

EAST BOULDER FACT SHEET

- There are 679 businesses in the subcommunity employing approximately 14,300 people. Sixty-seven percent of the businesses employ ten or fewer workers. Fully 6,000 workers are employed in businesses related to the manufacture of instruments, data storage devices and business services related to computer software.
- There are approximately 1300 households in the subcommunity, with an estimated population of 2800 individuals. All subcommunity households are north of Valmont between Foothills Parkway and 55th Street.
- There are 1,925 acres in the East Boulder Subcommunity. In the fall of 1992, 361 acres were vacant, 18% of the land supply.
- Comprehensive Plan land use designations are as follows:

	<u>Acres</u>	<u>% of the Total</u>
Industrial	1,347.4	70%
Residential	149.9	8%
Open Space	218.46	11%
Commercial	5.9	> 1%
Public	202.7	10%

In this notebook, find the following material:

1. Residential Neighborhood Survey
2. Summary of Public Input and Notes from the Steering Committee
3. Business and Employment Data
4. Environmental Resources Report
5. Preliminary Report on Revisions to the Industrial Zones
6. Outline of a Report on Optional Redevelopment Roles for the City/ Valmont Properties
7. The Valmont Corridor Transportation Study

In the back pocket, find the East Boulder base map, the zoning map, the high hazard flood zone map and the vacant land map.

EAST BOULDER SUBCOMMUNITY PLAN CITY STAFF TEAM

Susan Osborne, Long Range Planning
Fay Ignatowski, Long Range Planning
Rob Fauver, Current Planning
Ken Ramsey, Parks and Recreation
Mike Sweeney, Traffic Engineering Coordinator
John Hinkelman, Transportation Planner
Gary Lacy, Tributary Greenways
Bob Whitson, Alternate Modes
Susan Hartman, Library
Kathy McCormick, Housing
Linda Hill-Blakely, Human Services
Bob Harberg, Utilities
Alan Taylor, Public Works, Development Review Section
Delani Wheeler, Open Space
Anne Goodhart, Open Space
Mark Gershman, Wetlands and Wildlife
Virginia Lucy, Police Department

OTHER TEAM MEMBERS:

Don Orr, Boulder Valley School District
Camilla Laughlin, County Land Use

CONSULTANTS:

Rosall, Remmen and Cares
Jerry Shapins Associates
Maggie Sperling Associates

EAST BOULDER SUBCOMMUNITY PLAN TASKS

The East Boulder Subcommunity Plan will involve completing the following tasks. These are based upon the goals of subcommunity planning as outlined in the Boulder Valley Comprehensive Plan, and the subcommunity planning issues generated with East Boulder residents, City staff, and as reviewed by Planning Board.

Where materials related to these tasks have been generated, they are included in the following sections of the notebook.

1. Refine the City's Industrial Zoning District Regulations

It has been an assumption of earlier Planning Boards and the staff that the development of this subcommunity plan would include a proposal for revisions to the industrial zoning district regulations. The present regulations for all intents and purposes combine all industrial uses in a single zone, but almost two-thirds of the allowed uses in the zone are allowed by special review only. The Plan will propose creating new industrial zoning districts with fewer special review uses.

In addition, revisions to the regulations to encourage residential uses in some industrial districts and to promote alternate transportation modes will be proposed. The concern about air toxins in this subcommunity suggest new performance standards for at least this impact.

Approach: Rosall, Remmen and Cares has been hired to work with a staff team to develop the zoning proposal. The staff team includes long range and current planners, the attorneys and planners that have been working on the revisions to the Land Use Regulation and staff from Housing, Alternate Modes and Environmental Affairs. A discussion draft has been written and is under review. The final plan will include a zoning proposal and a proposed zoning map for the East Boulder Subcommunity.

2. Propose Opportunities to Increase the Housing Supply in the Subcommunity

Staff has looked for logical locations to create new housing opportunities in the East Boulder Subcommunity. Research work done for a paper on the jobs-housing balance in the community suggests that it is possible to convert some industrial land to residential use and still maintain the balance between the number of jobs and the number of resident workers. East Boulder employers, developers and leasing agents that have been interviewed have said that affordable employee housing is the most significant concern of businesses in the area. By introducing additional housing in close proximity to the City's major employment area, fewer and shorter trips would be required, and it is more likely that alternate modes of transportation will be used. Providing new public and private services for the existing neighborhood may become more realistic if the population base is expanded.

The framework plan will propose land use designation changes and zoning changes on some of the vacant and redevelopable land in the subcommunity. An area of vacant and redeveloping land that may be appropriate for a mixed industrial-residential project will also be identified.

Approach: Staff members from Planning, Boulder Urban Renewal Authority (BURA), Alternate Modes and Housing are working together to develop this proposal. Maggie Sperling of Maggie Sperling and Associates and Jerry Shapins of Shapins Associates are assisting.

3. Support, Improve and Protect the Existing Neighborhood

There are now approximately 1100 housing units in the East Boulder Subcommunity. About half of the units are mobile homes; almost all are "affordable" by the City's definition. At the hearings on the proposal for a warehouse retailing use across Valmont Rd. from the neighborhood, neighborhood spokespeople spoke to the fragility of the residential area. The neighborhood has developed surrounded by uses like the egg farm, the junk yard, the jail, the airport and Foothills Parkway. The neighbors asked for City help in the development and strengthening of the area as a good place to live, to define the area as a "protected" neighborhood where additional negative impacts would not be allowed.

The survey has given us a good deal of information about the needs and desires of residents. They are anxious for more connecting trails, better bus service and convenience shopping within walking distance. These ideas and others will be included in the plan.

Approach: The survey results will be tested and refined at a neighborhood workshop on January 27th. We believe the idea of a "protected neighborhood" is a good one, where future plans take advantage of the amenities of the area and are directed toward supporting the residential area. Zoning amendments, public improvement plans and redevelopment proposals will be a part of the plan.

4. Develop Options for the Relocation of the Egg Farm and the Redevelopment of Surrounding Land

Whether one is a resident or an employer in East Boulder, the egg farm is seen as a negative factor. As long as it is operating in the area, development and redevelopment in proximity will be inhibited, and the life of those living and working nearby will at times be unpleasant. The goal for the subcommunity plan is to describe the roles that the City might play in a relocation and the techniques that are available to direct the development of the egg farm site and nearby undeveloped parcels.

Approach: A staff team including members from Planning, BURA, Housing, Alternate Modes and the Attorney's Office will work with Rosall, Remmen and Cares to develop a report on options for policy-maker consideration.

5. Identify Opportunities to Improve the Pedestrian, Bike and Transit Systems

Already East Boulder residents see nearby trails as a positive aspect of their neighborhood. Employers mentioned the Boulder Creek trail in particular as a recreational amenity. Because of the confluence of most of the City's creeks in this subcommunity, many more trails and trail connections are planned. In 1992, a Valmont underpass was constructed for the eventual extension of the Wonderland Creek trail from the residential area to Boulder Creek. Other opportunities for bike and pedestrian trails, new connections and trailhead parking will be sought in the subcommunity planning process. The preliminary planning for new residential areas should include a strong trail component.

The proximity of housing to an employment center suggests a bus shuttle system may be a possibility. The development of a new neighborhood commercial center should be considered as a site for a transit center as well.

Approach: A new draft trail map has been completed in cooperation with the Transportation Division and the Tributary Trails Coordinator. Neighborhood and employer input will be sought. The Alternate Modes and Planning staff will recommend a plan for an improved transit system.

6. Identify Needed Roadway Links and Infrastructure Improvements

The Transportation Master Plan shows some additional streets in the subcommunity, most notably the extension of Airport Rd. to Pearl Parkway and the extension of Pearl Parkway east. Since the adoption of the Plan, it has been agreed contractually between the City and the land owner to extend Bernoulli Boulevard/Airport Rd. east to Pearl Parkway, and plans for the Valmont - Pearl Parkway intersection have been clarified. The subcommunity planning process offers the opportunity to review these proposals, confirm them and add new links if desirable. Many of the streets in the Subcommunity have no sidewalks; a construction program will be proposed.

Approach: Public Works and Planning staffs will propose a modified street system plan for the area and a program to complete the missing sidewalk links. Utility capacity issues have not surfaced in the collection of base information. Proposals for land use changes will be tested against the existing and planned capacity of the utility systems.

7. Define Opportunities to Strengthen the Image of the Area

Although the City has spent a substantial amount of money on flood control improvements and road improvements in East Boulder, there is little evidence that much thought was given to the urban design possibilities of these projects. At a minimum, a tree planting program and entry designs will be a part of the Framework Plan. An interpretive exhibit and possible future nature trail may be proposed for land along the Boulder Creek trail near the

Cottonwood Grove.

Approach: Jerry Shapins, urban designer and landscape architect, is working with a staff and consultant team to develop the Framework Plan proposal.

SURVEY RESULTS

1/27/93

RESULTS OF THE EAST BOULDER SUBCOMMUNITY SURVEY

Background

The East Boulder Subcommunity Plan is the second of nine subcommunity plans that the City of Boulder will formulate in the coming years. The completed Plan will serve as a basis for future land use decisions and public facility locations in the East Boulder Subcommunity area. Once approved, it will be officially adopted by the Planning Board and City Council.

As a first step in initiating this planning process, a survey of East Boulder Subcommunity residents was undertaken by the staff of the Research and Evaluation Division with the direction of the Planning Department. The survey used was the same one created for the North Boulder Subcommunity Planning Project, with a few adjustments and additions, the results of which have proven quite helpful in framing the goals for the Project. Throughout this report, survey results are compared to those of the North Boulder survey, as well as to city-wide data. There were as many similarities as there were differences between the East Boulder and North Boulder Subcommunity survey results.

Survey recipients were questioned about several pertinent issues in the East Boulder area: the positive and negative characteristics of their neighborhood, reason for locating residence in East Boulder, public and private services and facilities in the subcommunity, commuting/driving habits, alternative transportation and street improvements, the airport, parks, open space, library and individual concerns. Most of the questions were multiple-response questions -- participants could chose as many as responses as they wished from a list of possible answers, as well as write in their own. For this reason, the response columns often exceed 100%. Demographic information was also requested.

The questionnaire was received by a representative sample of 672 of the approximately 1100 households in East Boulder. 268 usable surveys were returned. This is a 39.9% response rate. The demographic information was compared to Census data for the area, and survey results were then statistically adjusted to more accurately represent the East Boulder population.

NEIGHBORHOOD QUALITY

Respondents were asked what they feel are the positive and negative characteristics of their neighborhood. These questions were completely open-ended -- rather than selecting from a list of possible answers, respondents wrote in their own answers.

Positive Characteristics

As with the recent North Boulder Subcommunity resident survey, quiet was the positive characteristic mentioned most often by East Boulder survey respondents (29%). Also high on the list are characteristics related to location -- close to major roads (Foothills Parkway in particular) (25%), near bike paths (23%), and close to town (17%). The fourth place response was affordable housing (18%); this high rating correlates with the survey's finding that the number one reason for selecting to live in the subcommunity was cost of housing (81%) and the finding that 49% of East Boulder's housing are mobile homes and 33% are attached units. By contrast, affordable housing ranked low as a positive characteristic in the North Boulder survey, listed by only 2.4% respondents. However, like North Boulder residents, views are important to East Boulder residents -- 12% named this as a positive characteristic of East Boulder (13.5% in North Boulder). Nearly 1 in 10 mentioned the convenience of having work close to home (less than 1% listed this in North Boulder survey).

The table below lists the positive characteristics cited by at least 5% of the respondents.

Characteristic	Percent
Quiet	29%
Close to major roads	25%
Near bike paths	23%
Affordable housing	18%
Close to town	17%
Views	12%
Edge of city	11%
Low traffic volumes	10%
Not crowded	9%
Close to work	9%
Convenient	8%
Open space	8%
Rural, country-like	8%
New park	7%

Table 1 cont.: Positive characteristics	
New post office	7%
Walking trails	7%
New neighborhood	6%
Clean, well-kept	5%

Negative Characteristics

A majority of respondents listed the egg farm as a negative characteristic of their area, its odor in particular. There was considerably less agreement on all the other negative characteristics listed ; 15% or fewer respondents listed any given negative characteristic, except for the egg farm. Traffic noise was listed by 13% of respondents; many specified noise from Foothills Parkway. Eleven percent listed Syntex as a problem; notes mentioned concern about air quality as well as ground and water quality. The table below shows negative characteristics listed by 5% or more of survey respondents.

Table 2: Most often mentioned negative characteristics	
Characteristic	Percent
Egg farm	54%
Jail	15%
Traffic noise	13%
Not enough businesses and services	12%
Syntex	11%
New/too much development	10%
Traffic volume	10%
Noise	9%
Housing density	9%
Water quality/no City water	8%
Traffic	7%
Junk yard	6%
Airport	6%
Industry in area	6%
No/inadequate bus service	5%
Crime	5%

The Municipal Airport

The survey specifically probed the issue of the proximity of the Municipal Airport to East Boulder neighborhoods. Fortunately, the great majority of respondents -- 86% -- were not or were hardly bothered by the airport. This may be due to the fact that actual fly zones of the airplanes are usually north of, not directly over, the neighborhoods. In fact, some residents have stated that they and their children enjoy watching the planes take-off and land.

not at all	60%
not much	26%
somewhat	12%
a great deal	2%

Location of Residence

An overwhelming majority of respondents -- 81% -- chose to live in East Boulder for the cost of housing. In addition, a relatively high number of respondents -- one in four -- chose East Boulder in order to be close to work. This implies the desirability of providing employment and housing opportunities in proximity to each other. Twenty-two percent of respondents indicated some other reason for locating residence in East Boulder.

	Percent
Cost of housing	81%
Proximity to employment	25%
Other	22%
Proximity to Foothills Parkway	16%
Housing variety	15%

Work Location

The survey asked whether any member of the household also worked in East Boulder to try to understand the profile of the East Boulder population, reasons for selecting residence location, and commuting patterns. The results of this question will aid efforts to address the issues of jobs-housing balance (the balance of local jobs and local housing affordable to Boulder workers) and automobile trip reduction. One in three households responding to the survey have one or more members working in East Boulder.

yes	31%
no	69%

PUBLIC SERVICES AND FACILITIES

Additional services and facilities

The additional public services and facilities most desired by survey respondents are recreation/leisure-oriented: parks, trails and recreation center. Almost 7 out of 10 see a need for more parks, and over half want more trails. These were some of the most desired facilities for North Boulder survey respondents as well. However, East Boulder respondents selected these in greater numbers. A library and more playgrounds were also popular public amenities -- about 30% selected each.

	Percent
Parks	69%
Trails	52%
Recreation center	42%
Library	32%
Playgrounds	31%
Bus stops/shelters	17%
Other	16%
Schools	13%
Teen center	12%

Shuttles to businesses in East Boulder	12%
Day care	10%
Assisted housing	7%
Senior center	7%
Postal station	7%

Parks and Recreation

Across the board, higher percentages of East Boulder survey respondents selected additional or improved park and recreation facilities than North Boulder survey respondents. In some cases, three times as many respondents expressed interest in a particular recreation improvement. This was true for a recreation center and tennis courts. Also notable, 56% in East Boulder want additional neighborhood parks and playgrounds, compared to 24% in North Boulder, and twice as many want basketball courts.

	Percent who use	Percent who would like additions/improvements
Recreation center	44%	31%
Passive recreation area (open field)	40%	37%
Neighborhood park/playground	38%	56%
Other	31%	11%
Public recreation center	28%	na
Private recreation center	23%	na
Tennis courts	21%	30%
Swimming pool	19%	24%
Softball/baseball fields	10%	10%
Basketball courts	7%	20%
Soccer field	7%	7%

Open Space and the Environment

Pedestrian trails	76%
Passive recreation (ex. bird watching, nature studies)	67%
Bicycle trails	60%
Mountain bike trails	37%
Equestrian trails	15%
Other	11%

Air quality was the foremost environmental concern among survey respondents (73%). Air toxins ranked high as well (56%). A majority are also concerned about water quality and preservation of Boulder Creek. Only 7% had no environmental concerns.

Air quality	73%
Preservation of natural areas along Boulder Creek	71%
Water quality	58%
Air toxins	56%
Preservation of natural areas along Four-Mile Creek	50%
Preservation of natural areas along Wonderland Creek	46%
Preservation of wildlife habitat areas	32%
Preservation of views	25%
Other	22%
Preservation of other natural areas	22%
None	7%

Library

Thirty-two percent of respondents would like additional public library facilities and/or services. This compares to 38% in North Boulder. East Boulder residents tend to use the Boulder Public Library somewhat less often than North Boulder residents. Of those who did not use the Boulder Public Library in the past year, 44% said they did not do so because it is too far away. Fourteen percent used another library instead -- of these, 64% use CU's Norlin Library, 38% use another CU library.

Frequency	Percentage
3 to 12 times	39%
Not at all	21%
Once or twice	20%
13 to 26 times	12%
27 to 52 times	4%
over 52 times	3%

PRIVATE SERVICES AND FACILITIES

Additional private services and facilities

A significant proportion of respondents - 70% - would like a grocery store in their subcommunity. Over half also want more restaurants. In general, there is a higher level of interest among East Boulder residents in additional basic services and conveniences for their subcommunity (gas stations, shopping, recreation centers and theaters) than among North Boulder residents.

Service/Facility	Percent
Grocery stores	70%
Restaurants	52%
Gas stations	44%
Recreation centers	30%
Discount retail stores	26%
Theaters	24%

Retail stores	21%
Medical offices	15%
Care for the elderly	14%
Child care centers	13%
Licensed child care homes	10%
Other	9%

To the question of what private services should remain in East Boulder, again restaurants were indicated an important amenity in the subcommunity.

	Percent
Restaurants	83%
Auto services	54%
Low cost business rental space	39%
Storage units	30%
Other	16%

Most respondents shop for groceries at King Soopers or Safeway on Arapahoe (53%); 95% do so by car and 2.3% by bicycle. Albertson's at Diagonal Plaza is used by 23%. Most respondents shop for household goods and services in the Crossroads Mall area (65%); 90% go by car, 5.7% by bicycle. For both types of shopping, 2.6% go by bus.

TRANSPORTATION

Street Improvements

The most requested street improvement for the area was slower traffic. This corresponds to the frequent indication of traffic-related problems (noise, volume) as a negative characteristic of East Boulder. One in four would like more landscaping along streets as well. Yet residents would be most willing to pay for better bicycle and pedestrian routes (in the form of cut-throughs, connecting trails to each other).

Table 13: Street improvement needs and willingness to pay a share of cost			
Street Improvement	Percent of respondents	Willingness to Pay	
		Yes	No
Slower traffic	36%	41%	59%
Other	34%	36%	64%
Cut-through bicycle or pedestrian trails	29%	61%	39%
Landscape improvements along streets	26%	43%	57%
Additional sidewalks	23%	40%	60%
Marked pedestrian crossings	15%	34%	66%

Commuting Patterns

The table below shows that about a third of survey respondents live within 3 miles of work and that three-fourths of them drive alone to get there. About the same percentage (74%) drive alone to get to a job 4 to 6 miles away. The percentage of lone drivers is highest for commuting 6 to 20 miles. Beyond 20 miles, driving alone decreases and carpooling almost triples, riding the bus almost doubles.

For commuting six miles or less, biking is almost twice as popular as carpooling and much more popular than riding the bus. Bus ridership averages 2.5% for all commutes, well below the 7% in the North Boulder survey and somewhat below the 4% shown by a 1990 survey of Boulder Valley employees (1990 Diary Study of Modal Split in Boulder Valley, City of Boulder, Division of Research & Evaluation).

Table 14: Distance to Work and Transportation Mode for Commuting				
Distance to work	0-3 miles	4-6 miles	7-20 miles	20+ miles
Percentage of responses:	36%	27%	21%	15%
Transportation mode:				
drive alone	74%	74%	85%	71%
drive with another	8%	8%	5%	14%
bike	14%	16%	5%	9%
bus	1%	1%	3%	5%
walk	4%	1%	2%	0%

Encouraging Alternate Modes

Respondents were asked what types of improvements would most strongly encourage them to use the bus, bike or walk instead of using their car. Most of the suggestions were for improved bus services and facilities -- better routes, greater frequency, lower fares, more convenient way to pay fare, easier access to information, more shelters, closer Park n' Ride, improved walking routes to bus stops. Improvements to bicycle facilities ranked high too - more paths and lanes, more parking. Shorter distances to destinations also would encourage non-auto transportation; closer shops to service the local neighborhood would encourage 34% to walk, bike or ride the bus. The percentage breakdown of responses is very similar to that of the North Boulder survey -- the percentages often differed by as little as one to three percent.

Table 15: Improvements that would encourage use of alternate modes	
	Percent
More off-street bicycle paths	43%
Better bus routes	34%
Closer neighborhood-scale shops and services	34%
More frequent buses	28%
None	22%
More on-street bicycle lanes	19%
More convenient bus route information at bus shelters or bus stops	18%
Cheaper bus fares	14%
More bike parking	12%
Reduced bus rates and more convenient payment (bus pass) for groups such as neighborhood associations	11%
Other	16%
Neighborhood resource person with information on carpooling, bicycling, walking, bus service, and other programs	11%
A closer park n' ride	9%
Nicer place to wait for the bus	9%
More convenient method of paying for bus fare	7%
More direct pedestrian routes to bus stop	6%

DEMOGRAPHICS

Housing

Almost half of East Boulder survey respondents live in mobile homes; 37% live in attached or multi-family dwelling; and 14% live in detached houses. This differs markedly from the city-wide averages.

	East Boulder	City of Boulder housing stock*
Mobile home	49%	4%
Condominium or townhouse	33%	20%
Detached single-family home	14%	44%
Duplex or triplex	2%	2%
Apartment in complex with more than 4 units	2%	30%

* based on data from Boulder County Assessor, April 1992

In East Boulder, 89% own their homes, 11% rent. This contrasts 46% ownership city-wide, 54% rental (1990 Census).

Households and Age

The distribution of household type in East Boulder almost replicates that of the city as a whole, based on the 1989 Citizen Survey.

	East Boulder	City of Boulder
Live alone	31%	30%
Married couple only	24%	24%
Married couple with children	17%	18%
Unrelated adults	16%	17%
Related adults	6%	6%
Single parent	5%	5%
Other	1%	na

Compared to city-wide age distribution, East Boulder has a much higher percentage of 25-44 year olds, a much lower percentage of 18-24 year olds (8% vs. 26% city-wide), and a similar breakdown for ages below 18 and above 44.*

Table 18: Age distribution		
	East Boulder	City of Boulder*
Under 5 years old	5%	5%
5 - 17 years old	11%	10%
18 - 20 years old	2%	12%
21 - 24 years old	6%	14%
25 - 44 years old	59%	37%
45 - 54 years old	8%	8%
55 - 64 years old	5%	5%
65 years old and over	5%	8%

* 1990 Census

Income

Compared to income data for the city as a whole (including students), East Boulder has fewer residents in the lower and the highest income ranges and substantially more residents concentrated in the middle income range.

Table 19: Annual household income		
	East Boulder	City of Boulder*
Less than \$10,000	7%	16%
\$10,000 - \$14,999	7%	10%
\$15,000 - \$24,999	19%	18%
\$25,000 - \$34,999	16%	13%
\$35,000 - \$49,999	23%	15%
\$50,000 - \$74,999	15%	15%
\$75,000 - \$99,999	9%	7%
\$100,000 or more	4%	6%

* 1990 Census

East Boulder survey household income is not directly comparable to income data from the North Boulder Subcommunity survey, because different income divisions were used. However, broad comparisons are possible.

Table 20: Household Income Subcommunity Comparison			
East Boulder Subcommunity survey income category	East Boulder respondents	North Boulder Subcommunity survey income category	North Boulder respondents
\$14,999 or less	14%	\$16,000 or less	16%
\$15,000 - \$49,999	58%	\$16,001 - \$48,000	42%
\$50,000 or more	28%	\$48,001 or more	43%



EAST BOULDER SUBCOMMUNITY SURVEY

Please take a few minutes to complete the following survey for the City of Boulder if you are the adult (age 18 or over) whose birthday most recently passed.

COMMUNITY/NEIGHBORHOOD ISSUES

1. What are three positive characteristics of your area?

- ① _____
- ② _____
- ③ _____

2. What are three negative characteristics of your area?

- ① _____
- ② _____
- ③ _____

3. Why did you choose the location of your present home?

- ___ proximity to employment
- ___ cost of housing
- ___ housing variety
- ___ proximity to Foothills Parkway
- ___ other (please specify) _____

4. What additional public services and facilities would you like to see in East Boulder? Please check all that apply.

- ___ parks
- ___ playgrounds
- ___ recreation center
- ___ teen center
- ___ senior center
- ___ library
- ___ trails
- ___ schools
- ___ postal station
- ___ bus stops/ shelters
- ___ assisted housing
- ___ day care
- ___ shuttles to businesses in East Boulder
- ___ other, please specify _____

5. What privately-owned services would you like to see remain in East Boulder? Please check all that apply.

- ___ auto services
- ___ storage units
- ___ restaurants
- ___ low cost business rental space
- ___ other (please specify) _____

6. What additional privately-owned services would you like to see in East Boulder? Please check all that apply.

- ___ grocery store
- ___ retail stores
- ___ discount retail stores
- ___ gas station
- ___ restaurants
- ___ child care center
- ___ recreation center
- ___ theaters
- ___ medical offices
- ___ low cost housing
- ___ licensed child care homes
- ___ care for the elderly
- ___ other (please specify) _____

7. Are you bothered by the activities of the Boulder Municipal Airport?

- ___ no, not at all
- ___ no, not much
- ___ yes, somewhat
- ___ yes, a great deal

8. Do you, or does anyone in your household, work in East Boulder Subcommunity? Please look at the map on the back of the cover letter for subcommunity boundaries.

- ___ yes
- ___ no

TRANSPORTATION

9. Please check the appropriate box for you and any other adults (18 or over) in your household indicating how you usually get to work, and then estimate how far away the place of work is from your home.

	You	Adult 2	Adult 3	Adult 4
Drive Alone				
Drive with Another				
Bike				
Bus				
Walk				
DISTANCE IN MILES				

10. Please check the one place that you most often shop for groceries:

- King Soopers or Safeway near Crossroads
- Diagonal Plaza (Albertsons)
- Community Plaza (Ideal or Colony Mkt)
- other (please specify) _____

11. How do you usually get to and from the grocery store?

- car
- bus
- bicycle
- taxi
- walk
- other

12. Where do you most often shop for household goods and services (hardware, cleaners, discount items)?

- Community Plaza
- Iris & 28th area
- Crossroads area
- Downtown
- other (please specify) _____

13. How do you usually get to and from the area listed in question # 12?

- car
- bus
- bicycle
- walk
- other

14. If you rely on a car for most of your transportation needs, which of the following improvements encourage you to use the bus, to bike, or walk instead? Please check all that apply.

- none
- better bus routes (more convenient, more direct, faster, different)
- a closer park 'n' ride
- cheaper bus fares
- more frequent buses
- more direct pedestrian routes to bus stops
- nicer place to wait for the bus
- more convenient bus route information at bus shelters or bus stops
- more convenient method of paying bus fares
- reduced bus rates and more convenient payment (bus pass) for groups such as neighborhood associations
- more bike parking
- more off-street bike paths
- more on-street bike lanes
- neighborhood information resource person for information on carpooling, bicycling, walking, riding the bus, and other program
- closer neighborhood-scale shops and services (grocery stores, hardware stores, dry cleaners, etc.)
- closer child care facilities
- child care facilities at your place of work
- closer senior center
- other, please specify _____

15. Are any of the following street improvements needed in your area? Please check all that apply and indicate whether you would be willing to pay for a share of the cost of that improvement.

- | Improvement: | Pay for a share |
|--|-----------------|
| <input type="checkbox"/> slower traffic:
where: _____ | __yes __no |
| <input type="checkbox"/> marked pedestrian crossings:
where: _____ | __yes __no |
| <input type="checkbox"/> landscape improvements along street:
where: _____ | __yes __no |
| <input type="checkbox"/> additional sidewalks:
where: _____ | __yes __no |
| <input type="checkbox"/> cut-through bicycle or pedestrian trails:
where: _____ | __yes __no |
| <input type="checkbox"/> other:
please specify _____ | __yes __no |

RECREATION AND PARKS

What park and recreation facilities do you currently use? Please check all that apply.

- neighborhood park/ playground
- softball/ baseball fields
- soccer field
- tennis courts
- basketball courts
- swimming pool
- passive recreation area (open field)
- recreation center;
 - if yes, please specify public or private
- other, please specify _____

17. What recreation and park facilities would you like added or improved in your area? Please check all that apply.

- neighborhood park/ playground
- softball/ baseball fields
- soccer field
- tennis courts
- basketball courts
- swimming pool
- passive recreation area (open field)
- recreation center
- other, please specify _____

18. In the last 12 months, about how many times, if ever, have you used a City of Boulder Recreation Center?

- never
- once or twice
- 3 to 12 times
- 13 to 26 times
- 27 to 52 times
- more than 52 times

OPEN SPACE AND THE ENVIRONMENT

19. What types of activities do you think are important in the undeveloped Open Space areas along Boulder Creek in East Boulder? Please check all that apply.

- Passive recreation such as bird watching, nature studies
- Pedestrian trails
- Bicycle trails
- Mountain bike trails
- Equestrian trails
- other, please specify _____

20. Please indicate the concerns you have about the environment in East Boulder. Please check all that apply.

- none
- preservation of natural areas along Boulder Creek
- preservation of natural areas along Four Mile Creek
- preservation of natural areas along Wonderland Creek
- preservation of wildlife habitat areas (where: _____)
- preservation of other natural areas (where: _____)
- preservation of views (where: _____)
- Water quality
- Air quality
- Air toxins
- other (please specify) _____

LIBRARY

21. In the last 12 months, about how many times, if ever, have you used the Boulder Public Library?

- never
- once or twice
- 3 to 12 times
- 13 to 26 times
- 26 to 52 times
- more than 52 times

22. If you used the library at least once in the last 12 months, which category best describes how most often use the Boulder Public Library?

- school related
- job or business related
- self-education
- general information purposes
- recreation and enjoyment
- other (please specify) _____

23. If you did not use the library in the last 12 months, please indicate reasons why you did not use the Boulder Public Library. Please check all that apply.

- too far away
- not enough time
- prefer to buy own books, magazines, etc
- do not read enough
- have access to other libraries (please check)
 - CU Norlin
 - other CU libraries
 - public school libraries
 - private school libraries
 - Denver Public Library
 - Louisville, Lafayette, and/or Longmont public libraries
 - other (please specify) _____

GENERAL

24. Are there any other planning concerns which have not been addressed in this survey that should be considered for the East Boulder Subcommunity Planning project?

The last few questions are about you and your family so that we can classify the responses to our survey. Once again, your responses are completely confidential and will be reported in group form only.

25. Check the one choice listed below which best describes the kind of residence in which you now live.

- a detached single family home
- a duplex or triplex
- an apartment in a complex with four or more units
- a condominium or townhouse
- a mobile home
- an apartment in a formerly single family home
- other (Please describe): _____

26. Do you rent or own your residence? (If you are making mortgage payments on a home, you own your residence. If you own your mobile home but are paying lot fees, you also own your residence.)

- own
- rent

27. Please read the choices below and check the one which best describes your household:

- I live by myself
- I live with my spouse only
- I live with my spouse and there is also at least one child living with me
- I live with adults who are not related to me
- I live with my child/children only. No other adults live in our household.
- I live in a household where at least two adults are related but they are not husband and wife (e.g., adult child living with adult parents; adult siblings or cousins living together).
- Other (please describe): _____

28.

About how much do you anticipate your household's TOTAL INCOME BEFORE TAXES will be for all of 1992. Please include in your total income before taxes, money from all sources for all persons living in your household. (For example, include everyone's income from employment, gifts, interest on savings, Social Security, AFDC, the value of food stamps received, pension or disability benefits, child support, as well as wages, tips and salary.)

- Less than \$10,000
- \$10,000 - 14,999
- \$15,000 - 24,999
- \$25,000 - 34,999
- \$35,000 - 44,999
- \$45,000 - 49,999
- \$50,000 - 74,999
- \$75,000 - 99,999
- \$100,000 or more

29. Record the number of household members in each of the following age categories. Please include yourself.

AGE	NUMBER
under 5 years old	_____
5 to 17 years old	_____
18 to 20 years old	_____
21 to 24 years old	_____
25 to 44 years old	_____
45 to 54 years old	_____
55 to 64 years old	_____
65 years and over	_____

30. Please check the category that comes closest to describing your ethnicity, and the amount of formal education you have completed.

ETHNICITY

- White
- Black
- Asian/Pacific Islander
- Native American
- Hispanic
- Other

EDUCATION

- less than 12th grade, no diploma
- high school graduate
- some college, no degree
- associate degree
- bachelor's degree
- graduate or professional degree

31. Please check the appropriate gender and age for yourself.

GENDER:

- male
- female

AGE:

- 18 - 25
- 26 - 35
- 36 - 45
- 46 - 55
- 56 - 65
- over 65

EAST BOULDER SUBCOMMUNITY SURVEY

Responses to Question 15: Are any of the following street improvements needed in your area? Where?

001

Slower traffic at 47th and Valmont.
Landscape improvements along Edison Ave. (Yes)
Additional sidewalks on 47th. (Yes)

002

Cut-through bicycle or pedestrian trails; eastward, north.
Remove stoplights on foothills; replace with overpasses.

006

Congestion where road narrows near Foothills Pkwy as you get onto Valmont going East, at intersection Kings Ridge Blvd. Recent road improvement FAILED to improve what was needed - widening of road.

007

Slower traffic on Kings Ridge Blvd. N/S.

008

Slower traffic on 63rd and Valmont East to 55th and Valmont.
Landscape improvements along Valmont and Kings Ridge Rd., auto junk space - yuck!

012

Slower traffic on Valmont.
Marked pedestrian crossings on Kings Ridge and Valmont.
Additional Sidewalks on E. Side of Kings Ridge.

015

Landscape improvements along Wright Circle Island, poor design and is too big. (Yes)
Streets need cleaned very badly.

016

Slower traffic increasing problem Noble Ct.
Marked pedestrian crossings at Noble Ct. 47th E. Edison.
Additional sidewalks on Valmont.

017

Landscape improvements on 47th N of Valmont.

020

Landscape improvements at 47th & Valmont.

021

Slower traffic everywhere in Boulder.

022

Slower traffic at Kings Ridge Blvd.
Marked pedestrian crossings at Valmont Kings Ridge.
Landscape improvements along Kings Ridge.
Additional sidewalks on Kings Ridge.

023

Slower traffic on Valmont.

024

Other: Airport Road - police stop running sirens, lights are ok.

025

Slower traffic at 47th & Edison.

026

Less traffic on Valmont.

Other: learn how to remove snow in winter, instead of waiting for the sun to, and you would have less potholes. (Already paid for in taxes, but going in some politicians pocket instead).

027

Landscape improvements along 47th along Foothills, Valmont.

028

Slower traffic on Foothills Parkway.

Other: sound barrier along Foothills and 47th Street.

029

Landscape improvements - no site specified.

030

Marked pedestrian crossings at 55th/Valmont, landscape improvements along 55th/Valmont.

Additional sidewalks at 55th/Valmont

Cut-through bicycle or pedestrian trails at Pearl Pkwy.

033

Other: repave road.

034

Other: its been a job well done. No need for improvement.

036

Landscape improvements along Airport Road from Valmont to the airport on E. side.

037

Other: clean up work - the whole area where we live is nothing but full of weeds, trash. It looks like a dump.

038

Other: stop sign at circle on Kings Ridge on approach from Valmont.

039

Marked pedestrian crossings at Airport & Valmont.
Additional sidewalks on Valmont east of Pkwy.

040

Slower traffic on Valmont & Airport, often too much traffic on Valmont to access from airport.

041

Slower traffic on Valmont & Airport Road.

043

Marked pedestrian crossings - nothing specified.

044

Landscape improvements along Airport Road.

045

Marked pedestrian crossings just done.
Landscape improvements along street just done.
Additional sidewalks just done.
Other: functioning signal triggers - after street improvements, they never work coming on 55th north or south.

046

Slower traffic at Valmont and Pearl Street extension.

049

Slower traffic on Valmont Road.

052

Very happy with our new Valmont Road, couldn't be better.

053

Additional sidewalks on Valmont Airport Road to Sterling.

054

Slower traffic everywhere.
Cut-through bicycle or pedestrian trails at 47th & Valmont.

058

Other: turn arrow from Valmont to north on 47th especially if development between Foothills and 55th is going to take place.

059

Additional sidewalks on Valmont 55th Foothills.
Other: off-street bike path along Valmont rather than a lane not really safe for kids on either Valmont or 55th between Arapahoe and Baseline.

061

Cut-through bicycle or pedestrian trails in north Boulder from Valmont towards 28th -

Diagonal region.

062

Landscape improvements along street on 47th Parkway - trees would "absorb" noise.
Fix sidewalks on Edison Ct.

064

Slower traffic on Valmont and Airport Road.
Marked pedestrian crossings on Valmont and Airport Road.
Other: traffic lites on Valmont and Airport Road.

065

Slower traffic on 55th and Valmont.

066

Slower traffic on King's Ridge Rd.

067

Cut-through bicycle or pedestrian trails on Hayden Lake/Airport/Mobile Park area.

070

Landscape improvements along street on Franklin.
Additional sidewalks on Kings Ridge.
Cut-through bicycle or pedestrian trails - not specified.

071

Landscape improvements along Foothills.
Cut-through bicycle or pedestrian trails from Valmont to creek.

073

Other: direct access to 47th when traveling westward on Longmont Diagonal instead of having to take Foothills to Valmont.

074

Landscape improvements along Valmont.

076

Slower traffic on Edison Road.
Other: street lights, resurface Edison Road.

078

No slower traffic.
Ok marked pedestrian crossings.
Ok landscaped improvements along street.
Additional sidewalks being done.
Cut-through bicycle or pedestrian trails being done.
Doing good job!

079

Slower traffic on Kings Ridge and Valmont.
Marked pedestrian crossings on Kings Ridge and Valmont.

Additional sidewalks on Kings Ridge and Valmont.
Other: light at Valmont and Kings Ridge (not traffic light - illumination).

081

Other: marked speed bump.

082

Landscape improvements along Foothill/Pearl, Franklin Dr./Tesla Circle.

084

Landscape improvements along Valmont.
Cut-through bicycle or pedestrian trails at 55th/Pearl.

087

Other: with the recent improvements to Valmont, I think a lot of the problems have been solved.

089

Why was Valmont torn up in May and then again in Aug-Sept? Couldn't it have been done all at once?

090

Marked pedestrian crossings at 55th & Valmont, Pearl & 55th.
Landscape improvements along 55th, San Lazaro.
Additional sidewalks on Valmont to Pearl on 55th.

091

Marked pedestrian crossings on the east side of 55th & Valmont.
Landscape improvements along the north side Valmont east of 55th - trees need trimming for visibility at intersection.

094

Slower traffic at Valmont 55th to Foothills Pkwy.
Landscape improvements along N. of Valmont between Kings Ridge and Foothills Pkwy.
Additional sidewalks in same locations as mentioned above.

095

Landscape improvements along Valmont.
Other: train, try not to run train routes during peak hours.

096

Other: more frequent change of lights on Diagonal and Valmont Corner!

098

Landscape improvements along Kings Ridge - remove center median.
other: Kings Ridge and Valmont, something other than a stop sign should control this intersection.

099

Additional sidewalks on Valmont east of Foothills.
Cut-through bicycle or pedestrian trails towards Crossroads from Valmont and Foothills.

Other: better lighting at night Valmont, 47th, Kings Ridge Blvd.

100

Slower traffic on Valmont Road.

103

Additional sidewalks on Valmont.

Cut-through bicycle or pedestrian trails - not specified.

Other: need double lanes if intent is for east Boulder is too expand.

104

Other: easier access to bike paths. They are nearby but can only be reached via dirt trail.

105

Slower traffic on Foothills Pkwy.

106

Additional sidewalks on Valmont.

Cut-through bicycle or pedestrian trails on Valmont.

107

Street was just completed.

109

Other: light on Valmont and Airport Road.

110

Street light at Airport Roads & Valmont.

112

Other: Smart traffic light at Valmont and 47th for left turns onto 47th.

113

Slower traffic along Valmont.

Marked pedestrian crossings at Valmont and 55th.

Landscape improvements along south boundary of mobile home park.

Other: reduce car and/or truck traffic on Valmont, traffic noise is very annoying.

116

Other: east Valmont needs street light.

117

Other: improve light and intersection going in and out of San Lazaro. Make a center lane to go straight with park.

121

Marked pedestrian crossings at Valmont and Parkway.

Cut-through bicycle or pedestrian trails at Valmont and Parkway tunnel in area to connect to path.

122

Slower traffic on Kings Ridge Blvd.
Other: street lighting on Kings Ridge Blvd.

124

Landscape improvements along Valmont Road.
Additional sidewalks along Valmont Road.
Cut-through bicycle or pedestrian trails at Valmont Road.

127

Slower traffic north on 47th off Valmont.

130

Slower traffic on Valmont between Foothills and 55th.

132

Slower traffic on Foothills.

133

Slower traffic on Valmont between 55th and Foothills.

135

Landscape improvements along Valmont and Kings Ridge Blvd.
Additional sidewalks along Valmont and Kings Ridge Blvd.

136

Cut-through bicycle or pedestrian trails at 55th and Valmont.

139

Landscape improvements along Valmont.
Additional sidewalks along Valmont.
Cut-through bicycle or pedestrian trails on Valmont.

140

Other: make Airport Road reach 61st Street.

142

Cut-through bicycle or pedestrian trails from Vista Village to Foothills.

143

Other: traffic light at Airport Road and Valmont Road.

144

Cut-through bicycle or pedestrian trails - not specified.

146

Faster traffic - not specified.

148

Slower traffic on Valmont.
Landscape improvements along Valmont.
Cut-through bicycle or pedestrian trails on Valmont.

150

Landscape improvements along Foothills Parkway.

Other: noise fence/berm between Foothills Parkway and residential areas (from Valmont north to Diagonal Highway).

152

Other: clean up ambiguity of yield sign (graphic).

153

Cut-through bicycle or pedestrian trails in San Lazaro trailer park.

154

Marked pedestrian crossings at Valmont and Kings Ridge Blvd.

156

Slower traffic in the neighborhood.

Marked pedestrian crossings at Valmont & 55th.

Other: lighting in neighborhood; we have already paid lot rent increases in past for non-existent lighting.

157

Cut-through bicycle or pedestrian trails along Valmont.

158

Cut-through bicycle or pedestrian trails across 30th, 28th, Broadway (n. routes).

Other: better crossover streets over 30th, 28th, Broadway; better light timing.

159

Slower traffic in Kings Ridge area.

160

Other: widen Kings Ridge (east end).

162

Cut-through bicycle or pedestrian trails along Valmont and 63rd Road.

163

Slower traffic at Valmont-Airport intersection.

166

Additional sidewalks along Airport Road Valmont.

169

Additional sidewalks on Valmont and Arapahoe.

Other: a light at Airport and Valmont.

170

Additional sidewalks on Valmont and Arapahoe.

171

Traffic is too slow as it is - too many lights stopping flow - lights aren't synchronized!

Marked pedestrian crossings on Valmont Road.

Landscape improvements along Valmont Road.

Additional sidewalks on Airport Road and Valmont Road and end of Pearl Street by Foothills.

Other: more clearly marked speed limit signs, bike lanes off the roads, plant trees on Airport Road to cover sight of ugly jail, stop building houses in every open area - crowding us!!

172

Landscape improvements along Valmont road Kings Ridge - these may be in progress.

174

Slower traffic between foothills and 55th; Valmont and Airport Roads.

Marked pedestrian crossings between foothills and 55th; Valmont and Airport Roads.

178

Cut-through bicycle or pedestrian trails (high priority) San Lazaro residents need access across drainage ditches to north of us to bike/foot, this would give the children a safe bike ride!

Other: path on other side of ditches.

Red light all 4 ways at 55th and Valmont for pedestrian crossing. I can't tell you the number of times people have run the red light at 55th and Valmont going east-west on Valmont!

179

Additional sidewalks along Valmont.

Other: better traffic control at Valmont and 55th - 3 lanes on 55th - 1 right, 1 left, 1 straight, light doesn't seem to consider the mobile home park.

180

Thanks for the additional sidewalks on east Valmont!

Cut-through bicycle or pedestrian trails at Valmont to Pearl - Airport Road.

181

Slower traffic on Valmont Road.

Additional sidewalks on Valmont Road.

182

Slower traffic on Valmont Road and 55th.

Additional sidewalks on Valmont Road and 55th.

185

Other: stop cars, trucks, vans, boats, heavy equipment, etc. from jumping the curb at Airport Road and Vail Circle and using the dirt road they have made as a road.

188

Most of these have been done just recently on Valmont.

191

Additional sidewalks on Valmont (east).

192

Additional sidewalks on Valmont east of Foothills.

193

Slower traffic; add a stop sign at 9th and Mapleton as well as 47th and Edison Court.
Landscape improvements along 28th Street.

194

None needed.

196

Slower traffic everywhere in Boulder (Foothills, Valmont, Etc.)

198

Additional sidewalks - not specified.

204

Slower traffic at Edison and 47th.

205

Slower traffic at Valmont and 55th.

206

Cut-through bicycle or pedestrian trails - nothing specified.

I really appreciate improvements on Valmont, but would like to access bike path from Vista Village in my wheelchair more directly.

207

Other: lighting.

210

Slower traffic on 47th Street.

Cut-through bicycle or pedestrian trails from Edison Ave. to Foothills Parkway trail.

211

Cut-through bicycle or pedestrian trails - nothing specified.

Other: roadway sides to block noise.

212

Other better signage marking Sentinel Drive.

214

Marked pedestrian crossings - not specified.

Landscape improvements - not specified.

215

Slower traffic on Valmont.

Landscape improvements along Valmont.

Additional sidewalks along Valmont.

218

Slower traffic on Valmont and old 47th.

219

Additional sidewalks on all of Valmont Road.
Cut-through bicycle or pedestrian trails in 55th and Valmont area.

222

Slower traffic on 47th St. & Edison Avenue.
Landscape improvements along Foothills Parkway.
Other: build up walks along Foothills Parkway - this should have been done when Foothills was built!

223

Landscape improvements along Airport Road.
Cut-through bicycle or pedestrian trails from Vista Village to 47th and north to Independence Road.

224

Other: don't allow school buses to block entire width of roads with asshole stop signs. Turn asshole orange lines (called control lines) into more useful turn lines.

225

None.

226

Additional sidewalks on Valmont Road north end of Foothills Frontage.
Cut-through bicycle or pedestrian trails on Diagonal.

227

No comment.

228

Other: I bike where I can, but 55th bike lane is never clutter free - Valmont biking is taking your life in your hands. Riding on the sidewalk on 55th is iffy as well. 55th between Arapahoe and Baseline is impossible.

239

Landscape improvements along Airport Road.
Additional sidewalks along Airport Road.
Cut-through bicycle or pedestrian trails - nothing specified.
I pay enough taxes as it is - I shouldn't have to pay more for the basics.

240

Slower traffic on Valmont and Airport Road.
Marked pedestrian crossings on Valmont and Airport Road.
Additional sidewalks north from Valmont.

241

Slower traffic on Valmont, Foothills Pkwy., 47th Street.
Landscape improvements along 47th Street north of Valmont.
cut-through bicycle or pedestrian trails off road bike / ped path that would cut diagonally nw

toward Winding Trail. Also off road bike paths that go east/west. Bike travels east/west is daunting for all but the most hard core cyclists. Bike lane on Valmont scary.
Other: traffic light at 47th and Edison - traffic too fast! Difficult to see south around bend on 47th when trying to enter 47th from Edison.

243

Marked pedestrian crossings - nothing specified.
Landscape improvements - nothing specified.
Additional sidewalks - nothing specified.
Cut-through bicycle or pedestrian trails along Valmont east of Foothills.

245

Slower traffic on 47th and Edison Avenue.

246

Cut-through bicycle or pedestrian trails Just east of 4792 Kings Ridge.

248

Marked pedestrian crossings on 55th and Pearl.
Additional sidewalks along Valmont and Pearl.

250

More parking.

251

Cut-through bicycle or pedestrian trails on Valmont.

252

Slower traffic on 47th between Valmont and Diagonal.

253

Other: street traffic light from Airport Road to Valmont.

254

Cut-through bicycle or pedestrian trails under Valmont and under Pearl Street.

255

Other: more street lights.

256

Slower traffic on 47th and Edison Avenue.
Marked pedestrian crossings on 47th and Edison Avenue.
Landscape improvements along 47th north of Valmont.
Additional sidewalks along Valmont, 47th and 55th.
Cut-through bicycle or pedestrian trails on Kings Ridge and across Valmont.

258

None.

259

Cut-through bicycle or pedestrian trails on Valmont.

260

Other: parking - we already pay for homeowners assoc.

261

Other: intersection of 47th and Edison is getting dangerous due to blind curve and increased traffic. The additional housing construction in this are will exacerbate the problem especially "Noble Park Commons".

262

Cut-through bicycle or pedestrian trails in Gunbarrel area - 71st.

263

Slower traffic on Kings Ridge Blvd.
Additional sidewalks along Valmont east to P.O.

265

Slower traffic on 47th between Valmont and Edison. Intersections on Edison.
Marked pedestrian crosses on 47th between Valmont and Edison. Intersections on Edison.
Cut-through bicycle or pedestrian trails on 47th at Edison to existing bike path along Foothills.

267

Other: traffic light on Valmont and Airport Road.

268

Landscape improvements along Valmont, 30th - 55th, 47th east to Pleas. View Knoll.

269

Cut-through bicycle or pedestrian trails on 47th Street.

270

Marked pedestrian crossings on Edison and 47th.
Cut-through bicycle or pedestrian trails on Foothills Hwy. to Edison.

271

Landscape improvements along - move the chicken farm.

272

Cut-through bicycle or pedestrian trails - nothing specified.

273

Cut-through bicycle or pedestrian trails south on Valmont to Boulder Creek.

274

Better snow removal on sidewalks from 47th - 28th Street. I wind up walking in the middle of the street.

275

Slower traffic on Kings Ridge.

276

Slower traffic - nothing specified.

Marked pedestrian crossings - all intersections.

Landscape improvements along - nothing specified.

Additional sidewalks along both Valmont and 55th.

Cut-through bicycle or pedestrian trails where the bike path ends by 55th, it should continue up to meet Valmont & 55th.

Other: more street lights along Valmont. Road should be properly painted lines on sides and lanes improved painting for safety.

277

Slower traffic on Broadway and Pearl.

Landscape improvements along - anywhere.

Additional sidewalks - everywhere.

278

Slower traffic on Valmont.

Responses to Question 24: Are there any other planning concerns which have not been addressed in this survey that should be considered in the East Boulder Subcommunity Planning project?

001

Plant more trees in area, develop pond area off 47th (clear area, develop run-off area behind Cattail Cove, noise barriers for areas east of Foothills Parkway, traffic light at 47th and Edison.

002

Bike lane routes (in addition to the crowded bike path) from east Boulder into downtown; all alternative routes are extremely hazardous. Plans for controlling traffic on foothills parkway - it's getting more and more crowded, feeling more constipated.

004

The smell of the chicken plant on Valmont is sometimes overpowering.

005

Fewer taxes, more incentives to privatize.

008

Closer tennis courts - there aren't any within biking distance.

011

Don't put in tacky shopping centers.

012

Edison Ave. has needed surfacing for 4 years, Western Disposal trucks destroy all concrete drives.

014

Housing development should be conceived with regard to native topography and existing vegetation. There has been little respect or regard for what is here, and recent development is so nuclear - no sense of community has been taken into consideration.

015

I am very concerned about air quality (Syntex) and frightened for my children! Enjoy small airport, but concerned about twin-engine aircraft noise. Would like to see more jobs in Boulder.

016

Please move the chicken farm. Finish the new park since it was a gift to the city - provide funding for its total completion. Need more stop signs in Noble Park.

019

We do not want the shopping center that will include Pace to go in on Valmont & 47th St. It will increase traffic noise.

021

The houses that are being built. They are destroying a lot of animals and the machines are polluting this area too, just like the rest of Boulder. If you have any questions, give me a call and I will tell you (440-0325).

022

Interested in proposed discount warehouse - get rid of car dump.

023

Don't want any huge business developments or shopping malls going in. Would rather that the traffic was minimized especially on Valmont. Would like the rate building held back.

024

Low housing cost.

026

Plan how the working class can afford this.

027

Whatever happened to Pearl ext. out to Gunbarrel?

028

Just try to keep the area more residential. Would prefer not to have discount large department stores. I feel as if there is enough of this in the Crossroads & Iris & 28th area. Don't make another Willow strip malls like in California. I am all for small privately owned businesses.

029

Better drinking water.

031

More low→med. cost housing and less business. Needs more of a neighborhood flavor. Streets to walk through, bike around.

033

I believe it should stay mostly residential with just a few amenities. Its a quiet secluded area and that's why I live here.

036

The junk yard will be cleaned up, right?

037

We live next to the chicken farm. The stench emanating from it becomes awful especially during the summer. Also, the whole area is full of weeds, filth and the appearance of a dump . This area is an eyesore for the City of Boulder. Someone must come and look things over.

039

Shut down the chicken plant. Its foul and toxic. Flies are terrible in spring. Shut down Syntex-toxic air pollution every a.m.

040

At first, I left this space blank. However, when I reached question 30 I realized that "ethnicity" no matter how innocently intended pointed to one great, unaddressed problem - racism! We are ONE race - human! Dividing along ethnic lines is wrong. Never judge a person by the color of their skin, the language they speak, or the name they use for God!

041

We need a traffic light at the intersection of Airport Road and Valmont. It already very difficult to make a left turn from Airport onto Valmont - going east.

042

I'd like low water (xerescape) landscaping to be required for new developments (and old). I'd like to see a bike/running path from Valmont to 63rd along Airport Road and past "LakeCenter". Please don't get rid of the Airport!

043

Social security office has moved to Table Mesa area. Seniors without transportation would have great difficulty reaching office.

045

Chicken Farm - 1. Removal of it, 2. Make them handle order and flies, health hazard, odor only when authorities are closed. I have lived in San Lazaro for 20+ years and it gets worse and worse.

046

I think the City should stop expanding. Older empty buildings should be used not build new buildings. Too much of the land is being destroyed. Boulder has an ego problem and places too high of a price tag on itself.

047

Remove chicken house from ea. Valmont Road.

049

W.W. Reynolds Co. plans to buy and industrialize the area and pollute more.

052

Junk yard of cars, egg farm on Valmont Road.

053

Maintain lower cost housing option offered by mobile home parks.

056

Mobile home park zoning.

058

No.

059

Yes - make those packets of non-city fares eligible for city rates at the rec. centers - 200+ families in San Lazaro are unable to get city rates.

060

I am very concerned about air pollution in Boulder especially toxins released from east Boulder "industries". It is foolish for us and our children to ignore the long range effects from these pollutants.

061

That any industrial development in and around the Valmont/55th region be respectful of the residents (quality of residence) or San Lazaro mobile home park.

062

The egg farm property needs to be purchased by the city. Relocation of that facility is vital to the long term popularity and liveability of the area. Syntex must be closely monitored.

064

Traffic flow on Valmont between foothills and 55th rush hours extremely bad.

065

Yes - complete Pearl Street beyond 55th.

067

Purchase of Hayden Lake as open space.

073

It is one of the few areas left that is relatively quiet and uncongested. I'm against any further development that would change these attributes.

075

Letting builders RAPE this land out here and build houses on top of each other, its disgusting. Why can't we build nice neighborhoods like old Boulder with some integrity!

077

Will there be unrestricted housing growth in the foreseeable future? I hope not (for purely selfish reasons)!

078

What is projected for retail on east Valmont - traffic increase on Valmont.

081

Permanent designation/zoning as mobile home park.

083

Plans to build apartment complex at corner of 47th & Kings Ridge. Plans to build Pace Warehouse on Valmont.

085

Not that I know about.

087

Leave open areas! Do not build so densely that you drive out what wildlife still survives in the area. It adds to the quality of life in the suburbs. It is fragile and easily destroyed. There are still hawks, foxes, and occasionally deer. Leave them something.

089

In the area by the airport between Valmont & 47th St., 4 new housing developments went up in the last 4 years. There is little space between houses and I feel that developers are out to build as much as possible without care for open space. Money is the only incentive, it appears.

091

Is the city ever going to consider San Lazaro as a community?

093

I am very concerned that construction of large businesses and stores will commercialize the area, increase density and increase noise and traffic.

095

Rerouting the trains.

098

Remove the Safeway chicken prep facility, the odor is horrendous.
Remove the Kings Ridge Blvd. median and circle.

099

We really enjoyed walking in our old neighborhood. Here there are almost no places to walk except near busy noisy roads - we miss that. And non of our subdivision streets are lighted at night, neither is Valmont east of Foothills. Can't see where you are going.

102

The odor from the new chemical plant out at 5505 Valmont and 55th Street and the pollution from the power plant.

104

Direct access between Pearl St. & Walnut St.

109

A traffic light is needed at the intersection of Valmont and Airport Road. Install cable T.V.

to Vista Village trailer park.

112

Yes, by increasing low-cost housing and low cost business/discount retail stores, the image of east Boulder will not improve having friends that live in central and north Boulder, as well as others that know Boulder, east Boulder is not know as the best area of Boulder.

113

Biggest concern is to quality of life for residents. With poultry farm and chemical companies nearby and salvage yard concern is that lack of economic value of area will encourage "3rd class" business further polluting and degrading area.

114

Suggest that retail space be provided in industrial area.

115

Why not consider making plans to keep development at a minimum and not crowd the area with more people, noise and pollution. Plan for another area and leave us along. 47th and Valmont have seen enough!

116

The chicken farm on east Valmont emits toxic fumes to the community. I am suprized the city of Boulder would allow this within the city limits.

117

I would like to see the "egg farm" on Valmont become more concerned about the ODORS and more responsible in reducing them. As the area develops, this will only decrease values and # of customers willing to come out here.

119

The chicken ranch and god awful smell!

121

Relocating train tracks that go into Boulder and go out with no purpose of stopping in Boulder. Create crossings without whistle blowing specific sound barriers for trains but crossings still a problem. Schedule crossings during day not early mornings.

123

We support a shopping center as proposed by Bill Reynolds at the Valmont car lot area.

124

With growth going at an elevated pace in this area, it is probably important to monitor this area closely so that we (San Lazaro) are not displaced by high priced land grabbers. I like my home and community.

125

Removal of chicken farm. Further development and clean up of Valmont between 55th and Foothills.

130

An emergency (medical) facility along Valmont or 55th Street. Small branch library with

access to inter-library service.

132

The city is spending too much to plan and build facility. Reduce the size of the city employment. Reduce spending. We have too many recreation centers and facilities now. The new library is a waste. Reduce taxes.

133

We need a street light at Valmont and Kings Ridge Blvd. to indicate to all drivers that there is an intersection there. It also needs to be illuminated for safety of pedestrians, cyclists, and people/children using the open park area that is designated to be built on that corner.

134

Yes, I would like to not have to move and have my home mowed over - so ya all can build a 7-11 or a gas station. I love my home here on e. Valmont. Its still kind of country around here. I don't understand why there needs to be any further development in this area when everything is so convenient already.

137

Would prefer not to see the kind of development that would create heavy road use (such as super markets, etc.) and added pollution.

138

Mosquito control. Future of turkey plant.

140

I'd prefer staying outside of the "built-up" city area, but if Boulder has to grow in this direction, I'd rather see it grow into a more residential area with only a few shopping areas.

144

Open discussion on development of property along Valmont between 55th and 47th.

146

Move the chicken plant on Valmont!

147

We would love to see an off-road paved bike path going along the diagonal to Gunbarrel so biking is easier and safer. Safety is the reason we don't ride our bikes more.

149

Stop building all these single family homes and parking them in there. How are we going to get out and in of here during busy hours and what's up what with Valmont east of Foothills?

150

The traffic noise/impact from Foothills Parkway on residential areas north and east of Valmont (Noble Park West). A fence and berm combination should be built to mitigate noise from Foothills Parkway. The grooved concrete roadway and slope cause a high frequency tire noise. Also get significant reflected noise from the expansive glass facade of Career Track building.

152

80301 - the most polluted zip code in Colorado (E-town, ha)

154

No commercial strip malls. Keep low housing density.

156

This particular area I am in has been allowed to deteriorate and become trashy - like an area of industrial sections found in cities - with all the negative associated with such.

158

Generally, to freeze the level of development in the area; leave open space interspersed; no streamlined e-w street corridor across town - defeats utility of bike transportation; environmental protection of streams and fields.

159

I would like to see the junk car yard off Valmont removed but do not want large warehouse-type businesses to replace it. A park or recreation facility would be preferable.

161

Crime.

162

Get rid of the chicken farm!! Put us on the Boulder water supply. Improve bus service and bike lanes. Improve commercial services. Need more activities for teens.

163

Could Hayden Lake become a public access area for hiking and bird watching?

165

My only concern is reducing the bloated county and, particularly city government. Please consider stopping such self-serving activities as this survey and getting a real job. I work hard in manufacturing and resist Boulder's socialistic approach!

168

Cable T.V. for trailer park area - no community service or public access.

169

Carry out air program a little better. You can still see smokers alot. Plant more trees. They're getting taken out from being diseased, and none are being replaced.

170

Buses provided for students or free bus passes on RTD. Leaving it up to the student or parents is a gain to the extra money we pay out for school tax. This subject might even reduce absenteeism with the student.

171

Too much construction - its needed, but it takes forever and isn't planned well. Move the jail - too many prisoners walking around the area on work release. Too many houses being squeezed into every little open patch of land. It ruins the city - too many cars and people

in a small place. Too many stoplights wastes gas and kills cars. Keep bicycles off the roads
- they hog traffic lanes and think they are cars

174

Traffic volume on Valmont. The need for a traffic light at Valmont and Airport Road impossible to turn east on Valmont from Airport Road during the rush hours.

176

Too many houses being built - big houses, very close together.

178

The loudspeakers and phones (paging) from car dealers on east Pearl are excessively loud and obnoxious. I'm concerned about the term "light industry". The new pharmaceutical plant directly to the north of me looks like the evil empire with the bright lights and giant leach bed. I feel because I'm in a mobile home that I don't have much power to control and check the inherent dangers of leaks and "nuptirious" odors, seepage into water supply etc. I don't want my home surrounded by "light industry" in the next 10 years. The land between San Lazaro and the chicken farm (egg factory) is also privately owned and I'm fearful that could also become and then pharmaceutical plant or another Syntex.

179

The rising cost of living in mobile home parks with lower quality services. I was born and reared in Boulder and can barely afford to live here. There needs to be a ceiling or a place to buy my own lot without leaving Boulder.

181

I would like something done about the disgusting smell from the chicken farm. That would be the reason I would move away.

184

Airport Road is a dead end, there is no other way out. Possible access to the west is blocked (for cars) and for pedestrians. The north is blocked by fences around Hayden Lake "no trespassing" signs (ridiculous!) and the jail to the east. We're trapped in a cul-de-sac - no way to circumvent Valmont.

186

I would like to have a better cable service in this area.

196

Establish a long range economic activity policy.

198

The air quality in east Boulder should be addressed. There are days when it smells so bad you can't be outside. This smell may be coming from the chicken processing plant that is close by.

202

We do not need a strip mall on east Valmont!

211

Too much traffic on Valmont.

212

Chicken from odors.

214

None.

215

Large amount of traffic going to new companies/developments expanding on 55th, Valmont - more lights will be needed.

217

I think seniors should be allowed to have a place to live without all the noise from younger families.

219

Preservation of low income housing - ie mobile home parks. Establishment of modular home subdivisions - where land is purchased by individual family.

222

Limit the amount of mobile home parks. Limit the amount of non-related people living in one unit (4 not-related people own too many cars - i.e. no room to park, even on additional streets!) Do not allow developers to plant fruit (etc.) trees. Associations end up paying for cleaning (mess!) and they catch disease very easily. Assoc. w/o lots of \$ end up paying. Also, if a developer markets an association w/trees, bushes etc., they should be made to complete these promises. Deal with the noise of Foothills Parkway - its too loud!

224

The state of Colorado personnel system wages are low to start with, have no cola, and have no raises after the 10th year. It is also not a promotional system. My income is constant but prices keep going up.

225

How to reduce government spending and lower taxes.

226

Mention ideas, like plans for junk yard, currently being discussed and ask for reaction.

239

I think its nice that you want to develop the area (its about time). But you're not addressing real issues - affordable housing! My spouse and I are decent people that would like to live in an average home - in Boulder (not Lafayette or Louisville). We came from average families and weren't given the advantages the Boulderites have because we are not minorities. No programs are available to us. What ever happened to the American dream?

240

For future development in my immediate neighborhood and vicinity, I would prefer to see residential. Otherwise a high priority should be given to office space - this is a better buffer between existing residential and industrial development. Retail would place too much demand on roads - noise, pollution comes from traffic.

243

Job training for youth.

247

I am concerned about the kinds of retail development planned for the south side of Valmont. I hope for attractive, useful contributions to QOL and not junky discount stores to draw outsiders here to shop.

248

Removal of chicken farm on Valmont Road.

250

The area is quickly becoming buildups as far as housing goes. I like that neighborhood aspect and would like to discourage any large businesses. At least the car dump is quiet and has a minimum of traffic/unlike a Pace Warehouse.

251

I know there are plans to put a shopping center on Valmont. This disturbs me. We moved here because we like this area. Please don't ruin it by adding more congested traffic and people. I don't understand why developers continue to build. Sometimes its nice to look at horses grazing in a field!

252

Continue to develop a variety of housing when residential developments are planned. Particularly mid range patio homes and larger (3 bedroom) townhouses.

254

Very very very concerned about Syntex emissions both in air and ground water. Especially for my children. We have worst quality air in Colorado.

256

Pressure a developer of Vantage Point Office Park to finish garage with.

257

Yes, the source of the foul odor mentioned in #2.

259

Maintain the quality of life here - no retail. Boulder is small enough to drive 4 to 5 blocks to a business. Eliminate! Boulder interior store and body shop - NOT APPROPRIATE in this neighborhood.

260

When we bought our house, our realtors lied about the development of homes. Now we can't see the mountains at all because the homes are TOO CLOSE TOGETHER! Its atrocious.

261

I am concerned about the increased traffic on Valmont which will occur if their propose warehouse club is built. Why can't the store be built on the site of the old drive-in?

265

Don't blow it, Boulder. We have some beautiful open space - excellent bus service - distinctive community. Let's not be come another parking lot.

267

N/A

268

There seems to be too many industrial (heavy) businesses for a partially residential area. Business parks and retail businesses would seem more appropriate.

269

Traffic regulation and control.

270

Better street lighting.

271

Move the chicken farm that is on Valmont Road.

273

The community is surrounded by commercial businesses and isolated by the Foothills Expressway from the rest of Boulder. We need to have less big commercial developer and more things such as bike paths and open space which are part of the Boulder lifestyle.

275

I don't know my neighbors and they don't know me.

276

Structures built for shopping centers, etc., should be attractive and sturdy, yet keep cost down, examp. like A-frames, or something sort of like that (and decent size parking lots). Store prices of merchandise be reasonable. Trailer parks must stay intact and forbid sale of land of mobile homes.

277

To continue the forward thinking attitude that has made Boulder a unique and wonderful place to live - unlike other cities for ex: Denver, Aurora, Seattle, L.A., Detroit, Chicago, Miami, Houston and San Francisco.

PUBLIC INPUT

EAST BOULDER SUBCOMMUNITY PLAN

Issue Scoping

Throughout the fall and winter, staff working on the East Boulder project conducted a series of interviews with business people and property owners in the East Boulder area. The interviews were based on a series of questions, although the discussions were often far ranging. While there were often individual concerns mentioned - particularly in regard to street and trail connections, certain themes emerged. Most of those interviewed were concerned about the lack of housing for their workers, particularly blue collar workers. Most mentioned moving Boulder Valley Poultry Farm as the one most helpful thing the City could do to help the subcommunity, a theme echoed by area home owners as well. Some suggested better transit service and a completed trail system and some were interested in a child care center for employee children. The need for clearer City development regulations, reducing the parking requirement and allowing some service uses including doctor, lawyer and accounting services were also raised. Many expressed a concern about Syntex and air quality generally. Real Estate and leasing agents were particularly concerned about the lack of choice in the land and building inventory.

Those interviewed included:

- | | |
|--|---------------------------------------|
| 1. Bill Reynolds, W.W. Reynolds Co. | developer and property owner |
| 2. Gary Horton, Western Disposal | developer and property owner |
| 3. Jack Aweida, Westland Co. | developer and property owner |
| 4. Charles Demarest, Kryptonics | business owner, manufacturing |
| 5. Rich McCabe, Core Corp. | residential developer |
| 6. Ken Schneider, Schneider Commercial
K.C Schneider | property owners |
| 7. Bruce Vaughn, Boulder Valley Poultry
B.Wray Vaughn | business and property owners |
| 8. Everett Wiehe, Highland Homes | property owner, residential developer |
| 9. Larry Frey, Flatiron Park Co. | developer and property owner |
| 10. Angela McCormick, Synergen | manager of corporate real estate |
| 11. Steve Money, Four Star | mobile home sales |
| 12. Karl Fettig | property owner |
| 13. Ron Craig, Colorado Group | real estate agent |
| 14. Bob Yaeger, Bannock Corp. | real estate agent |
| 15. Bill Arnold, Eastpark Associates | developer and property owner |

In addition, input was sought from the Boulder Board of Realtor's Community Development Committee, the Boulder Area Commercial Sales and Leasing Agents Group and the Chamber of Commerce's Community Development Committee. Ray Grundy, Airport Manager and Glenn Magee, City Yards architect were also interviewed and tours taken.

EAST BOULDER SUBCOMMUNITY PLAN QUESTIONS

1. HOW WOULD YOU ASSESS THE PRESENT ECONOMIC STATUS OF THE AREA?

2. ARE YOU AWARE OF PROBLEMS THAT THE CITY SHOULD DEAL WITH AS IT PLANS FOR THE AREA?

IMPROVEMENTS OR CLARIFICATIONS TO AREA ZONING

PUBLIC CAPITAL PROJECTS

AESTHETIC IMPROVEMENTS

3. ARE THERE OPPORTUNITIES TO IMPROVE THE AREA THAT SHOULD BE PURSUED?

4. ARE THERE OTHER INDIVIDUALS WHO SHOULD BE INTERVIEWED FOR THEIR INSIGHTS INTO THE AREA?

"Building a Better Community"
Notes from the East Boulder Subcommunity Workshop
January 27, 1993

This is a compilation of the notes recorded by the facilitators of each of four citizen groups at a neighborhood meeting on January 27, 1993. Following the introduction and the presentation of background information, workshop participants met in four groups to discuss their aspirations and concerns for the future of their subcommunity. They were asked to voice the issues they would like addressed in the East Boulder Subcommunity planning project. The notes were recorded on flipcharts for the groups to refer to and then were presented to the full workshop by a member of each group. There were about 35 workshop participants. A steering committee for the project was drawn from those in attendance.

I. Public Amenities

A. Transportation

The noise and appearance of Foothills Parkway was an issue for 3 of the 4 groups. The parkway's lack of landscaping north of Valmont at the edge of the East Boulder neighborhood was compared to the landscaping and berms south of Colorado Ave. All groups were interested in getting better lighting at the intersections along Valmont and at Edison and 47th.

Without exception, there was interest in future trail connections. Each group asked that a trail be re-established from Airport Rd. and Vista Village around Hayden Lake to the Cottonwood Trail. Continuation of the Wonderland Creek trail west under the underpass for the railroad and more trails going to Crossroads and Downtown were also supported.

Connecting the neighborhood with the businesses of East Boulder by bus shuttles was supported.

Street Additions/Improvements:

- *detached sidewalks and landscape medians on Valmont*
- *street lights along Valmont*
- *street lights at intersections of Kings Ridge & Valmont and Airport Rd. & Valmont & Edison & 47th?*
- *drainage improvements a concern*
- *accelerate construction of Pearl Parkway extension*
- *landscape Foothills Parkway (as done south of Colorado Ave.)*
- *trees along Foothills Parkway would add psychological barrier, noise barrier*
- *traffic noise a problem, mitigate noise of Foothills Parkway, 47th and ?*
- *create a neighborhood feeling along streets*
- *wider streets*

Pedestrian and Bicycle System Additions/Improvements:

- *reestablish pedestrian access (old road) to and around south side of Hayden Lake from north of Vista Village(?) to Cottonwood Trail*
- *pedestrian connection from north part of Vista Village to Kings Ridge to paved path*
- *install sidewalk or trail along railroad track at Foothills underpass by 47th St., pave path because gets very muddy*
- *connect trail (Foothills Parkway trail?) to 47th Street at Edison and at Kings Ridge Blvd.*
- *connect Boulder Creek Path to 75th*
- *bike paths/lanes to Downtown, Pearl Street and Crossroads*
- *make trail connections to North Boulder*

Transit:

- *include Foothills Park n' Ride in transit loop*
(- *some support for transit center*)

B. Schools

If the residential neighborhood is to be expanded, many thought planning an elementary school site would be prudent. All students are now bused to a variety of school sites.

- *elementary school, centrally located*
- *site school north of Valmont (not safe to cross Valmont; jail not necessarily a negative)*
- *site school south of Valmont (o.k. because of Valmont underpass)*
- *combine school site with park uses (ballfields, tennis courts, running track, basketball courts, large play areas)*

C. Recreation/Parks

All four groups were excited about more parks and recreational facilities for the area. Hayden Lake is owned by a ditch company and leased to a private fishing club from Louisville. There was interest in exploring a more public use for the lake and its environs.

- *more parks*
- *recreation facilities for kids (like North Boulder Park on 9th St.)*
- *place for dogs, park is over-used for a dog litter box*
- *picnic area*
- *tennis courts*
- *ballfields*
- *create city park at Hayden Lake*
- *consider Airport & Valmont hillock and surrounding area as a park site*
- *re-establish KOA campground at original site or elsewhere*
- *park at Kings Ridge needs to be developed*

D. Library

An interesting idea about library service came from one group. A variation on the traditional capital and person intensive library might be tried that was more computer based. If a neighborhood center (shopping, transit and daycare) was built, computers linked to the library's system and a pick-up and delivery service could make the resources of the library more accessible to East Boulder residents.

- *add library as part of a new community area (like Meadows), which should be pedestrian-, not auto-, oriented on interior*

E. Other Public Services

- *improve mail delivery, boxes*

II. Future Land Use/ Development of Vacant Land and Redevelopable Land

Those attending the workshop were asked to help describe improvements to their neighborhood that they would like to see. The four groups met independently and yet the ideas from each group were remarkably similar. The focus was less on the already developed land and focused instead on the future of the 140 acres or so between Airport Road and San Lazaro Mobile Home Park and the vacant and under-developed land across Valmont from the existing neighborhood.

A. General

- *move out egg farm and junk yard*

B. Residential

- *additional housing north of Valmont*
- *concern about residential density, Martin Acre size desirable*
- *concerns about too much residential -- break up residential areas with parks, open areas, avoid "tunnel" feeling*
- *lower cost housing, modest*

C. Commercial/Retail Services

- *provide services to support residential area*
- *grocery store, restaurants, gas station, others listed in survey*
- *combine with branch library and community center (like Meadows)*
- *doctors/dentists offices, possibly mixed in with residential areas*
- *places to walk to -- coffee shop, bookstores, deli, neighborhood stores*
- *Valmont underpass would provide great pedestrian access to future commercial uses south of Valmont*

- locate services south of Valmont
- consider 55th & Valmont (accessible to 55th St. workers and Gunbarrel commuters, without getting on Valmont) or Airport Rd. & Valmont for shopping, grocery
- access mainly from Pearl Parkway
- use Basemar or North Boulder Center as model, small, neighborhood
- affordable, medium sized stores
- no huge grocery store, Alfalfa's or Ideal size, smallish, neighborhood scaled
- no power center!
- light industrial and office parks acceptable land uses
- eliminate heavy industrial
- need balance between jobs and housing; area has lots of jobs but needs more homes for employees

III. Environmental Concerns

As in other neighborhoods in the City, East Boulder residents are concerned that existing natural areas be preserved. There are two ditches in the area that are designated open space on the Comprehensive Plan and development when it occurs should preserve and enhance them. Wonderland Creek and the pond associated with it are an important natural resource to the area. Several individuals spoke to the need to preserve the natural quality of the landscape near the confluence of South Boulder Creek and Boulder Creek. Air toxicity from Syntex was raised as a concern and an issue that must be addressed for existing as well as future residents.

A. Preservation

- more open space
- don't develop remaining natural areas
- concern about wild areas along creeks, preserve more open space especially along creeks
- continuity of open space is important, more open space corridors
- keep area at confluence of Boulder Creek and South Boulder Creek natural, open
- ditches through subcommunity could be further enhanced as natural habitats
- save hillock at Valmont & Airport for its landform, trees, deer, view to foothills, mountains
- save pond at 47th & Kings Ridge Blvd.
- preserve natural topography, special hills -- Valmont Butte, open land around Hayden Lake

B. Pollution

- concern about Syntex, toxic incineration -- air and water pollution
- given environmental impacts of Syntex and other industrial uses, is this area suitable for further residential development?

IV. Other Issues/Concerns

- *vandalism in residential neighborhoods (cars)*
- *sirens*
- *ban jets at airport, limit twin engine*
- *relocate Bandshell to subcommunity*

DRAFT RECOMMENDATIONS

East Boulder Subcommunity Residential Steering Committee
March 13, 1993

1. Landscape the east side of the Foothills Parkway and alongside of the bike trail. Improve the connections between the neighborhood and the Foothills bike trail.

The Foothills Parkway south of Arapahoe has berming and landscaping or is separated from the abutting residential neighborhood by a creek and the natural landscaping along its bank. North of Arapahoe, there has been no effort to plant trees or provide any sort of screening.

The Steering Committee recommends that a landscape and alternate modes access plan be developed and implemented between Arapahoe and the Longmont Diagonal. Specifically, where the Parkway abuts the residential area north of Valmont, the following ideas should be incorporated:

- Provide wide painted crosswalks across 47th St. at King's Ridge Boulevard and at Edison. Build needed trail links to connect to the Foothills Parkway bike trail. Consider "Y" intersections with the trail as they work better for bicyclists.
- Plant trees and bushes on both sides of 47th St. The Steering Committee favors the informal and natural planting pattern of various pines and willows along the median of King's Ridge Boulevard. The landscaping should be designed to use indigenous or low water plants, provide shade for those walking or biking along the path, soften the appearance of the earth mound that was built for the parkway and possibly provide some noise buffering. The Steering Committee was particularly interested in plants that would attract wildlife and that would not ultimately require a sprinkler system. Some benches, once shade trees are established, could be a nice addition.
- Bus shelters might eventually be appropriate at the intersections of streets and trails from the neighborhood along 47th St. At the present time, neighborhood bus service is limited to Valmont Rd.

2. Study noise mitigation opportunities for Foothills Parkway.

It is not clear what can be done to reduce the noise from the Parkway. The elevation of the road and the concrete paving material combine to impact the neighborhood more than a more sensitive design might. The steep grade on the earth mound may make a noise wall infeasible and effective landscaping impossible. The Steering Committee is requesting that options be explored.

3. Develop the small area of open space adjacent to North Creek subdivision, just south of Hayden Lake dam.

This small area of dedicated open space should be improved. It presently is low lying making it often boggy and it is filled with weeds. Ideas suggested included developing the property for community gardens or improving the site with natural landscaping and adding picnic tables in a few locations. As plans are made they should include a provision for privacy for the homes backing up to the park and for access to the Cottonwood Trail from Vista Village.

4. Build a path connecting Airport Road to the Cottonwood Trail around the south side of Hayden Lake.

There was once an informal public trail around the lake that has now been closed and fenced to prohibit public use. The lake is now leased by the Louisville Rod and Gun Club, although it is owned by Boulder and Lefthand Ditch Co. and holds water from the Boulder and Whiterock Ditch.

The trail is an important connection to the Cottonwood Trail from Vista Village and the users that will work or live east of Airport Road. In some manner a trail access should be made available to the public.

- Reestablish a public trail connecting Airport Rd. with Cottonwood Trail along the south bank of Hayden Lake.
- Explore future public access to the lake and its use as a City park site.

NOTES FROM EBO STEERING COMMITTEE 4/3/93

1. General concern was expressed about housing affordability, particularly as we look to a time when the junk yard and chicken farm are gone. Higher densities may equal affordability. Are there techniques that have worked to maintain affordability in other desirable communities? A request was made that the city's housing plan be provided to steering group members. (in packet)
2. The notion of a neighborhood center was discussed. There was appeal to an idea that would combine some neighborhood scale shopping with public benefits of parkland, transit center, library service and day care. Locations for such a center were at Valmont and Airport Rd., on one of the corners. If it were located south of Valmont, it could be more convenient to the East Boulder workers. A concern about traffic on Valmont and Airport was expressed. Any site plan should seek to minimize traffic and its impact.
3. Approximately 12 acres is needed for an elementary school site. It could function as a park until the School District is ready to build. This park should be designed for active recreation (ball fields, tennis courts) as contrasted to Christensen Park that is more quiet.
4. Open space will be reserved along the ditches and creeks in the area. Can this be combined with a park system for the area? There was interest in locating some regional recreation facilities in the area. Suggested were an outdoor swimming pool or an ice rink. Could there be a connection with the Parks building, tree nursery and maintenance facility at the City Yards? Hayden Lake should be considered for lease by the City.
5. The knoll at Airport and Valmont should be preserved. It was suggested that the land including the knoll west of the future extension of Airport Rd. to the alignment of the future Wonderland Creek would be a good park site/school site.
6. The north side of Valmont should be predominantly residential; the south side could be either an office park or residential. Density is an issue. Some felt that Noble Park is too dense (big houses on little lots) and that clustered attached homes with more open space is a better design alternative. Others suggested that there is good design and bad - that the King's Ridge condos were an example of fine design that added to the neighborhood.
7. A new trail map needs to be developed. Cottonwood Trail and ditch trail needs to be added. More facilities should be provided (drinking fountains, bathrooms, trail head parking) at a few critical locations. Plans should be made to allow for a North Goose Creek trail under Foothills Parkway. Although expensive, this is a critical link. Trails in this developing area should be predominantly hard surface for year round commuting.

Marty Dunne
3313 Sentinel Dr.
Boulder, CO 80301

Amy Greenhut
5000 Butte, #36
Boulder, CO 80301

Jack Estes
4873 Franklin
Boulder, CO 80301

Sam Bryant
4920 Tesla Ct.
Boulder, CO 80301

Everett J. Wiehe
5227 Valmont Rd.
Boulder, CO 80301

Randall Schroth
5000 Butte, #254
Boulder, CO 80301

Joel Simon
4879 Kings Ridge Blvd.
Boulder, CO 80301

Janine Fitzgerald
5505 Valmont, #43
Boulder, CO 80301

Bonnie Crissey
4792 Kings Ridge
Boulder, CO 80301

Richard Oye
4792 Kings Ridge
Boulder, CO 80301

Aziza Scarpelli
5000 Butte #33
Boulder, CO 80301

Colleen Ostlund
3122 Bell Dr.
Boulder, CO 80301

Amy Michaelis
3106 Galileo Ln.
Boulder, CO 80301

subcom\gen\EBldrstring.lbl

EMPLOYMENT DATA

BUSINESSES IN EAST BOULDER

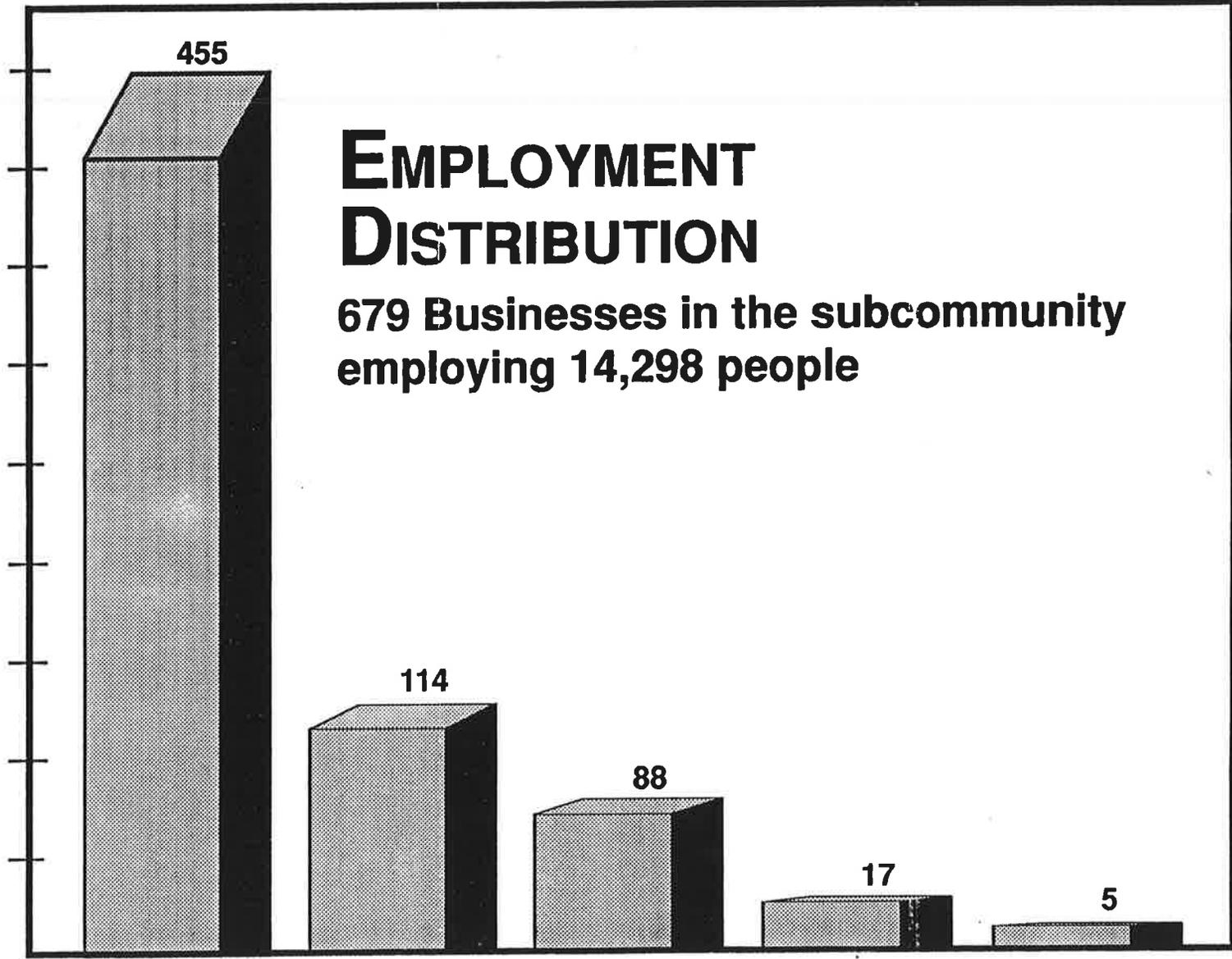
This section of the notebook includes a listing of businesses in East Boulder arranged by general Standard Industrial Classification (S.I.C.) code. The S.I.C. code is the classification system used for federal and state economic statistics on industries. The code is used to allow comparability of economic activity across the country and over time.

This database was supplied by the State Department of Labor. It provides us with detailed S.I.C. information as well as number of employees. It has proven helpful in discussions about the industrial zoning code and will be invaluable when the East Boulder land use map for the area is developed.

While most businesses' complete classification is in 4 digits, for the purposes of understanding the general land use in the area only the first 2 digits ("general industry category) are used in this summary. Where many businesses shared the first 3 digits and occasionally for clarity, 3-digit categories are shown. Where there are three or fewer businesses in a category, categories were combined or it is noted as "too few to list."

As with any database of this size, there is occasionally inaccurate or missing information. The usefulness of the data is in the aggregate, allowing a general picture of employment in the East Boulder Subcommunity. Summaries on the following pages show the breakdown of businesses by number of employees and by the number of businesses found in each S.I.C. category.

Number of Companies



EMPLOYMENT DISTRIBUTION

679 Businesses in the subcommunity
employing 14,298 people

1-10

11-24

25-99

100-299

300+

Number of Employees

1993 East Boulder Subcommunity Plan

SUMMARY OF EAST BOULDER BUSINESSES ARRANGED BY S.I.C. CODE

<u>Type of Business:</u>	<u>Number of Businesses:</u>
<u>01. Agricultural Production Crops</u>	1
<u>02. Agricultural Production - Livestock</u>	1
<u>07. Agricultural Services</u>	3
<u>078. Landscape and Horticultural Services</u>	3
<u>13. Oil and Gas Extraction</u>	2
<u>15. General Building Contractors</u>	13
<u>17. Special Trade Contractors</u>	30
<u>20. Food and Kindred Products - Manufacturing</u>	9
<u>22. Textile Mill Products</u>	2
<u>23. Apparel and Other Textile Products - Manufacturing</u>	5
<u>24. Lumber and Wood Products - Manufacturing</u>	4
<u>25. Furniture and Fixtures - Manufacturing</u>	1
<u>26. Paper and Allied Products - Manufacturing</u>	1
<u>27. Printing and Publishing</u>	25
<u>28. Chemicals and Allied Products - Manufacturing</u>	5
<u>30. Rubber and Miscellaneous Plastic Products</u>	4
<u>32. Stone, Clay and Glass Products</u>	7
<u>34. Fabricated Metal Products</u>	5
<u>35. Industrial Machinery and Equipment</u>	7
<u>357. Computer and Office Equipment</u>	14

<u>359. Industrial Machinery</u>	8
<u>36. Electronic and Other Equipment</u>	17
<u>37. Transportation Equipment</u>	1
<u>38. Instruments and Related Products</u>	17
<u>39. Miscellaneous Manufacturing Industries</u>	14
<u>41. Local and Inter Urban Passenger Transit</u>	10
<u>42. Trucking and Warehousing</u>	6
<u>45. Transportation by Air</u>	5
<u>47. Transportation Services</u>	6
<u>48. Communications</u>	8
<u>49. Electric, Gas and Sanitary Services</u>	3
<u>50. Wholesale Trade - Durable Goods</u>	60
<u>51. Wholesale Trade - NonDurable Goods</u>	23
<u>52. Building Materials and Garden Supplies</u>	5
<u>54. Food Stores</u>	3
<u>55. Automotive Dealers and Service Stations</u>	7
<u>56. Apparel and Accessory Stores - Retail</u>	2
<u>57. Furniture and Home Furnishing Stores - Retail</u>	12
<u>58. Eating and Drinking Places/Caterers</u>	15
<u>59. Miscellaneous Retail</u>	12
<u>60. Depository Institutions</u>	3
<u>61. Non-Depository Institutions</u>	2
<u>62. Security and Commodity Brokers</u>	8

EAST BOULDER BUSINESSES ARRANGED BY S.I.C. CODE

01.02.07. Agricultural Production - Crops,Livestock,Services

LAKE VALLEY SEED INC	5741 ARAPAHOE
BOULDER VALLEY POULTRY FARMS	5325 VALMONT RD
GUNBARREL VETERINARY CLINIC PC	4636 N 55TH ST
BOULDER VALLEY CAT CLINIC PC	2825 WILDERNESS #200
ARAPAHOE ANIMAL HOSPITAL PC	5585 ARAPAHOE

078. Landscape and Horticultural Services

TOO FEW TO LIST

13. Oil and Gas Extraction

TOO FEW TO LIST

15. General Building Contractors

CESSNA ASSOCIATES LTD	7350 BUCKINGHAM RD
M J KRAFT & DUANE A KRAFT	3873 NO 57TH ST
J & B SOUDERS PROPERTIES INC	2550 49TH ST
MARLBOROUGH HOMES LTD	4885 RIVERBEND
D E H COOKE CONST INC	1680 38TH #600
RC PARRISH & CO	4770 PEARL ST
ALPINE SUN INCORPORATED	5741 ARAPAHOE UNIT 3
LOOKOUT MAINTENANCE INC	2825 WILDERNESS PL
WESTLAND DEVELOPMENT SERVICES INC	5311 WESTERN AVE
FAGRE CONSTRUCTION CO	3551 PEARL ST
WALKER CONSTRUCTION MANAGEMENT INC	4700 WALNUT
O CONNOR CONSTRUCTION CORP	1600 38TH ST STE 203
QUINLAN CONSTRUCTION INC	5540 CENTRAL AVE

17. Special Trade Contractors

ALTERNATIVE HEATING SYSTEMS INC	1630 N 63RD ST
BOULDER VALLEY PLUMBING & HEATING	2805 WILDERNESS PL
NEW WAVE ENERGY SYSTEMS	3645 PEARL ST
PRECISION PLUMBING & HEATING INC	2752 47TH ST
BERNIES PLUMBING & HEATING CO	2516 49TH ST
MASTER PLUMBERS INC	2526 49TH ST #3
SAMMONS PLUMBING & HEATING INC	3550 PEARL ST
MARTA MECHANICAL INC	5401 WESTERN AVE #D
BOLD AIR SERVICES INC	3900 WALNUT #3
B&D PLUMBING & HEATING CO INC	2525 FRONTIER AV
ROBINSON MECHANICAL COMPANY	5541 CENTRAL AVE

COMFORT AIR INC
DESIGN MECHANICAL INC
WESTVIEW DECORATING INC
B A R ELECTRIC CO INC
TRIDENT TELEPHONE & ELECTRONIC
ELECTRICIANS INC OF BOULDER
SSP&M INC
ZWART INC (CORP)
QUALITY ACOUSTICS INC
A C T DRYWALL INC
ALS DRYWALL INC
VAN LIER ROOFING INC
BLACK ROOFING INC
WESTERN FOUNDATION INC
BOULDER WATER WELL SVC & SUPPLY INC
VALLEY EXCAVATING INC
CORE CORPORATION
BOULDER CONCRETE SAWING INC
KINETIC SYSTEMS INC

6325 ARAPAHOE
5637 ARAPAHOE
5729 ARAPAHOE
5680 VALMONT RD
4700 STERLING DR
5378 STERLING DR
3640 WALNUT ST
5637-S ARAPAHOE
3554 PEARL ST
5589 ARAPAHOE #102
5589 ARAPAHOE #102
3871 WALNUT
2560 49TH ST
1530 55TH ST
2365 57TH
5125 N 51ST ST
4845 PEARL E CIR #302
2744 47TH ST
5550 AIRPORT BLVD

20. Food and Kindred Products - Manufacturing

G B S PARTNERS INC
EARTHS BEST INC
RICHARD CONVERTITO
AUDREY R MILLER
NATURALLY NUTS INC
BOULDER BEER COMPANY PTRNSHIP
MALCOLM E OLIVER
CELESTIAL SEASONINGS INC
JACK BAUERSACHS EUGENE RAY

3558 PEARL ST
4840 PEARL E CIR #201-E
2500 N 47TH ST #18
6325 ARAPAHOE
1780 55TH SST STE C
2880 WILDERNESS PL
2500 47TH ST #12
1780 55TH ST
5741 ARAPAHOE

22. Textile Mill Products

TOO FEW TO LIST

23. Apparel and Other Textile Products - Manufacturing

FERRELL REED LTD INC
TODD BIBLER
ALPINE MAP COMPANY
ROBERT K HANEY
EARLY MAN IMAGES INC

5571 ARAPAHOE
5441 WESTERN AVE
2400 CENTRAL AVE
2865 WILDERNESS AVE
4860 STERLING DR

24. Lumber and Wood Products - Manufacturing

WESTWOODS
HIGH COUNTRY FURNITURE INC
COUNTERTECH INC
PICTURE WOODS LTD

4747 PEARL L
2525 49TH ST
1680 RANGE
1845 C RANGE

25. Furniture and Fixtures - Manufacturing
TOO FEW TO LIST

26. Paper and Allied Products - Manufacturing
TOO FEW TO LIST

27. Printing and Publishing

BOULDER BUSINESS INFORMATION INC	4885 RIVERBEND #200
INSIDE COMMUNICATIONS INC	1830 NORTH 55TH ST
SOLDIER OF FORTUNE MAGAZINE	5735 ARAPAHOE
TRI PHOENIX PUBLISHING CO	2450 CENTRAL AVENUE
MET CHEM RESEARCH INC	3675 FRONTIER
JOHN MINTER ASSOC INC	2400 CENTRAL AVE B2
WESTVIEW PRESS INC	5500 CENTRAL
MARY E CLARK	2820 WILDERNESS #E
MARK MATTHEWS SIMMONS	5575D ARAPAHOE RD
MURPHYS GRAPHICS & PRINTING INC	2825 WILDERNESS PLACE
BLUE SKY PUBLISHING INC	2820B WILDERNESS PL
HAYES SERVICES INC	2550 49TH ST
RRG ENTERPRISES INC	1840 COMMERCE ST
NIVRAM INC	2825 WILDERNESS #100
MATHIS PRINTING INC	3801 PEARL
DESIGN PRESS INC	1840 N 55TH ST
INTERMOUNTAIN COLOR INC	1840 RANGE
JOHNSON PUBLISHING CO	1880 S 57TH COURT
BEI GRAPHICS	3550 FRONTIER AVE
A PAK PRINTING INC	5763 B ARAPAHOE AVE
ROBERT TELISCHAK	1634 N 63RD
GRITZ RITTER GRAPHICS INC	5595 ARAPAHOE AVE
VERIBEST CHEQUELINK INC	1756 38TH ST
IMAGE SYSTEMS INTL INC	4141 ARAPAHOE AVE #205
UNIVERSAL GRAPHICS INC	1830 N 55TH STREET #A

28. Chemicals and Allied Products - Manufacturing

NAPRO BIOTHERAPEUTICS INC	2885 WILDERNESS PL #B
SYNTEX CHEMICALS INC	2075 N 55TH ST
SYNERGEN INC	5550 AIRPORT RD
READD'S MEDICAL PRODUCTS INC	5766 CENTRAL AVE
SOMATOGENETICS INTERNATIONAL INC	5797 CENTRAL AVE

30. Rubber and Miscellaneous Plastic Products

AGGSON FAMILY INC	2450 CENTRAL AVE #I
THORODIN INC	5541 CENTRAL AVE
CHECKERS INDUSTRIAL PRODUCTS INC	2825 WILDERNESS PL #520
KRYPTONICS SALES COMPANY INC	5660 CENTRAL AVE

32. Stone, Clay and Glass Products

MAYTUM INCORPORATED
SILVER DEER
MIRRYCLE CORPORATION
R H ALLEN COMPANY
COLORADO BRICK CO
BOULDER READY MIX CONCRETE INC
WMI BOULDER INC

2510 N 47TH ST
4824 STERLING DR
6101 BEN PL
3865 WALNUT
6062 VALMONT RD
3180 61 ST
5959 VALMONT RD

34. Fabricated Metal Products

COLORADO SMLS GUTTERS 7 SHMTL INC
DYNAMIC DESIGN & MANUFACTURING INC
KAPP TECH LP
VAPOR TECHNOLOGIES INC
MKS INSTRUMENTS INC

3871 WALNUT
5765 ARAPAHOE UNIT A
2870 WILDERNESS PL
2100 CENTRAL AVE
5330 STERLING DRIVE

35. Industrial Machinery and Equipment

SUNSHINE SYSTEMS
UNIVERSAL TOOL CO INC
SCHACHT SPINDLE CO INC
HERO TECHNOLOGY INC
SURFACE SOLUTIONS INC
BINKS RESEARCH & DEVEL CORP
PRIMAXIS CORP

2820 WILDERNESS #C
2500 CENTRAL AVE
6101 BEN PLACE
5505 CENTRAL AVE
1727 CONESTOGA ST
1791 RANGE ST
5717 ARAPAHOE BLDG 3

357. Computer and Office Equipment

AG SYSTEMS INC
KUBOTA CORPORATION
SAIMAG INC
SEAGATE TECHNOLOGY INC
ENCYNOVA INC
MOUNTAIN OPTTECH INC
BOSCO
INTEGRAL PERIPHERALS INC
EXABYTE CORPORATION
WALLABY SYSTEMS INC
DOTRONIX INC
DIGITAL EQUIPMENT CORPORATION
ARRAY TECHNOLOGY CORP
APPLIED TECHNOLOGY

2830 WILDERNESS #E-F
1685 38TH ST
2450 CENTRAL
4775 WALNUT ST STE B
4858 STERLING DR
4775 WALNUT #A
5700 FLATIRON PKWY
5775 FLATIRON PKWY 100
1685 38TH ST
2540 FRONTIER AVE #109
1950 33RD ST
3360 MITCHELL LANE
4775 WALNUT B
5547 CENTRAL AVE

359. Industrial Machinery

VEGA TOOL COMPANY INC
MARK B KOENIG
B & B INDUSTRIES INC
R J HODGSON & SONS INC

1840 COMMERCE ST
1930 CENTRAL AVE B2
1880 55TH ST
1800 COMMERCE ST 7-S

DIMENSION ENTERPRISES INC
WAYNE MANUFACTURING INC
COLLINS MACHINE & MFG INC
CENTRAL MANUFACTURING SERVICES INC

2300 CENTRAL AVE, #H
1880 S FLATIRON CT #E
5461 WESTERN AVE
2400 CENTRAL AVE #M

36. Electronic and Other Equipment

ETTA INDUSTRIES INC
A D K PRESSURE EQUIPMENT CORP
HEICON RESEARCH CORP
VIDEO ACCESSORY CORP
WAVE FRAME CORPORATION
AVALON ACOUSTICS INC
XEDAR CORPORATION
DESTRON IDI INC
INOVONICS CORPORATION
ACTION TECHNOLOGIES INCORPORATED
ASTRO ENDYNE COMPANY INC
CIRCLE CIRCUITS INC
SAE CIRCUITS COLORADO INC
MELLES GRIOT INC
WESTERN AUTOMATION LABORATORIES INC
OPTI VIDEO CORP
BOULDER AMPLIFIERS INC

4755 WALNUT ST., #B
4735 WALNUT ST
2450 CENTRAL AVE #I
2450 CENTRAL AVE #H
2511 55TH ST
2800 WILDERNESS PLACE
2500 CENTRAL AVE
2545 CENTRAL AVE
2100 CENTRAL AVE
4864 STERLING DR
1770 RANGE ST UNIT A
2528 49TH ST
4840 N 63RD ST
2985 STERLING CT. #3
1700 N 55TH ST
5311 WESTERN AVE
4850 STERLING DR

37. Transportation Equipment

TOO FEW TO LIST

38. Instruments and Related Products

BALL AEROSPACE SYSTEMS GROUP
INTEC INC
DROPLET MEASUREMENT TECHNOLOGIES
VERIS INC
ANATEL INSTRUMENT CORPORATION
ADVANCED PROBING SYSTEMS INC
BIOSTAR INC
SIEVERS INSTRUMENTS INC
GRANVILLE PHILLIPS CO
SCIENTECH INC
ALPINE RESEARCH OPITCS CORP
HYPERFINE INC
MEMORY TECHNOLOGY INC
PARTICLE MEASURING SYSTEMS INC
CARE ELECTRONICS INC
BIO FEEDBACK SYSTEMS INC
ELECTROSCOPE INC

1600 COMMERCE
2500 47TH ST #16
5311 WESTERN AVE #O
2100 CENTRAL AVE #104
2200 CENTRAL AVE #F
2400 CENTRAL AVE, #C
5766 CENTRAL AVE
1930 CENTRAL AVE #C
5675 E ARAPAHOE AV
5649 ARAPAHOE AVE
2810 WILDERNESS PL
4946 N 63RD
4840 PEARL E CIR 201W
1855 SO 57TH COURT
2805 WILDERNESS PL #500
2736 47TH ST
4890 STERLING DR

39. Miscellaneous Manufacturing Industries

ROCKY MOUNTAIN INLAY DESIGN LTD
VIMAR CORP
CHARLES S OGSBURY
JUNGLETALK INC
BOULDER BOARDS
TRUMARK MFG CO INC
AMF HEAD INC
ULTRASTRIDE LIMITED PARTNERSHIP
BILA CORPORATION
KING SIGN INC
FRANK E RIDER
TRACE LITE CORP
KAUFLIN HOLDINGS INC
PEABODY LTD

1840 COMMERCE ST
3675 FRONTIER
5680 VALMONT RD
2516 49TH ST #7
2510 N 47TH ST UNIT L
4760 WALNUT #101
4801 N 63
5735 ARAPAHOE
4747 PEARL ST
4830 PEARL
2840 WILDERNESS PL
2840 WILDERNESS PL
5763 ARAPAHOE #E
5300 STERLING DR.

41. Local and Inter Urban Passenger Transit

REGIONAL TRANSPORTATION DISTRICT
REGIONAL TRANSPORTATION DISTRICT
BCJRW INC
BC EMERGENCY SERVICES MANAGEMENT IN
SPECIAL TRANSPORT FOR BLDG CTY
BC EMERGENCY SVCS MGT INC BCJRW INC
BOULDER YELLOW CAB INC
LYNX CORPORATION
ROADWAY EXPRESS INC
BAILEYS MOVING & STORAGE OF CO INC

1707 EXPOSITION DR
1707 EXPOSITION DR
3800 PEARL ST
3800 PEARL ST
4880 PEARL ST
3800 PEARL ST
2907 55TH ST
5575 ARAPAHOE AVE
4990 PEARL ST
1995 NORTH 57 COURT

42. Trucking and Warehousing

CITY MOVING & STORAGE INC
TIMOTHY STEVENS SUSAN STEVENS
UNITED PARCEL SERVICE INC
JOHN M BOONE JR
WESTERN DISPOSAL SERVICES
KELLY STORAGE MANAGEMENT INC

3625 WALNUT
5505 VALMONT #32
3795 FRONTIER ST
4775 STERLING DR
5880 VALMONT ROAD
5815 ARAPAHOE AVE

45. Transportation by Air

FEDERAL EXPRESS CORPORATION
ROBERT D BRUNGARD
WESTERN AIR OF BOULDER INC
PHOENIX AVIATION INC
AIRBORNE FREIGHT CORP

2205 CENTRAL AVENUE
3300 AIRPORT RD, BLDG 4
3100 AIRPORT RD BOX A
3300 AIRPORT RD BLDG H
2825 WILDERNESS PL, STE 1200

47. Transportation Services

BERNARD F BROWN & JOYCE P BROWN

1600 38TH ST, SUITE 102

TAYLOR CASSLING LTD
IVI TRAVEL INC
TRAVEL BONUS INC
RAIL EUROPE INC
TRANSPORTATION & CRATING SERV INC

4880 RIVERBEND RD
1600 COMMERCE, BLDG ADO
2995 CENTERGREEN CT, S #E
2100 CENTRAL AVE, STE 200
5735 ARAPAHOE BLDG 2C

48. Communications

U S WEST COMMUNICATIONS INC
U S WEST COMMUNICATIONS INC
AMERICAN TELEPHONE & TELEGRAPH CO
U S WEST COMMUNICATIONS INC
U S WEST COMMUNICATIONS INC
COMTEL COMPUTER CORPORATION
VITEL INTERNATIONAL INC
KBCO

4900 N 63RD
1860 S FLATIRON CT
5600 N 63RD
1900 N 57TH CT
1855 S FLATIRON CT
5749 ARAPAHOE RD
4828 STERLING DR
4801 RIVER BEND RD.

49. Electric, Gas and Sanitary Services

TOO FEW TO LIST

1740 38TH ST

50. Wholesale Trade - Durable Goods

PANELTEC CORP
PEARL ST AUTO SALVAGE INC
D C AUTO PARTS
RICHARD HELGOTH & DOUGLAS HELGOTH
DREVER COMMERCIAL OFFICE
BOULDER DOOR & MILLWORK INC
INTERMOUNTAIN BRICK CO
HARDING GLASS INDUSTRIES
M A P SYSTEMS
WEATHER INFORMATION TECHNOLOGIES IN
MILE HIGH COMPUTER INC
HAWKEYE IMAGE SYSTEMS INC
XSYS CORP
KILA SYSTEMS
RYBS ELECTRONICS
SUNTRONICS ENGINEERING INC
TECNICAL COMPUTER SERVICES INC
OKY TECHNOLOGY GROUP INC
AMERICAN INTERNATIONAL COMM CORP
SORICON CORPORATION
INFONOW CORPORATION
INFORMATION & GRAPHICS SYSTEMS INC
KENTEK INFORMATION SYSTEMS INC
BOULDER APPLICATION SYSTEMS INC
PRODUCTS GROUP INTERNATIONAL INC
MOONFLOWER BIRTHING SUPPLY LTD

2907 55TH ST, UNIT 9
4790 PEARL ST
6095 VALMONT
4942 VALMONT RD
3655 FRONTIER AVE
6655 ARAPAHOE
6032 VALMONT RD
5775 ARAPAHOE
1800 38TH ST
3300 MITCHELL LN STE 320
4700 STERLING DRIVE
2400 CENTRAL AVE SUITE A
2805 WILDERNESS PL
2400 CENTRAL AVE STE P1
2590 CENTRAL AVE
2825 WILDERNESS PL STE 600
2400 CENTRAL AVE #H
2981 STERLING CT
4760 WALNUT
4725 WALNUT ST
4725 WALNUT ST
4720 WALNUT ST SUITE 101
2945 WILDERNESS PLACE
5595 ARAPAHOE AVE #G
2805 WILDERNESS PL #900
2810 WILDERNESS PL #D

BIO CARE MEDICAL INC
MSR WEST INC
THERAPEUTIC TRENDS
NUCLEAR CARDIOLOGY SYSTEM INC
LEXICOR MEDICAL TECHNOLOGY INC
WESTERN PIPE SUPPLY CO
INDICATOR CONTROLS CORPORATION
SGS THOMSON MICROELECTRONICS
COLOTEX ELECTRIC SUPPLY CO
ELECTRONICS LINE USA INC
ELECTRO SCIENTIFIC INDUSTRIES
CADENCE SALES INC
ELECTRONICS BROKERS INC
R G ENTERPRISES INC
TELEVISIO CORPORATION
JB SAUNDERS CO
RADISH COMMUNICATIONS SYSTEMS INC
MARCO ELECTRONICS INTERNATIONAL INC
SPECTRALINK CORPORATION
FOX SUPPLY COMPANY INC
BOULDER WINNELSON CO
ENERGY SPECIALTIES CORPORATION INC
GENERAL AIR SERVICE & SUPPLY CO
ZALK STEAM CLEANING INC
VACUUM INCORPORATED
COUSIN USA INC
SKI AREA SUPPLIES INC
MTN SPRTS PRODUCTS
VAUDE
WILDWASSER SPORT USA INC
ROCKY MOUNTAIN SPORTS INC
RICHARD CENDALI ENTERPRISES
SUGARLOAK CREATIONS INC
ECO CYCLE INC

3640 WALNUT ST STE A
2820 WILDERNESS PL #A
4895 RIVERBEND RD SUITE D
5785 ARAPAHOE STE D
5589 ARAPAHOE
5700 VALMONT RD
4860 RIVERBEND RD
1898 S FLATIRON COURT
2885 WILDERNESS PL
4700 STERLING DR.
1727 CONESTOGA CT
4890 RIVERBEND RD
2758 47TH ST
1898 S FLATIRON CT SUITE 1-B
2400 CENTRAL AVE STE L
4700 STERLING DR
5541 CENTRAL AVE
4888 PEARL EAST CIR SUITE 110
1650 38TH ST STE 202E
3620 E WALNUT
3777 PEARL ST
5300 STERLING DR
3750 WALNUT STREET
2746 47TH ST
5541 CENTRAL AVE SUITE 201
5311 WESTERN AVE #D
1630 N 63RD ST #1
4880 RIVERBEND RD
5311 WESTERN AVE #D
1800 COMMERCE
1898 FLATIRONS CT
5721 ARAPAHOE AVE #1A
4870 STERLING DR
5030 PEARL

51. Wholesale Trade - NonDurable Goods

JAMES GRITZ ROBERT TRUEMPER
BRENTON BUSINESS FORMS
PREFERRED PAPER PRODUCTS INC
MOUNTAIN OCEAN
DAVE NIELSEN LTD
SPYDER ACTIVE SPORTS INC
SCREEN PRINTS
DAWG INCORPORATED
PREMIER SPORTS GROUP INC
BOULDER APPAREL CORP

5595 ARAPAHOE RD
5763B ARAPAHOE RD
5660 VALMONT RD UNIT B
5150 VALMONT RD
1880 S FLATIRON CT #G
3600 PEARL ST
2510 N 47TH
5763 ARAPAHOE BLDG D
4755 WALNUT ST STE D
4755 WALNUT ST STE D

PEARL IZUMI
DAWG INCORPORATED
ROBINSON DAIRY INC
ROBERT KISER
LAKSHMI INC
ECONALYTIC SYSTEMS INC
MC BAX LTD
TECHNICAL PAGES INC
RUBY SLIPPERS INC
J & M MARKETING INC
E T C INC
CASECO INC
UNIQUE BOUTIQUE LTD

2300 CENTRAL AVE UNIT G
5763 ARAPAHOE BLDG D
3695 FRONTIER AVE
5741 ARAPAHOE
3640 WALNUT ST UNIT B
2995 WILDERNESS PL
3501 PEARL ST
1800 COMMERCE ST
2450 CENTRAL J2
1880 FLATIRON CT
1840 COMMERCE ST
5575 ARAPAHOE #5
5495 ARAPAHOE SUITE 201

52. Building Materials and Garden Supplies

CLARK ALUMINUM PRODUCTS INC
INNOVATIVE OPENINGS INC
BOULDER LUMBER CO
SLADE GLASS CO
WESTERN FIELD SERVICE INC

4770 PEARL ST
4700 PEARL ST
2990 STERLING CT
1770 38TH ST
5035 N 51ST ST

54. Food Stores

TOO FEW TO LIST

55. Automotive Dealers and Service Stations

STAMMLER PORSCHE AUDI INC
MCCADDON OLDSMOBILE CADD INC
FISHER CHEVROLET INC
FLATIORN ACURA COMPANY
JAMES W MCCANN
JOHNS 4 X 4 CENTER INC
ASPEN RV INC

1799 EXPOSITION DR
2460 48TH
6025 ARAPAHOE
5995 ARAPAHOE AVE
4944 PEARL ST
1740 38TH ST
2907 N 55TH SST

56. Apparel and Accessory Stores - Retail

TOO FEW TO LIST

57. Furniture and Home Furnishing Stores - Retail

DOVETAIL WOODWORKS
WEDGEWOOD LTD
THURSTON INC OF DENVER
AFFORDABLE INTERIORS INC
STAR FLOORING INC
ARAPAHOE SECURITY SYSTEMS INC
CLASSIC AUTO SOUND INC
DENTON GROUP INC
MAC & MORE INC

2756 47TH ST
1680 RANGE
5785 ARAPAHOE ST
4850 VALMONT
3631 PEARL ST
1680 38TH ST #400
2480 49TH ST UNIT F
5547 CENTRAL AVE
4730 WALNUT ST 105

CONNECTING POINT OF BOULDER
DATA STORAGE MARKETING INC
CDB SYSTEMS INC

1685 38TH ST
5718 CENTRAL AVE
5735 ARAPAHOE #F

58. Eating and Drinking Places/Caterers

CULINARY HEARTS INC
SIMPLY DELIGHTFUL INC
DIANE BINDER
DS VENTURES LTD
G L M L CORP
NOR MAR INC
CAFE CENTRAL
RICHARD J KLUDING
HYATT INC
INN HOUSE FOOD SERVICES TWO CORP
PEARLS INCORPORATED
JOSE BOULDER RESTAURANT INC
WORD OF MOUTH CATERING
WALDERMAR SANDRA PAUL
BOULDERS DINNER THEATRE LTD

2825 WILDERNESS PL #800
2825 WILDERNESS PL
5565 N 51ST ST
1630 NORTH 63RD ST UNIT 10
4700 PEARL #4
4865 STERLING DR
2100 CENTRAL AVE
2510 47TH ST., UNIT A
1685 W 38TH ST
1600 CONESTOGA
4800 RIVERBEND ROAD
1600 38TH ST
5741 ARAPAHOE RD STE B
5741 ARAPAHOE RD #C
5501 ARAPAHOE

59. Miscellaneous Retail

IN LINE SKATE ACCESSORIES
FNF INC
EXCEL SPORTS INTERNATIONAL
WHITE SWAN MUSIC INC
CELLULAR SOLUTIONS INC
DEEPTA RAJNEESH MEDITATION CTR INC
BOULDER BRASS WORKS INC
JAMES C MORRIS
BOLIND INCORPORATED
ESPRESSO COFFEE INC
BOULDER VALLEY DAIRY SERVICE
DOUG BODE & JEANNE BODE

1800 COMMERCE
1630 N 63RD ST UNIT 1
1855 38TH ST
2840D WILDERNESS PL
2830 WILDERNESS PL UNIT C
2840 WILDERNESS PL STE D
5421 WESTERN AV
5660 VALMONT RD

3300 AIRPORT
3695 FRONTIER
6655 ARAPAHOE

60. Depository Institutions

TOO FEW TO LIST

61. Non-Depository Institutions

TOO FEW TO LIST

62. Security and Commodity Brokers

JOHN F TRUHLAR
RCM GOVERNMENT SECURITIES INC
FINANCIAL PLANNING IMPLEMENTATION

4875 PEARL E CIR STE 103
1650 38TH ST STE 204 W
2995 CENTER GREEN CTS

WADDELL & REED INC
IPX INC
LAURIE Z HYLAND CFP
LINDA A WALKER
PREMIER PLANNING ASSOC INC

5505 ARAPAHOE AVE
5717 ARAPAHOE BLDG 3
2995 CENTER GREEN CT, S
4730 WALNUT STE 208
4730 WALNUT ST SUITE 208

63. Insurance Carriers
TOO FEW TO LIST

64. Insurance Agents, Brokers, Service
HOLTGREWE BAKER & COMPANY
BRAD R KEYSER
HILLEL SEGAL INC
HAMILTON SHEPHERD INC
JIM NEHER INSURANCE AGENCY INC
D & M ENTERPRISES INC
AMERICAN PLAN SERVICES INC

1650 38TH ST STE 101
1600 38TH ST STE 101
4800 RIVERBEND RD
4909 PEARL EAST CIR #102
4885 RIVERBEND RD
4895 RIVERBEND RD SUITE A
3300 MITCHELL LN STE 270

65. Real Estate
E A AHLSTRAND L J DELLA CAVA
EASTPARK ASSOCIATES
T & G STEWART
GIBBONS WHITE INC
BOARDWALK REALTY INC
ROBERT LARSON LARRY SALITERMAN BRUC
BOULDER VIS VILL MOB HO PK LTD
REALTY GROUP PROFESSIONALS INC
HOPE T FIRKINS DUNCAN
GIBB MARSDEN & CO
J S S B INC
COLORADO MANAGEMENT GROUP
WESTLAND REALTY & DEVELOP CO
MOORE AND COMPANY
APPRAISAL SERVICES-REALESTATE INC
WELLFLEET ASSOCIATES INC
MARIGOT CORPORATION

2510 N 47TH ST
1600 38TH ST #201
2400 CENTRAL AVE
4730 WALNUT STE 206
1800 38TH ST #202
5505 VALMONT RD
5000 BUTTE ST
4890 RIVERBEND RD
4875 PEARL E CIR
4880 RIVERBEND RD
2900 CENTER GREEN CT
4700 WALNUT
5311 WESTERN AVE
4785 PEARL E CIR 100
4801 RIVERBEND RD
5717 ARAPAHOE AVE
1680 38TH ST STE 700

67. Holding and Other Investment Offices
TOO FEW TO LIST

72. Personal Services
TOO FEW TO LIST

73. Business Services
MARKETWISE INC
JAMES V DONAHUE

1650 38TH ST STE 205W
4890 RIVERBEND RD

RODNEY L MORPHEN
NEODATA SERVICES INC
NEODATA MAILING SERVICES INC
NEODATA SERVICES INC
KINKO'S--ACCOUNTS REC DEPT (CORP)
K GRAPHICS INC
JAMES COLT
PHOTO WORKS INC
GREGORY D VOLAN
COMPUTER GRAPHICS SERVICES CORP
SUSAN GRITZ
KATHRINE J TOWNES
KATHLEEN COLLIER & MATTHEW COLLIER
WILLIAM J OLEARY
MONITOR MAINTENANCE CORP
SYNTEX CHEMICALS INC
PROOF OF THE DUST
RICK L JOHNSON
RENTAL CITY INC
MEDICAL EXPRESS INCORPORATED

2300 CENTRAL AVE
1665 EXPOSITION DR
3300 WALNUT
6185 ARAPAHOE
4810 RIVER BEND ROAD #200
4810 RIVERBEND RD, #200
2525 FRONTIER AV
2450 CENTRAL AVE #G
1800 38TH ST
2945 CENTER GREEN CT SO #H
5589 ARAPAHOE UNIT 106
4895 RIVERBEND RD STE D
1880 55TH ST
2510 47TH ST #205
1800 COMMERCE
2075 N 55TH ST
3641 E PEARL ST
5673 ARAPAHOE #O
5401 PEARL PKWY
1650 38TH ST

737. Computer and Data Processing Services

MAGNA SOFTWARE INC
WIZARDS COMPUTER CONSULTING GROUP
GOLD SYSTEMS INC
INTERACTIVE SYSTEMS
COMTRIX SYSTEMS INC
SYSTEMS & EDUCATION INC
POSEIDON SYSTEMS INC
COLORADO TECH DESIGNS INC
CENTERA INFORMATION SYSTEMS INC
PIXSYS INC
LIGHTING TECHNOLOGIES INC
MICRO ANALYSIS & DESIGN INC
INTERACTIVE SYSTEMS
DATAWARE TECHNOLOGIES INC
NEOCAD INC
DECATHLON DATA SYSTEMS INC
SOPHCO INC
INFORMATION ASSOCIATES
ROCKY MOUNTAIN RETAIL SYSTEMS INC
CROGHAN & ASSOCIATES INC
HITACHI SOFTWARE ENGINEERING AMERIC
CORAL SYSTEMS INC

1727 CONESTOGA ST
4860 RIVERBEND RD STE 1
4880 RIVERBEND RD
4900 PEARL E CIRCLE
4760 WALNUT #102
4775 D WALNUT
1898 FLATIRON CT
4755 WALNUT
4865 STERLING DR
1727 CONESTOGA ST STE 215
2540 FRONTIER SUITE 107
3300 MITCHELL LN STE
4900 PEARL EAST CIR
5775 FLATIRON PKWY STE 220
2585 CENTRAL AVE
5757 CENTRAL AVE
4730 WALNUT STE 105
4780 PEARL E CIRCLE STE 1100
2400 CENTRAL AVE STE B1
4909 PEARL E CIR STE 301
4720 WALNUT ST
1727 CONESTOGA ST

WILD HARE COMPUTER SYS INC
INFORMATION ACCESS SYS DEBT POSS
OBJECTIVES INC
KEYMARK ENTERPRISES INC
IHS REGULATORY PRODUCTS INC
SMALL SYSTEM DESIGN INC
EARTHINFO INC
GREEN MOUNTAIN GEOPHYSICS INC
BUSINESS SOFTWARE CORP
MICRO DECISIONWARE INC
NETWISE INC
CAD POTENTIAL INC
PROTOGENIC INC
TURN KEY SOLUTIONS INC
WESTERN STATES PHARMACY
VEXCEL CORPORATION
SPATIAL TECHNOLOGY INC
CLINICOM INCORPORATED
SYSTEMS CONCEPTS OF COLORADO INC
DATA PREP SERVICES INC
ELECTRONIC DATA SYSTEMS CORPORATION
JAIME M & RODNEY L MORPHEW
PS COMPUTER GRAPHICS & DESIGN INC
INTERNATIONAL LANGUAGE ENGR CORP
COMPUTER SERVICES CORP
TELESHARE INTERNATIONAL USA
MICRO COMPUTER TECH INC
SOLUTION TECHNOLOGIES INC
N B I INC
PAR MICROSYSTEMS CORP
EMBEDDED SYSTEMS INC
COMPUTER AID OF COLORADO INC
QUALITY DATA SYSTEMS
BORIS SYSTEMS INC
GNUCO TECHNOLOGY CORPORATION

2820 WILDERNESS PL
4725 WALNUT ST
4760 WALNUT ST STE 200
2905 WILDERNESS PL
4909 PEARL E CIR #104
2540 FRONTIER AVE
5541 CENTRAL AVE
1800 38TH ST SUITE 100
1777 CONESTOGA ST #100
2995 WILDERNESS PL STE 208
2477 55TH ST
2820 WILDERNESS PL SUITE D
2820 WILDERNESS PL STE D
2525 FRONTIER AVE #200
5766 CENTRAL AV
2477 55TH STE 201
2425 55TH ST BLDG A
4720 WALNUT #106
5710 FLATIRON PKWY
4890 RIVERBEND RD STE B4
1665 EXPOSITION DR
2300 CENTRAL AVE STE E
4730 WALNUT ST STE 101
4875 PEARL E CIR #200
2820 WILDERNESS UNIT G
1630 N 63RD ST STE 7
2805 WILDERNESS PL STE 400
2820 WILDERNESS PL
3375 MITCHELL LN
5757 CENTRAL AVE
2400 CENTRAL AVE STE B1
1898 S FLATIRON CT #203
2450 CENTRAL AVE STE B2
4885 RIVERBEND RD
4840 PEARL E CIRCLE 301E

738. Miscellaneous Business Systems

CENTRAL INVESTIGATION SECURITY INC
AMARANTH INC
TRAVELINE CAREER GROUP
PARS
WOODARD RACING GRAPHICS LTD
ESPRIT MARKETING INC
BOULDER TECHNOLOGY INCUBATOR
RAINBOW SIGNS INC

5000 BUTTE #292
2540 FRONTIER AVE
1800 COMMERCE ST STE A NORTH
5775 FLATIRON PKWAY STE 200
5311 WESTERN AVE
4730 WALNUT STE 206
1727 CONESTAGA CT
1800 COMMERCE ST

MAJESTIC IMPRINTS INC
AQUEOUS SOLUTION INC
CHESTER ENVIRONMENTAL GROUP INC
RETRIEVERS CORPORATION
ROCKY MOUNTAIN TRANSLATORS INC
CONSUMER HEALTH SERVICES INC

2825 WILDERNESS PL #1000
2500 N 47TH #A1
2450 CENTRAL AVE STE 1
2450 CENTRAL AVE STE K
5757 CENTRAL AVE, STE G
5720 FLATIRON PKWY

75. Auto Repair, Services, Rental and Parking

STETRA INC
ENTERPRISE LEASING #1210
ARIZONA STORAGE RENTAL
REINVESTMENT INC
SHADE TREE RENTAL INC
LINDA L BUNCE
INDEPENDENT CAR REPAIR
BOULDER AUTO INTERIORS
NIETO CORP
CAR WORKS AUTO BODY II INC
BOULDER BUMP SHOP INC
COLORADO COACH AUTO BODY INC
PERRYS BOULDER AUTO BODY INC
JAMES E STRANBERG
TATH CORPORATION
RONALD D POWERS
MARVIN J HEEMEYER
LOFGLASS BOULDER
GLASS TEK INDUSTRIES CORP
STEPHEN D PATRICK
RONALD IBSEN
NAM D NGUYEN TOAN KHANH
BIMMER WERKS INC
STEPHEN H LARGENT
MOUNTAIN MACHINE SPECIALTIES INC
DR JOHNS CAR CARE INC
SLIP STREAM INC
OVERLAND TRUCK REPAIR INC
LARRYS AUTOMOBILE SERVICE CENTER
ALPHA-OMEGA IMPORT MOTOR SERVICE IN
28TH STREET GARAGE INC
HAGLIN AUTOMOTIVE
FIRST NATIONAL GARAGE INC
SWEDISH MOTORS INC
BOULDER WAGEN WORKS INC
ROYS AUTOMOTIVE
IMPORT SPECIALISTS INC
PLANTS AUTO SERVICE INC

2960 CENTER GREEN CT
2480 49TH UNIT E
2300 CENTRAL AVE STE L
2560 49TH STREET
5751 ARAPAHOE
1634 N 63RD ST
2480 49TH ST
4770 PEARL ST., SUITE F
4700 PEARL STREET
2500 N 47TH
2480 49TH STREET
4850 VALMONT RD
1900 55TH ST
6655 ARAPAHOE AVE UNIT D
6519 ARAPAHOE RD
6519 ARAPAHOE AVE
4790 PEARL ST
5454 CONESTOGA CT
6655 ARAPAHOE
1880 55TH ST #2
5755 ARAPAHOE
2907 55TH ST UNIT 5
2516 49TH ST
1840 COMMERCE ST
4770 PEARL ST #D
5470 CONESTOGA
4770 STERLING DR
2710 M 47TH STREET
1750 38TH ST
3445 WALNUT STREET
4730 PEARL STREET
1880 55TH ST
4734 PEARL ST
2500 N 47TH ST #6
3900 WALNUT ST
4898 PEARL ST
6519 ARAPAHOE AVE STE A
6519 ARAPAHOE #6

THE WORKS
CINCOR INC
DC AUTO ELECTRICS LTD
QUALITY RADIATOR SERVICE INC
ALTERNATIVE ENTERPRISES INC
GEORGE KELLY JR
DJ TOWING INC
JIM SUPINO
GARY R GOLDBERMAN
MARVS TOWING SERVICE INC
SUN EASE WINDOW TINTING CO
AMERICAN TOWING CORP

6519 ARAPAHOE #6
2516 49TH ST #1
2500 N 47TH ST 2 & 3
2500 N 47TH ST SAPCE 2
6519 ARAPAHOE #2
3795 FRONTIER ST
5470 CONESTAGO CT
5000 BUTTE #192
4700 PEARL ST #3
4790 PEARL ST
2510 N 47TH ST
4870 PEARL

76. Miscellaneous Repair Service

MOTOROLA INCORPORATED
ADAM ZECCA JR
DAVID BARTLETT
FREDERICK A HERMSEN
BROWN'S WELDING INC
BOULDER ELECTRIC MOTOR CO
VISUAL COMMUNICATIONS GROUP INC
ALARION PRESS INC
MAXWELL MULTI MEDIA LTD

4760 WALNUT ST #104
2742 47TH ST
2555 49TH ST
2510 N 47TH STREET
2754 47TH ST.
3867 WALNUT
3300 MITCHELL LN #393
2810 WILDERNESS PLACE
4820 RIVERBEND RD #200

79. Amusement and Recreation Services

NATIONAL FASTPITCH ASSOCIATION INC
COLORADO COIN CO LTD PARTNERSHIP
THE CLOUD BASE INC
BOULDER OUTDOOR CENTER INC
SOMBRERO RANCHES INC
INTERNATIONAL ROPE SKIPPING ORGANIZ

4845 PEARL CIR #302
2840 WILDERNESS PL
BOULDER MUNICIPAL AIRPORT
2510 N 47TH ST
3100 AIRPORT RD
5721 ARAPAHOE AVE 1A

80. Health Services

WAYNE F PHILLIPS
A J BALKINS M D PROF CORP
J DAVID BOYD M D P C
JAMES F MARQUARDT M D P C
COHBI PHYSICIANS PC
JOHN R WILSON
COMPREHENSIVE OCCUP HEALTH BUS & IN

1650 38TH ST #105W
3853 57TH ST
1650 38TH ST
1650 38TH ST STE 203 W
5440 CONESTOGA CT
5975 VALMONT SUITE 230
5440 CONESTOGA CT

81. Legal Services

TOO FEW TO LIST

82. Educational Services

M.I.T. PRACTICE SCHOOL

SYNTEX CHEMICALS, INC.

RUTHERFORD GROUP INTERNATIONAL INC
FAMILY PARTNERSHIP
DAKOTA RIDGE AVIATION INC
QUANTUM EDUCATION DISCOVERS INC
FLATIRONS AVIATION CORP

1630 N 63RD ST
1600 38TH STE 103
3300 AIRPORT RD
2511 55TH ST
3100 AIRPORT RD

83. Social Services
TOO FEW TO LIST

84. Membership Organizations
AMERICAN SOLAR ENERGY SOCIETY
BOULDER AREA BOARD OF REALTORS INC
CAUSE
BOULDER COUNTY HUMANE SOCIETY

2400 CENTRAL AVE
4885 RIVERBEND RD
4840 PEARL EAST CIRCLE 302 E
2323 55TH ST

87. Engineering, Design and Management Services
PWB CONCEPTS INC
NEWTON ASSOCIATES INC
KEYMARK ENGINEERING INC
INDIAN PEAKS COMMUNICATION INC
KAWAMURA DESIGN INCORP
SAMSON DESIGN ASSOCIATES INC
ASSOCIATED PRODUCT DESIGN INC
LAMB ASSOCIATES INC
HERTRICH DEVELOPMENT INC
HERTRICH TECHNOLOGY INTERNATIONAL
APEX SYSTEMS INC
LOVE & ASSOCIATES INC
AZTEK ENGINEERING INC
DREXEL BARRELL AND CO
COLORADO DIGITAL LABS INC
CRAIG A MARTIN
NICOL & HOF LAND ASSOCIATES INC
FLETEMEYER & LEE ASSOCIATES INC
ARCHITECTURAL ENERGY CORPORATION
CRAIG A MARTIN
MCCABE & ASSOCIATES PC
LORRAINE S LEENIG
RANDALL L KRYSZAK CPA PC
RICHARD M BEDELL CPA PC
RUSSELL J LOWES
HULET WATSON & ASSOCIATES PC
GILLAN PERRY & HABERKORN PC
HAYWARD & SOBER PC
DON DAVIES & ASSOCIATES INC
R H RHODE B W TITCHENAL ETAL

2525 FRONTIER AVE
4880 RIVERBEND RD
2905 WILDERNESS PL
4840 RIVERBEND RD STE 4
2900 CENTER GREEN CT S
4730 E WALNUT #201
3300 AIRPORT RD BLDG J UNIT B
4888 PEARL E CIRCLE STE 103
4700 STERLING DR UNIT H
4700 STERLING DR
2400 CENTRAL AVE STE A
2995 CENTERGREEN CT SO
2477 55TH ST STE 202
4840 PEARL EAST CIR #114
4141 ARAPAHOE STE 105
5575 ARAPAHOE
4730 WALNUT ST SUITE 210
3340 MITCHELL LANE
2540 FRONTIER AVE, STE 201
5575 ARAPAHOE
4840 RIVERBEND RD
1715 38TH STE 101
4890 RIVERBEND RD
4890 RIVERBEND RD
4860 RIVERBEND RD STE 1
2955 VALMONT #210
4890 RIVERBEND RD
1800 38TH ST #202
4800 RIVERBEND RD
1690 38TH STREET

873. Commercial Physical Research

COHERENT TECHNOLOGIES INC
DISPLAY TECH INC
ROHM RESEARCH CORPORATION
DISPLAY LABS INC
R A COM SYSTEMS INC
BOLDER BATTERY INC
LARREN CORP
DDX INC
JOHN MARSHALL III
ARDEN L BUCK
ORBITAL SCIENCES CORPORATION
SYQUEST TECHNOLOGY
NIWOT NETWORKS INC
ACOUSTIC MARKETING RESEARCH INC
INSIGHT RESEARCH INC
ROCKSHOX INC
RADIOPHYSICS INCORPORATED
SOCIAL SCIENCE EDUCATION CONSO
COMPOSITE TECHNOLOGY DEVELOPMENT IN
SPEC INC OF COLORADO
MATERIALS RESEARCH & ENGINEERING IN
DALE C WINGELETH PH D INC
RADON DETECTION SYSTEMS INC

3300 MITCHELL LANE
2200 CENTRAL AVE
2450 CENTRAL AVE STE C
2540 FRONTIER #109
4840 PEARL CIR STE 301E
1727 CONESTOGA ST
2300 CENTRAL AVE
1898 S FLATIRON CT
1727 CONESTOGA ST
5311 WESTERN
3380 MITCHELL LN SUITE 100
5700 FLATIRON PKWY
5595 ARAPAHOE STE G
2805 WILDERNESS PL #900
2450 CENTRAL AVE STE P4
2450 CENTRAL AVE B1
5475 WESTERN AVE
3300 MITCHELL LN STE 240
2400 CENTRAL AVE SUITE H
5311 WESTERN AAVE
4820 N 63RD ST #102
5401 WESTERN AVE
2450 CENTRAL AVE A-1

874. Management and Public Relations

FINANCIAL PLANNING & MANAGEMENT INC
CHURCH FUND RAISING SERVICES INC
LACY GLOBAL BUSINESS INC
COLORADO VENTURE MANAGEMENT INC
UNITED STATES POLLUTION CONTROL INC
LINDA J WEBBER
ENVIRONMENTAL ACOUSTICAL RESEARCH I
S M STOLLER CORPORATION
JO RAK ENTERPRISES INC
T R BARON & ASSOC INC
G T INC
HOLZMAN TECHNOLOGY CORPORATION
PLUSH MANAGEMENT CORP
COMPUTATIONAL GEOLOGY INC
COLORADO SPORTS ADVISORS INC
HATFIELD ASSOCIATES INC

2995 CENTER GREEN CT SO
4869 DARWIN CT
1650 38TH ST STE 205W
2995 WILDERNESS PL, SUITE 103
5665 FLATIRON PARKWAY
5375 WESTERN AVE STE E
2820 WILDERNESS PL
4888 PEARL E CIR STE 300E
4909 PEARL E CIR #101
2885 WILDERNESS PL
2450 CENTRAL AVE
2500 CENTRAL AVE
2840 WILDERNESS PLACE
1727 CONESTOGA ST
1711 38TH ST
4840 RIVERBEND RD SUITE 4

89. Services, Not Elsewhere Classified

TOO FEW TO LIST

ENVIRONMENT

MEMORANDUM

March 6, 1993

TO: Susan Osborne
FROM: Mark Gershman
SUBJECT: East Boulder Subcommunity, Environmental Resources

The intent of this memo is to describe the character of the landscape in the East Boulder subcommunity. This characterization is intended to describe the natural features of the area including: geology, soils, vegetation, and wildlife. Special sites, such as wetlands, ditches, natural drainages and areas which have been evaluated as wildlife habitat are also described.

Geology and Soils

The east Boulder subcommunity, and all of Boulder east of the Dakota ridge lies within a large trough extending north of Denver along the base of the foothills. This area, often referred to as the Denver Basin is characterized by a series of broad, shallow valleys (i.e. the "Boulder Valley"), gravel capped-mesas (i.e. "airport mesa") as well as floodplains and their adjacent stream terraces (i.e. Boulder Creek, etc.).

Gravel Deposits Characterize the Subterranean Subcommunity

With the exception of the airport mesa, the east Boulder subcommunity lies almost entirely within the floodplains of Boulder Creek and its tributary drainages. The floodplain is composed of deposits which were initially transported to the area by rivers draining glaciers over the past two million years. Since the retreat of the most recent glaciation (about 10,000 years ago) Boulder Creek and South Boulder Creek have been reworking this glacial alluvium in the area bounded by Arapahoe Road, the Union Pacific railroad, and 61st/63rd streets. In other areas, the glacial deposits have remained relatively undisturbed by natural forces since the time they were deposited. The gravel which caps "airport mesa" was also deposited during glaciation. Airport mesa was once probably part of a continuous surface with mesas just south of Valmont Butte which overlook Legget reservoir. The two mesas have been isolated from each other by the rivers draining a sequence of glaciers as well as Boulder Creek and its tributaries. As the various rivers and creeks drained the area, they deposited gravel, sand and silt. This legacy of alluvial activity is reflected in by the concentration of sand and gravel quarries in the subcommunity. Soils derived from glacial alluvium tend to be coarse and well drained. Creek alluviums tend to be composed of a mixture of gravel, sand, silt and clay.

Not all of the subcommunity is underlain immediately by gravel and sands. Bedrock is

agriculture and have become established throughout the subcommunity. These weeds are especially abundant in areas abandoned from agriculture and neither developed nor restored. Weedy species such as Canada thistle, musk thistle, and knapweed infest areas used for small scale agricultural purposes (e.g. the northeast corner of Foothills Parkway and Arapahoe Road and south of Valmont Road between Airport Road and 55th Street).

Riparian Areas and Floodplains

Riparian areas associated with Boulder Creek, South Boulder Creek, Goose Creek and Bear Creek have been disturbed significantly since European settlement of the area. The construction of ditches was probably one of the earliest changes to Boulder and South Boulder Creeks. The ditches effectively reduced the amount of available water in the creeks, restricting the breadth of the floodplain and decreasing the extent of wetlands associated with the creeks. Subsequently the natural riparian and floodplain vegetation was altered when the land was drained to improve agricultural conditions. The introduction of weedy species, channelization of the creeks by farmers, and the various flood control programs in effect over the past century have all had dramatic and adverse impacts on the local creeks. Valuable deposits of gravel and sand found in riparian areas and floodplains led to extensive mining and the further destruction of natural vegetation. In most cases little effort has been made to restore native vegetation as a part of gravel mine reclamation. The floodplain has also been the scene of considerable commercial residential development which has eradicated almost all of the remaining native vegetation in the subcommunity. The presence of the federally threatened Ute ladies tresses orchid (*Spiranthes diluvialis*) within the east Boulder subcommunity is worthy of special note. A small population of a dozen individuals was preserved on the margin of a parking lot in what was once a vegetatively diverse section of the Boulder Creek floodplain. This 4,000 square foot preserve may well represent the only remaining area of native vegetation in the subcommunity. Other details of the Boulder Creek riparian area are contained elsewhere in this report (see page 6).

The native vegetation of the east Boulder subcommunity has been displaced as a result of a range of activities including farming, mining, urban development and flood control.

Aquatic Features--Lakes, Creeks and Ditches

Creeks

Most of the floodplains of the Boulder Valley coalesce in or near the east Boulder subcommunity. Bear Creek, Goose Creek and Wonderland Creek have their confluences with Boulder Creek within the bounds of the east Boulder subcommunity. Fourmile Canyon Creek and South Boulder Creek merge with Boulder Creek just outside of the subcommunity boundaries. The geology, and subsequent mining activity as well as the wetland distribution which are a direct result of these creeks have already been generally described. It is likely that ground water levels are near the surface throughout the central portion of the subcommunity.

of Arapahoe.

Hayden Lake and the Valmont Reservoirs (Valmont, Hillcrest and Legget Reservoirs) are located outside but adjacent to the subcommunity boundaries. Hayden Lake is a 41 acre irrigation reservoir filled from the Boulder and White Rock ditch. There is no public access to Hayden Lake. Wetlands are poorly developed along the shoreline. Their poor condition may be due in part to irregular drawdown and inundation and the presence of exotic fish species used to control aquatic vegetation. The Valmont Reservoirs, taken together, are by far the largest bodies of open water within the Boulder Valley. Under an agreement with the Colorado Division of Wildlife, the reservoirs are leased as a wildlife preserve. No public access is allowed. The reservoir complex is designated high quality aquatic habitat in the Boulder County Comprehensive Plan.

Ditches

Several important irrigation ditches cross the east Boulder subcommunity. Boulder and Whiterock Ditch traverses the subcommunity's northeastern corner. North Boulder Farmer's Ditch and Boulder and Lefthand Ditch run parallel to each other through the center of the subcommunity. A well developed riparian area has developed along all three ditches. These ditch-riparian areas provide the same functions as riparian areas along natural drainages. For example, cottonwoods and willows provide important habitat for many species of birds and the vegetation associated with riparian areas provides good cover for nesting, and travel for a variety of types of wildlife. Ditch-riparian areas also provide structural diversity for the visual landscape creating an pleasing environment for residents of the area.

Wildlife

With the exception of studies which have taken place in the Cottonwood Grove along Boulder Creek, there is little in depth information available for most of the subcommunity describing the diversity, abundance or distribution of wildlife. Eight locations in the subcommunity were studied using a habitat evaluation methodology developed for the City.

Boulder Creek east of Foothills Parkway (Arnold Property) This property includes the riparian area of Boulder Creek from Foothills highway downstream to the Cottonwood Grove. Bear Creek has its confluence with Boulder Creek on this property. The City owned area consists of approximately five acres and is managed by the Open Space Department. The Boulder Creek trail runs along the north side of the property.

This site received high ratings for songbirds, raptors and ecosystem function. The tall trees, adjacent grasslands, and the presence of Boulder Creek were important factors in determining the ratings for this area. The channelization of Boulder Creek and the impacts of grazing were noted as past significant adverse impacts to the site.

South Boulder Creek between Valmont and Arapahoe This area is made up of land owned by the City, and one privately held parcel which is located between Arapahoe road and the Burlington Northern railroad. It contains the South Boulder Creek floodplain, or more is left of it. As described previously, valuable deposits of sand and gravel existed in the east Boulder subcommunity. The entire riparian area of South Boulder Creek through the subcommunity was destroyed when the gravel was mined. The resulting channelized trough was designed to convey flood flows to Boulder Creek. Little or no attention was given to the restoration of natural conditions in the newly constructed channel. In addition to structural modifications, there have been significant impacts to the base flow of South Boulder Creek. The majority of the water which makes it past the previous 15-20 diversions along South Boulder Creek is diverted into Legget Reservoir through a massive ditch just inside the east Boulder subcommunity.

Despite the impacts to the landscape, wetlands and riparian vegetation have re-emerged, and the area provides a great deal of important habitat. However, it is important to note that one of two local infestations of purple loosestrife (*Lythrum salicaria*) is found in this area. This plant has demonstrated its ability to destroy the functions and values of wetlands throughout other parts of North America. Its immediate control is a high priority for the City, for Colorado, and land managers throughout North America.

The site received high ratings for songbirds, water birds, reptiles and amphibians, small-medium sized mammals, and animal species diversity because of relatively large expanse of wetland habitat with scattered trees and ponds. The site has a great deal of restoration potential. The South Boulder Creek greenway runs along the western edge of this area, and a spur serving the Stazio ballfields bisects the area.

Field at Northeast Corner of Foothills Parkway and Arapahoe Road This parcel, also known as the Van Vleet property represents one of the last undeveloped sections of the Boulder Creek floodplain in the east Boulder subcommunity. Boulder Creek bounds the property to the north, and Bear Creek crosses the southern section of this site. Bear Creek has been channelized throughout its length on this property, but still supports an interesting herbaceous riparian area. Prairie dogs occupy much of the site. Cattle grazing has had profound impacts on the local vegetation. Recently, several wetland

Creek, and 3) inadvertently as a fortuitous side effects of other human activity--such as the construction of irrigation ditches and retention ponds. Many opportunities exist to protect the remaining natural elements in the subcommunity (undisturbed sections of Boulder Creek for example) and to restore previously existing features (Boulder Creek's floodplain north of Arapahoe Road and east of Foothills Parkway). Development of the east Boulder subcommunity should include measures to educate the public about the dramatic and diverse environment which surrounds them, as well as provide opportunities for preserving and restoring the important natural features of the east Boulder subcommunity.

Appendix A

**BOULDER WILDLIFE HABITAT
DATA BASE
PART I: METHODOLOGY**

September, 1990

Prepared by:

Warren R. Keammerer

Deborah B. Keammerer

and

Robert E. Stoecker
Stoecker-Keammerer & Associates
5858 Woodbourne Hollow Road
Boulder, CO 80301
530-1783

Prepared for:

THE CITY OF BOULDER, COLORADO



Boulder Wildlife Habitat Database Table of Contents

INTRODUCTION	1
HOW TO COLLECT THE DATA	1
DEFINITIONS OF COMPUTER FIELD NAMES.....	2
SAMPLE RATING FORM	3
HABITAT TYPE CLASSIFICATION SYSTEM	4
SUGGESTED TERMS FOR COMMENTS	7
DESCRIPTIONS OF THE HABITAT TYPES	12
Forested/Tree Types	12
Shrubland Types	14
Grassland/Herbaceous Types	14
Wetland Types	15
Disturbed/Human Created Types.....	16

BOULDER WILDLIFE HABITAT DATA BASE:

A Manual for Updating and Use

Prepared by:

**Warren R. Keammerer
Deborah B. Keammerer
and
Robert E. Stoecker**

**Stoecker-Keammerer & Associates
5858 Woodbourne Hollow Road
Boulder, Colorado 80301**

INTRODUCTION

The wildlife habitat data base was designed to provide a means for the easy retrieval of information about wildlife and wildlife habitats in or near the city limits of Boulder, Colorado. The software used for the data base is dBASE III PLUS. This is a popular software program that permits the output of information to be displayed clearly and legibly on a computer screen or to be printed out for report documents. Additionally, the user can search the data base for specific information, arrange (sort) the data by subject, write memo files, ask for a data subset that meets one or more criteria, and so on.

HOW TO COLLECT THE DATA

The starting point for data collection is a map showing the parcels of land that are to be evaluated. These parcels should be less than a mile across their longest linear dimension. This is to reduce excessive habitat variability, particularly variability in habitat quality. Several major habitat types can be treated as a unit, as a parcel (e.g., a stream segment, its associated riparian vegetation, along with an adjacent meadow). A stream segment that has high quality riparian habitat at one end and is channelized and stripped of vegetation at the other should not be treated as a single unit.

The evaluation of the separate parcels is done by a person (preferably several) who is an experienced field ecologist. The person (or team) visits the site and fills out a Habitat Quality Rating Form (Figure 1).

At this point, it must be emphasized that a clear understanding is required regarding the precise definition of each item on the Rating Form. The line items (most of which are habitat descriptors, although some merely identify the site, refer to ownership, etc.) constitute the raw data that will be input into the computer. These line items are known as "fields" in data base terminology. There are 35 fields, plus a memo file for additional comments and elaborations. Together, these 35 fields plus the memo file constitute a single "record" in the data base and contain the information that pertains to one parcel.

Before providing definitions for each of the 35 fields it should be pointed out that the preferred way of finalizing the ratings and associated comments is to collaborate with team members and sort out differences of opinion. Only one evaluation is entered for a parcel, not the separate evaluations of each team member. And finally, the computer does not require that each line item (field) has a data entry. If Ownership or Elevation is unknown, leave these spaces blank. If some wildlife species or species groups are of minor importance and you do not wish to evaluate them, these spaces can be left blank. If desired, such information can be entered at another time or not at all. It is desirable, however, to fill out the form as completely as possible, even for species or species of minor importance.

Definitions of the Computer Field Names on the Rating Form

Site ID. A unique number/name for the parcel (the evaluation site) consisting of a three letter abbreviation designating the dominant habitat type and a number, e.g. PPF-01. Definitions of the three letter abbreviations are presented in Table 1. Note that the number associated with the letter code is used only once. That is, there is not a PPF-01 and a MGP-01. Site "01" can be used for only one type.

Site Description. A brief description of the parcel and where it is located. For example, RIPARIAN FOREST ALONG BOULDER CREEK JUST E. OF FOOTHILLS PARKWAY. The description cannot exceed 75 characters including spaces. Abbreviate as necessary. As described later, it is desirable that all entries into the computer be in capital letters.

Location. The location field is used for Township Range Section which should be entered in the following format: T1N R71W SEC12. Optionally, this can be followed by a quarter section notation, e.g. T1N R71W SEC12

WILDLIFE HABITAT QUALITY RATING FORM

Site ID _____ Investigator _____ Date _____
 Description _____ Location _____

OVERALL HABITAT QUALITY RATING (Circle one and include justification)

Very Low	Low	Moderate	High	Very High
1 2	3 4	5 6	7 8	9 10

Justification for Quality Rating:

HABITAT RATINGS (1-10; Low to High) FOR KEY SPECIES/SPECIES GROUPS

Songbirds: _____	Mountain Lion: _____
Raptors: _____	Black Bear: _____
Water Birds: _____	Badger: _____
Deer: _____	Turkey: _____
Prairie Dogs: _____	Other Mammals: _____
Herptiles: _____	Other Birds: _____

Species Diversity Ratings

Animal Species Diversity: _____ Plant Species Diversity _____

Special Species _____

OTHER EVALUATION ITEMS: (Rate 1 - 10; Low to High)

Pristine Quality _____	Human Disturbance _____
Ecosystem Function _____	Livestock Disturbance _____
Restoration Potential _____	Current Human Use _____
Wildlife Conflicts _____	

Habitat Types: _____
 Important Nearby Features: _____
 Physical Features: _____
 Red Flag (Y/N): _____ Corridor (Y/N): _____ Acres: _____
 Elevation: _____ Literature (Y/N): _____
 Ownership: _____

COMMENTS: (memo notes or any other comments)

Figure 1. Example of wildlife habitat quality rating form.
 1993 East Boulder Subcommunity Plan

Table 1. Habitat Type Classification System and associated abbreviations.

FORESTED/TREE TYPES

Ponderosa Pine Forest	PPF
Douglas Fir Forest	DFF
Aspen Forest	ASF
Riparian Forest	RPF
Ponderosa Pine Savanna	PPS
Scattered Trees (of various species)	SCT

SHRUBLAND TYPES

Mixed Plains Shrubland	MPS
Mixed Mountain Shrubland	MMS
Skunkbush Sumac Shrubland	SSS
Willow Shrubland (Can be a Wetland Type)	WLS

GRASSLAND/HERBACEOUS TYPES

Foothills Tall Grass Prairie	TGP
Shortgrass Prairie	SGP
Mixed Grass Prairie	MGP
Alkaline Grassland	ALG
Bottomland Grassland	BLG
Mountain Grassland	MTG
Mountain Meadow	MTM
Rock Outcrops	ROC

WETLAND TYPES

Cattail Marshes	CTM
Bulrush Marshes	BRM
Sedge Meadows	SDM
Wet Grassy Meadows	WGM
Rush Meadow	RSM
Shorelines	SHL
Ponds, Lakes, Reservoirs	PLR
Streams	STR

DISTURBED/HUMAN CREATED TYPES

Revegetated Gravel Mine Sites	RGM
Annual Weed Communities	AWC
Perennial Weed Communities	PWC
Irrigation Ditch	IRD
Modified Stream Drainage	MSD
Irrigated Developed Pasture	IDP
Dryland Developed Pasture	DDP
Cultivated Cropland	CVC
Tree Plantings	TPL

SE1/4. If sites are large and occur in more than one section, then the complete location information should be included in the memo file. When you enter the data in this fashion, the entry on the screen should take the following form: "T1N R71W SEC12 see memo". This will indicate that additional information is available in the memo file.

The Ranking Scale. There are 22 items on the Rating Form that are evaluated using a ranking scale. In all cases the ranks are integers that range from 1 to 10, low to high. Do not input "7.5", "1-2", "5+", or zero.

Overall Habitat Quality. Overall Habitat Quality is a synthesis of all the items that are numerically evaluated. It is not necessarily an arithmetic average of the rankings because the investigator may weight the importance of the various rankings differently. Also, it does not make any sense to average such items as Animal Species Diversity, Restoration Potential, and Current Human Use.

Be particularly aware that the 1 to 10 ranking scale is in reference to the range of wildlife habitat conditions in and near Boulder, Colorado. A 10 is the best that Boulder has to offer. You are not rating habitat quality relative to Rocky Mountain National Park.

Songbirds, Raptors, Water Birds, Deer. Ratings for these fields are based on existing (not potential) habitat quality. A "1" means the existing habitat quality is very low. Also, the ranked score does not necessarily imply current population levels. Deer populations are more variable over time than is the quality of the habitat. Thus, habitat quality should be emphasized, rather than numbers of animals. Brief descriptions of the habitat evaluation criteria for these groups include:

Songbirds. The highest ratings for songbird habitat should be given to sites with the greatest vegetational structural diversity. Sites with good grass cover, shrubs, small trees and tall trees provide the greatest habitat diversity for nest and foraging sites. Sites with some shrub cover or scattered shrubs would have intermediate value. Sites with only ground nesting sites would have the lowest habitat diversity and the lowest quality rating.

Raptors. Habitat quality ratings for raptors should be based on nest sites, hunting areas and perching sites. Areas with abundant prey bases were given high ratings for their ability to provide excellent hunting areas. Sites with tall trees were considered good sites for nesting and perching. Sites with scattered trees adjacent to good sources of prey (prairie dog towns) should be given moderate to high ratings. Sites with low overall quality ratings are those where the above set of criteria were lacking or

reduced in value. Also sites close to homes or industrial development should be given low ratings.

Water Birds. Habitat quality ratings for water birds should be based on the presence and amount of open water as well as on the basis of wetlands associated with open water areas. Sites with large expanses of open water with well-developed herbaceous or shrubby wetlands that provide shelter and nest sites have the highest value. Sites with moderate amounts of water and limited development of shoreline habitats should be given moderate ratings, and sites with limited amounts of open water and little development of shoreline habitats should be given low ratings.

Deer. Since deer are so abundant in the Boulder Valley, it is sometimes difficult to identify which habitats have the highest values for deer. Also, deer tend to use habitats in different ways at different times of the year. Foothills savannas, forests and grasslands usually have high ratings, especially in areas away from human development. Riparian forests and riparian corridors should be given high ratings as long as the shrub understory is fairly well developed. Low ratings should be given to open sites with little shelter.

Give a rating only to the species groups that are appropriate for the site. It is not necessary to place a score in every box. Optionally, a brief comment can follow a field that received a score. For example, "Deer" might be given a score of 8 to indicate a high quality habitat; this might then be followed by "WINTER" to indicate that the site is primarily winter range. The brief comment space following the species or species group names cannot exceed 16 characters including spaces. A list of suggested brief comments is shown in Table 2. Being consistent in the use of "standardized" comments will make searching the data base easier.

A word about brief comments, computer output, and the memo file. The Habitat Quality Rating Form is very similar in appearance to the final data output that will be seen on the computer screen (described later). The brief comments mentioned above that are entered next to the species groups will also appear on the computer screen. These comments can go a long way toward describing a site, but they cannot say everything. A memo file is available, however, for entering additional information. The memo file is described in the section entitled "HOW TO INPUT DATA".

The list of suggested brief comments (Table 2) was prepared to standardize spellings. This will greatly facilitate subsequent computer searches. For example, the user may want to find all the sites that provide deer winter range habitat. Searching for "WINTER" will find these sites. If someone had entered "W-RANGE" the computer will not find it. This does

Table 2. Suggested terms for brief comments associated with habitat quality ratings.

ALL YEAR or ALL	Refers to Wildlife Seasonal Use
WINTER or WIN	Refers to Wildlife Seasonal Use
SPRING or SPR	Refers to Wildlife Seasonal Use
SUMMER or SUM	Refers to Wildlife Seasonal Use
FALL	Refers to Wildlife Seasonal Use
MIGRATION or MIG	Refers to Wildlife Seasonal Use
REPRODUCTION or REPRO	Rookeries, nesting, fawning, etc.
SMALL MAMMALS or SMALL	Usually restricted to the other mammals category. Used for areas that have an important small mammal (prey base) or an exceptional small mammal diversity.
MEDIUM SIZED or MED-SIZE or MED	Usually restricted to the "Other Mammal" category. Used when several species are likely to be common in the area. This group includes mammals like coyote, red fox, striped skunk, raccoons, and others.
POTENTIAL or EXISTING	Usually used with the categories: Mountain Lion, Black Bear, Badger and Turkey. Used to indicate actual presence or potentially good habitat.
N, S, E, and W	Directional abbreviations for the site descriptions.
memo or see memo	Indicates that more information for a particular field is available in the memo file.

not mean that new or innovative brief comments cannot be used to advantage. It only means that it will be difficult to use such terms as search criteria. The usefulness of a non-standardized comment is normally realized only when the record describing the site has been called up using other search criteria; the non-standardized comment is then displayed along with all the other information about the site.

Prairie Dogs. How to settle on a 1 to 10 score for prairie dogs deserves special attention. One person might see a large number of prairie dogs sitting on bare ground and give the site a high score. Another person might focus on the bare overgrazed ground and give the site a low score. The important point is that the criteria used to rate prairie dogs must be consistent among investigators and understood by subsequent users of the data base.

It seems that prairie dogs tend to do well wherever they occur. In this regard it is difficult to evaluate habitat for prairie dogs totally on the basis of the number of prairie dogs. The rating scale for prairie dogs is in reference to the biological quality of the prairie dog town. High quality ratings should be given to sites that have a substantial component of native prairie grasses and forbs. A town with a moderate density, without excessive prairie dog grazing, and with associated wildlife (e.g., burrowing owls) should be rated high. Since prairie dogs tend to degrade their habitats, those sites that have high percentages of native species should be considered as higher quality than those where the dominant species are weeds. Many sites in the Boulder Valley provide moderate to high quality habitat for prairie dogs, if they were allowed to colonize the sites. Do not attempt to evaluate the potential for prairie dog colonization. Ratings should be based on actual site conditions where prairie dogs are present. Small prairie dog towns that are mostly barren or are dominated by weeds should be given low ratings.

Herptiles. This term refers to amphibians and reptiles. Noteworthy species can be entered as brief comments alongside the score, or listed under "Special Species" (described below). Most sites usually have snakes. Amphibians may be common on wetland sites. Use your best discretion in assigning habitat values for herptiles. The herptile category is broad enough that nearly all sites provide some level of adequate habitat for snakes, turtles, frogs, toads or salamanders. The range of quality ratings also depends specifically on the species that are being considered. Sites that are high quality for rattlesnakes and bull snakes would not likely be good for painted turtles. In this regard, the ratings should be qualified on the basis of which group of herptiles is being considered. Remote rocky upland sites in the transition zone between prairie and the foothills forests provide excellent habitat for rattlesnakes. These sites should be given high quality ratings. In

general, open sites with limited vegetation diversity should be given low ratings for herptiles or should be given no rating at all. Nearly all wetland sites provide at least moderate quality habitat for frogs, toads, garter snakes and various species of turtles.

Mt. Lion, Black Bear, Badger, Turkey. Unlike the previous six wildlife categories, ratings for each of these four species will generally be followed by "POTENTIAL" because their occurrence in a given area will most always be sporadic. Furthermore, the numeric ratings are likely to be only loose approximations of the suitability of the habitat. Recent sightings, evaluations of the current status of known populations, or other pertinent comments should be discussed in the memo file.

Mountain Lion. The best habitats for Mountain lions should be considered to be foothills habitats consisting of ponderosa pine savannas, grasslands and shrublands. Sites with broken topography and excellent places to hide should be given the highest ratings. Areas with reported sightings of mountain lions should also be given high ratings. Areas with no reported sightings should be given moderate to high ratings if the appropriate habitat qualities are present.

Black Bear. The habitat quality ratings for black bear are based on essentially the same parameters as those for Mountain lion since these two species tend to occur in the same types of habitats. Mountain lions tend to be found on the plains somewhat more frequently than black bear. Both species also occur within the City of Boulder.

Badger. Badger habitat was assessed mostly on the basis of the potential for badgers to occur on the site. Open prairies with limited human disturbance should be given the highest potential quality ratings.

Turkey. Turkeys are not common in the Boulder Valley. Sites with the highest habitat values are those with relatively large areas of shrublands in the foothills. In some cases, diverse riparian forests provide moderate quality habitat for turkeys. The forests provide shelter as well as a limited food supply.

Other Mammals. This category covers all the additional mammals that could not be squeezed into the Rating Form. Examples include: COYOTE, RED FOX, PORCUPINE, SMALL MAMMALS, MED-SIZE MAMMALS (see Table 1). To save space yet permit subsequent computer searches, you should be aware that "SMALL" will find "SMALL MAMMALS", "MED" will find "MEDIUM-SIZE MAMMALS". If desired, a rare mammal can be listed under "Special Species".

Small. Nearly all sites provide habitat for small mammals. Dry, open disturbed sites provide the lowest quality for this group of species. Moist meadows on floodplains as well as forest understories and shrublands provide much better habitat. Sites with a high diversity of habitat types should be given higher ratings.

Medium-Sized. Habitat quality for this relatively diverse group of mammals is based on much the same values as those used for small mammals. Sites with a diversity of habitat types (grasslands, shrublands, forests and open woodlands) provide the best habitat for medium-sized mammals. Raccoons, skunks and fox squirrels all do very well in urban settings. Habitats for these animals should be considered better when a permanent supply of water is present.

Other Birds. This category refers to birds or bird habitats not adequately accommodated elsewhere on the Rating Form. Examples include: breeding habitat for a species of particular interest; nesting colonies of swallows; fall or spring concentration areas, etc. This category was commonly used for upland game birds, like sharp-tailed grouse and was considered as potential habitat. Open prairie with scattered shrublands was considered as moderate to high quality habitat for this species. Again, a rare species can be listed under "Special Species".

Special Species. The wildlife species included in this category are those identified in the lists of species of special interest in Boulder County. The data base has room for 60 alphanumeric characters including spaces to accommodate the names of special species. This is quite a lot. For example the following entry consumes slightly over half the available space....Fern (*Asplenium andrewsii*). Any species listed under Special Species would likely be discussed in the memo file. Furthermore, a long list of special species could be included in the memo file if it is desired.

Species Diversity: Animal and Plant. These two categories provide for the rating of animal and plant diversity (diversity, or richness, is defined in each case as the number of different species). As mentioned earlier, the investigator is not required to rate every item on the Rating Form. However, in these two cases researchers are strongly urged to do so. Diversity, or richness, is a measure that says a great deal about habitat quality. Use the memo file to discuss other kinds of diversity (clumped vegetation, vertical structure in a forest, edge effects, etc.).

Pristine Quality. This category is meant to emphasize historic ecological conditions. A plant community that has changed very little from its likely condition during pre-settlement times is rated high.

Ecosystem Function. The intent of this evaluation item is to identify how complete a site is relative to the variety and complexity of trophic levels. A site with high ecosystem function would be an undisturbed, natural community that has not been influenced by human development. Lower ecosystem function values would be given to sites that have been altered by human activity.

Restoration Potential. The rating scale for this field is in reference to cost-effectiveness. A high rating is given to a site if a substantial improvement to wildlife habitat can be achieved with a modest effort. (Restoration does not include construction of trails, shelters, parking areas, or other facilities).

Wildlife Conflicts. This category refers to two kinds of potential conflicts: 1) nuisance or hazardous wildlife situations (e.g., prairie dogs in the wrong place, deer-vehicle collisions); and 2) behavioral disturbances to wildlife caused by people or domestic animals (e.g., frightening nesting eagles and causing nest abandonment, dogs chasing deer). A high rating means there is a significant potential or existing problem. All such cases are discussed in the memo file.

Human Disturbance. This category is restricted to man-caused disturbances to the vegetation (e.g., bulldozing, vehicle damage, tree cutting). Disturbances may also be related to farming/ranching activities.

Livestock Disturbance. This category is restricted to past or present evidence of livestock grazing or trampling. (Modifications to the vegetation by wildlife are not included, e.g. the effects of prairie dogs, deer, beaver, pocket gophers).

Current Human Use. The number of people utilizing the site.

Habitat Types. This category, like Special Species, has a large space for the entry of names. The names to be entered are the major habitat types that occur on the site. These should be listed in descending order based on areal extent. Suggested (standardized) habitat type names are listed in Table 1. The complete, or nearly complete, name is usually preferred over the rather cryptic 3-letter code. The complete name, however, can generally be shortened without obscuring the meaning. If there is not enough room to list all the habitats, additional information can be entered in the memo file.

Important Nearby Features. This category differs from the previous in that nearby, off-site situations or habitats that influence wildlife conditions on the site can be identified. In some cases it might be appropriate to bring in additional habitat type names or to describe certain features. As mentioned

previously, non-standard names or comments are carried along as part of the record describing the site, but they are seldom useful for searching purposes.

Physical Features. If pertinent, this category can be used for such physical features as soil type, slope, aspect, topography, etc.

Red Flag. This category should be used sparingly to call attention to cautionary concerns not adequately emphasized by the other categories (e.g., the possible loss of a small pond which would eliminate a crucial water source required by local wildlife). A Red Flag is indicated by a "Y" or a "N". If the response is a "Y", the Red Flag is then discussed in the memo file.

Corridor. A "Y" entry for this category identifies a site as being part of a larger wildlife movement corridor. Usually this will mean a riparian habitat that is more or less unbroken over a distance of at least several miles. Any peculiarities, other sorts of corridors, or noteworthy comments are discussed in the memo file.

Acres. The areal extent of the site expressed in acres (to one decimal place, if appropriate).

Elevation. The elevation of the site in feet. For large sites, it may be appropriate to include ranges of elevation.

Literature. A "Y" entry means that some sort of literature is available concerning the site. The citation is placed in the memo file.

Ownership. The name of the property owner. The memo file should be used if there are several owners. This entry may also be simply listed as "PRIVATE" to indicate private ownership.

DESCRIPTIONS OF THE HABITAT TYPES

Table 1 provides a list of the habitat types and abbreviations used in this study. Each of the habitat types is briefly described in the section that follows. These descriptions can be used in the future when additional entries are added to the data base.

Forested/Tree Types

Ponderosa Pine Forest. (PPF). This is primarily a habitat type of the foothills. The type is characterized by relatively dense stands of ponderosa

pine (*Pinus ponderosa*). The understory is usually sparse with scattered shrubs.

Douglas Fir Forest. (DFF). This type also occurs in the foothills and tends to be found on sites that are more mesic than the ponderosa pine forests. Stands of this type occur in narrow canyons and on north facing slopes. The dominant species is Douglas fir (*Pseudotsuga menziesii*), however ponderosa pine is usually a common component of these forests.

Aspen Forest. (ASF). Aspen forests are more prevalent at elevations higher than the foothills west of Boulder. Some small stands occur on north facing slopes and on moist sites. The major species is quaking aspen (*Populus tremuloides*). The understory in these forests is usually better developed than in the ponderosa pine and Douglas fir forest types.

Riparian Forest. (RPF). The riparian forest type occurs mostly on the plains once streams leave the narrow mountain canyons. Riparian forests in the mountains also support narrow gallery forests, but most of the riparian forest site that were included in the data base occur on the plains. In the foothills canyons the riparian forests are dominated by plains cottonwood (*Populus sargentii*) and narrowleaf cottonwood (*Populus angustifolia*). Riparian forests on the plains are usually dominated by plains cottonwood, crack willow (*Salix fragilis*), peachleaf willow (*Salix amygdaloides*) and Russian olive (*Elaeagnus angustifolia*). Box elder (*Acer negundo*) occurs as a secondary dominant. The understory vegetation in these forests is characterized by a variety of grass or grasslike species, many of which are not native to the region. Native shrubs, like western snowberry (*Symphoricarpos occidentalis*), golden currant (*Ribes aureum*) and chokecherry (*Prunus virginiana*) commonly occur. Populations of these shrub species have been reduced in areas with livestock grazing. The riparian forests on the plains provide important wildlife movement corridors.

Ponderosa Pine Savanna. (PPS). The ponderosa pine savanna type occurs primarily in the foothills. These are sites with scattered ponderosa pine trees growing in a matrix of mountain grassland. The transition between ponderosa pine forest and ponderosa pine savanna is usually not distinct. Ponderosa pine forests have dense canopies with trees that are closely spaced. Savannas have trees that are widely spaced with very open canopies.

Scattered Trees. (SCT). This habitat type consists of various types of herbaceous communities in which scattered trees occur. The trees in this type are usually native trees that have become established on their own. Plantings of introduced trees should be categorized as Tree Plantings.

Shrubland Types

Mixed Plains Shrublands. (MPS). This habitat type occurs on the plains and is characterized by shrub stands dominated by chokecherry, wild plum (*Prunus americana*), and hawthorn (*Crataegus* sp.). Skunkbush sumac (*Rhus trilobata*) may also be present. These shrublands usually occur in conjunction with rock outcrops on the plains or along drainages and swales.

Mixed Mountain Shrubland. (MMS). The mixed mountain shrubland type occurs in the foothills and is characterized by a variety of shrub species including squaw currant (*Ribes cereum*), mountain mahogany (*Cercocarpus montanus*), skunkbush sumac, chokecherry and mountain snowberry (*Symphoricarpos oreophilus*). The type occurs along draws as well as on upland sites in conjunction with ponderosa pine forests and savannas.

Skunkbush Sumac Shrubland. (SSS). The skunkbush sumac shrubland type occurs mostly on the plains and is characterized by the abundance of skunkbush sumac. This type could be considered as a mixed plains shrubland in which skunkbush sumac occurs as the dominant species. Skunkbush sumac also occurs in the foothills where it may form dense thickets.

Willow Shrubland. (WLS). The willow shrubland type occurs along streams both in the mountains and on the plains. In the mountains, the shrublands may support a variety of willow species (*Salix* spp.). On the plains, the major species is coyote willow (*Salix exigua*). The better stands of this type occur along the larger stream courses, like Boulder Creek.

Grassland/Herbaceous Types

Foothills Tall grass Prairie. (TGP). The foothills tall grass prairie type tends to occur on floodplain areas, however it may also occur on upland sites at the base of the foothills. Dominant species include big bluestem (*Andropogon gerardii*), switchgrass (*Panicum virgatum*) and Indian grass (*Sorghastrum nutans*).

Shortgrass Prairie. (SGP). Shortgrass prairie stands tend to occur on the drier sites on the plains. Major species include blue grama (*Bouteloua gracilis*) and buffalo grass (*Buchloe dactyloides*).

Mixed Grass Prairie. (MGP). The mixed grass prairie type is the most common of the grassland types on the plains in Boulder County. This type occurs on sites that are more moist than those that support shortgrass prairie, but are too dry to support tall grass prairie. The dominant species include wheatgrasses (*Agropyron* spp.) and needlegrasses (*Stipa* spp.) as

well as blue grama, prairie Junegrass (*Koeleria macrantha*) and several species of upland sedges (*Carex* spp.).

Alkaline Grassland. (ALG). This grassland type occurs on areas with poor drainage where salt concentrations in the soil tend to be elevated above normal levels. Major species include inland saltgrass (*Distichlis stricta*), alkali sacaton (*Sporobolus airoides*), alkali bluegrass (*Poa juncifolia*) and alkali muhly (*Muhlenbergia asperifolia*). In many cases this type is associated with alkaline wetlands.

Bottomland Grassland. (BLG). The bottomland grassland type occurs on floodplains or other low areas. These areas tend to be more moist than the surrounding uplands but they are not wetlands. Major species include slender wheatgrass (*Agropyron trachycaulum*), smooth brome (*Bromus inermis*) and Kentucky bluegrass (*Poa pratensis*).

Mountain Grassland. (MTG). The mountain grassland type occurs in the foothills on sites that do not support forests or shrublands. In appearance, the type resembles the mixed grass prairie type, however, the species composition is varied and includes components from the mixed grass prairie type as well as from the mountain community types.

Mountain Meadow. (MTM). The mountain meadow type occurs in the foothills and is different from the mountain grassland type in that it tends to be found on sites that are more moist and tends to be dominated by broad leaved plants rather than grasses. This type is more prevalent at elevations higher than those found in the foothills.

Rock Outcrops. (ROC). Rock outcrops occur both in the foothills and on the plains. While these areas are usually poorly vegetated, the major species tend to be herbaceous. Scattered shrublands usually occur in association with the rock outcrops. While rock outcrops are not very common on the plains, they are very important for a variety of wildlife species.

Wetland Types

Cattail Marshes. (CTM). Cattail marshes occur in association with reservoirs, ponds, irrigation ditches and slow stream courses. The major species is common cattail (*Typha latifolia*). These habitats usually occur in standing water or on sites that have saturated soils.

Bulrush Marshes. (BRM). Bulrush marshes occur on sites similar to those that support cattail marshes, except that the major species are

bulrushes (*Scirpus* spp.). Sombrero marsh is an excellent example of this type.

Sedge Meadows. (SDM). Sedge meadows usually occur on floodplain sites or on sites where a constant supply of water is present. Major species in this type include a variety of sedge species including *Carex aquatilis*, *Carex nebraskensis*, and *Carex praegracilis*.

Wet Grassy Meadows. (WGM). Wet grassy meadows occur on the same kinds of sites that support sedge meadows, however the dominant species tend to be grasses rather than sedges. Major species include reed canary grass (*Phalaris arundinacea*) and prairie cordgrass (*Spartina pectinata*).

Rush Meadow. (RSM). Rush meadows occur on a variety of moist to wet sites. These usually occur on floodplains, in bottomland swales or on seepage sites associated with irrigation ditches. Like the other wetland types, the rush meadows also occur in association with ponds and reservoirs. The major species in this type is Baltic rush (*Juncus arcticus* ssp. *ater*).

Shorelines. (SHL). The shoreline habitat type occurs in association with ponds and reservoirs. The size of this type changes throughout the season as reservoir reserves are depleted and evaporation reduces the sizes of ponds. Shorelines are usually quite muddy, however in some places they are more sandy.

Ponds, Lakes and Reservoirs. (PLR). Ponds, lakes and reservoirs are bodies of standing open water. These range in size from large reservoirs, like Boulder Reservoir, to small stock watering ponds.

Streams. (STR). Streams include natural drainages with running water. This type can include intermittent and ephemeral streams as well as streams that run all year long.

Disturbed/Human Created Types

Revegetated Gravel Mine Sites. (RGM). There are numerous sites in the Boulder Valley where sand and gravel have been extracted. These sites almost always occur on the floodplains of the major drainages. In the past, little effort was placed on reclamation and restoration of these sites. Many of these areas have become naturally revegetated. Sawhill Ponds is an excellent example of this type of revegetated gravel mine site. More recently, conscious effort has been directed toward revegetation of these disturbed areas. The reclaimed gravel mine site on the south side of Boulder

Creek at the White Rocks is a good example of this type of revegetation. In general, these sites support a variety of grassland types, wetlands and areas with open water.

Annual Weed Communities. (AWC). Annual weed communities developed on abandoned, disturbed sites. Major annual species include Russian thistle (*Salsola iberica*), summer cypress (*Kochia iranica*), species of pigweed (*Amaranthus* spp.), species of goosefoot (*Chenopodium* spp.) and species of knapweed (*Centaurea diffusa* and *Centaurea maculosa*).

Perennial Weed Communities. (PWC). Perennial weed communities also occur on abandoned disturbed sites, however the dominant species tend to be perennial rather than annual. Sometimes this type can be found in association with prairie dog towns. Major species include field bindweed (*Convolvulus arvensis*), Canada thistle (*Cirsium arvense*) white top (*Cardaria draba*) and perennial peppergrass (*Lepidium latifolium*).

Irrigation Ditch. (IRD). Irrigation ditches occur throughout the Boulder valley and provide a wide range of wildlife habitats. In many ways they are similar to the native riparian areas in that they may support fairly dense stands of trees as well as shrublands. Open flowing water is available usually only during the growing season. The banks of the ditches are subject to repeated disturbances as the irrigation companies clean and maintain the ditches. Like the riparian areas, the irrigation ditches form important corridors for movement of wildlife species.

Modified Stream Drainage. (MSD). Modified stream drainages include channelized streams and manipulated stream courses within developed areas. These areas originally supported native riparian vegetation types, but now the vegetation is composed of grassed waterways or weedy vegetation. These constitute highly altered habitat types.

Irrigated Developed Pasture. (IDP). Irrigated developed pastures include pastures that are used for hay production and are irrigated. These could be used for production of either alfalfa or grass hay.

Dryland Developed Pasture. (DDP). Dryland developed pastures are used for hay production, but they are not irrigated. Introduced pasture grasses are usually grown on these sites. In general, they resemble native mixed and tall grass prairies, but the species composition is different, and the species diversity is much lower.

Cultivated Cropland. (CVC). Cultivated croplands includes areas that are used for production of crops, like small grains or irrigated corn. These fields are usually cultivated on an annual basis.

Tree Plantings. (TPL). The tree planting type includes areas where introduced trees have been planted for hedgerows or shelter belts. Examples would include areas where Siberian elm (*Ulmus pumila*) or Russian olive trees have been planted.

INDUSTRIAL ZONING REGULATIONS

AMENDMENTS TO THE INDUSTRIAL ZONING DISTRICT

a preliminary report

One expected element of the East Boulder Subcommunity planning process is the development of recommendations for changes to the industrial zoning districts. The expected recommendation will likely include definitions of new zones, new uses and a revised grouping of uses, and performance standards and site design standards by zoning district. For the East Boulder area, recommended application of the new zones will be a part of the plan as well.

This is an early draft of consultant and staff ideas for new industrial zoning classifications. Rosall, Remmen and Cares, a land use planning consulting firm, did extensive research and developed a preliminary paper. The ideas have been reviewed and revised by the team of Susan Osborne and Bill Davidson of the Planning Department, David Gehr of the City Attorney's Office and Alison Peters of the Environmental Affairs Office. The concept paper will be reviewed by the Alternate Modes, Housing, Current Planning and BURA staffs.

The draft ideas and concepts will then be further tested and refined by a committee of knowledgeable users of the zone. With the help of the Chamber of Commerce, this group is now being formed.

The paper has been arranged in sections. The paper is included in the notebook at this time for Planning Board and City Council interest and as an update on work-in-progress; comments are welcome.

I. THE PRESENT SITUATION

Unlike many other communities, Boulder's industrial district zone distinctions are based on the extent to which an area is already developed or is still developing, rather than on the intensity or type of use.

The City now has three zoning districts. As defined in the Land Use Regulation, their purposes are as follows:

- **I-E Existing industrial areas used for established manufacturing and processing.**
- **I-D Areas which have been or are to be primarily used for limited, environmentally controlled manufacturing and intensive employment uses with limited accessory commercial uses.**
- **PI-D Areas for the development of scientific, technical and related employment by a single user where the character of the development must be particularly sensitive to its impacts on transportation, utilities, housing, surrounding land uses and natural features of the site.**

In practice, there is really only one zoning district in Boulder. There is no distinction in the way that the land use regulations are applied in the two commonly used industrial districts, I-E and I-D. "By-right" uses and uses permitted by special review are the same in both zones. The differences between the two primary industrial districts are found in the site and building requirements of Section 9-3-2, BRC 1981, "Schedule of Minimum Bulk Requirements."

While the PI-D zone prohibits many uses that are allowed in the I-E and I-D zones, there are no parcels that have been zoned as Performance Industrial. The PI-D zone would allow an industrial use in Area III under very special and limited circumstances. The PI-D zone has no champions, due in part to the Area III Study which provided more information about outlying land, and in part to the difficult conditions facing any user applying under this zone district. The phase II recommendations of the the Land Use Regulation Revision project include eliminating this zoning district.

The Land Use Regulation Revision project has not yet dealt with whether or not to continue the "established" and "developing" subcategories of the Code. As now written, the major land use categories (residential, business, industrial) have parallel sets of allowed uses and site and building standards depending on whether the use falls in an "established" or "developing" zone. In theory, established districts are distinguished by more specific development standards and more restricted uses. A new use is expected to blend into an

established context. Developing districts have site development standards that are more performance based (a minimum useable open space requirement rather than a minimum lot size; setbacks based on building height rather than a specific minimum). More flexibility is allowed because no established context is presumed. In practice and in reality however, there is little perceivable difference between the established and developing industrial zoning districts.

Of the 23 uses currently classified under the industrial districts, almost two-thirds require special review for the use to be permitted. This both creates an administrative burden and does not provide adequate guidance to developer's wanting to build in the zone.

II. OBJECTIVES FOR A REVISED ZONE

The objectives to be achieved in the development of revisions to the present districts are:

- The districts should allow for continued growth and the improved utilization of industrial land. There is limited vacant land in Boulder for future industrial growth; there is great potential for the redevelopment of industrial land. The revised zoning regulations should serve to guide redevelopment as well as new development.
- The number of uses which require special review should be reduced in order to both ease administrative burdens and provide more clear direction to industries; clear guidance should be provided in the code for uses requiring a special review.
- Flexibility should be allowed; allowance of some uses could be based on primary and secondary standards (i.e. offices could be allowed in Heavy Industrial zones, provided the amount of space does not exceed 20% of the floor area).
- Existing land use patterns, the Comprehensive Plan land use designations, emerging city goals and changing industry needs should be considered when developing new district definitions and locating where the new districts will be in the community.
- Service industrial uses are desired in the Boulder Valley and provision for them should be a part of the revised regulations.
- Consideration should be given to industrial zoning impacts on the use of alternate transportation modes; in particular, intensifying industrial uses in terms of employees per acre where possible and modifying site and building design to encourage alternatives to the single passenger automobile is desired.
- Housing in proximity to employment should be promoted where appropriate to provide opportunities for employees to minimize their commuting distances.

ISSUES:

Are there other objectives that should be considered in the revision?

What are those service industrial uses that need a protected place in the community? Do they include auto body shops and windshield repair? junk yards? sign shops? spaces for small businesses that need inexpensive space - furniture repair and refinishing, artist studios, appliance repair? other?

III. PROPOSED DISTRICT DEFINITIONS

With the objectives in mind, three industrial zoning districts are recommended: Research/Industrial Park, General Industrial and Service Industrial. In this section, the most typical types of uses are listed under the general district definition.

A. Research/Industrial Park

This district is intended to provide for employment centers in campus-like settings, often with buildings of similar design and scale, where administrative, research/development and manufacturing activities occur. Areas zoned under this classification should be compatible with nearby residential use and therefore serve as buffers between neighborhoods and more intensive industrial development. Areas zoned under this classification may be in high-image or gateway locations as well. For the most part, traffic flow within the park should be generated by on-site employees.

Existing East Boulder development in this pattern includes Riverbend Office Park at Arapahoe and 48th St. and the Pearl East Office Park at Foothills and Pearl Parkways.

Generally, land use within the Research/Industrial Park district is proposed as follows:

Allowed By Right

- Office uses, provided they are for administrative activities which do not as a rule generate visits by the general public.
- Research and development activities, including prototype construction.
- Light manufacturing conducted in enclosed buildings, provided the activity does not generate off-site impacts.
- Multi-family dwellings for employee housing, provided the square footage of the units does not exceed 25% of the floor area of the total project.

Allowed by Special Review

- Hotels and motels, provided the traffic generated by the facility is not routed through interior streets.
- Limited retail uses to serve employees in the research park, such as small convenience stores and cafes, provided such establishments are not designed to serve drive-by customers.
- Financial institutions situated on the perimeter of the park in locations which would not increase traffic volumes on interior streets.
- Professional offices, such as medical clinics and attorney's offices, which the public regularly visits.
- Industrial Village Centers.

Prohibited

- Outside storage, large loading facilities and warehousing.
- General retail.

ISSUES:

Are the appropriate uses included in the zone?

Should there be a lot size minimum, a floor area ratio minimum(or maximum) or an open space minimum for this zone?

Does allowing office uses by right compete unfairly with business zones, or conversely, does it reduce the amount of land available for traditional industrial uses beyond acceptable limits?

Should the housing option be for on-site employees only?

Are medical clinics serving the industrial area appropriate in this zone?

B. General Industrial

This zone is intended for areas of mixed use buildings of various size and design. It is intended to accommodate retail activities which are accessory to primary non-retail uses or which require substantial warehousing. It is assumed that many of the allowed uses will generate substantial traffic volumes throughout the day. Of the three proposed districts, the most diverse land use pattern would occur in the General Industrial zones.

Existing East Boulder development in this pattern includes areas on the north side of the Pearl Parkway and the north side of Arapahoe east of Ball Aerospace as well as Lake Centre and the Flatirons Industrial Park.

Generally, land use within the General Industrial zone is as follows:

Allowed By Right

- Manufacturing facilities with no exterior storage or operations.
- Business offices accessory to the primary permitted use, provided the amount of office floor area is no more than 20%.
- Warehousing.
- Wholesale distribution facilities.
- Appliance servicing and repair.
- Retailers of office/industrial products not requiring external storage and generating less than 500 cars per day.

- Auto dealerships.
- Printing and photographic services.
- Financial institutions, insurance and real estate offices.
- Artist studio spaces, including related light industrial process uses.

Allowed By Special Review

- Manufacturing facilities with exterior storage and operations.
- Live-work option, allowing small living units in association with small shop spaces.
- Auto body and repair services.
- Lumber yards.
- Warehouse retail uses
- Mini-warehouses

Prohibited

- Dwelling units, except as provided under the live-work option.
- Office buildings.
- Manufacturing facilities which require exterior storage or operations
- Auto salvage yards.

ISSUES:

Are the appropriate uses included in the zone?

Are appliance repair and auto body and repair appropriate as "by right" uses in this zone as both are likely to have outdoor storage?

Conversely, is enough protection granted to service industrial uses in this zoning district configuration?

Is this a zone where retail centers such as discount warehouse clubs should be allowed by special review?

Given the Housing Code, is a live-work option possible?

C. Service Industrial

Areas designated for Service Industrial should accommodate manufacturing, processing and assembly of goods and service uses for the general public. Land use is generally intensive and is more likely to generate off-site impacts than uses allowed in the Research/Industrial Park or General Industrial zones. Buffers between Heavy Industrial areas and residential zones are appropriate. Activities often generate heavy truck traffic and employee traffic during peak periods which correspond to work shifts. Appurtenant structures and material

storage outside of enclosed buildings are sometimes needed.

Existing East Boulder development in this pattern includes development along 63rd St., along Valmont east of 55th Street, and along Old Pearl west of Pearl Parkway.

Generally, land use within the Service Industrial zone is as follows:

Allowed By Right

- Manufacturing facilities which require exterior storage or operations.
- Assembly, repair, testing and processing of durable goods.
- Auto body and repair services.
- Warehousing.
- Concrete and asphalt plants.
- Refining and distilling.
- Recycling and transfer facilities.
- Auto salvage yards.
- Lumber processing and woodworking.
- Energy generation facilities.
- Artist studio spaces, including related light industrial process uses.

Allowed By Special Review

- Agricultural processing.
- Live-work option.
- Mini-warehouses.

Prohibited

- Retail and services serving the general public.
- Dwelling units except as provided in the live-work option.
- Restaurants.
- Hotels and motels
- Office buildings.

ISSUES:

Are the appropriate uses included in the zone?

Is some percent of office use appropriate in this zone?

Should mini-warehouses be allowed by right or by special review?

IV. APPROACH TO PERFORMANCE STANDARDS

The Boulder Land Use Regulations include a definition of "objectionable or harmful substance, condition, or operation" as "physical hazards by fire, explosion or radiation; contamination of surface or underground water, waste water or sanitary sewer systems; infestations; fly ash, smoke, gas or dust that constitutes a hazard to health, safety or welfare of any person, animal, plant life or other property; offensive odors or noise; distracting, unreasonable or illegal noise, vibration or electrical disturbance; or, any public nuisance." The words of this section are ambiguous and specific limits are not set. Guidance is not provided on what constitutes a health, safety or welfare hazard.

The use of performance standards to regulate industrial land use are gaining in popularity in response to the increasing complexity and variety of uses found in industrial zones and in response to the community demand for environmental protection. Performance standards govern with specificity the type and amount of off-site impact allowed by a use. Examples of performance standards include maximum noise levels specified in decibels, off-site glare specified in footcandles and vibration specified by measures of acceleration, velocity and displacement. The three industrial zones described above have very different expected off-site impacts, and it is proposed that different performance standards be developed for each zone.

At the present time, Boulder's code allows industrial manufacturing and processing in all industrial zones if any impacts (noise, smoke, vapor, dust, odor, glare, vibration, fumes or other environmental contamination) are contained on-site and controlled according to applicable city, state or federal regulation. Any manufacturing with off-site impacts requires a special review. There are no specific performance standards in the Land Use Regulation. It is the approach of this proposal that specific performance standards be adopted in the Land Use Regulation and that the standards vary according to zone, with the most stringent applied in the Research/Industrial Park zone, the least stringent applied in the Heavy Industrial zone.

The concern with toxic air pollution, heightened in Boulder because of Syntex Chemicals expansion plans, suggests the need for performance standards in this area. The primary regulators have traditionally been the federal and state governments. Local concerns and the increased knowledge both in setting standards for acceptable risk and in developing some expertise in monitoring air quality should allow us to develop a local program.

An additional area sometimes addressed in performance standards is the storage of flammable, explosive and reactive chemicals. This is an area typically in the purview of fire departments, although industrial performance standards can support local approaches. Some communities specify storage structures, as well as the nature and quantity of stored

materials. In an American Planning Association report on industrial performance standards, a Fort Collins ordinance is cited. The ordinance requires applicants for new land uses involving hazardous materials to submit a hazardous materials impact analysis for review by the Poudre River Fire Authority.

The consultants to this project have suggested a method to implement a performance standards approach. All applicants would complete a Performance Standards Checklist which will quickly determine if any of the items covered by the standards are used, stored or generated by proposed operations. If it is determined that there is the potential to meet or exceed one or more of the adopted standards, the applicant would be required to pay for a comprehensive impact report by a qualified third party. A City interdisciplinary review team would review the findings of the consultant report and evaluate compliance with requirements.

ISSUES:

- **Should more staff work be done on proposing specific performance standards for the industrial zoning districts?**

V. APPROACH TO SITE DEVELOPMENT STANDARDS

A. Parking and Alternate Modes

The present parking requirement in the I-E and I-D zones is one parking space for every 400 square feet of building, regardless of use (1:400). Up to 40% of the spaces required may be deferred if certain standards are met, although land must be set aside for future parking should it ever be needed. Phase II of the Land Use Regulation Revision project proposes that up to 90% of required parking could be deferred.

Parking reductions of up to 20% are now allowed through a staff level Planned Unit Development. Reductions greater than 20% must be reviewed by the Planning Board. Phase II of the Land Use Regulation Revision proposes that a 20% parking reduction could be granted by staff if certain conditions are met.

A surplus in parking in many parts, although not all, of the East Boulder Subcommunity is evident from aerial photographs as well as site visits. At a time when alternatives to the automobile are encouraged and the environment is a concern, an excessive parking requirement should be modified. There are at least three approaches that could be considered:

1. Decrease Parking Requirement Many communities have a reduced parking requirement. Portland, OR, for example, has a parking ratio of 1:750 and finds it adequate for most uses. Additional spaces can be provided at the option of the

applicant.

2. Modify Parking Requirement Dependent on Use Rather than having a single parking requirement for the zone, parking could be calculated based on proposed use. In Agua Mansa, CA, code requirements are 1:300 for office uses, 1:500 for manufacturing uses, 1:1,000 for warehouse uses, 1:50 for restaurant uses and 1:200 for financial institutions.

3. Set a Maximum Parking Requirement For example, Boulder's current requirement of 1:400 could become a parking maximum requirement, rather than a minimum requirement. A project could provide up to one parking space per 400 square feet of building.

Regardless of approach, the philosophy at play is toward a reduction in the amount of required parking. The companion to substantially reduced parking requirements should be plans and incentives to encourage options to the single passenger automobile. Bicycle parking is now required at 10% of required auto parking or 3 space which ever is more. This percentage could be raised. Interior site development of bike paths that link to nearby existing paths or on-street bike lanes should be considered as well.

The Transportation Division has hired HNTB to assess the City's overall parking requirements and to suggest changes to the Land Use Regulations that promote the Transit System Plan and the City's alternate modes goals. In a preliminary report they recommend the following changes:

- The regulations need to speak strongly to alternate modes and incorporate the concept of "parking space equivalents;
- The regulations need to incorporate incentives and disincentives, where appropriate;
- The regulations need to provide for reduced parking, rather than allowing for reduction/deferral on a voluntary basis;
- Parking maximums should be officially instituted since the minimum is informally treated as a maximum, and these should be interwoven with the parking space equivalent concept.

More work and more discussions need to occur before revisions to the parking policy are proposed. Decision makers and the public will need to understand and agree on the role that parking policy is to play in alternate modes programs and the perhaps delicate balance between parking adequacy and economic viability.

B. Height

Through Phase II of the Land Use Regulation Revision process, building heights in the industrial zones are proposed to be raised to 40 feet by right. Properties would be able to get an additional five feet in height if the property is not adjacent to residentially zoned land or land designated as residential in the Comprehensive Plan. This will help some industries,

but may also help in the project goal of intensifying land use in the I zones.

C. Setbacks and Open Space

The urban form goals of the setback requirement revisions are to create a pleasant landscaped streetscape in industrial zones and to assure that buildings are brought up to the street close to sidewalks, bus stops and bike lanes. Parking lots should not dominate the view from the street, nor should those on foot have to negotiate a "sea of asphalt" to get to the building.

The consultant has suggested that the present system of both a lot line setback requirements and major street setback requirements is cumbersome and duplicative. To the extent that an old site planning notion of proportionately greater setbacks for wider streets is being replaced by a wish to have buildings close to the street, setback requirements should be reviewed.

At the present time, open space is required in the industrial zones in the form of mandatory landscaped setbacks and as a minimum of 10% of the lot for two and three story buildings. The requirement seems to be low for office buildings (the 2 and 3 story buildings now found in I zones) as they generally provide more (will get some facts on this one). There is no incentive for standard industrial buildings to provide open space. The consultants have recommended a 25% open space requirement for all uses. (again, we'll test this with what's been built)

D. Off-Street Loading

Present off-street loading requirements seem too broad in application. All businesses and industrial uses over 25,000 square feet must provide a loading space of 500 square feet where loading operations cannot block any parking area, public right-of-way or private access or sidewalk. If the regulations governing uses in the industrial zone are changed as suggested here, the wide range of allowed uses will have vastly different loading requirements. In the Agua Mansa requirements, they acknowledge that all industrial uses shall provide for loading areas, but give no specifications to comply with other than loading areas cannot be visible from public rights-of-way and non-industrial uses

VI. APPROACH TO HOUSING IN INDUSTRIAL ZONES

The recently completed paper on the jobs-housing balance in Boulder suggests that, given the present land supply, job creation will continue to outpace housing construction in the Boulder Valley. There is now substantially more industrial and commercial vacant and underdeveloped land in the Service Area than residential land. Both the jobs-housing balance and a growing concern about air quality and infrastructure capacity have led policy makers to ponder ways to increase housing opportunities in proximity to employment.

There are several methods to achieve this end:

1. Rezone industrial land to residential.

There may be land that is appropriate for conversion. But building a liveable neighborhood should be the primary objective; there is much industrial land that by its location will be unsuitable for residential uses.

2. Incorporate housing into industrial zones.

Single unit dwellings and mobile homes have been allowed in industrial zones by special review since at least 1965 although no housing has ever been approved. This suggests that incentives or direction be a part of code revisions.

By making the distinctions proposed within the industrial districts (Research/Industrial Park, General Industrial, Heavy Industrial), compatibility between neighbors may be assured. In the Research/Industrial Park district, incentives such as elimination of a parking requirement for housing, reduced open space requirement or CHAP funding may induce developers to build housing. The limited housing that might be offered through the "live-work option" of the General Industrial zone might be induced by a close look at the building code to identify requirements that would need to be modified to allow housing.

3. Require the provision of housing in some circumstances.

Telluride, as a part of an affordable housing program, requires the most employers provide deed restricted housing for approximately 15% of their expected employees. Vail also has a similar ordinance. Resort communities have unique problems providing affordable housing for employees, although their experience may offer new approaches for Boulder.

Questions about air and water toxicity and other impacts of industrial uses need to be understood and answered as these sorts of programs which would bring new housing into industrial areas are considered. However, there is already a good deal of residential land in proximity to industrially zoned land. The issues are with us regardless of new initiatives.

REDEVELOPMENT ROLES FOR THE CITY

is currently caught in a situation of potentially conflicting and contrasting demands, the need for affordable housing within the city and the need for well-situated, close-in office, industrial and commercial serve used and possible park and school needs.

The existing residential development located north of Valmont and east of Foothills Parkway, alone, constitutes about 1300 units including the two mobile home parks. At an average household size of 2.35 persons, this would represent an existing population of about 3,055. This does not include the extensive multi-family housing west of Foothills Parkway and north of Valmont. Whether or not additional residential development is extended on the "opportunity" parcels north of Valmont in east Boulder, there exists considerable need for residential support facilities beyond those currently available. They include provision for school support facilities, recreation programs/facilities, commercial support services such as grocery and convenience stores, transportation services, etc. Under circumstances, the City should be projecting the need for such infrastructure to support the residential component of the area as part of any Subcommunity Plan.

While the City has initiated various components of the subcommunity planning process with East Boulder, it has not yet determined what role it will play in implementation of that Plan. Options range from a somewhat detached role which emphasizes primarily a development review and coordinative function among the various existing and future property owners--providing advice and direction to what the City hopes will be the land use outcome--to a far more active involvement with, potentially, land acquisition and relocation assistance, public infrastructure improvements, etc. Obviously the financial involvement of the City will vary considerably within each of these alternatives.

An initial list of the primary alternatives is as follows:

- 1) Annexation agreements and initial zoning of the present County parcels, which constitute the majority of the above-described opportunity sites/possible rezoning of parcel within the City;
- 2) Establishment of a Site-Specific Plan for the area, which would involve a formal but voluntary coordinated planning effort by the various private property owners and the City of Boulder;
- 3) Creation of a Special Improvement District in the area to help finance several of the requested public improvements beyond those which would normally be provided by the City of Boulder as part of its Capital Improvements Program;
- 4) Establishment of an Urban Renewal District, financed primarily through Tax Increment Financing, with all or part of the East Boulder subcommunity area. This could be implemented via the expansion of BURA operations into the corridor, subject to the various legal requirements of blight resolution, adoption of the Urban Renewal Plan, etc.

A more complete description of these various alternatives follows. Each of these alternatives will be more fully discussed and compared in the final report. It is conceivable

that a hybrid approach, utilizing more than one of the alternatives, will be the best course of action for the City to take as part of this process.

OPTIONS FOR CITY INVOLVEMENT IN EAST BOULDER/VALMONT ROAD AREA TO STIMULATE REDEVELOPMENT AND PROVIDE ADDITIONAL AFFORDABLE HOUSING UNITS

Primary Alternatives

I. *Special Improvement District*

A. Procedures

- 1) District boundaries are created which may include multiple zones depicting the different levels of benefit to property owners with corresponding assessment levels;
- 2) A Special Improvement District may be initiated directly by the municipality through resolution declaring its intention to construct the public improvements
- 3) A preliminary order shall be made adopting preliminary plans and specifications that contain:
 - a. Definitions of materials to be used
 - b. An estimate of the project cost
 - c. Determining the number of installments and the time frame for payback of improvement costs
 - d. Private property is assessed for payments and payback time frame
- 4) The clerk shall give notice of a hearing on construction of improvements in the local newspaper 20 days before vote
- 5) Notices shall also be mailed, around the time of the public notice release, to each property owner that will be assessed for the cost of improvements with the following information:
 - a. The kind of improvement proposed
 - b. Number of installments
 - c. Time frame of payments
 - d. Extent of district to be improved
 - e. Probable cost per unit basis
 - f. Time of hearing
 - g. Notice that all information on record can be seen at the office of the clerk
 - h. All complaints and objections are to be made in writing
- 6) Approval of the Special Improvement District is obtained if there is less than a 50% negative written response about the district from the property owners
- 7) After approval by vote, a board of City officials is created to oversee the Special District:
 - a. Mayor/president

- b. City Manager/General Manager
 - c. City Council/Board of Directors
 - 8) Financing is provided by the municipality issuing special assessment bonds to be repaid through Tax Increment Financing which may include property and/or sales tax
- B. Applicability for proposed purpose
 - 1) Finance public infrastructure improvements: roads, parks and open space, transit improvements
 - 2) City participation of financing through its share of property holdings in the district, with private sector paying its share based upon the "benefit" received
 - 3) Boundaries of district to be large enough to describe "affected" area
- C. Advantages and limitations
 - 1) Lower interest rate, longer-term bonds for finance of improvements
 - 2) Can have multiple district zones based upon benefits received, i.e., peripheral locations pay less per sq. ft. than core property, etc.
 - 3) No power of condemnation
 - 4) No private improvements on private land eligible

II. *Urban Renewal/Tax Increment Financing*

- A. Procedures
 - 1) BURA will create an urban renewal plan for the urban renewal area. It must support its belief that the area has slum or blight conditions. The legal definition of blight covers several factors such as having unsanitary or unsafe conditions, being a premature or inadequate subdivision, etc.
 - 2) City Council submits the Urban Renewal Plan to Planning Board for review and recommendations as to its conformity with the Comprehensive Plan for municipality
 - 3) Public hearing is held
 - 4) City Council must make these basic findings:
 - a. Area is slum and/or blighted
 - b. Feasible method exists for relocation of displaced people or businesses
 - c. Urban Renewal Plan conforms with the General Plan
 - d. Maximum opportunity exists under the plan for redevelopment of the area by private enterprise
 - 5) If the Urban Renewal Area contains open land, City Council must make additional findings depending on the proposed reuse of the area as residential or non-residential
 - 6) Acquisition of real property by eminent domain must be approved as part of an Urban Renewal Plan by majority vote of City Council
 - 7) Once approved, the Plan controls: land area, land use, design, building requirements, timing, or procedure applicable to the area

- 8) If URA acquires the property it may dispose of it at "fair value" and may impose restrictions, conditions and covenants running with the land in order to carry out the Plan. Purchasers could be the Boulder housing Authority, joint ventures involving the Housing Authority and private parties, or private entities agreeing to develop in accordance with the adopted Urban Renewal Plan

B. Tax Increment Financing (TIF)

- 1) URA's are authorized to: borrow money, issue bonds and accept grants
- 2) New tax revenues generated by improvements in an urban renewal area are allocated to pay debts incurred by URA for the Plan
- 3) TIF may include property and/or sales taxes, as was the case with the Crossroads Redevelopment Area
- 4) Under the assumption that the East Boulder area will involve both residential and industrial/office redevelopment, with additional supporting commercial services replacing largely vacant or under-utilized parcels, the potential to implement a Tax Increment Financing approach in this corridor is reasonably strong

C. Advantages and limitations

- 1) Annex property into city first
- 2) Too expensive for city to obtain all properties
- 3) Able to obtain just those properties of greatest concern, i.e., egg farm and junkyard
- 4) Relocation costs
- 5) Control over who and how properties obtained are developed

III. *Site-Specific Agreement - i.e. Evergreen Plan*

A. Introduction

Site-Specific Plans are proactive public planning tools used in California as mechanisms for securing the cooperation of property owners within a planning area. Specific plans place public planning agencies in a lead position as the mediators for final consensus on what the plan area should become. Site Specific Plans tie together many of the financing and development options mentioned throughout this outline into a comprehensive program. We have reviewed the San Jose, CA Evergreen Specific Plan in preparation for the following outline.

B. Procedures

- 1) Consensus is obtained among property owners and public agencies that this is a "good idea"
- 2) Adoption of the specific plan by resolution into the Comprehensive Plan set to forth broad concepts and goals, overall land use mixes and development intensity, and mitigations of adverse impacts

- 3) Implementation of a specific plan is by agreement of all parties and is likely to bring into play such tools as development agreements/contracts, assessment districts, special area fees, and transfer of development rights/property exchanges.
- 4) Enforcement: Plan may be adopted into the zoning code with detailed site plan and architectural/development criteria

C. Applicability for proposed purpose

- 1) Funding wholly or jointly by municipality and property owners
- 2) Public sector becomes proactive party in site planning
- 3) Financing of public infrastructure improvements: roads, parks and open space, transit improvements

D. Advantages and limitations

- 1) More integrated approach than separate property owners PUD's
- 2) Reaching consensus
- 3) Up front financing can be complex element of the development agreement
- 4) Avoiding vagueness in the plan while still allowing some flexibility and offering procedures for modification

VI. *Identification of Key Land Use and Service Issues*

- A. Schools (larger neighborhood)
- B. Other amenities - parks
- C. Commercial services/Transit Center
- D. Buffer of land uses south of Valmont
- E. Orientation of housing toward single adults
- F. "Fingers" along greenbelts/drainages
- G. Appropriate business/industrial, housing or parks uses, south of Valmont
- H. Connection of San Lazaro to rest of neighborhood
- I. Annexation and improvement of San Lazaro
- J. Trail connections and transit potential

H:\Data\Longrang\Subcom\EBSUB\ValCor.RRC

VALMONT CORRIDOR STUDY

The following report is a study on the effects of various land use scenarios on Valmont Road and its intersections. It was presented to the Planning Board on November 19, 1992 as a part of its consideration of a development proposal. The parcels included are shown on Map 1. The areas for which scenarios were developed are shown on Map 2.

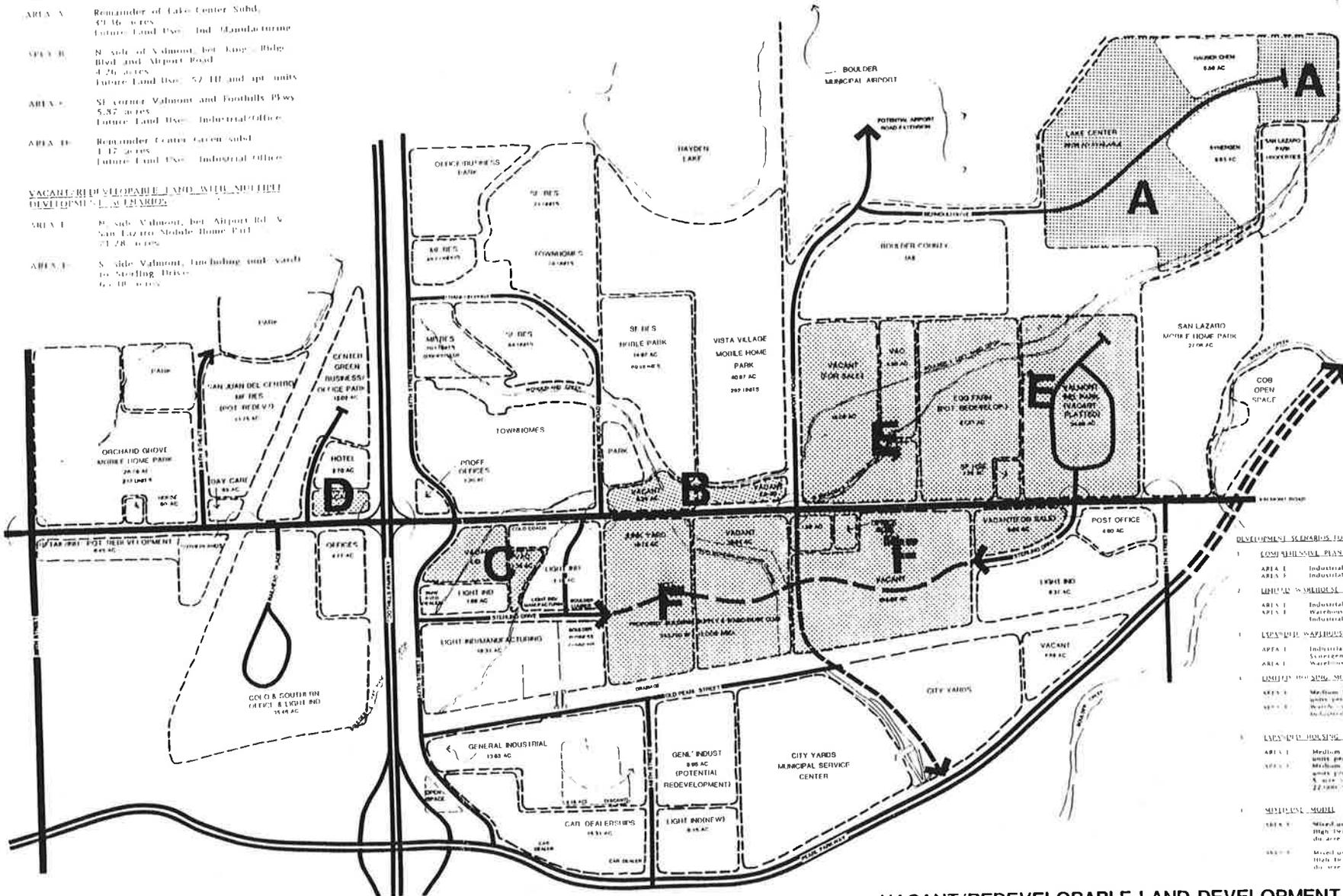
The report is complete except for an assessment of the impact of a planned reconfiguration of Valmont at the time that Pearl Parkway is extended and of the planned Airport Boulevard extension to Pearl Parkway. These changes to the Transportation Master Plan are shown on Map 3.

VACANT/REDEVELOPABLE LAND WITH SHORTHILL DEVELOPMENT SCENARIOS

- AREA A: Remainder of Lake Center Subd. 43.16 acres Future Land Use: Ind. Manufacturing
- AREA B: N. side of Valmont, bet. Loop 7 Bldg Blvd. and Airport Road 4.26 acres Future Land Use: 5/2 HD and apt. units
- AREA C: SE corner Valmont and Foothills Pkwy 5.37 acres Future Land Use: Industrial Office
- AREA D: Remainder Center Green Subd. 1.17 acres Future Land Use: Industrial Office

VACANT/REDEVELOPABLE LAND WITH SHORTHILL DEVELOPMENT SCENARIOS

- AREA E: N. side Valmont, bet. Airport Rd. & San Lazaro Mobile Home Park 21.28 acres
- AREA F: S. side Valmont, including east yards to Shopping Drive 65.10 acres



DEVELOPMENT SCENARIOS FOR AREAS A-F

1. **COMMERCIAL PLAN MODEL**
 - AREA 1 Industrial Office (Peak East)
 - AREA 2 Industrial Office (Peak East)
2. **MINI-WAREHOUSE PLAN MODEL**
 - AREA 1 Industrial Office (Peak East)
 - AREA 2 Warehouse Retail on west 15 acres
 - Industrial Office on east 12 acres
3. **EXPANDED WAREHOUSE PLAN MODEL**
 - AREA 1 Industrial Manufacturing
 - AREA 2 Warehouse Retail on 65 acres
4. **LIMITED LOW-DENSITY HOUSING PLAN MODEL**
 - AREA 1 Medium Density Residential (R-20)
 - AREA 2 Medium Density Residential (R-20)
 - AREA 3 Medium Density Residential (R-20)
 - AREA 4 Medium Density Residential (R-20)
 - AREA 5 Medium Density Residential (R-20)
 - AREA 6 Medium Density Residential (R-20)
 - AREA 7 Medium Density Residential (R-20)
 - AREA 8 Medium Density Residential (R-20)
 - AREA 9 Medium Density Residential (R-20)
 - AREA 10 Medium Density Residential (R-20)
 - AREA 11 Medium Density Residential (R-20)
 - AREA 12 Medium Density Residential (R-20)
 - AREA 13 Medium Density Residential (R-20)
 - AREA 14 Medium Density Residential (R-20)
 - AREA 15 Medium Density Residential (R-20)
 - AREA 16 Medium Density Residential (R-20)
 - AREA 17 Medium Density Residential (R-20)
 - AREA 18 Medium Density Residential (R-20)
 - AREA 19 Medium Density Residential (R-20)
 - AREA 20 Medium Density Residential (R-20)
5. **LOW-DENSITY HOUSING MODEL**
 - AREA 1 Medium Density Residential (R-20)
 - AREA 2 Medium Density Residential (R-20)
 - AREA 3 Medium Density Residential (R-20)
 - AREA 4 Medium Density Residential (R-20)
 - AREA 5 Medium Density Residential (R-20)
 - AREA 6 Medium Density Residential (R-20)
 - AREA 7 Medium Density Residential (R-20)
 - AREA 8 Medium Density Residential (R-20)
 - AREA 9 Medium Density Residential (R-20)
 - AREA 10 Medium Density Residential (R-20)
 - AREA 11 Medium Density Residential (R-20)
 - AREA 12 Medium Density Residential (R-20)
 - AREA 13 Medium Density Residential (R-20)
 - AREA 14 Medium Density Residential (R-20)
 - AREA 15 Medium Density Residential (R-20)
 - AREA 16 Medium Density Residential (R-20)
 - AREA 17 Medium Density Residential (R-20)
 - AREA 18 Medium Density Residential (R-20)
 - AREA 19 Medium Density Residential (R-20)
 - AREA 20 Medium Density Residential (R-20)
6. **RESIDENTIAL MODEL**
 - AREA 1 Mixed use (Retail Office) on 40 acres
 - AREA 2 Mixed use (Retail Office) on 40 acres
 - AREA 3 Mixed use (Retail Office) on 40 acres
 - AREA 4 Mixed use (Retail Office) on 40 acres
 - AREA 5 Mixed use (Retail Office) on 40 acres
 - AREA 6 Mixed use (Retail Office) on 40 acres
 - AREA 7 Mixed use (Retail Office) on 40 acres
 - AREA 8 Mixed use (Retail Office) on 40 acres
 - AREA 9 Mixed use (Retail Office) on 40 acres
 - AREA 10 Mixed use (Retail Office) on 40 acres
 - AREA 11 Mixed use (Retail Office) on 40 acres
 - AREA 12 Mixed use (Retail Office) on 40 acres
 - AREA 13 Mixed use (Retail Office) on 40 acres
 - AREA 14 Mixed use (Retail Office) on 40 acres
 - AREA 15 Mixed use (Retail Office) on 40 acres
 - AREA 16 Mixed use (Retail Office) on 40 acres
 - AREA 17 Mixed use (Retail Office) on 40 acres
 - AREA 18 Mixed use (Retail Office) on 40 acres
 - AREA 19 Mixed use (Retail Office) on 40 acres
 - AREA 20 Mixed use (Retail Office) on 40 acres

VACANT/REDEVELOPABLE LAND DEVELOPMENT SCENARIOS

BLACKWOOD & GUMPERT
 4100 EAST 10TH AVENUE
 BOULDER, COLORADO 80501
 303-440-1111
 www.blackwoodandgumpert.com

VALMONT CORRIDOR STUDY
EAST BOULDER SUBCOMMUNITY PLAN
 FOR THE CITY OF BOULDER PLANNING DEPARTMENT

15 NOV 2003

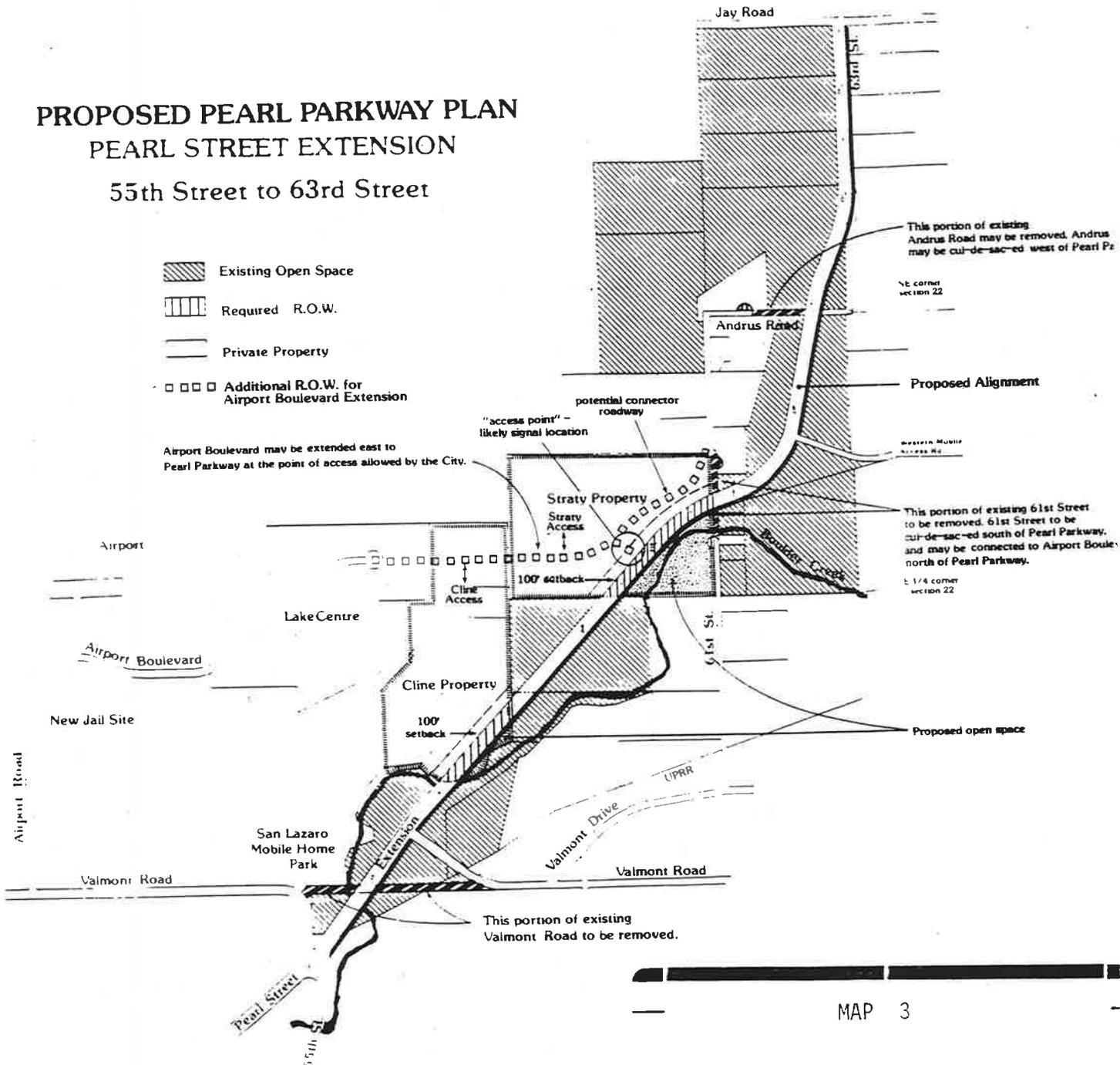
PROPOSED PEARL PARKWAY PLAN

PEARL STREET EXTENSION

55th Street to 63rd Street

-  Existing Open Space
-  Required R.O.W.
-  Private Property
-  Additional R.O.W. for Airport Boulevard Extension

Airport Boulevard may be extended east to Pearl Parkway at the point of access allowed by the City.



THE VALMONT CORRIDOR STUDY

I. INTRODUCTION

The East Boulder Subcommunity Plan provides an opportunity to look at future land use in the study area. In order to make a wise decisions on future land use, possible land use options and their transportation impacts must be considered. Also to be considered, though, is the larger community picture - the need for a specific land use given community goals (jobs-housing balance, affordable housing, economic health, alternate modes of travel, community design) and the community, neighborhood and property owner desire for a particular use in the study area.

The Valmont Corridor Study is a part of the East Boulder Subcommunity Plan and provides information on land use options and related transportation impacts along Valmont Rd. from 30th St. to 55th St. (See Attachment 1 for a study area map.) Similiar studies will be developed for the 30th St. and 63rd St. corridors - other areas in and near the East Boulder Subcommunity where future land use is a question.

A paper on the jobs-housing balance has been written and explores the need for land in the various land use catagories. The first phase of the Boulder Urban Renewal Authority's market study includes a community survey which will question respondants on the desire for warehouse retail shopping, one serious possible use in East Boulder. Both projects will be complete early in 1993. The Integrated Planning Project will explore various growth scenarios for the remaining significant vacant and redevelopable parcels in the Service Area. The more than 140 acres at question here will almost certainly be a part of the future scenarios that will be constructed and the community discussions about desired land use.

Ideally, the decisions on Valmont Corridor's future land use will occur with all these pieces in place. The proposal for the "Valmont Center" prompted the completion of the Valmont Corridor Study. The study provides helpful information about the possible futures of the corridor, but does not recommend land use changes for the corridor. A recommendation will be made following the completion of the Integrated Planning Project and in consultation with the property owners and neighbors along the corridor.

As you will read, the growth potential of Valmont Corridor is great, due to the large amount of vacant and redevelopable land available along Valmont Road and due to increasing development pressure as the Boulder economy continues to grow and the City approaches its service area limits. Future growth under all of the land use scenarios along Valmont Road will likely have significant traffic implications and may necessitate major transportation improvements in the area. Future traffic will be affected by and may have implications for the width of Valmont Road, the intersection of Foothills and Valmont, and the extensions of Airport Road and Pearl Parkway. These improvements were anticipated in the Transportation Master Plan and will be identified later in the memorandum. What has not yet been included in the corridor study is the effect on the corridor of new plans for the construction of Airport Road/Bernoulli Boulevard to the proposed extension of Pearl Parkway and the new planned reconfiguration of Valmont Road at Pearl Parkway.

II. OVERVIEW OF THE STUDY OF VACANT AND REDEVELOPABLE LAND

The Valmont Corridor Study began with a look at existing land use. Vacant land was identified and acreages and approved development plans were noted. Planning and Public Works staff and consultants worked together to develop possible future scenarios. In developing future land use scenarios, a decision was made to look only at vacant land or land that because of its present use is an obvious candidate for redevelopment (the junk yard, the chicken farm).

Scenarios were developed for six parcels or aggregates of parcels along Valmont Road. See Attachment 2 for a chart summarizing the six scenarios. Map 1 shows the six areas or parcels for which scenarios were developed. These six parcels (referred to as Parcels A through F) have been the focus of the Valmont Corridor Study. A few other parcels along the corridor will probably be attractive for improvement and redevelopment, although these parcels have not been studied here.

Land use assumptions for parcels having one land use scenario

Parcels A through D have relatively predictable future land uses. Their probable land uses have been taken as "givens" for the purposes of this study.

Parcel A

Parcel A is the portion of Lakecentre subdivision that remains unbuilt. These six lots are zoned Industrial-Developing and may well develop in a nature similar to the Hauser and Synergen facilities, recently been built in Lakecentre. As an example, Synergen has a floor area-to-land area ratio (FAR) of .18 (about 80,000 square foot building on 9.9-acre lot); 50 people work there, in production, with an additional 20 employees expected to be hired for a night shift. (Hauser at Lakecentre employs from 200 to 250 people, with approximately 80 involved in production over three work shifts and the remaining split between research and headquarter administration.) This type of industrial-manufacturing land use generates traffic at a lower rate than industrial-office, retail or residential land use. This is due in part to its lower average square footage of building per worker, particularly true of high-tech manufacturing. (Of course, actual number of trips generated depends on building size/s.f.).

Parcel B

Parcel B is on the north side of Valmont Rd., between King's Ridge Boulevard and Airport Road. This includes the 4.26 acres south of Noble Park, zoned medium density residential. The owner-developer anticipates proposing 52 townhouse and apartment units.

Parcel C

Parcel C incorporates two separately owned vacant lots southeast of the intersection of Valmont and Foothills Parkway. Both are zoned for industrial use. Because of their relatively small size (4.5 and 1.4 acres), odd configuration and high visibility from the a major intersection, this parcel likely will develop as industrial-office, rather than industrial-manufacturing. Here, and elsewhere in East Boulder, we can expect future industrial-office development to be similar in nature to Riverbend and Pearl East subdivisions, that is, somewhat "high-end" office parks with three- to four-story buildings, generous landscaping and ample parking. In terms of traffic generation, industrial-office land use results in a daily trip rate (per 1000 s.f. gross floor area) almost three times higher than industrial-manufacturing and almost twice as high as residential land use.

Parcel D

Parcel D is the last undeveloped lot in Center Green Business Park, 1.4 acres zoned industrial. An office building will probably be built here. An expansion of the Residence Inn is possible, although that future land use was not tested in the scenarios.

Land use assumptions for parcels with several land use scenarios

Parcels E and F are significantly larger than those described above and have not yet annexed to City, so land use options for their future development are more numerous. Six possible land use options for these two parcels (Parcels E and F) have been identified. These six alternatives for Parcels E and F in conjunction with the assumptions made for Parcels A through D comprise the six scenarios examined in this study.

Parcel E

Parcel E is 71.28 acres on the north side of Valmont between Airport Road and San Lazaro Mobile Home Park. Possibilities for Parcel E are industrial-office development similar to Riverbend and Pearl East, industrial manufacturing similar to Hauser or Synergen, medium density residential and high density residential. The two latter land uses may be appropriate given the parcel's adjacency to existing residential subdivisions, the only residential neighborhoods in the East Boulder Subcommunity.

Parcel F

Parcel F is 65.38 acres on the south side of Valmont, with the existing junk yard as the western portion and the land northwest of Sterling Drive as the eastern border. Warehouse retail has been proposed for part of this site; however, industrial-manufacturing, industrial-office and residential land uses have been investigated as well.

III. OVERVIEW OF THE STUDY OF TRAFFIC IMPACT

Valmont is being widened to three lanes at the present time (two travel lanes and a center turn lane). The Transportation Master Plan shows a four-lane Valmont with turning lanes as needed, the extension of Airport Rd./Old Pearl to the Pearl Parkway and the construction of an overpass at Valmont and the Foothills Parkway. These improvements were planned based on Comprehensive Plan land use projections and include growth along the Corridor, the City and in the region.

With the completion of the land use study, the six future land use scenarios were evaluated by Transplan, transportation consultant to the City. Transplan's study provides:

- percentage analysis of regional trip distribution for Valmont Corridor. See Attachment 3;
- percentage analysis of local traffic distribution with and without the extension of Airport Road south of Valmont to Pearl Parkway. See Attachment 4;
- projections of future traffic on eight road segments in the Valmont Corridor for each of the six scenarios (existing traffic plus projected additional traffic), both with and without the Airport Road extension. See Attachment 5;
- detailed projections of daily trips generated by each of the six development scenarios See Attachment 6 (copied separately on attached large sheets); and
- detailed traffic tabulations. See Attachment 7 (copied separately on attached large sheets). Attachment 7 is most important for an understanding of the effect of each of the land use scenarios on the transportation network.

Regional Traffic

The Regional Trip Distribution Map shows that traffic to the Valmont-Foothills Parkway area is generated from rather evenly distributed sources. Slightly more traffic comes from north and south Foothills Parkway, due to the parkway's effective connection to such regional destinations in Boulder Valley as Longmont and Louisville and to Denver via U.S. 36. Regionally-generated traffic on Foothills Parkway is expected to increase over the next few decades in much greater proportion than local traffic along the Valmont Corridor. Traffic on Foothills may actually increase at a slower rate if the Highway 287 connection is made by the State.

Airport Road Extension

The Airport Road extension percentage analysis shows that as one would expect, it would reduce traffic on Valmont west of Foothills Parkway and on Foothills south of Valmont and would increase traffic on Pearl Parkway. It would also have the notable benefit of reducing the number of east-bound cars on Valmont turning right on 55th to access the northbound ramp of Pearl Parkway. Instead, some of the traffic will be able to enter northbound Pearl Parkway from the Airport Road extension.

Caveat Regarding Future Traffic Projections

It should be noted that the traffic projections made by Transplan include only present day trips plus trips added from new growth along the Corridor. The 2010 background regional trip projections have not been added.

Comparison with Roads Elsewhere in the City

The land use scenarios represent a wide range in use and associated traffic impacts. Parcels A through F will generate daily vehicular trips ranging from 15,000 to 32,000 trips. The trips will be split on several roadways. But for example, daily projected trips on Valmont east of the Foothills Parkway would range from 25,000 trips to 36,000 trips assuming the construction of Airport Rd. (27,000 to 41,000 without the construction of Airport Rd.)

For comparison of traffic counts, Arapahoe Road carries about 27,000 trips per day. The intersection of Broadway and Arapahoe experiences 30,000 to 35,000 trips per day. For reference, the upper limit for a five-lane road. Beyond 35,000, significant delays would occur and accident rates would increase. A five-lane road section has four travel lanes (two in each direction) and turning lanes as needed (with or without medians) at major intersections and adjacent to developments where warranted.

Alternate Modes Contribution to Trip Reduction

The projected traffic volumes do not reflect any shift to alternative modes of travel or trip reductions due to mixed land use or linked trips. The projected trip generation numbers are drawn directly from ITE trip rates and the traffic study completed for the Valmont Center project.

A 15% shift to alternate modes (or 21% shift as suggested in the draft Transit Plan) and a pattern of multi-purpose trips or trips within the study area will reduce and postpone the need to extend Airport Road and construct an interchange at Foothills Parkway and Valmont.

In Transplan's view, a trip reduction of 40 to 50% of trips projected under the mid-range scenarios, or an equivalent reduction in allowable land use, would be required to eliminate the need for widening Valmont to four lanes from Foothills to Airport Rd. The need for the overpass at Valmont and Foothills is driven in large measure by expected regional growth.

IV. PROJECTED TRAFFIC IMPACTS OF FUTURE DEVELOPMENT

Traffic counts were projected for eight road segments in the Valmont Corridor. These projections show that Valmont needs to be widened to five-lanes between Foothills Parkway and Airport Road in all the scenarios, except Scenario 5 (all residential on Parcels E and F). But even then, Scenarios 2 and 3 would result in congestion on an expanded 5-lane Valmont between Airport Road and Foothills Parkway, even with extension of Airport Road.

The extension of Airport Road would be needed to reduce congestion on Valmont for all the scenarios except Scenario 5 (Scenario 6 is borderline).

Projections for Foothills Parkway north and south of Valmont indicate that for all but one (Scenario 5) of the scenarios, the intersection of Foothills Parkway and Valmont intersection should become an interchange, whether or not Airport Road is extended. The future regional demand expected on Foothills Parkway by 2010 in addition to the demand created under the six Valmont Corridor scenarios will inevitably necessitate an interchange.

In summary, only Scenario 5 would hedge the need to widen Valmont to 5 lanes. For all scenarios, Valmont between Airport and 55th can probably remain three lanes. Only Scenarios 5, and possibly 6, would not create the need to extend of Airport Road to Pearl Parkway. Scenarios 2 and 3 would ensure congestion on a five-lane Valmont, with or without Airport Road extension. Beyond the effect on Valmont Road between Foothills Parkway and Airport Road, the different effects for the six scenarios on other roads in the Valmont Corridor area are not significant. Traffic loads in these road segments vary just as much or more on the basis of whether or nor Airport Road is extended, than on the basis of future land uses for vacant/redevelopable parcels.

SUMMARY SHEETS OF THE SIX LAND USE SCENARIOS

PARCELS A THROUGH D -- LAND USES ASSUMPTIONS COMMON TO ALL SIX SCENARIOS:

<u>Parcel</u>	<u>Land Use Assumption</u>
Parcel A - remainder of Lakecentre subdivision - 39.4 acres	Industrial-Manufacturing
Parcel B - north side of Valmont between King's Ridge Boulevard and Airport Road - 4.26 acres	Medium Density Residential (52 townhouse/apartment units)
Parcel C - southeast of Valmont and Foothills Parkway - 5.87 acres	Industrial-Office
Parcel D - remainder of Center Green subdivision - 1.47 acres	Industrial-Office

TRANSPORTATION IMPACTS:

Daily trip generation:
Parcel A - 1,300
Parcel B - 300
Parcel C - 1,000
Parcel D - 250

Subtotal - 2,850

Development of the four parcels in the way described above would generate a total of 2,850 trips per day. For purposes of this study and for understanding the transportation impact of the various land use scenarios, this figure is added to the daily trips projected for Parcels E and F for six different land use scenarios and the daily trips made on Valmont today.

SCENARIO 1.

Parcel E
72 acres
North of Valmont, from
Airport Rd. to San
Lazaro Mobile Home
Park

Parcel F
65 acres
South of Valmont, junk
yard to Sterling Dr.

**Comprehensive Plan
Model**

Industrial-Office

Industrial-Office

The Boulder Valley Comprehensive Plan has designated most of the land along Valmont as Performance Industrial. The use envisioned is that of a modern office park, making an appropriate transition from the residential neighborhood between the Foothills Parkway and Airport Rd., north of Valmont to the General Industrial district of Lakecentre and south to Arapahoe.

Transportation Impacts:

Daily trip generation:

Parcel E - 11,500

Parcel F - 10,500

subtotal - 22,000

Total daily trip generation for Parcels A through F: 24,850

SCENARIO 2.

Parcel E
72 acres
North of Valmont, from
Airport Rd. to San
Lazaro Mobile Home
Park

Parcel F
65 acres
South of Valmont, junk
yard to Sterling Dr.

**Limited Warehouse
Retail Model**

Industrial-Office

2.A) 33 acres
Warehouse
Retail and
associated uses
(Valmont Center
Proposal)

32 acres
Industrial- Office

2B) 65 acres
Warehouse
Retail and
associated
uses

Scenario 2.A. represents the site plan for a warehouse retailing center as submitted in July, 1992. In other respects, the Comprehensive Plan land use designations are reflected. Scenario 2.B. expands warehousing retailing for all Parcel F to create a "power center," should community policy and market factors suggest that locating all the City's future warehouse retailing in this area would be beneficial.

Transportation Impacts:

A) Daily trip generation:

Parcel E - 11,500

Parcel F - 18,000

subtotal - 29,500

Total daily trip generation for Parcels A through F: 32,350

B) Daily trip generation:

Parcel E - 11,500

Parcel F - 21,650

subtotal - 33,150

Total daily trip generation for Parcels A through F: 36,000

This scenario generated the most traffic of the six scenarios -- almost 2.5 times more (145%) traffic than the scenario generating the fewest daily trips (Scenario 5 - all residential) and 30% more daily trips than the middle-range scenario does (Scenario 1 - all industrial-office).

SCENARIO 3.

Parcel E
72 acres
North of Valmont, from
Airport Rd. to San
Lazaro Mobile Home
Park

Parcel F
65 acres
South of Valmont, junk
yard to Sterling Dr.

**Expanded Warehouse
Retail Model**

Industrial-Manufacturing
(single user or industrial
park)

Warehouse Retail and
associated uses on entire
parcel

This scenario is similar to Scenario 2B., but with manufacturing rather than office north of Valmont, which may help counterbalance the relatively high traffic volume associated with retail land use. Expanding housing along the north side of Valmont is probably not appropriate.

Transportation Impacts:

Daily trip generation:

Parcel E - 2,850

Parcel F - 25,000

subtotal - 27,500

Total daily trip generation for Parcels A through F: 30,350

SCENARIO 4.

Parcel E
72 acres
North of Valmont, from
Airport Rd. to San
Lazaro Mobile Home
Park

Parcel F
65 acres
South of Valmont, junk
yard to Sterling Dr.

**Limited Housing Model
with Warehouse Retail**

Medium Density
Residential with 8 to 10
units per acre

Warehouse Retail with
Industrial-Office (same
as Scenario 2)

If industrial land is to be considered for conversion to residential land, the land between Vista Village and San Lazaro Mobile Home Parks should be considered a prime candidate. Presuming an internal street network planned to integrate the four properties and the relocation of the "chicken farm," there are site amenities and benefits to be gained from joining the existing residential areas.

Transportation Impacts:

Daily trip generation:

Parcel E - 6,200

Parcel F - 18,000

subtotal - 24,200

Total daily trip generation for Parcels A through F: 27,050

SCENARIO 5.

Parcel E
72 acres
North of Valmont, from
Airport Rd. to San
Lazaro Mobile Home
Park

Parcel F
65 acres
South of Valmont, junk
yard to Sterling Dr.

**Expanded Housing
Model**

Medium Density
Residential with 8 to 10
units per acre (same as
Scenario 4)

Medium Density
Residential (8 to 10
units per acre) including
5-acre school site, 5-acre
park site and 22,000 sq.
ft. neighborhood
commercial

It is roughly estimated that with the conversion of this land to residential use there could be up to 3,000 housing units (approximately 1,300 units are built today). A large neighborhood immediately in proximity to the city's largest employment center would, over time, be created. Transit centers, childcare facilities, transit shuttles, as well as a new park, expanded shopping, and possibly an elementary school should be contemplated.

Transportation impacts:

Daily trip generation:

Parcel E - 6,200

Parcel F - 5,600

subtotal - 11,800

Total daily trip generation for Parcels A through F: 14,650

SCENARIO 6.

Parcel E
72 acres
North of Valmont, from
Airport Rd. to San
Lazaro Mobile Home
Park

Parcel F
65 acres
South of Valmont, junk
yard to Sterling Dr.

Mixed-Use Model

47 acres Industrial-Office

40 acres Industrial-Office

25 acres High Density
Residential with 15 to 20
units per acre

25 acres High Density
Residential with 15 to 20
units per acre

It has been suggested that for reasons of transportation efficiency, some housing could be planned to be part of an office park development. Shared parking should result in land savings, and services such as child care and home-to-work shuttles might be more efficiently arranged. Because of its adjacency to an existing neighborhood and its future trail connections to the City system, this location could be developed expressly as a mixed housing-employment area.

Transportation impacts:

Daily trip generation:

Parcel E - 10,500

Parcel F - 9,300

subtotal - 19,800

Total daily trip generation for Parcels A through F: 22,650

DAILY TRIP GENERATION FOR EACH SCENARIO

Total trips generated per day by (re)development of Parcels A Through F
- in order from least to most trips generated

	<u>total trips</u>
1. Scenario 5 (Expanded Housing Model)	14,650
2. Scenario 6 (Mixed-Use Model)	22,650
3. Scenario 1 (Comprehensive Plan Model)	24,850
4. Scenario 4 (Limited Housing Model)	27,050
5. Scenario 3 (Expanded Warehouse Retail & Industrial-Manufacturing)	30,350
6. Scenario 2 (Warehouse Retail & Industrial-Office Model)	
a) Limited Retail	32,350
b) Expanded Retail	36,000

Vermont Corridor Traffic Study - TP92118

TRIP GENERATION

PARCEL	LAND USE	SIMILAR TO	ACRES	FAR	DU's or S.F. GFA (x1000)	WEEKDAY		AM PEAK				PM PEAK			
						RATE	TRIPS	RATE	TRIPS	RATE	TRIPS	RATE	TRIPS	RATE	TRIPS
A	Indus./ Manuf	Synergen / Hauser	39	0.20	343	3.85	1320	0.62	213	0.13	44	0.09	31	0.66	226
B	Townhome/ Apt		4		52	5.90	307	0.07	4	0.37	19	0.36	19	0.19	10
C	Indus./ Office	Pearl East Riverbend	6	0.35	69	10.50	940	1.20	107	0.21	93	0.21	19	1.21	108
D	Indus./ Office	Pearl East Riverbend	15	0.35	23	10.50	240	1.20	107	0.21	93	0.21	5	1.21	28
E (1&2)	Indus./ Office	Pearl East Riverbend	72	0.35	1098	10.50	11526	1.20	1316	0.21	1032	0.21	234	1.21	1325
E (3)	Indus./ Manuf	Synergen / Hauser	72	0.20	627	3.85	2415	0.62	213	0.13	50	0.09	56	0.66	414
E (4&5)	MD Res 8-10/Acre		72		648	9.55	6188	0.19	105	0.55	355	0.66	425	0.35	229
E (6)	Indus./ Office	Pearl East Riverbend	47	0.35	717	10.50	7524	1.20	559	0.21	452	0.21	153	1.21	865
	MD Res 15-20/Acre		25		438	6.47	2834	0.09	38	0.42	165	0.43	188	0.20	88
	Sub Total		72				10358		697		537		340		953
F (1)	Indus./ Office	Pearl East Riverbend	65	0.35	991	10.50	10405	1.20	1188	0.21	210	0.21	211	1.21	1196
F (2&4)	Discount Warehouse		33				12500*		NA		NA		600*		600*
	Indus./ Office	Pearl East Riverbend	32	0.35	488	10.50	5123	1.20	585	0.21	103	0.21	104	1.21	589
	Sub Total						17623		555		103		704		1189
F (3)	Discount Warehouse		55				25000**		NA		NA		1200**		1200**
F (5)	MD Res 8-10/Acre		52		468	9.55	4469	0.19	30	0.55	230	0.66	307	0.35	165
	Specialty Retail		3		22	40.67	895	3.08	68	3.33	73	2.81	62	2.12	47
	School		5	0.10	22	10.72	233	1.54	35	1.10	34	1.39	30	1.10	24
	Park		5				NA		NA		NA		NA		NA
	Sub Total		65				5598		134		333		399		236
F (6)	Indus./ Office	Pearl East Riverbend	40	0.35	610	10.50	6403	1.20	731	0.21	129	0.21	130	1.21	736
	MD Res 15-20/Acre		25		438	6.47	2834	0.09	38	0.42	165	0.43	188	0.20	88
	Sub Total		65				9237		769		314		318		824

* Vermont Center Traffic Impact Study
 ** Vermont Center type uses on entire parcel

ROADWAY LINK TRAFFIC CONSIDERATIONS

Roadway Segment	Existing ADT	SCENARIOS 1 THROUGH 6 Study Area Traffic Increases With and Without Airport Road Extension												SCENARIOS 1 THROUGH 6 Total Link Volumes - Existing Plus Study Area Increases With and Without Airport Road Extension												MASTER PLAN YEAR 2010 PROJECTED ADT (80% Auto)	FUNCTIONAL LINK CAPACITY (LOS D)		COMMENTS		
		Scenario 1		Scenario 2		Scenario 3		Scenario 4		Scenario 5		Scenario 6		Scenario 1		Scenario 2		Scenario 3		Scenario 4		Scenario 5		Scenario 6			Lanes	ADT			
		With	W/O	With	W/O	With	Without	With	W/O	With	W/O	With	W/O	With	W/O	With	W/O	With	W/O	With	W/O	With	W/O								
Valmont - East of Foothills Pkwy	15000	16000	20000	21000	26000	20000	24000	18000	21000	10000	12000	15000	18000	31000	35000	36000	41000	35000	39000	33000	35000	25000	27000	30000	33000	20000	3	20000	Need 5 Lane Section for all Scenarios Need Airport Rd. Extension for Scenarios 1-4		
																										5	35000				
Valmont - West of Foothills Pkwy	25000	5000	5000	7000	7000	6000	6000	5000	5000	3000	3000	5000	5000	30000	30000	32000	32000	31000	31000	30000	30000	28000	28000	30000	30000	25000	5	35000	Maintain as 5 Lane Section		
Valmont - West of 55th	10000	2500	5000	3500	7000	3000	6000	2500	5000	1500	3000	2500	5000	12500	15000	13500	17000	13000	16000	12500	15000	11500	13000	12500	15000	17000	3	20000	Maintain 3 Lane Section		
Foothills Pkwy - North of Valmont	30500	6000	6000	8000	8000	8000	8000	7000	7000	4000	4000	6000	6000	36000	36000	38000	38000	38000	38000	37000	37000	34000	34000	36000	36000	55000	4	45000 w/o interchange 60000 w/ interchange	Need Interchange at Valmont and Foothills as Regional Traffic Increases		
Foothills Pkwy - South of Valmont	35000	6000	9000	8000	12000	7000	11000	6000	9000	4000	5000	6000	8000	41000	44000	43000	47000	42000	46000	41000	44000	39000	46000	41000	44000	55000	4	41000 w/o interchange 60000 w/ interchange	Need Interchange at Valmont and Foothills as Regional Traffic Increases		
Airport Road - North of Valmont	5000	5000	5000	5000	5000	2000	2000	3000	3000	3000	3000	5000	5000	10000	10000	10000	10000	7000	7000	8000	8000	8000	8000	10000	10000	20000	3	20000	3 Lane Section Adequate		
Airport Road - South of Valmont	0	0	0	8000	0	7000	0	6500	0	3500	0	5500	0	6000	0	8000	0	7500	0	6000	0	3500	0	5500	0	0	0	0	0	0	3 Lane Section Adequate
55th - South of Valmont	12000	1300	2500	1800	3500	1500	3000	1300	2500	800	1500	1300	2500	13300	14500	13800	15500	13500	15000	13000	14500	12800	13500	13300	14500	15000	3	20000	3 Lane Section Adequate		