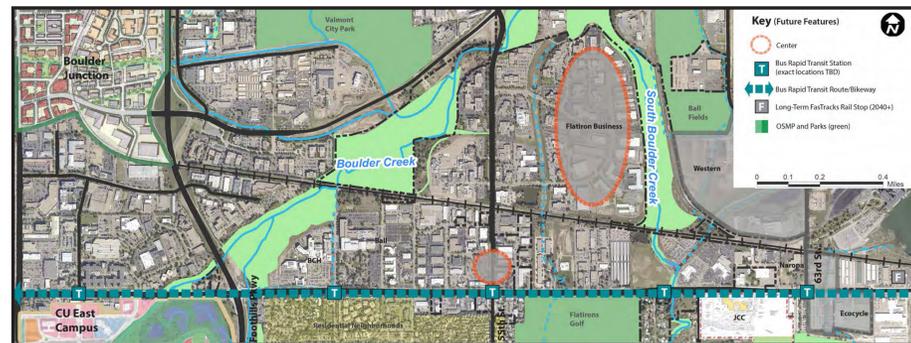


About the Scenarios

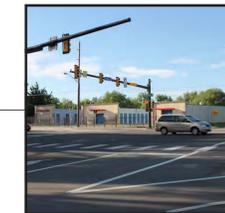
What are Scenarios?

Scenarios are a **starting point for community discussion about future choices and tradeoffs**. Each scenario contains a menu of choices that can be isolated or mixed. Scenario planning is a way to:

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

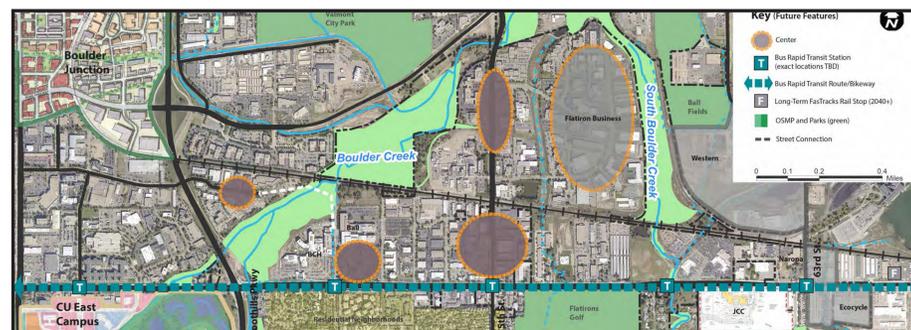


A: Current Trends - (what if zoning stays as is?)



The scenarios are thematic in nature, and study potential ideas at several geographic locations that are not in the floodplain.

1. Boulder Community Health
2. Walnut East
3. 55th and Arapahoe
4. 55th St. North
5. Flatiron Industrial Park
6. East of South Boulder Creek
7. Recycle Row
8. Proposed FasTracks Station



B: Districts



C: Housing Choices



Visualization of Potential Futures

Arapahoe Avenue at 55th Street



Today

Possible Futures



Features

- Enhanced Crossings and Pedestrian Refuge
- Transit Stop
- Street Trees and Sidewalk Enhancements
- B-Cycle
- BRT in Dedicated Lane



Features

- Buffered Bike Lanes
- Enhanced Crossings and Pedestrian Refuge
- Transit Stop
- Street Trees and Sidewalk Enhancements
- B-Cycle
- BRT in Dedicated Lane



Features

- Pedestrian Refuge
- BRT Lane
- Enhanced Crossings and Sidewalks
- Potential Future Buildings
- Street Trees and Sidewalk Enhancements
- B-Cycle
- On-Street Parking

55th Street at Western Avenue



Today



Features

- Buffered Bike Lane
- Enhanced Sidewalks and Crossing
- Pedestrian Refuge
- Street Trees and Landscaping



Features

- On-Street Parking
- Buffered Bike Lane
- Foodcarts
- Adaptive Reuse of Existing Building
- Pedestrian Refuge
- Street Trees and Landscaping
- Enhanced Sidewalks and Crossing



Features

- On-Street Parking
- Buffered Bike Lane
- Foodcarts
- Potential Future Buildings
- Adaptive Reuse of Existing Building
- Pedestrian Refuge
- Street Trees and Landscaping
- Enhanced Sidewalks and Crossing

Arapahoe Avenue at Commerce Street



Today



Features

- Landscaped Median
- Pedestrian Refuge



Features

- BRT in Dedicated Lane
- Landscaped Median
- Potential Future Buildings
- Sidewalk and Streetscape Enhancements
- Pedestrian Refuge

Commerce Street



Today



Features

- Bike Lanes
- Sidewalk Enhancements, Seating, Bike Racks



Features

- Wide, Comfortable Sidewalks
- Street Trees
- Bike Lanes
- Pedestrian-Scale Street Lights
- Seating, Bike Racks

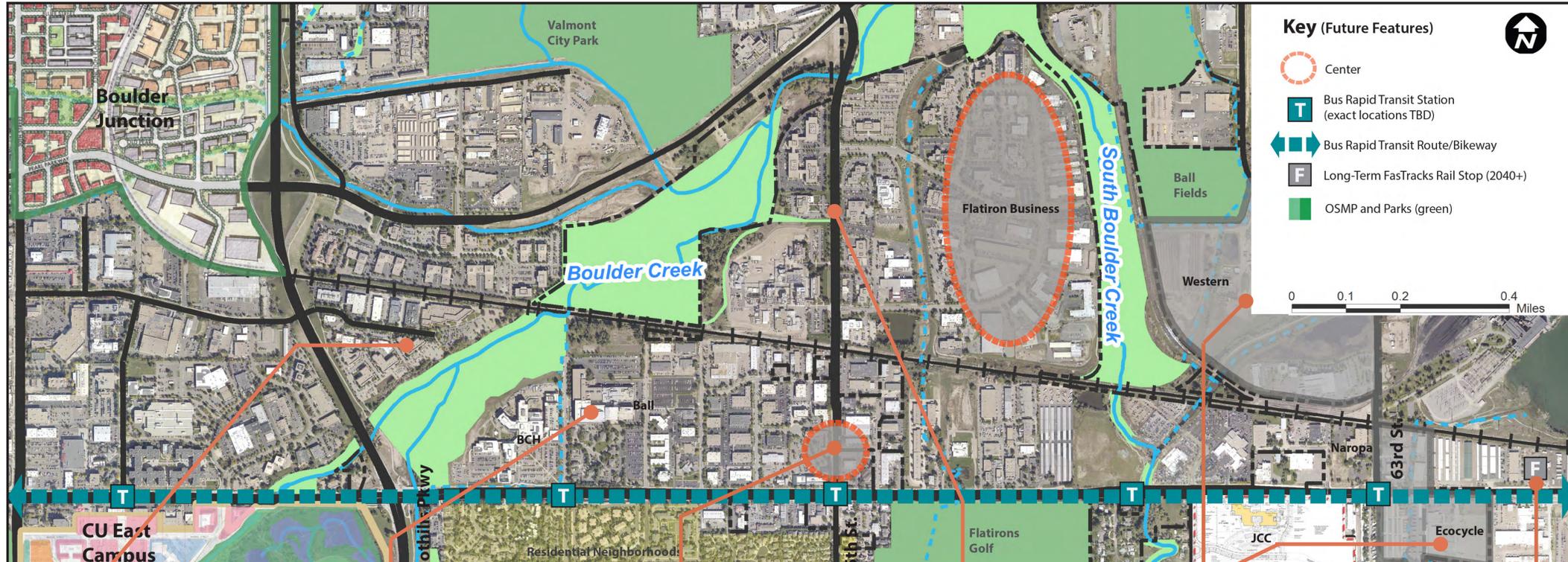


A. Current Trends Scenario

Continues with **predominantly light industrial uses** with little change to infrastructure.

What are Key Features?

1. Light industry, low rise, suburban patterns of development with surface parking lots
2. Affordable service industrial, and places for storage units
3. Quiet suburban neighborhoods to the south.
4. A few places to eat or shop
5. People generally drive for daily needs
6. Separate from other parts of the city
7. Improved transit (BRT)



Walnut East

- Office Park

Office Park Environment

Boulder Community Health/Ball

- Office
- Surface Parking

Medical Office Park

55th/Arapahoe

- Some Retail
- Light Industry
- Mobility Hub

Service Retail

Service Retail

55th Street North:

- Light Industry

Light Industry

Light Industry

Recycle Row

- Trucks and Industry
- Recycle Center

Recycling Trucks

Recycling and Waste Disposal

Future FasTracks (Long Term)

- Little to No Change to this site in near term

Visualization of Potential Futures at Key Locations



A. Current Trends: 3D Aerial View



Key:

- | | |
|-----------|------------------|
| Retail | Office |
| Health | Housing |
| Education | Light Industrial |



B. Districts Scenario

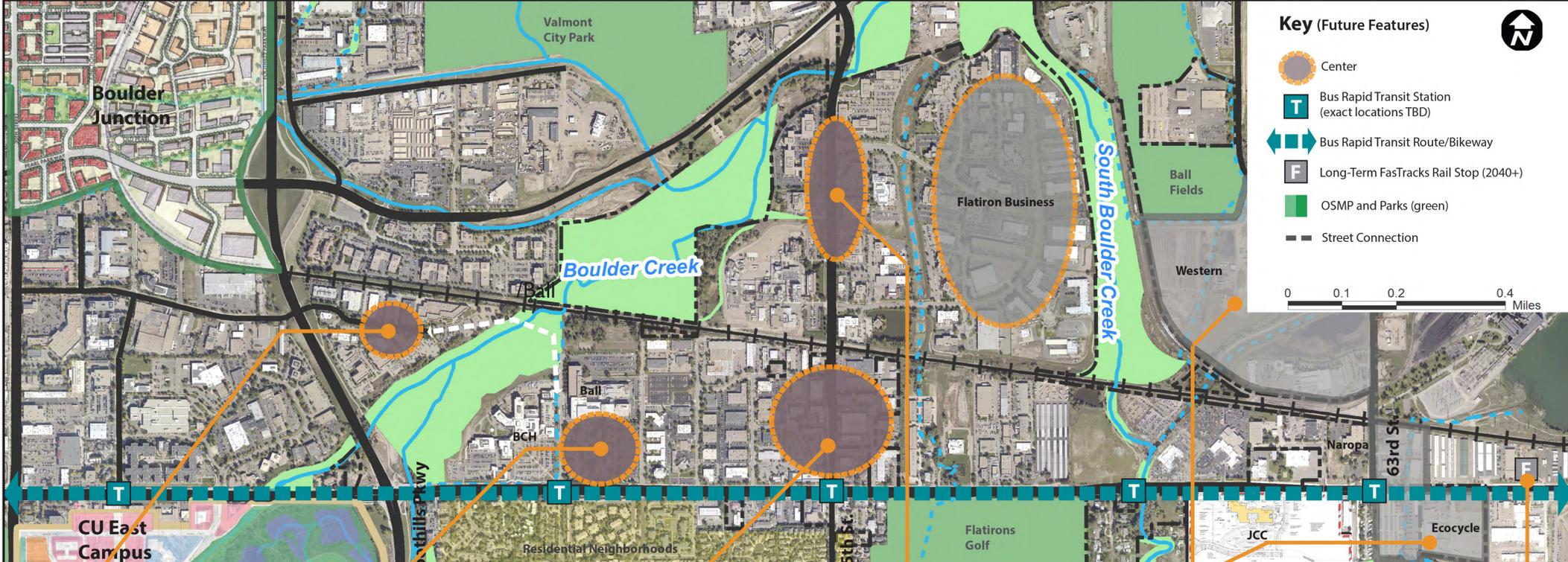
Becomes a place where **existing organizations, industry, and business thrive**, arts and entertainment are a destination, and neighborhood residents can access their daily needs. Has high level of street improvements at **Arapahoe Ave. intersections**, possible new road connections and net zero energy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

What Are Key Features?

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



Most of the area will continue according to existing trends.



Key (Future Features)

- Center
- Bus Rapid Transit Station (exact locations TBD)
- Bus Rapid Transit Route/Bikeway
- Long-Term FasTracks Rail Stop (2040+)
- OSMP and Parks (green)
- Street Connection

0 0.1 0.2 0.4 Miles

Walnut East

- Street Connection
- Medical related offices expand




Boulder Community Health/Ball

- Medical office, Retail
- Shared parking & amenities





55th/Arapahoe

- Retail, Services
- Some housing
- Arts and culture
- Mobility hub




55th Street North

- Office
- Retail to serve industrial park





Recycle Row

- Ecodistrict
- Energy Generation
- Trucks and Industry
- Gateway




Future FasTracks (Long Term)

- Future Gateway
- Mixed-use
- Edge parking

Visualization of Potential Futures at Key Locations



Visualizations provided courtesy of Fregonese Associates



B. Districts: 3D Aerial View



Key:

- Retail
- Office
- Health
- Housing
- Education
- Light Industrial



C. Housing Choices Scenario

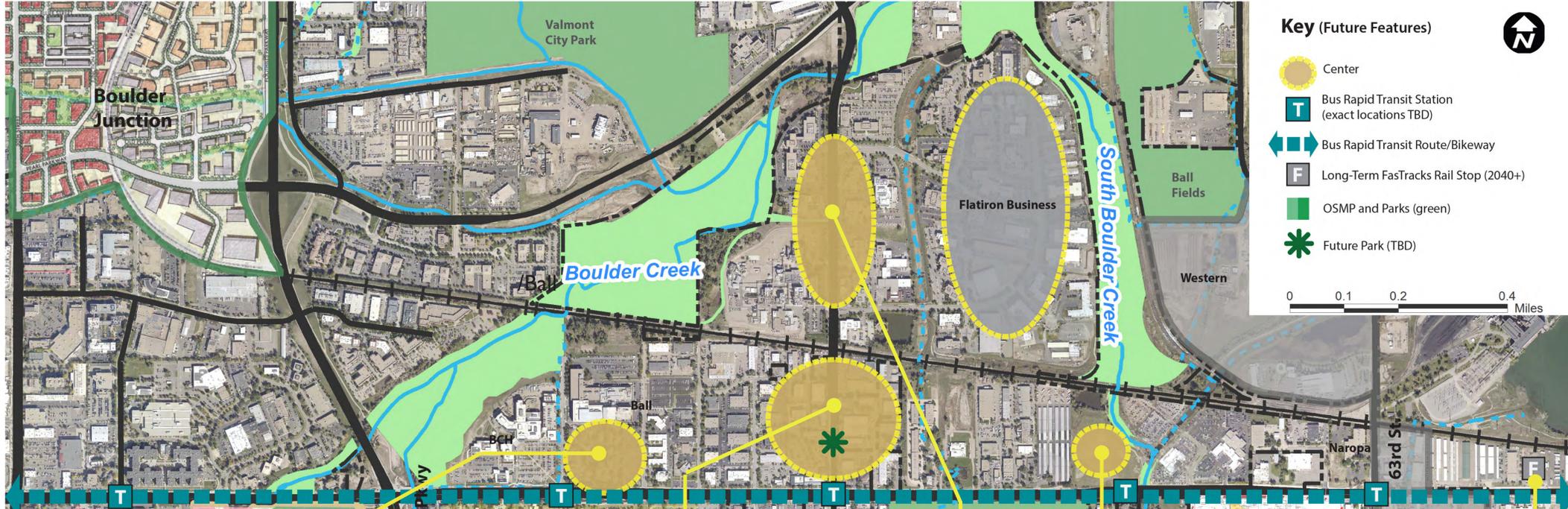
Becomes a place with **new workforce and affordable housing** in centers north of Arapahoe Ave., plus dining, shopping, arts and entertainment are within easy walking distance. Includes highest level of street improvements, beautification, and ecological restoration and connections to open space.

What Are Key Features?

1. Some housing within a short (15-minute or less) walking distance from shops, dining, everyday needs and work (e.g., mixed retail, dining, housing, and some offices)
2. Affordable workforce housing at 55th and Arapahoe and near South Boulder Creek
3. Housing intertwined with natural systems, with rain and snow melt feeding trees, landscapes, gardens, and ecological restoration (renewable energy replaces fossil fuels)
4. Golf course adds trails and community gardens
5. More public spaces and parks for residents
6. Boulevard with street trees, noise buffering, slower speeds (safe and friendly)
7. Multiple ways for people to travel
8. "Gateway" beautification east end of city
9. City services in neighborhoods (e.g., parks access to nature)



Most of the area will continue according to existing trends.



15-Minute Walk

- Enhanced pedestrian safety and connections around transit

Boulder Community Health/Ball

- Office, Retail
- Shared parking & amenities

55th/Arapahoe

- New housing in select locations
- Dinner theater and other businesses become part of an art center
- Mobility hub
- Shops and restaurants

55th Street North:

- Live-work mixed with offices
- Retail

South Boulder Creek

- Housing
- Greenway Enhancements

Future FasTracks (Long Term)

- Mixed-use
- Edge parking

Visualization of Potential Futures at Key Locations



C. Housing Choices: 3D Aerial View



Key:

- Retail
- Office
- Health
- Housing
- Education
- Light Industrial





About the Scenarios

Jan. 15, 2015

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

Scenario planning is a way to:

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

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

Future Scenarios

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

These scenarios are a starting point for discussion about choices and tradeoffs and represent focused choices in different locations that can be dis assembled. The three are:

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

Future “Givens”

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

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

Possible Futures

“What if” scenarios (that have interchangeable parts) are listed below. Graphics are in separate pages that follow.



A—Current Trends

This scenario represents the future if the East Arapahoe area north of the street maintains its current course with existing employers, light industry, storage units, and older buildings. Little new potential for offices or retail, or new residential units could occur. The street and trail system would remain as it is today. Neighborhoods to the south would remain unchanged in this and all scenarios.

B—Districts

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

C—Housing Choices

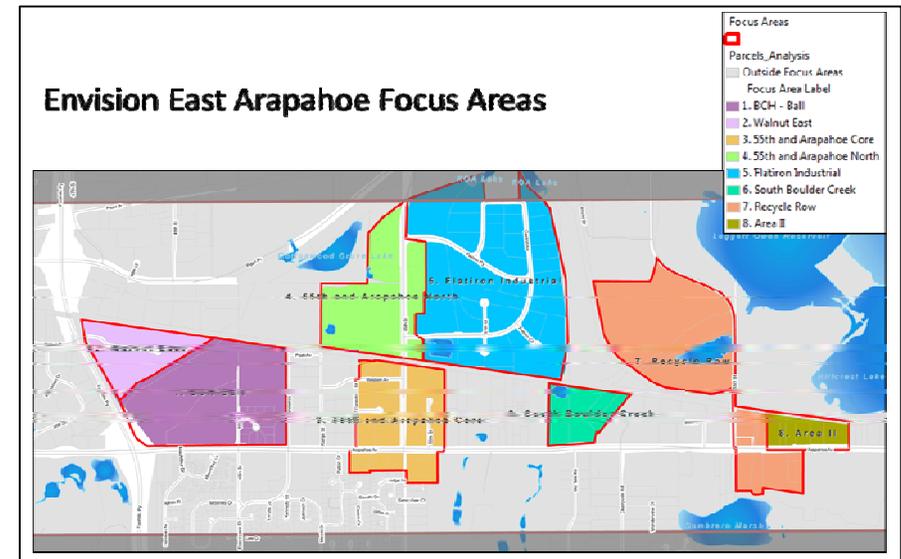
This scenario supports a future with housing where people can live near where they work and/or walk to shopping and dining establishments. Housing would be located near transit “hubs” in centers. A mix of housing types (e.g., flats, townhomes, units where people can live and work, and high-quality attached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

Geographic Focus

The scenarios consider potential land use mixes and ideas for focused locations as follows:

- Boulder Community Health/Ball Aerospace
- Walnut East
- 55th and Arapahoe Ave.
- Along 55th Street north of Arapahoe Ave.
- Flatiron Business Park
- Vacant site on Arapahoe Ave. just east of South Boulder Creek

Infrastructure or gateway character is considered for Recycle Row (north and south of Arapahoe), and the proposed Fast Tracks Station at the city’s eastern city limits in Area II.



Source: Placeways

Transportation Options

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

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

Examples of Artrial Bus Rapid Transit



Transfort Max Fort Collins and Geary Corridor BRT, San Francisco



Future visualization example at Commerce and Arapahoe with BRT

Scenario A: Current Trends

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

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

What would change? Where?

- The area will continue to be predominantly industrial, low rise buildings with surrounding parking lots and service areas. New industrial jobs are projected according to current zoning.
- Current zoning generally restricts retail, restaurants, and medical offices in the industrial zone district.
- Arapahoe Avenue and areas north are not particularly active or safe for bicycles and pedestrians because of heavy vehicular traffic, potential conflicts along the streets, and lack of connecting sidewalks and trails.
- North of Arapahoe has few public spaces.

How might it look?

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

How does history carry forward?

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

What is the natural environment like?

- Open space covers one third of the study area. It is an area along Boulder Creek that is rich in biodiversity, and maintaining the integrity and size of existing open space is important.
- Golf course continues as a recreational amenity.

How do people get to and from the area?

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

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



55th Street and Arapahoe Ave. today

Scenario B: Districts

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

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

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

What changes? Where?

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

How might it look?

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

What is the natural environment like?

- Existing open space connects people in business areas with nature.
- Explore additional pocket parks – places to sit, eat, and relax for employees.
- Flatirons Golf Course may become a higher-quality golf experience with natural and park land space and with flood mitigation.
- Possible local energy generation in form of local turbine(s), solar, and high-performing energy building overlay.

How do people get to and from the area?

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

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

Scenario C: Housing Choices

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

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

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

What changes? Where?

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

How might it look?

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

What is the natural environment like?

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

How do people get to and from the area?

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

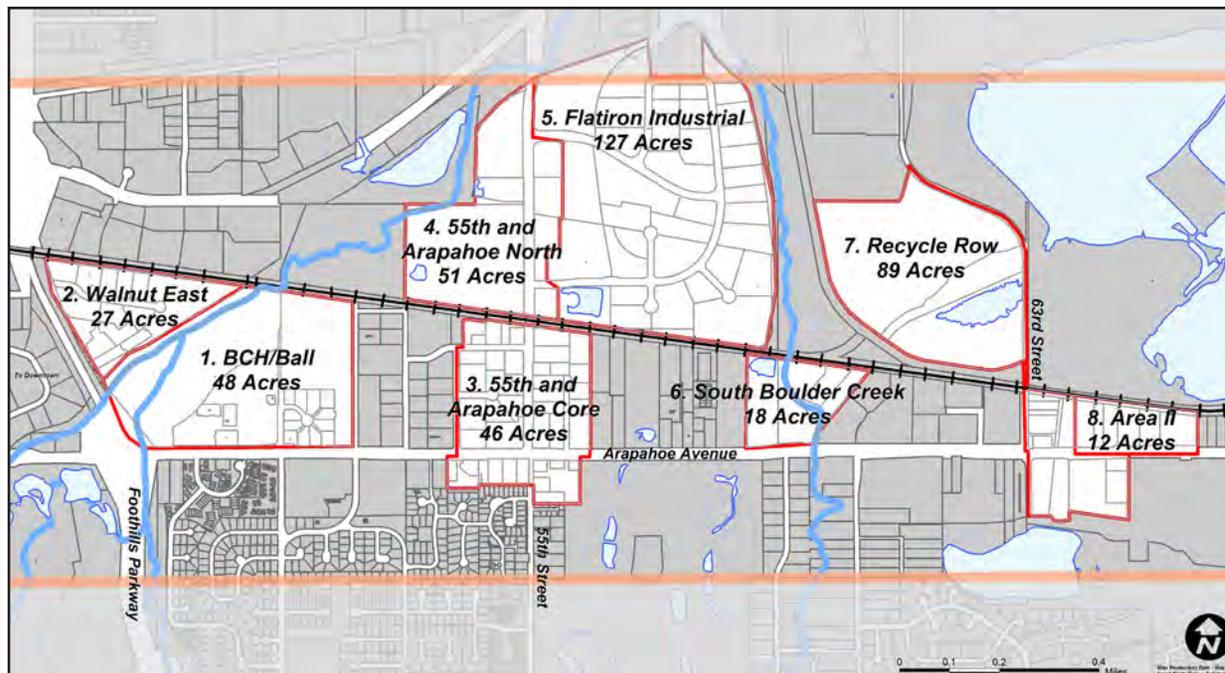
- Arterial BRT stations generally every ½ mile and a mobility hub (with bike and car share and parking). Stops every ¼ mile west of Foothills Parkway. Local bus stops (JUMP) every 2 blocks and improved access and bus stops and crossings.
- In the long-term, a FasTracks station could be built near 63rd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

Envision East Arapahoe Focus Areas

Draft: 1/13/2015

Projected Buildout for Scenarios

	Baseline ¹	A Current Trends		B Districts		C Housing Choices ²	
	Existing	New	Total	New	Total	New	Total
Employment³							
Job Units	11,100	4,300	15,500	3,900	15,000	2,500	13,500
Square Feet	4,278,000	1,656,800	5,934,800	1,485,400	5,763,400	981,100	5,259,100
Residential							
Dwelling Units	70	0	70	460	540	1,300	1,370
Residents ⁴	160	0	160	1,000	1,160	2,810	2,970
Square Feet ⁵	70,000	0	70,000	460,000	540,000	1,300,000	1,370,000



- 1 Baseline was estimated from best available data, including a combination of Boulder County assessor files for property information, sales tax point data, City of Boulder dwelling unit GIS file and US Census Bureau data. Baseline was calculated from data compiled in July and August, 2014.
- 2 In Scenario C, a higher range of potential new job units (4,100) and housing units (2,360) were tested as part of the transportation analysis.
- 3 Job Units and Employment Square Feet are both sourced from Community Viz GIS model, and rounded to the nearest 100. On average, this means there are approx. 385 square feet per employee (350-420 depending on job type), varying due to the employment mix of each scenario.
- 4 Population estimates are based on an average occupancy of 2.16 persons per unit.
- 5 Square foot estimate are based on an average of 1,000 square feet per dwelling unit.