



Envision East Arapahoe

Survey Results

Oct. 15, 2014 to Dec. 31, 2014

envisioneatarapahoe.com

Survey (Online and Print)

Below are the results from the survey that was distributed during the public workshops and listening sessions. A link to the online version of the print survey (with identical questions) was placed on the project website and distributed via email.

Question 1

(Answered: 79, Skipped: 28)

What should remain?

Question 1: Response	
1	Golf course, office and industrial uses.
2	Anything that's there now and is contributing to the community
3	Flatirons Golf Course!!!!!!
4	Open space, trails, small residential streets.
5	Perhaps everything if that is what the current residents choose.
6	hospital; Ball; Vo-Tech; multi-use bike path
7	You need to leave things alone until a definitive purpose can be defined. Nothing developed thus far provides the opportunity for home purchase. You are changing the demographics of this community building a dense load of rental properties and enriching investor/developers. You are ruining the character of Boulder and eliminating community.
8	Existing mixed use walking/bicycle trails are adequate. No new underpasses (crossing Foothills parkway south of Valmont) are needed. There are a sufficient number now and many existing underpasses (Arapahoe and Foothills pkwy for example) are prone to frequent flooding.
9	Service industrial is important. Greenways and open spaces should be kept and enhanced - better connected
10	Keep traffic lanes as is - do not add lanes/ except bike commuting lanes
11	It should remain a major entry into the city from the east and Lafayette, Erie, etc.
12	Golf Course ALL 18 holes - a water retention isn't the answer - the water flowing under Arapahoe to creek is needed
13	Do not bring in big buildings. Keep this as a transition of low density, low height buildings.
14	Low height of bldg's. No 55' buildings. Keep views!
15	Opportunities for startup businesses to incubate their biz plan in an affordable space, especially for businesses associated with Recycle Row.
16	Light industry uses are good but can actually be integrated with higher density residential. I'd love to live in a place where people are making things.
17	The rural neighborhoods.
18	Good to see the planning boards are looking at a comprehensive plan to handle growth well.
19	Focus on high paying job sector.
20	Keep a height limit of 4 stories.
21	The golf course
22	The existing natural areas, along the creek and the drainage sloughs. And existing industrial uses are fine.
23	Golf course and the businesses that are there now.
24	Affordable retail - thrift shops, light industry
25	Nothing
26	Green Space

Question 1: Response	
27	Avalon Ballrooms - growing! Participatory dance! Evening/late night transit
28	Keep some industrial areas
29	General mixed use atmosphere
30	This area is a business engine for Boulder. Reasonable rent for start ups. Look how breweries and coffee have taken hold.
31	Service businesses, now that they have been kicked out of the 30th and Pearl area.
32	Most of what is there on W. side of 55th and Flatiron Industrial Park. Service Industrial
33	Appreciate the proactive Comprehensive Plan for East Arapahoe development.
34	The existing housing and neighborhoods
35	multi-use path, bus service, b-cycle stations
36	This is one of the main thoroughfares into Boulder from the East. It must remain so but how to make it more pedestrian and bike friendly? Restaurants and food establishments are the only vibrant area around the major intersection of 55th and Arapahoe. It's hard to get into and park at lunch time. This type of retail needs to expand along this corridor. Strip mall to the west of this area is not intensively frequented.
37	This is one of the main thoroughfares into Boulder from the East. It must remain so but how to make it more pedestrian and bike friendly? Restaurants and food establishments are the only vibrant area around the major intersection of 55th and Arapahoe. It's hard to get into and park at lunch time. This type of retail needs to expand along this corridor. Strip mall to the west of this area is not intensively frequented.
38	Light industrial sites. Boulder needs to have them somewhere.
39	Boulder Dinner Theater, appreciation of the more rural aspects of surrounding community
40	The Golf Course
41	some light industrial
42	"This entire area needs to be designated a ""Quiet Zone." The train crossing intersections have gates. That should be sufficient.
43	local business, residential neighborhoods, schools This is a strong family neighborhood!
44	Boulder Dinner Theater Low cost industrial space
45	~Quiet neighborhoods and family feel ~
46	Quality employment and living structures and places such as Foothills Hospital, Riverbend, Viewpoint, Naropa, Flatirons golf course, neighborhoods to south of Arapahoe, apartments and condos, Boulder Dinner Theater, Ball Bros, limited size and waste generation of recycling row, CU Research park, pleasing and comfortable and grounds at Jewish Community Center property, open space at and around Sombrero marsh.
47	Small businesses and services for people who work and/or already live along Arapahoe Ave east of Foothills Parkway.
48	new pubs and new dining options that have recently opened along Arapahoe, as well as some that have been there awhile, such as Ozo and Snarf's. Dated red brick buildings should get a face-lift.
49	The current mixture of small manufacturing and retail in the areas around Conestoga and east to Naropa should remain. We can't keep driving those businesses out of Boulder. We don't need high density housing east of 55th, especially if it looks like North Boulder or Pearl Street east of 30th with tall buildings built right up to the sidewalk. If the car dealers want to remain, they should have that choice. Don't drive them off with new restrictive zoning, or cause them to sell with new permissive zoning that would make it so attractive to sell to dense residential developers that they move out. If you want incubator businesses, you need to allow the ""not beautiful"" architecture to remain. Do keep setbacks from the sidewalk-- Peloton is tight but at least not on the sidewalk like Broadway north of Violet. It is not the city's job to provide shopping or restaurants. Let the marketplace do that. Most, if not all of the the flood plain/open space at the golf course should remain.
50	Everything

Question 1: Response	
51	The present configuration.
52	I like east Arapahoe the way it is, rural and quiet!!!
53	I like having space for restaurants like Basta, Fate, and Bru and love having Ozo (would like to have more coffee shops and restaurants). I don't love all of the strip malls they are housed in, but I do feel like they should get first choice of the new commercial space. I want more of a neighborhood feel in that area, as more and more homes and apartments will be built along Arapahoe. I like mixed use spaces like the Peloton and the new apartments going in downtown on Pearl Street (and near 30th and Pearl). I think the bike path needs to connect better to the area, so have a dedicated off-street bike path on Arapahoe and/or make the bike path on Pennsylvania connect all the way through to the path that goes under 55th.
54	Good mix of residential and commercial. Limit commercial on side-streets off of Arapahoe
55	It's hard to say. Love access to Boulder Creek Path and other biketrails, but they are good for recreation. I love Arapahoe Animal, Dinner Theater, sometimes go to PICA's and the liquor store, but have to drive, too far of a walk, and would not bike. More community oriented, places for kids to visit, but do not enjoy walking along Arapahoe, too much busy traffic, not really safe for little ones, noisy, dirty, car exhaust.
56	Flexibility of business development.
57	Most of the present structures should remain.
58	The service industrial uses that serve Boulder residents should remain. The peaceful winding streets with green lawns and nice office buildings should also remain.
59	Existing wetlands, waterway lands and then to expand their environmental health and well-being.
60	The hospital, breweries, and Ozo
61	Boulder's height restrictions on buildings; some light industrial; Jump bus route
62	Multiple use paths
63	Leave the single-family housing south of the street alone and focus on the corridor and areas north of the street.
64	Diversity, all old trees
65	Give consideration to existing homes in this area and property values Flatirons golf course Shopping, restaurants, gas, grocery, recycling
66	The street as it is. No median which would take away the views. No increased density which would add too much traffic to the cities streets.
67	Community feel. Rural Character. Small Farms.
68	Green Spaces.
69	Leave all current zoning in place - DO NOT BUILD ANOTHER URBAN, MIXED-USE MONSTROSITY LIKE BOULDER JUNCTION!!! Leave remaining one story business buildings as-is and let this neighborhood remain a comfortable place to live
70	everything that is currently within height guidelines
71	Local businesses, the golf course.
72	Major employers (Boulder Health, Ball). Give Peloton a chance to succeed. Existing employment in Flatiron business park located off 55th. Humane Society on 55th. Emerging public facilities (sheriff, coroner). Interior design/home products small businesses (tile, carpet, lighting). Education nodes. Recycle row. Some light manufacturing, existing lower rent office facilities to accommodate a mix of commerce and industry.
73	Access to multiuse path, low rooflines, low density of development. We chose to live in this area for its lack of congestion and relative quiet. We do not want those attributes to go away.
74	Golf Course
75	Large employers, business park, CU East, service businesses, mature trees.
76	It's fine as it is. Boulder has too many five story, highly dense buildings. Enough.

Question 1: Response	
77	Green and open space, but permit growth through increased density The rural-residential character of neighborhoods east of golf course and south of Arapahoe The two lane configuration of Cherryvale and Westview
78	There are a number of small businesses in the area from auto to breweries etc. that it would be nice to keep, but allow them to enhance their options, e.g. zoning currently restricts those microbreweries in the industrial zone from also preparing food. There are some house remodel stores - perhaps allow these types to cluster to be able to visit a variety of specialized businesses supporting remodeling/design (capco is there, thurstons kitchen used to be around, there's a flooring place near the dinner theater, etc.
79	A good mix of housing and business

Question 2

(Answered: 87, Skipped: 20)

What should change?

Question 2: Responses	
1	Upgrades to the streetscape, signalize at 57th. Low impact residential.
2	There needs to be some affordable living in the area. Not affordable per Boulder's standards, but per neighboring counties. I work in Boulder and in no way can afford to live there (unless I want a slumlord for a landlord - been there, done that.)
3	Access to the area via bike paths and sidewalks.
4	Eliminate or isolate the high speed roads. Side streets should be redesigned using bicycles as the primary design vehicle. Parking and turning areas must accommodate bicycles and pedestrians
5	I think the people who live in each area ought to have a final vote on whether or not they wish to change their neighborhood.
6	anything else, especially buildings with set-backs and parking along Arapahoe; better multi-use path on south side of Arapahoe between Parkway and 55th
7	Considering the best interests of investor/developers over the current tax payer base and community members well being.
8	Include separate bicycle lanes along Arapahoe. Extend existing sidewalks on both sides of Arapahoe to at least 63rd St, and consider extending to 75th St.
9	Overall land use pattern. More connections! Break up the super blocks and create new, quaint, memorable streets and places.
10	Establish a connection between Arapahoe Ave. and Pearl Street. Close to BCH
11	Connection and features to make walking and cycling safer and more convenient for visitors and residents.
12	More arts organizations, to complement Boulder Digital Arts, Video Station, Pro Photo Rental
13	BRT and great walk-ability. 55th or Cypress needs better bus service.
14	BRT corridor
15	Less surface parking
16	Need north-south pedestrian/bike connection from East Arapahoe to Boulder Junction (In addition to 30th)
17	A park and low density housing and a small number shops - Nothing over 3 stories.
18	Hard edge for development at east edge of city. Should be very clear when you have entered Boulder.
19	Less pot.
20	Alternative transportation and amenities for area workforce improvements would be great.

Question 2: Responses	
21	NEED MORE PEOPLE. Sticking with the ~4300 jobs/residents is TOTALLY USELESS and makes this whole exercise a waste of everyone's time.
22	Nothing. All your changes bring increased congestion - in the floodplain.
23	Better transit especially regular bus service, safer bike/walk, more shops/services - food, dry cleaners, day care, clean up look of light industrial.
24	We need more RTD routes so there is less traffic heading in and out of town.
25	The industrial areas
26	Pretty much everything else! The street, the coarse separation of land uses, the building form, the street grid (meaning there should be one). Overall, it's a terrible street currently, so much more should be thrown out than kept.
27	The area lacks a grocery store, parks and retail shops. Affordable restaurants and cafés would be nice. The one there are sometimes crowded.
28	Less big business. Remove smoke stacks from Power Plant.
29	Sense of Place
30	The suburban style development and the 6 lane highway. I think you should work on the BRT and some of the bike improvements now and come back to the land use when you are ready to zone/propose density that will support biking/walking/transit and the TMP.
31	more shops and restaurants, bike lanes, more parks
32	More restaurants.
33	More retail, food, grocery and better flow to get commuters out of town faster.
34	Arapahoe is very intimidating with 6 lanes, 45mph speed limit, long blocks. It is a major transportation corridor but not ped or bike friendly.
35	New development should be severely limited, and all new development should pay to maintain levels of service for all city services and facilities.
36	Fewer giant parking lots. More ped/bike connections. More housing; green space.
37	Build residential housing.
38	add passing lane for motor vehicles, cars
39	More small local restaurants and local markets like Alfalfas and a drugstore
40	narrow lanes, provide bus only lanes, install a centerline rail line to transit center and regional bus route hubs. increase business frontage. provide protected bike lane in addition to multi use path.
41	I would love to see an area more like the Broadway and Alpine area. It's walkable to go to market, out for a meal or coffee, etc. There's a mix of housing within this zone too. How to make the Arapahoe Ave. frontage a more appealing place for people to shop and hang out. The shopping center where Wine Merchant is located used to be dead and now it's just hopping.
42	I would love to see an area more like the Broadway and Alpine area. It's walkable to go to market, out for a meal or coffee, etc. There's a mix of housing within this zone too. How to make the Arapahoe Ave. frontage a more appealing place for people to shop and hang out. The shopping center where Wine Merchant is located used to be dead and now it's just hopping.
43	Add additional housing for residents. Not large Single Family Homes but compact, high density neighborhoods that include a mixture of SFH, retail, live-work, townhomes, and affordable units. Develop along Arapaho to create a nice looking street with buildings pulled up to the sidewalk. Make Arapahoe pedestrian friendly and make it somewhere people actually want to walk (or bike) on.
44	We need more regular bus service - not another years long construction project to put in a BART. We have enough traffic issues already, and people out here use cars. It is what it is - not going to change, so that needs to be taken into consideration and accommodated.
45	The strip malls will lead to decay; they should be replaced with mixed used housing that can accommodate many of the lower income workers who work in nearby areas, like the hospital.

Question 2: Responses	
46	Golf course should become a lake park for flood retention. Lake to be surrounded by affordable housing and mixed uses.
47	horrible auto centric & sprawl design
48	This entire area needs to be designated a "Quiet Zone." Trains should pass along this corridor quietly. Each intersection has gates.
49	Like any neighborhood, it's no fun to discuss the type of people that start migrating in when an area changes. With the expansion of the hospital, hopefully this neighborhood does not become the next destination for homeless and transients. Unfortunately we have a handful of pot shops too so hopefully that is regulated as well and doesn't expand unnecessarily as an economic drive in the area.
50	Pull down ugly smokestack...beautify the area...mitigate traffic congestion as traffick heads into and out of town from 75th
51	More housing, fewer office
52	Traffic patterns to divert onto main arteries and off of residential streets such as Cherryvale for safety and ease of travel. A clean up of run down areas and a refurbishment of those worth saving. Safer and better pedestrian and cycling paths along Arapahoe
53	Car dealerships, tacky signs for collision repair, auto sales, fast food restaurants and stores of various kinds, no expansion of self storage facilities, stretches of 28th Street type feeling, high speed vehicle traffic, push industrial uses out or to inconspicuous, already industrial areas north of Arapahoe.
54	Corrent ideas about making the Arapahoe corridor into a apartment house strip or into an area for other high density housing. This would only produce another typical U.S. strip city which is exactly what Boulder should avoid.
55	More bike paths and better connection to the rest of Boulder
56	The feel right now leans too much toward "light industrial," and is kind of ugly. I'm not voting any particular businesses out, but a nice median with trees, extended bike path or lane for safer bike travel along Arapahoe (going west-east), for a start. Any new buildings should be low, no more than 3 story. And the architecture should have some character, not just brick/cement tenement blocks as we're seeing spring up elsewhere in Boulder.
57	Better bike paths. Better flood plain management.
58	Nothing
59	Nothing. No additional commercial or housing.
60	I would love to get rid of the dated strip malls and industrial buildings. I also want to get rid of storage facilities--I think those bring down the property value of the surrounding homes. I think that developers that are trying to build business parks need to also include space for coffee shops, restaurants, open space/parks, etc to make sure their buildings are desirable to work in and live near. There needs to be a bike path and a open space/park area incorporated into the new construction.
61	Limit # of marijuana distributors; better speed control in residential side streets (i.e. Patton and Merritt); NO South turn lane onto Patton from W Bound Arapahoe; no parking on Patton Drive in front of Humane Society Thrift Store
62	Not sure if East Arapahoe has enough neighborhoods that easily access much along Arapahoe without using a car. Too much is paved already. Need more greenery, trees, soften the experience. Retain as much natural space as possible. A fresh grocer would be nice, but hard for them to compete with bigger stores. another coffee/tea shop. Please avoid chain fast food. Remember that 6 months of the year biking may not be possible in Boulder for the young and old, and those running errands or having children.
63	Safe bike access across the corridor for commuting and local trips.
64	There needs to be more office space for doctors and other health care providers so they do not have to waste time and increase traffic driving back and forth across Boulder from their current offices to the Foothills Hospital.
65	Some of the lower cost businesses adjacent to Arapahoe and adjacent to 55th Street should upgrade the landscaping and at least the front side of their buildings. Some of the bicycle and pedestrian crossings could be made better, safer.

Question 2: Responses	
66	Move businesses that are in existing wetland areas and floodways that could be better used and restored to natural areas for plants and animals and peaceful places for people to visit nature. Link these corridors so animals and people can connect without the need to cross roads when possible.
67	I would love for the industrial feel to change. As is, there are lots of empty office buildings that make the space feel abandoned. I would love for arapahoe to become more walkable with shops and restaurants and parks.
68	Add more bus lanes; widen sidewalks in areas where they are now very narrow; trim trees so walks don't stay so icy in snow; reduce speed limit west of Foothills
69	Better landscaping especially at intersection of Arapahoe and Foothills. Put power lines underground. Perhaps narrowing to 4 lanes until east of Foothills and have green way on sides or between lanes.
70	I like the idea of Scenario C with housing and a more vibrant community friendly area. Light industry is boring but important for jobs.
71	Use form-based zoning to define the look of the street, keeping all development under the 55-ft limit. Require a diversity of styles and heights, even within a development, to avoid the monolithic look of the Peleton and Boulder Junction. Build true Dutch-style cycle tracks that physically separate people driving, biking, and walking from each other. Build intersections according to Dutch standards too! Break up the superblocks north of Arapahoe. Remove zoning regulations in currently light-industrial areas and use the form-based code to govern the look. Stop micro-managing zoning and let the market work! Eliminate all parking requirements and again, let supply and demand determine how much gets built. Build a TRUE center-running BRT route connecting with Louisville, removing a lane of traffic in each direction to accomplish this.
72	Connectedness pedestrian bridge, more defined civic centers, public art or prominent landscaping; reinforce and support cultural presence of Boulder Dinner Theater and Avalon, for example more continuous programming for Avalon, provide complimentary functions and opportunities for attractive and safe hanging out spot. Examples: a roof garden, a fountain, a cafe; shallow pond for toy boats a seasonal festival, outdoor music (Thorne Institute)
73	Improve consistency of look. Get rid of abandoned dated eyesore buildings. Makeover to buildings that look old, dated, and dilapidated such as the strip of shops across the street from the Peleton where the Aquatic store is, jimmy johns, etc. Arapahoe is a main artery of Boulder where people get an impression of the city. It would look better with some trees.
74	We need more residential owner housing. Townhomes and condominiums that are 900 sq ft to 1800 sq ft. Spaces that allow for home gardening. If there are appropriate spaces in which new homes could be built this should be allowed. Reasonably priced commercial spaces should stay available for the entrepreneurs looking for this type of space. We should not build large new high rise commercial buildings because there are already too many commuters into boulder and because the best asset this town has is its views as people live, work, and drive through here.
75	Complete sidewalks on at least one side of the street. New bridge under Arapahoe at Old Tale that will not cause flood water to backup. More complete range of business services (grocery, pharmacy, restaurant, etc). Safer for pedestrians and cyclists. Bus pullouts. Train stop. Farmer's Market with convenient parking.
76	The look and feel of the giant suburban arterials. Make them memorable boulevards.
77	Improve Arapahoe Rd. for bikes and buses. The notion that its an "opportunity" to cram more business and residential units into this space is nothing other than a thinly-veiled attempt for developers to cash in without bearing any of the negative impact that will have on Boulder residents - traffic, crammed open spaces, a loss of the small, urban town feel that has drawn current residents to Boulder to begin with. Zane Selvans says, "I would like to think that we would want to urbanize some of these corridors." Well, Zane. WE DON'T!!!
78	no changes to height restrictions, one should not allow builders/developers to buy out of the current height restrictions. That is insane.
79	Need a turn light at Arapahoe and Conestoga Street - Ozo shopping center. Safety issues.

Question 2: Responses	
80	Pedestrian environment is pretty bad - need safe crossings and accommodations for bikes on street. In the short term the speed limit should be reduced from 45 MPH west of 55th with current density and mix of uses. Bus service frequency should be increased and further roadway queue jumps and bus priority locations.
81	Would like to see power plant decommissioned and all power lines buried.
82	Not the Golf Course
83	Housing options, dense walk-able neighborhoods, excellent bike and transit services, more entertainment venues, restaurants, public gathering places, intricate network of multi-use paths, accommodation for reasonable auto traffic (shared streets), inclusionary up-zoning development...
84	Your plans. There are too many people in Boulder. Why am I on a water budget if you've got water for all these people?
85	Road diet on Arapahoe! More non-motorized routes running north-south More retail and work destinations with mixed size, price residential
86	Be nice to have more neighborhood areas that have cafes, restaurants, stores, and access to transit. If the speed limit were reduced, it would make it more pedestrian and bike friendly (although what would be the impact on the commuters going out this way? Getting more public transit along the corridor would be good) and a lower speed limit would allow us to have NEV's to get into Boulder itself (currently, both arapahoe and Baseline are 40mph).
87	More transportation options including bus routes and bike stations/trails. Also more frequent options to downtown from streets other than Arapahoe. Also more focus on fast casual restaurants to serve the businesses.

Question 3

(Answered: 50, Skipped: 57)

How would you improve the draft Vision Statement?

Question 3: Responses	
1	I would like a prime focus on maintaining open sight lines. No massive Pearl Street Wall options. Projects need to provide adequate on-site parking!!
2	I don't have any suggestions, but I think it would be helpful if more people were aware of the proposal so more could get involved. I only know because I work for a business in the area.
3	The current vision element about biking and walking is extremely weak. "provides safe and welcoming places for pedestrians and bicycles" This sounds like the same segregation policy that has allowed cars to be the only design vehicle for too long. Roads belong to all people, not just those in cars. All roads must be designed with bicycles and pedestrians in mind. Car traffic is a dangerous industrial process to be calmed, separated, and restricted - or better yet, eliminated! Any city improvement project must fit into the long-term goal of making Boulder car-free!
4	This statement is written by folks who enjoy upgrades, newness and change. I would allow the people who live in these neighborhoods to draft their own vision statement.
5	East Boulder has a large residential community. The vision changes the current quality of life in the area and reduces it to a business, retail and public areas. Again the focus of this vision is tipped toward best interests of investors and ignores the quiet, peaceful and convenient aspects of the area.
6	Minimize additional residential units. Except immediately adjacent to Arapahoe.
7	Major places are the parking lot in front of bank on 55th and Arapahoe (nw side) some restaurants may be (illegible) but it looks so ready for improvements. Think now
8	VERY against Flatirons housing ANY flood mitigation.
9	No BRT. No big buildings.

Question 3: Responses	
10	It's too broad.
11	It's all there - what gets cut as we move forward is key.
12	Maintaining current use intensity is incompatible with most of the vision "socially thriving," "livable," "sustainable," "Safe," "connected." Good luck. It's a freeway surrounded by parking craters.
13	Let Boulder be rural along Arapahoe
14	It's too restrictive to try to preserve affordable service industry space. Let's let the market determine where is the best place for service (and other) industry uses. We shouldn't be presupposing BRT. Don't enshrine conclusions in the vision statement! Strictly speaking, there already are bicycle, pedestrian, and auto options. They're just not very good. The goal should be a great street for walking and biking, and we should include specific, numerical goals, e.g., for mode share along the street.
15	I don't know what the vision statement is. In light of development happening in other parts of town I think I should be worried.
16	Don't like the future gives #8 retention wall?
17	You are not being bold enough. If the time is not ready to do a bolder plan now, wait. Don't stick us with a lame suburban wasteland and plan for the next 20 years.
18	Growth pay own way.
19	Don't include 55ft, zero setback buildings.
20	More business centric focus.
21	Don't understand the word "inclusive." Who is being excluded? In many ways the area is "cheaper" than the rest of Boulder from a cost perspective.
22	Add costs and who will pay, add numbers (jobs, pop) that could be built all along the whole corridor. 2 big questions: 1 who will pay for all the infrastructure and services? 2 will levels of service for all city facilities and school districts be improved, stay the same, or get worse?
23	Need to review
24	Don't try to make East Arapahoe more urban. Leave the area N. of Arapahoe industrial
25	Build residential housing and increase capacity for vehicles/commuters
26	I think it looks great if a bit lofty.
27	NA
28	It's all the same stuff we hear in Boulder all the time. What are we really getting? We have most of what you say there now, except reliable public transit. More housing will just mean more traffic congestion and parking issues. I would also like to know you will solicit LOCAL developers if you proceed. Not folks from other states that have no stake in what happens here after they build/rent/sell.
29	East Arapaho needs a bold new design that envisions a place where moderate income people can afford to live and there are services for them in a compact urban design.
30	The entire area should be designated a "Quiet Zone."
31	Be sure to keep things low (height of buildings) and local.
32	Less jargon clearer text
33	Put more emphasis on Scenario 3, and reduce emphasis on industrial uses in Scenario 2 and the Current Trends
34	Require that any development adhere to a strict 55 ft height limit. Require that any buildings adhere to a 35 ft setback from all public sidewalks and bicycle trails. Downtown Boulder should be the local "attraction center". Therefore avoid all concepts that purport to develop east Arapahoe Ave. into another "vibrant shopping area".
35	I haven't seen it.
36	Statements such as: "offer space that welcomes people" should be the private sector's job. The City can do that on transportation facilities that it owns and operates, but don't force that on the private sector.
37	I'd axe it. I do not think East Arapaho should be developed at the expense of existing neighborhoods.

Question 3: Responses	
38	I have no idea what the draft Vision Statement is, and I cannot find it on the website. I like the idea of mixing the current B & C scenarios. I prefer scenario B, but know that there also needs to be some additional housing built.
39	Emphasize mix of residents - East Arapahoe has lots of families as well as multi-unit developments; maintaining this balance and NOT skewing it too far to one or the other would be a detriment to the neighborhood
40	You should repeat the Vision Statement for reference here, haven't read it in a few weeks.
41	I have to re-read it. I do not like anything related to making this area vibrant! Vibrant belongs downtown. This was once a beautiful area, and to the extent possible that should be restored. It should be a quiet peaceful area where the industrial uses provide good jobs, attract the high tech businesses, and they in turn can attract good employees.
42	Should focus less on zoning and use and more on the look--form based coding!
43	provide definitions. for example, what is a district? how do districts overlap? Do they have centers? what is the scale?
44	Speak more plainly. State pros/cons for each scenario. State funding and costs for each scenario.
45	Not sure. It is vague.
46	Set the bar beyond a standard development model such that the project will be emulated and considered innovative.
47	Stop trying to "improve" the area by developing the living tar out of it, and instead realize that is has already accomplished the goal of becoming a mixed-zoning area with terrific residential, suburban neighborhoods, several established and extremely well-liked business (Snarf's, Video Station, Pica's, etc.)...several Boulder-affordable office buildings, an accessible medical campus, and a buffer/transition area between the already overbuilt 29th street mall area (which now stretches more or less to Foothills) and the open space which we so dearly value.
48	Haven't studied it yet.
49	The draft vision statement says nothing about protecting the quality of life of existing residents of the East Arapahoe neighborhood, nor does it refer to prioritizing the wishes of the people who live in this neighborhood NOW above those of the people who want to develop the neighborhood for their own profit.
50	Way too timid. Get aggressive in bringing density to this area of the city.

Question 4

(Answered: 74, Skipped: 33)

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

Question 4: Responses	
1	Be realistic about the need for auto transportation for young and old citizens. Improve the the quality of the medians. Do not hinder the free flow of traffic.
2	Please no more road construction. We've had enough of that already.

Question 4: Responses	
3	It's hard to list them all. 1. Make more bikeable roads. For instance, why is the speed limit 35 on 55th st S. of Arapahoe, when there are 25 mph speed bumps? Make the speed limit 25 for this whole stretch and make it a ""bike boulevard."" Cars can take Foothills, or go bike speed on 55th. 2. Eliminate 1 of 3 lanes on Arapahoe and reduce the speed limit to 35 mph. Expand pedestrian and bike space and reduce the number of turns available to cars - which are just conflict points with bikes and peds. Separate cars from liveable spaces with bike lanes, trees, etc... 3. Separate buses from bike traffic - buses may be the most dangerous thing on the roads to bikes. 4. Expand trail widths to allow more traffic. Post signs on trails about keeping to the right side of the trail, keeping dogs on leashes, and traveling single file. 5. Build WAY MORE overpasses and underpasses in the vicinity of foothills pkwy, Arapahoe, and any other high speed motorway. Build such over/underpasses at bus stops. 6. Rezone and otherwise encourage businesses to put their store fronts facing large sidewalks along Arapahoe with parking in rear. Make Arapahoe a street for people, not cars. 7. Build electronic toll collectors (like NW Parkway/E470) and charge drivers for the use of Arapahoe. 8. Eliminate "nature preserves" in the city. Parks should be designed for humans or eliminated, otherwise they just act as barriers that require car-based transportation to get past. 9. Eliminate unnecessary ""islands"" in streets, which narrow lanes, waste space, and force traffic into bike lanes. For instance, the islands on 55th street crowd cars into the bike lanes. The islands on Arapahoe make the street wider without providing any benefit to cars, bikes, or peds.
4	Arapahoe is congested. Any new development will only add to the congestion. You can offer public transportation, but that does not mean anybody will find a reason to use it.
5	anything that enhances bike and public transit comes at the expense of an already crowded vehicular access into Boulder and exit from Boulder, especially during rush hour
6	Many people in this area are elderly or families. While many ride bikes or walk most do not use bikes as a form a transportation. You need to define what the purpose of this vision accomplishes and who it serves. Arapahoe was just "redone" at great expense and constricted access in order to put in a bike lane and sidewalk for some unknown reason - capacity was not increased, no one rides their bikes on Arapahoe but comes down Baseline. Now you're proposing a mulligan on a tax payer "enhancement" that didn't work??!!
7	improve or provide along-side road bicycle lanes on major routes (e.g. Arapahoe, Valmont).
8	More neighborhood side streets.
9	see #1 above
10	1) Bicycle and limited stop (illegible) service of the JUMP would provide versatile options to travel along and beyond Arapahoe Avenue.
11	More pedestrian crosswalks for Ball employees, etc. to cross Arapahoe safely.
12	Reduce speed limit to 40. Remove stop light on 47th - improve light BCH. Increase transit
13	Protected bike lane on Arapahoe and traffic calming/lower speed limits.
14	Better sidewalks/bike lane options
15	Make any new side streets in the area narrow - like in downtown/the Hill. No 50' curb to curb side streets. Reduce setbacks, make the buildings form an outdoor room.
16	Have most of the transportation designs in place before all of the housing.
17	Bike share, finishing the connectors between bike paths and walkways.
18	Slow traffic on Arapahoe down! Virtually impossible to cross now. Make it easier. Real BRT!
19	Your ideas bring lots of congestion - leave us alone!
20	Consider all age populations and in addition to parking spots for bikes, etc. Provide adequate parking for CARS.
21	BRT good, low noise, low polluting, slower car speeds, safer biking/walking.
22	Increase sensible rapid transit and public transportation. Increase bike friendly environment.
23	Work with RTD on routes coming in and out of the Boulder Junction.
24	More bike paths

Question 4: Responses	
25	First and foremost, get over the notion that we have to have vast capacity for automobiles. And get beyond the notion that we're going to get a great street, with lots of people walking and biking, if it's still primarily designed to move lots of cars. That's not going to happen. It's never happened. A great street can only occur if we really stop prioritizing cars. Saying we're not prioritizing cars isn't enough. We have to really do it.
26	Better bike lanes.
27	BRT
28	Road diet. You can't make a livable place with a 6 lane hwy down the middle.
29	hub idea is a good one
30	Congestion-based pricing for commuters and parking
31	I bike a lot, but don't like the mixed use path next to a 6 lane road. Too much cross traffic.
32	More rapid connector routes for the business dense areas such as Flatirons Park. More lanes of 7 to get out of town commuters out of the way.
33	Linking area via transit to Boulder Junction would be great. Look for way to connect Pearl to Arapahoe via bike/ped path between hospital and 55th with bridge/bike path.
34	Free eco passes paid by parking fees or other user fees.
35	Stripe all sidewalks at cutouts/driveways.
36	Better bike paths and safer crossings.
37	With the amount of service jobs in Boulder, vehicle commuters need better access. Mass transit will not (illegible) for commuters coming in.
38	Specific plans/details regarding parking availability - cars.
39	add passing lane for cars
40	Improve left hand turns from the neighborhoods to the south onto Arapahoe Ave. Very long waits at the lights at 48th St and Eisenhower
41	The speed of the cars along Arapahoe and 55th are just too fast to make biking and walking fun. There needs to be more off-road access for bikers and pedestrians. However, with this being a main thoroughfare connecting to East County, have to make sure a bottleneck doesn't develop.
42	Make it difficult for cars to drive fast on Arapahoe. Include a separate bus lane with a protected lane for cyclists. Utilize the Bound line to create T.O.D. and make it easier for people to take the bus than to drive. Increase frequency and routes of Bound to make it easy to get to Pearl Street and CU. Include street trees and convenient pedestrian crossing medians and signals.
43	MORE REGULAR RTD SERVICE - not just on Arapahoe, but on Baseline (to assure the whole area is properly served). Also, if you want to encourage biking, you'll need more than 2 hooks for bikes on the front of RTD busses that are already full by the time they get to our neighborhood from Lafayette/Louisville.
44	complete bike and ped connections. make more local roads. traffic calm arapahoe
45	This entire area should be designated a "Quiet Zone."
46	Instead of the large RTD buses coming through the neighborhood, I would use smaller, quieter buses to reduce noise and pollution.
47	Improved bus service with outside curb lane restricted to buses, bikes and turning vehicles
48	traffic calming features, improved trails and paths for pedestrians and bicyclists, enhanced shuttle bus service like Denver's 16th St. mall with less frequent service and fewer buses linking Arapahoe fro Folsom St. to 75th St.

Question 4: Responses	
49	We, as a forward looking community, need to accept the reality that more transportation is not always a benefit. Increased mobility is what has encouraged the workforce inflow glut that we now have. The Arapahoe corridor cannot be enlarged without sacrificing even more of the amenities that attracted most of us to Boulder. There will always be those who, coming from more crowded urban areas, cannot see or appreciate to openness that is so precious to many of us who settled along the east Arapahoe corridor. Somehow, we must come to realize the unended growth is not only unsightly but, even, unhealthy for us all.
50	There is already quite a bit of parking, but perhaps it could be made more accessible once new buildings are built or existing buildings are modified. It would be nice to have safe bike travel along the Arapahoe corridor. If buses ran later in the evening on weekends (and this is true throughout Boulder), that would support any bars/restaurants that might open here, as people don't have to pay for a cab or worry about driving home after drinking.
51	Better connection from 48th to Pearl. Improve Pearl/Valmont east of 55th.
52	Boulder has tried without much success to encourage public transportation. The City's ultimate response has been to widen the major traffic arteries -- thus allowing more cars and more traffic. Not a good solution for the neighborhoods bordering these city highways. On the other hand, I don't have any good solutions to offer.
53	I detest the idea of fast tracks and a train blowing its whistle 70 times a day. Put in light rail on 36.
54	A better bike/pedestrian path would be needed. I'm not sure of the current RTD schedule/route in that area so I can't speak to that, but it might make sense to have some route that goes from Table Mesa park n ride to that area of Arapahoe (maybe along 55th) and then from Arapahoe & 55th the bus would drive down Arapahoe to downtown Boulder.
55	Improved bike lane access between 44th and Cherryvale; Easier way to use public transportation to get from East Arapahoe neighborhoods E of Foothills to Table Mesa Park N Ride (would make it easier for commuters to Denver); more family friendly parks/open space, E of 44th Street
56	Please, please no bus lane down the middle of Arapahoe. Current busses are almost always empty. Timing of the Traffic light coordination and better management of cars would improve the safety for the current few pedestrians and bike commuters. The ingress and egress of traffic from the gas station on the east side of 55th is dangerous. Drivers often cut/cross between lanes on 55th. Also, bikes often use sidewalks and cross and cross with the pedestrian lights and then switch to the bike lane. It is impossible to anticipate where they are going. Also bikers come behind cars in right turn lanes, bikers are going straight, very hard to watch behind and beside when turning. And since you asked!...the right turn lane going south at 55th and Arapahoe is confusing where there are suddenly two left turn lanes, confusing to know which lane for going straight. I've seen many cars confusedly and suddenly changing lanes.
57	There is already good mobility, lots of bike paths, wide sidewalks. We don't need checkerboard narrow blocks.
58	Outlying parking structures to encourage use of busses / trains / bikes, walking, multiuser paths. Look into the cost of making an ECO-PASS available to all who live in Boulder City limits and a special Pass for all those who live in Boulder County. The current program that is limited to blocks of homes around town is very limiting for those of us who don't have the time to coordinate another group of homes. Would it really cost much to have an assessment tax on each home for ECO-Transportation? I've often times envisioned individual's and families to "Sponsor" other individual's and families for a one year period. The purpose is to help these individuals / families to use bikes-buses-walking routs around town. The sponsor would help them to choose the proper equipment (such as bikes / trailers / bags) for going to the stores, helping kids get to school, options for getting to work. The Sponsor would accompany them on their initial rides / travel until they are comfortable with going on their own. I feel a years commitment helps to teach the variations for the four seasons we experience in Boulder. Then the Sponsored individual or family would sponsor someone their second year or sooner if they are confident and really succeeding.
59	Better sidewalks and bike lanes
60	Dedicated bike lanes or widen multi-use paths on all of Arapahoe; more bus-only lanes; earlier Jump buses on weekends;

Question 4: Responses	
61	Connecting this area to Boulder with frequent bus/rail service would be terrific. We drive a lot now. Only time with bike is down the bike path to Boulder. Faster to go down Arapahoe but street is very busy and dangerous.
62	See earlier answer.
63	attractive and comfortable bus stop shelters. connect places with a zip line (?) withing a district...
64	The obvious question that everyone asks is what was the point of the construction on Arapahoe if it wasn't made into 2 lanes each way at least to 75th St. It is already a congested route. Add more bike paths to connect Arapahoe to downtown Boulder without going on streets.
65	Bike trails are always helpful wherever they can be incorporated into the city plans.
66	Train stop to Denver. Focus on pedestrians, cyclists and mass transit.
67	Separated bus and bike lanes with more landscaping. Reduce ROW for autos.
68	Improve the road with bike lanes, and bus pull-out lanes to improve traffic. No need to create a bus diamond lane. That's overkill and only increases road expenses, and forces established business and neighborhoods to deal with set back issues, etc.
69	See previous response. Work with RTD to evaluate the success of bus service on Foothills Parkway, keep healthy local bus routes such as 206. Consider non-fixed route service as a way to move people in adjacent neighborhoods to transit nodes (Via is not going to be able to do all the lifting as we age).
70	Curb cuts at all intersections to improve mobility of wheelchair-bound residents and visitors.
71	See #1
72	Stop packing this place with more apartments and putting more people on the road.
73	Increase the JUMP type service. Also, some larger rapid transit out to lafayette - can we get some of those commuters to not have to come down arapahoe, by having some large park'n'rides out by 75th. Extra bike and pedestrian access is nice, but if arapahoe stays at the fast 6 lanes (or even fast 4 lanes), how about a quieter street (or bike ways) running parallel to arapahoe, but a block or two to the north?
74	More lanes on the road to ease congestion. More bike access (both paths and b-cycle). More frequent bus routes to downtown and other hubs from streets other than Arapahoe.

Question 5

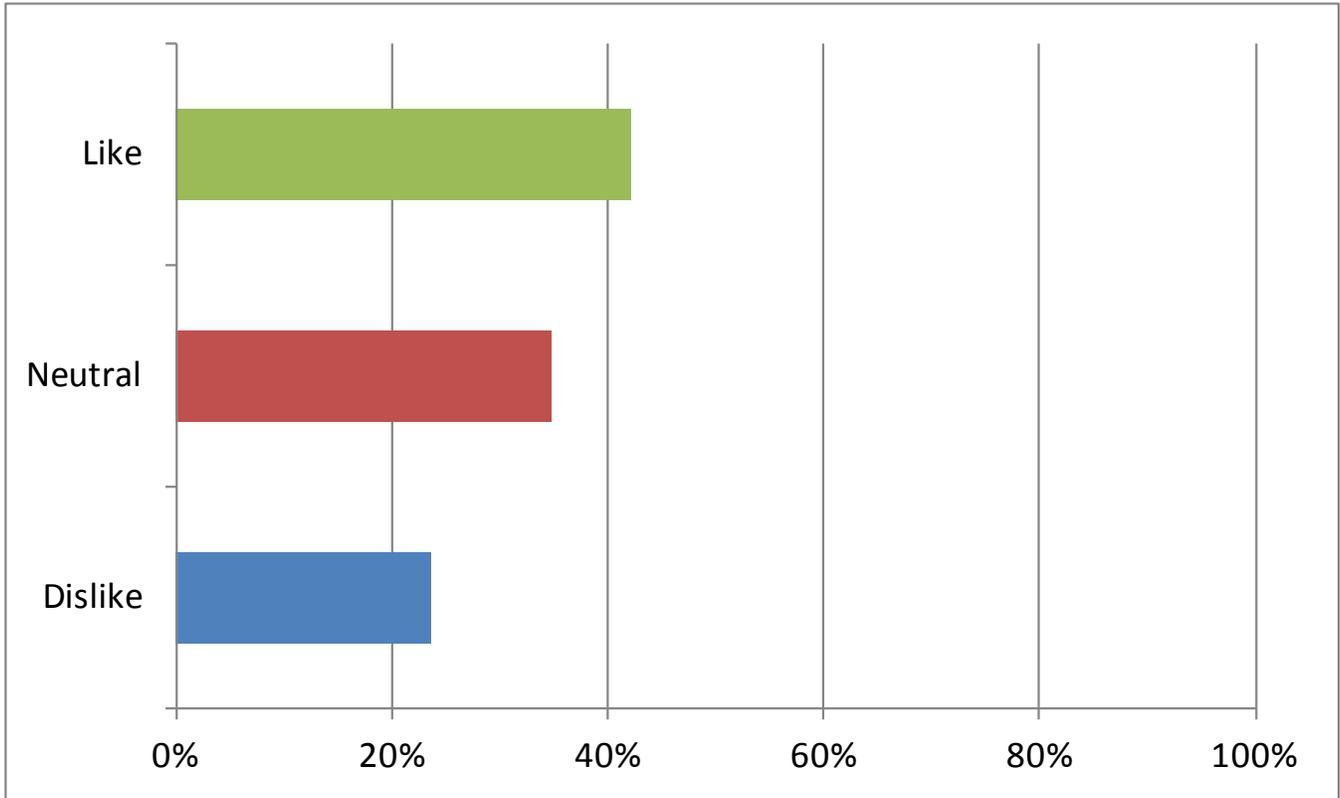
(Answered: 91, Skipped: 16)

Menu of Ideas: Please tell us what you like or dislike about the ideas in the future scenarios.

Question 5: Responses	
1	what about a connecting pedestrian bridge from CU's East Campus between 30th and Parkway? this would enhance viability of small businesses on Arapahoe
2	Most of these items are currently in place - it would seem spending tax payer dollars to "decorate" what is already in place doesn't seem cost effective. Currently 55th Street is so busy it takes current residents forever to get out onto Baseline or 55th in the mornings and evenings. Your proposals will just increase current traffic problems. Many people commuting to the industrial park on 55th come from outside Boulder - I don't see them riding bikes (despite the new bike lane on 36...)
3	A) Bike sharing installed in strategic locations for making short trips along and outside the Arapahoe corridor. B) Express RTD bus routes with key stops on Arapahoe.
4	BCH Supports - 1) Medical Zoning as a primary use in the corridor. 2) Connection of 48th St. to Walnut - providing another access to BCH. 3) More commercial and housing options in the corridor. 4) Enhanced walking, biking, transit opportunities in the corridor. 5) Open to joint campus opportunities with Ball Corp. 6) Food truck allowances in the area near hospital. Glad to participate!
5	More arts and cultural organizations
6	Do NOT change the golf course. It provides a lovely place to be, serves many seniors and should not be changed. You cannot take away every east west street that provides quick, easy access out of the city. Pearl is now congested, Arapahoe should not be.
7	Most of these sound great, though details matter a lot. E.g., what is an "improved intersection"? Is it improved to move cars through faster? Or is it narrower, safer, and easier to walk across (from one streetfront door to another across the street)?
8	BRT
9	The area drained by South Boulder Creek was the hardest hit in the flood of 2013. Careful planning will have to be made for all of this area, especially along the lowest lying areas. I would love to see ecological restoration of waterways, but I wouldn't want to see much building along these areas.
10	This is a terrible survey. Too vague, so some of my answers are probably inaccurate. For instance: I'm pro-recycling, but another facility out here? We already have EcoCycle.... And more apartments? What does that mean? Where? More people biking? SURE. But I don't want to force the issue by making driving/parking difficult. And what does "attractive boulevard" mean? If it's what I see going up in Boulder right now, NO. The way these questions are obviously guided to elicit answers that support the current "vision" statement is offensive, and results should be under question.
11	Most important is much more affordable housing.
12	There should be more new retail and services and housing in more places, not just 55th
13	The entire Corridor needs to be declared a "Quiet Zone." There are gates at the intersections for the trains. This is really a backward moving idea if noise reduction is not the first priority.
14	Any new building: #1, #3, #5, #8, #10 should remain in the city restrictions of height regulation and not go above (i.e.) east Pearl construction
15	Anything that is done to bring more living space and more people to the area is a problem.

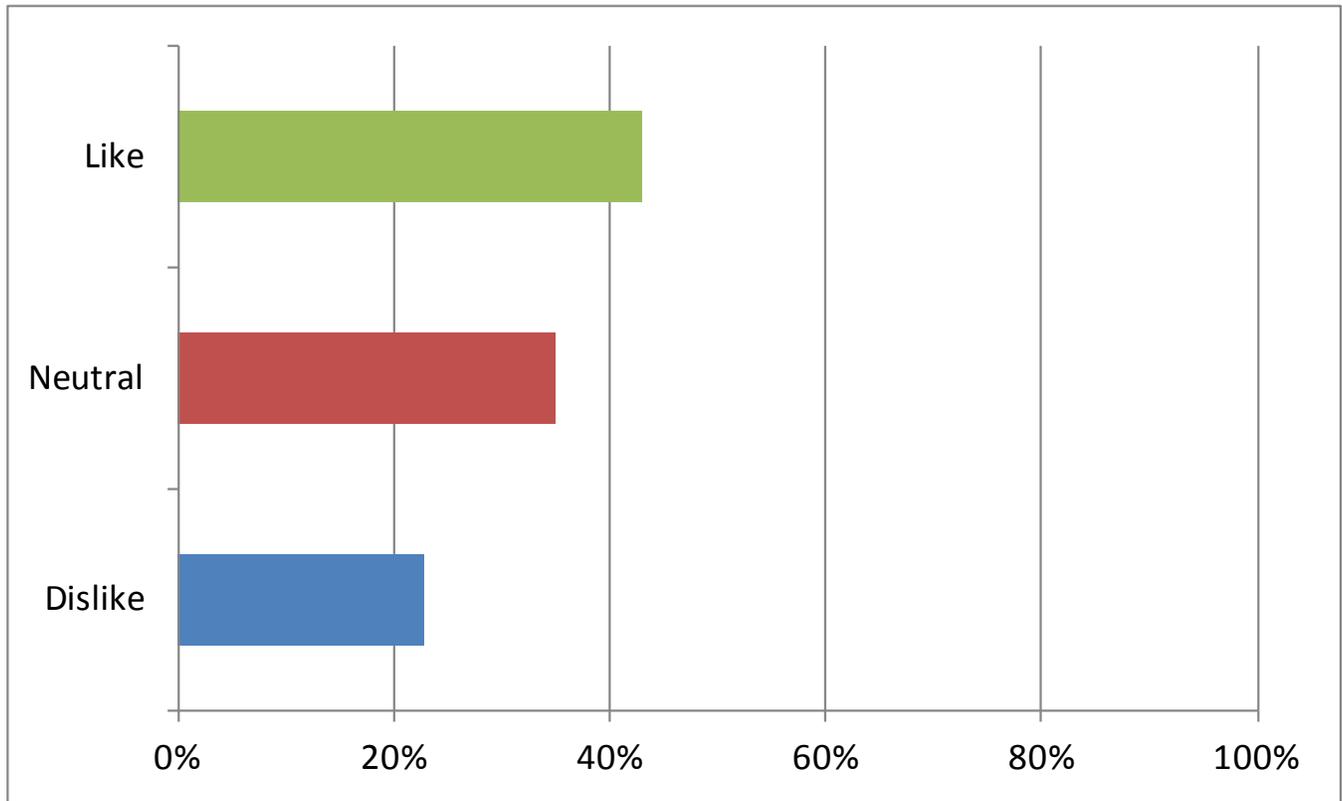
Question 5: Responses	
16	From scenario B I really like the 55th/Arapahoe idea (Retail, Services, Some housing, Arts and Culture, Mobility Hub) and the 55th Street North (Retail to serve industrial park). From scenario C I really like the 15-minute Walk (Enhanced pedestrian safety and connections), 55th/Arapahoe (New housing in select locations, Dinner theater and other businesses become part of an art center, Mobility hub, Shops and restaurants--this sounds very similar to scenario B), and the housing choices. I think having mixed use housing instead of just industrial parks would be a nice way to bring a community to that area while still allowing businesses to have space. It would need to be done well so that the housing remains desirable for the people living there.
17	Concerned about additional housing. Can the current streets support more traffic? Really don't want to see more lanes on Arapahoe.
18	I have marked "dislike" for a number of these ideas (5,8, 10) because I do not trust the City of Boulder to implement them well. I worry about additional big, ugly, and overly tall apartment buildings similar to those which have now destroyed the environment in the area around Pearl and 30th. If we are worried about car trips generated by the residents of these behemoths, let's just build a convenient bike path from "Pearl City" to the hospital and other businesses on Arapahoe. Many people, you must know, do not want to live extremely close to their places of work because they prefer variety in their lives. In addition, many of those who start out in apartments, will eventually want to move to their own houses. What will happen to housing prices when these people want to leave their apartments to secure more living space?
19	Workforce housing of the type we need, for families, will not happen, and this is no longer an appropriate location, if it ever was.
20	Your page only allows survey respondents to select one item they like, one they find neutral, and one they dislike. I hope this isn't an intentional way to limit responses and narrow the scope of feedback that the "Envision East Arapahoe" people don't want to hear.
21	Construct the remaining cross-section of Pearl Parkway to increase east-west roadway choices.
22	Why am I not able to select more options above?? I DISLIKE all options that expand development for housing, industry, energy generation, recycling, medical or retail. I only like the ideas for ecological restoration and better nature access.
23	I hate city council and planning and will do everything in my power to vote current city council out. You're all a bunch of greedy assholes.
24	More frequent bus routes. Better traffic flow on Arapahoe.

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



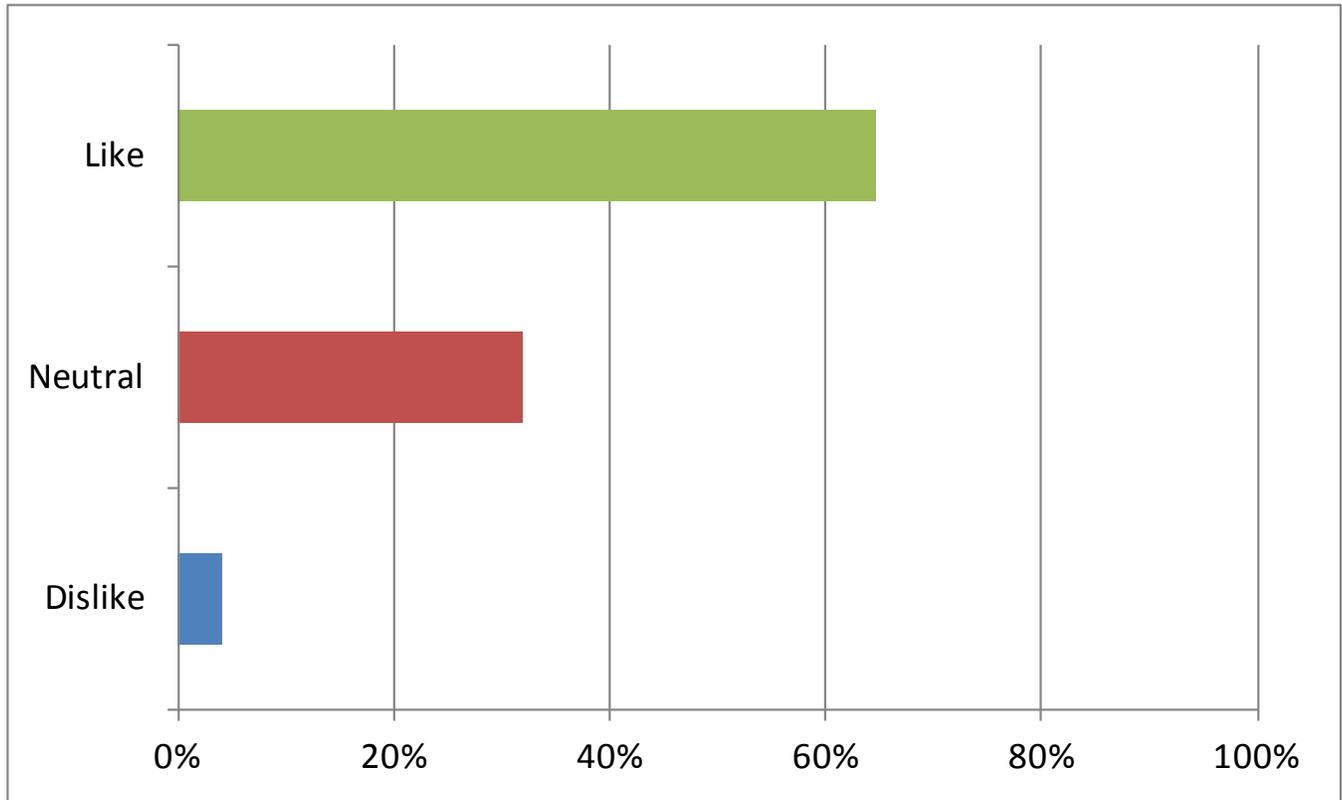
Like	Neutral	Dislike	Total
41.98% 34	34.57% 28	23.46% 19	81
Comments			
1	But with less surface parking.		
2	More isn't necessarily as important as affordable space for new biz incubation.		
3	Have to accommodate somewhere have been good neighbors.		
4	Good if intensified		
5	Light industry is better than HOUSING.		
6	Dense office space w/parking.		
7	There does need to be some light industrial but with less parking.		
8	More is needed.		
9	Have you heard of downzoning?		

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



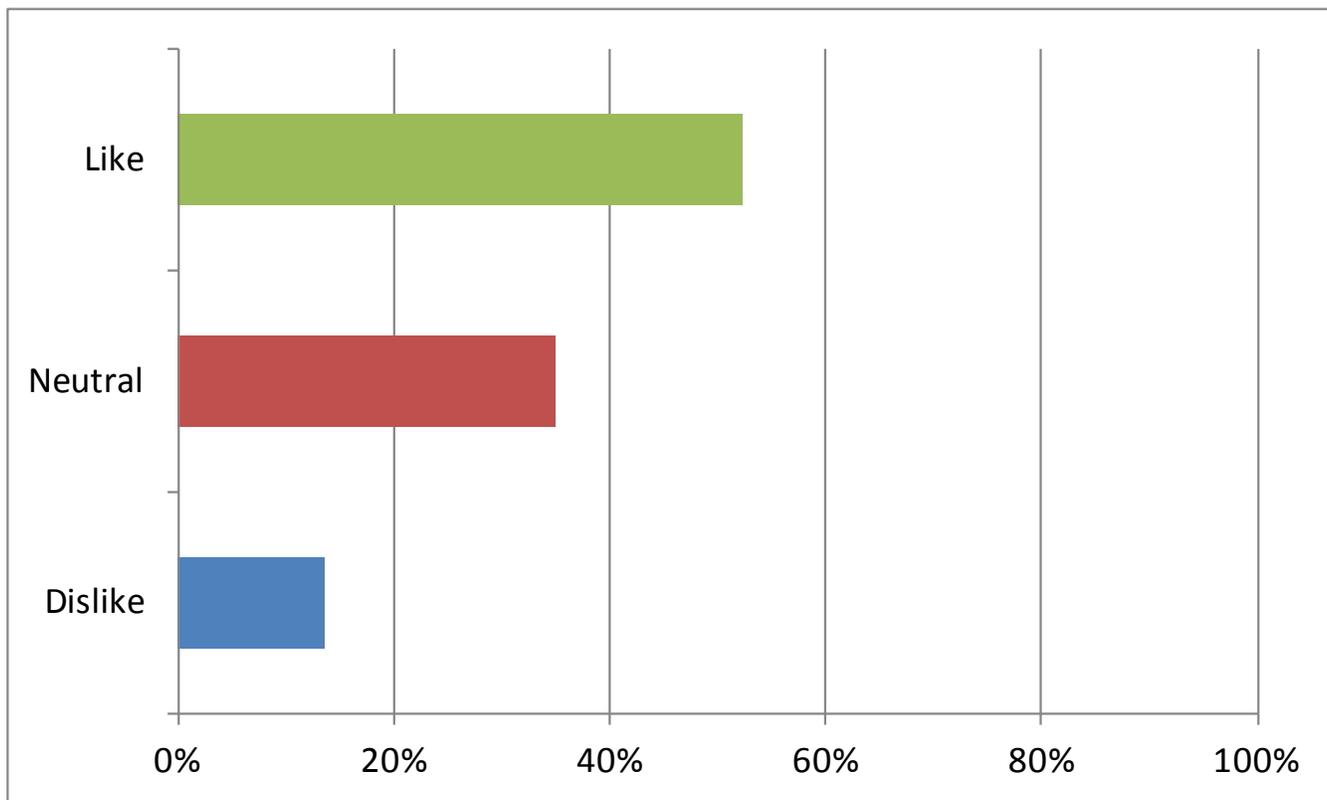
	Like	Neutral	Dislike	Total
	41.98%	34.57%	23.46%	
	34	28	19	81
Comments				
1	Would be nice to de-emphasize surface parking for these things. Area around subaru/acrua for example is terrible.			
2	We can provide these amenities much more space efficiently.			
3	We already have car repair.			
4	Don't let this be the parking storage space entry to Boulder.			
5	It would be nice but not a must have.			
6	Fisher Auto Exists			

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



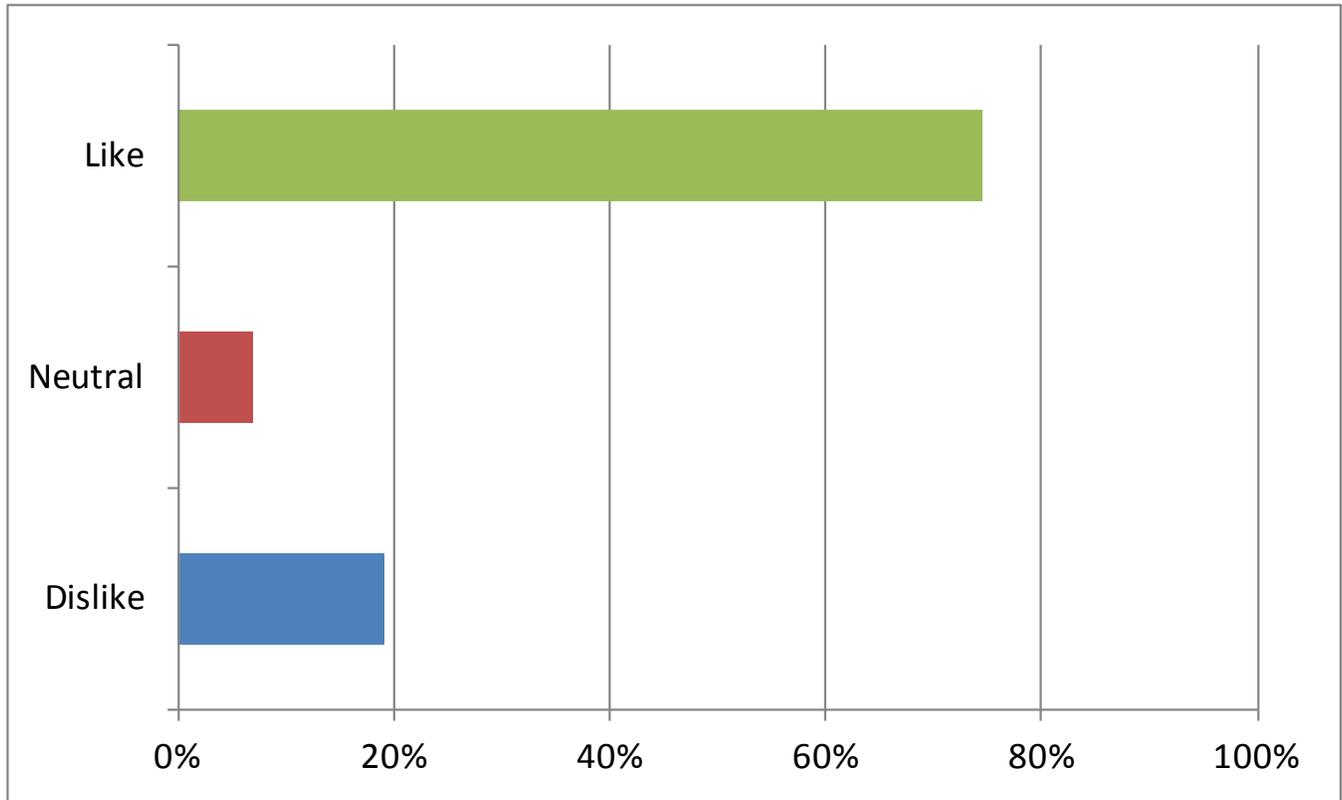
Like	Neutral	Dislike	Total
64.47%	31.58%	3.95%	
49	24	3	76
Comments			
1	But with less surface parking.		
2	Needs more food options.		
3	Good paying jobs and environmental stewards.		
4	Yes.		
5	Ease of access for people.		

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



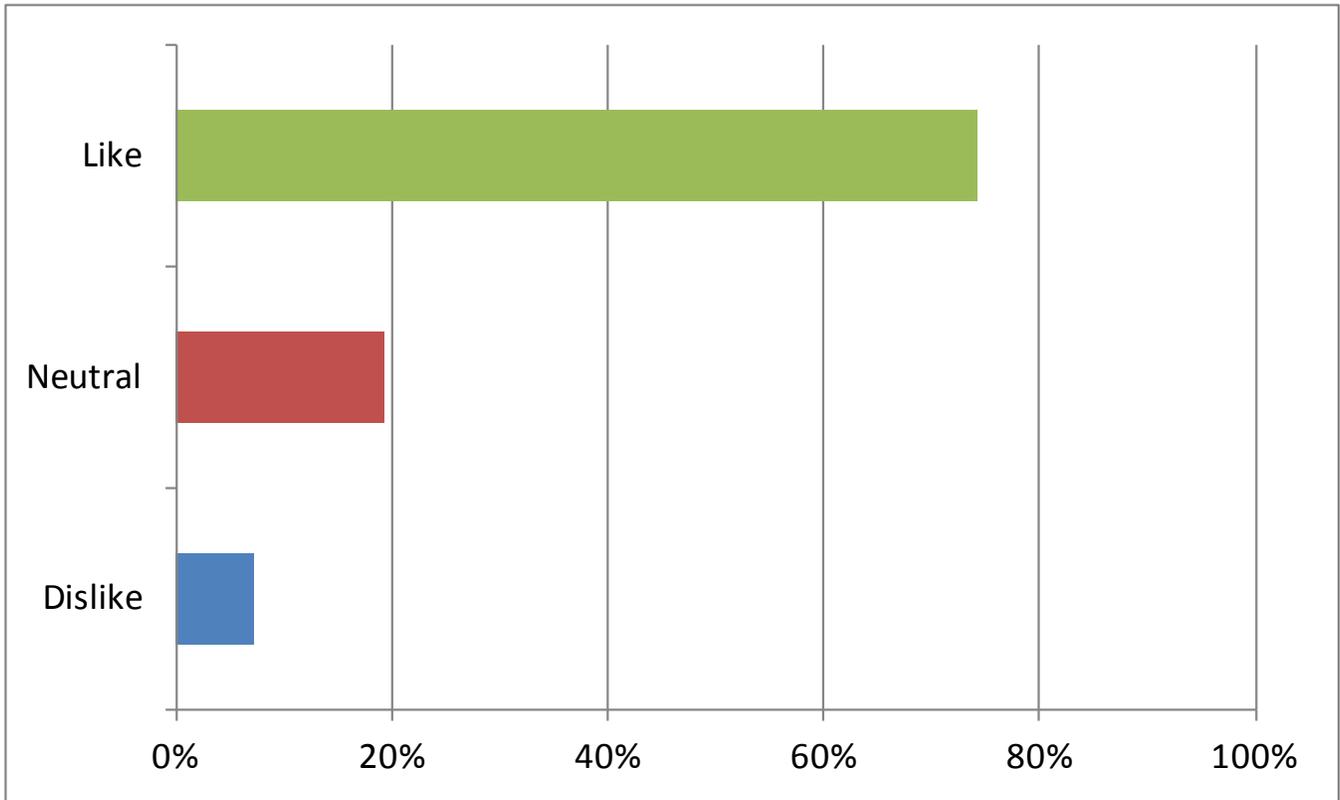
Like	Neutral	Dislike	Total
52.00%	34.67%	13.33%	
39	26	10	75
Comments			
1	No more car-centered streets! Walnut is a calm, dead end street with planned trail connection. It is an ideal candidate for and east-west bicycle boulevard, not another dangerous car street! Walnut near downtown is already close to being a bicycle boulevard, with 25 mph speed limit and car dead-end at Folsom. This design should continue as far east as possible, with more bike-friendly improvements!		
2	YES YES YES		
3	Not sure this is worth messing with S. Boulder Creek Greenway.		
4	Never thought about that.		
5	Yes! break up the impermeable super blocks!		
6	Yes - Road Diet		
7	Ease congestion on Arapahoe.		
8	Definite need!		

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



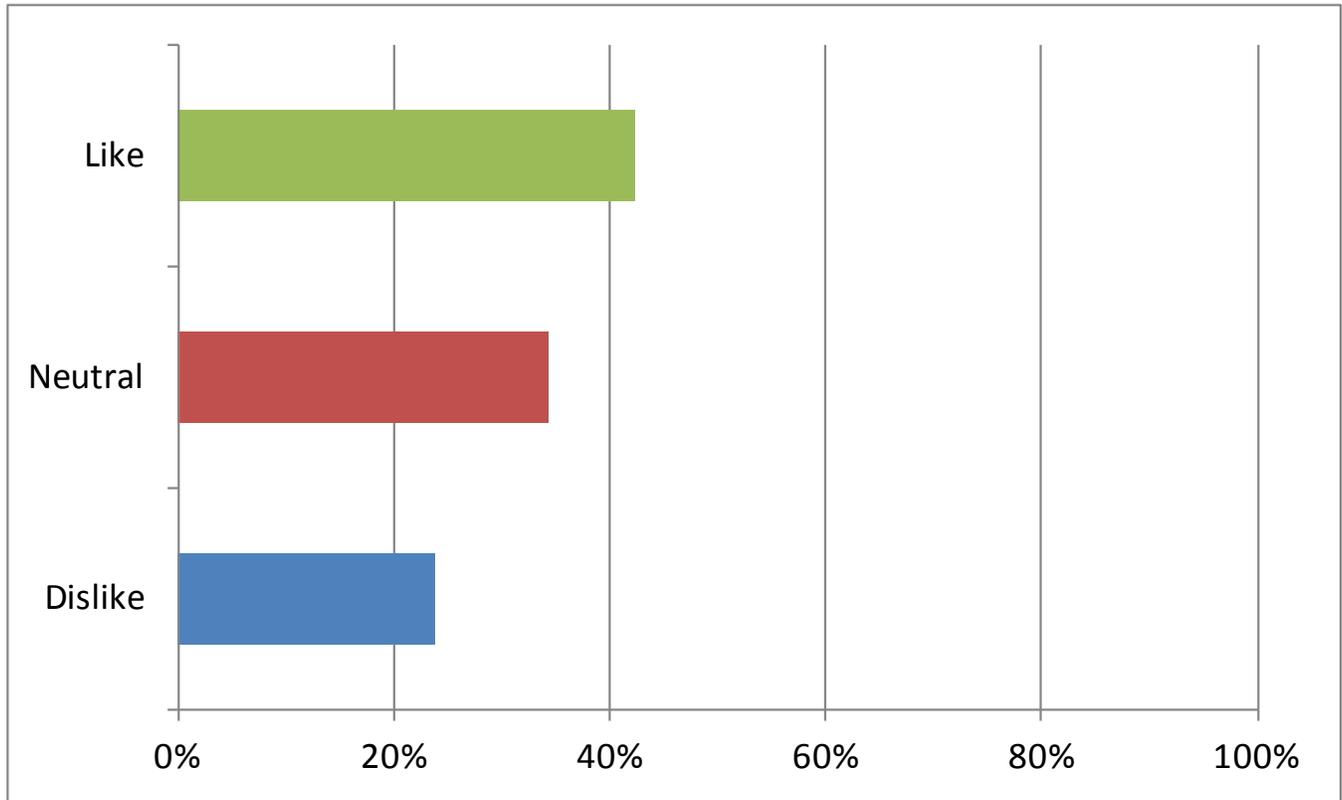
Like	Neutral	Dislike	Total
74.32%	6.76%	18.92%	
55	5	14	74
Comments			
1	more housing density! more people to walk to all these wonderful things!		
2	Don't lump together dining, offices, small shops ok but no more housing. No flashing yellow lights.		
3	Some apartments - no big 55' complexes.		
4	Demographic would support dining and shopping.		
5	None of these make sense without much higher land use intensity.		
6	Take a picture of the apt built on 30th and Pearl and VOW never to replicate this on Arapahoe or any place else in Boulder.		
7	The high density new construction along Pearl (East of 30th) opened eyes. This type of development is unacceptable along Arapahoe.		
8	Small! not another Boulder Junction.		
9	Very much needed especially on 55th.		
10	Like a lot		

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



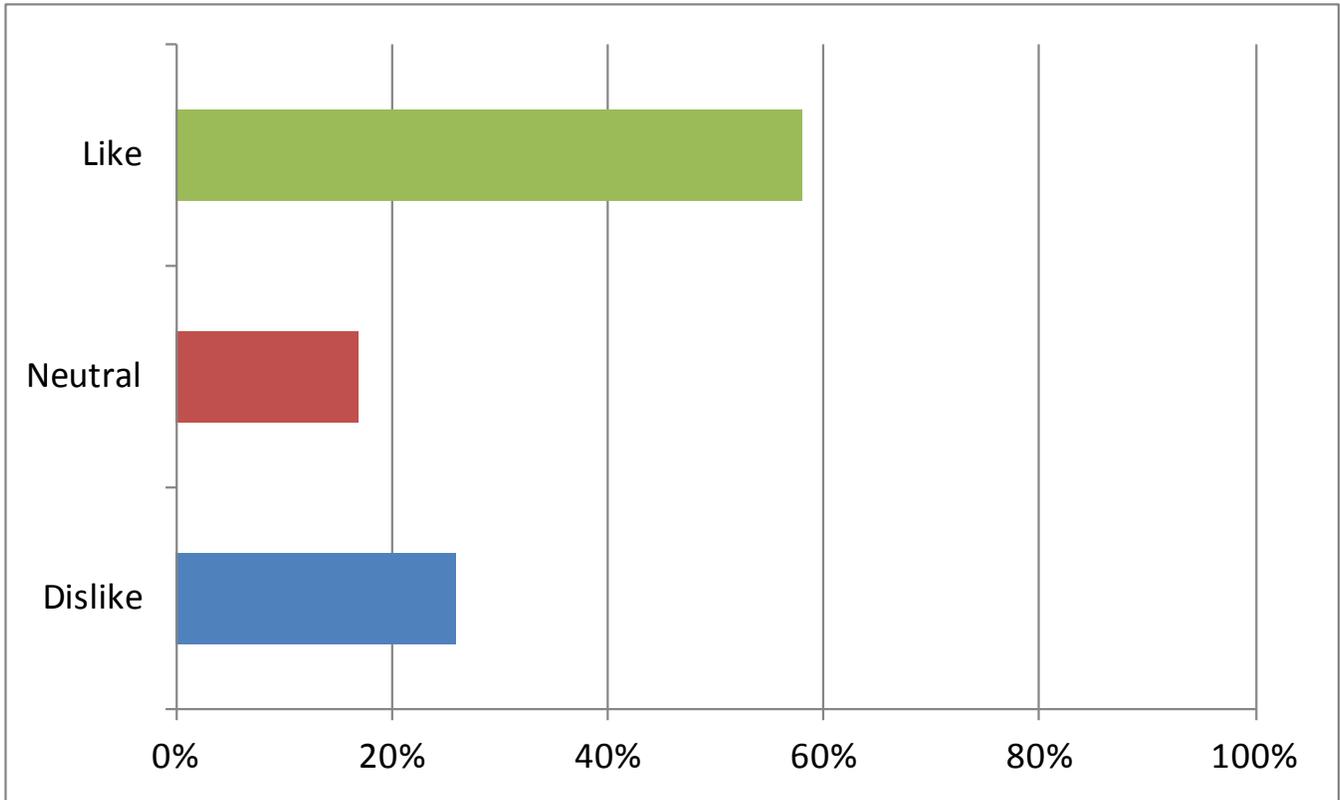
	Like	Neutral	Dislike	Total
	73.97% 54	19.18% 14	6.85% 5	73
Comments				
1	Essential!			
2	Wide sidewalks that accommodate bikes everywhere would be great if there's not going to be an on-street bike lane.			
3	YES YES YES			
4	Desperately needed.			
5	None of these make sense without much higher land use intensity.			
6	It is fine to improve sidewalks but not if it means option C!! or B!!			
7	Traffic light at MacArthur. Improved sidewalk MacArthur to 48th on South Side of Arapahoe.			
8	Complete trail connection N. side of Arapahoe.			

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



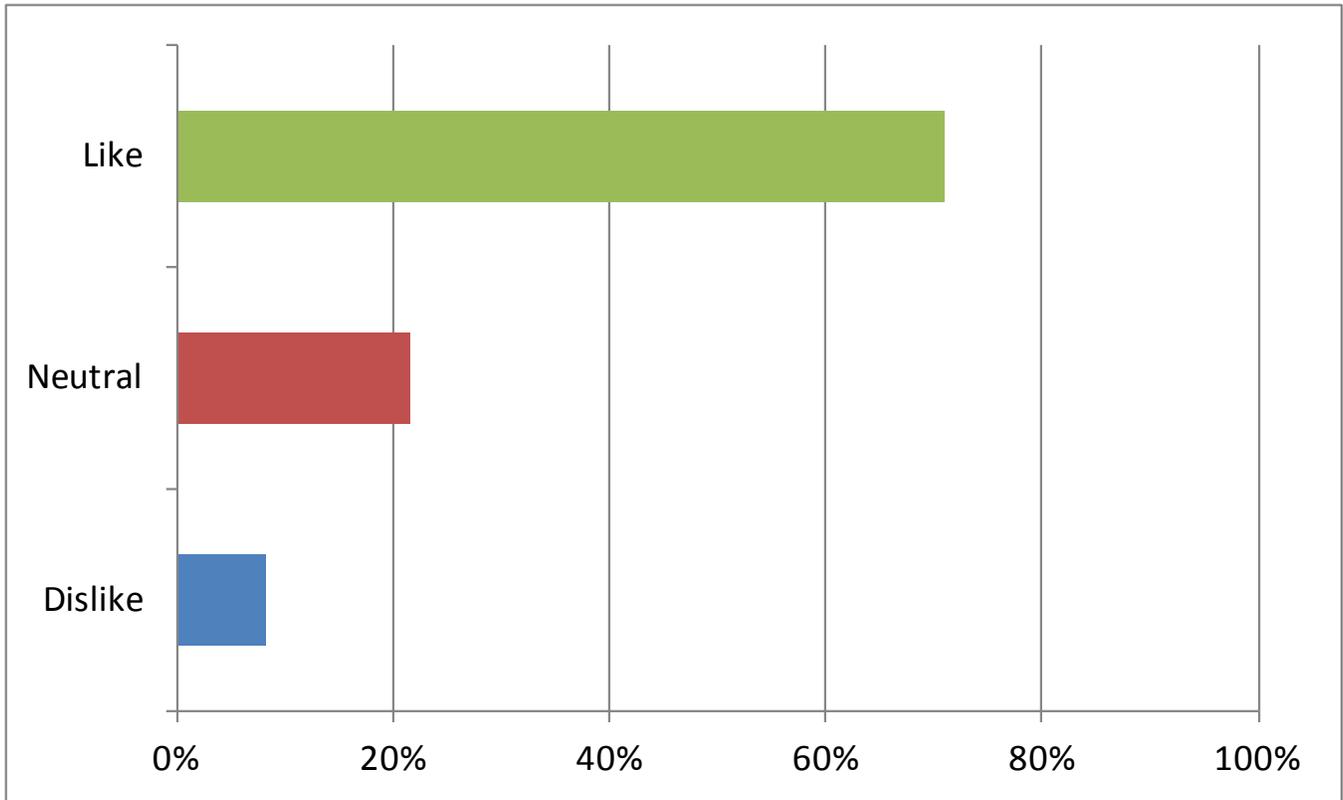
	Like	Neutral	Dislike	Total
	42.11%	34.21%	23.68%	
	32	26	18	76
Comments				
1	Enough of those already.			
2	Prioritize the services of Recycle Row including expansion.			
3	Nurture these uses.			
4	None of these make sense without much higher land use intensity.			
5	Move it out of town			
6	not needed, already have elsewhere and close.			
7	We already have it			

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



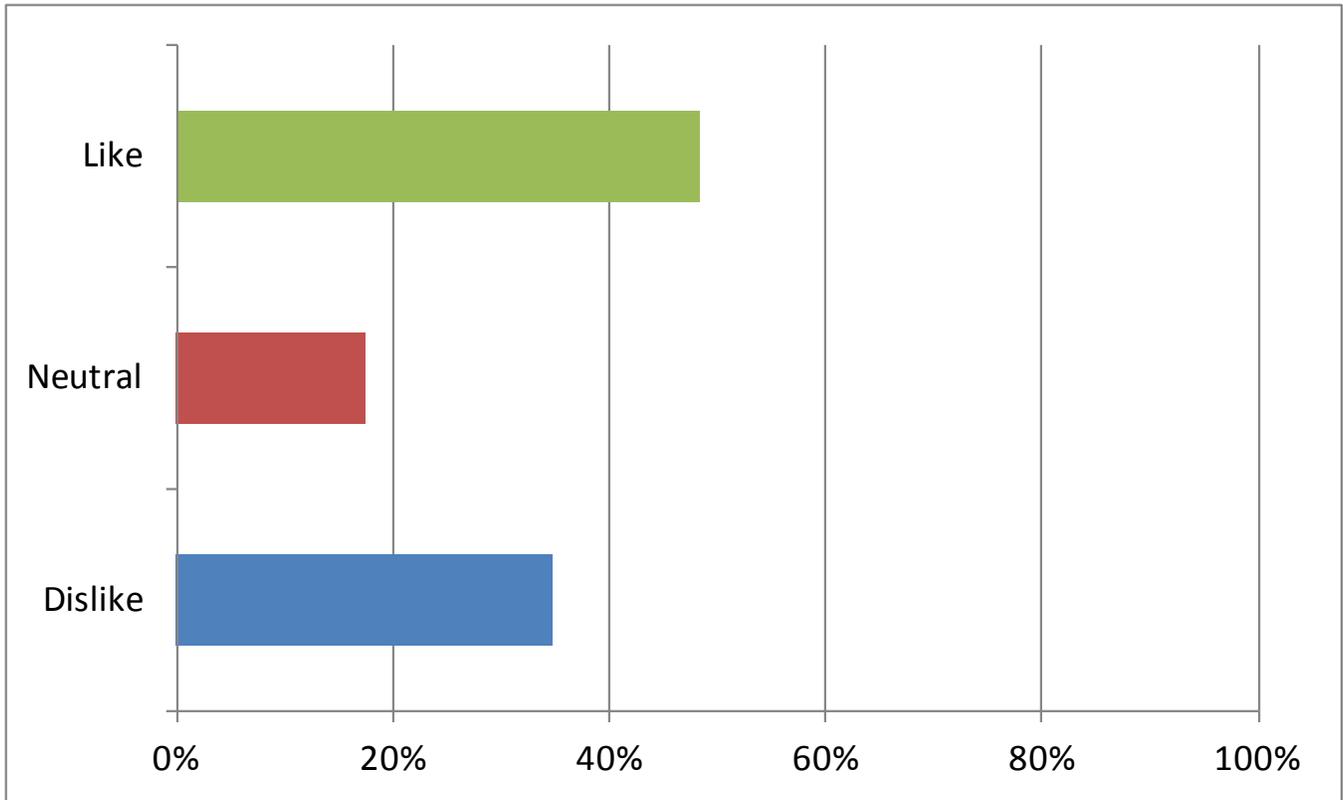
Like	Neutral	Dislike	Total
57.69%	16.67%	25.64%	
45	13	20	78
Comments			
1	Better walkable neighborhoods would fix #1 thing I dislike about this area. Need to be able to walk to groceries, stores, etc.		
2	Housing not 55' high. Keep to 35' with setbacks.		
3	I think this would significantly increase warehouse lease rates.		
4	None of these make sense without much higher land use intensity.		
5	It needs to be dense enough so people have place to walk to and interesting.		
6	Small.		
7	housing on 55th is a bad idea, too industrial and the train.		
8	housing needs to be less dense than what is at Boulder Junction		

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



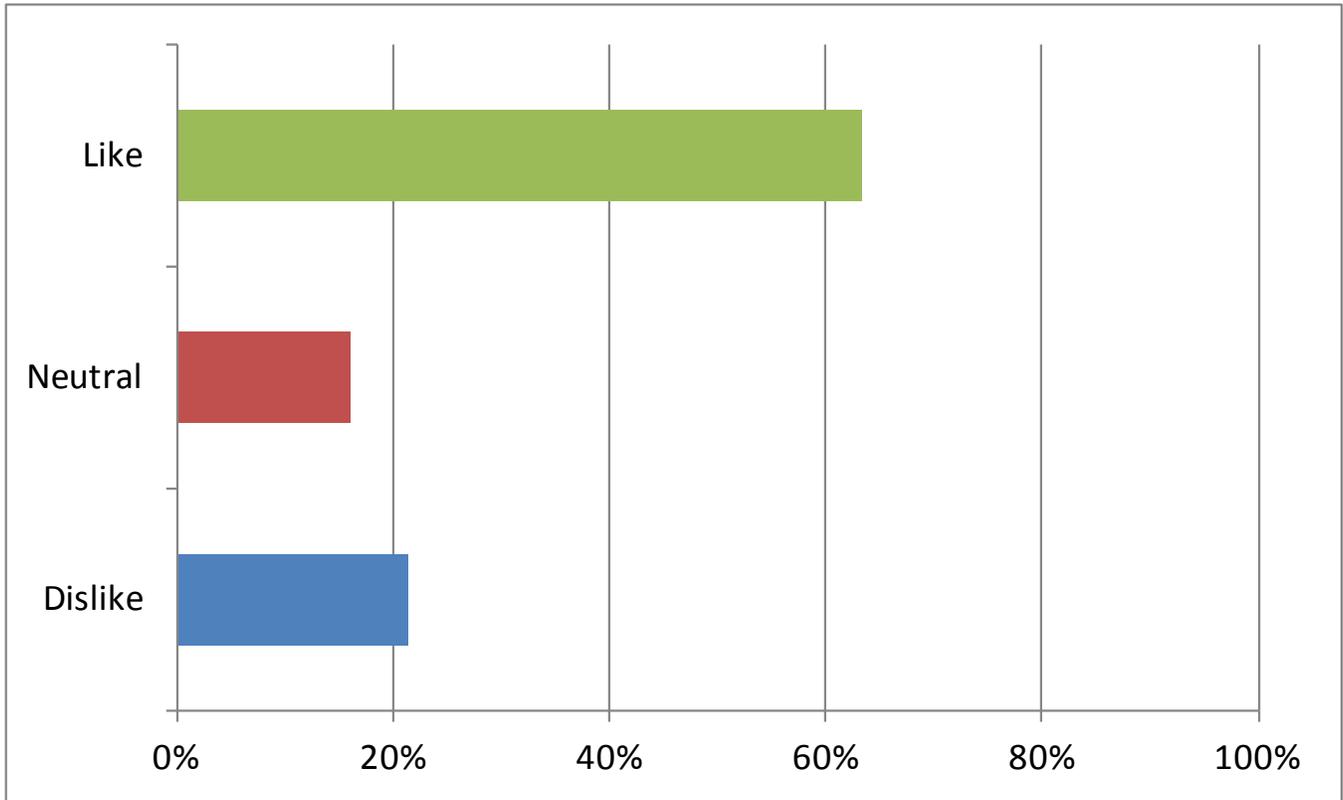
	Like	Neutral	Dislike	Total
	70.67%	21.33%	8.00%	
	53	16	6	75
Comments				
1	Most essential!			
2	Probably won't happen. People need cars.			
3	Not going to happen without increasing intensity a bunch.			
4	We already have lots of people walking and riding bicycles.			
5	Yes, but make sure you provide parking for cars.			
6	Yes - same as above, you don't get biking and walking w/o more housing.			
7	Good luck. With traffic on Arapahoe, its really dangerous to bike.			
8	more and faster bus routes to where people work, not just up and down Arapahoe.			
9	But totally unrelated to districts and housing.			
10	Also need planned parking for older population			

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



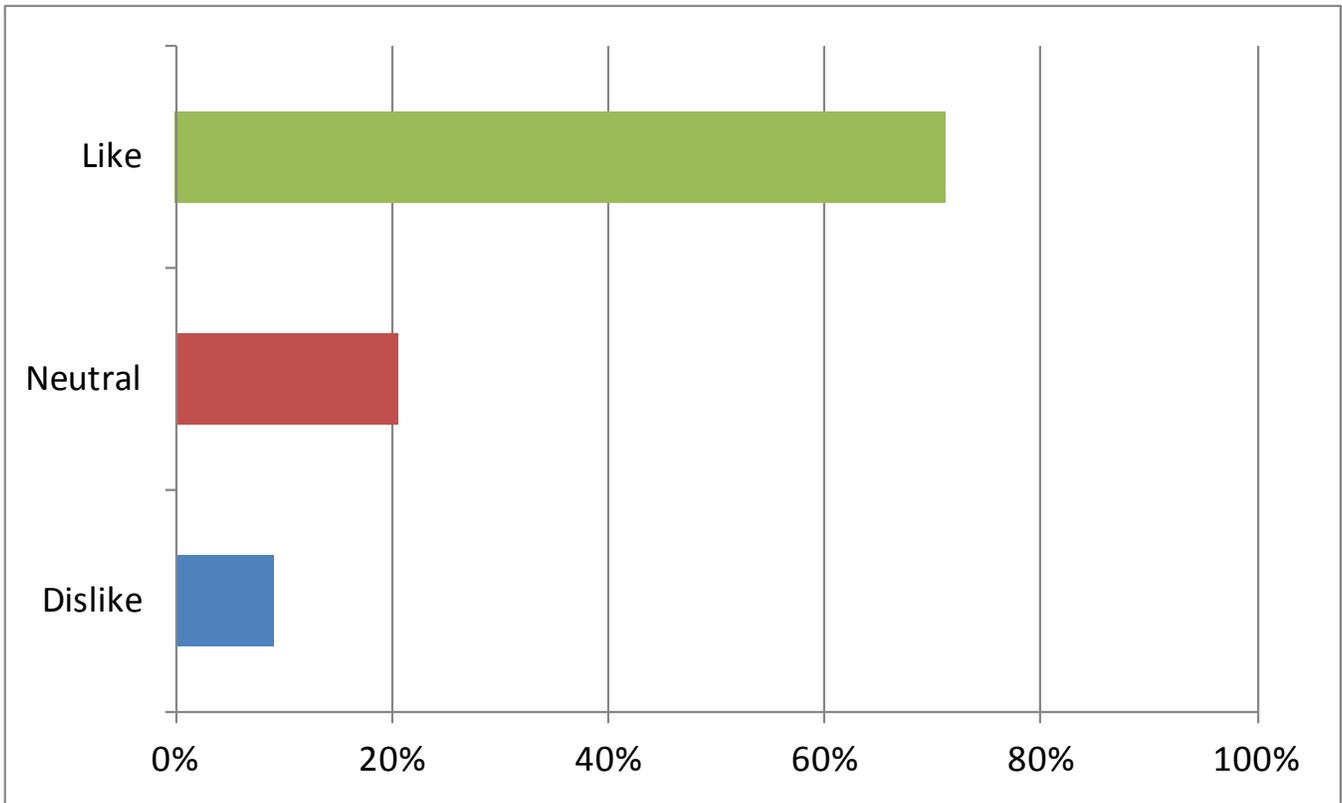
	Like	Neutral	Dislike	Total
	48.15%	17.28%	34.57%	
	39	14	28	81
Comments				
1	I'd love more density in general. More density - more people to support walkable neighborhoods.			
2	Developers will just build expensive places and give money to the city for affordable somewhere else.			
3	If housing is added, it should prioritize housing for the area workforce.			
4	How about 10,000 dwelling units?			
5	High density probably, therefore unacceptable. A comprehensive question to the residents of Boulder, Boulder County, Lafayette, Louisville (as separate entities) to determine appetite for "growth."			
6	NO buildings over 2-3 stories!!! The scenario playing out at Pearl and Arap. is a nightmare!			
7	Bad place for housing.			
8	That might be ok. If you would STOP job growth.			
9	Not too dense			

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



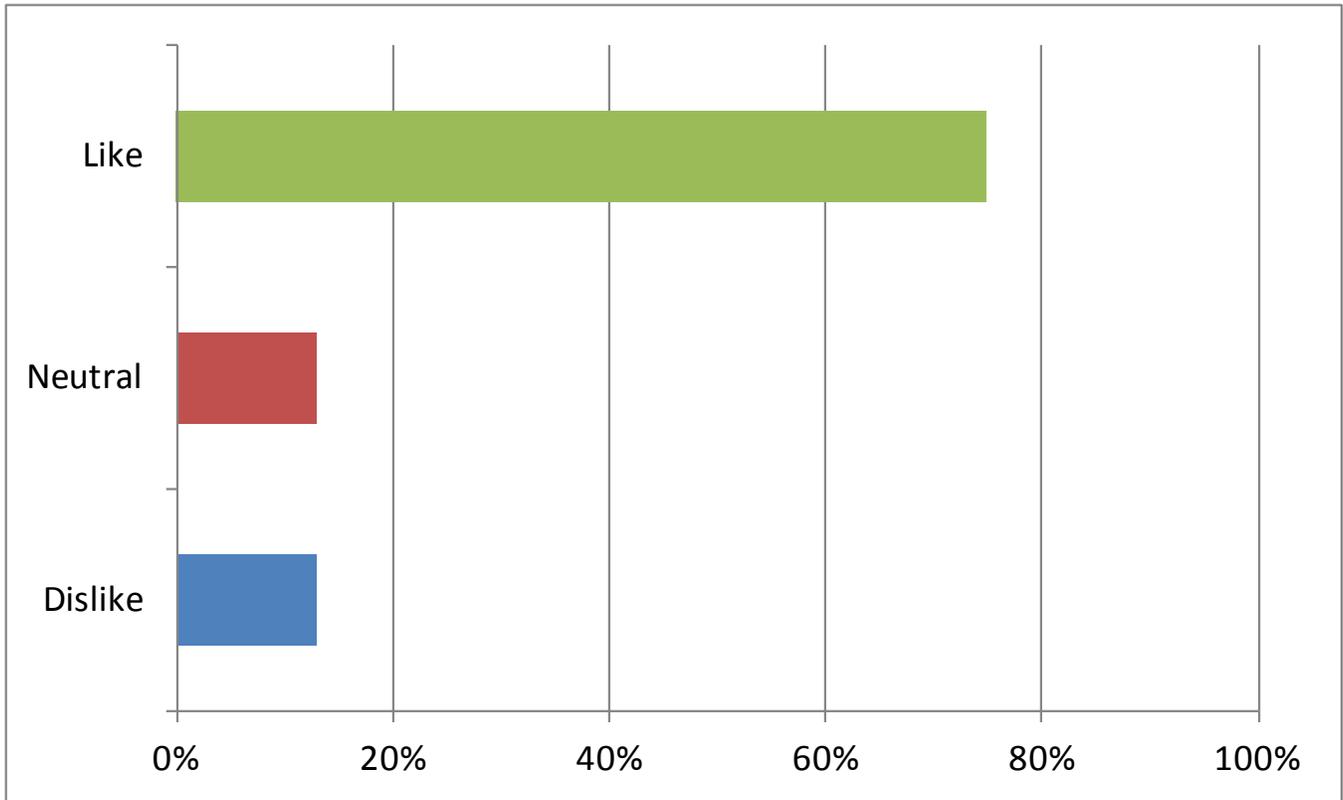
	Like	Neutral	Dislike	Total
	63.16%	15.79%	21.05%	
	48	12	16	76
Comments				
1	This would make for more efficient use of land.			
2	They just put 2,000,000 into sprinklers - not changing golf course.			
3	But get rid of golf course - turn into sports fields.			
4	Interesting idea. Simple improvements such as plowing the multi-use path east of 55th and working on bike and ped connections would help a lot.			
5	I hate golf courses.			
6	Leave the golf course alone.			
7	Golf courses are bad land use.			
8	as long as it stays green why not give access to more people?			
9	Make the entire golf course a park.			
10	Could go eitherway.			
11	Don't want current golf course to be changed.			

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



Like	Neutral	Dislike	Total
70.89%	20.25%	8.86%	79
56	16	7	
Comments			
1	Flood mitigation would be my first choice. I'm concerned this whole development will snowball into another sub city and the (illegible) can't handle it.		
2	Sure. keep the greenways green. Don't build in high hazard zones. puh.		
3	What's the point if we don't allow lots more people and activity in the area?		
4	Huge!		
5	Why just for residents?		

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



Like	Neutral	Dislike	Total
74.68%	12.66%	12.66%	
59	10	10	79
Comments			
1	2 lanes + bike lane would be wonderful!		
2	NO trees. Keep view of MTS. Won't be attractive with BART down the middle.		
3	What about commuters from east of Boulder? They use Arapahoe. Hold on this until the comprehensive plan is done.		
4	It's still a key arterial and SH. Need to accomodate all modes. What I think is missing is explaining to existing residents how the evolution of Arapahoe can positively impact them. Make linkage to how families will benefit from transit/infill/densification.		
5	This is a nice idea but NOT if it means high rise development. I live on one acre of land on Old tale, just 3 houses from Arapahoe - I would like to see parks, but definitely not high rise housing on Arapahoe.		
6	Current buses are fine. We don't need BRT lane.		
7	LOVE!		
8	It's always going to be a major traffic jam getting to/from Boulder.		
9	As long as there is more lanes and better traffic flow.		
10	Just will create more traffic jams, unless you limit job growth!		

Question 6

(Answered: 41, Skipped: 66)

Scenario A: Current Trends -- What do you like about the ideas presented?

Question 6: Responses	
1	Providing more retail and service options.
2	not much, other than I won't have to deal with additional traffic congestion if nothing changes
3	East boulder is an employment hub. Don't disrupt this, jobs are important!
4	I understand the hospital's request to change zoning for their medical personnel. I think the people who live in that neighborhood ought to have final vote about whether or not to allow such a change.
5	I like the focus on pedestrians; right now, it is not the sort of street where pedestrians would choose to linger or, even, use. Likewise I'm comfortable riding my bike from the Boulder Creek path to the hospital, but would hesitate venturing further afield. I know that serious bike commuters feel safer on Base Line than on Arapahoe, but it means going a mile out of their way.
6	I don't like your ideas because they lack a clear purpose and many of their elements are not feasible/realistic assumptions.
7	If Naropa increases its campus and makes it more aesthetically appealing, that would be great.
8	I like keeping things as is. Maybe add a few 2-3 story office buildings, a couple of restaurants.
9	not much
10	People can still buy houses with land that don't start at \$1Mil. It's more "affordable" for Boulder.
11	Affordable warehouse space
12	Basically nothing. This development pattern is why the US is fat, broke, and dependent on oil.
13	No new housing
14	No, it needs planning
15	It doesn't make things worse.
16	?
17	Nothing
18	Does not beautify the area. services stay limited.
19	Seems ok
20	It's vibrant and driven by free enterprise/business model.
21	Keeps service businesses, minimize new impacts. You could achieve this by downzoning, and not getting the 19,000 new jobs.
22	Don't just leave as is.
23	Pretty much ok.
24	I think some businesses will need to stay in this area, as affordable locations to relocate within Boulder are minimal. Boulder already has a reputation of not being business friendly, so it's important to balance this aspect too. I think there can be some creative thinking on how to incorporate some of the more light industrial businesses within this plan.
25	Some more amenities, introducing more green space to new/remodled potential industrial/housing areas. Also, the idea of safer biking. It's hard out here.
26	not much
27	Noise buffering design in keeping with a sense of charm for the neighborhood
28	We need low cost places for startups and services like auto repair
29	No new housing on the north side of Arapahoe and south of Boulder Creek (between Foothills Parkway, city limits. Affordable service industrial and places for storage units
30	The affordable light industrial is important and will be driven out if the City is not careful.

Question 6: Responses	
31	Nothing that brings more noise and people.
32	NOTHING. This is the worst scenario and I do not like it.
33	Wish I could figure out how to get back to see the model referred to
34	You have not really given us enough information to enable us to know what the area would look like if current trends continue. The one current trend that is observable is the self storage warehouses. There is apparently a great need for them or they would not be so profitable. They are not a problem in that they do not generated much traffic, or crime, or other social problems. They seem to be well kept and reasonable landscaped.
35	As for new housing areas: I'd like to see homes with "food" gardens and plants that support the natural wildlife of the area. Limit areas of "grass" that requires mowing and weed killers. I'd also like to see community parks / areas where kids can be kids and build forts etc., play in water. How about natural walk ways vs. always having cement sidewalks?
36	need to be coordinated with the future "givens"
37	Convenience and access to some light industry and services.
38	Great plan
39	Not a big increase in density or rising rooflines
40	Boulder need to keep/increase it's industrial sector
41	Keeping it attractive to small business.

Question 7

(Answered: 44, Skipped: 63)

Scenario A: Current Trends -- What do you dislike and would change or add?

Question 7: Responses	
1	No high density housing!
2	More transit solutions for in-commuters. Get workers out of their cars! Bus rapid transit is needed, but will require solutions from the places commuters start from - they all are going to the same place, they just need a common starting point.Keep people out of their cars by promoting restaurants, shops, services, etc... near the employment centers.
3	I dislike any ideas that are not welcomed by the people who live in the affected neighborhoods. In my neighborhood, none of my neighbors are happy with this project.
4	Be careful not to create a wall of tall, fancy buildings at the expense of affordable spaces for places like Independent Motors. A Peleton fortress definitely holds no appeal.
5	I would go back to the drawing board on your dense urban design. Most of us were not attracted to the area because it was dense - we moved here from dense areas with many amenities. We moved here for the small town quirkiness and community of Boulder - your "vision" ends that character.
6	May appear organic but can approach houston-ztyle zoning which is not good.
7	Inefficient use of land. Poor connectivity.
8	Too suburban, not dense enough. No emphasis on walkable neighborhoods. Too reliant on driving.
9	it stinks for biking
10	No neighborhood feel, not pretty, east county car community puts pressure on all modes of transport in the neighborhood.
11	If we can't fix the land use intensity out here, just STOP. Get the BRT in and leave the area alone rather than waste a bunch of time to make a lousy plan. May focus on the area between TVAP and East CU.

Question 7: Responses	
12	Don't go too far with height/density.
13	Don't Like
14	No change to golf course. No neighborhood. Sops. It is nice being a residential area
15	It also doesn't really make things better.
16	?
17	no restaurants, no retail, doesn't create a "district"
18	Driveway, road, parking and 1 story buildings.
19	Needs more variety. B or C Better
20	More residential
21	Change is needed.
22	Transportation concepts are straight out of the 1970s. There is a lot of room to improve things for peds/bikes/bus riders.
23	Limit height.
24	Just clean up a few of the less attractive areas.
25	Afraid that no plan for area would result in hodgepodge of buildings.
26	The way to businesses are set up, it makes the corridor sterile and unattractive as a place to go to shop or hang out.
27	LESS DENSITY. The density experiment isn't working. More housing doesn't mean more affordable housing, unless the affordable bit is SPECIFIED. Just allowing developers to plunk the affordable "folks" in the ugly buildings further from transportation, or to buy out, isn't OK. We need to change some State law to address that, I know, but it should be done. We will need more setbacks for more lanes/turn-lanes to truly address traffic congestion, and we MUST start lobbying RTD for more reliable, frequent bus service NOW (and succeeding in that effort!)
28	it is a waste of expensive land to keep this suburban design.
29	The entire project needs to address noise pollution.
30	possibility of big buildings
31	Too much employment
32	Unplanned patterns of development with large parking lots.
33	A new bridge/road to connect to Pearl near 48th would help.
34	We do not need more noise or congestion.
35	Honestly I would scrap this whole idea and do a combo of scenario B & C.
36	Merely fix the landscaping and facades of some of the older buildings and parking lots facing the street. Don't redevelop to higher intensities.
37	it is not either vibrant or pedestrian friendly right now. lack of human scale, services and amenities
38	Dislike that there are abandoned buildings and/or old, dated buildings. Many need a makeover.
39	nothing
40	The Peloton is less than 2 miles away and is not fully occupied. We don't need more condos/apartment buildings.
41	Ecological restoration, better connections between multiuse paths
42	Everything. We don't need more apartments in Boulder.
43	Too car-dominated, make Arapahoe way more of a complete street ... plus non-motorized routes to and from
44	Remains a scattered industrial zone that's not really serving local neighborhoods (beyond the current services). No real transit and not pleasant for biking or walking. It's an isolated area - more suburbia than town.

Question 8

(Answered: 41, Skipped: 66)

Scenario B: Districts -- What do you like about the ideas presented?

Question 8: Responses	
1	Overall, I would support the goals
2	more places to eat
3	Let the neighborhoods decide whether they want any changes.
4	Nothing.
5	Enhance 55th Neighborhood center
6	The concept of "districts" is a good one.
7	More diverse mixed land uses, more restaurants/retail will decrease number of drives for lunch. This will help lessen traffic in a congested area.
8	Deceptive - planning board member said - "Don't do visuals with 55 ft buildings that will only upset the public"
9	I support some mix of B and C
10	My favorite option
11	Better amenities for area workforce.
12	looks great with more trees, pedestrian friendly areas, parks
13	Mixed commercial with restaurants.
14	I like this but need more routes around Pearl East and Flatiron Park.
15	It adds the new Walnut/48th St, and aspires to some other modest changes.
16	.?
17	Really like 55th and Arapahoe district.
18	6
19	Mixed use
20	More business = More traffic
21	Business focus.
22	Great concept. 15 minute walk is nice way to connect. What would a tech worker or hospital visitor, or BVSD employee need at lunch hour?
23	Like
24	Continued use as business area. Changes to add more possible medical offices around hospital.
25	Like the concepts presented - good variety.
26	I think this is a very attractive plan. I like how the various aspects are integrated to make the corridor more attractive.
27	I missed A-B-C - sorry - will have to look again. My previous comments were my overall impression from how I understand the project so far.
28	it's ok. not bold enough
29	Adds a night time population to support things like restaurants
30	Increased professional office space associated with Boulder Community Health center. Improvements to sidewalks, intersections, so people can walk safely and conveniently. Affordable service industrial along Arapahoe at the east end
31	Pocket parks and plazas should be the decision of the developer land owner--unless the City wants to buy the land.
32	Nothing.

Question 8: Responses	
33	Love the 55th/Arapahoe ideas (Retail, Services, Some housing, Arts and Culture, Mobility Hub). I also like the north 55th idea of having retail to serve the industrial parks.
34	The fact that this area would be preserved for income producing businesses.
35	boulevards with retail and restaurants.
36	ecodistricts and enhanced streetscape - sound good.
37	Retail, shops, restaurants, improved intersections, some recycling services, improved overall look of Arapahoe such as trees, noise buffering.
38	Poor excuse to let developers begin having at it and making money by cramming more into an already too dense Boulder, and by insisting that every square inch of space be developed to max "potential" which I translate as "max ROI on <given developer's> investment". Developer's ROI is not the same as return to the community, and at this point in Boulder's history I'd argue it's actually the antithesis
39	I like the key features presented. I would be interested in hearing more specifics about housing in this scenario - density, target income.
40	mprovements to sidewalks and intersections
41	This begins to think about neighborhoods.

Question 9

(Answered: 32, Skipped: 75)

Scenario B: Districts -- What do you dislike and would change or add?

Question 9: Responses	
1	Recycling was forced on the Count yresidents and is not a desired use on Arapahoe.
2	no more industrial
3	Too much of one thing in one place - is this the same zoning trap the separates housing from shops and restaurants and leads to car traffic?
4	I think this project has moved far too quickly, and is rapidly moving out of logical thinking. Why can't the neighborhoods decide for themselves?
5	Start over.
6	no change to Flatirons Golf Course especially flood mitigation.
7	Make it a special trip to East Boulder - not more housing
8	Any planned development necessarily increases rental rates.
9	Retail - don't need it! Recycling center already exists! No additional housing
10	Don't go too far with height/density.
11	Don't force eco-pass on people that will not use it.
12	It's still much too timid.
13	.?
14	Not bold enough
15	Combine/trade off B and C.
16	Limit new office space.
17	Better transport and retail closer to businesses, not just on Arapahoe.
18	Adding housing might be interesting experiment but I don't want to live way out there. I would drive into downtown.
19	I don't like building to street in these areas, destroy views, makes everything constrained.

Question 9: Responses	
20	Don't like buildings too close to sidewalks. Don't like too much height. Add more green spaces.
21	I don't know if there are too many types of districts. Traffic backup to get into the hospital area going east and Arapahoe is really bad now. Adding more offices, at least on that side of the street, could make the problem worse.
22	make it more bold and visionary
23	Too much emphasis on taking away traffic lanes on Arapahoe
24	Adding mixed retail, dining, office along 55th Street would severely damage the current residential character of 55th St south of Arapahoe. Adding an east/west connecting street (Walnut /48th St.) would exacerbate the current traffic problem; such an addition would be a detriment to the character of Arapahoe rather than an improvement.
25	We don't need an arts and entertainment district focus.
26	The roads cannot take anymore congestion.
27	Wouldn't want the services mentioned in the 55th/Arapahoe to be things like car repair, storage, etc... Those types of businesses bring down property value and it would make the new housing going into that area less desirable which would drive down prices and then people would care less about their properties.
28	what is the intensity of new development? what would be the phasing for the development? are you planning on pilot projects?
29	Dislike affordable housing especially any buildings over the 55' height limit.
30	Put the plan in the shredder.
31	I like this scenario.
32	Increase in density, more traffic, addition of more housing, growth of Recycle Row. It seems a near-necessity in this plan that higher buildings will be added - MAJOR negative.

Question 10

(Answered: 47, Skipped: 60)

Scenario C: Housing Choices -- What do you like about the ideas presented?

Question 10: Responses	
1	Convenient retail and service. Roadway beautification.
2	affordable, closer housing
3	Walking streets with mixed shops and high density residential - this could be exciting!
4	I can't think of a thing.
5	affordable housing near transit centers makes sense
6	Nothing - another ugly, common development for rich college students or investors doesn't build community.
7	Good idea. Affordable housing in Boulder will never again be single family... we need a LOT more apartments and townhome style residential units.
8	Employee housing is good!
9	Diversity and housing
10	More housing within city, reduces in-commuters and VMT
11	Emphasis on 15 min neighborhoods! Less reliance on cars would probably reduce Arapahoe traffic! More parks! This is the best plan. :-)
12	It plans for the community's future needs - timing can remain flexible and adapt to shifts.
13	Outrageous - I don't want to live in a Jetson City.

Question 10: Responses	
14	I support some mix of B and C
15	At some point a developer will try to put in housing, so very important to plan for it.
16	Mix of uses would be better, but not much
17	Not sure
18	We need housing but we need routes so people can live and work in East Boulder.
19	No affordable housing
20	It's getting better. It adds much-needed housing.
21	??
22	Same as B - Like 55th and Arapahoe district. Thoughtful mix of retail residential
23	Mixed use
24	Can add some housing without making it as ugly as Boulder Junction. Needs some styling inline with Boulder, not all square, ugly buildings.
25	Too radical. Don't like
26	Most of the jobs are filled w/oout in-commuters. Unless you limit job growth, traffic congestion will just get worse and worse.
27	Like
28	Nothing
29	I like a mix of housing and it's crucial to expand the city's affordable housing stock.
30	See previous.
31	not enough
32	Adding some dense housing close to jobs and reducing the land available for more job growth
33	Added trails and amenities to the Flatirons Golf Course. Gateway beatification at the east end of city would be an attractive addition
34	Boulevard with buffering.
35	Do not put anymore housing on east Arapahoe, the road cannot take anymore congestion.
36	This may be my favorite scenario. I like the 55th/Arapahoe ideas with New housing in select locations, the Dinner theater and other businesses become part of an art center, Mobility hub, Shops and restaurants and the ideas for the North 55th Street (Live-work mixed with offices, Retail to support the people living there and the businesses). I also like the idea of the greenway enhancements to the South Boulder Creek area.
37	Nothing.
38	good mix
39	all look good
40	is it representative of New Urbanism? this seems to pay more attention to relationship of buildings to the street.
41	Bike paths, trails
42	A horrible idea to allow developers to cash in, under a thinly-veiled guise of "affordable housing" and "worker housing". If this is really the case, then why does Boulder allow developers, like those downtown, to provide "cash in lieu" of affordable units when it's all said and done. That is nothing other than crass political positioning to try and force through their development projects and enrich developers at the expense of the community.
43	I need more detail to weigh in on this. I do think redevelopment at 55th is a good idea. I think this is a good opportunity to provide options for people living in East Boulder County and are "daytimers" - time to phase the term in-commuters out of our vocabulary and move on to embrace the people that we employ and benefit from the sales tax they contribute that funds the amenities valued. I think Live/work units and additional moderate/workforce housing would be good additions.
44	Boulevard with trees/buffering

Question 10: Responses	
45	Best of the three but still way too timid. Waste of staff resources.
46	Everything. We do not need more apartments in Boulder. We don't need to use taxpayer money to support more people coming to Boulder on our dime.
47	I like this scenario the most

Question 11

(Answered: 45, Skipped: 62)

Scenario C: Housing Choices -- What do you dislike and would change or add?

Question 11: Responses	
1	Workforce housing= high density. Roads will become overcrowded, parking will be far short of needs.
2	slower speeds sound like more traffic issues
3	More housing will only generate more cars, more parking, more traffic unless things are developed as exclusively NON CAR. DO NOT BUILD PARKING. DO NOT ADD TRAFFIC OR TURN LANES. MAKE ROOM FOR PEOPLE, NOT CARS.
4	Leave "flatiron golf" out of your plan. You don't even know what it is called, let alone the history of the site and its status as a recreational site, do some research.
5	Arapahoe is already over crowded. No high density housing. No high density housing anyplace along this corridor. Save those ideas for the center of town.
6	would people really find housing along 55th appealing? traffic is pretty awful for people who live on 55th south of Arapahoe, despite mitigation gestures
7	Demand for the Peleton sure was a great success - why are we continuing with a plan that no one liked.
8	high-density does not necessarily mean Texas-Doughnut style monoliths, even if that's what developers want to build. Look at Europe or places like Colonial America for examples of high-density development with much more human-scaled buildings forms.
9	Prefer concept of "districts" better.
10	No buildings over 3 stories.
11	More Housing
12	It makes me nervous with existing traffic issues.
13	Would need to really prioritize affordable warehouse rent, perhaps like affordable housing program. how that works with market forces like pot grow operations I'm not sure!
14	add 10,000 to 30,000 more jobs/people.
15	HATE THIS OPTION! This is a rural neighborhood!! This option brings PEOPLE CARS AND PARKING LOTS
16	Don't go too far with height/density.
17	Dangerous housing next to train tracks.
18	No additional housing if it in any way resembles Pearl St. (East of 30th)
19	No affordable housing
20	This should also include the Walnut/48th St. connection, as well as a network of many more connections (at least for pedestrians). It should also radically calm Arapahoe and 55th Streets, so that all the new residents can really walk or bike places. We don't want to just add more people in a place where they'll still have to drive in order to feel safe and comfortable getting around.
21	?
22	don't like residential north end of 55th. Too far from focus of district. Keep it on Arapahoe.

Question 11: Responses	
23	Don't build more suburbia because you are afraid to bring up doing anything else.
24	mixed use reduce jobs/housing imbalance. Make growth especially jobs growth PAY ITS OWN WAY.
25	Businesses need places to grow. There is plenty of housing already.
26	Doesn't make sense
27	Without limiting overall jobs all this housing has no overall benefit; its a bandaid on a serious wound.
28	Do not want housing - save for business growth 50 years from now - housing will still not be affordable unless subsidized and either way will not meet the need for the type of housing we need the most.
29	How dense will the 55th and Arapahoe housing be?
30	N/A
31	if we don't build housing for middle income folks in this area, there will be no place for them and Boulder will be just a bunch of rich people, a small % in affordable housing and everyone else driving in from far-flung places. If the city squanders this opportunity in one of the few places left to provide middle income housing, the middle will be lost and no middle income people makes for a lousy community.
32	The general sameness of the housing choices and the fact they all seem to be rental
33	Adding high density housing to the east Arapahoe corridor. Such development would only exacerbate the congestion that is driving the current planning. How can housing along this major transportation route be an improvement if the problem is already too much traffic? Adding retail, dining and housing will only contribute to the diminished attractiveness and use of downtown Boulder;hardly a benefit to downtown vitality.
34	Drop the net zero energy neighborhoods.
35	I do not want to see more housing in an area that seriously flooded nor do i want that many more cars to add to the already congested Arapaho.
36	No moreover housing!
37	I'm a little worried about adding too much housing in the South Boulder Creek area, so would have to see that in more detail. Wouldn't want it to be too developed, but if it was a good mix of housing, park, open space, and commuter trails I think it would be nice. Maybe have a bit of retail & restaurants in there as well.
38	I do not like the Housing Choices scenario even if I like some of the things in it. The terminology re workforce housing is both vague and misleading. There is no possibility of market rate family housing at a low enough density that families will actually live there will be developed. We don't really need more high density apartments, even for entry level high tech workers. This area would need its own set of parks and other amenities, and the small amount of desirable housing that could be created does not justify the City's investment in this infrastructure. There are flood issues in most of this area, and elevating the land will only add to flooding woes upstream. There is only so much need for this mixed use, live/work thing, and it seems like everything else being built in Boulder, it just brings more of the young singles who need a place to live until they establish a career, move up the career ladder, start a family and then move to family suitable housing. It does nothing but increase the population of Boulder without providing housing for mid-level employees. It uses up the remaining industrial land that we will need to keep Boulder economically viable in another 50 years.
39	I like homes that are built on what we are learning today about energy efficiency. Building codes may need to change. Biomass interiors with "insulation" on the exterior... like we and animals have. Active and passive solar gains. Heat pumps vs. heating from fossil fuels. Food gardens vs. lawns. Natural path surfaces vs. cement / asphalt. Community parks where the kids can build forts and play in water. Natural vegetation that supports the native animals and animal migrations. Build neighborhoods that keep the cars on the "outskirts" vs. in individual garages. Hand carts can be used to move supplies around.
40	just need to maintain balance. what is an anchor retail? I would like to maintain the scale of the neighborhood.
41	Dislike affordable housing especially any buildings over the 55' height limit.
42	Put the thing in the shredder, pour some gas on it, and light a match.
43	The Peloton is less than 2 miles away and is not fully occupied. We don't need more apartments/condos.

Question 11: Responses	
44	Addition of a lot of housing, which will increase traffic and noise and will irrevocably change the neighborhood. Those of us who live here now, LIKE IT THIS WAY. We chose to live here because we don't want to live somewhere developed. We do not want a lot of change!
45	Best of the three but still way too timid. Waste of staff resources.

Question 12

(Answered: 54, Skipped: 53)

How did you find out about this workshop?

Question 12: Responses	
1	Newspaper
2	my boss emailed it to me
3	A listserve
4	did not attend
5	Nothing
6	Through a neighbor
7	Postcard
8	Email List
9	Postcard
10	Email
11	Judy
12	Friend
13	Email
14	Newspapers, Neighbors
15	TAB
16	Neighbor
17	Neighborhood web site
18	Post card mail
19	Friend
20	Good - informative
21	Neighbor
22	Email
23	Email
24	Everyone wants walking, biking, and transit but unless you are willing to propose dense, close interesting places to walk and bike to, you won't get that. Because you chose not to take a bold approach it is kind of worthless - you will never get there. Either get some political will or drop it and come back later.
25	Online
26	City
27	Friend
28	on email.
29	Neighbor
30	Website
31	Better Boulder

Question 12: Responses	
32	Email
33	Concerned neighbors.
34	email
35	It was e-mailed to me.
36	city employee
37	I'm on email list
38	Notice in the Boulder Daily Camera. Also,e-mail contact from a friend
39	Friend
40	City website. Sorry, I don't trust the City enough to give you my contact information. You'll just have to hack Home Depot if you want it.
41	Neighborhood organization.
42	Live near the area & my HOA sent out an email about the project.
43	A neighbor informed me.
44	web site, email
45	E-mail
46	email
47	email
48	Subscribed to the mailing list
49	Originally from the City's website, then I signed for the project updates via email.
50	News
51	Neighbors and newspaper invitations to open house and previous walk audits.
52	Neighborhood newsgroup
53	I pay attention.
54	email