55' continuous building and should be broken up. There should be more connections through the building and the paseo seems cramped and tunnel-like.
- **L. Payton** appreciated the applicant's efforts to be energy efficient. She expressed concern with the competition created with surrounding area in terms of places to shop and dine. She was not in support of the pedestrian tunnel. It should have some treatment on the ceiling. She appreciated the staff's comments regarding the connections, such as shifting retail towards the rail plaza. She is interested in a terminated vista at the end of the pedestrian pathway along Junction Place.
- **J. Putnam** stated that the project is very close to consistency with the TVAP plan. In terms of the residential location, more residential would be better. He suggested locating the residential at the corner away from the railroad noise. He supports placing more ground level retail at the northeast corner. He suggested and agreed that the pedestrian connections at the east-west vista could be critical and perhaps the Steelyards connection should be dominant. A terminated vista needs to be considered. In terms of parking, he was curious if there would be a way to get it down to one point of access, which could improve the pedestrian activation and reduce impacts on the streetscape. He suggested pre-wiring for EV charging stations for the 60 spaces. Architecture reads as a flat 2-dimensional piece. It is important to try and limit garage access to one-entry instead of two-entry points.
- **L. May** agreed. He suggested using solar panels to cantilever over the street as a nice architectural element like Bullet Center in Seattle.
- **H. Zuckerman** agreed. He added that he was not sure the proposed project respects neighbors living on the other three corners in terms of residential. The northeast corner could be reinforced with something stronger than entirely residential.
- **L. Payton** agreed with **J. Putnam** regarding the garage access.
- **J. Gerstle** agreed. He stressed that the applicant work out a single entrance for the garage access. In regards to the footpath through the "Four C's", while residents are concerned about foot traffic, there is potential for an attractive pedestrian path. They may be the most appropriate connection points.

Board Summary:
J. Gerstle gave a summary of the board's recommendations. Since this is a Concept Review, no action is required on behalf of the Planning Board. Generally, the board's comments were positive. The board had concern with the scale of the massing along the street and the tunnels

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being less desirable. The board suggested treating the solar panels as architectural elements by extending beyond the walls. The garage and pedestrian paths were central issues as well. The amount of residential use should be as large as possible. Some board members supported more residential use at the northwest corner, while others supported more commercial at this location. There was some split among the board regarding the tunnel and whether it would be a dedicated paseo. However, all board members agreed that it must be done effectively and not sterile.

6. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY

A. Addition of Planning Board Meeting, July 14, 2016

Board Comments:

- After some discussion, it was determined that an additional Planning Board meeting would be scheduled for July 14, 2016 in Council Chambers to begin at 6:00 p.m. to discuss 1440 Pine Street Concept Plan.

B. EAB to work with Planning Board

Board Comments:

- **J. Gerstle** informed the board that he had been in contact with the Environmental Advisory Board (EAB). They would like to establish a closer relationship with the Planning Board. David Driskell and Brett KenCairn will be discussing the nature of how the EAB would like to proceed and will be in contact with the Planning Board later.
- **J. Putnam** suggested informing the EAB of the procedural guidelines of how the Planning Board operates (Quasi-Judicial mode) which may differ from how the EAB operates (Legislative mode). The Planning Board has constraints.

C. Landmarks Board Liaison

Board Comments:

- **H. Zuckerman** and **J. Putnam** mentioned they have not been contacted regarding the next Landmarks Board Meeting so that they could attend.
- **C. Spence** informed the board members that she would contact the Landmarks Board Secretary and have her contact them in time for the June Landmarks Board meeting.

7. DEBRIEF MEETING/CALENDAR CHECK

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8. ADJOURNMENT

The Planning Board adjourned the meeting at 12:02 p.m.

APPROVED BY

_____
Board Chair

_____
DATE

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INFORMATION PACKET
MEMORANDUM

To: Members of City Council

From: Jane Brautigam, City Manager
Mary Ann Weideman, Deputy City Manager
Yvette Bowden, Director, Parks and Recreation
Michael Gardener-Sweeney, Director, Public Works-Transportation
Tracy Winfree, Director, Open Space and Mountain Parks
Molly Winter, Executive Director, Community Vitality
Susan Connelly, Deputy Director, Community Vitality
Bill Cowern, Transportation Operations Engineer
Jeff Haley, Parks Planning Manager, Parks and Recreation
Deryn Wagner, Environmental Planner, Open Space and Mountain Parks
Lisa Smith, Communications Specialist, Community Vitality
Amanda Nagl, Neighborhood Liaison, City Manager's Office

Date: May 25, 2016

Subject: Information Item: Chautauqua Access Management Plan (CAMP) 2016 work program

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EXECUTIVE SUMMARY

The purpose of this briefing is to provide to council materials associated with the 2016 work program for the development of the Chautauqua Access Management Plan (CAMP), which is based on guidance provided by council in February 2016 study session

The development of the CAMP is a process involving city staff from multiple departments, including the Transportation Division of Public Works, Community Vitality, Open Space and Mountain Parks, Parks and Recreation and the City Manager's Office. The CAMP will explore ways to manage existing demand for transportation access (including parking) to and from the Chautauqua area in ways that minimize vehicular and parking impacts to surrounding neighbors, visitors and the area's natural and cultural resources. The CAMP will not be exploring resource management or visitor use of OSMP land in the Chautauqua area. OSMP plans to undertake a master plan process in 2017. Project staff has gathered feedback from the public and city boards and now is sharing information with council on the proposed planning process, including the scope of work, schedule, and community engagement identified in this memorandum.

FISCAL IMPACT

The CAMP 2016 work plan's estimated cost of $100,000 to $125,000 is funded by multiple city departments including Public Works-Transportation, Parks & Recreation, Open Space & Mountain Parks and Community Vitality and includes $20,000 from the Colorado Chautauqua Association as well as in-kind support. Implementation of recommendations that will emerge from the 2016 work plan will be considered as part of the 2017 budget process.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- Economic: The 2016 work plan will have no economic impact. Paid parking is one strategy that may be considered for future year implementation.
- Environmental: The CAMP will explore ways to manage existing demand for transportation access (including parking) to and from the Chautauqua area in ways that minimize vehicular and parking impacts to surrounding neighbors, visitors and the area's natural and cultural resources.
- Social: The strategies to be developed and implemented as a result of the 2016 work plan will address the acknowledged need for a tailored access management strategy in the Chautauqua area to balance the access of the variety of users and modes while also maintaining the natural, built and historic environments.

BACKGROUND

The City of Boulder enjoys a now-118-year-old public-private partnership with the nonprofit Colorado Chautauqua Association ("CCA") for shared stewardship of the Colorado Chautauqua. The city owns the 40-underlying acres, three historic buildings and a new building, and leases approximately 26 acres and those four buildings to CCA. The city's Parks and Recreation Department operates a city park on the north lawn known as the Chautauqua Green. In addition to leasing the land and four buildings from the city, CCA also owns 67 historic buildings, including 60 cottages.

Year-round, CCA offers lodging, programming, rental of historic venues and a full-service restaurant. Private individuals own 39 historic cottages, most of which are used seasonally (typically summer) but some of which are year-round owner-occupied residences. Chautauqua was designated a Boulder Landmark District in 1979 and a National Historic Landmark in 2006. Physically, Chautauqua is surrounded on two sides by city open space that is not part of the historic district. The Chautauqua Trailhead is one of the most popular trailheads in the region. The Chautauqua Ranger Cottage, located within the historic district adjacent to that trailhead, is staffed by Open Space and Mountain Parks and provides information services to local and visiting hikers. The historic district abuts single-family residential neighborhoods to its north across Baseline and to the east. This brief description illustrates the number and variety of interests and uses/users associated with "greater Chautauqua."

The previous lease between the city and CCA (dated 1998, amended 2002) recognized the negative impacts of parking demand exceeding supply and the unique conditions within historic Chautauqua. The 1998 lease authorized CCA to take a variety of actions to limit access and parking under certain circumstances and anticipated that the city would designate a residential permit parking or similar program within the historic district to address the negative impacts on the Chautauqua operations and environment. Many of these approaches were deemed infeasible to implement.

Actions taken over the years include:

- CCA and the city, in collaboration with the Colorado Music Festival, in 2003 initiated free off-site parking and free shuttle service on event nights at the Chautauqua Auditorium to mitigate traffic impacts within the historic district and in the surrounding residential neighborhoods to the north and east. This free service has continued yearly since inception and will continue in summer 2016. The city issues a special event permit annually to permit temporary street closures and limited access on these event evenings.
- RTD discontinued the 210 bus route that stopped just east of 9th Street on Baseline, leaving the closest transit stops at 9th and College and Broadway south of Baseline.
- The city funded a pilot Hop 2 Chautauqua daytime bus during summer 2008 but ridership was low and the service was discontinued.
- In 2011 the city and the CCA partnered to evaluate parking and access issues in the leasehold area. As part of this project, the partnership collected parking utilization and parking duration data on all available parking within the leasehold area and in the neighborhood to the north of Chautauqua on three separate days. The results of that data collection showed some areas of high parking utilization within the leasehold area, but very few areas of high parking utilization in the neighborhood north of Chautauqua. Using the data and analyses from this study, a series of pilot programs for the CCA leasehold area was advanced by staff for city council's consideration but none of these pilots were adopted for implementation. Council members' concerns at that time included the concept of restricting parking on streets near open space and park property. Following the Council meeting in spring 2012 it was jointly determined that access and parking management at Chautauqua should be addressed through the upcoming lease renegotiation rather than through a pilot program.

In late 2012, the city and CCA adopted *Collaborative Stewardship of the Colorado Chautauqua: Guiding Principles for Place Management and Fiscal Sustainability* ("the Guiding Principles") as a shared statement about the nature of the Colorado Chautauqua and the manner in which its primary stewards, the city and CCA, intend to collaborate in the planning and management of Chautauqua's future. The **Collaborative Stewardship Guiding Principles** are summarized as follows:

1. A Public Place
2. A Historic Landmark
3. A Historic Mission
4. A Balanced Approach
5. Collaborative Place Management
6. A Cautious Approach to Change
7. Shared Financial Responsibility

The city and CCA entered into a new lease effective Jan. 1, 2016 ("the Lease"). The "Access and Parking Management" section of the Lease acknowledges the need for a tailored access management strategy to balance the access of the variety of users and modes while also maintaining the natural, built and historic environments. The Lease reiterates the recognition that during peak periods, parking demand for all uses within and around Chautauqua far exceeds supply, and acknowledges that the movement of vehicles looking for parking presents safety issues and degrades the visitor experience. The lease contains the commitment of the city and CCA to develop a Chautauqua Access management Plan ("CAMP") within the first year of the new lease according to the **CAMP Governing Principles:**

- Chautauqua is a unique shared resource requiring unique solutions.
- Chautauqua is a National Historic Landmark.
- The needs of all stakeholders, including the Association, cottage owners, park users, open space users and neighbors should be considered.
- A mix of uses must be accommodated.
- Pedestrians must be given priority on the narrow streets without sidewalks.
- Traffic circulation should be minimized in the interests of pedestrian safety and user experience.
- Parking demand is seasonal and solutions need not address time periods during which access is readily available.
- During peak periods, the parking needs of users in the historic core should be prioritized, but not exclusive.
- A seasonal transportation demand management (TDM) plan for employees should be implemented.
- The right of public access should not be restricted except for good cause, with such restrictions minimized as appropriate.
- The interests of the surrounding neighbors should be addressed.
- Any plan should be flexible to address changing circumstances.
- Access management should be consistent with the Guiding Principles for Place Management and Fiscal Sustainability.
- Consistent with the city's climate commitment and sustainability and resilience goals, any plan should support public transit, alternative modes of transportation, a reduction in vehicle miles traveled and a reduction in visits in single-occupant vehicles.

In 2015 resident-owners in the neighborhood north of Baseline adjacent to the Chautauqua historic district and Chautauqua Meadow open space ("Sustainable Chautauqua") approached the city with parking-related issues including: parking too close to or in front of driveways, stop signs, and hydrants; litter and dog waste; speeding and u-turns; general disrespect and noise; overuse of resource/environmental impacts; and lack of parking enforcement. Some improvements have been implemented already, including placement of trash receptacles and enhanced parking enforcement in the area. Temporary pavement markings have been installed to help delineate where parking is legal. It is anticipated that the Chautauqua-area activity-related issues will be addressed during the CAMP process.

At a study session on Feb. 9, 2016, staff sought council feedback on the process for development of the CAMP. One option identified was to move forward with developing a CAMP for implementation in the summer of 2016 utilizing parking utilization and duration data from 2011 that may be different today because of increased visitation to Chautauqua. This approach would have the advantage of providing mitigation this summer but would have the disadvantage of being based on data that may be out of date[1]

[1] The 2011 parking utilization and duration data and corresponding analyses could form the foundation of the development of the 2016 CAMP, but recent data from an Open Space and Mountain Parks Chautauqua Study Area Visitation Monitoring Report (2015) suggest that visitation to Chautauqua has increased substantially since 2005. Whether this increase occurred since the 2011 data collection is unclear. The substantial increase in visitation over time suggests that parking utilization within the leasehold and in the

and may be questionable to use as baseline data for future comparison. Another option would be to collect new data in summer 2016 to use to develop the CAMP for implementation and monitoring in summer 2017, thus delaying mitigation until 2017. Council members supported staff's recommendation to pursue the second option – to collect new data this summer, followed by the development of a CAMP for implementation in 2017.

After discussions with the City Council at the February 9, 2016 study session, city staff identified the following actions to incorporate into the 2016 work plan for development of the CAMP:

- Develop a data collection/evaluation plan and a public process plan for Council's review prior to this summer
- Gather data including parking utilization and duration and an updated user intercept survey this summer
- Work with OSMP to coordinate data collection and outreach and to understand data and system-wide options
- Explore transit options and other ideas for Baseline as part of CAMP development.

Operating Assumptions for the Development of the CAMP

As discussed at the Feb. 9, 2016 City Council study session, options for the development of the CAMP may include consideration of:

- Some degree of managed parking within the Chautauqua leasehold area and possibly in the surrounding neighborhood as well. This could include parking restrictions similar to those provided by the Neighborhood Parking Permit Program.
- Some degree of paid parking, possibly in the Ranger Cottage lot, on the loop surrounding the park and/or on Baseline Road.
- Enhancements to other modes of transportation including but not limited to restoration of transit service to the Chautauqua area.

Relevant guidance for this plan includes the city's ***Access Management and Parking Strategy*** **(AMPS) guiding principles**:

- Provide for all transportation modes
- Support a diversity of people
- Customize tools by area
- Seek solutions with co-benefits
- Plan for the present and the future
- Cultivate partnerships

RECOMMENDATIONS

Proposed CAMP Process -

Unless we receive different direction from Council, the project team anticipates the project process, data collection efforts and community engagement process outlined below.

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surrounding neighborhood potentially could be higher than previously studied, thus suggesting the necessity of data collection and evaluation of current conditions.

1. Initial community engagement including check-ins with boards and commissions, CCA and council – late April to early June 2016
2. Data collection – Summer 2016
3. Evaluation of data, initial formulation of menu of possible approaches/pilot(s) for summer 2017 and initial consultation with community working group – Fall 2016
4. Formulation of recommended approaches/pilot(s) – Winter 2016 to2017
5. Consultation with boards and commissions, presentation to City Council – Spring 2017
6. Preparation for implementation of pilot project – Spring 2017
7. Implementation of pilot project – Summer 2017
8. Review of summer 2017 results and finalization of plan – Fall/Winter 2017

Data collection efforts in summer 2016 may include:

- User intercept survey to understand more about the people arriving at Chautauqua, why they are there and where they are coming from
- New parking utilization and duration data to be collected within the CCA leasehold and in the neighborhood to the north and east of the leasehold
- Speed and volume data to be collected on key roadways within the leasehold and in the surrounding neighborhood
- Coordination with OSMP on a system-wide visitor survey to understand current visitor use and demographics at Chautauqua

A map showing the proposed boundary of the parking utilization and duration data collection and speed and volume data collection is provided as **Attachment A**.

The CAMP Community Engagement Process

To gain feedback on the many perspectives on Chautauqua from the variety of users and stakeholders, the project team will pursue some combination of the following communication tools to foster ongoing outreach and engagement throughout the project:

- Email newsletters from the city and the Colorado Chautauqua Association (CCA)
- Press releases
- Direct mail postcards
- Social media, including Facebook, Twitter and Nextdoor
- Flyers around town
- Signs around Chautauqua (e.g., at trailheads)
- Online and/or intercept surveys
- A community working group of 9 to 15 people to offer periodic feedback
- Presentations to city boards and city council

Please refer to Attachment B for a proposed explanation of the role and scope of the CAMP working group and solicitation of interest in serving. Project staff will widely communicate the solicitation via various strategies including use of city and CCA mailing lists, social media, traditional media and flyers posted on-site and in other locations.

To date, the project team has presented the proposed CAMP 2016 work program (see Attachment C) and received input from approximately 50 community members who attended the CAMP Community Open House on April 28 as well as from the Colorado Chautauqua Association (CCA) board of directors, the Open Space Board of Trustees

(OSBT) and the Transportation Advisory Board (TAB). Project staff is scheduled to present the proposed CAMP 2016 work plan to Landmarks Board on June 1.

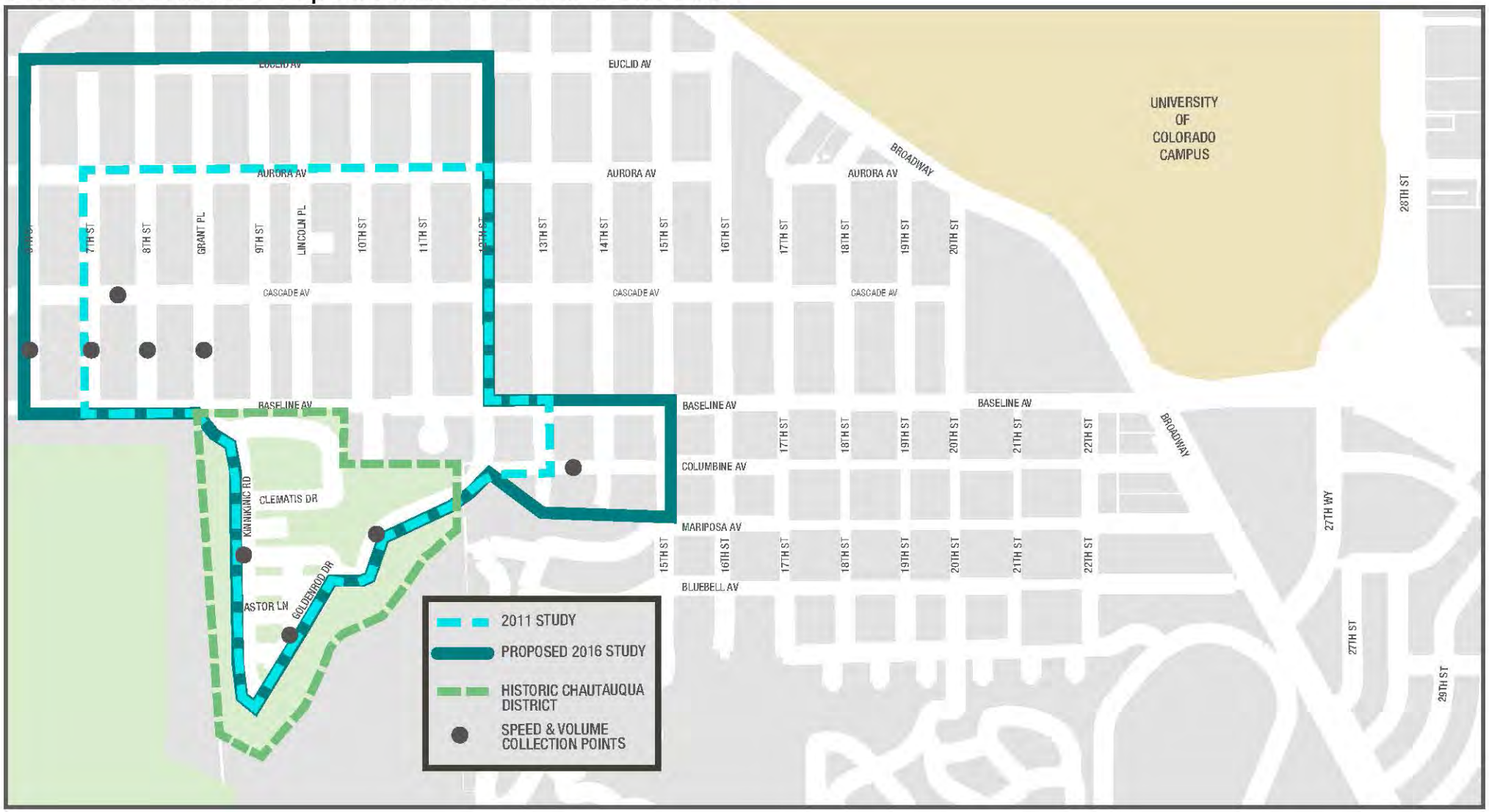
- Community Open House input centered on limited parking availability, parking limits and/or permits, pedestrian safety, interest in pedestrian and cycling data collection, support for transit and also concerns about neighborhood impacts and best practices; and interest in a community working group.
- CCA board input included interest in the community working group and in the scope of the data collection.
- OSBT input included recommendations to proactively reach out to occasional users and not just those with ownership interests, to use the CCA and Colorado Music Festival e-mail lists and the Camera for outreach, and to have meetings both in and outside Chautauqua to try and attract a range of attendees (e.g., meetings for the North Trail Study Area Plan were held at various locations around the city). Questions raised were whether the project schedule is too ambitious and what impact the new sidewalk on Baseline might have.
- TAB input included concerns re: safety at the main Chautauqua entrance, whether a Park'N'Ride would be considered, whether the study area could be extended to include Gregory Canyon, and comments that paid parking can help make parking more accessible and that the proposed communications plan looks good.
- PRAB input included concerns about serving a vision for the area and not simply attempting to accommodate all who desire to visit the Chautauqua area (e.g., by also attempting to disperse visitors through information about other trailhead opportunities), desire to understand how many people can be safely and comfortably be accommodated in the area at one time, and suggestions to utilize the visitor intercept survey to understand users' motivations for choosing Chautauqua.

For additional information, please contact Bill Cowern at CowernB@bouldercolorado.gov or Susan Connelly at ConnellyS@bouldercolorado.gov.

ATTACHMENTS

A. Map of Proposed 2016 Summer Data Collection Area
B. Proposed Solicitation of Volunteers to Serve on the CAMP Working Group
C. PowerPoint Presentation to the Boards

Attachment A: Proposed 2016 Data Collection



There are many interests and activities, uses and users associated with the area including the Colorado Chautauqua National Historic Landmark district, the adjacent open space and the residential neighborhoods to the north and east. Demand for parking in the area exceeds supply at times, affecting visitors' experiences, residents and neighbors, and the area's resources. In 2016, the Chautauqua Access Management Plan (CAMP) process will update and expand on prior data collection in order to explore ways to manage existing demand for access. The intent is to minimize impacts to visitor experience, natural and cultural resources, and surrounding neighborhoods. The final plan will be flexible to deal with future demand.

Purpose and Role of the CAMP Working Group

The City of Boulder is committed to an open and inclusive planning process for the CAMP. Direct input and participation of community members is a critical component for the creation of a successful plan. To that end, the city is in the process of forming a community working group to gather crucial feedback as the plan gets developed. The City Manager's Office (CMO) is seeking a diverse group of nine to 15 individuals with varying backgrounds, interests, and/or expertise relevant to access and parking in and around Chautauqua. Members of city and nonprofit boards are encouraged to apply, as well as cottage owners, neighborhood residents, CU students, members of the conservation community, recreational enthusiasts, teachers, camp leaders and others. Ideally, this group will represent a cross-section of those who use and enjoy Chautauqua, including residents of the City of Boulder and beyond. Therefore, no more than two individuals who represent the same neighborhood, geography, organization, or stakeholder group will be selected to serve on this group.

Starting in the fall of 2016, the role of the CAMP working group will be to provide comments, feedback and input to the CMO on proposed access management strategies as they are developed and refined over the next year. The working group is intended to help ensure that the project team, city boards and commissions and ultimately city council are considering a variety of perspectives, including those who are impacted by activities and those who participate in activities in and around Chautauqua. With guidance from the CMO, city staff will utilize the working group's feedback when developing recommendations and materials for city council consideration.

The group is not expected to come to consensus or to provide recommendations. The working group is also not a formal advisory group such as a board or commission; members will be selected by the City Manager's Office, not city council. The role of the group is to provide a diverse range of opinions and perspectives to assist the CMO, city staff and city council (decision-maker on the project).

<u>Role of City Manager's Office:</u>

- Consider applications from community members and select final working group participants
- Provide guidance to city staff on how to incorporate feedback gathered from working group members
- Act as liaison with City Council throughout the process

Role of City Staff (and supporting consultants):

- Arrange meeting logistics, including location, agendas, public announcements, etc.
- Prepare information for working group review and comment
- Facilitate meetings and/or guide participant facilitators
- Record and distribute meeting summaries
- Keep city council informed and seek policy direction as needed through the process
- Make recommendations to city council
- Coordinate public input and outreach

Role of CAMP Working Group:

- Review materials prepared by city staff and consultants, provide input, identify additional ideas and issues to consider
- Provide feedback about how to communicate the issues and options to other interested parties and the broader community
- Participate in and share other opportunities for public involvement with the broader community.

Working Group Expectations and Commitment

Working group members will be expected to:

- Have experience with, interest in and/ or expertise related to access and parking management in the Chautauqua area
- Reside in the City of Boulder or beyond,
- Attend occasional working group meetings starting fall 2016 and currently anticipated to run through fall 2017
- Review materials prior to working group meetings
- Provide constructive feedback to the CMO and city staff to help ensure that staff products are understandable, accurate and complete
- Identify areas and issues to consider, and provide feedback on how to communicate information to the broader public
- Engage in a shared and constructive dialogue with other members of the group, city staff and consultants
- Comply with the working group operating agreements (below)

CAMP Working Group Operating Agreements –

1. Discussion Guidelines - These guidelines are meant to encourage productive discussions and deliberation.
    - Fairness
        - One person speaks at a time; be recognized by the facilitator/presenter before speaking.
        - Share "air time." Be succinct.
        - Everyone participate!
    - Listening
        - Focus on each speaker rather than preparing your response.

    - Avoid side conversations or interruptions.
- Respect
    - Honor the project scope and the agenda for each meeting. Stay on topic.
    - Judge ideas, not people; keep the discussion civil.
    - If you don't like something that happened in the meeting, bring it up or discuss it with the staff project manager later so that it can be resolved. Do not let things fester.
- Commitment
    - Prepare for each session.
    - Attend each meeting.
    - Begin and end on time.
    - Get up to speed if you did not attend.
    - Ask questions if you do not understand—either in the meeting or afterward by calling or emailing the project manager.

2. Communication with Other Groups, Individuals and the Media - All CAMP working group meetings will be open to the public and the press. All working group members are free to comment publicly on the progress of the working group and the issues being discussed. However, in making public comments, each group member agrees to:
    - Speak only for him or herself (and make this clear to the reporter).
    - Avoid characterizing the personal position or comments of other members.
    - Be thoughtful of the impact that specific public statements may have on the group and its ability to complete its work.

Letters of Interest

The city is seeking a diverse group of nine to 15 individuals from the various ownership interests in and around Chautauqua as well as individuals with varying experiences, interests and/ or expertise relevant to access and parking in and around Chautauqua. Interested individuals should **email a letter of interest that responds to the following questions no later than 9:00 a.m. on Monday, July 25th** to Susan Connelly at ConnellyS@bouldercolorado.gov:

1. Name and contact information: Please include your name, address, phone number and email address.
2. Statement of Interest: Please summarize in a paragraph or two why you are interested in serving on the CAMP working group and how your participation would add a unique perspective to discussions and help ensure that a diversity of relevant viewpoints are represented.
3. Areas of Experience, Interest and Expertise: Please explain any areas of interest, expertise or experience you think would be beneficial to the working group and project team.

Depending on the number of interested individuals, not all who express interest may be selected for the working group. Similarly, more than 15 people may be selected if it is

determined that additional voices or perspectives would be helpful as the city works to understand the various views in the community.

Thank you for your interest in contributing to a successful CAMP process and outcomes!

CHAUTAUQUA ACCESS MANAGEMENT PLAN

Introduction to City of Boulder's Landmarks Board

June 1, 2016

Overview

- Background
- Planning Process and Timeline
- Data Collection for Summer 2016
- Stakeholder Engagement
- Feedback from the Board

Background

Why the need for a CAMP?

- High demand for access to this special place;
- Limited parking and few alternatives to driving have resulted in historic parking and access issues;
- Previous lease, current lease and Collaborative Stewardship Framework all speak to the need for access management;
- Prior 2012 effort to implement CAMP pilot program;
- Current lease requires the implementation of a CAMP.

Background

2012 Parking and Access Studies

- 80% of Chautauqua visitors arrive by car
- Average of 2.7 passengers per vehicle
- Parking demand exceeds supply only during summer months
- Area experiences its greatest use in the afternoon

2015 OSMP Visitation Study at Chautauqua

Month	2004 Visits*	2015 Visits*
Aug	42,000	103,905
Sept	36,000	81,270
Oct	35,000	74,125
Nov	19,000	54,244
TOTAL	**132,000**	**313,544**

*From August 1 to November 30

Project Purpose

CAMP will explore ways to manage existing demand for ***transportation access*** (including parking) to and from the Chautauqua area in ways that minimize vehicular and parking impacts to surrounding neighbors, visitors and the area's natural and cultural resources. The plan will be flexible to anticipate future demand.

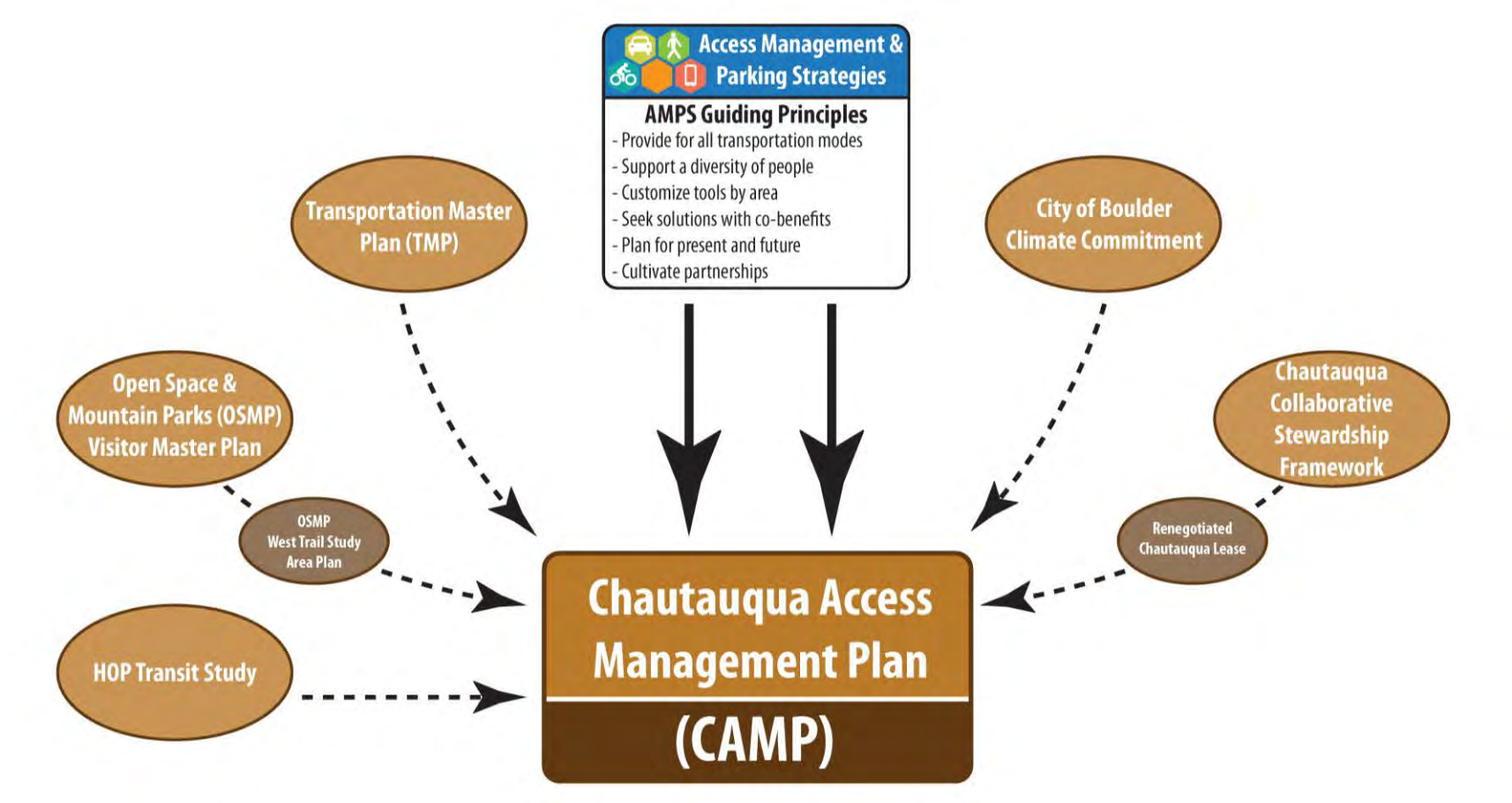
CAMP will not explore limiting public access to the area.

Operating Assumptions for Development of the CAMP

The Camp may include consideration of:

- Some degree of **managed parking** within the CCA leasehold area and possibly in the surrounding neighborhoods
- Some degree of **paid parking**
- **Enhancements to other modes of transportation**, including but not limited to restoration of transit service to the area

Existing Guidance

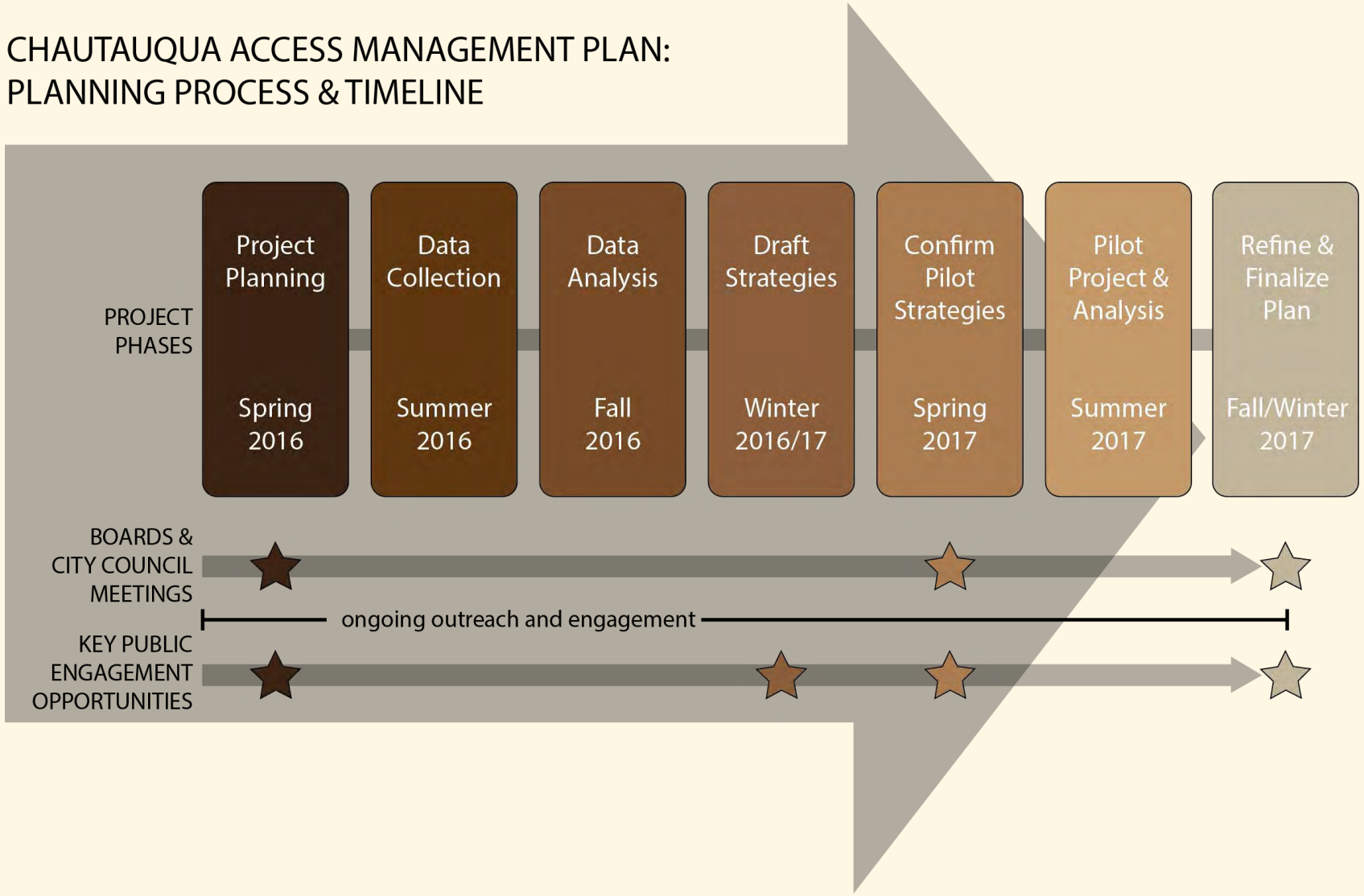


Project Leadership

Collaborative Project Team

- Community Vitality
- Transportation Division of Public Works
- Open Space and Mountain Parks
- Parks and Recreation
- City Manager's Office – Neighborhood Liaison
- Communications
- Colorado Chautauqua Association

Planning Process and Timeline



Proposed Data Collection for Summer 2016

Data Type	Data Source
Parking utilization and duration	Field observations
Traffic speed and volume	Field observations
Traffic and parking safety	Collision reports, crosswalk compliance, parking violations
Multimodal access	Intercept survey, Hop 2 Chautauqua ridership, Uber heat maps, bicycle counts, Boulder B-cycle Trips
General trip origins and destinations	Intercept survey
Site-wide visitor demographics and preferences	Intercept survey
OSMP visitor demographics and preferences	OSMP system-wide survey (2016-2017)
OSMP visitor counts	OSMP system-wide survey (2016-2017)

Past and Proposed Study Areas

Community Engagement Techniques

- Presentations to city boards and city council
- Public meetings
- Email newsletters through the city and the Colorado Chautauqua Association
- Press releases
- Direct mail postcards
- Social media, including Facebook, Twitter and Nextdoor
- Flyers around town
- Signs around Chautauqua (e.g., at trailheads)
- Online and/or intercept surveys
- A community working group to offer periodic feedback

First Public Open House: *April 28,2016*

Limited parking availability

Parking limits or permits

Pedestrian safety

Pedestrian & cycling data collection

Transit – support, but concerns about neighborhood impacts, best practices

Interest in community working group

Board Feedback

- Do you have any questions about or feedback on the project schedule or scope of work?
- What feedback do you have on the proposed community outreach and engagement approaches?
- Is there anything else you would like to share at this point in the process?

CHAUTAUQUA ACCESS MANAGEMENT PLAN

Questions?

Bill Cowern, Transportation
cowernb@bouldercolorado.gov

Susan Connelly, Community Vitality
connellys@bouldercolorado.gov

EXTRA SLIDES

Proposed Data Collection Schedule

Data Collected	June 2016	July 2016	August 2016	September 2016
Parking Utilization	✓	✓	✓	✓
Arrival and Departure Patterns		✓		
Motor Vehicle and Bicycle Counts		✓		
Vehicle Speeds		✓	✓	
Transit Ridership (Shuttles)	✓	✓	✓	
Uber Heat Maps	✓	✓	✓	✓
Boulder Bcycle Trips	✓	✓	✓	
Collision Reports	✓	✓	✓	✓
Crosswalk Compliance		✓		
Parking Violations	✓	✓	✓	✓

Proposed Schedule for Field Observations: Parking Utilizations

Month	Weekday (Event)	Weekday (Non-Event)	Saturday	Sunday (with CMF)
June 2016	✓	✓	✓	
July 2016	✓	✓	✓	✓
August 2016	✓	✓	✓	
September 2016			✓	

INFORMATION PACKET
MEMORANDUM

To: Mayor and Members of Council

From: Jane S. Brautigam, City Manager
Tracy Winfree, Director of Open Space and Mountain Parks
Mark Davison, Community Connections Manager, Open Space and Mountain Parks

Date: May 24, 2016

Subject: Information Item: Update on OSMP conservancy exploration.

EXECUTIVE SUMMARY

The purpose of this memo is to provide the Boulder City Council with background information and seek input and guidance for exploring a concept for creating a Conservancy to support Open Space and Mountain Parks (OSMP) with private funding.

This memo includes:

- Background information on why to explore a Conservancy to support OSMP
- Framework to explore the Conservancy concept, project details such as who is involved, current status and next steps, and proposed timeline for input, review and approvals
- Preliminary focus areas for a Conservancy

To address critical needs and emerging trends, park and open space systems across the country are partnering with nonprofit, philanthropic organizations. These organizations are able to pick up where typical public funding leaves off, to help ensure bright futures for the communities' most special places. The role of the Conservancy and the associated board is not to act as an advocacy group, but to raise private funds that will support program areas not typically provided for by public funds. The board members' focus is to be able to raise funds through private, grant, and corporate avenues to support OSMP priority programs and projects.

OSMP has been approached with this concept by several private citizens who have asked if it is possible to partner and consider exploring this concept together. This forward-thinking approach could reap benefits if coordinated well with OSMP direction, filling a much-needed niche in supporting projects and programs that add value to the system beyond what the city provides.

Open Space staff presented this exploration to the Open Space Board of Trustees (OSBT) at its April board meeting. Board comments were generally supportive and provided constructive

feedback to consider in creating a long-term and sustainable partnership. The OSBT noted the Conservancy would need to provide a value-added approach, supporting prioritized programs that better fulfill the OSMP mission and charter (rather than a "Pay to Play" concept) and it was an opportunity to develop meaningful partnerships. The OSBT recommended proceeding with caution and to be careful to avoid any notion of advocacy.

FISCAL IMPACT

- Fiscal: The exploration of a Conservancy to support and supplement funding to better fulfill the charter and mission of OSMP is now on the table. Such a Conservancy has the potential to raise meaningful dollars to make strategic investments that will yield significant impacts for protecting our land and the enjoyment of the citizens who own it.
- Staff time: The staff time needed to complete this project is part of the 2016/17 work plan for OSMP staff.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- Economic: OSMP contributes to the economic vitality goal of the city as it provides part of the context for the diverse and vibrant economic system that sustains services for residents. The land system and the quality of life it represents attract visitors and help businesses to recruit and retain quality employees.
- Environmental: OSMP is a significant community-supported program that is recognized as a leader in preservation of open space lands contributing to the environmental sustainability goal of the City Council. The creation of the conservancy can benefit natural areas, wetlands, rare plant populations, plant communities and ecological systems.
- Social: The creation of the conservancy can increase community accessibility to opportunities to improve physical wellbeing, mental health and enjoyment of the many features of open space lands.

BACKGROUND

A framework for exploring the concept is described below within a series of steps that would investigate feasibility and need, review precedents, complete outreach with interested parties, as well as seek OSBT and council approval.

Step 1: Discuss concept with Conservancy proponent group

Meet with proponents to:

- Discuss overall concept
- Develop an approach for exploring the concept
- Identify Conservancy needs, opportunities, gaps, risks and stakeholders
- Consider the process, review stages and approvals needed to create the Conservancy

Due Date: Spring 2016

Step 2: Preliminary discussion to understand viability and legal implications

Meet with city finance staff to discuss financial implications.

Meet with city attorney to discuss legal implications.

Canvass potential supporters.

In partnership with OSMP staff, conduct preliminary feasibility study to test financial viability and provide proof of concept.
Discuss process for informing OSBT and council as well as seeking approval to move forward.

Meet with OSBT to discuss:

- Concept
- Approach and benefits
- Funding and risk
- Ask for approval to proceed to Memorandum of Intent (MOI) stage with council concurrence (Step 3)

Due Date: August 2016

Step 3: Develop MOI
Conservancy group in partnership with OSMP staff finalizes feasibility study to further test financial viability and provide proof of concept.

Further explore precedents to understand opportunities and risks for this concept including Boulder Library and Parks and Recreation Department.

Discuss with OSMP staff, stakeholders, OSBT, city attorney and council for input.

Conservancy proponents work with OSMP to develop:

- Approach to charter purpose including governance and articles of agreement
- Partnership roles
- Organizational structure and approvals
- Potential OSMP prioritized programs and projects
- Funding mechanisms and strategies for private fund raising that will add value to existing public funding streams

OSMP works with Conservancy proponents to consider input from public, staff and stakeholders on concept.

Meet with OSBT and council:

- Ask for approval from OSBT and council to proceed with developing Conservancy concept

Due Date: Spring 2017?

Step 4: Conservancy is created
Support Conservancy proponents within scope of MOI to:

- Develop charter and purpose with governance and articles of agreement (by-laws)
- Apply for 501c3 status
- Provide prioritized list of programs and projects that will require Conservancy funding
- Consider funding mechanisms and strategies for OSMP prioritized programs and projects
- Launch Conservancy
- Draft preliminary Memorandum of Understanding (MOU) from MOI

Meet with OSBT and council:

- OSBT and council recognize conservancy through a charter agreement that defines governance, articles of agreement and by-laws

Due Date: Fall 2017

Step 5: Develop MOU from MOI
Discuss MOU with OSMP staff, stakeholders, OSBT and council for input.

Work with Conservancy proponents to refine:
- Clearly define partnership roles
- Formalize organizational structure and approvals
- Finalize OSMP prioritized list of programs and projects that will require Conservancy funding
- Launch fund raising campaign for OSMP prioritized programs and projects

Meet with OSBT and council:
- Bring MOU to OSBT and council for review and approval
- Define metrics to track progress and success

Due Date: Spring 2018

ANALYSIS
Potential Conservancy Focus Areas for Discussion: Six focus concept areas have initially emerged with the aim to add value by sharing our decades-old legacy of innovative land management with others, affirming our connection with nature, encouraging youth to identify with nature, increasing community food connections, and ensuring there are inclusive opportunities for everyone in the community to conserve, connect with and enjoy OSMP lands. Below is a summary of the six focus areas concepts:

Concept Focus Area 1:
Regional Conservation
The partnership can inspire people to support major conservation and restoration projects that preserve and protect Boulder's resources. By providing funding based on the highest-priority needs defined by OSMP, the partnership can work together to ensure a legacy for generations to come.

Concept Focus Area 2:
New Headquarters and Community Center
A new headquarters is needed to house OSMP staff under a single roof where knowledge can be easily shared and the department can efficiently carry out operations to fulfill its mission. In addition, this project affords an opportunity to include a Community Center that offers quality, experiential environmental education programs and teaches outdoor recreation skills to youth and underrepresented and under participating groups. The center can promote environmental stewardship and outdoor recreation skills to thousands of people through collaborations with school districts and community-based organizations.

Concept Focus Area 3:
Connect with Nature through Volunteer and Service Programs
People depend on nature and a natural setting for peace, quiet, inspiration, renewal, exhilaration and enjoyment. OSMP provides opportunities to immerse oneself in nature and give back by

learning, volunteering and connecting to the outdoors. This is accomplished through innovative programs such as Raptor Monitoring, Mountain Bike Patrols, Bat Monitoring and many others. These programs can be expanded to encourage a greater connection to nature by teaching programs that foster a wider understanding of conservation including learning outdoor skills and providing opportunities for activity groups, nonprofits, local businesses and agency partners to work more closely with staff to further fulfill the OSMP mission. These programs could be particularly impactful to underrepresented populations, and align with other city efforts to engage low-income and minority community members. Enhanced programs and projects will attract thousands of new Boulder volunteers every year, create a greater connection for Boulder community members with nature and provide more opportunities for local businesses to give back.

Concept Focus Area 4:
Youth Access to Nature

Nature supports healthy, active outdoor lifestyles. Whether you are picnicking at the first overlook off Flagstaff Road, strolling through a forest listening for birds along Shanahan Ridge or jogging on the South Boulder Creek Trail, you will continue a tradition that stretches back decades. Although it is easy to take this for granted, there is a need to create an environment where youth can see how very special and valuable these local outdoor opportunities are. Programs can be developed to build confidence, teach skills and provide access opportunities so children gain an appreciation for the outdoors. Programs that teach children the outdoor skills they need to feel confident when they enter nature will be part of this effort as well as developing youth ambassadors able to articulate the value of protecting lands. Youth emerging from an OSMP program will be able to find a trail on the map, identify an eagle, know the Leave No Trace ethic, appreciate how to hike safely, and learn camping and fishing skills. This passport to nature will attempt to ensure that youth at Boulder schools have junior ranger experience beginning at age six to twelve and advancing into their high school years by programs that provide outdoor areas to play and learn in nature, opportunities to develop outdoor skills expertise and eventually to become ambassadors to educate other youth about the importance of conserving nature. These programs can also create pathways to careers in environmental stewardship (again where local low-income and minority populations are underrepresented).

Concept Focus Area 5:
Community Connections to Food

Having farms nearby makes this community happier, healthier and resilient. By protecting farmland, an agricultural backyard is created for people living in the urban area. Farming supports strong, resilient communities where people want to live and encourages investment in the vitality of the local community. Future programs will enable families to know where their food comes from and who produces it for them; learn about and be reminded of their local connections in local grocery stores; be able to learn how to tend a field and have access to land and resources to try it themselves; run a community plot outside the urban area and have the potential to stay overnight on it; and participate in events on local farms that bring the community together and are a fun way for children to learn about farms. Activities can be explored that will connect our community with food including farm events, education programs for schools, community allotments, food forests, farm markets, farm stands, demonstration farms and farm camps. Connecting local families to farming and food is a legacy that ensures continued community vitality. These efforts are also connected to the city's local food initiative.

Concept Focus Area 6:

Opportunities for All Grant Program

Diverse communities should feel ownership, safe and welcome on OSMP lands. Working together, OSMP and partners can create opportunities for residents to work at, play in and care for these special places to ensure everyone gains from the benefits of conserving nature, food production and recreation activities. We need to further reach out and develop programs with underserved community partners to foster a love of nature, an appreciation for local food production and gratitude for the amazing variety of local recreation activities. One goal is to work with culturally-specific, low-income communities, elderly, and persons experiencing disabilities in places where OSMP does not already have strong relationships. For example, Nature and Farm Connection Community Grants can be considered that could focus on culturally-specific, low-income communities, and persons experiencing disabilities. The grants can create opportunities to learn about, practice, and engage in nature and farming activities. We can also consider School in Nature and Farm Community Grants providing resources to enable connections with nature and farming that schools are unable to make. There will be opportunities to build upon and partner with existing programs serving these communities, such as Parks and Recreation's EXPAND program for people with disabilities and Youth Services Initiative (YSI) program serving youth living in low-income housing. There could be the possibility to consider grants for improved nature experiences and activities that meet expectations for universal access guidelines and develop more inclusive programs for persons experiencing disabilities.

NEXT STEPS

- Bring feasibility study to OSBT and council for review of viability and legal implications
  Due Date: August 2016
- Seek OSBT and council concurrence to develop MOI defining partnership between OSMP and Conservancy
  Due Date: Spring 2016
- Seek OSBT and council concurrence to create Conservancy
  Due Date: Fall 2017
- Develop MOU for working partnership between OSMP and Conservancy
  Due Date: Spring 2018

INFORMATION PACKET
MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
Maureen Rait, Executive Director of Public Works
Michael Gardner-Sweeney, Director of Public Works for Transportation
Kathleen Bracke, GO Boulder Manager
Gerrit Slater, Transportation Capital Projects Manager
Carl Castillo, Policy Advisory, City Manager's Office

Date: June 7, 2016

Subject: Information Item: Update on the Railroad Train Horn Noise and Quiet Zones

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EXECUTIVE SUMMARY

In response to concerns expressed by Boulder community members regarding the impacts of train horn noise, the City of Boulder is working with agency partners to request modifications to the Federal Railroad Administration (FRA) train horn rule and continues to pursue the implementation of "quiet zones" for railroad crossings impacting the Boulder community.

Federal Train Horn Rule

As part of the US36 Mayors and Commissioners Coalition (MCC), the US287 Coalition, and the Colorado Municipal League, the City of Boulder is partnering with neighboring cities and counties to provide feedback to the Colorado congressional delegation and to the FRA about the current federal train horn rule . Comments on the rule, which are due to the FRA by July 5, include requested modifications to address local and regional concerns. Staff plans to submit the city's comments directly to the FRA, in conjunction with the US36 MCC comments. The feedback includes:

- Requests for context-sensitive quiet zone design requirements, based on location and train operational characteristics.

- Support for permanence of quiet zone rules where installation requirements are not changeable over time.

- Identification of the need for federal funding sources that can assist local jurisdictions with creating quiet zones.

- Other concerns regarding barriers to create quiet zones.

See **Attachment A** for a detailed list of the proposed comments to FRA.

Boulder Area Quiet Zones

In 2014, the city commissioned a Railroad Quiet Zone study to provide information, including cost estimates, to evaluate potential infrastructure improvements and non-infrastructure programs to reduce or eliminate train horn noise. The study examined the nine Burlington Northern Santa Fe Railway Company (BNSF) railroad crossings located within and adjacent to the city. Based on the study results, the total cost to create quiet zones at these locations is conservatively estimated to be approximately $5 million.

The city is working with project partners to identify options for the necessary crossing treatments as well as implementation strategies for those treatments. Potential options include exploring federal, state and regional funding opportunities in partnership with Boulder County and neighboring communities along the BNSF corridor as well as public/private partnerships.

The city has requested $1,056,000 in funding from DRCOG and is expecting confirmation by summer 2016. Once the funding is confirmed, staff will begin a public engagement process with the community and will coordinate with agency partners as part of the Transportation Division's 2016-17 work program. The city's budget process is another forum for the community to provide input on this topic.

In coordination with other Colorado municipalities, the city is also monitoring the potential for changes to state or federal legislation related to train horn noise and quiet zone funding opportunities.

FISCAL IMPACT

The city's railroad quiet zone study, public outreach, and policy work with the agency coalitions and FRA is all supported by existing resources from the Transportation Division in 2016. The city is pursuing $1,056,000 in funding through the DRCOG in 2016 to assist with implementation of quiet zones in 2017-18. The city is also exploring other local, state and federal funding sources to cover the full implementation costs, estimated to amount to approximately $5 million.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- *Economic:* Railroad quiet zones support the city's economic vitality efforts to the extent that they may reduce or eliminate train horn noise that is impacting existing neighborhoods and businesses, as well as future mixed use infill/redevelopment areas of the community located along the BNSF railroad corridor.

- *Environmental:* Quiet zones for railroad crossings in the Boulder area support the reduction/elimination of the noise-related environmental impacts from freight trains. Reducing or eliminating train horn noise also supports the city's Sustainability Framework and Climate Commitment greenhouse gas reduction goals by creating more livable conditions near railroads that encourage greater development within existing and future "transit oriented development" areas of the community that in turn support walking, biking, and access to local and regional transit.

- *Social:* Quiet zone improvements are important to improving the safety and physical conditions for Boulder community members of all ages and income levels who live and work in the vicinity of the BNSF railroad corridor. Enhancing the livability in this area will generate opportunities for additional housing and employment sites with close access to existing and future transit; this is particularly important to older adults, people with low income, and people with disabilities. The increased focus on transit-oriented development areas will provide a host of other multiple benefits throughout the community.

BACKGROUND

Many Boulder residents and people working within the vicinity of the BNSF railroad corridor are negatively impacted by train horn noise. Railroad tracks in Boulder are owned and operated by the BNSF Railway Company. The sounding of train horns at crossings is regulated by the FRA through its federal train horn rule. While the number of trains passing through the Boulder community has remained fairly stable at six to eight trains daily, the train horn noise levels have increased since federal rules went into effect in 2005. In the same 2005 rulemaking process, the FRA established a process by which local road authorities (e.g., cities and counties) can establish quiet zones.

Quiet Zones are at-grade railroad crossings that include physical infrastructure and warning systems so that train engineers are not required to sound the train horn at the crossing. Per the FRA: "In a quiet zone, railroads have been directed to cease the routine sounding their horns when approaching public highway-rail grade crossings. Train horns may still be used in emergency situations or to comply with other federal regulations or railroad operating rules. Localities desiring to establish a quiet zone are first required to mitigate the increased risk caused by the absence of a horn."

ANALYSIS

<u>Federal Train Horn Rule</u>

Through its membership in the US36 Mayors and Commissioners Coalition (MCC), the US287 Coalition, and the Colorado Municipal League, the city is partnering with cities and counties such as Boulder County, Louisville, Lafayette, Broomfield, Westminster, Longmont, Loveland and Fort Collins to provide feedback to the Colorado congressional delegation and to the FRA on the current federal train horn rule and to request modifications to the rule that address local and regional concerns.

The FRA has recently opened the federal train horn rule for public comments and will accept comments until July 5. The city in coordination with the US36 MCC member cities has developed a set of responses to specific questions included in the FRA's request for comments on the rule. The following are highlights of the city and US36 MCC comments, which can be found in their entirety in Attachment A:

- Once investments in quiet zones are made, local jurisdictions need a commitment from the FRA that the crossing improvements will be considered permanent and sufficient over time to meet on-going federal quiet zone requirements.
- A "One Size Fits All" approach to quiet zone establishment is onerous; communities need to be able to scale crossing treatments based on the specific context (e.g., urban, suburban, rural, etc.).
- The cost-to-benefit ratio for crossing improvements should be considered in revisions to the rule.
- Train engineers should be allowed discretion for blowing horns at night. Currently they do not have this discretion.
- The risk index calculations should be modified to consider train speed.
- A defined federal funding source(s) for quiet zones should be established.
- The FRA should participate financially in the development of innovative safety measures and innovative technologies that local governments could use in quiet zone treatments.
- Emerging technologies to aid in the review and approval process should be considered.
- Provisions should be tailored with an eye toward lessening the overall socioeconomic impact to urbanized areas that support affordable housing, transit-oriented development and other smart growth practices. Mitigation of train horn noise is important to improve the live-work environment of these impacted areas and can be a major factor in the overall success.

Status of Boulder Area Quiet Zones

In 2014, a Railroad Quiet Zone study was prepared for the City of Boulder by consultants from Short Elliott Hendrickson, Inc. (SEH) and HDR with assistance from Felsburg Holt Ullevig (FHU). In addition to the city staff and consultant teams, the information provided has been developed in coordination with the FRA, BNSF, Colorado Public Utilities Commission (PUC), and Boulder County staff.

The nine railroad surface crossings impacting Boulder residents that were included in the study are listed in the table below and depicted in map form in **Attachment B**.

Burlington Northern Santa Fe Boulder-related Surface Railroad Crossings*	
Location	Jurisdiction
63rd St (Gunbarrel)	Boulder County
North 55th Street (Gunbarrel)	Boulder County
Jay Road	Boulder County
Independence Road	Boulder County
47th Street	City of Boulder
Valmont Road	City of Boulder
Pearl Street	City of Boulder
55th Street	City of Boulder
63rd Street (Xcel Valmont Power Plant)	City of Boulder
* crossing included in estimated $5M for quiet zone upgrades	

The Railroad Quiet Zone report that the city commissioned provides an overview of federal requirements, options, conceptual designs and cost estimates to reduce or eliminate train horn noise impacts for each of the railroad crossings in the Boulder area. The report also includes information regarding potential non-infrastructure quiet zone measures allowed by the FRA and potential implementation strategies for all options. These include phasing quiet zone crossing improvements over time to address immediate and future needs and respond to resource constraints. In short, this report describes the options and costs associated with creating railroad quiet zones for the Boulder community. The options be refined as the city continues to works with the community and project partners.

The city, working in coordination with the community and project partners, including the FRA, BNSF, Colorado Public Utilities Commission (PUC), and other agencies, must determine the preferred quiet zone option(s) to pursue, if any, for each BNSF railroad crossing as well as a prioritization and phasing plan for implementation. Factors to consider include type and proximity of adjacent land uses (existing and/or planned) as well as street characteristics, safety and costs for installation, plus any potential on-going maintenance responsibilities. Coordinating quiet zone implementation with neighboring communities is essential because train horn noise crosses jurisdictions due to horn engagement length and duration requirements.

Implementation options include seeking federal, state or regional grant funding opportunities working in partnership with Boulder County and neighboring communities along the BNSF corridor.

In May 2016, the city - along with cities of Louisville, Lafayette, and Longmont - submitted a grant application to the Denver Regional Council of Governments (DRCOG) for funding to implement Quiet Zones. The city's DRCOG funding request is approximately $1 million (maximum amount of allowable grant request) and if approved, will represent approximately 20% of the necessary funding to complete all of the quiet zones in the Boulder area.

Locally, there may be opportunities to pursue potential public/private partnerships, including consideration of participation by adjacent property owners or developers, to create quiet zones

within new mixed use, transit-oriented districts such as Boulder Junction or other areas along the BNSF corridor. City Council may see funding proposals surface in the future through grant applications, the comprehensive financial strategy and annual capital improvement program.

NEXT STEPS

City of Boulder and US36 MCC comments will be shared with the Colorado congressional delegation and the FRA before July 5, 2016. Council will receive a copy of these comments.

The city expects to receive notice of its request for DRCOG funding by this summer. Once the funding is confirmed, staff will begin the public engagement process with the community and continue coordination with agency partners as part of the Transportation Division's 2016-17 work program. The city is incorporating the DRCOG quiet zone funding into the 2016-17 Capital Improvement Program (CIP) which the City Council will review and consider as part of the 2017 budget process. Quiet zones are considered a third-tier priority in the city's Transportation Master Plan investment program, due to it serving as a quality of life related project, and the opportunity to leverage external and private funds to implement improvements.

MORE INFORMATION:

Additional information regarding railroad quiet zones, including copies of the quiet zone study reports, are available on the city's website at www.BoulderTransportation.net under "Transportation Projects and Programs." Select "Train Noise and Quiet Zones" or use the following direct link:
http://user.govoutreach.com/boulder/faq.php?cid=23324

Attachments
A – City of Boulder/US36 MCC Horn Rule comments to Federal Railroad Administration
B – Burlington Northern Santa Fe Railroad Boulder Area Surface (At-Grade) Crossings

ATTACHMENT A:
City of Boulder/US36 MCC comments to Federal Railroad Administration – Draft May 2016

U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE**: Use of Locomotive Horns at Public Highway-Rail Grade Crossings; Notice of Safety Inquiry**

I. Introduction

The US36 Mayors and Commissioners Coalition (MCC) is comprised of the City of Boulder, Boulder County, City and County of Broomfield, City of Louisville, Town of Superior, the City of Westminster, the City of Longmont and, 36 Commuting Solutions. The MCC is committed to bringing safe and sensible transportation solutions to the residents and businesses along the US36 corridor between Denver and Boulder, CO, and to other areas in the region. In partnership with USDOT, CDOT, our Regional Transportation District (RTD), and private interests, we planned, constructed, and operate a BRT/managed lanes/bikeway facility on US36.

As part of the Northwest Area Mobility Study (NAMS) we identified a route to bring commuter rail service to the area. Specifically the route would utilize the existing BNSF freight corridor between Denver Union Station and Longmont and, connect many of the cities and towns along the route. The NAMS Study evaluated the operations and construction of commuter service as well as alternative routes. The Study also looked at extending FasTracks' North Metro Line to Longmont. In addition to commuter service many of us have also been looking at ways to maintain or improve safety along the BNSF line and reduce the use of train horns through the establishment and implementation of quiet zones. As you know the MCC has met with FRA officials, in DC, over the last several years and have benefited from those discussions. Additionally we have met with representatives of BNSF and identified segments along the line to establish quiet zones. We were pleased to see that the FAST Act included, in Section 11403, a GAO study on the use of locomotive horns as highway-rail grade crossings and that there are funds available in the bill to implement quiet zones.

II. Comments on the Notice of Safety Inquiry

Thank you for the opportunity to provide comments to this Notice of Safety Inquiry. Safety at highway-rail crossing is our number one goal as we look to establish quiet zones in our communities. Many of the communities in our region who have either established or are attempting to establish a quiet zone have faced very similar obstacles including: 1) the amount of time it takes to navigate the federal process; 2) costs associated with adding SSMs or in some cases the requirement to construct grade separation facilities; 3) the time it can take to work with our railroad partners (even when the local communities have raise the necessary capital to make the improvements to establish a quiet zone).

Responses to Specific FRA Questions:

How can FRA decrease the barriers local communities encounter when establishing a quiet zone?

The current rule does not provide a guarantee that, if a local entity spends significant funds to install Alternative Safety Measures (ASMs), a Quiet Zone will be granted indefinitely. It will be important to add clarifying language in the Rule to address this situation. Local communities will be further encouraged to pursue quiet zones if they are certain their efforts will pay-off in the long term.

Another significant barrier is cost as local entities bear the entire cost of implementing Quiet Zones. Some level of federal funding with defined application criteria will help local entities hoping to establish Quiet Zones. Requiring BNSF to participate in cost sharing for updated train controls included in their own guidance should be evaluated.

Should 49 CFR part 222 allow greater variances in highway-rail configurations when determining safety calculations for local communities establishing quiet zones? If so, what variances would be appropriate?

Absolutely. Each community has different conditions on the ground such as crossings, train speeds, crossing geometry and level of existing safety measures, pedestrian and vehicular volumes, community values, etc. What is required in one jurisdiction may not be appropriate in another, and requirements may need to be adjusted to fit within different community context, for example adapting the requirements to fit in urban, suburban, and rural conditions. Changes to the rule need to make provisions for these differences among communities and crossings in different contexts.

As efforts to revitalize urban corridors progress through encouragement of affordable housing, transit oriented development, and other smart growth practices, mitigation of train horn noise becomes an important factor in improving the live-work environment for these impacted areas and can be a major factor in the overall success of such efforts. No single recommendation can be made in this regard, but it is necessary to consider the underlying issues and acknowledge the importance of reducing train noise in limiting sprawl and increasing the overall long-term viability of our urban areas as the Rule is discussed.

Should FRA amend Appendix A to 49 CFR part 222 to include common alternative grade crossing safety measures and emerging grade crossing safety technologies? If so, what measures and technologies would be appropriate?

The current Rule has provisions to allow for new technologies, although the cost for research and development of these technologies is borne entirely by the local entity, with no guarantee of ultimate acceptance as a new Supplementary Safety Measure (SSM) and Alternative Safety Measure (ASM). In order to lessen the financial burden, and to encourage the development of new technology, the FRA should establish a grant program for the implementation and testing of new technology by local entities.

What further actions can FRA take to mitigate train horn noise impacts for local communities while not decreasing safety for motorists and pedestrians?

The cost of Supplementary Safety Measures (SSMs) and Alternative Safety Measures (ASMs) often are not commensurate with the benefit obtained from these devices. The benefit in terms of the potential reduction in accidents should be considered in comparison to the cost to ensure that they make good economic sense versus mandatory, blanket requirements to install devices.

How can FRA change how train horns are sounded at grade crossings while not decreasing safety for motorists and pedestrians?

Allowing train engineers the discretion to determine whether a horn is necessary in populated or urban areas during overnight hours will show consideration for residents who live in close proximity to the crossings and will essentially be a return to the way many engineers complied with the original law as established in 1994. Our initial recommendation is 10 pm to 6 am time frame to start the discussion.

Should railroads be required to file an official opinion of support or opposition to the establishment of a new quiet zone?

Our experience working with the railroads has been that they do not fully engage on quiet zone implementation. Therefore, given the risk of delay on an application with a railroad comment hold out, we would strongly urge that their input NOT be a requirement. They certainly maintain the option to comment in support or opposition, but the application should be able to move forward within a reasonable timeframe without it.

Should train speed be a factor that is considered when establishing a new quiet zone?

Yes, modify the risk index calculations to take into consideration the severity of injuries related to train speed. The current methodology considers only one level of injury severity for all injury crashes. In reality, the risk of serious injury varies with train speed. Corridors with slower train speeds should have a lower risk index than equivalent corridors with higher train speeds. The FRA should encourage application of real speed and crash data when considering safety of intersections and what treatments are needed.

Should there be an online process for submitting quiet zone notices, applications, and required paperwork, in whole or in part?

Yes, we strongly support the greater integration of technology into the Quiet Zone application process. The FRA has limited staff resources to review and approve applications. The current review requirements increase the time necessary for approvals. For example, the requirement for an onsite diagnostic review for certain crossings by a team that includes an FRA staff member and representatives of the railroad and agencies of jurisdiction requires schedule coordination that is time consuming and travel that is costly. This can be addressed with the use of virtual technology such as Skype, Facetime, etc. by out-of-town participants. The use of these and other emerging technologies needs to be provided for in the revised Rule.

Should FRA be a required recipient of the Notice of Intent to establish a quiet zone?

Local jurisdictions should be required to notify the FRA in the early stages of planning quiet zones and seek input on the design requirements for each crossing based on local context and applicable considerations.

Should FRA provide additional guidance on how to measure the length of a quiet zone? If so, what guidance would be helpful?

Yes, it would be helpful to for FRA to provide additional guidance on how to measure the length of a quiet zone based on the required train horn noise levels, in addition to providing a distance-based measurement.

Should FRA develop a process to address modifications to grade crossings within an existing quiet zone? If so, please describe what process would be helpful?

It would be helpful for FRA to develop a modification process that provides for updating the crossing improvements over time, and builds upon the original improvements and investment, rather than requiring replacement of prior installations.

Should FRA require diagnostic reviews for all grade crossings within proposed quiet zones instead of requiring them only for pedestrian (pathway) grade crossings and private grade crossings that allow access to the public or which provide access to active industrial or commercial sites?

FRA should work with local jurisdictions to determine if/when diagnostic reviews are required based on the context of the crossing(s).

How should FRA address safety measures that no longer meet the requirements for SSMs or ASMs?

Prior approved safety measures should be “grandfathered” in over time, and not be required to be upgraded – this is related to the prior comment about the need for certainty over time if local jurisdictions install quiet zones.

ATTACHMENT B: Burlington Northern Santa Fe Railroad Boulder Area Surface Crossings

FELSBURG HOLT & ULLEVIG

GENERATED: 10-23-2015

CITY OF BOULDER
BOARD OF ZONING ADJUSTMENT
ACTION MINUTES
April 14, 2016, 5 p.m.
1777 Broadway, 1777 West Conference Room

Board Members Present:	David Schafer (Chair), Jill Grano (V. Chair), Jill Lester, Michael Hirsch, Ellen McCready,
Board Members Absent:	
City Attorney Representing Board:	Erin Poe
Staff Members Present:	Brian Holmes, Robbie Wyler, Sandy Briggs, Marcy Cameron

1. CALL TO ORDER:
M. Hirsch called the meeting to order at 5:07 p.m.

On a motion by **M. Hirsch**, seconded by **E. McCready**, the Board of Zoning Adjustment voted 5-0 to elect **D. Schafer** as the new Chair.

On a motion by **D. Schafer**, seconded by **J. Lester**, the Board of Zoning Adjustment voted 5-0 to elect **J. Grano** as the new Vice Chair.

2. BOARD HEARINGS:

A. Docket No.: BOZ2016-03
Address: 2303 Bluff Street
Applicant: Madeline Vogenthaler & Pete Hoglund
Setback Variance: As part of a proposal to construct a new portico on the north side of the existing non-standard landmarked house as well as modify an existing non-standard wall on the west side of the house as part of a garage conversion to living space, the applicant is requesting a variance to both the rear (north) yard setback and side adjacent to street (west) yard setback. The resulting rear yard setback will be approximately 18.83 feet where 25 feet is required and where approximately 20 feet exists today. The resulting side adjacent to street setback will be approximately 9 feet where 25 feet is required and where 9 feet exists today. Section of the Land Use Code to be modified: Section 9-7-1, BRC 1981.

J. Grano recused herself

Staff Presentation
R. Wyler presented the item to the board.

Applicant's Presentation
Steve Montgomery, the applicant's architect, presented the item to the board.

Board Questions:
Steve Montgomery answered questions from the board.

Public Hearing
No one from the public addressed the board.

Board Discussion
- The board was in support of the proposed changes and agreed to unanimously approve the application.

Motion
On a motion by **E. McCready**, seconded by **M. Hirsch**, the Board of Zoning Adjustment approved (4-0, **J. Grano** recused) the application (**Docket 2016-03**) as submitted.

B. Docket No.: BOZ2016-05
Address: 2453 7th Street
Applicant: Nellie & Niels Damrauer
Setback/Floor Area Variance & Solar Exception: As part of a proposal to construct a 2nd story addition above an existing single story section of a non-standard house that is located on a non-standard lot, the applicant is requesting a variance to the rear (west) yard setback as well as both side yard setbacks (north & south) for compliance with the combined side yard setback regulations. The resulting rear yard setback will be approximately 2.5 feet where 25 feet is required and where approximately 1.3 feet exists today. The resulting north side yard setback will be approximately 9.4 feet where 11.8 feet is required and approximately 6 feet exists today. The resulting south side yard setback will be approximately 7 feet where 9 feet is required and approximately 3.2 feet exists today. Additionally, the applicant is requesting a variance to the floor area ratio requirements of a property within the RL-1 zoning district. The resulting floor area will be approximately 1,625 square feet where this property is limited to 1,484 square feet and where approximately 1,250 square feet exists today. Finally, the applicant is requesting a solar access exception to the Solar Access Area 1 regulations. The properties to the north and west (2455 7th & 628 Maxwell respectively) will be the only properties affected by this request. Sections of the Land Use Code to be modified: Sections 9-7-1, 9-8-2 & 9-9-17, BRC 1981.

Staff Presentation
R. Wyler presented the item to the board.

Applicant's Presentation
Joel Smiley, the applicant's representative, presented the item to the board.
Laura Schaeffer, the applicant's designer, provided further information per board request.

Board Questions:
R. Wyler, B. Holmes, Joel Smiley and **Laura Schaeffer** answered questions from the board.

Public Hearing
No one from the public addressed the board.

Board Discussion
- **J. Lester** requested clarification regarding the definitions of solar access versus solar shadowing.
- The board discussed future potential impacts to solar access.
- The board expressed concern that this exception could set a precedent for smaller homes to expand into other areas.
- The board agreed that the proposal would be in keeping with the neighborhood and that the existing constraints create difficulties for the growing family.

Motion
On a motion by **J. Grano**, seconded by **J. Lester**, the Board of Zoning Adjustment approved (5-0) that the solar exception portion of the application does not conflict with the provisions of 9-9-17, BRC 1981 (**Docket 2016-05**).

On a motion by **M. Hirsh**, seconded by **D. Schafer**, the Board of Zoning Adjustment approved (5-0) the application (**Docket 2016-05**) as submitted.

C. **Docket No.:** BOZ2016-06
Address: 2770 Iliff Street
Applicant: Robert & Sue Siegrist
Setback Variance: As part of a proposal to enclose an existing covered deck (approved by previous variance), the applicant is requesting a variance to the rear (south) yard setback. The resulting rear yard setback will be approximately 16 feet where 25 feet is required and where approximately 16 feet exists today. Section of the Land Use Code to be modified: Section 9-7-1, BRC 1981.

Staff Presentation
R. Wyler presented the item to the board.

Applicant's Presentation
Robert Siegrist, the applicant, presented the item to the board.

Board Questions:
R. Wyler answered questions from the Board.

Public Hearing
No one from the public addressed the board.

Board Discussion

- The board received information regarding the history of original variances and discussed alternatives for increasing conditioned space for the applicants.
- The board discussed the "creep" that could occur with enclosing covered porches and the right of the board to attach a conditional approval in the future.
- **J. Lester** proposed a conditional approval and the board discussed their purview in limiting future expansion.

Motion

On a motion by **M. Hirsh**, seconded by **J. Grano**, the Board of Zoning Adjustment approved (5-0) the application (**Docket 2016-06**) as submitted.

3. GENERAL DISCUSSION:

A. Approval of Minutes:

On a motion by **D. Schafer**, seconded by **J. Grano**, the Board of Zoning Adjustment voted 3-0 (**E. McCready** and **J. Lester** abstained) to approve the March 10, 2016 minutes.

B. Matters from the Board

There were no matters from the Board.

C. Matters from the City Attorney

There were no matters from the City Attorney.

D. Matters from Planning and Development Services

The next meeting will be held at 5:00 p.m. on May 19, 2016 in Council Chambers. The agenda will following the April 20, 2016 final submittal deadline.

4. ADJOURNMENT:

There being no further business to come before the board at this time, BY MOTION REGULARLY ADOPTED, THE MEETING WAS ADJOURNED AT 6:50 P.M

APPROVED BY

Board Chair

6/19/17

DATE

CITY OF BOULDER
DESIGN ADVISORY BOARD MINUTES
April 20, 2016
1101 Arapahoe, New Britain Bldg, 1st Floor, East Conference Room

A permanent set of these minutes and a tape recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: http://www.bouldercolorado.gov/

DAB MEMBERS PRESENT:
Jamison Brown, Chair
Michelle Lee
Jeff Dawson
Jim Baily

DAB MEMBERS ABSENT:
David McInerney
Bryan Bowen, Planning Board Ex-Officio Member

STAFF PRESENT:
Sam Assefa, Senior Urban Designer
Kalani Pahoa, Urban Designer
Cindy Spence, Administrative Assistant III

BOARD DISCUSSION:

1. **Call to Order**
   Chair, **J. Brown**, declared a quorum at 4:07 p.m. and the following business was conducted.

2. **Approval of Minutes**
   The board approved the March 9, 2016 Design Advisory Board minutes.

3. **Canyon Blvd. Complete Streets Study Update**
   S. Assefa informed the board that the scheduled presentation would be canceled since the design options were not ready. He reminded the members that a joint board session would be held on May 18th at Frit Presbyterian Church from 6-7:30 p.m. where conceptual design options would be presented. The board expressed interested in reviewing the document prior to the joint meeting.

4. **Update on Civic Area Plan**
   S. Assefa presented an update to the board regarding the Civic Area Plan.

   Board Comments
   - The board expressed interest in the proposed plan and the next steps.

5. **Board Matters**
S. Assefa and **K. Pahoa** updated the board regarding **S. Assefa's** upcoming vacancy and search for a candidate for Chief of Urban Design position. Board members asked if there is an opportunity to meet and /or interview the prospective candidates. **S. Assefa** indicated that we will look into it but also suggested the headhunter hired by the city contact board members to get their feedback on the appropriate qualities and skills to look for in a candidate for this position.

In addition, they gave updates regarding the update to the Boulder Valley Comprehensive Plan and the Boulder Community Hospital site, including use of 3-D tools to help inform future planning and design review process.

6. **ADJOURNMENT**
The Design Advisory Board adjourned the meeting at 5:46 p.m.

APPROVED BY:

Board Chair

5.11.16
DATE

City of Boulder
BOARDS AND COMMISSIONS MEETING SUMMARY FORM

NAME OF BOARD/COMMISSION: Human Relations Commission

DATE OF MEETING: May 16, 2016

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: Linda Gelhaar 303-441-4003

NAMES OF MEMBERS, STAFF AND INVITED GUESTS PRESENT:
Commissioners – José Beteta, Shirly White, Nikhil Mankekar, Emilia Pollauf, Lauren Gifford.
Staff –Karen Rahn, Carmen Atilano, Linda Gelhaar
Commissioners absent – None

WHAT TYPE OF MEETING (CIRCLE ONE) [REGULAR] [SPECIAL] [QUASI-JUDICIAL]

AGENDA ITEM 1 – CALL TO ORDER – The May 16, 2016 HRC meeting was called to order at 6:07 p.m. by **S. White.**

AGENDA ITEM 2 – AGENDA ADJUSTMENTS
None.

AGENDA ITEM 3 – APPROVAL OF MINUTES

A. **April 11, 2016 – E. Pollauf moved** to approve April 11, 2016 minutes. **N. Mankekar seconded. Motion carries 5-0.**
B. **April 18, 2016 - N. Mankekar moved** to approve April 18, 2016 minutes. **J. Beteta seconded. Motion carries 5-0.**

AGENDA ITEM 4 – COMMUNITY PARTICIPATION (non-agenda action items)

A. Laurel Herndon – Spoke about lifting camping ban and would like more funding going to homeless shelters, BOHO, Bridge House, SPAN, EFFA, and Attention Homes.
B. **Judy Ludwig-Keller** – Spoke about email list of steps of how to help people.
C. Mike Homner – Gave a Portland update and thanked HRC members for coming out to 1st Presbyterian Church.
D. Darren O'Connor – Has ideas and questions for the Inclusiveness survey, and thanked HRC for looking at camping ban again. Expressed concerns about the lacking housing assistance in Boulder. Will follow-up with OHR on wage issue.
E. Mike Marsh – Expressed concerns with the Martin Acre development projects, Nimby and Ageism references. Mike will follow up with C. Atilano.

AGENDA ITEM 5 – ACTION ITEMS

A. 2016-2017 Work Plan – S. White asked about placeholder in 2017 budget. **N. Mankekar moved** to approve 2016-2017 HRC Work Plan. **L. Gifford seconded. Motion carries 5-0.**
B. 2017 MLK RFP Subcommittee Selection –N. Mankekar moved to approve E. Pollauf and L. Gifford as MLK RFP Subcommittee members. J. Beteta seconded. Motion carries 5-0.

AGENDA ITEM 6 – DISCUSSION/INFORMATIONAL ITEMS

A. Resilience Strategy Draft – Staff representative gave a PowerPoint presentation on the draft plan.
B. HRC Handbook – HRC did not have comments. The handbook will be finalized.
C. 2016 Celebration of Immigrant Heritage – The 2016 RFP will be release to public.
D. Homelessness Issue – 1st Congregation visit. K. Rahn talked about a homelessness tour to be scheduled for mid-June for City Council and HRC.
E. Proclamation for Aya Medrud –Community identified Aug. 13 as the date of recognition. It will be forwarded to the Mayor.
F. **Human Services Strategy Update** – K Rahn gave update on May 18 open house.
G. **Portland Trip** – Commissioners provided update.
H. Safe and Inclusive Work Plan Update – Community Perception Assessment is being

developed.

I. **Council Request –**This was discussed under 6D relating to the Homeless issue.

J. **Event Reports – N. Mankekar** gave update on Portland trip and also attended a joint board and commission focus group on the Civic Design. Announced Denver event for the seed community. **J. Beteta** gave update on Portland trip and attended the boards and commissions subcommittee meeting.

K. **Follow Up Items**

a. Schedule dates for YOAB/HRC MLK subcommittee
b. Finalizing HRC handbook
c. Launching 2016 CoIH RFP
d. Follow-up request of the HRC related to police; Navigator Program, Hilliard Heintze update and citizenship requirement for the review panel; related to Follow-up to municipal court: Diversion program.
e. Finalizing Aya Medrud proclamation
f. Emailing timeline and council dates to the Living Wage Forum attendees.

AGENDA ITEM 7 – IMMEDIATE ACTION ITEMS – None.

AGENDA ITEM 8 – Adjournment – **N. Mankekar moved** to adjourn the May 16, 2016 meeting. **L. Gifford seconded**. **Motion carries 5-0.** The meeting was adjourned at 7:43 p.m.

TIME AND LOCATION OF ANY FUTURE MEETINGS, COMMITTEES OR SPECIAL HEARINGS: The next regular meeting of the HRC will be held on June 20, 2016 at the City of Boulder City Council Chambers, 1777 Broadway.

CITY OF BOULDER
Boards and Commissions Minutes

NAME OF COMMISSION: Open Space Board of Trustees
DATE OF MEETING: May 9, 2016
NAME/EXTENSION OF PERSON PREPARING SUMMARY: Leah Case x2025
NAMES OF MEMBERS, STAFF AND INVITED GUESTS PRESENT: MEMBERS: Frances Hartogh, Molly Davis, Tom Isaacson, Curt Brown STAFF: Tracy Winfree, Jim Reeder, John Potter, Mark Davison, Abbie Poniatowski, Alycia Alexander, Leah Case, Kelly Wasserbach, Mark Gershman, Deryn Wagner, Chad Brotherton, Don D'Amico GUESTS: Susan Connolly, Deputy Director of Community Vitality; Greg Guibert, Chief Resilience Officer; Melanie Sloan, Transportation Planner
TYPE OF MEETING: **REGULAR** CONTINUATION SPECIAL

SUMMATION:

AGENDA ITEM 1 **- Approval of the Minutes**
Molly Davis moved that the Open Space Board of Trustees approve the minutes from Apr. 13, 2016 as amended. Curt Brown seconded. This motion passed four to zero; Kevin Bracy Knight was absent.

AGENDA ITEM 2 **- Public Participation**
Anne Fenerty, Boulder, and Juliet Gopinath, Boulder, spoke in regard to items not on the agenda.

AGENDA ITEM 3 **- Matters from Staff**
Melanie Sloan, Transportation Planner, presented on the final designs for Chautauqua Pedestrian Safety, Access and Lighting Improvements Project Update.

Susan Connelly, Deputy Director of Community Vitality, presented on the Chautauqua Access Management Plan Update.

Kelly Wasserbach, Engineering and Project Management Supervisor, and Chad Brotherton, Maintenance Person III, Trails, gave an update to the Board on the Chautauqua Meadow Trail flood repair as well as an update on the bridge replacement on the Amphitheater Trail over Gregory Canyon Creek.

Greg Guibert, Chief Resilience Officer, gave an update on the City of Boulder Resilience Strategy.

Deryn Wagner, Environmental Planner, gave an update on the Rocky Mountain Greenway.

Abbie Poniatowski, Central Services Division Manager, presented on the draft 2017-2022 Capital Improvement Program (CIP).

AGENDA ITEM 4 **- Matters from the Board**
Molly Davis and Mark Gershman gave an update on the 2017-2022 Greenways Capital Improvement Program and Draft CEAP for Fourmile Canyon Creek Greenways Improvements from Upland Avenue to West of Broadway

ADJOURNMENT: The meeting adjourned at 9:00 p.m.

ATTACH BRIEF DETAILS OF ANY PUBLIC COMMENTS:
None.

TIME AND LOCATION OF ANY FUTURE MEETINGS, COMMITTEES OR SPECIAL HEARINGS:
The next OSBT meeting will be Wed. June 8 at 6 p.m. at 1777 Broadway in the Council Chambers

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
April 21, 2016
1777 Broadway, Council Chambers

A permanent set of these minutes and a tape recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: http://www.bouldercolorado.gov/

PLANNING BOARD MEMBERS PRESENT:
Bryan Bowen, Chair
John Putnam
John Gerstle
Leonard May
Liz Payton
Crystal Gray
Harmon Zuckerman

PLANNING BOARD MEMBERS ABSENT:
N/A

STAFF PRESENT:
Susan Richstone, Deputy Director of Planning Housing & Sustainability
David Gehr, Deputy City Attorney
Lauren Reader, Administrative Specialist II
Holly Opansky, Administrative Specialist II

1. **CALL TO ORDER**
   Chair, **B. Bowen**, declared a quorum at 6:03 p.m. and the following business was conducted.

2. **APPROVAL OF MINUTES**
   On a motion by **J. Putnam** and seconded by **J. Gerstle** the Planning Board voted 7-0 approve the April 7, 2016 minutes as amended.

3. **PUBLIC PARTICIPATION**
   No one spoke.

4. **DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS**
   No items were set for discussion.

5. **PUBLIC HEARING ITEMS**
   A. AGENDA TITLE: Public hearing to consider a recommendation to City Council on an ordinance amending Title 9, "Land Use Code," B.R.C. 1981, to encourage the creation of more cooperative housing units.

Staff Presentation:
D. Gehr presented the item to the board.

Board Questions:
D. Gehr answered questions from the board.

Public Hearing:

1. **Jennifer Farmer** spoke in opposition to co-ops and urged the Planning Board to slow down.
2. **Ken Farmer** spoke in support of private equity co-ops, but opposed to rental co-ops.
3. **Michelle Estrella** spoke in support of the ordinance.
4. **Rebecca Shog** spoke in opposition of the ordinance.
5. **Andy Schultheiss** spoke in support of the ordinance.
6. **Lois LaCroix** spoke in opposition of the ordinance.
7. **Nikki McCord** stated that the entire ordinance should go to a working group since people with disabilities have not been part of this process.
8. **Sarah Massey-Warren** spoke in opposition of the ordinance.
9. **Elisabeth D. Bowman** spoke in opposition to the parking section of the ordinance.
10. **Rosemary Hegarty** spoke in opposition of the ordinance.
11. **Jill Marce** spoke in opposition of the ordinance.
12. **Jan Trussell** spoke in opposition of the ordinance.
13. **Lisa Marie Harris** spoke in opposition of the ordinance.
14. **Sam Schramski** spoke with concern regarding to the revocation of the ordinance as written.
15. **Mike Marsh** (pooling time with **Ron DePugh, Jeffrey Rosen, Anna Cereti**) spoke in opposition of the ordinance.
16. **Greg Wilkerson** spoke in opposition of the ordinance.
17. **Debra Biasca** spoke in opposition of the ordinance.
18. **Sarah Dawn Haynes** spoke support of the ordinance.
19. **Christina Gosnell** spoke in support of the ordinance.
20. **Zane Selvans** spoke in support of the ordinance.
21. **Rishi Raj** spoke in opposition of the ordinance.
22. **Lisa Spalding** spoke in opposition of the ordinance.
23. **Cedar Barstow** spoke in support of the ordinance.
24. **Eric Budd** spoke in support of the ordinance.
25. **Angelique Espinoza** spoke in support of the ordinance.
26. **Will Tour** spoke in support of the ordinance.
27. **Lindsey Loberg** spoke in support of the ordinance.
28. **Meredith Kee** spoke in support of the ordinance.
29. **Cha Cha Spinrad** spoke in support of the ordinance.
30. **Susan Ross** spoke in support of the ordinance.
31. **Alana Wilson** spoke in support of the ordinance.
32. **Michaela Rothschild** spoke in support of the ordinance.

Board Comments:

- **B. Bowen** made a motion to recommend approval to the City Council with recommendations, seconded by **J. Putnam**. The board agreed to discuss the key issues, make their recommendations and tally votes based on each issue.
- **H. Zuckerman** appreciated the public and staff for all the work that has gone into the draft ordinance. He stated that, should Planning Board vote to recommend approval of the ordinance, the job is to suggest how to mitigate the impacts, determine the licensure requirements, and recognized the different levels of intentionality in the different kinds of co-ops. He stated that co-ops provide amenities and have lower environmental impacts. Arguments he chose to highlight from public testimony were the need to eliminate the rent cap and that licensure for rentals is fine. He felt that there should be a clear definition of each of the co-op types and clear requirements for licensure and certification.
- **J. Putnam** felt there was value and validity as-to why this ordinance was held back. He stated that it would be a mistake to not recommend the ordinance to Council however, it does need adjustments. He suggested more guidance for the community regarding governance and ownership issues to give people an idea as to what is happening. He suggested that if a permit-type model were retained, it would need to be changed from a pure complaint type model. He would prefer the property-rights model than a permit-type model.
- **L. May** agreed with **J. Putnam** that equity models should be used and further outreach and study on the rental model is necessary. He stated that equity co-ops need to be viewed from a co-op and neighborhood perspective and while rentals need to be viewed from co-op neighborhood plus property owner perspectives.

  L. May had a discussion with **D. Gehr** where **D. Gehr** explained that co-ops and boarding house opportunities already exist in higher density zones and are not utilized because property values are high and therefore, co-ops seek to migrate to lower cost low-density zones. **L. May** observed that with is ordinance that migration toward lower cost areas will continue and will concentrate in neighborhoods such as Martin Acres and Uni-Hill, which are neighborhoods that already experience most of the impacts of highly occupied houses.

  L. May further observed that rental co-ops are viewed as less desirable than equity co-ops by some people in neighborhoods because occupants do not have a stake in the property or neighborhood. The fundamental goal of the ordinance is to enable a variety of living options, to achieve affordability, and to allow a lower-carbon footprint living situation in a fashion that is not disruptive to the neighborhood. He stated that the proposed ordinance is headed in the right direction, however modifications are necessary.

  L. May disclosed that he also sits on the board of Plan Boulder County, which will likely weigh in on this ordinance but that he has not participated in any Plan Boulder discussions on the issue. In addition, he disclosed once lived in a co-op in Washington D.C but he does not feel it prejudices him in this matter. He also stated as an architect, though he has worked on communal living projects, he has not in Boulder not does he anticipate working on them in Boulder in the future.

- **L. Payton** informed the board that she was originally in agreement with focusing on equity co-ops, however now the urgency seems to be in the rental market. She declared that she is sympathetic to the neighbors. She said that a co-op might not benefit the surrounding neighborhood. She expressed concern regarding the ordinance and that the result could be a political mess if the neighborhoods are not considered. The focus should be on high-density and business zones and not on putting co-ops in single-family residential neighborhoods. She suggested the integrating of co-ops into new development projects (i.e. S'PARK). Finally, she questioned the number of co-ops proposed each year (15 per year) and why that number seemed so high as compared to other large cities in the United States.
- **J. Gerstle** agreed with **J. Putnam's** points distinguishing between the equity and rental co-ops. In regards to whether there should be a license vs. a property right, he supports a license right perhaps with an extended period if it makes a big difference in respect to the ability to move ahead with financial and investment decisions for an individual. In regards to the other issues, he agrees with **L. Payton** in that it is clear that parts of Boulder are being redeveloped. He stated that those areas should focus on additional options for living and that those developing areas would not have neighbors that would object. Focus on the locations of the co-op houses, as they will compete with young families trying to provide options in Boulder and be counterproductive. He suggested establishing a working group to deal with these issues. He understands the urgency and Council's desire to move quickly, but wants to take time to serve the city best.
- **C. Gray** disclosed that she currently lives in a medium-density neighborhood within 600 feet of a co-op (Chrystalis) which is in a high-density neighborhood. In addition, she has met with members of the public and discussed this matter. She agrees with **L. Payton's** suggestion to broaden the zones where co-op communities could exist. At this time, there is not a requirement for separation in the medium or higher density zones and this could have an adverse affect on low-density zones that are often located adjacent to medium and higher densities. She would encourage a separation of 300 feet for the medium to high-density areas and 1,000 feet for the low-density neighborhoods to create a larger separation. In regards to rental co-ops, she sees more potential for abuse and loopholes and supported establishment of a working group to work out details of rental co-ops. She approved of the governance suggestion from the co-op community. She stated that if there were a greater separation, then she would be agreeable with the numbers per year proposed. She recommended that NPP parking permits should be the same for co-ops as for other property owners. She would be in support of a working group. Finally, she would like to recommend as a second phase to this ordinance that a hybrid to co-op housing be explored. **C. Gray** noted that the legislative intent of the ordinance stated the ordinance was to provide affordable housing yet there is no vehicle in the ordinance to guarantee that this happen.
- **B. Bowen** mentioned that the testimony this evening from informed individuals regarding co-ops was inspiring. This issue is based on housing and social justice. At the core of this is a huge lack of understanding of what intentional community actually is. It is not the same as a typical rental situation. It is a different animal. He stated that he hears the concerns of the neighborhoods however; he believes the misunderstandings surrounding co-ops will go away over time, and with experience. While there is an affordability component to it, the issue is centered on people wanting to live together in a different

way than most of us do. He stated that people should be allowed to live how they want as long as the impact is controlled. Co-ops should be allowed in the RH-6 and MU-4 zones as well as the A-zone because there are people who want to do an agricultural co-op project. In addition, they need to be allowed on properties other than those held in fee-simple status. He disagreed that a public health argument exists to disallow for co-ops. He stressed that it is important to have stronger definitions regarding co-ops to be sure there are not loopholes that can be abused, and strong oversight. The organizations that are certifying these groups should be renewing annually rather than every four years. He stated that the tool is to have a strong process to give co-ops support and their neighbors adequate protection.

Recommendations to Consider:

1. **Postponing the Consideration of the Rental Co-op Model**
   - **B. Bowen** suggested keeping this item in the ordinance because it represents the co-ops that already exist.
   - **J. Putnam** explained that he would remove it but only if other categories are broadened to allow some rental models. The context is not to strip rentals out entirely, but take out the one-size-fits-all solution and to change to an annual renewal as opposed to a ten or fifteen year structure.
   - **L. May** recommended this move to a study group – either a city appointed working group or a Planning Board subcommittee led group.
   - **J. Gerstle** agrees with **J. Putnam's** idea in keeping the pure rental category separate but in the equity category, there could be room for rental participation.
   - **H. Zuckerman** suggested regulating co-ops with the rental issue. He argued that if rental licenses were given to the actual co-ops, it would give co-ops a bargaining tool to live where they want and to find the best place for them. The rental issue needs to be handled now.
   - **C. Gray** mentioned that she supports separating the rental issue because it does need more work. The rental option offers the biggest opportunity for being located around the city in different areas.
   - **B. Bowen** stated that he is unclear what the rental vs. equity co-op issues are. If a third party is overseeing an intentional community, a rental license exists, an operational agreement that needs to be renewed and includes mitigating the impact on neighbors, he questions where the hole/loophole would be.
   - **L. May** explained that with a rental license, a shared license between the co-op and Landlord is preferable because it assists in aligning the mutual interests of Landlord and Tenant. Rent caps are important because the rental license becomes an exclusive commodity with little competition, which commands a premium price in the market. Without a rent cap, the ordinance can become a windfall for landlords but fail in achieving the optimum affordability, which is the goal of the ordinance. Lacking rent cap could create a situation for less family housing stock available because the premium rents available for co-op rentals. He supports a rental cap; however, the number should be based upon a market economic analysis.
   - **J. Putnam** declared that he does not approve of rental caps, as they would likely create more distortion and problems. His concern lies with the details of third party

certifications, possible co-licensing, governance standards and the other models are likely to be self-regulating and offer less opportunity for misuse of the tool.

- **B. Bowen** explained that he sees the rental issue as separate because the ordinance will not contain the certification process, governance standards or what defines a co-op. Those will be defined separately, in the operations of the third party certification body.
- **J. Putnam** rebutted by saying the ordinance should provide more certainty to the broader community that those issues would be addressed.
- **L. May** agreed with **J. Putnam** (re **J. Putnam's** comments that there is not being enough flesh in the ordinance to provide the necessary certainty to the public). He added that more flesh and certainty would offer a clearer pathway to the ordinance being passed and get a huge amount of pushback from the uncertain public who do not feel it has been adequately vetted.
- **J. Putnam** believes if there is a certainty around organizations and criteria by which they are chosen, it would be helpful. It would provide more comfort within the ordinance.
- **B. Bowen** clarified that we are not trying to strip rentals from the ordinance, but that we are just not ready to move forward and that rentals require some further study.
- **J. Putnam** agreed that a lack of knowledge around co-ops exists and reminded the board that they are only providing recommendations to Council. He suggested that building confidence and educating people is what needs to happen.
- **H. Zuckerman** examined the language regarding "*specified pre-established criteria*" in Section 10-11-4(b)(4)(1)(E). He suggested the "*specified pre-established criteria*" belong in the ordinance itself and should apply to all co-ops. Rental co-ops do not need to be pulled out as long as the "*specified pre-established criteria*" included in the ordinance are reviewed as part of the approval process.
- **B. Bowen** agreed.
- **C. Gray** agreed that pre-established certification criteria for what defines a co-op should be a recommendation to Council. This area needs to be developed. She suggested the formation of a group to develop a certification and include Housing and the four neighborhoods that are exempt from enforcement of illegal co-ops. She recommended that Council authorize further study on rentals and that it be done in a timely fashion.
- **B. Bowen** disagreed with establishing or limiting specific neighborhoods assigned to a working group.

    - **D. Gehr** informed the board that staff will propose to Council additional processes discussed tonight. In addition, with the ideas on how to improve the existing ordinance, staff will draft options in the coming weeks to address those.

- **L. May** summarized **D. Gehr's** comments by asking if the majority of the board would be inclined to recommend that the equity co-ops are ready for Council to proceed, but that rental co-ops be deferred from the ordinance at this time and be subject to further study and analysis subject to any board recommendations.

- **B. Bowen** added some clarification of the word "defer". His definition of "defer" is that rental co-ops would no longer be a part of the current process. He stated that what the comments have been centered on is to increase the level of study on rentals and resolve all questions prior to Council action.
- **L. May** disagreed. It should only mean that rental co-ops would continue to be studied and Council should not delay passing something regarding equities.
- **H. Zuckerman** added that they are going to make a recommendation to Council and that staff will be working on modifications to the proposal. He would be comfortable with giving recommendations on all the issues and staff's ability to work with them.
- **L. May** explained that the board should give guidance to staff on whether to continue with equities and to pause with rental co-ops and form a study group to form those issues and conduct community outreach.
- **L. Payton** expressed her wish to have a single integral ordinance, which would go through Council at the same time, but everything needs more process before it is ready.
- **J. Putnam** gave three options for how to proceed. One option is to slow down on rentals and work on the options quickly. Slow down on the entire thing to clarify. Finally, address these items and work through them in the next month. There are risks and benefits to all options. He suggested the board move forward looking at the substance to better assist Council.
- **H. Zuckerman** advocated for rental co-ops and to advise Council that special attention be paid and a bigger and longer process may be needed. Council will understand the board's message.
- **L. Payton** stated that as the process goes on, we would likely discover that these processes (rental vs. equity co-op regulations) are difficult to do separately.

***Straw Polls*:**

1) Rentals need further study and special attention?
   (*7-0, in favor*)
2) Should the entire process slow down?
   (*2-5, **L. Payton, J. Gerstle** in favor of the entire process slowing down*)
3) Should only the rental process slow down?
   (*4-3, **L. May, J. Putnam, L. Payton,** and **C. Gray** in favor of the rental process slowing down*)
4) Evaluate what characteristics certification might require / specified pre-established criteria?
   (*7-0, in favor*)

2. Allow Renters in Equity Co-ops

- **L. May** recommended that where shareholders are offered as a majority within an equity co-op, 30% maximum rental occupant in an equity rental. This would allow for flexibility. He would not want to see that go any higher.

***Straw Polls*:**

1) Allow renters in equity co-ops?
   (*7-0, in favor*)

2) Should the percentage be decided now?
(*0-7, failed*)

3. **Enhancement of the Definitions of the Three Types of Co-ops**
   - **B. Bowen** mentioned that people felt the definitions should be stronger. He asked the board if the BoCHA definitions be preferred over the city because they are more enforceable.
   - **J. Putnam, L. May** agreed.
   - **C. Gray** suggested a co-op definition of "one owner and four unrelated" and be "Co-op Like".
   - **B. Bowen** opposed because of the level of the mindfulness of the community. If that intentionality is removed, it stops functioning as planned and removes important protections for the neighbors.
   - **L. Payton** asked if staff should review the *501(c)(3)* requirement because people may organize as non-profit groups who may not necessarily be disadvantaged or otherwise categorized as a charity. The cooperative may not necessarily have a charitable purpose. She suggested looking into requiring state non-profit certification, rather than federal 501(c)3 status.
   - **L. May**, in regards to "limited equities", added that he did not see the point of this being included, especially if rentals are allowed.
   - **L. Payton**, on the "cooperative housing organization" definition, asked that "and the public interest" be added.
   - **B. Bowen** suggested under "allowed occupancy" to allow a lower figure so that the home would scale with quantity.
   - **L. May** added that it makes sense to have occupancy calibrated to the neighborhoods instead of one-size-fits-all. Impacts on neighbors have more to do with the number of people on the lot than the number of people related to the size of the house. He suggested that the occupancy limit be based on lot area.
   - **B. Bowen** disagreed, prefers tying it to livability standards and life safety defined in the code.
   - **J. Putnam** disagreed with **L. May** stating that it should be more structured based. He was not convinced that a flat 150 square footage limitation per person per unit size would work in all circumstances. He supports the greater number provided by the International Property Management Code as it at least creates a good benchmark and provides a leeway for different structures.
   - **L. Payton** suggested setting an occupancy cap based on square footage and zone. The cap should vary by zone.
   - **L. May** and **C. Gray** were in support of the 200 square footage limitation per person per unit size. **C. Gray** recommended that a larger lot, and then a higher occupancy be supported.
   - **B. Bowen** stated that if the limitation is tied to lot size or setbacks then it would not occur when attempting to have co-ops in dense housing such as S'PARK.
   - **L. May** explained that he was referring to specific zones of RL-1 and RL-2 where the focus is about neighborhood compatibility. He suggested that a modest approach where impacts are not as great and less friction might occur.

- **J. Putnam** offered his opinion that he is less concerned about the number of people and occupancy cap no matter what the zone, so long as the parking governance, maintenance upkeep, etc are done correctly. Slowing the rate and number of co-ops at any one location will be more helpful and will ensure that existing ones have maximum flexibility to succeed.
- **L. May** suggested an alternative by increasing to one co-op per 650-foot radius (approximate common block length) and applying to all RL-1 and LR-2 zones. The concern is not how many are in the neighborhood but the proximity of co-ops in relation to others.
- **J. Putnam** offered the suggestion of focusing on the number of co-ops per neighborhood per year. The definition of a "neighborhood" would need more analysis.
- **C. Gray** approved of the 600-foot radius separation in all RR, RE, and RL zones. A 300-foot radius separation should be required for the RM and lower end of RH (1-4) zones. She proposed the exemption of MU, Business and DT zones from allowing the proposed 300-600-foot separations.
- **B. Bowen** proposed establishing that separation is a point of discussion however, resolution is not apparent at this point.
- **L. Payton** stated that the proximity of the co-ops does not matter. What matters is the overall number of the co-ops rather than separation. She noted that there may be benefits to the neighborhoods and the co-opers to be able to concentrate co-ops together.
- **B. Bowen** advocated that having co-ops next to each other is not an inherently amoral concept and should not be treated as such. Adjacency can be a benefit.
- **L. May** rebutted stating that co-op housing is attempting to put higher density housing in a single-family neighborhood. The neighborhoods have legitimate concerns.
- **C. Gray** encouraged the separation explaining it would disperse rentals throughout the community.
- **J. Gerstle** added limiting the rate at which co-ops can take place, and spreading them around the community, would be sensible. The distance of separation is difficult to determine at this point but the principle is reasonable.
- **J. Putnam** summarized that a split between the board exists between those that believe there should be some degree of separation of co-ops and the rate at which they grow and others who would keep the rate at the level identified in the ordinance. He supports some geographic separation around town.
- The board agreed there was an unresolved discussion surrounding separation.

***Straw Polls*:**

1) Prefer BoCHA's definitions to the City of Boulder's definition?
   (*7-0, in favor*)
2) Widen certifying authority to allow Colorado non-profit or legitimate other entities beyond the *501(c)(3)* requirement?
   (*7-0, in favor*)
3) Adding "and the public interest" to cooperative housing organization definition?
   (*5-2, in favor*)

4) In support of the 200 square footage limitation per person per unit size with a cap? Some were agreeable with less.
(*7-0, in favor*)
5) In support of some separation of co-ops?
(*3-4, in favor*)
6) In support of no separation of co-ops?
(*4-3, in favor*)
7) In support of having co-ops dispersed around town?
(*7-0, in favor*)

4. **Differential Fines for Co-ops**
   - **J. Putnam** proposed to have the fines the same regardless of the neighborhood. He suggested using the assurance of more enforcement within the neighborhood. The idea of lower vs. higher fines sends a bad message that one neighborhood is worth more than another.

Straw Poll:
1) Make fines the same regardless of the neighborhood?
(*7-0, in favor*)

5. **Enforcement for Co-ops**
   - **L. Payton** suggested recommending to City Council that explicit language about enforcement will be included in the ordinance.
     - **D. Gehr** explained to the board that once the community agreement is in place regarding occupancy rules, then enforcement could take place consistently.
   - **L. Payton** stated that often the burden falls on the neighbor to complain in order for enforcement to occur. Ideally, enforcement should occur without it being the burden of the neighbor.
   - **C. Gray** suggested building relationships with our co-op neighbors and discussing issues head on. She stated that she is uncomfortable with the defining of issues that need to be addressed such as parking, shoveling, weeds, and noise. There could be other issues and we should ask neighbors of co-ops if they have any other suggestions.
   - **J. Putnam** explained the real issue with parking is not that a co-op may have more cars, but addressing the public good and defining the root cause.

Straw Poll:
1) Recommend to Council to address the root cause of the issues with the neighbors?
(*7-0, in favor*)

6. **Annual Limit for Co-ops**
   - **L. Payton** questioned the number of fifteen co-ops per year proposed in the ordinance. She proposed a slower approach. She would expect to see fewer equity co-ops than rental co-ops immediately.

- **J. Putnam** disagreed. He would like to manage the impacts, but there is value in having Boulder keep the annual limit at fifteen.
- **C. Gray** added that separation would keep the co-ops at a slower pace and agreed with **L. Payton's** approach.
- **J. Gerstle** and **L. May** agreed with **C. Gray**.

Straw Poll:

1) In support of the proposed annual limit of fifteen (5+5+5) co-ops?
   (*4-3, in favor*)

7. **Zoning Allowed for Co-ops**
   - **B. Bowen** summarized that the board supports broadening the co-ops in other zones besides just single-family zones.
   - The board agreed.
   - **C. Gray** added all other zones allowed.
   - **B. Bowen** proposed removing the limit for only applying to fee-simple properties.

Straw Poll:

1) In support of broadening the allowed "by-right" zones to include RH-6, MU-4, and A, at a minimum. In addition to city zones including DT, Business, Commercial?
   (*7-0, in favor*)
2) In support of removing the limit for fee simple properties?
   (*7-0, in favor*)

8. **Property Rights**
   - **J. Putnam** suggested that revocation should be held at a tougher level than complaints. In addition, if rental co-ops are included, fair housing and discrimination based issues should be addressed within the ordinance.
   - **L. May** discussed deed restrictions for equity co-ops to continue their affordability in perpetuity and to become increasingly affordable over time. The co-op ordinance is set up as a privilege, not a right, and therefore the tradeoff for the privilege should be perpetuating the affordability.
   - **B. Bowen** added that it would be reasonable if co-op housing were a tool to coordinate affordable housing, however this ordinance is attempting to create cooperative housing and only some will be affordable.
   - **J. Putnam** agreed with **B. Bowen**. He agreed that deed restrictions have a place in the cash-in-lieu program, but not as a condition for rental co-ops as it could be too much of a burden.
   - **C. Gray** proposed recommending to City Council that the City Manager review the feasibility of an ECOPass since a co-op could be on a boarder of a neighborhood with ECOPasses.
   - **J. Putnam** stated reluctance regarding this recommendation. A city based ECOPass should be done and it would be an extra cost for something people may already have.
   - **L. May** explained the real issue is parking. If parking were limited, then it would incentivize ECOPass participation.

- **C. Gray** proposed if there is on-site parking, four vehicles allowed. If there is only off-site parking available, then three cars allowed.
- **L. Payton** approached the idea of tying co-ops into the potential to increase the landmark inventory by adding a bonus/incentive to co-ops that acquire historical properties and apply for landmark status.

***Straw Poll*:**

1) In support of revocability and to make it harder to deal with long-term equity? (*7-0, in favor*)
2) In support of parking for four vehicles? (*7-0, in favor*)
3) In support of exploring incentivizing co-ops to buy and preserve historic homes and apply for landmark status? (*7-0, in favor*)

Motion

On a motion by **B. Bowen** seconded by **J. Putnam** the Planning Board voted 7-0 to recommend approval to the City Council of an ordinance amending Title 4, "Licenses and Permits," Title 9, "Land Use Code," and Title 10 "Structures," B.R.C. 1981 to support the creation of cooperative housing units with recommendations.

6. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY

A. AGENDA TITLE: Planning Board Input on Potential Charter Amendment Related to City's Height Limit

The board agreed to table this discussion until the next Planning Board meeting scheduled for April 28, 2016 and possibly begin at 5:00 p.m. rather than 6:00 p.m.

7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

The Planning Board adjourned the meeting at 12:56 a.m.

APPROVED BY

_____

Board Chair

_____

DATE

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
April 28, 2016
1777 Broadway, Council Chambers

A permanent set of these minutes and a tape recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: http://www.bouldercolorado.gov/

PLANNING BOARD MEMBERS PRESENT:
Bryan Bowen, Chair
John Putnam
John Gerstle
Leonard May
Liz Payton
Crystal Gray
Harmon Zuckerman

PLANNING BOARD MEMBERS ABSENT:
N/A

STAFF PRESENT:
Charles Ferro, Development Review Manager for CP&S
Hella Pannewig, Assistant City Attorney
Cindy Spence, Administrative Specialist III
Sloane Walbert, Planner II
Karl Guiler, Planner II, Code Amendment Specialist
Noreen Walsh, Senior Transportation Planner
Edward Stafford, Development Review Manager for PW
Susan Richstone, Deputy Director of Planning Housing and Sustainability
Kendra Tupper, Energy Services Manager / Lead Strategist

1. **CALL TO ORDER**
Chair, **B. Bowen**, declared a quorum at 5:06 p.m. and the following business was conducted.

2. **APPROVAL OF MINUTES**

3. **PUBLIC PARTICIPATION**
1. **John Mehaffy** spoke in opposition to the Charter Height limitation.
2. **Kristen Bjornsen** spoke in oppostiong to mass development and to preserve the open space such as Twin Lakes, Hogan Pancost and the work the BVCP is doing.

4. **DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS**
A. Call Up Item: Wetland Permit (LUR2016-00019); Bear Canyon Road. This decision may

be called up before Planning Board on or before May 3, 2016.

B. Call-Up Item: Minor Subdivision review for the creation of a second residential lot at 3627 Broadway. Lot 1 to be 30,081 square feet and Lot 2 to be 48,098 square feet and contain the existing single family home. Case no. LUR2015-00045. This approval is subject to potential call-up on or before April 28, 2016.

None of the items were called up.

*** ITEM 6A (MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY) WERE DISCUSSED AT THIS TIME PRIOR TO PUBLIC HEARING ITEMS. ***

5. PUBLIC HEARING ITEMS

A. AGENDA TITLE: Public hearing and consideration of a request to annex two properties of a total of 22-acres at 5399 Kewanee Drive and 5697 South Boulder Road with an initial zoning of Residential Low -2 (RL-2) zoning (LUR2015-00093).

Motion:
On a motion by **J. Putnam** seconded by **L. May** the Planning Board voted 7-0 to waive the defect in the notice posting and move ahead with the public hearing as scheduled.

Staff Presentation:
C. Ferro introduced the item.
K. Guiler presented the item to the board.

Board Questions:
K. Guiler, E. Stafford, S. Richstone, H. Pannewig and **C. Ferro** answered questions from the board.

Applicant Presentation:
Adrian Sopher, with Sopher Sparn Architects, LLC, and **Mark Bloomfield** with Sustainably Built, representing the applicant, presented the item to the board.

Board Questions:
Adrian Sopher, Leslie Ewi with The Sanitas Group, **Richard Lopez** attorney for the applicant, and **Alan Taylor** with Alan Taylor Consulting, answered questions from the board. **K. Tupper** answered questions regarding sustainability and energy related issues.

Public Hearing:

1. **Ari Rubin** spoke in opposition to the project.
2. **Elizabeth Johnson** spoke in opposition to the project.
3. **Barbara Huff (pooling time with Kathryn Wardell)** spoke in opposition to the project.
4. **Gary Bardsley** spoke in opposition to the project.

5. **Steve Pomerance** spoke in opposition to the project.
6. **Alan Boles** spoke in opposition to the project.
7. **Rob Wardell** spoke in opposition to the project.
8. **Deborah Grojean (pooling time with Sylvia Rognstad and Nicky Marone),** spoke in opposition of the project.
9. **Debra Flora (pooling time with Jay Flora and Jeff Hale),** spoke in opposition of the project.
10. **Christine Rubin** spoke in opposition of the project.
11. **Magdalena Rzyska (pooling time with Nancy Giehl and Mary Ederle),** spoke in opposition of the project.
12. **Mary Treppeda** spoke in opposition of the project.
13. **Ron Craig (pooling time with Jean Craig and Ramon Jesch),** spoke in opposition of the project.
14. **Carol Atkinson** spoke in opposition of the project.
15. **Gordon McCurry (pooling time with Kathy Lewis, Loris Hayes, Bob Marcus, Jean Johnson and Jim Johnson),** spoke in opposition of the project.
16. **Zef Houssney (pooling time with Rose Khubchandani and Ana Chang),** spoke in opposition of the project.
17. **Robert Prostko** spoke in opposition of the project.
18. **Jeff Rifkin (pooling time with Leona Stone and Pat Irwin),** spoke in opposition of the project.
19. **Paul Romatschke** spoke in opposition of the project.
20. **Gene Treppeda** spoke in opposition of the project.
21. **Suzanne De Lucia** spoke in opposition of the project.
22. **Mireille Key (pooling time with Gabriele Sattler and Mary Ann McWhirter),** spoke in opposition of the project.
23. **Carpenter** spoke in opposition of the project.
24. **Charlie Hager** spoke in support of the project.
25. **Ben Binder** spoke in opposition of the project.

Applicant Rebuttal:
The board allowed **Adrian Sopher**, **Leslie Ewi** and **Alan Taylor** to rebut comments made by the public.

Board Comments:
The board agreed to continue deliberations during a special hearing on May 23, 2016. Neither the applicants nor the public will be allowed to give comment. The continuation of the public hearing will include the Planning Board's deliberations only.

Motion:
On a motion by **J. Putnam** seconded by **H. Zuckerman** the Planning Board voted 7-0 to continue the public hearing and consideration of a request to annex two properties of a total of 22-acres at 5399 Kewanee Drive and 5697 South Boulder Road with an initial zoning of Residential Low -2 (RL-2) zoning (LUR2015-00093) to May 23, 2013 beginning at 6:00 p.m. at 1777 Broadway, Council Chambers.

6. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY

A. Canyon Blvd Complete Street Study Intro/Update

Staff Presentation:
N. Walsh presented the item to the board.

Board Questions:
N. Walsh answered questions from the board.

7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

The Planning Board adjourned the meeting at 10:50 p.m.

APPROVED BY

_____
Board Chair

_____
DATE

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
May 5, 2016
1777 Broadway, Council Chambers

A permanent set of these minutes and a tape recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: http://www.bouldercolorado.gov/

PLANNING BOARD MEMBERS PRESENT:
Bryan Bowen, Chair
John Putnam
John Gerstle
Leonard May
Liz Payton
Crystal Gray
Harmon Zuckerman

PLANNING BOARD MEMBERS ABSENT:
N/A

STAFF PRESENT:
Charles Ferro, Development Review Manager
David Gehr, Deputy City Attorney
Cindy Spence, Administrative Specialist III
Elaine McLaughlin, Senior Planner
Sloane Walbert, Planner II
Michelle Allen, Inclusionary Housing Program Manager
Timothy Head, Airport Manager

1. **CALL TO ORDER**
Chair, **B. Bowen**, declared a quorum at 6:04 p.m. and the following business was conducted.

2. **APPROVAL OF MINUTES**
On a motion by **C. Gray** and seconded by **J. Putnam** the Planning Board voted 7-0 to approve the April 14, 2016 minutes as amended,

3. **PUBLIC PARTICIPATION**
1. **Jeffrey Peacock** spoke on behalf of the Goss Grove Neighborhood Association regarding the project at 1627 17th Street in regards to compatibility, parking, historic preservation of the neighborhood and the preservation of the Hackberry tree. The neighborhood association has been in communication with the applicant regarding these concerns. Proposal seems reasonable for the neighborhood.
2. **Michelle Bishop** spoke on behalf of the Goss Grove Neighborhood Association regarding the projects at 1627 17th Street and 2333 Arapahoe Avenue. Site on Arapahoe Avenue seems appropriate for Naropa use. Neighborhood association has

been involved in the site on 17th Street for awhile because they knew it would redevelop. However, they were not informed of the proposal for the Site on Arapahoe Avenue and did not submit any comments.

4. **DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS**

A. Call-Up Item: NON-CONFORMING USE REVIEW to reduce the number of units on the property at 1627 17th Street from three dwelling units in two structures to two dwelling units in two structures (case no. LUR2016-00013). The project site is zoned Residential - Mixed 1 (RMX-1). The call-up period expires on May 9, 2016.

- **L. May** suggested that the board discuss housing as a larger policy issue in the future since Item 4A is in fact reducing the amount of dwelling units on the property. There appears to be a tension between larget city goals and development proposals. He stated that he would not be calling this item up.

B. Call Up Item: Site Review Amendment: Redevelopment of a vacant lot, formerly occupied by a Dairy Queen restaurant at 2333 Arapahoe Ave. Proposed is a 7,186 square foot dormitory for Naropa University within the BT-2 (Business Transition – 2) zoning district, with a 0.47 FAR where 0.50 FAR is permitted; and a 22 percent parking reduction.

***B. Bowen** recused himself during the discussion of Item 4B.*

None of the items were called up.

5. **PUBLIC HEARING ITEMS**

A. AGENDA TITLE: CONCEPT PLAN & REVIEW – Proposal for a three story, 120-room Holiday Inn Express Hotel. Case no. LUR2016-00012 located at 3365 Diagonal Highway.

Applicant: Nathan Anderson
Property Owner: Boulder Lodging Group LLC

Staff Presentation:
C. Ferro introduced the item.
E. McLaughlin presented the item to the board.

Board Questions:
E. McLaughlin, **D. Gehr**, **C. Ferro** and **T. Head** answered questions from the board.

Applicant Presentation:
Jeff Lamont, with Lamont Companies, and **Kya Schroeder**, with LJA Fargo, both representing the applicant, presented the item to the board.

Board Questions:
Jeff Lamont and **Kya Schroeder**, the applicant's representatives, answered questions from the board.

Public Hearing:
No one spoke.

Board Comments:
KEY ISSUE 1: Is the Concept Plan proposal consistent with the goals, objectives and recommendations of the Boulder Valley Comprehensive Plan (BVCP)?

- **J. Putnam** discussed that the FAA is more concerned with the protection of the "air space", not the appropriateness of the land use. Therefore the FAA's information provided was useful, but not a complete answer. He does agree with comments made by **T. Head** that the applicants should work with the airport or perhaps hire an aviation consultant to conduct further analysis. He agreed with the applicant that around the country there are riskier locations of hotels next to airports; therefore, the proximity to the airport may not be a fatal flaw but it should be well documented and analyzed to ensure that the city is protecting aviation and citizens on the ground. Regarding the noise levels, FAA standards are 65 decibels. This location would be in the 60 decibel range. Airport activity would need to double to change average noise levels by 3dB or have noisier aircraft landing and neither are likely. Therefore, noise from the airport should not be an issue. In terms of land use, the project would be within the zoning district. He expressed concern regarding discontinuity of the site from the rest of the city, pedestrian and bike infrastructure, as well as locations to eat and shop. Would recommend seeing more connections with bike and pedestrians in a Site Review. He appreciates the underground parking.
- **L. May** agree with **J. Putnam**. His main concern is the BVCP policy *2.21* regarding connections with the city. A TDM plan would need to be studied. The plan is generally compliant.
- **C. Gray** agreed with previous comments. She recommended **T. Head's** advice to hire an aviation consultant. Although hotels are allowed within this land use, she expressed some concern with this type of use in this location. Her concern rested with the disconnection of the location with available transit.
- **B. Bowen** agreed with previous comments. He suggested as the applicants move forward, the arrangements of uses on site and the configuration will be important. He stressed that they work closely with staff for feedback. He liked the proposed underground parking.
- **L. Payton** agreed. Regarding the appropriateness of the hotel and the land use, she mentioned that, because of the proximity to planes, trains and automobiles, residents of a residential development would never go outside or open their windows due to the noise. Therefore, a hotel was a more appropriate use for the site than a residential development. She suggested moving all parking underground to minimize the extent of asphalt around the site. She supports the applicant working with the airport manager and an aviation consultant to analyze potential conflicts.
- **J. Gerstle** agreed with previous comments.
- **H. Zuckerman** mentioned that vehicle trips are an issue due to the lack of available transit. He asked the applicants to create a convenient connection, ancillary uses at the

hotel and consider the Boulder community. This location would be a very modern approach toward land use and that a traditional airport hotel may not be what the community would want.

- **J. Putnam** added that this site would benefit with a fleet of bicycles for guests to use and could be a part of the TDM plan. He stressed that the site layout should be friendly, inviting and safe.

KEY ISSUE 2: Does the Concept Plan respond to the Design of the Community Edge and Entryway context?

- **L. May** mentioned that the proposed rendering has elements that are often discouraged (i.e. the variety of materials and too busy). He encouraged staff to have a gateway design discussion with the applicants such as they did with the prior project for this site.
- **H. Zuckerman** stated that proposed design is a good urban design, but this site would be surrounded by green space. Therefore the building calls for interesting roof lines to introduce to Flatirons. In addition, glass reflections that highlight natural surroundings, solid materials, and a handsome building are important.
- **L. Payton** stated that the building needs to have quality design on all sides around due to being surrounded by prominent streets. Perhaps even a three-sided building so that there is really no back-side to the building since it will be viewed from all sides. Asphalt needs to be eliminated by placing parking underground. The architecture should not be too busy. She suggested the applicants work with DAB to come up with an appropriate design.
- **C. Gray**, in regards to the architectural design, suggested the applicants schedule a meeting with DAB. She stressed that material should be durable. In addition, she asked that the landscaping have local species and high survivability. The focus should not be the building.
- **J. Gerstle** added that this is a special site for Boulder and should not be taken for granted. It is a gateway site and everyone will be paying close attention.
- **H. Zuckerman** suggested a building idea that perhaps speaks to "motion". Since this site would be surrounded by speed, air and motion, and mountains that rise dramatically, it could offer a lot of design aspects.
- **B. Bowen** added that the site is primarily a "car-wrapped site". The board would like the building to be viewed with simplicity and grace rather than a bunch of little buildings stuck together. He referenced fire station buildings as an example that are crisp and clear, one-line concepts.

Board Summary:

B. Bowen gave a summary of the board's recommendations. Since this is a Concept Review, no action is required on behalf of the Planning Board. In regards to *Key Issue #1* (land use), the board agreed that the FAA no hazard determination is not the final word. The land use would need to be investigated in terms of impacts on the potential customers. Determine if the final height might limit instrument approach options for the city in the future. The board would like the applicants to work with airport staff to reinforce their suggestion to work with an airport consultant. The noise level was less of an issue for the board members. The board wants to ensure a quality environment to visitors. The board had concerns regarding the discontinuity from the rest of the city. This is not a walkable area and likely to exacerbate the usage of vehicles

of guests and employees. The board would like the applicants to come back with a TDM plan. Eco passes, a fleet of bicycles and car share plans were suggested by the board. The board agreed with placing as much parking underground as possible. A suggestion was made to work with staff regarding the arrangement of uses on the site. In regards to *Key Issue #2* (design and gateway), the board agreed that the use of a hotel at this location should be guaranteed that it would be safe and reasonable. Regarding community edge and context, the board strongly urged against conventional hotel architecture. The architecture and site should reflect Boulder and transitional in nature. The board suggested the applicant work with DAB for ideas. The board wants to see quality design, durable materials, and a four-sided or three-sided design (to be perceived from all angles).

B. AGENDA TITLE: Public hearing and Planning Board recommendation on a request to annex a 1.37 acre property located at 96 Arapahoe Ave. with initial zoning of Residential – Medium 3 (RM-3), consistent with the Boulder Valley Comprehensive Plan (BVCP) land use designation of Medium Density Residential. The proposal includes a request that the City correct errors in BVCP mapping affecting the property. Reviewed under case no. LUR2014-00068.

Applicant: Jonathon Warner
Property Owner: 96 Arapahoe LLC

Staff Presentation:
E. McLaughlin presented the item to the board.

Board Questions:
E. McLaughlin, **C. Ferro**, **D. Gehr**, and **M. Allen** answered questions from the board.

Applicant Presentation:
Jonathon Warner, the applicant, presented the item to the board.

Board Questions:
The board did not have any questions for the applicant.

Public Hearing:

1. **David Adamson,** promoting sustainability and affordability in the Goose Creek neighborhoods, asked the board to consider community benefit to include aspects like eco-mobility, deed restrictions and affordability and diversity at this proposed site.

Board Comments:
<u>Key Issue #1:</u> Does Planning Board approve of the proposed BVCP map corrections?

<u>Key Issue #2:</u> Does Planning Board support the proposed initial zoning of RM-3 (Residential Medium - 3)?

Key Issue #3: Does Planning Board find that the proposed annexation meets BVCP policies, and in particular those related to community benefit and does the board support the proposed annexation?

- **B. Bowen** stated that the board received new information at the beginning of the applicant's presentation tonight. He asked the board how they feel about processing the annexation agreement at this level of detail in this board meeting.
- **J. Putnam** recommended that he would pass a motion regarding *Key Issues #2* and *#3*, because the conversation the board had at Concept Review was very site specific and tied to the details of the site. The applicant's augments are also very detailed and tied to the site. Yet, at this time, the board does not have a Concept Review or a Site Review. While he is sympathetic to some of the detailed arguments of the applicant, it is irresponsible to vote for an annexation without knowing the consequences of the proposals. He would require more detail to understand the proposed project.
- The board agreed.
- **L. May** agreed with **J. Putnam**. He stated that he would be uncomfortable and cannot understand how the board could review annexation without a Site Review.
- **C. Gray** agreed.
- **H. Zuckerman** added that if the applicant has issue with specific requirements of staff that may interfere with profitability, the temptation that the board has seen recently with annexations without Site Plans would be to propose an annexation that would not require any change to the Comp Plan. He would like to see Site Plans come forward that create exciting and new additions to the city. These plans should be able to offer more than just affordable housing as community benefits for the city.

Motion:
On a motion by **J. Putnam** seconded by **L. May** the Planning Board voted 7-0 to recommend to City Council denial of the proposed annexation with initial zoning of Residential – Medium 3 (RM-3) pertaining to request No. LUR2014-00068, incorporating this staff memorandum as findings of fact as well as conversations of the board.

- **B. Bowen**, regarding whether the annexation should come back to Planning Board with a Site Review package, agreed that it should. The board is required to decide what the community benefit would be for an annexation. Without a Site Plan or design, there is no way to test the proposal. The board does not have the intention to annex a property to be developed, but yet apply constraints so that the property could not be developed or that the development would not make sense. This could potentially happen if a Site Plan is not available.
- **L. Payton**, due to the history of this site and the existence of the historic stone retaining walls, was curious if there could be a way to set up the annexation agreement to allow the terraces to be populated by tiny homes or cottages. The historic character could be maintained, density could be increased and affordable housing goals reached. Maximize the utility of the terraces rather than tear them down could be facilitated through annexation.

- **C. Gray** would like to further recommend a higher percentage of affordable housing through creative methods and to find the right balance that would go along with **L. Payton's** comments.
- **L. May** stated that affordability or 100% affordability would be a good starting point for annexations.
- **J. Gerstle** wanted to encourage this applicant to speak to other applicants with similar annexation requests since the board knows that adjacent properties will most likely be coming forward with annexation requests and perhaps they could be coordinated.
- **B. Bowen** added that it is important for the board to make sure that an outcome is feasible. If we make a rule that cannot be fulfilled, then we will not get the desired housing units.
- **J. Putnam** suggested that the board not be too prescriptive regarding the terms of this annexation as it will depend on the entire package. The staff annexation agreement proposal is at a decent starting place. In regards to **L. Payton's** concept, the cottage style development and historic land use in that location would be attractive at this location. He appreciates the applicant's flexibility surrounding the OSMP issue. A conservation easement or OSMP fee interest would be appropriate and he would discourage public and resident access on that spot to reduce habitat fragmentation.
- **J. Gerstle** wants to keep the possibility open in case the OSMP changes their mind and has latitude to make a decision.
- **H. Zuckerman** said this is the applicant's decision and the board cannot be prescriptive. He disagreed with the terrace at the top and would like to leave room for proposals.
- **C. Gray** would like to see what permanently affordable middle income products look like in Boulder.

Motion:
On a motion by **B. Bowen** seconded by **J. Putnam**, the Planning Board voted 7-0 to recommend to City Council to not entertain annexation without a concurrent site review.

Motion:
On a motion by **H. Zuckerman** seconded by **L. May** the Planning Board voted 7-0 to approve the proposed corrections to the Planning Area II/III boundary line and the Medium Density Residential Land Use line errors, to ensure the boundary lines coincide with the alignment of the adopted Blue Line in this location.

6. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY

A. INFORMATION ITEM: Draft CEAP for Fourmile Canyon Creek Greenways Improvements from Upland Avenue to West of Broadway

B. INFORMATION ITEM: 2017-2022 Greenways Capital Improvement Program

Board Comments:

- **L. Payton** asked board members to send any comments or questions to her as she is the Greenways liaison.

7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

The Planning Board adjourned the meeting at 9:15 p.m.

APPROVED BY

Board Chair

26 May 2016

DATE

CITY OF BOULDER
BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING
MINUTES

Name of Board/ Commission: Transportation Advisory Board

Date of Meeting: 8 February, 2016

Contact Information Preparing Summary: Meredith Schleske 303.441.3204

Board Members Present: Zane Selvans, Chair; Dom Nozzi, Andria Bilich
Board Members Absent: Bill Rigler

Staff Present: Michael Gardner-Sweeney, Interim Director of Public Works for Transportation
Bill Cowern, Transportation Operations Engineer
Molly Winter, Economic Vitality Executive Director
Kathleen Bracke, Go Boulder Manager
Meredith Schleske, Board Secretary

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 January 2016 **[6:01 p.m.]**
Move to approve 11 January, 2016 minutes
Motion: Bilich Second: Selvans
4:0:0 Motion Passes

Agenda Item 3: Public Participation **[6:03 p.m.]**

1. Lofton Henderson: Regarding NPP, looked at council packet, lived here 25 years, previously served on a joint collaborative group that set up the predecessor, RPP. Specifically wishes to comment on the presence of regular commuter parking in neighborhoods. Estimates that violators receive one $20 parking ticket per week. For high tech earners, parking tickets are not a deterrent. Breckenridge set up a progressive ticket schedule that took care of it.
2. Ned Andrews: Represents Sustainable Chautauqua organization, has lived in the area 31 years. Parking has become overwhelming. NPP does not address non-downtown issues including weekend parking. Suggests it be expanded greatly. Enforcement is also an issue and is contained in parking, fire, and land use codes. Suggests review for consistent enforcement.
3. Frada Kodeck: Leaves house very early, does not want to walk several blocks to car; arrives home very late, cannot find parking less than two blocks away. Questioned why Pearl Street businesses do not offer parking space or options.

Agenda Item 4: Staff briefing and TAB discussion regarding Neighborhood Parking Program (NPP) and Chautauqua Access Management Plan (CAMP) (Winter, Cowern)

[6:13 p.m.]

Molly Winter gave the presentation to the board.

Executive Summary:

Staff is presenting materials associated with the City's Neighborhood Parking Permit (NPP) Program and Chautauqua Access Management Plan (CAMP) to City Council at their February 9, 2016 Study Session.

The purpose of this agenda item is to brief the Transportation Advisory Board (TAB) on these matters and obtain feedback from TAB on the study session questions to pass onto City Council at their study session.

The materials being provided to City Council, including the specific NPP program and CAMP issues being discussed and associated questions being asked of the City Council, are included in the City Council Study Session draft memo provided in **Attachment A:**

Neighborhood Parking Permit Program

Executive Summary:

The purpose of this study session is to:
• Provide background, context and information on the Neighborhood Parking Permit program (NPP)

• Present issues associated with the NPP raised by council members, residents and staff and seek feedback on next steps
• Provide status of 2016 related work plan items and seek feedback on staff's work plan:
  o Chautauqua Access Management Plan (CAMP); feedback from Council on options
  o Parking pricing recommendations for residential and business permits as part of the Access Management and Parking Strategy (AMPS)

A number of these issues are currently in the staff work program; namely increased enforcement, the CAMP process, and consideration of permit pricing increases, including visitor permits. Some issues such as reduction of zone hours could be integrated into staff's existing work plan. However, a major review, analysis and overhaul of the NPP such as changes to how zones are created, i.e. the spillover issues, and revision of the regulations to allow for new tailored zones would require a larger work effort and are not currently within the scope of the existing work plan. Several Community Vitality staff positions will be filled by the third quarter and could be assigned to the work effort with consultant assistance. Based on input from Council, staff could develop a revised work plan and return to Council for their recommendation.

Requested Action from TAB:

Preview the proposed presentation to City Council and provide feedback.

Board discussion and comments included:

- Questions about how many permits are allowed per dwelling; differences between metered (commercial) and NPP (residential) districts; separation of parking ticket income and cost of enforcement; option of developers incurring cost of enforcement; how unrestricted parking limits are determined.
- Consider quantifying vacation rentals to avoid unnecessary policy discussion; consider including potential alternate solutions in presentation.

Feedback on Questions for Council:

1. Current programs and approaches – transparency in cost of enforcement, permit management, worth time to evaluate mixed use programs, continue to grant zones even if policy adjustments are in process; sale of permits; general agreement that the level of demand doesn't yet warrant parking benefit districts. Generally reasonable permit management, ok to dis-incent visitor parking via charge.

TAB would like to see revenue accounting to inform decisions.

2. Policy issues – review parking regulations; re-evaluate zoning requirements; consider city-wide parking management. Generally supportive of zone creation process. Chautauqua – TAB suggests that Council consider whether to tweak the NPP program for Chautauqua or develop a new approach including an evening and weekend policy.
3. No additional questions regarding the NPP intent and program.
4. CAMP – TAB prefers a good data baseline and supports a survey in 2016, pilot in 2017. There are no major construction projects in 2016-17 that would skew survey results or parking trends at Chautauqua. Priced parking at Chautauqua may increase transit demand.
5. NPP applications – TAB does not recommend that NPP permits be suspended even if the program is under review.

Agenda Item 5: Matters **[7:36 p.m.]**

A. Matters from the Board

Board member Bilich brought up the below matter(s):

- Snow Removal – there are piles at bus stops at the end of handicapped ramps and crosswalks and in bike lanes. There are several avenues to report to the City.
- Bus stop shelters have not been replaced at Broadway & Table Mesa and Broadway & Baseline.
- Andria was appointed to Development Fee Technical Working Group and reported that Council would like that group to investigate funding options for transportation operations and maintenance.

B. Matters from the Staff/ Non-Agenda – Kathleen Bracke

- Living Lab Phase II Update – Council approved recommendations to revert protected bike lanes on University Avenue to buffered bike lanes. Staff continues to monitor Folsom and post data on the website. The next update to council is a study session May 31st, which will be discussed with TAB in advance.

  GO Boulder staff attended the Colorado Bike Summit. The opportunity to network and share information was very valuable.

  Have we learned anything about snow removal in bike lanes? Staff received no feedback from the

recent snow event that bike lanes weren't "working". Buffered lanes are not used for snow storage; rather, it is trucked away.

- Transportation Funding Initiatives – Staff will provide updates. At the recent Council retreat, it was determined to explore head tax and a community-wide EcoPass. County poll data of potential support for community-wide ecopass was less than 50%, with slightly higher results in city limits. A head tax was somewhat supported. The primary message from voters was animosity towards RTD. RTD plans to review the EcopPass program. We are hoping for representation from our community on that task force, which may start forming in April or May 2016.
- East Arapahoe Transportation Plan Update – Outreach continues along the corridor, a working group is being formed, and a State Highway 7 regional highway group has formed. Staff appreciates suggestions on potential participants.
- HOP Refresh Update, part of the Transportation Master Plan update and renewed vision for transit – potential enhancements include Boulder Junction. The project will kick off later in February.
- Regional Studies Update – In response to the Flatiron Flyer lack of stops on Broadway and FF route 4 overcrowding, RTD added buses and eliminated stops in Broomfield and Westminster. In April, they will consider adding a separate service to Westminster. We are providing community feedback to RTD staff and US 36 Mayors and Commissioners Coalition including requests for more midday and airport service. Staff uses heat maps in conjunction with local data for evaluation.
- Council Retreat Update – Mike Sweeney reported that the focus was on public involvement and community planning as well as human services including living wage and homelessness. Regarding transportation, Council directed continuing work on the TMP and to pay attention to all modes of travel including pedestrians. In response to discussion of what to do regarding the neighborhood traffic mitigation program, TAB will be solicited for advice during the budget preparation process. Zane Selvans also attended the retreat and felt that it was transportation-light in view of huge focus on planning.
- Public Works Director of Transportation and Utilities Update – There are 3 finalists who will be interviewed March 7th with a public reception following.

Agenda Item 6: Adjournment **[8:06 p.m.]**

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 8:06 p.m.

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

Motion passes 3:0

Date, Time, and Location of Next Meeting:

The next meeting will be a regular meeting on Monday, 14 March, 2016 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

4/11/2016

Date

ATTESTED:

Board Secretary

4/11/16

Date

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

CITY OF BOULDER
BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING
MINUTES

Name of Board/ Commission: Transportation Advisory Board

Date of Meeting: March 14, 2016

Contact Information Preparing Summary: Meredith Schleske 303.441.3204

Board Members Present: Zane Selvans, Chair; Dom Nozzi, Andria Bilich, Bill Rigler
Board Members Absent:

Staff Present: Michael Gardner-Sweeney, Interim Director of Public Works for Transportation
Kathleen Bracke, Go Boulder Manager
Jean Sanson, Senior Transportation Planner, GO Boulder
Natalie Stiffler, Transportation Planner, GO Boulder
Meredith Schleske, Board Secretary

Type of Meeting: Advisory/ Regular

Agenda Item 1: Call to Order **[6:04 p.m.]**
The meeting was called to order at 6:01 p.m.

Agenda Item 2: Approval of minutes from February 2016 **[6:04 p.m.]**
Move to amend 8 February, 2016 minutes
Motion: Nozzi Second: Rigler
4:0:0 Motion Passes

Agenda Item 3: Public Participation none **[6:05 p.m.]**

Agenda Item 4: Resolution to Celebrate Andria Bilich's five-year term TAB contribution **[6:10 p.m.]**
Andria Bilich received a resolution celebrating her contributions to transportation in Boulder over the past five years.

Agenda Item 5: Staff briefing and TAB discussion regarding East Arapahoe Transportation Plan (Sweeney, Bracke, Sanson) **[6:07 p.m.]**
Jean Sanson gave the presentation to the board, including updates on types of community outreach, public input, revisions made and next steps.

Executive Summary:

The purpose of this agenda item is to provide a briefing to the Transportation Advisory Board (TAB) on the East Arapahoe Transportation Plan public outreach and request TAB nominate a member to participate on the East Arapahoe Transportation Plan Community Working Group.

TAB Action Requested – Key Question for the TAB:

1. Does the TAB have any suggestions for enhancing and/or clarifying the public input summary prior to general distribution?
2. Does the TAB agree that it is appropriate to appoint a TAB member to the East Arapahoe Community Working Group? And if so, is there a TAB member nominee?

Board discussion and comments included:

- TAB will have input after each step of the plan.
- The validity of the data will be supplemented with ongoing small group meetings and surveys, which will also promote community buy-in.
- The online survey results may reflect some frustration from 2013 project.
- Agreement that TAB should have a representative on the East Arapahoe Community Working Group, to be appointed at the next meeting when the two incoming members are present.
- The East Arapahoe Community Working Group members will be asked the same questions as the November 2015 online survey and then refine the results.

Agenda Item 6: Staff briefing and TAB discussion regarding HOP Update (Sweeney, Bracke, Stiffler) **[6:41 p.m.]**

Natalie Stiffler gave the presentation to the board.

Executive Summary:

The purpose of this agenda item is to provide a briefing to the Transportation Advisory Board (TAB) on the status of the HOP Transit Study. The HOP study is an action item of the Transportation Master Plan. The purpose of the study is to review the existing HOP service operations and identify potential opportunities to enhance connections with Downtown, 29th Street, Boulder Junction, University of Colorado (CU), and University Hill and improve overall customer experience.

TAB Action Requested – Key Questions for the TAB:

1. Does TAB have any questions and suggestions regarding the HOP transit study scope, public engagement process, and/or timeline?
2. Does TAB have any interest in designating a representative to participate in the HOP study stakeholder meetings?

Board discussion and comments included:

- Staff is working with different stakeholders by identifying representatives to meet May through July and prioritize concerns. John Tayer will represent an important component. Boulder Startup Week and technology companies were suggested for inclusion.
- Marketing suggestions include "Hop on Board" and a ride for free promotion.
- Is a second HOP route under consideration? Look at East to Main campus,,Boulder Junction to Williams Village. Busses are easier to board with low floors.
- How do you reasonable expand the range of stakeholders? Recruit from residential areas?
- Agreement that TAB should have a representative on the HOP study stakeholder meetings, to be appointed at the next meeting when the two incoming members are present.
- Changes will be incorporated into the 2017 budget process with proposed implementation in 2018.

Other Board discussion:

- Board member Bilich asked why the RTD busses are all white? They acquired some refurbished busses that they are trying not to rebrand so they will be available for multiple routes.

Agenda Item 7: Matters **[7:10 p.m.]**

A. Matters from the Board

Board member Nozzi brought up the below matter(s):

- Going to the Frozen Dead Guy festival in Nederland, riders were left waiting at almost every stop. That is not unusual for ski busses either.
- Does not agree with the Daily Camera article re TAB statement that it lacks diversity.

B. Matters from the Staff/ Non-Agenda – Kathleen Bracke

- The City Portland/Eugene trip includes asking various advisory boards, including TAB, to send a representative April 24-27. TAB will discuss.
- Baseline Underpass project construction update – awarded to Jalisco, start construction in April, about a year. Crosswalk will be closed during that time. In response to inquiry about a deterrent to high bike speed going through, the design will be similar to the Broadway/Euclid underpass.
- Living Lab Phase II Update – information is on the website. It is tracking similarly with expectations of the seasonal moderate increase in bike traffic in warmer weather. A technical observational study is in process on Folsom and outreach planned in April. We are also looking at information from other cities. The University protected parking was reversed today and a count study is scheduled on east Baseline.
- Civic Area Parking/TDM program update – we are currently evaluating employee needs. There will be a public meeting April 4th and an update to City Council April 5th.
- Regional Studies Update – Transit service to Denver International Airport using the 36 toll road starts April 4th and the Flatirons Flyer 4 route will eliminate the Westminster stop. Ridership data is anticipated from RTD. At the statehouse, SB 123 to eliminate transponders is in discussion and the bus on shoulder bill (maximum speed variance 15 mph) just signed with implementation pending RTD adjustments. This speed differential rule is to ensure safety between bus and cars.
- Public Works Director of Transportation and Utilities Update – three finalists have completed the interview process and a decision is expected.

Andria Bilich thanked TAB and management, stating that her service on TAB has been so much fun.

Agenda Item 8: Future Schedule Discussion **[7:28 p.m.]**

Agenda Item 9: Adjournment **[7:29 p.m.]**

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 7:29 p.m.

Motion: moved to adjourn: Bilich, seconded by: Nozzi

Motion passes 4:0

Date, Time, and Location of Next Meeting:

The next meeting will be a regular meeting on Monday, 11 April, 2016 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

4/11/2016

Date

ATTESTED:

Board Secretary

4/11/16

Date

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

CITY OF BOULDER
BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING
MINUTES

Name of Board/ Commission: Transportation Advisory Board

Date of Meeting: April 11, 2016

Contact Information Preparing Summary: Meredith Schleske 303.441.3204

Board Members Present: Zane Selvans, Chair; Dom Nozzi, Bill Rigler, Anna Reid, Jennifer Nicoll
Board Members Absent:

Staff Present: Michael Gardner-Sweeney, Director of Public Works for Transportation
Kathleen Bracke, Go Boulder Manager
Molly Winter, Director, Department of Community Vitality
Chris Hagelin, Senior Transportation Planner
Gerrit Slatter, Principal Transportation Project Engineer
Jenna Pratt, Financial Analyst
Noreen Walsh, Senior Transportation Planner
Marni Ratzel, Senior Transportation Planner
David "DK" Kemp, Senior Transportation Planner
Meredith Schleske, Board Secretary

Type of Meeting: Advisory/ Regular

Agenda Item 1: Call to Order **[6:02 p.m.]**
The meeting was called to order at 6:02 p.m.

Agenda Item 2: Approval of minutes from March 2016 **[6:02 p.m.]**
Move to approve minutes as presented.
Motion: Nozzi Second: Rigler
3:0:0 Motion Passes

Agenda Item 3: Swear in New Board Members
Jennifer Nicoll and Anna Reid took their oaths. **[6:04 p.m.]**

Agenda Item 4: Public Participation none **[6:05 p.m.]**

Agenda Item 5: Election of Board Officers **[6:05 p.m.]**

A. **Chair – Move to elect Bill Rigler**
Motion: Selvans Second: Nicoll
4:0:0 Motion Passes, Rigler assumed chairmanship of the meeting.

B. **Vice Chair - Move to elect Dom Nozzi**
Motion: Rigler Second: Selvans
4:0:0 Motion Passes

C. **Secretary – Move to elect Meredith Schleske**
Motion: Rigler Second: Nicoll
5:0:0 Motion Passes

Agenda Item 6: Appoint Board Representative to the Greenways Advisory Committee (GAC) **[6:10 p.m.]**
After discussion of the scope of the position, it was agreed to discuss in Agenda Item 10: Matters.

Agenda Item 7: Staff briefing and TAB discussion regarding the Downtown/CAGID access projections, including parking and TDM programs (Winter/Hagelin) **[6:13 p.m.]**
Chris Hagelin gave the presentation to the board.

Executive Summary:

The purpose of this item is to share the latest information with the Transportation Advisory Board (TAB) regarding the Downtown/Central Area General Improvement District (CAGID) access projections, including parking and Transportation Demand Management (TDM) programs.

This analysis is an example of the city's Access Management and Parking Strategy (AMPS), a multi-departmental initiative including the city's Transportation Division and Community Vitality Department to focus on all modes of travel, including walking, biking, transit, and driving.

Please see the attached memo regarding the Downtown Development and Access Projections addressed to the Downtown Management Commission (DMC) and accompanying technical reports for details.

TAB Action Requested – Key Questions for the TAB:

1. Does TAB have questions and/or feedback regarding the Downtown/CAGID access projections, including parking and TDM programs?

Board discussion and comments included:

- This update will be presented next to the Planning Board and then City Council to determine policy. In the sixth iteration, projections are proposed to 2035.
- 41% of downtown employees currently drive single occupancy vehicles.
- A parking cash out of $1/day doesn't seem significant compared to parking cost. Why wouldn't a company pay out the same as a parking pass? Corporate savings.
- Cost to construct parking and economic impacts on downtown businesses.
- Discussion of ideal number of parking spaces for best economic health, growth trends, and favorable comparison in vitality to other communities. There is some evidence that "agglomeration" generates economic vitality.
- Funding mechanisms.
- Has formation of CAGID been a net positive? Opinion is yes, with better urban design.
- Discussion of parking and pricing strategies.
- There are currently about 6,800 parking spaces for 9,000 downtown employees.

Agenda Item 8: Staff briefing and TAB discussion regarding Transportation Impact Fee Update (Hagelin)

- Chris Hagelin gave the presentation to the board. **[6:52 p.m.]**

Executive Summary:

The purpose of this item is to share the latest information with the Transportation Advisory Board (TAB) regarding the city's transportation related development impact fee study. This study is part of a broader, multi-departmental initiative analyzing development related fees and excise taxes for capital facilities, multimodal transportation, housing, and public art.

Please see the memo to City Council and accompanying technical reports for details: https://www-static.bouldercolorado.gov/docs/Development_Fees_Final_Memo_Posted_to_CC_website-1-201604070834.pdf Pages 7-12 focus on the transportation related development impact fee information, with the technical reports provided as Attachments D-F, pages 120-196. This information will be discussed with City Council at the upcoming Study Session on April 12. More information is also available on the city's website: https://bouldercolorado.gov/plan-develop/development-impact-fees-excise-taxes.

TAB Action Requested – Key Questions for the TAB:

1. Does TAB have questions and/or feedback regarding the study of transportation related development impact fees and excise taxes, and next steps?

Board discussion and comments included:

- This is a four-part study including other types of fees. Transportation has two parts – capital improvements and operations/maintenance (existing and new development). This presentation will be made to City Council in a Study Session tomorrow along with the other fees.
- What are the pros for impact fees? They can be implemented by ordinance, compared to a tax, which requires a public vote. By rigorous methodology, they can become a fee without further voter action. Cons include more rigorous accounting and costs to track. Impact fees and excise taxes are determined by land use type and square footage.
- The way we mitigate the impact of traffic (programmatically – ecopass, etc.) seems to generate more significant ongoing cost. A proposed impact fee would comprise a very small percentage of funding since it is limited to one-time capital expenses. Maximizing the impact fees before asking for a tax is an option.
- Dom Nozzi recommended pointing out the differences and benefits of impact fees and excise taxes to capital improvements when presenting to City Council. He commends geographically variable impact fees suggested by the Tischler-Bise study. Chris Hagelin noted that capital street improvement is a very small piece of the multi-modal scope. Emphasize the willingness to pay, perhaps a truer indication of what the community really wants.
- Bill Rigler suggested presenting the pros and cons of each approach to City Council and include an early slide linking to the Transportation Master Plan (TMP.)
- Jennifer Nicoll suggested steering the City Council conversation to staff recommendations via a slide showing

key differences.

Agenda Item 9: Staff briefing and TAB input regarding the 2017-2022 Transportation Capital Improvement Program (CIP)-- Part I of III **[7:30 p.m.]**

Executive Summary:

Each year, the city goes through an annual budget process in which departments create a six-year Capital Improvement Program (this year for the time period of 2017 through 2022). The Transportation Advisory Board (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 Improvement Program (CIP) to Planning Board and the City Council, scheduled for the June TAB meeting. This packet item is intended to initiate this process by providing:

- Background information;
- A tentative schedule; and,
- Key issues for this year.

Mike Sweeney gave the presentation to the board.

TAB Action Requested – Key Questions for the TAB:

1. Would a tour be helpful? Yes.
2. And spending more time on it? Can schedule individually. How can TAB be more helpful to staff? Be the lens of the community and make sure investments track with the TMP.

Board discussion and comments included:

- CIP is the way we implement capital improvements, for our different funding sources.. Staff will present a draft budget in May and final in June. The City is currently on a solid financial foundation with higher revenues than projected; however, the economic growth cycle may be approaching a crest so projections will err on the conservative side.
- TAB has interest in learning more about TIP cost effectiveness.

TAB is encouraged to email further questions to Mike Sweeney.

Agenda Item 10: Matters **[7:52 p.m.]**

A. Matters from the Board

- Updates re: collaboration with other city boards
  TAB members support Bill Rigler's interest in regular interactions with the Planning Board and encouraged him to pursue. A study session format with minimal staff briefing is preferred, as well as inviting external subject matter experts. In addition, Dom Nozzi could ask how collaboration is accomplished in Portland and Eugene on the upcoming City Council trip.
- Appoint Board Representative to the Greenways Advisory Committee (GAC) – Jennifer Nicoll.
- Appoint TAB representative to the East Arapahoe Corridor Study Working Group – Anna Reid.
- Appoint TAB representative to the HOP Update Working Group – Bill Rigler.

B. Matters from the Staff/ Non-Agenda

- Board Retreat Planning – TAB would like a facilitated afternoon/session including the Boulder Valley Comprehensive Plan (BVCP) as a topic. TAB members should relay other requests to staff. Staff will poll for a date.
- Canyon Corridor Plan Update (Walsh)

Executive Summary:

The City of Boulder has initiated the Canyon Boulevard Complete Street Study to improve travel and the travel experience for pedestrians, bicyclists, transit users and drivers along and across Canyon Boulevard from 9th to 17th streets. This process is anticipated to take 18 months to complete and also includes the selection of a recommended design option and preliminary engineering and cost estimation for the future implementation of improvements along Canyon Boulevard.

The project team has been reviewing the existing conditions, various related city plans and needs and developing conceptual design options. These options will be shared with the community this spring beginning with a public meeting, joint boards meeting and a council study session.

The purpose of this memo is to introduce the study to the board and invite them to participate in the April 27 public meeting and the May 18 joint boards meeting. Additional detail on the study timeline, work status and community involvement role and opportunities are included below.

- Noreen Walsh gave the presentation to the board.

Board discussion and comments included:

- The goal is to improve travel and travel experience. It is an outgrowth of the civic area study, as it became apparent that Canyon Blvd. was a barrier to movement within the area. Other concerns include floodplain and historic locations. Phase 1 is nearing completion to identify conceptual design options. Phase 2 includes design selection and develop funding. TAB is encouraged to participate in the public meeting April 27th and the joint boards meeting May 18th (consisting of six or seven boards). Feedback opportunities will be available online.
  TAB Member Nozzi expressed concern that the Folsom experience may inhibit "thinking big" and being innovative. One consideration could be reversible lanes.
  Colorado Department of Transportation and RTD are also stakeholders.

- Living Lab Phase II Update (Ratzel/Kemp) – Kathleen Bracke summarized distribution, crash data and travel volumes. Results have stabilized over the past several months and bike variance seems to be based more on seasonality that project. A more in-depth analysis is forthcoming to identify trends.

  Board discussion and comments included:
  Add a graphic designation of when modifications were made.
  Staff will work to provide context to help the public evaluate data.
  Graphs could be better portrayed to tell a story.

- 2016 Safe Streets Boulder Draft Report Update (Ratzel/Cowern)
  Marni Ratzel presented and acknowledged the work done on the report by Shannon Young. The report will be published shortly. "Vision Zero" to eliminate fatalities and serious injuries is a national movement. Our report was first published in 2012; it is expanded in 2016 to include motor vehicle collisions. Bike/pedestrian and left and right turn vehicles at crosswalks are the most frequent collisions. Mitigation includes focus on engineering, education, evaluation, and enforcement solutions.

  Board discussion and comments included:
  Control for volume, seasonality, etc.
  Incidence of hit and runs.
  Definition of impaired person and frequency of involvement.
  Concept of restorative justice.
  Data tracking system change.

Agenda Item 11: Future Schedule Discussion **[9:11 p.m.]**

Agenda Item 12: Adjournment **[9:13 p.m.]**

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 9:13 p.m.

Motion: moved to adjourn: Nozzi, seconded by: Selvans
Motion passes 5:0

Date, Time, and Location of Next Meeting:
The next meeting will be a regular meeting on Monday, 9 May, 2016 in West Conference Room, 1st floor of the Municipal Building, at 6 p.m.; unless otherwise decided by staff and the Board.

APPROVED BY:

Board Chair

9 May 2016

Date

ATTESTED:

Board Secretary

5/9/16

Date

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

APHASIA AWARENESS MONTH
JUNE 2016

Whereas, aphasia is a communication impairment caused by brain damage, typically resulting from a stroke but can occur in other neurological disorders, such as in the case of a brain tumor; and

Whereas, many people with aphasia also have weakness or paralysis in their right leg and right arm, usually due to damage to the left hemisphere of the brain, which controls language and movement on the right side of the body; and

Whereas, the effects of aphasia may include a loss or reduction in ability to speak, comprehend, read and write, while intelligence remains intact; and

Whereas, stroke is the third largest cause of death and is a leading cause of serious, long-term disability in the United States; and

Whereas, aphasia affects at least 1,000,000 people in the United States and more than 200,000 Americans acquire the disorder each year; and

Whereas, the National Aphasia Association mission is to educate the public to understand that the word aphasia describes an impairment of the ability to communicate, not an impairment of intellect; and

Whereas, the National Aphasia Association is celebrating 28 years of service to people with aphasia and their families; and

Whereas, as an advocacy organization for people with aphasia, their families and their caregivers, the National Aphasia Association envisions a society where people with aphasia can reclaim their quality of life.

NOW, THEREFORE, BE IT DECLARED by the City Council of the city of Boulder, Colorado, that the month of June is designated

APHASIA AWARENESS MONTH

Suzanne Jones, Mayor

HONORING THE UNIFORMED SERVICES OF THE UNITED STATES OF AMERICA

WHEREAS, members of our Armed Forces are currently in harm's way; and

WHEREAS, they are faithfully executing their oath to uphold and defend the Constitution of the United States against all enemies, foreign and domestic; and

WHEREAS, they are members of an all volunteer force, dedicated to the principles and beliefs of our nation; and

WHEREAS, there are a significant number of present and past Boulder residents currently serving in the active, reserve, and Colorado National Guard forces engaged in the Afghanistan conflict and elsewhere; and

WHEREAS, they are carrying out their duties in homeland defense and security within the United States, in combat and support missions on ships at sea, in aircraft, and on foreign soil; and

WHEREAS, there is a significant number of veterans who are Boulder residents and have honorably served our Nation through periods of active conflict and the Cold War.

NOW, THEREFORE, BE IT DECLARED by City Council of the City of Boulder, Colorado, that May 23 through May 30, 2016 is

Military Appreciation Week

and urge all citizens of our community to give recognition of the past and continuing service of Boulder area residents to the Uniformed Services of the United States of America in defense of our nation and our values.

Suzanne Jones, Mayor