



TO: Members of Council
FROM: Dianne Marshall, City Clerk's Office
DATE: June 17, 2014
SUBJECT: Information Packet

1. CALL UPS

- A. Vacation of a 25-foot drainage and utility easement and a 20-foot drainage easement at the Northeast corner of the intersection of 28th St. and Kalmia Ave. (0 Kalmia Ave.) to allow for the construction of the previously approved Wonderland Creek Townhomes project.
- B. Vacation of a 25 foot utility easement running perpendicular to the 28th Street Frontage Road and east-to-west at 800 28th Street (ADR2014-00082)
- C. Community and Environmental Assessment Process (CEAP) for the Baseline Road (Broadway-27th Way) Underpass Project (subject to call-up through June 17, 2014)

2. INFORMATION ITEMS

- A. Boulder's Energy Future Update
- B. Update on the City's Photo Enforcement Program
- C. Valmont City Park – Concept Plan Update

3. BOARDS AND COMMISSIONS

- A. Environmental Advisory Board – March 19, 2014
- B. Environmental Advisory Board – April 9, 2014
- C. Environmental Advisory Board – May 14, 2014
- D. Library Commission – April 2, 2014
- E. Parks and Recreation Advisory Board – January 27, 2014
- F. Parks and Recreation Advisory Board – February 24, 2014
- G. Parks and Recreation Advisory Board – March 17, 2014
- H. Parks and Recreation Advisory Board – April 28, 2014
- I. Transportation Advisory Board – March 10, 2014
- J. Transportation Advisory Board – May 12, 2014

4. DECLARATIONS

None.



**INFORMATION PACKET
MEMORANDUM**

To: Members of City Council

From: Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning + Sustainability
Charles Ferro, Development Review Manager
Chandler Van Schaack, Planner I

Date: June 17, 2014

Subject: **Call-Up Item:** Vacation of a 25-foot drainage and utility easement and a 20-foot drainage easement at the Northeast corner of the intersection of 28th St. and Kalmia Ave. (0 Kalmia Ave.) to allow for the construction of the previously approved Wonderland Creek Townhomes project.

EXECUTIVE SUMMARY:

The applicant has requested vacation of an existing 25-foot drainage and utility easement and a 20-foot drainage easement at 0 Kalmia Ave., located at the Northeast corner of the intersection of 28th St. and Kalmia Ave. (refer to **Attachment B** for exact location). The 25-foot drainage and utility easement was originally dedicated as part of a previous development approval for the Manor Care Nursing Facility and recorded at the office of the Boulder County Clerk & Recorder on December 6, 1993 at Reception No. 01368611. The 20-foot drainage easement was dedicated following subdivision of the Manor Care property and recorded in the records of the Boulder County Clerk and Recorder on October 29, 2008 at Reception No. 02961845.

Currently, there are no utilities within either of the easements that are proposed to be vacated. The 25-foot drainage and utility easement proposed to be vacated previously held an 8” water main serving the Manor Care property to the north; however, this water main has been relocated into a new easement. Similarly, the 20-foot drainage easement proposed to be vacated originally served the Manor Care development; however, the previously approved Wonderland Creek Townhomes project included redesigned drainage facilities for which new drainage easements have been dedicated. Therefore, because there are no utilities within the easements proposed to be vacated and all utilities and drainage facilities have been relocated into new easements, there is no public need for the easements proposed to be vacated.

The proposed vacation was approved by staff on June 11, 2014. There is one scheduled City Council meeting, on June 17, 2014, within the 30 day call up period.

Pursuant to the procedures for easement vacations set forth in subsection 8-6-10(b), B.R.C. 1981, the city manager has approved the vacation of an existing 25-foot drainage and utility easement and a 20-foot drainage easement at 0 Kalmia Ave., located at the Northeast corner of the intersection of 28th St. and Kalmia Ave. The date of final staff approval of the easement vacation was June 11, 2014 (refer to **Attachment D**, *Notice of Disposition*). This vacation does not require approval through ordinance based on the following criteria:

- The easements have never been open to the public; and
- The easements have never carried regular vehicular or pedestrian traffic.

The vacation will be effective 30 days later on July 11, 2014 unless the approval is called up by City Council.

FISCAL IMPACTS:

None identified.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS:

- Economic: No economic impact is anticipated through this easement vacation.
- Environmental: No impacts are anticipated through this easement vacation.
- Social: None identified.

BACKGROUND:

0 Kalmia Ave. is located the Northeast corner of the intersection of 28th St. and Kalmia Ave. in the RM-1 (Residential- Medium 1) zone district and is comprised of a 5.09- acre lot (refer to **Attachment A**, Vicinity Map). The property is encumbered by utility, drainage and access easements, with the subject 25-foot drainage and utility easement located on the north end of the site and the subject 20-foot drainage easement extending from the north end of the site to the south end (refer to **Attachment B**, Site Plan).

The 25-foot drainage and utility easement was originally dedicated as part of a previous development approval for the Manor Care Nursing Facility. As noted above, the water main previously located in the easement to serve the Manor Care facility has since been relocated into a new easement. The 20-foot drainage easement was dedicated in 2008 following subdivision of the Manor Care property in order to convey drainage from the northern lot. The site is currently vacant; however, a new development proposal has been approved for a 45-unit residential development to be known as the Wonderland Creek Townhomes. The development will be comprised of 41 townhome units and 4 affordable single-family units.

The proposed building design requires that the existing 25-foot drainage and utility and the 20-foot drainage easement be vacated. Given that there is currently no public need for the either the 25-foot drainage and utility easement or the 20-foot drainage easement to be vacated because there are no utilities located therein, failure to vacate the easements would cause hardship to the property owner by precluding the approved development proposal from being constructed.

ANALYSIS:

Staff finds the proposed vacation of a 25-foot drainage and utility easement and a 20-foot drainage easement at 0 Kalmia Ave. consistent with the standard set forth in subsection (b) of section 8-6-10, “*Vacation of Public Easements*”, B.R.C. 1981. Specifically, staff has determined that no public need exists for the easements to be vacated due to the fact that the easements are currently unused.

PUBLIC COMMENT AND PROCESS:

Notice of the vacation was advertised in the Daily Camera within the 30 day call up period as required by the code. Staff has received no written or verbal comments adverse to the vacation.

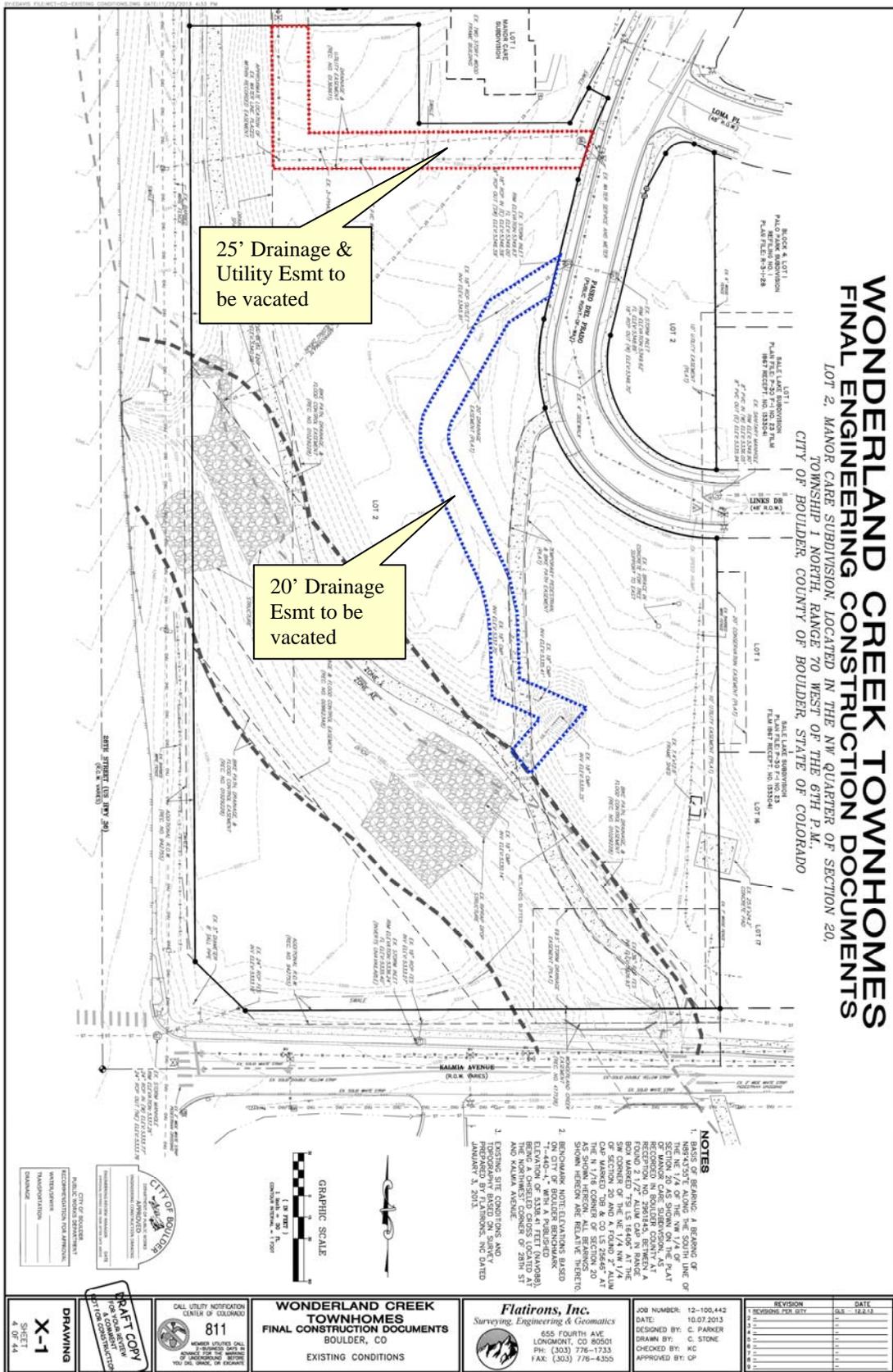
NEXT STEPS:

If the requested vacation is not called up by City Council then the Deed of Vacation (**Attachment C**) will be recorded. If the requested vacation is called up and subsequently denied, the applicant will be limited to development outside of the easement.

ATTACHMENTS:

- A: Vicinity Map
- B: Site Plan showing easements to be vacated
- C: Deed of Vacation with Exhibit A (Legal Description and Map of the Drainage and Utility Easement to be vacated) and Exhibit B (Legal Description and Map of the Drainage Easement to be vacated)
- D: Notice of Disposition





For Administrative Purposes Only
Address: Kalmia & 28th (Wonderland Creek)
Case No. ADR2013-00199

DEED OF VACATION

The City of Boulder, Colorado, does hereby vacate and release to the present owner of the subservient land, in a manner prescribed by Subsection 8-6-10(b), B.R.C. 1981, the following: 1) a drainage and utility easement previously dedicated to the City of Boulder and recorded in the records of the Boulder County Clerk and Recorder at Reception No. 01368611 on the 6th day of December, 1993, located at the northeast corner of Kalmia Avenue and 28th Street and as more particularly described as Exhibit A attached hereto and incorporated herein by reference; and 2) a drainage easement previously dedicated to the City of Boulder on the final plat of Manor Care Subdivision recorded in the records of the Boulder County Clerk and Recorder at Reception No. 02961845 on the 29th day of October, 2008 located at the northeast corner of Kalmia Avenue and 28th Street and as more particularly described as Exhibit B attached hereto and incorporated herein by reference.

The above easement vacations and release of said easements at the northeast corner of Kalmia Avenue and 28th Street shall extend only to the portion and the type of easements specifically vacated. The within vacations are not to be construed as vacating any rights-of-way, easements or cross-easements lying within the description of the vacated portion of the easements.

Executed this _____ day of _____, 20__, by the City Manager after having received authorization from the City Council of the City of Boulder, Colorado.

CITY OF BOULDER, COLORADO

By: _____
Jane S. Brautigam, City Manager

Attest:

City Clerk

Approved as to form:



City Attorney's Office

6-11-2014
Date

EXHIBIT "A"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 1 NORTH,
RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 2

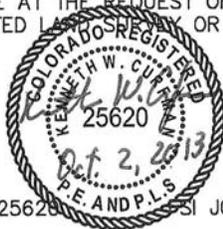
VACATION OF A 25-FOOT DRAINAGE & UTILITY EASEMENT, DESCRIBED AT REC. NO. 01368611, OVER AND ACROSS A PORTION OF LOT 2, MANOR CARE SUBDIVISION, LOCATED IN THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONSIDERING THE NORTHERLY LINE OF SAID LOT 2 TO BEAR NORTH 89°43'13" EAST, A DISTANCE OF 160.31 FEET BETWEEN FOUND NO. 5 REBAR WITH 1 1/2" ALUMINUM CAPS, MARKED "FLATIRONS SURV 16406", WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO.

COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 2, THENCE NORTH 89°43'13" EAST, ALONG SAID NORTHERLY LINE, A DISTANCE OF 58.09 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID NORTHERLY LINE NORTH 89°43'13" EAST, A DISTANCE OF 25.00 FEET; THENCE SOUTH 00°20'50" EAST, A DISTANCE OF 75.46 FEET; THENCE NORTH 89°39'07" EAST, A DISTANCE OF 199.00 FEET TO A POINT ON A NON-TANGENT CURVE, SAID CURVE IS THE WESTERLY RIGHT OF WAY LINE OF PASEO DEL PRADO; THENCE, ALONG SAID RIGHT OF WAY, 26.42 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 274.06 FEET, AN INCLUDED ANGLE OF 5°31'25" AND SUBTENDED BY A CHORD BEARING SOUTH 18°28'00" WEST, A DISTANCE OF 26.41 FEET; THENCE SOUTH 89°39'08" WEST, A DISTANCE OF 215.48 FEET; THENCE NORTH 00°20'52" WEST, A DISTANCE OF 100.49 FEET TO THE POINT OF BEGINNING.

SAID VACATED EASEMENT CONTAINING 7,374 SQ.FT. OR 0.17 ACRES, MORE OR LESS.

I, KENNETH W. CURFMAN, A LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, DO HEREBY STATE FOR AND ON BEHALF OF FLATIRONS, INC., THAT THIS PARCEL DESCRIPTION AND ATTACHED EXHIBIT, BEING MADE A PART THEREOF, WERE PREPARED BY ME OR UNDER MY RESPONSIBLE CHARGE AT THE REQUEST OF THE CLIENT AND IS NOT INTENDED TO REPRESENT A MONUMENTED LAND OR SUBDIVIDE LAND IN VIOLATION OF STATE STATUTE.



KENNETH W. CURFMAN
COLORADO P.E., P.L.S. #25620
FLATIRONS, INC. JOB NO. 13-100,442

JOB NUMBER: 13-100,442 UTILITY
DRAWN BY: E. DAVIS
DATE: AUGUST 27, 2013

THIS IS NOT A "LAND SURVEY PLAT" OR "IMPROVEMENT SURVEY PLAT" AND THIS EXHIBIT IS NOT INTENDED FOR PURPOSES OF TRANSFER OF TITLE OR SUBDIVISIONS OF LAND. RECORD INFORMATION SHOWN HEREON IS BASED ON INFORMATION PROVIDED BY CLIENT.

Flatirons, Inc.
Surveying, Engineering & Geomatics



655 FOURTH AVE
 LONGMONT, CO 80501
 PH: (303) 776-1733
 FAX: (303) 776-4355
www.FlatironsInc.com

BY: E DAVIS FILE: WCT-CD-VACATION.DWG DATE: 10/1/2013 3:47 PM

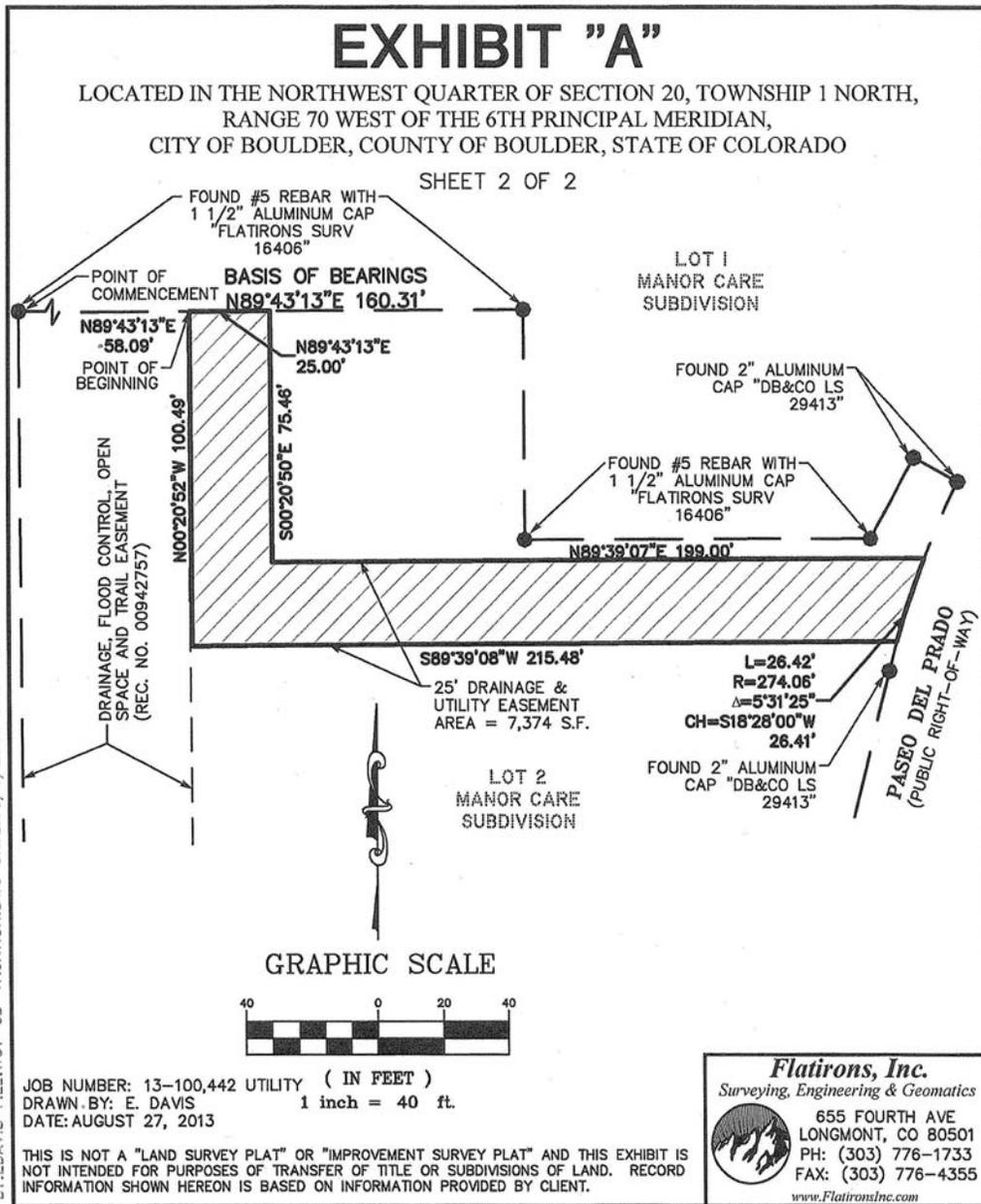


EXHIBIT "B"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 1 NORTH,
RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO
SHEET 1 OF 4

VACATION OF A 20-FOOT DRAINAGE EASEMENT OVER AND ACROSS A PORTION OF LOT 2, DESCRIBED ON THE PLAT OF MANOR CARE SUBDIVISION AT RECEPTION NO. 2961845, LOCATED IN THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A CHORD BETWEEN FOUND MONUMENTS LOCATED ON THE SOUTHWESTERLY ROW LINE OF PASEO DEL PRADO IS ASSUMED TO BEAR NORTH 52°48'00" WEST BETWEEN A 2" ALUMINUM CAP MARKED "DB & CO LS 29413" AND A #5 REBAR WITH 1.5" ALUMINUM CAP, MARKED "FLATIRONS SURV LS 16406". ALL BEARINGS CONTAINED HEREIN ARE RELATIVE THERETO.

COMMENCING AT A POINT ON THE EASTERLY LINE OF SAID LOT 2, SAID POINT BEING THE SOUTHEAST CORNER OF SAID RIGHT OF WAY; THENCE, ALONG SAID WESTERLY AND SOUTHWESTERLY RIGHT OF WAY THE FOLLOWING THREE (3) COURSES:

- 1) 162.27 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 124.00 FEET, AN INCLUDED ANGLE OF 74°58'42" AND SUBTENDED BY A CHORD BEARING NORTH 52°48'00" WEST, A DISTANCE OF 150.94 FEET;
- 2) THENCE, CONTINUING ALONG SAID WESTERLY AND SOUTHWESTERLY RIGHT OF WAY, 63.02 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 124.00 FEET, AN INCLUDED ANGLE OF 29°07'04" AND SUBTENDED BY A CHORD BEARING NORTH 0°45'07" WEST, A DISTANCE OF 62.34 FEET;
- 3) THENCE NORTH 13°48'25" EAST, A DISTANCE OF 16.92 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 57°42'38" WEST, A DISTANCE OF 33.55 FEET; THENCE SOUTH 30°10'13" WEST, A DISTANCE OF 79.76 FEET TO A POINT ON A TANGENT CURVE;

BY: E.DAVIS FILE: WCT-CD-VACATION.DWG DATE: 10/1/2013 3:47 PM

JOB NUMBER: 13-100,442 DRAINAGE
DRAWN BY: E. DAVIS
DATE: AUGUST 27, 2013

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EXHIBIT "B"

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RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 2 OF 4

THENCE 17.48 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 22.00 FEET, AN INCLUDED ANGLE OF 45°31'52" AND SUBTENDED BY A CHORD BEARING SOUTH 07°24'17" WEST, A DISTANCE OF 17.03 FEET; THENCE SOUTH 23°50'42" EAST, A DISTANCE OF 102.33 FEET; THENCE SOUTH 12°51'35" EAST, A DISTANCE OF 24.78 FEET; THENCE SOUTH 03°16'24" EAST, A DISTANCE OF 46.47 FEET; THENCE SOUTH 66°36'03" EAST, A DISTANCE OF 50.98 FEET; THENCE SOUTH 40°45'02" WEST, A DISTANCE OF 60.14 FEET TO A POINT ON THE NORTHERLY LINE OF A BIKE PATH, DRAINAGE, AND FLOOD CONTROL EASEMENT AT RECEPTION NO. 01029228, RECORDED FEBRUARY 22, 1990; THENCE NORTH 38°15'16" WEST, ALONG SAID NORTHERLY EASEMENT LINE, A DISTANCE OF 20.37 FEET; THENCE NORTH 40°45'02" EAST, A DISTANCE OF 29.05 FEET; THENCE NORTH 66°36'03" WEST, A DISTANCE OF 36.12 FEET; THENCE NORTH 03°16'24" WEST, A DISTANCE OF 57.13 FEET; THENCE NORTH 12°51'35" WEST, A DISTANCE OF 21.18 FEET; THENCE NORTH 23°50'42" WEST, A DISTANCE OF 101.65 FEET TO A POINT ON A TANGENT CURVE; THENCE 35.10 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 42.00 FEET, AN INCLUDED ANGLE OF 47°52'39" AND SUBTENDED BY A CHORD BEARING NORTH 06°13'53" EAST, A DISTANCE OF 34.08 FEET; THENCE NORTH 30°10'13" EAST, A DISTANCE OF 84.66 FEET; THENCE NORTH 57°42'38" EAST, A DISTANCE OF 59.24 FEET TO A POINT ON SAID WESTERLY RIGHT OF WAY LINE OF PASEO DEL PRADO; THENCE SOUTH 13°48'25" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 28.84 FEET TO THE POINT OF BEGINNING.

SAID VACATED EASEMENT CONTAINING 8,396 SQ.FT. OR 0.19 ACRES, MORE OR LESS.

I, KENNETH W. CURFMAN, A LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, DO HEREBY STATE FOR AND ON BEHALF OF FLATIRONS, INC., THAT THIS PARCEL DESCRIPTION AND ATTACHED EXHIBIT, BEING MADE A PART THEREOF, WERE PREPARED BY ME OR UNDER MY RESPONSIBLE CHARGE AT THE REQUEST OF THE CLIENT AND IS NOT INTENDED TO REPRESENT A MONUMENTED LAND SURVEY OR SUBDIVIDE LAND IN VIOLATION OF STATE STATUTE.



KENNETH W. CURFMAN
COLORADO P.E., P.L.S. #25620
FLATIRONS, INC.

JOB NUMBER: 13-100,442 DRAINAGE
DRAWN BY: E. DAVIS
DATE: AUGUST 27, 2013

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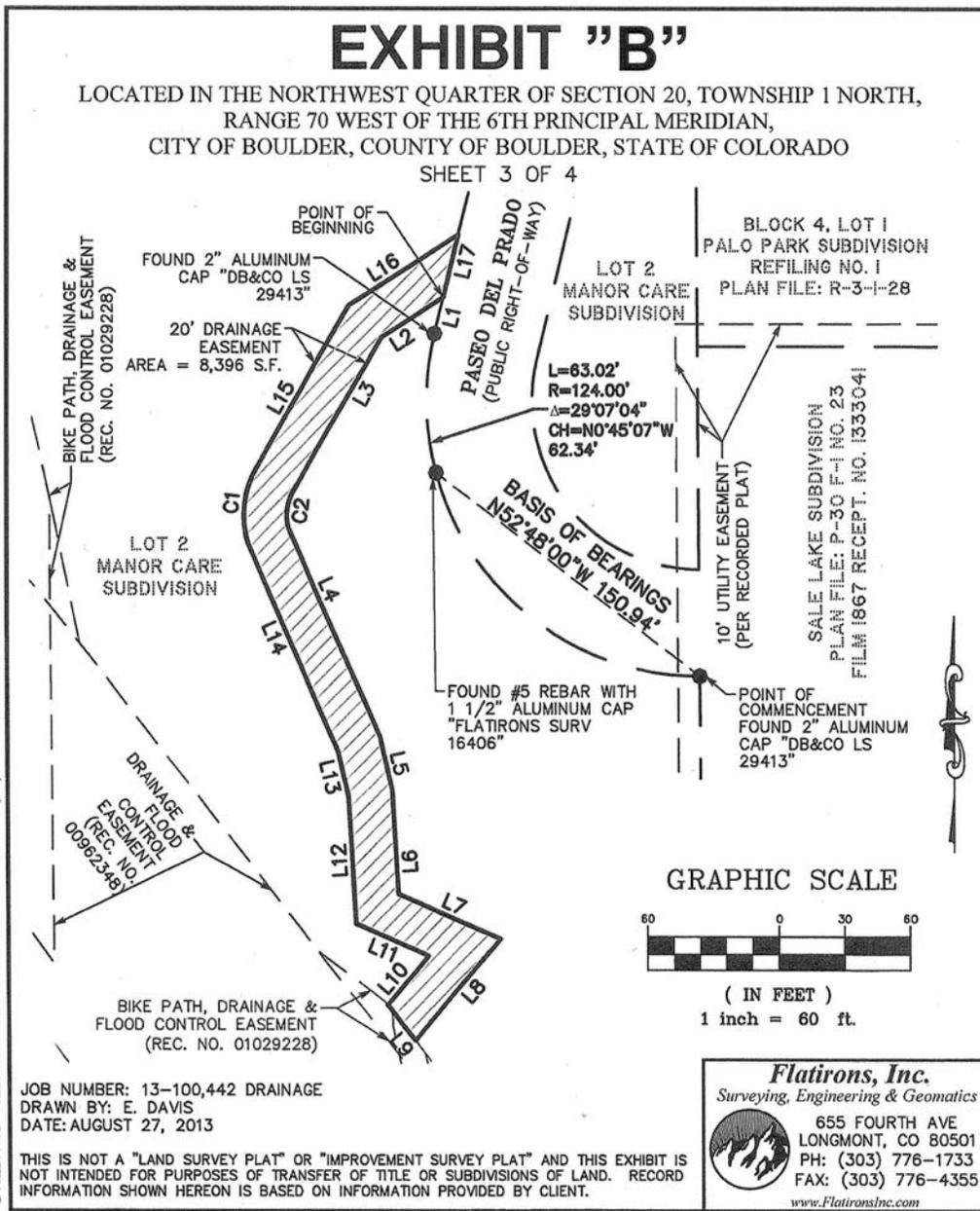


EXHIBIT "B"

LOCATED IN THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 1 NORTH,
 RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN,
 CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO
 SHEET 4 OF 4

PARCEL LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	16.92	N13°48'25"E
L2	33.55	S57°42'38"W
L3	79.76	S30°10'13"W
L4	102.33	S23°50'42"E
L5	24.78	S12°51'35"E
L6	46.47	S03°16'24"E
L7	50.98	S66°36'03"E
L8	60.14	S40°45'02"W
L9	20.37	N38°15'16"W
L10	29.05	N40°45'02"E
L11	36.12	N66°36'03"W
L12	57.13	N03°16'24"W
L13	21.18	N12°51'35"W
L14	101.65	N23°50'42"W
L15	84.66	N30°10'13"E
L16	59.24	N57°42'38"E
L17	28.84	S13°48'25"W

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C1	35.10	42.00	47°52'39"	N06°13'53"E	34.08
C2	17.48	22.00	45°31'52"	S07°24'17"W	17.03

BY: E DAVIS FILE: HCT-CD-VACATION.DWG DATE: 10/1/2013 3:47 PM

JOB NUMBER: 13-100,442 DRAINAGE
 DRAWN BY: E. DAVIS
 DATE: AUGUST 27, 2013

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CITY OF BOULDER
Community Planning and Sustainability

1739 Broadway, Third Floor • P.O. Box 791, Boulder, CO 80306-0791
phone 303-441-1880 • fax 303-441-3241 • web www.bouldercolorado.gov

ADMINISTRATIVE REVIEW
NOTICE OF DISPOSITION

You are hereby advised that the following action was taken by the Planning Department:

DECISION: Approved
DATE: June 11, 2014
REQUEST TYPE: Public Utility Easement Vacations
ADDRESS: 0 Kalmia Ave.
APPLICANT: Stephen Sparr
CASE #: ADR2013-00199
LEGAL DESCRIPTION: Lot 2, Manor Care Subdivision, Located in the NW Quarter of Section 20, Township 1N, Range 70 West of the 6th P.M., City of Boulder, County of Boulder, State of Colorado
DESCRIPTION: PUBLIC UTILITY EASEMENT VACATIONS: for the vacation of two easements associated with the Wonderland Creek Townhomes project, including a 25-foot drainage and utility easement and a 20-foot drainage easement.

FINAL DECISION STANDARDS:
Approved as submitted. This application is approved per the criteria for Vacation of Public Easements as set forth in section 8-6-10, B.R.C. 1981. This approval does not constitute building permit approval.

This approval is limited to the vacation of a drainage and utility easement previously dedicated to the City of Boulder and recorded in the records of the Boulder County Clerk and Recorder on December 6, 1993 at Reception No. 01368611, as well as a drainage easement previously dedicated to the City of Boulder on the final plat of Manor Care Subdivision recorded in the records of the Boulder County Clerk and Recorder on October 29, 2008 at Reception No. 02961845, located at 0 Kalmia Ave.

Approved By: 
Chandler Van Schaack, Planning Department



INFORMATION PACKET MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning & Sustainability
Charles Ferro, Development Review Manager
Jonathan Woodward, Associate Planner

Date: June 17, 2014

Subject: Call-Up Item: Vacation of a 25 foot utility easement running perpendicular to the 28th Street Frontage Road and east-to-west at 800 28th Street (ADR2014-00082).

EXECUTIVE SUMMARY:

The applicant requests vacation of a 25 foot utility easement at 800 28th Street (refer to **Attachment D** for exact location) for a residential multi-family development project that was approved by the Planning Board in October 2013. The area to be vacated will be used for an internal sidewalk and site amenities. This site is the current location of the “Boulder Outlook Hotel.” The easement was originally dedicated in 1982 to accommodate utilities. The easement is no longer needed since utilities are not present at this location and will not be needed in the future. All requisite utility companies have approved the request.

The proposed easement vacation was approved by staff on June 2, 2014. There is one scheduled City Council meeting on June 17, 2014 which is within the 30 day call-up period.

CODE REQUIREMENTS:

Pursuant to the procedures for easement vacations set forth in subsection 8-6-10(b), B.R.C. 1981, the city manager has approved the vacation of a 25 foot existing utility easement. The date of final staff approval of the easement vacation was June 2, 2014 (refer to **Attachment E**, *Notice of Disposition*). The vacation will be effective 30 days later, on July 2, 2014, unless the approval is called up by City Council.

FISCAL IMPACTS:

This vacation of this easement was required as a condition of approval for Site Review, and it is a key part of the larger site plan for the Boulder Outlook Hotel redevelopment. A denial of this request could cause the applicant to make significant changes to the approved site plan and site design.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS:

- Economic: None identified.
- Environmental: No impacts are anticipated through this utility easement vacation.
- Social: None identified.

BACKGROUND:

The subject property is a 4.2 acre lot located in a Business Transitional 1 (BT-1) zone district (refer to **Attachment A**, *Vicinity Map*). It is being developed as the future American Campus Communities Student Housing. The property has a 25 foot utility easement that runs perpendicular to the west property line (refer to **Attachment B**, *Site Plan*).

The portion of easement to be vacated was originally dedicated for utility purposes in 1982. There are no public or private utilities or structural encroachments located in the easement to be vacated.

Given that there is no public need for the portion of easement for which it was intended, failure to vacate the requested portion of easement would cause hardship to the property owner, and it would interfere with the site plan and design of the future residential multi-family redevelopment.

ANALYSIS:

Staff finds the proposed vacation of a 25 foot utility easement (25 feet x 255 feet) consistent with the standard set forth in subsection (b) of section 8-6-10, “*Vacation of Public Easements*”, B.R.C. 1981. Specifically, staff has determined that no public need exists for this utility easement.

No vacation of a public easement shall be approved unless the approving agency finds that:

-  1. Change is not contrary to the public interest.
-  2. All agencies having a conceivable interest have indicated that no need exists, either in the present or conceivable future, for its original purpose or other public purpose.
-  3. Consistent with the Comprehensive Plan and Land Use Regulations.
 -  a. Failure to vacate the easement would cause a substantial hardship to the use of the property consistent with the Comprehensive Plan and Land Use Regulations; or
 - N/A b. Would provide a greater public benefit than retaining the property in its present status.

PUBLIC COMMENT AND PROCESS:

Notice of the vacation will be advertised in the Daily Camera within the 30 day call up period. Staff has received no written or verbal comments adverse to the vacation.

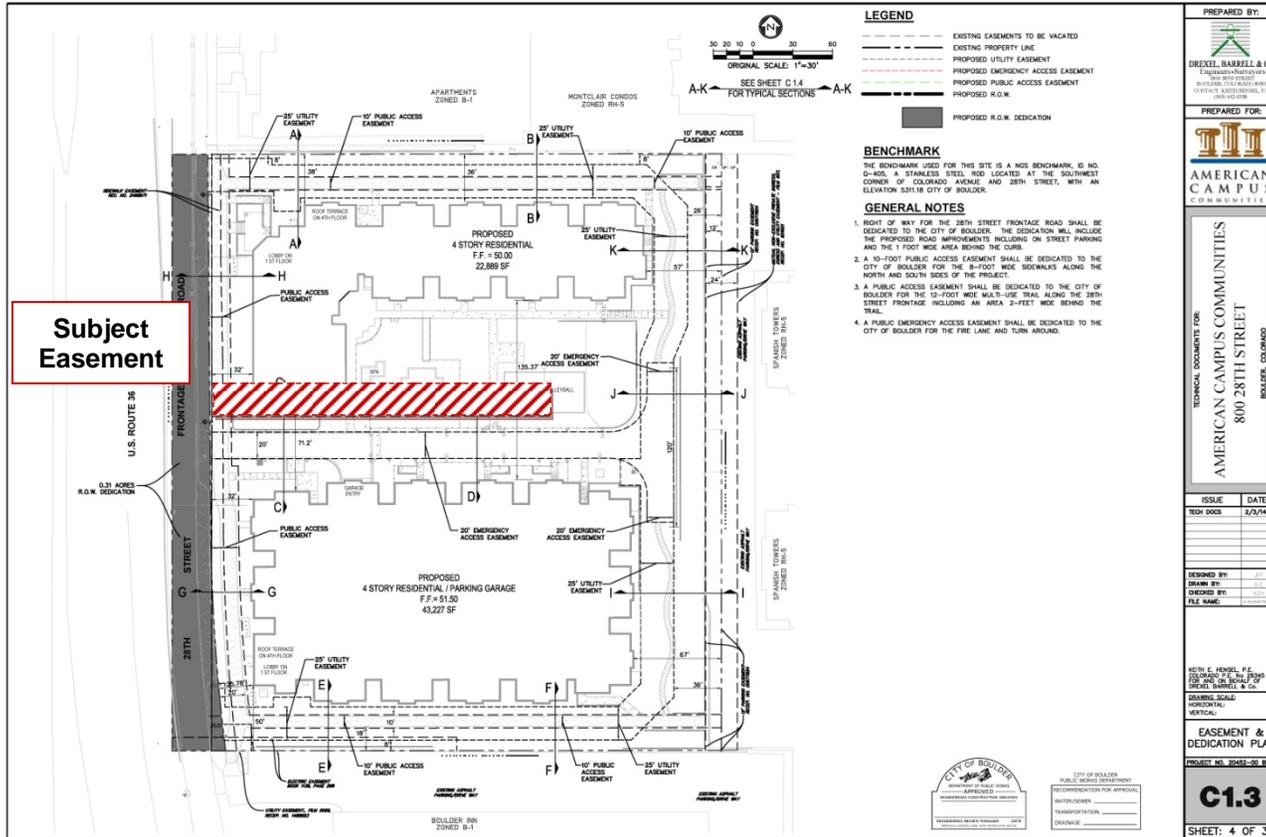
NEXT STEPS:

If the requested vacation is not called up by City Council then the Deed of Vacation (**Attachment C**) will be recorded. If the requested vacation is called up, and subsequently denied, the applicant will be limited to development on the property outside of the easement area.

ATTACHMENTS:

- Attachment A: Vicinity Map
- Attachment B: Site Plan
- Attachment C: Deed of Vacation
- Attachment D: Exhibit A
- Attachment E: Notice of Disposition





For Administrative Purposes Only
Address: 800 28th Street
Case No.: ADR2014-00082

DEED OF VACATION

The City of Boulder, Colorado does hereby vacate and release to the present owner(s) of the subservient land, in a manner prescribed by Subsection 8-6-10(b), B.R.C. 1981, the following utility easement previously dedicated to the City of Boulder and recorded in the records of Boulder County Clerk and Recorder at Film 1235, Reception No. 527442 on January 7, 1983, located at 800 28th Street and as more particularly described as follows:

See Exhibit A attached hereto and incorporated herein by reference.

The within easement vacation and release of said easement shall extend only to the portion and the type of easement specifically vacated. The within vacation is not to be construed as vacating any rights-of-way or easements or cross-easements lying within the description of the vacated portion of the easement.

Executed this _____ day of _____, 20__, by the City Manager after having received authorization from the City Council of the City of Boulder, Colorado.

CITY OF BOULDER, COLORADO

By: _____
Jane S. Brautigam, City Manager

Attest:

City Clerk

Approved as to form:

Hela Pannocis
City Attorney's Office

5-28-2014
Date



EXHIBIT A
PAGE 1 OF 2

Engineers/Surveyors

Boulder
Colorado Springs
Steamboat Springs
Grand Junction

1800 38th Street
Boulder, CO 80301-2620

303.442.4338
303.442.4373 Fax

Drexel, Barrell & Co.

JANUARY 21, 2014

LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN THE SW1/4 OF SECTION 32 T1N, R70W OF THE 6TH P.M., CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A TRACT OF LAND AS DESCRIBED IN ON FILM 1235 AS RECEPTION NO. 527442 IN THE BOULDER COUNTY RECORDS.

Legal Description Prepared By

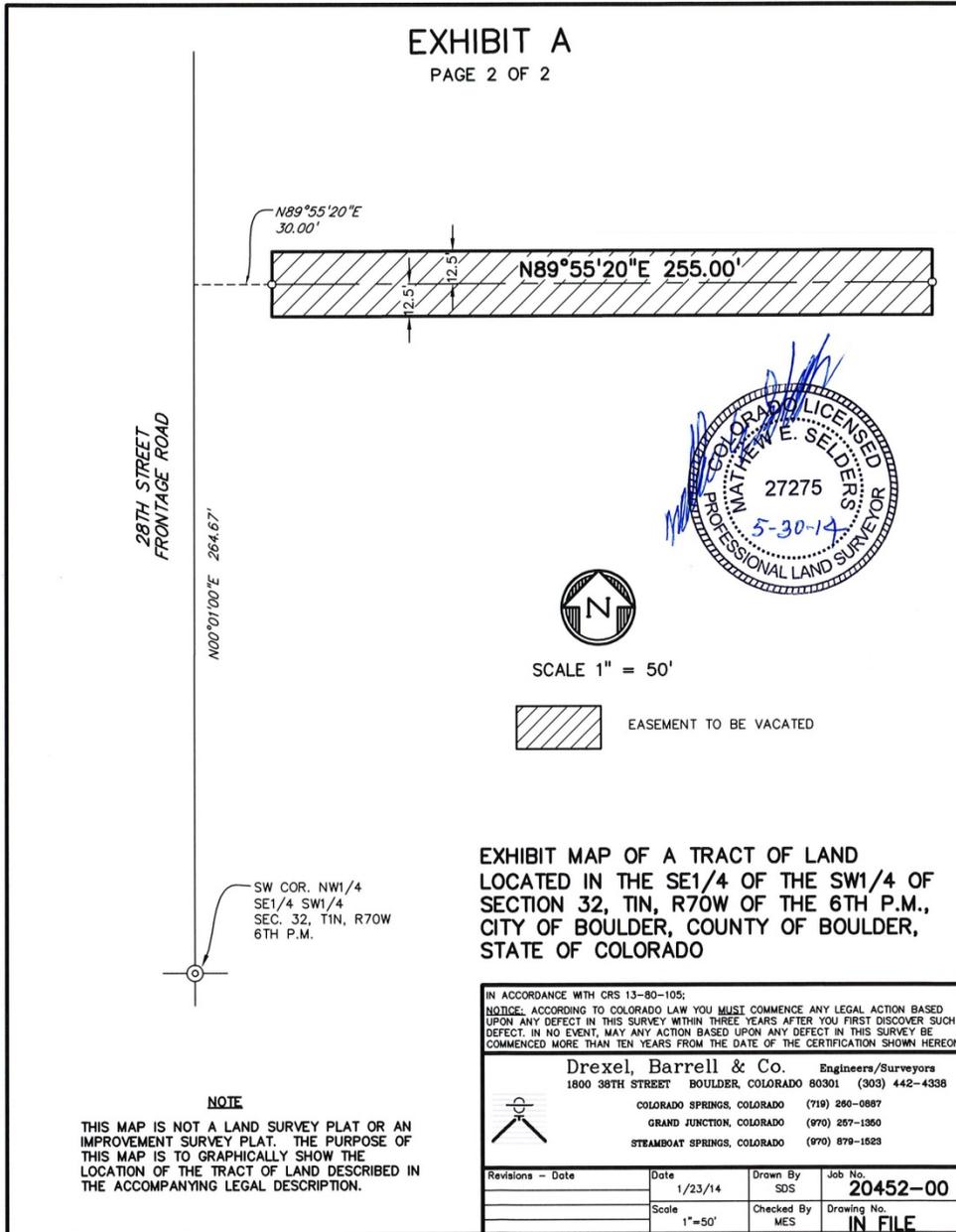
Mathew E. Selders
Colorado License No. 27275
1800 38th Street
Boulder, CO 80301
303-442-4338



H:\20452-00 BLCV\Survey\Documents\Legals\Vacation Utility Easement Film 1235, Rec. No. 527442.doc

EXHIBIT A

PAGE 2 OF 2



SCALE 1" = 50'



EASEMENT TO BE VACATED

**EXHIBIT MAP OF A TRACT OF LAND
LOCATED IN THE SE1/4 OF THE SW1/4 OF
SECTION 32, T1N, R70W OF THE 6TH P.M.,
CITY OF BOULDER, COUNTY OF BOULDER,
STATE OF COLORADO**

IN ACCORDANCE WITH CRS 13-80-105;
NOTICE, ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED
UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH
DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE
COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

Drexel, Barrell & Co. Engineers/Surveyors
1800 38TH STREET BOULDER, COLORADO 80301 (303) 442-4338
COLORADO SPRINGS, COLORADO (719) 260-0887
GRAND JUNCTION, COLORADO (970) 257-1360
STREAMBOAT SPRINGS, COLORADO (970) 879-1523



NOTE
THIS MAP IS NOT A LAND SURVEY PLAT OR AN
IMPROVEMENT SURVEY PLAT. THE PURPOSE OF
THIS MAP IS TO GRAPHICALLY SHOW THE
LOCATION OF THE TRACT OF LAND DESCRIBED IN
THE ACCOMPANYING LEGAL DESCRIPTION.

Revisions - Date	Date	Drawn By	Job No.
	1/23/14	SDS	20452-00
	Scale	Checked By	Drawing No.
	1"=50'	MES	IN FILE

H:\D0452-00 BLCV\Survey\Sheets\ExhibitA\0452-00a009.dwg, 5/7/2014 11:16:45 AM



CITY OF BOULDER
Community Planning and Sustainability

1739 Broadway, Third Floor • P.O. Box 791, Boulder, CO 80306-0791
phone 303-441-1880 • fax 303-441-3241 • web www.bouldercolorado.gov

ADMINISTRATIVE REVIEW
NOTICE OF DISPOSITION

You are hereby advised that the following action was taken by the Planning Department:

DECISION: Approved
DATE: June 2, 2014
REQUEST TYPE: Vacation/Easement
ADDRESS: 800 28th Street
APPLICANT: Xavier Garcia
CASE #: ADR2014-00082
LEGAL DESCRIPTION: See Exhibit A.
DESCRIPTION: EASEMENT VACATION to vacate a 25 foot utility easement along the west property line and running perpendicular to the 28th Street Frontage Road at 800 28th Street.

FINAL DECISION STANDARDS:

Approved as submitted. This application is approved per the criteria for Vacation of Public Easements as set forth in section 8-6-10, B.R.C. 1981. This approval does not constitute building permit approval.

This approval is limited to the vacation of a 25 foot utility easement, previously dedicated to the City of Boulder and recorded in Film 1235 as Reception No. 527442 in the Boulder County Records.

INFORMATIONAL COMMENTS:

Pursuant to section 8-6-10(b), B.R.C. 1981, approval of an easement vacation "is not effective until thirty days after the date of its approval. Promptly after approving the vacation, the manager will forward to the city council a written report, including a legal description of vacated portion of the easement and the reasons for approval. The manager will publish notice of the proposed vacation once in a newspaper of general circulation in the City within thirty days after the vacation is approved. Upon receiving such report and at any time before the effective date of the vacation, the council may rescind the manager's approval and call up the vacation request for its consideration at a public hearing, which constitutes a revocation of the vacation."

A 25 foot utility easement was dedicated on December 15, 1982 (Film 1235, Reception No. 527442). The utilities companies have consented to sign off on the request.

This decision is final and may not be appealed. A new request may be considered only as a new application.

Approved By:

Jonathan Woodward, Planning Department



INFORMATION PACKET MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
Maureen Rait, Executive Director of Public Works Department
Tracy Winfree, Director of Public Works for Transportation
Stephany Westhusin, Principal Transportation Projects Engineer
Debbie Ritter, Transportation Project Manager
Noreen Walsh, Senior Transportation Planner

Date: June 17, 2014

Subject: Call-up Item: Community and Environmental Assessment Process (CEAP) for the Baseline Road (Broadway-27th Way) Underpass Project (subject to call-up through June 17, 2014)

EXECUTIVE SUMMARY

This item provides City Council with the opportunity to review and call-up the Community and Environmental Assessment Process (CEAP) for the Baseline Road Underpass Project between Broadway and 27th Way. If City Council chooses not to call up this CEAP by June 17, 2014, staff will proceed with the project design alternative recommended by the Transportation Advisory Board (TAB).

The section of Baseline Road (US 36 Spur W) between Broadway (SH 93) and 27th Way has many pedestrians, bicyclists, drivers and transit riders accessing the adjacent University of Colorado at Boulder (CU) campus, Basemar Shopping Center, and other locations beyond. The existing crossing location has received a number of treatments over the past 14 years due to its high level of activity, adjacent land uses, and city goal of encouraging walking and bicycling.

The primary objective is to enhance safety for bicyclists, pedestrians and drivers in this location by providing a grade-separated bicycle/pedestrian crossing under Baseline Road. A secondary benefit anticipated with the removal of the pedestrian signal is improved traffic flow in an area that has multiple access points between Broadway and US 36, reducing overall traffic congestion and delays. Pedestrians and cyclists will no longer have to wait to safely cross Baseline Road.

An underpass at this location has been included in the Transportation Master Plan (TMP) since 1996. In 2010, following a community outreach process, TAB recommendation and council endorsement, the City of Boulder applied for a federal Transportation Improvement Program (TIP) grant to design and construct an underpass at this location. The funding award was

approved by the Denver Regional Council of Governments (DRCOG) board in 2011, with construction funds available in Fiscal Year 2015.

The project scope of work includes a new underpass, connections from the underpass to other transportation facilities, median reconstruction, street resurfacing, storm drainage capacity work on the north side of Baseline Road, a multi-use path on the east side of Broadway from the Skunk Creek path to Baseline Road, public art, landscaping, and urban design.

The project design process began in 2012 and three underpass options have been developed and evaluated through the city's CEAP. The TAB has made a recommendation for the CEAP and project design alternative and forwarded this to City Council for potential call-up.

The preferred design alternative is Option B, which improves bicycle and pedestrian crossings of Baseline Road and provides efficient connections to the crossing from all directions. Option B supports the shared goals of the Boulder Valley Comprehensive Plan (BVCP), TMP, and CU master plan by improving travel options through more direct and efficient crossings and connections. Community members preferred this option over the other options for its simple and direct connection for the majority of the users and its ability to meet Americans with Disabilities Act (ADA) design guidelines. Option B is shown on page 11 of the attached CEAP.

Following an April 14, 2014 project briefing, TAB held a public hearing and made a recommendation for the project CEAP at their May 12, 2014 meeting. The board voted 4-0 to approve the CEAP and the staff-recommended project design alternative. Construction is expected to begin in late 2014/early 2015 and take one year to complete.

FISCAL IMPACT

Included in the city's Capital Improvement Program (CIP) since 2011, the project budget is \$5.4 million, with \$4 million in federal transportation funds and \$1.4 million from city transportation funds. Additional funding is not required and staff time is included in the project budget as part of the normal work plan.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

Economic: The project helps the city achieve its economic goals by improving walking, bicycling, driving and transit access from this location to the commercial center on the south; the university on the north; and for travelers, employees, students and residents passing through the area.

Environmental: This project helps the city achieve its environmental goals by providing a safer crossing and connections to the existing bicycle and pedestrian facilities and adjacent transit stops. In addition to addressing current needs at this crossing location, this project is anticipated to decrease single-occupant vehicle use, which would reduce the use of non-renewable energy resources and greenhouse gas emissions. In the DRCOG TIP application, it was estimated that this project would result in an annual emissions reduction of 239,000 pounds of carbon dioxide due to increased bicycle and pedestrian travel.

Social: This project helps the city achieve its social sustainability goals by improving transportation options for all community members to use and enhancing public safety with a grade-separated crossing of Baseline Road.

BACKGROUND

The section of Baseline Road between Broadway (SH 93) and 27th Way has many pedestrians, bicyclists, drivers and transit riders accessing the adjacent CU campus, Basemar Shopping Center, and other locations beyond. More than 27,500 vehicles travel through this section each day and transit service includes the 204, 225 and BOUND bus routes, with both eastbound and westbound transit stops. Each day, there are 11 boardings and 95 unboardings at the westbound transit stop; with 555 boardings and 178 unboardings at the eastbound transit stop. Each day, more than 800 bicyclists and pedestrians cross Baseline Road at the existing crosswalk.

This crossing location has received a number of treatments over the past 14 years due to its high level of activity, adjacent land uses, and city goal of encouraging walking and bicycling travel. In October 2000, pedestrian crossing signs were installed. In December 2006, Pedestrian Actuated Flashing Signs (PAFs) were installed with the state-required flashing sign and “Yield” line signing and markings. Staff monitored the user effectiveness and safety of the PAFs and found that the rate of crossing accidents involving a pedestrian increased at this location.

In July 2010, a pedestrian signal was installed at the crossing location to further improve safety at this location until an underpass could be funded and constructed, as identified in the TMP. Since 2010, there have not been any accidents involving a pedestrian or bicyclist at this location. Further transportation data is contained in the Appendix of the CEAP on page 34.

Planning and design of this project began in 2012, and the scope of work includes:

- A new grade-separated bicycle and pedestrian underpass, replacing the pedestrian crossing signal on Baseline Road between Broadway and 27th Way;
- Connections to the existing sidewalks, multi-use paths and bicycle lanes;
- A new multi-use path connection along the east side of Broadway from Baseline Road south along the western side of the Basemar Shopping Center to the Skunk Creek path;
- Storm drainage improvements to increase capacity on the north side of Baseline Road, along with a permanent water quality treatment;
- Median reconstruction;
- Street resurfacing; and
- Landscaping, underpass lighting, urban design and public art.

ANALYSIS

Community Environmental Assessment Process (CEAP)

The purpose of the CEAP is to assess the potential impacts of conceptual project alternatives to inform the selection and refinement of a preferred alternative. The CEAP provides the opportunity to balance multiple community goals in the design of a capital project by assessing it against the policies outlined in the BVCP and departmental master plans. The CEAP process includes review by an interdepartmental staff review team and the relevant advisory board,

which in this case is the TAB. The attached CEAP report provides an evaluation of three underpass design options and their effects on pedestrian, bicycle, vehicular, and transit travel; as well as impacts to trees, landscaping and property acquisition/easements.

For each of the three underpass options considered in the CEAP, the width of the underpass is 24 feet and the entrance and path connections on the north side of Baseline Road are the same from the west and east sides. On the north side, some landscaping grasses, shrubs and up to six trees are anticipated to be removed. The City of Boulder Forestry group has completed an assessment of the tree conditions on the north side of Baseline Road and concluded that the trees to be removed are in good or fair condition (the tree assessment is included on page 35 of the CEAP). Landscaping will be restored, replacement trees will be planted, and staff will look for opportunities within the project area for additional tree planting.

The project will also connect the underpass to existing sidewalks, multi-use paths and on-street bicycle lanes. The medians on Baseline Road will be reconstructed and the roadway will be resurfaced with asphalt. A missing multi-use path connection along the east side of Broadway from north of Skunk Creek to Baseline Road will be completed. There will be storm drainage work to increase capacity on the north side of Baseline Road, along with a permanent water quality treatment. Bicycle parking, landscaping and public art will be incorporated into the project improvements. For all three options, there will be a curb extension at the southeast corner of Broadway and Baseline Road, with an access lane into the Einstein Bros Bagels/Starbucks and Basemar Shopping Center. The curb extension decreases the crossing distance for pedestrians and bicyclists at the east leg of the Baseline/Broadway intersection.

The construction period is estimated to be one year for all options, starting with private utility relocations work and then followed by the underpass construction.

The design options differ with regards to the bicycle and pedestrian access ramp(s) on the south side of Baseline Road and the curb extensions east of the Basemar Shopping Center driveway, along with the other related differences described below.

Option A “Access Ramp on West Side” – The 24-foot-wide underpass is perpendicular to Baseline Road and located west of the Basemar Shopping Center driveway. The entrance and path connection on the south side of Baseline Road comes from the west. Eastbound access on the underpass ramp entrance on the south side of Baseline Road requires bicyclists and pedestrians to cross the Basemar Shopping Center’s north side driveway entrance at-grade. Pedestrians can also use a staircase to access the underpass entrance. The transit stops remain in their current locations and there is space for expanded regional service operations and future transit stop amenities.

There are landscaping impacts and one tree anticipated to be removed on the south side of Baseline Road. The City of Boulder Forestry group assessed the tree to be in fair condition. Landscaping will be restored, replacement trees will be planted and staff will look for opportunities within the project area for additional tree planting.

The through lane will begin east of the Broadway and Baseline Road corner curb extension, as it exists today. Permanent easements along the south side of Baseline Road would be required for this design option, which is an additional cost. The graphic for Option A is shown on page 9 of the attached CEAP document.

Option B “Access Ramp on East Side” – The 24-foot-wide underpass crossing is at a skewed angle and the entrance ramp and path connections on the south side of Baseline Road come from the east. Westbound bicyclists and pedestrians coming will be required to cross the Basemar Shopping Center’s driveway entrance on Baseline Road at-grade to access the underpass ramp entrance. Pedestrians can also use a staircase to access the underpass. The eastbound transit stop will be relocated and reconstructed to accommodate current bus operations, with the ability to provide additional space for future bus operations, if the need arises.

There will be a curb extension east of the Basemar Shopping Center’s driveway entrance on Baseline Road, with a designated access lane into the Basemar Shopping Center. The additional space from the curb extension at the driveway is utilized for the underpass and transit stop areas. Eastbound vehicle traffic will be reduced from three to two through lanes between Broadway to the main driveway entrance to the Basemar Shopping Center.

On the south side of Baseline Road, landscaping and two trees are anticipated to be removed. The City of Boulder Forestry tree condition assessment noted these two trees to be in fair and good/fair condition. The tree condition assessment has been included in the attached CEAP Appendix. Landscaping will be restored, replacement trees will be planted, and project staff will look for opportunities within the project area for additional tree planting. The city’s landscape architect noted that the landscaping restoration area in this option provides larger spaces for quality landscaping in comparison to Option C, which has many smaller spaces for landscaping.

No additional property acquisition is required for this option. The graphic for Option B is shown on page 11 of the attached CEAP document.

Option C “Access Ramps on East and West Sides” – The 24-foot-wide underpass crossing is perpendicular to Baseline Road, similar to Option A, but the entrance ramps and path connections along the south side of Baseline Road are from both the east and west. Bicyclists and pedestrians do not need to cross the Basemar Shopping Center’s main driveway entrance on Baseline Road to access the underpass from the south side. For the east entrance ramp, there would be an additional underpass beneath the Basemar Shopping Center driveway entrance, reducing the potential for conflict between bicyclists, pedestrians and vehicles turning into Basemar Shopping Center. There is an additional cost to provide a second underpass structure for the main Basemar Shopping Center driveway entrance. Pedestrians can also use a staircase to access the south side underpass entrance. The underpass ramps on the south side have low sight distance for those entering and exiting the underpass for left turning movements which increases the potential for user conflicts.

The eastbound transit stop will be relocated and reconstructed and can accommodate current bus operations, with the ability to provide additional space for future bus operations, if the need arises. There will be a curb extension east of the Basemar Shopping Center main entrance on Baseline Road, with a designated access lane into the Basemar Shopping Center. The additional space from the curb extension at the driveway is utilized for the secondary underpass and transit stop areas. Eastbound vehicle traffic will be reduced from three to two through lanes between from Broadway and the main driveway entrance to the Basemar Shopping Center.

Permanent easements along the south side of Baseline Road will be required to construct this design option and this is an additional cost. The graphic for Option C is shown on page 13 of the attached CEAP document.

Public Feedback

Information about the project is available on the project Web page and a public meeting was held on April 8, 2014. The meeting graphics were also available at the Main Boulder Public Library's second floor reference desk.

Information about the project and the public meeting was mailed directly to 400 residents, property owners, businesses and other interested parties. The City of Boulder and CU also distributed this information through their email groups and social media.

Feedback on the project was received at the public meeting, through an online comment form and from social media sites. Eighteen people attended the April 8 meeting. Ten people and two organizations (Center for People with Disabilities and Community Cycles) provided input electronically. Most preferred Option B due to its simple, direct connections for the majority of bicycle and pedestrian users, its ability to provide an accessible facility for people with disabilities, and its reduced potential for bicycle and pedestrian conflicts on the south side of Baseline Road than Option C may have with its "T" intersection and low sight distances.

There was one person who favored Option A for its access for users coming from the west and southwest. There were four people who preferred Option C because it provided a grade-separated crossing from the east and west directions, although there was some concern about the conflict potential at the underpass entrance. In favoring Option B, Community Cycles also offered input regarding design details. Those details will be addressed as final design proceeds through next steps.

The project team is coordinating with other city departments and workgroups, including Community Planning and Sustainability, Forestry, GO Boulder, and Transportation and Utilities Maintenance. As part of the review process, the CEAP was presented to the interdepartmental staff review team on April 29, 2014, which reached concurrence for the preferred design option. Feedback and comments received during this review have been incorporated into the revised CEAP. On May 12, 2014, the TAB held a public hearing and voted 4-0 to approve the CEAP and the staff-recommended project design.

Preferred Design Option

The preferred design alternative is Option B, which improves bicycle and pedestrian crossings of Baseline Road. Option B provides efficient connections to the crossing from all directions and a direct grade-separated connection for the majority of users who come from the east and southeast. The multi-use path is detached from Baseline Road, so there is space for left- or right-turning vehicles to turn and stop for users crossing the Basemar Shopping Center driveway entrance.

This option has reduced user conflicts at the south underpass entrance compared to Option C due to fewer crossing patterns and increased sight distance. This option can be constructed within the existing public right-of-way and does not require permanent easements. Community members preferred this option due to its simple, direct connections for the majority of the users, ability to provide an accessible facility for people with disabilities and reduced potential for bicycle/pedestrian conflicts on the south side of Baseline Road. Option B supports the goals of the BVCP, TMP and CU master plan by improving multimodal travel options through more direct and efficient crossings and connections.

NEXT STEPS

If City Council chooses not to call-up this CEAP by June 17, 2014, staff will proceed with the TAB-recommended project design alternative. The project team will continue to coordinate with city departments and agencies and incorporate community input, where possible, during the final design. Construction is expected to begin in late 2014/early 2015 and take one year to complete.

ATTACHMENTS:

Attachment A – Community and Environmental Assessment Process (CEAP) for the Baseline Road (Broadway-27th Way) Underpass Project

**City Of Boulder
Community and Environmental Assessment Process**

**Baseline Road
Underpass Project
Broadway to 27th Way**



April 2014

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EXECUTIVE SUMMARY

The Baseline Road Underpass Project is located on Baseline Road between Broadway and 27th Way. (Figure 1) Following a Transportation Advisory Board (TAB) and City Council review and approval of this project, the City of Boulder applied for a federal transportation grant for this project in 2010 and was awarded the funds in 2011. The total project budget is \$5.4 million and is composed of federal (\$4 million), and city (\$1.4 million) transportation funds. This project will improve safety for bicyclists, pedestrians and drivers in this location by providing a grade separated bicycle/pedestrian crossing of Baseline Road. This underpass project is expected to reduce the conflicts between vehicles and bicyclists and pedestrians and improve crossing and connectivity in the area. The project will also connect the underpass to existing sidewalks, multi-use paths and on-street bicycle lanes, reconstruct medians and resurface the street with asphalt. Bicycle parking, landscaping and public art will be incorporated into the project improvements.

The Community and Environmental Assessment Process (CEAP) is a formal review process to consider the impacts of public development projects. The purpose of the CEAP is to assess potential impacts of conceptual project alternatives to inform the selection and refinement of a preferred alternative. The CEAP provides the opportunity to balance multiple community goals in the design of a capital project by assessing a project against the policies outlined in the Boulder Valley Comprehensive Plan (BVCP) and departmental master plans. This CEAP report provides an evaluation of three underpass design options and their features on pedestrian, bicycle, vehicular and transit travel as well as impacts to trees, landscaping and property acquisition/easements. For each of the options the width of the underpass is 24 feet and the entrance and path connections on the north side of Baseline Road adjacent to the University of Colorado (CU) are the same (from the west and east sides). On the north side some landscaping and up to six trees are anticipated to be removed. For all options there will be a curb extension/bumpout at the southeast corner of Broadway and Baseline Road with a right turn only lane into the Einstein/Starbucks retail property (2400 Baseline Rd) and the Basemar Shopping Center entrance. The design options differ with regards to the bicycle and pedestrian access ramp (s) on the south side of Baseline Road and the curb extension/bumpouts east of the shopping center driveway with other related differences as described below:

Option A “Access Ramp on West Side” – The 24 foot-wide underpass is perpendicular to Baseline Road and the entrance and path connection on the south side of Baseline Road is from the west. Access to the underpass entrance on the south side of Baseline Road for bicyclists or pedestrians coming from the east requires that they cross the Basemar Shopping Center driveway entrance at grade. Pedestrians also access the underpass using stairs. There are not any impacts to the parking lot but there are landscaping impacts at the Taco Bell property at 2450 Baseline Road. One tree on the south side of Baseline Road is anticipated to be removed. The transit stops remain in their current locations. Permanent easements along the south side of Baseline Road will be required for this design option.

Option B “Access Ramp on East Side” – The 24 foot-wide underpass crossing is at a skewed angle and the entrance ramp and path connections on the south side of Baseline Road are from the east. Bicyclists and pedestrians coming from the west requires crossing the Basemar Shopping Center driveway entrance at grade to access the underpass ramp entrance. Pedestrians can also use stairs to access the underpass. In addition to the curb extension/bumpout at the southeast corner of Broadway/Baseline Road, there will be a curb extension east of the Basemar Shopping Center driveway on Baseline Road. An access lane into the shopping center driveway will be retained but there is a lane reduction from three to two through lanes in the eastbound direction from Broadway to the Basemar Shopping Center driveway. The eastbound transit stop will be relocated and reconstructed and a bus layover space is retained but there is less capacity for expansion than the current stop. On the south side there are shrubs, grasses and two trees that will be removed with this option. No additional property acquisition is required for this option.

Option C “Access Ramps from East and West” – The 24 foot-wide underpass crossing is perpendicular to Baseline Road at the same location as Option A. There are entrance ramps and path connections from the east and west along the south side of Baseline Road for bicyclists and pedestrians to use. For the entrance ramp from the east, there would be an additional underpass beneath the Basemar Shopping Center driveway access reducing the conflict potential between underpass users and vehicles turning into Basemar Shopping Center. Pedestrians can also use a staircase to access the south side underpass entrance. In addition to the curb extension/bumpout at the southeast corner of Broadway/Baseline Road, there will be a curb extension east of the Basemar Shopping Center driveway on Baseline Road. An access lane into the shopping center driveway will be retained but there is a lane reduction from three to two through lanes in the eastbound direction from Broadway to the Basemar Shopping Center. The eastbound transit stop will be relocated and reconstructed and a bus layover space is retained but there is less capacity for expansion than the current stop. There will be landscaping impacts to both properties adjacent to the underpass on the south side of Baseline Road and shrubs, grasses and two trees on the south side will be removed with this option. Permanent easements along the south side of Baseline Road will be required to construct this design option.

The recommended project alternative is Option B. This project improves bicycle and pedestrian crossings of Baseline Road and provides efficient connections to the crossing from all directions. Option B supports the goals of the BVCP, Transportation Master Plan (TMP) and CU master plan by improving multimodal travel options through more direct and efficient crossings and connections. The underpass ramp on the south of Baseline Road provides a direct grade separated connection for the majority of users. This option can meet the Americans with Disabilities Act (ADA) design guidelines. This option has reduced user conflicts at the south side entrance due to less crossing patterns and increased sight distance than Option C. The project can be constructed without

requiring permanent easements from adjacent property owners. Feedback from the community preferred this option over the other options.

City Of Boulder Community and Environmental Assessment Process

1. Description and location of the project:

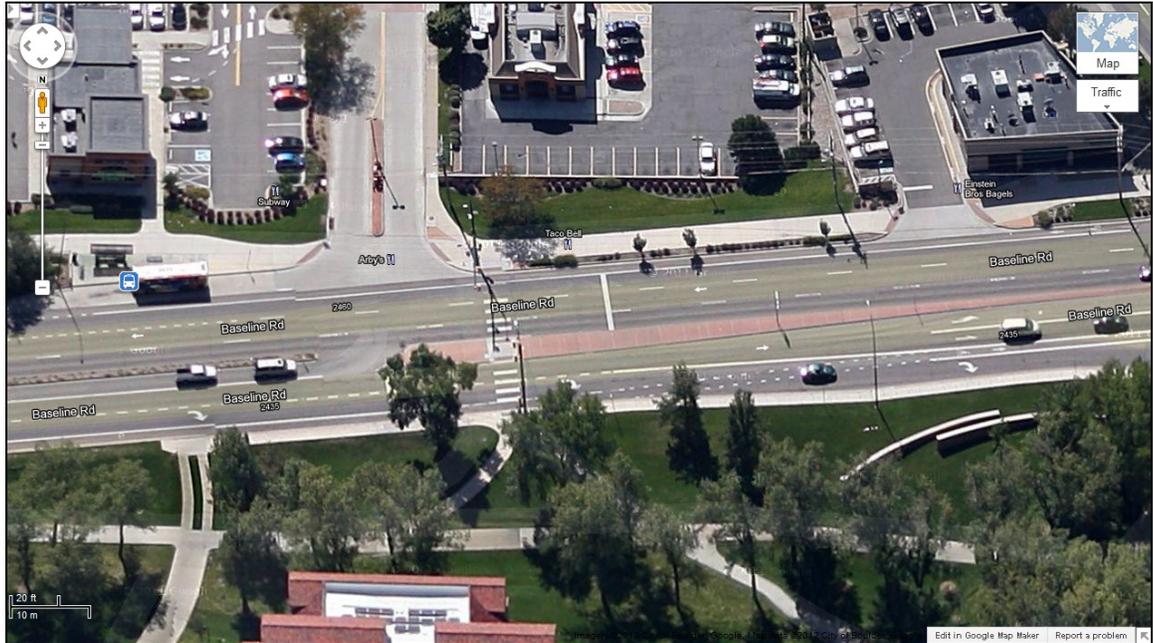


Figure 1

The Baseline Road Underpass Project will replace the existing pedestrian signal with a grade separated crossing of Baseline Road/US 36 Spur W between Broadway/SH93 and 27th Way in the City of Boulder, Colorado. Baseline Road is a Colorado Department of Transportation (CDOT) facility between SH93 and US 36. The project will also connect the underpass to existing sidewalks, multi-use paths and on-street bicycle lanes, reconstruct medians and resurface the street with asphalt. A missing connection of multi-use path on the east side of Broadway from north of Skunk Creek to Baseline Road will also be completed. There will be storm drainage work to provide capacity on the north side of Baseline Road and permanent water quality treatment. Bicycle parking, landscaping and public art will be incorporated into the project improvements.

2. Background, purpose and need for the project:

Baseline Road/US 36 Spur W between Broadway/SH93 and 27th Way has high travel activity composed of pedestrians, bicyclists, drivers and transit riders. The north side of Baseline Road is adjacent to the University of Colorado-Boulder campus. The south side is adjacent to a major commercial and retail center and near the Martin Acres neighborhood. This area is within the Bluebell/Kings

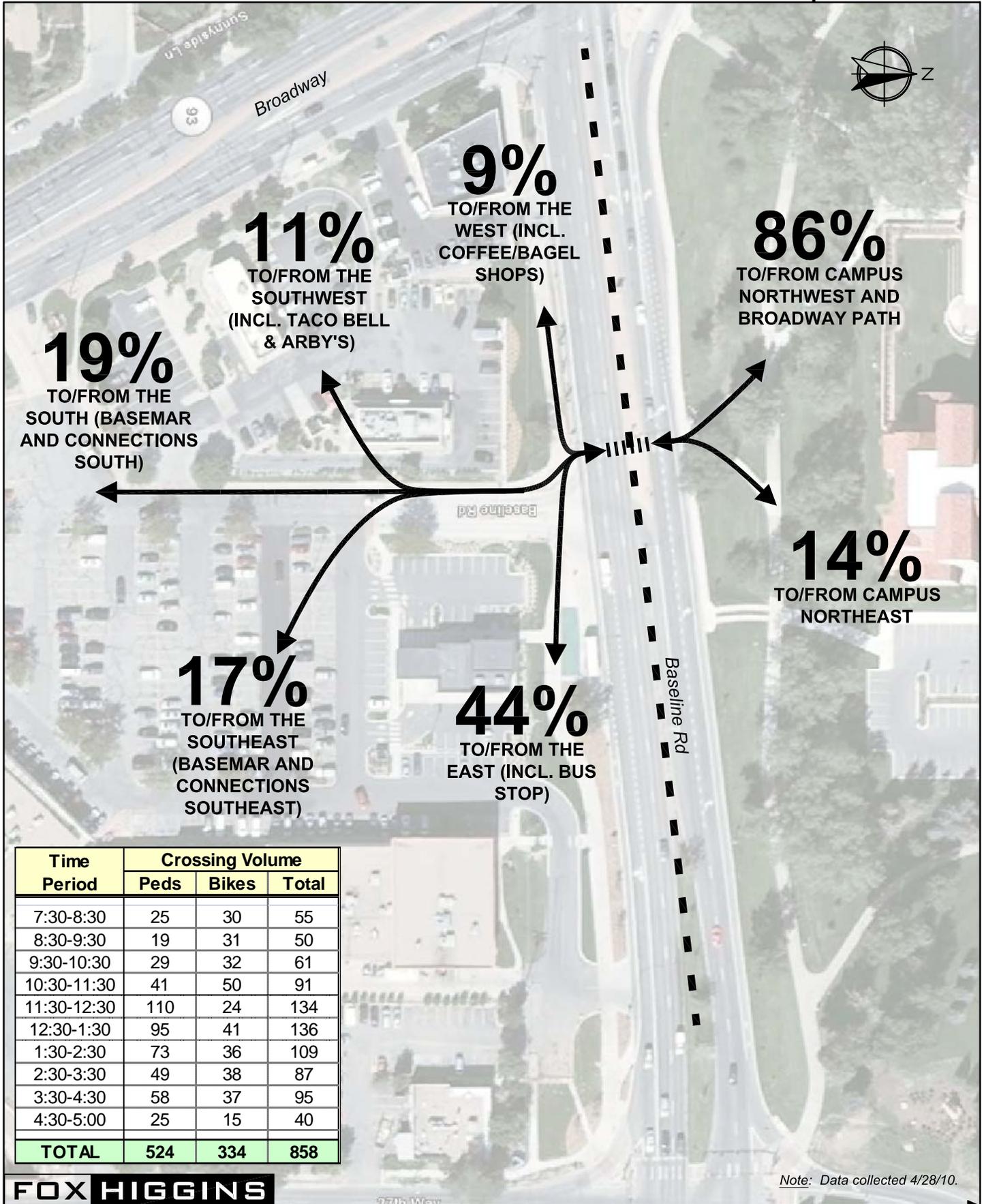
Gulch/Skunk Creek floodplain. The existing roadway is composed of on-street bicycle lanes in both traffic directions and five vehicle through lanes; two in the westbound direction and three in the eastbound direction. Over 27,500 vehicles travel through here on a daily basis. Transit service along this section of Baseline Road is provided by the 225 and the BOUND and there is future regional bus service planned for this section as well. There is a multi-use path on both sides of Baseline Road and this section of Baseline Rd is a designated Regional Bicycle Corridor by the Denver Regional Council of Governments (DRCOG).

Approximately 1600 pedestrians and bicyclists each day cross in this section; 858 at the proposed underpass location, as per counts in April 2010. The graphic on the following page illustrates the pedestrian and bicycle crossing volumes and movements during the peak hour travel periods.

Due to the high pedestrian and bicycle crossing activity in this location and the city's emphasis on providing safe multimodal transportation options in Boulder, a number of crossing treatments have been utilized at this location and an underpass has been identified in the TMP since 1996. In October 2000, pedestrian crossing signs were installed. In December 2006, a Pedestrian Actuated Flashing Signs (PAFs) treatment was installed which consisted of the State law flashing sign and Yield line signing and markings. Staff monitored the user effectiveness and safety of the PAFs and found that the rate of crossing accidents involving a pedestrian increased at this location from the 'before' conditions to the 'after' conditions. In July 2010 a pedestrian signal was installed at the crossing location to further improve safety at this location recognizing that the master plan called for an underpass. The city plans to reuse the signal equipment in another area of the city. In the fall of 2010 the City of Boulder submitted this project for consideration of a federal transportation grant following review and approval by TAB and City Council. Federal funding for this project was approved in March 2011 with funding available for construction in Federal Fiscal Year 2015.

A summary of the transportation data collected for this project location is included in the Appendix.

The project objective is to increase safety and travel efficiency for bicyclists, pedestrians and drivers in this location by providing a grade separated bicycle/pedestrian crossing of Baseline Road. This underpass project is expected to reduce the conflicts between vehicles and bicyclists and pedestrians. A secondary benefit anticipated with the removal of the pedestrian signal is a simplification of traffic flow in an area with multiple access points between Broadway/SH93 and US 36, reducing overall travel congestion and delay at this location.



Time Period	Crossing Volume		
	Peds	Bikes	Total
7:30-8:30	25	30	55
8:30-9:30	19	31	50
9:30-10:30	29	32	61
10:30-11:30	41	50	91
11:30-12:30	110	24	134
12:30-1:30	95	41	136
1:30-2:30	73	36	109
2:30-3:30	49	38	87
3:30-4:30	58	37	95
4:30-5:00	25	15	40
TOTAL	524	334	858

Note: Data collected 4/28/10.

FOX HIGGINS

TRANSPORTATION GROUP

Baseline Underpass Project
Pedestrian & Bicycle Crossing Data

3. Description of project alternatives as follows:

For each of the three options considered in the CEAP, the width of the underpass is 24 feet and the entrance and path connections on the north side of Baseline Road are the same (from the west and east sides). On the north side some landscaping grasses and shrubs and up to six trees are anticipated to be removed. The City of Boulder Forestry group has completed a tree condition assessment and concluded that the trees to be removed on the north side of Baseline Road are in good or fair condition. (Tree assessment is included in the Appendix). Landscaping will be restored and replacement trees will be planted and project staff will look for opportunities within the project area for additional tree planting.

The project will also connect the underpass to existing sidewalks, multi-use paths and on-street bicycle lanes, reconstruct medians and resurface the street with asphalt. A missing connection of multi-use path on the east side of Broadway from north of Skunk Creek to Baseline Road will be completed. There will be storm drainage work to provide capacity on the north side of Baseline Road and install a permanent water quality treatment. Bicycle parking, landscaping and public art will be incorporated into the project improvements. For all options there will be a curb extension/bumpout at the southeast corner of Broadway and Baseline Road with an access lane into the Einstein/Starbucks retail property. The curb extension decreases the crossing distance for pedestrians and bicyclists at the east leg of the Baseline/Broadway intersection.

The design options differ with regards to the bicycle and pedestrian access ramp(s) on the south side of Baseline Road and the curb extension/bumpouts east of the shopping center driveway with other related differences as described below:

Option A “Access Ramp on West Side” – The 24 foot-wide underpass is perpendicular to Baseline Road and is located west of the Basemar Shopping Center driveway. The entrance and path connection on the south side of Baseline Road comes from the west. Access on the south side of Baseline Road for bicyclists or pedestrians coming from the east is on an attached multi-use path and requires crossing the Basemar Shopping Center driveway entrance at grade to access the underpass ramp entrance. Pedestrians can also use stairs to access the underpass. The transit stops remain in their current locations and there is space for expanded regional service operations and future additional transit stop amenities.

There are not any impacts to the parking lot but there are landscaping impacts at the Taco Bell property and one tree on the south side of Baseline Road is anticipated to be removed. The City of Boulder Forestry group assessed the tree to be in fair condition. Landscaping will be restored and replacement trees will be planted and project staff will look for opportunities within the project area for additional tree planting.

Permanent easements along the south side of Baseline Road will be required for this design option which is an additional cost. The construction period is estimated to be one

year beginning with private utility relocations work followed by the underpass project construction. The graphic for Option A is on the next page.



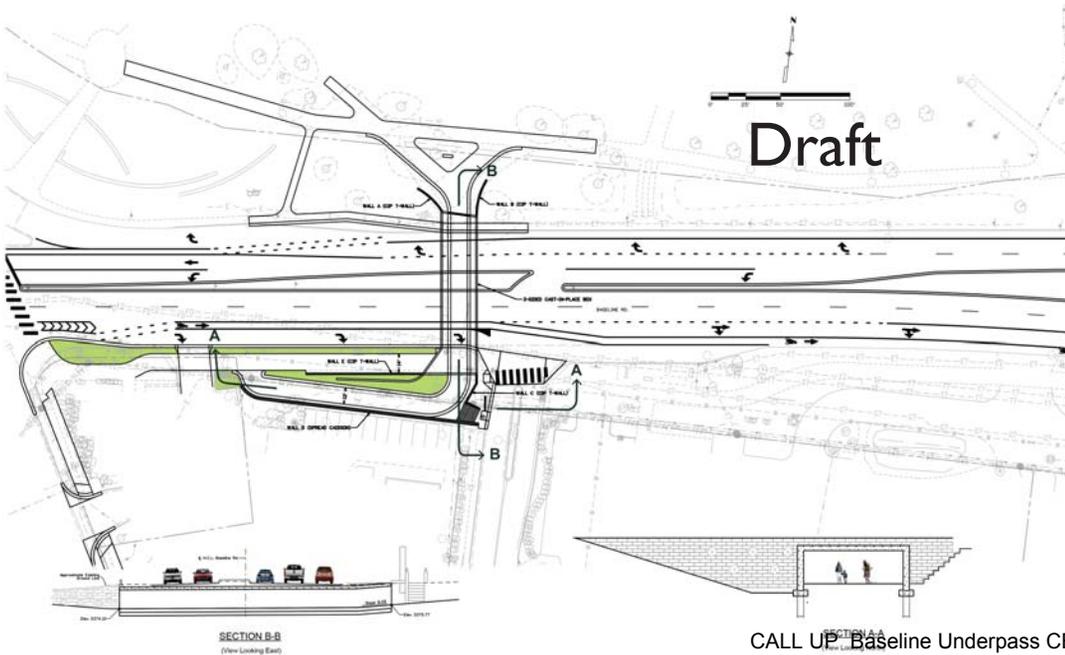
View on North side underpass entrance.

View on South side underpass entrance.

**Baseline Road Underpass South Side Entrance
 Design Option Characteristics**

√ = Has This Characteristic

Characteristic	OPTION A (Access ramp on west side)
PEDESTRIANS and BICYCLISTS	
Provides stair access for pedestrians	√
Provides ramp access from west	√
Provides ramp access from east	
Provides ramp access from east and west	
User perception of safety is enhanced due to sightlines and open views on the south side underpass entrance	
Underpass access ramps on south side entrance have wide turning radii, decreasing potential user conflicts	
Reduced user conflicts at south side entrance due to less crossing patterns and sight distance issues	√
VEHICULAR	
Reduces conflicts between vehicles and path users at Basemar Shopping Center driveway	
Removes pedestrian crossing signal on Baseline	√
Reduces eastbound through lanes between Broadway and 27th Way from three to two lanes	
TRANSIT	
Allows for bus recovery/layover area at eastbound transit stop	√
Allows space for expanded regional transit service operations and future transit stop amenities	√
Underpass access ramp is adjacent to transit stop	
LANDSCAPING AND PROPERTY	
Reduces landscaping/green space	√
Requires permanent easements on Baseline Road	√



View of North side underpass entrance.

Option B “Access Ramp on East Side” – The 24 foot-wide underpass crossing is at a skewed angle and the entrance ramp and path connections on the south side of Baseline Road come from the east. The underpass and access ramp design can meet ADA design guidelines. Bicyclists and pedestrians coming from the west will cross the Basemar Shopping Center driveway entrance at grade to access the underpass ramp entrance. The multi-use path is detached from Baseline Road so there is space for left or right turning vehicles to turn and stop for users crossing the driveway entrance. Pedestrians can also use stairs to access the underpass. The eastbound transit stop will be relocated and reconstructed and a bus layover space is retained but there is less capacity for expansion than the current stop.

There will be a curb extension east of the Basemar Shopping Center driveway on Baseline Road with a designated access lane into the Basemar Shopping Center. The additional space from the curb extension at the driveway is utilized for the underpass and transit stop areas. There is a lane reduction from three to two through lanes in the eastbound direction from Broadway to the Basemar Shopping Center.

On the south side of Baseline Road, landscaping and two trees are anticipated to be removed. The City of Boulder Forestry tree condition assessment noted these trees to be in fair and good/fair condition. The tree condition assessment has been included in the CEAP Appendix. Landscaping will be restored and replacement trees will be planted and project staff will look for opportunities within the project area for additional tree planting. The city’s landscape architect noted that the landscaping restoration area in this option provides a better opportunity for quality landscaping due to its larger spaces in comparison to Option C which has many smaller spaces for landscaping.

No additional property acquisition is required for this option. The construction period is estimated to be one year beginning with private utility relocations work followed by the underpass project construction. The graphic for Option B is on the next page.



View on South side underpass entrance.

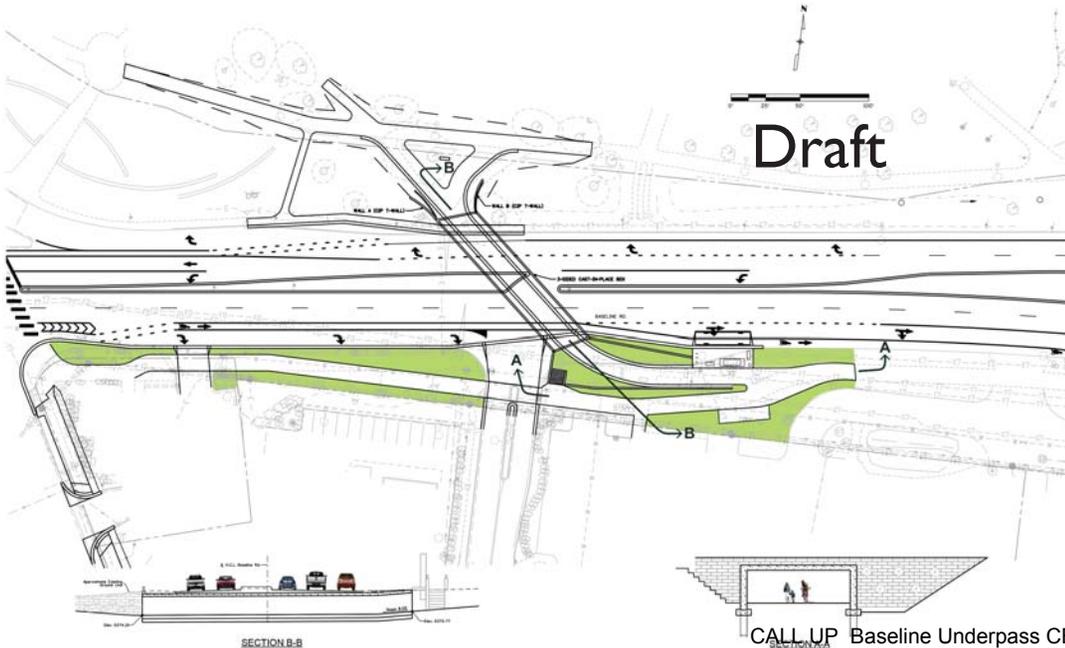


View on North side underpass entrance.

**Baseline Road Underpass South Side Entrance
 Design Option Characteristics**

√ = Has This Characteristic

Characteristic	OPTION B (Access ramp on east side)
PEDESTRIANS and BICYCLISTS	
Provides stair access for pedestrians	√
Provides ramp access from west	
Provides ramp access from east	√
Provides ramp access from east and west	
User perception of safety is enhanced due to sightlines and open views on the south side underpass entrance	√
Underpass access ramps on south side entrance have wide turning radii, decreasing potential user conflicts	√
Reduced user conflicts at south side entrance due to less crossing patterns and sight distance issues	√
VEHICULAR	
Reduces conflicts between vehicles and path users at Basemar Shopping Center driveway	√
Removes pedestrian crossing signal on Baseline	√
Reduces eastbound through lanes between Broadway and 27th Way from three to two lanes	√
TRANSIT	
Allows for bus recovery/layover area at eastbound transit stop	√
Allows space for expanded regional transit service operations and future transit stop amenities	
Underpass access ramp is adjacent to transit stop	√
LANDSCAPING AND PROPERTY	
Reduces landscaping/green space	√
Requires permanent easements on Baseline Road	



View of North side underpass entrance.

Option C “Access Ramps on East and West Sides” – The 24 foot-wide underpass crossing is perpendicular to Baseline Road which is similar to Option A but the entrance ramps and path connections along the south side of Baseline Road are from the east and west. The underpass and access ramps can meet ADA design guidelines. Bicyclists and pedestrians do not need to cross the Basemar Shopping Center driveway to access the underpass on the south side of Baseline Road. For the entrance ramp from the east, there would be an additional underpass beneath the Basemar Shopping Center driveway access reducing the conflict potential between underpass users and vehicles turning into Basemar Shopping Center. There is an additional cost to provide a second underpass structure for the Basemar Shopping Center driveway. Pedestrians can also use stairs to access the south side underpass entrance. The underpass ramps on the south side have low sight distance which increases the potential for user conflicts for those entering and exiting the underpass for left turning movements. The multi-use path on the south side of Baseline Road is attached at the Basemar Shopping Center entrance.

The eastbound transit stop will be relocated and reconstructed and a bus layover space is retained but there is less capacity for expansion than the current stop. There will be a curb extension east of the Basemar Shopping Center driveway on Baseline Road with a designated right turn access lane into the Basemar Shopping Center. The additional space from the curb extension at the driveway is utilized for the underpass and transit stop areas. There is a lane reduction from three to two through lanes in the eastbound direction from Broadway to the Basemar Shopping Center.

The additional space from the curb extension at the driveway is utilized for the underpass and transit stop areas. There is a lane reduction from three to two through lanes in the eastbound direction from Broadway to the Basemar Shopping Center.

Permanent easements along the south side of Baseline Road will be required to construct this design option and this is an additional cost to the project. The construction period is estimated to be one year beginning with private utility relocations work followed by the underpass project construction. The graphic for Option C is on the next page.



View on South side underpass entrance.

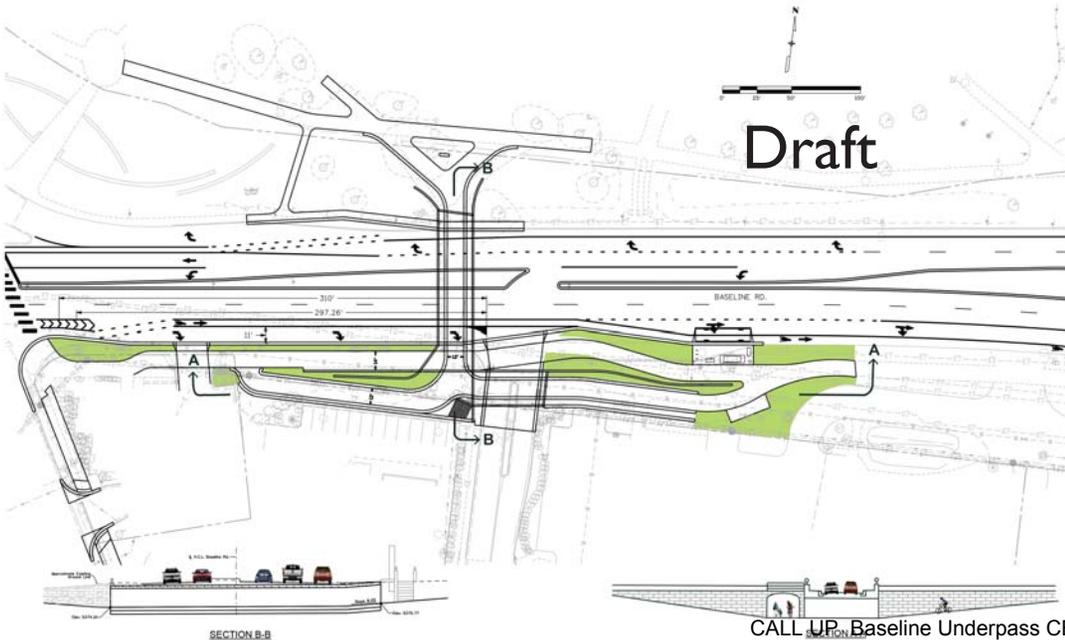


View on North side underpass entrance.

**Baseline Road Underpass South Side Entrance
 Design Option Characteristics**

√ = Has This Characteristic

Characteristic	OPTION C (Access ramps on east and west sides)
PEDESTRIANS and BICYCLISTS	
Provides stair access for pedestrians	√
Provides ramp access from west	
Provides ramp access from east	
Provides ramp access from east and west	√
User perception of safety is enhanced due to sightlines and open views on the south side underpass entrance	
Underpass access ramps on south side entrance have wide turning radii, decreasing potential user conflicts	
Reduced user conflicts at south side entrance due to less crossing patterns and sight distance issues	
VEHICULAR	
Reduces conflicts between vehicles and path users at Basemar Shopping Center driveway	√
Removes pedestrian crossing signal on Baseline	√
Reduces eastbound through lanes between Broadway and 27th Way from three to two lanes	√
TRANSIT	
Allows for bus recovery/layover area at eastbound transit stop	√
Allows space for expanded regional transit service operations and future transit stop amenities	
Underpass access ramp is adjacent to transit stop	√
LANDSCAPING AND PROPERTY	
Reduces landscaping/green space	√
Requires permanent easements on Baseline Road	√



CALL UP: Baseline Underpass CEAP



View of North side underpass entrance.

A description of the characteristics of each of the Underpass design options has been incorporated into a table for ease of review among the three options and can be seen on the following page. The key issues that the design options are addressing include bicycle and pedestrian access and safety, transit operations and bus stop amenities, landscaping, and property acquisition. A matrix reviewing each of the options and whether they demonstrate those specific factors are also shown in the next page.

Attachment A - Baseline Underpass CEAP

	Option A-Access ramp on west side	Option B-Access ramp on east side	Option C-Access ramps on east and west
Description	This underpass is perpendicular to Baseline Road. The entrance ramp and path connections on the south side of Baseline Road come from the west.	The underpass is at a skewed angle and the entrance ramp and path connections on the south side of Baseline Road come from the east.	This option has the underpass perpendicular to Baseline Road. The entrance ramps and path connections on the south side of Baseline Road come from the east and west.
Pedestrian	Pedestrians access the underpass from the south side by a ramp from the west. If coming from the east, pedestrian must cross Basemar Shopping Center driveway at grade before using ramp or stairs.	Pedestrians access the underpass from the south side by a ramp from the east. If coming from the west, pedestrian must cross Basemar Shopping Center driveway at grade before using ramp or stairs.	Pedestrians access the south side underpass entrance from either direction and do not need to cross the Basemar Shopping Center driveway.
Bicycle	Bicyclists access the underpass from the south side by a ramp from the west or use stairs. If coming from the east, bicyclists must cross Basemar Shopping Center driveway at grade before using ramp.	Bicyclists access the underpass from the south side by a ramp from the east. If coming from the west, bicyclist must cross Basemar Shopping Center driveway at grade before using ramp or stairs. The multi-use path is detached from the roadway so visibility and distance is increased between bicyclists, pedestrians and westbound Baseline vehicles turning left into Basemar Shopping Center. There is then space for the vehicles to stop and wait for path users to cross. Boulder B-Cycle station will be relocated.	Bicyclist access the south side underpass entrance from either direction and do not cross the Basemar Shopping Center driveway. There is an additional cost to provide a second underpass structure for the Basemar Shopping Center driveway. Underpass ramps from the east and west in this space have low sight distance which increases the potential for user conflicts for those entering and exiting the underpass for left turning movements. Boulder B-Cycle station will be relocated.
Transit	The current eastbound transit stop and bus layover remains in place. There is space for expanded regional service operations and future transit stop amenities.	The eastbound transit stop is relocated and reconstructed and layover space is provided but has less capacity for expansion than existing. Underpass access ramp is adjacent to transit shelter.	The eastbound transit stop is relocated and reconstructed and layover space is provided but has less capacity for expansion than existing. Underpass access ramp is adjacent to transit shelter.
Vehicular	Same as today. (2) No curb extension/bumpout at Basemar shopping center entrance.	A curb bumpout will be constructed on the south side of Baseline on the east side of the shopping center driveway. The number of eastbound through travel lanes from Broadway to Basemar Shopping Center driveway will be reduced from three to two lanes. An access lane into the Basemar Shopping Center driveway will be retained.	A curb bumpout will be constructed on the south side of Baseline on the east side of the shopping center driveway. The number of eastbound through travel lanes from Broadway to Basemar Shopping Center driveway will be reduced from three to two lanes. An access lane into the Basemar Shopping Center driveway will be retained.
Property	A permanent easement along the south side of Baseline Road will be needed which is an additional cost.	All on city owned property on Baseline Road.	A permanent easement along the south side of Baseline Road will be needed which is an additional cost.
Landscaping and Trees	On the south side, there will be a reduction in the landscaping area and one tree will be removed. The area will be restored. (1)	On the south side, there will be a reduction in the landscaping area and two trees will be removed. The area will be restored. (1)	On the south side, there will be a reduction in the landscaping area and two trees will be removed. The area will be restored. (1)

* (1) All options have the same north side underpass access and the removal of up to six trees. Tree assessment is provided as an Appendix. (2) For all options a curb extension will be constructed at the southeast corner of Broadway and Baseline Road and an access lane into Starbucks/Einsteins property is provided.

**BASELINE ROAD UNDERPASS
South Side Entrance
DESIGN OPTION CHARACTERISTICS**

√ = Has This Characteristic

Characteristic	OPTION A (Access ramp on west side)	OPTION B (Access ramp on east side)	OPTION C (Access ramps on east and west sides)	NOTES
PEDESTRIANS and BICYCLISTS				
Provides stair access for pedestrians	√	√	√	
Provides ramp access from west	√			
Provides ramp access from east		√		
Provides ramp access from east and west			√	
User perception of safety is enhanced due to sightlines and open views on the south side underpass entrance		√		
Underpass access ramps on south side entrance have wide turning radii, decreasing potential user conflicts		√		Option B has larger turning radii for the access ramps on the south entrance than other options
Reduced user conflicts at south side entrance due to less crossing patterns and sight distance issues	√	√		
VEHICULAR				
Reduces conflicts between vehicles and path users at Basemar Shopping Center driveway		√	√	Option C reduces the conflicts more than Option B
Removes pedestrian crossing signal on Baseline	√	√	√	
Reduces eastbound through lanes between Broadway and Basemar Shopping Center driveway from three to two through lanes		√	√	
TRANSIT				
Allows for bus recovery/layover area at eastbound transit stop	√	√	√	
Allows space for expanded regional transit service operations and future transit stop amenities	√			
Underpass access ramp is adjacent to transit stop		√	√	Increased potential for user conflicts
LANDSCAPING AND PROPERTY				
Reduces landscaping/green space	√	√	√	Option C removes more existing landscaping/green space than other options
Requires permanent easements on Baseline Road	√		√	

4. Permits, Wetlands Protection and Habitat Encroachment

Construction of the project components may require the following permits:

Colorado Department of Public Health and Environment Colorado Stormwater Discharge Permit (Construction Activity General Permit and Stormwater Management Plan)

City of Boulder Floodplain Development Permit

Colorado Department of Public Health and Environment Colorado Construction Dewatering Permit

City of Boulder construction dewatering discharge agreement.

5. Preferred project alternative:

The preferred project alternative is Option B. This project improves bicycle and pedestrian crossings of Baseline Road and provides efficient connections to the crossing from all directions. Option B supports the goals of the BVCP, TMP and CU master plans by improving multimodal travel options through more direct and efficient crossings and connections. The underpass ramps on the south of Baseline Road provide a direct grade separated connection for the majority of bicyclists and users. This option has reduced user conflicts at the south side entrance due to less crossing patterns and increased sight distance than Option C. The project can be constructed within the existing public right-of-way. The underpass and access ramps can meet ADA design guidelines. Feedback from the community preferred this option over the other options.

6. Public input to date:

Information on the project is available on the project webpage and a public meeting was held on April 8, 2014. The meeting graphics were also available at the Main Boulder Library 2nd Floor Reference Desk and the project webpage. Information on the project and the public meeting was distributed to 400 residents, property owners, businesses and other interested parties through a direct mailing. The City of Boulder and University of Colorado also distributed this information through their system's email groups and social media.

Feedback on the project and the design options was received at the public meeting and through the project webpage and social media sites. Eighteen people attended the April 8 meeting and eleven people provided input electronically. Most people preferred Option B due to its simple, direct connections for the majority of the bicycle and pedestrian users, its ability to provide an accessible facility for people with disabilities and it having less potential for bicycle/pedestrian conflicts on the south side of Baseline Road than Option C may have with its "T" intersection and low sight distances. There was one person who favored Option A for its access for users coming from the west and southwest and there were four persons who preferred Option C because it provided completed grade separated access and

crossing from the east and west directions although there was some concern about the conflict potential at the underpass entrance for this option.

The project team is coordinating with other city departments and work groups including Community Planning and Sustainability, Forestry, GO Boulder and Transportation and Utilities Maintenance. As part of the CEAP review process, the CEAP was presented to the interdepartmental staff review team on April 29, 2014 for review and documentation. Feedback and comments received during this review have been incorporated into the revised CEAP. Concurrence was also obtained for the preferred design option.

At the May 12, 2014 Transportation Advisory Board meeting, the Board will hold a public hearing and consider a recommendation on the Baseline Road (Broadway to 27th Way) Underpass Project CEAP.

Following the TAB review and recommendation the CEAP will be forwarded to the City Council for call-up action by June 17, 2014.

7. Staff project manager:

This project is being managed by the City of Boulder's Public Works Department – Transportation Division. Bryant Gonsalves is the Project Manager for this project. Noreen Walsh provides assistance with the public outreach and involvement and drafting the CEAP document.

8. Other consultants or relevant contacts:

SEH Inc, a current on-call consultant for the City of Boulder composed of engineers, architects, planners, and scientists is the prime civil engineering consultant developing the designs and plans for the project. Subconsultants included in the project team for landscape design and traffic engineering include Studio Terra and Fox-Tuttle. CDOT Region 4 Local Agency Project staff are involved with the federal aid and NEPA review aspects of the project.

Goals Assessment:

- 1. Using the BVCP and department master plans, describe the primary city goals and benefits that the project will help to achieve:**
 - a. Community Sustainability Goals – How does the project improve the quality of economic, environmental and social health with future generations in mind?**

The Boulder Valley Comprehensive Plan (BVCP) and Transportation Master Plan (TMP) call for a multimodal transportation system with accessible and safe travel options and connections. The proposed underpass and connections to existing multi-use paths, on-street bicycle lanes and nearby transit stops support

the master plans' goals by improving the facilities for all modal users and the project is in the TMP.

*The project helps the city achieve its **economic** goals by improving walking, bicycling, driving and transit access for travelers, employees, students and residents traveling through the area from this location to the commercial center on the south side and the university on the north side.*

*This project helps the city achieve its **environmental** goals by providing a safer crossing and connections to the bicycle and pedestrian facilities and the adjacent transit stops. In addition to addressing current needs at this crossing location, this project is anticipated to decrease single-occupant vehicle use which would reduce and minimize the use of non-renewable energy resources and greenhouse gas emissions. In the DRCOG TIP application it was estimated that there would be an annual emissions reduction of 239,000 lbs of CO₂ from this project.*

*This project helps the city achieve its **social** sustainability goals by improving the transportation options for all members of the community to use and improving public safety with a grade separated crossing of Baseline Road.*

b. BVCP Goals related to:

***Community Design/Built Environment** – The city's goal is to evolve toward an urban form that supports sustainability. Boulder's compact, interconnected urban form helps ensure the community's environmental health, social equity and economic vitality. It also supports cost-effective infrastructure and facility investments, a high level of multimodal mobility, and easy access to employment, recreation, shopping and other amenities, as well as a strong image of Boulder as a distinct community. The project improvements and the public art and aesthetics are in support of these goals for an interconnected urban form providing multimodal mobility and easy access to employment, shopping, and educational activities. The landscaping, public art and aesthetics of the project are taking into consideration the adjacent buildings and land uses as well as the architecture of the university campus. The project team is coordinating with city and CU staff on landscaping and urban design. To view this section of the BVCP, please go to: <https://www-static.bouldercolorado.gov/docs/2-built-environment-1-201307121119.pdf>*

***Urban Services** - The proposed project helps to implement the goals and objectives of the TMP by providing a safer and more efficient crossing and connection for bicycling and walking. This underpass and the path connections on the north side will be maintained by CU Boulder Facilities Management. The underpass and path connections on the south side will be maintained by Basemar Shopping Center. To view this section of the BVCP, please go to:*

<https://www-static.bouldercolorado.gov/docs/1-core-values-sustainability-framework-general-policies-1-201307121119.pdf>

Environment – This section of the BVCP recognizes that the natural environment that characterizes the Boulder Valley is a critical asset that must be preserved and protected and is the framework within which growth and development take place.

This CEAP analysis of the project alternatives provides information on the various design options and their potential impacts on the adjacent natural resources, such as trees and landscaping and these factors have been considered in the selection of the preferred alternative. A tree assessment was conducted by the City of Boulder Forestry group and it is included in the Appendix. Further description of tree assessments and impacts are detailed in each design option.

The landscaping plans will be focused on native and low water tree species, shrubs and plants. To view this section of the BVCP, please go to:

<https://www-static.bouldercolorado.gov/docs/3-natural-environment-1-201307121120.pdf>

Economy – The policies in this section of the BVCP support the following goals related to maintaining a sustainable economy:

-Strategic Redevelopment and Sustainable Employment

-Diverse Economic Base

-Quality of Life

-Sustainable Business Practices

-Job Opportunities, Education and Training

This project supports the Quality of Life policy with the funding and construction of Urban Infrastructure that is important to the quality of life of residents, employees and visitors to the community including a strong and complete transportation system with multimodal facilities and connections.

To view this section of the BVCP, please go to: <https://www-static.bouldercolorado.gov/docs/5-economy-1-201307121121.pdf>

Transportation – The BVCP and TMP support the maintenance and development of a balanced transportation system that supports all modes of travel, making the system more efficient in carrying travelers while maintaining a safe system and shifting trips away from the single-occupant vehicle. This project helps to provide a safer multimodal transportation system with a grade separated crossing of Baseline Road. To view this section of the BVCP, please go to: <https://www-static.bouldercolorado.gov/docs/6-transportation-1-201307121121.pdf>

Housing- The new underpass will provide a safer crossing of Baseline Road for residents of nearby neighborhoods such as Martin Acres which may increase the use of bicycling and walking thereby possibly decreasing household transportation costs. University of Colorado students, faculty and staff who may or may not reside nearby will also utilize and benefit from the underpass project which is adjacent to the CU Law School and the university

campus. To view this section of the BVCP, please go to: <https://www-static.bouldercolorado.gov/docs/7-housing-1-201307121121.pdf>

Community Well Being – The policies in this section of the BVCP relate to Human Services; Social Equity; Community Health; and, Community Infrastructure and Facilities. The new underpass will provide a safer grade separated crossing of Baseline Road for use by pedestrians and bicyclists. The at-grade crossing of Baseline Road at Broadway will also be improved with the curb extension/bumpouts which will decrease the crossing distance. The project’s incorporation of artistic elements also supports this section of the plan. To view this section of the BVCP, please go to: <https://www-static.bouldercolorado.gov/docs/8-community-well-being-1-201307121122.pdf>

- c. Describe any regional goals (potential benefits or impacts to regional systems or plans?)

The CU Boulder Transportation Master Plan is part of the Campus Master Plan. The Baseline Road Underpass Project helps to fulfill their vision of mobility and accessibility for all CU Boulder faculty, staff, visitors and vendors and safe and well-maintained bicycle and pedestrian facilities.

This section of Baseline Road is identified as a regional bicycle corridor in the Denver Regional Council of Governments Metro Vision Plan and this project addresses safety and access to and from the bicycling and pedestrian facilities along Baseline Road.

2. Is this project referenced in a master plan, subcommunity or area plan? If so, what is the context in terms of goals, objectives, larger system plans, etc.? If not, why not?

This underpass project is identified in the City of Boulder Transportation Master Plan and it supports the goals of the TMP by improving safety and connectivity in the bicycle and pedestrian system.

3. Will this project be in conflict with the goals or policies in any departmental master plan and what are the trade-offs among city policies and goals in the proposed project alternative? (e.g. higher financial investment to gain better long-term services or fewer environmental impacts)

This project will not be in conflict with the goals or policies or any other departmental master plan.

4. List other city projects in the project area that are listed in a departmental master plan or the CIP.

There are not any other city projects identified in the CIP that are in the project area.

5. What are the major city, state, and federal standards that will apply to the proposed project? How will the project exceed city, state, or federal standards and

regulations (e.g. environmental, health, safety, or transportation standards)?
The project is on a State highway on CDOT property and will therefore comply with all required city, state and federal permits and meet or exceed the city and national standards (AASHTO) for the development of bikeway facilities.

6. Are there cumulative impacts to any resources from this and other projects that need to be recognized and mitigated?
There are none identified at this time.

Impact Assessment:

1. Using the attached checklist, identify the potential short or long-term impacts of the project alternatives. Use +, - or 0 in the checklist table to indicate impacts, benefits and no changes for each alternative.
- + indicates a positive effect or improved condition
 - indicates a negative effect or impact
 - 0 indicates no effect

Categories on the Checklist Table indicating positive or negative impacts (+ or -) should answer the Checklist Questions following the table in full.

City Of Boulder
Community and Environmental Assessment Process

Checklist

- + Positive effect
- Negative effect
- 0 No effect

Project Title:		Option A	Option B	Option C
A. Natural Areas or Features				
1.	Disturbance to species, communities, habitat, or ecosystems due to:			
	a. Construction activities	0	0	0
	b. Native vegetation removal	0	0	0
	c. Human or domestic animal encroachment	0	0	0
	d. Chemicals (including petroleum products, fertilizers, pesticides, herbicides)	0	0	0
	e. Behavioral displacement of wildlife species (due to noise from use activities)	0	0	0
	f. Habitat removal	0	0	0
	g. Introduction of non-native plant species in the site landscaping	0	0	0
	h. Changes to groundwater or surface runoff	0	0	0
	i. Wind erosion	0	0	0
2.	Loss of mature trees or significant plants?	-	-	-
B. Riparian Areas/Floodplains				
1.	Encroachment upon the 100-year, conveyance or high hazard flood zones?	0	0	0
2.	Disturbance to or fragmentation of a riparian corridor?	0	0	0
C. Wetlands				
1.	Disturbance to or loss of a wetland on site?	0	0	0

Project Title:		Preferred Alternative	Alternative 2	Alternative 3
D. Geology and Soils				
1.	a. Impacts to unique geologic or physical features?	0	0	0
	b. Geologic development constraints?	0	0	0
	c. Substantial changes in topography?	0	0	0
	d. Changes in soil or fill material on the site?	0	0	0
	e. Phasing of earth work?	0	0	0
E. Water Quality				
1.	Impacts to water quality from any of the following?			
	a. Clearing, excavation, grading or other construction activities	-	-	-
	b. Change in hardscape	-	-	-
	c. Change in site ground features	-	-	-
	d. Change in storm drainage	+	+	+
	e. Change in vegetation	0	0	0
	f. Change in pedestrian and vehicle traffic	0	0	0
	g. Pollutants	0	0	0
2.	Exposure of groundwater contamination from excavation or pumping?	0	0	0
F. Air Quality				
1.	Short or long term impacts to air quality (CO2 emissions, pollutants)?			
	a. From mobile sources?	+	+	+
	b. From stationary sources?	0	0	0
G. Resource Conservation				
1.	Changes in water use?	+	+	+
2.	Increases or decreases in energy use?	+	+	+
3.	Generation of excess waste?	0	0	0

Project Title:			Preferred Alternative	Alternative 2	Alternative 3
H. Cultural/Historic Resources					
1.	a.	Impacts to a prehistoric or archaeological site?	0	0	0
	b.	Impacts to a building or structure over fifty years of age?	0	0	0
	c.	Impacts to a historic feature of the site?	0	0	0
	d.	Impacts to significant agricultural land?	0	0	0
I. Visual Quality					
1.	a.	Effects on scenic vistas or public views?	0	0	0
	b.	Effects on the aesthetics of a site open to public view?	0	0	0
	c.	Effects on views to unique geologic or physical features?	0	0	0
	d.	Changes in lighting?	0	0	0
J. Safety					
1.		Health hazards, odors, or radon?	0	0	0
2.		Disposal of hazardous materials?	0	0	0
3.		Site hazards?	0	0	0
K. Physiological Well-being					
1.		Exposure to excessive noise?	0	0	0
2.		Excessive light or glare?	0	0	0
3.		Increase in vibrations?	0	0	0
L. Services					
1.		Additional need for:			
	a.	Water or sanitary sewer services?	0	0	0
	b.	Storm sewer/Flood control features?	0	0	0
	c.	Maintenance of pipes, culverts and manholes?	-	-	-
	d.	Police services?	0	0	0
	e.	Fire protection services?	0	0	0

Attachment A - Baseline Underpass CEAP

f. Recreation or parks facilities?	0	0	0
g. Library services?	0	0	0
h. Transportation improvements/traffic mitigation?	0	0	0
i. Parking?	0	0	0
j. Affordable housing?	0	0	0
k. Open space/urban open land?	0	0	0
l. Power or energy use?	0	0	0
m. Telecommunications?	0	0	0
n. Health care/social services?	0	0	0
o. Trash removal or recycling services?	0	0	0
M. Special Populations			
1. Effects on:			
a. Persons with disabilities?	+	+	+
b. Senior population?	+	+	+
c. Children or youth?	+	+	+
d. Restricted income persons?	+	+	+
e. People of diverse backgrounds (including Latino and other immigrants)?	+	+	+
f. Neighborhoods	+	+	+
g. Sensitive populations located near the project (e.g. schools, hospitals, nursing homes)?	+	+	+
N. Economy			
1. Utilization of existing infrastructure?	0	0	0
2. Effect on operating expenses?	0	0	0
3. Effect on economic activity?	+	+	+
4. Impacts to businesses, employment, retail sales or city revenue?	+	+	+

City of Boulder
Community and Environmental Assessment Process

Checklist Questions

Note: The following questions are a supplement to the CEAP checklist. Only those questions indicated on the checklist indicating positive or negative impacts (+ or -) are to be answered in full.

A. Natural Areas and Features

1. Describe the potential for disturbance to or loss of significant: species, plant communities, wildlife habitats, or ecosystems via any of the activities listed below. (Significant species include any species listed or proposed to be listed as rare, threatened or endangered on federal, state, county lists.)
 - a. Construction activities
 - b. Native Vegetation removal
 - c. Human or domestic animal encroachment
 - d. Chemicals to be stored or used on the site (including petroleum products, fertilizers, pesticides, herbicides)
 - e. Behavioral displacement of wildlife species (due to noise from use activities)
 - f. Introduction of non-native plant species in the site landscaping
 - g. Changes to groundwater (including installation of sump pumps) or surface runoff (storm drainage, natural stream) on the site
 - h. Potential for discharge of sediment to any body of water either short term (construction-related) or long term

For all options project staff will be redirecting a portion of the groundwater or surface water runoff. Short term discharge will be treated by installing Best Management Practices (BMPs) according to the Colorado Stormwater Discharge Permit. Long term discharge will be treated by the installation of water quality structures according to Municipal Separate Storm Sewer System (MS4) requirements.

- i. Potential for wind erosion and transport of dust and sediment from the site
2. Describe the potential for disturbance to or loss of mature trees or significant plants.

If potential impacts have been identified, please provide any of the following information that is relevant to the project:

 - A description of how the proposed project would avoid, minimize, or mitigate identified impacts.

- A habitat assessment of the site, including: 1. a list of plant and animal species and plant communities of special concern found on the site; 2. a wildlife habitat evaluation of the site.
- Maps of the site showing the location of any Boulder Valley Natural Ecosystem, Boulder County Environmental Conservation Area, or critical wildlife habitat.

For all options it is estimated up to six (6) trees on the north side of Baseline Road will need to be removed. The City of Boulder Forestry staff has conducted a tree assessment of all trees that will be potentially removed and this is included in the Appendix. Some of the trees on the north side of Baseline Road have been assessed as good condition and a few trees are in fair condition. Five of the trees are cottonwood trees and one (1) is a Siberian Elm tree. The five Cottonwood trees are not a desirable tree species along multi-use paths since their trunks tend to get hollowed out which make them more susceptible to falling down during high winds or other harsh winter conditions. The impacts to the trees on the south side of Baseline Road vary for the three options. Option A removes one (1) tree which is in fair condition; Options B and C require the removal of two (2) trees which are assessed to be in fair and good/fair condition, respectively. Project staff will plant replacement trees and look for areas to plant additional trees.

B. Riparian Areas and Floodplains

1. Describe the extent to which the project will encroach upon the 100-year, conveyance or high hazard flood zones.

A City of Boulder Floodplain Development Permit will be obtained for any of the options prior to construction and the result will not create a negative effect on the existing Bluebell/Kings Gulch/Skunk Creek floodplain. The project will encroach on the 100-year floodplain but not within the conveyance zone.

2. Describe the extent to which the project will encroach upon, disturb, or fragment a riparian corridor: (This includes impacts to the existing channel of flow, streambanks, adjacent riparian zone extending 50 ft. out from each bank, and any existing drainage from the site to a creek or stream.)

If potential impacts have been identified, please provide any of the following information that is relevant to the project:

- A description of how the proposed project would avoid, minimize, or mitigate identified impacts to habitat, vegetation, aquatic life, or water quality.
- A map showing the location of any streams, ditches and other water bodies on or near the project site.

- A map showing the location of the 100-year flood, conveyance, and high hazard flood zones relative to the project site.

E. Water Quality

1. Describe any impacts to water quality that may result from any of the following:
 - a. Clearing, excavation, grading or other construction activities that will be involved with the project;

For all options, there will be potential impacts from these activities but these will be mitigated through the water quality Best Management Practices (BMPs) outlined in the stormwater pollution prevention plan. Additionally, due to Municipal Separate Storm Sewer System (MS4) requirements, the project is installing up to five permanent water quality structures (four within the existing storm drainage system) which will capture pollutants before they would be discharged to Skunk Creek.

- b. Changes in the amount of hardscape (paving, cement, brick, or buildings) in the project area;
- c. Permanent changes in site ground features such as paved areas or changes in topography;

For all options, there will be a slight increase in the amount of impervious surface due to the additional concrete for underpass, access ramps and path connections.

- d. Changes in the storm drainage from the site after project completion;

See response to E1a above.

- e. Change in vegetation;
- f. Change in pedestrian and vehicle traffic;
- g. Potential pollution sources during and after construction (may include temporary or permanent use or storage of petroleum products, fertilizers, pesticides, or herbicides).

2. Describe any pumping of groundwater that may be anticipated either during construction or as a result of the project. If excavation or pumping is planned, what is known about groundwater contamination in the surrounding area (1/4 mile in all directions from the project) and the direction of groundwater flow?

If potential impacts have been identified, please provide any of the following that is relevant to the project:

- A description of how the proposed project would avoid, minimize, or mitigate impacts to water quality.
- Information from city water quality files and other sources (state oil inspector or the CDPHE) on sites with soil and groundwater impacts within 1/4 mile radius of project or site.

- If impacts to site are possible, either from past activities at site or from adjacent sites, perform a Phase I Environmental Impact Assessment prior to further design of the project.
- Groundwater levels from borings or temporary peizometers prior to proposed dewatering or installation of drainage structures.

Contaminated groundwater has been identified in the area and is currently being assessed by the State Division of Oil and Public Safety (DOPS). Their assessment will either lead to a mitigation project to eliminate the contamination prior to construction or funding and oversight for containment and removal of contaminated groundwater encountered during construction.

F. Air Quality

1. Describe potential short or long term impacts to air quality resulting from this project. Distinguish between impacts from mobile sources (VMT/trips) and stationary sources (APEN, HAPS).

For all options, the emissions from construction equipment would have a short term effect on air quality during construction. The effects of the emissions would be negligible because of the small number of short term emission sources.

The manufacture and use of resources for the construction can provide some short-term impacts to air quality at the manufacture site or construction site. The general types of construction and construction elements are similar for all options.

The long term impacts to mobile source air quality for all options in all segments is expected to positive one with an increase in the use of bicycling and walking. In the DRCOG TIP application it was estimated that there would be an annual emissions reduction of approximately 239,000 lbs of CO₂ from this project.

G. Resource Conservation

1. Describe potential changes in water use that may result from the project.
 - a. Estimate the indoor, outdoor (irrigation) and total daily water use for the facility.
 - b. Describe plans for minimizing water use on the site (Xeriscape landscaping, efficient irrigation system).

For all options, there will be a decrease in grass lawn area. Project staff will be working with the adjacent property owners to develop landscaping restoration plans that reduce water usage.

2. Describe potential increases or decreases in energy use that may result from the project.
 - a. Describe plans for minimizing energy use on the project or how energy conservation measures will be incorporated into the building design.
 - b. Describe plans for using renewable energy sources on the project or how renewable energy sources will be incorporated into the building design?
 - c. Describe how the project will be built to LEED standards.

In all options, the existing pedestrian signal will be removed which will have a slight decrease in energy use.
Fixtures for the art component, street lighting and underpass lighting will be added but will be high efficiency.

3. Describe the potential for excess waste generation resulting from the project. If potential impacts to waste generation have been identified, please describe plans for recycling and waste minimization (deconstruction, reuse, recycling, green points).

L. Services

1. Describe any increased need for the following services as a result of the project:

- a. Water or sanitary sewer services
- b. Storm sewer / Flood control features
- c. Maintenance of pipes, culverts and manholes

The pipes, inlets, manholes and water quality structures will require additional maintenance. Project staff will work with maintenance staff for the selection of water quality structure type and assessment of additional maintenance needs.

- d. Police services
 - e. Fire protection
 - f. Recreation or parks facilities
 - g. Libraries
 - h. Transportation improvements/traffic mitigation
 - i. Parking
 - j. Affordable housing
 - k. Open space/urban open land
 - l. Power or energy use
 - m. Telecommunications
 - n. Health care/social services
 - o. Trash removal or recycling services
2. Describe any impacts to any of the above existing or planned city services or department master plans as a result of this project. (e.g. budget, available

parking, planned use of the site, public access, automobile/pedestrian conflicts, views)

M. Special Populations

1. Describe any effects the project may have on the following special populations:
 - a. Persons with disabilities
 - b. Senior population
 - c. Children or Youth
 - d. Restricted income persons
 - e. People of diverse backgrounds (including Latino and other immigrants)
 - f. Sensitive Populations located near the project (e.g. adjacent neighborhoods or property owners, schools, hospitals, nursing homes)

If potential impacts have been identified, please provide the following:

- A description of how the proposed project would avoid, minimize, or mitigate identified impact.
- A description of how the proposed project would benefit special populations.

The underpass will provide a safer crossing for bicyclists and pedestrians at the pedestrian signal which could be utilized by the above identified populations. Option A does not meet ADA design guidelines. The crossing distance of the east leg of the Broadway and Baseline Road intersection will be slightly decreased by the construction of a curb extension at the southeast corner of the intersection. The project will also complete a section of multi-use path on the east side of Broadway from north of Skunk Creek to Baseline Road.

N. Economic Vitality

1. Describe how the project will enhance economic activity in the city or region or generate economic opportunities?
2. Describe any potential impacts to:
 - a. businesses in the vicinity of the project (ROW, access or parking),
 - b. employment,
 - c. retail sales or city revenueand how they might be mitigated.

In all options, this project will provide a safer crossing of Baseline Road and this will improve bicycle and pedestrian access to both Basemar Shopping Center and the University of Colorado.

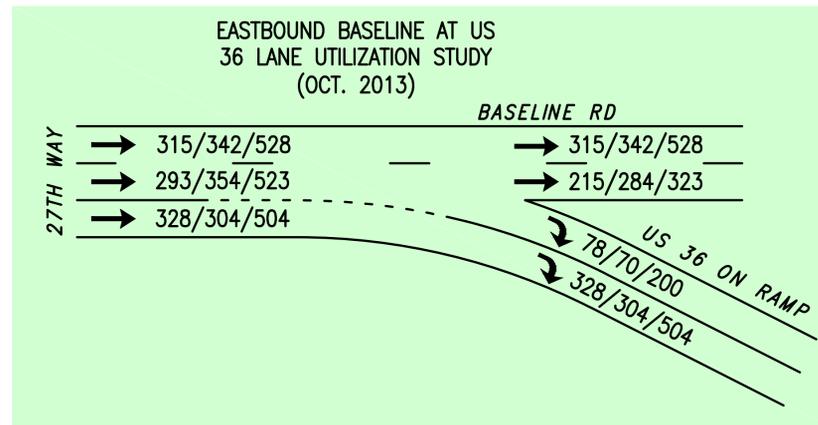
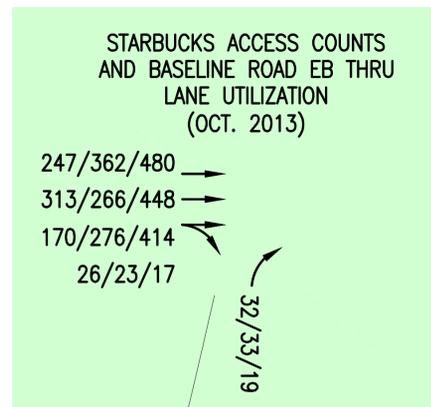
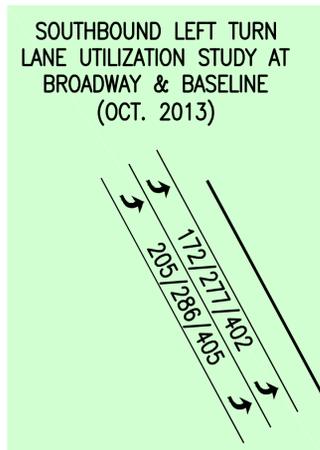
Appendix

Baseline Road Underpass Project

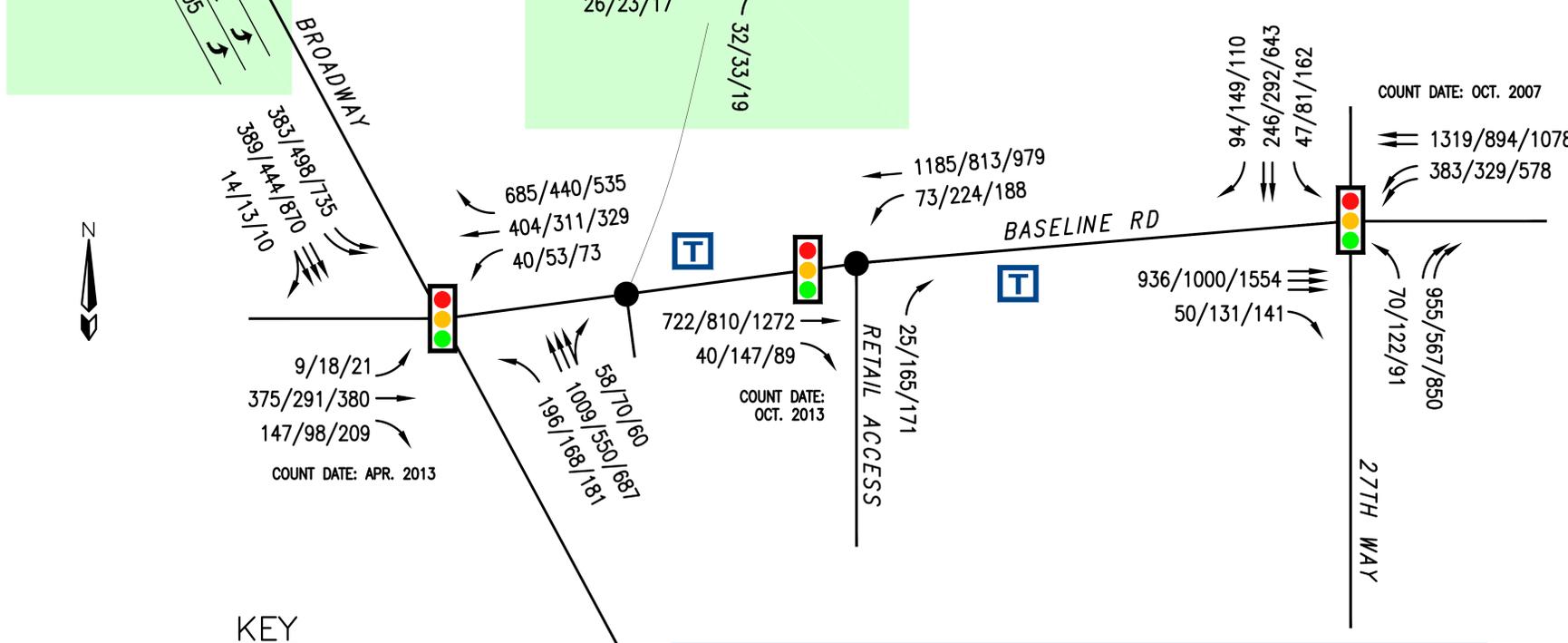
Broadway to 27th Way



Baseline Underpass Project Transportation Data



Vehicular Volumes and Lane Utilizations



KEY

XXX/XXX/XXX AM / NOON / PM PEAK HOUR VEHICULAR VOLUME

T TRANSIT STOP

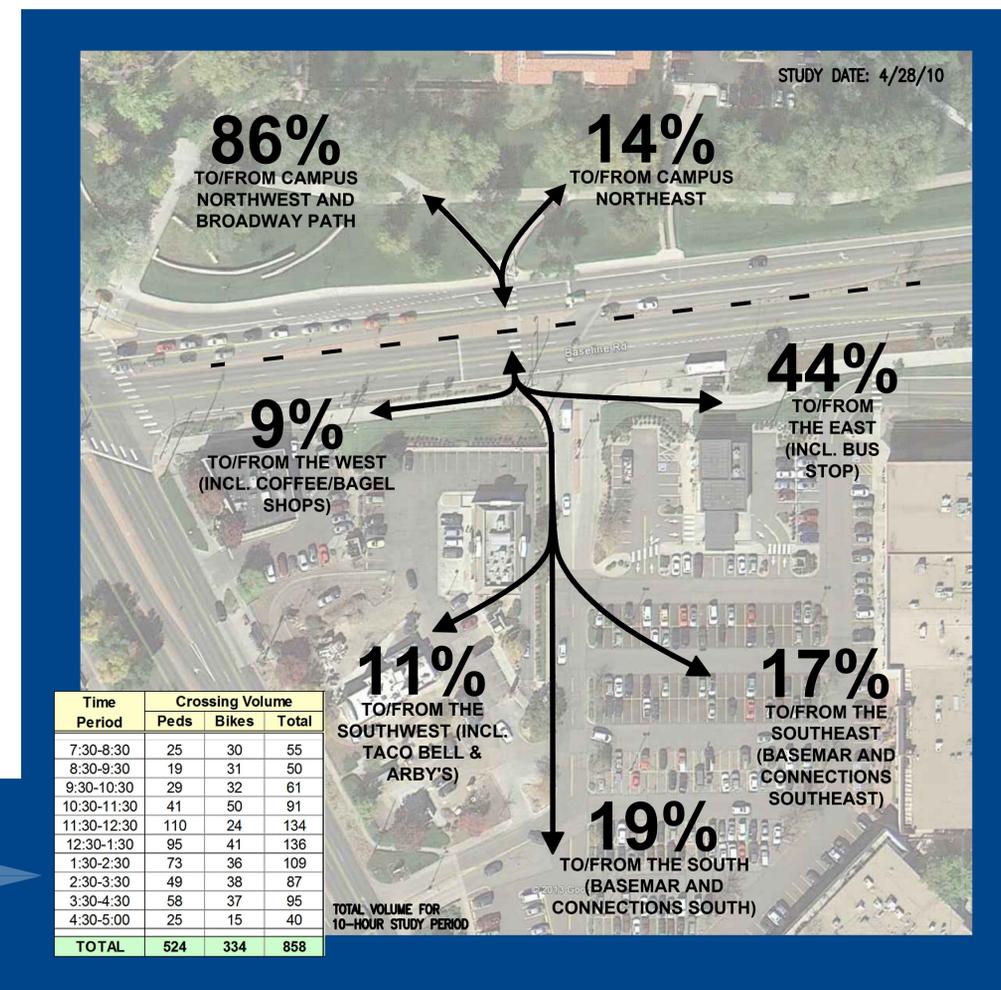
TRANSIT DATA

WB BASELINE AT BROADWAY DAILY BOARDING & ALIGHTINGS

Route	On	Off
204	8	27
225	3	68
TOTAL	11	95

EB BASELINE AT BROADWAY DAILY BOARDING & ALIGHTINGS

Route	On	Off
BOUND	453	112
204	22	40
225	80	24
TOTAL	555	176



Pedestrian & Bicycle Volumes and Travel Patterns



BASELINE ROAD UNDERPASS - TREE ASSESSMENTS. PREPARED BY PAT BOHIN, FORESTRY ASSISTANT, 4/9/14							
TREE #	LOCATION	SPECIES	DIA SIZE	CONDITION	APPRAISED VALUE	NOTES	PLAN OPTION
1	SOUTH OF BASELINE, WEST OF CROSSWALK	HONEYLOCUST	13"	FAIR	\$3,640	POWER LINE TREE	OPTION A, B AND C
2	SOUTH OF BASELINE, EAST OF BUS STOP	CRABAPPLE	15/14"	GOOD TO FAIR	\$9,900	TWO STEM TREE	OPTION B AND C
3	NORTH OF BASELINE, EAST OF CROSSWALK	SIBERIAN ELM	17/17"	FAIR	\$5,200	TWO STEM TREE	OPTION A, B AND C
4	NORTH OF BASELINE, EAST END	COTTONWOOD	17"	GOOD	CU TREE		OPTION A, B AND C
5	NORTH OF BASELINE, EAST END	COTTONWOOD	22"	FAIR	CU TREE	TIP DIE BACK	OPTION A, B AND C
6	NORTH OF BASELINE, INSIDE TRIANGLE	COTTONWOOD	24"	GOOD	\$10,200		OPTION A, B AND C
7	NORTH OF BASELINE, WEST OF CROSSWALK	COTTONWOOD	19"	GOOD	CU TREE		OPTION A, B AND C
8	NORTH OF BASELINE, WEST END	COTTONWOOD	27"	GOOD	CU TREE		OPTION A, B AND C



INFORMATION PACKET MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
Heather Bailey, Executive Director of Energy Strategy and Electric Utility
Development

Date: June 17, 2014

Subject: Information Item: Boulder's Energy Future Budget Update

Budget Update

The municipalization exploration work plan represents a significant undertaking. In particular, the legal and technical work necessary to determine the final costs for potential acquisition of the local distribution system and launch of a municipal utility will be a considerable investment. Recognizing this, in 2011, city voters approved an increase to the Utility Occupation Tax in the amount of \$1.9 million a year. The use of this tax revenue has been allocated to the following categories:

- Legal services (condemnation and FERC Counsel)
- Consulting services related to possible municipalization and separation of Xcel Energy's (Xcel's) system (engineering and appraisal services)
- Salary and benefits (executive director of Energy Strategy and Electric Utility Development)
- Purchased services and supplies (office space and supplies)

Following the voter approval in November 2011, the city has focused its "energy future" work efforts on exploring municipalization. Work plan items completed since the last budget update to council include:

- Hired consultant to assist staff in developing transition work plan
- Worked with Xcel/City Task Force until it was disbanded in March 2014
- Developed a utility of the future integrated energy work plan
- Attended RMI eLab Accelerator session and developed preliminary vision and structure of the "Boulder Energy Community Marketplace," which was presented to council in April

- Developed draft transition work plan - a step-by-step process for implementing a new utility by 3rd quarter 2016
- Council adopted an ordinance to create a local electric utility
- Worked with community through solar and natural gas working groups to develop policies of future resources
- Ongoing public outreach

2014 Budget

The 2014 total budget of \$2,879,544 is funded from the Utility Occupation Tax (\$1.9 million, plus a three percent tax increase approved by council on Oct. 25, 2013, pursuant to the original ordinance); a one-time general fund request of \$355,000 allocated to support salaries and benefits for high-priority staffing needs in support of this project; and a \$567,544 prior year encumbrance carryover from 2013. The carryover reflects a delay in spending for consulting fees to negotiate the purchase of the system and engineering fees to assess and determine the technical capabilities of the system. Expenditures for 2014, (January through May) total \$624,009 and are within the limitations of this budget.

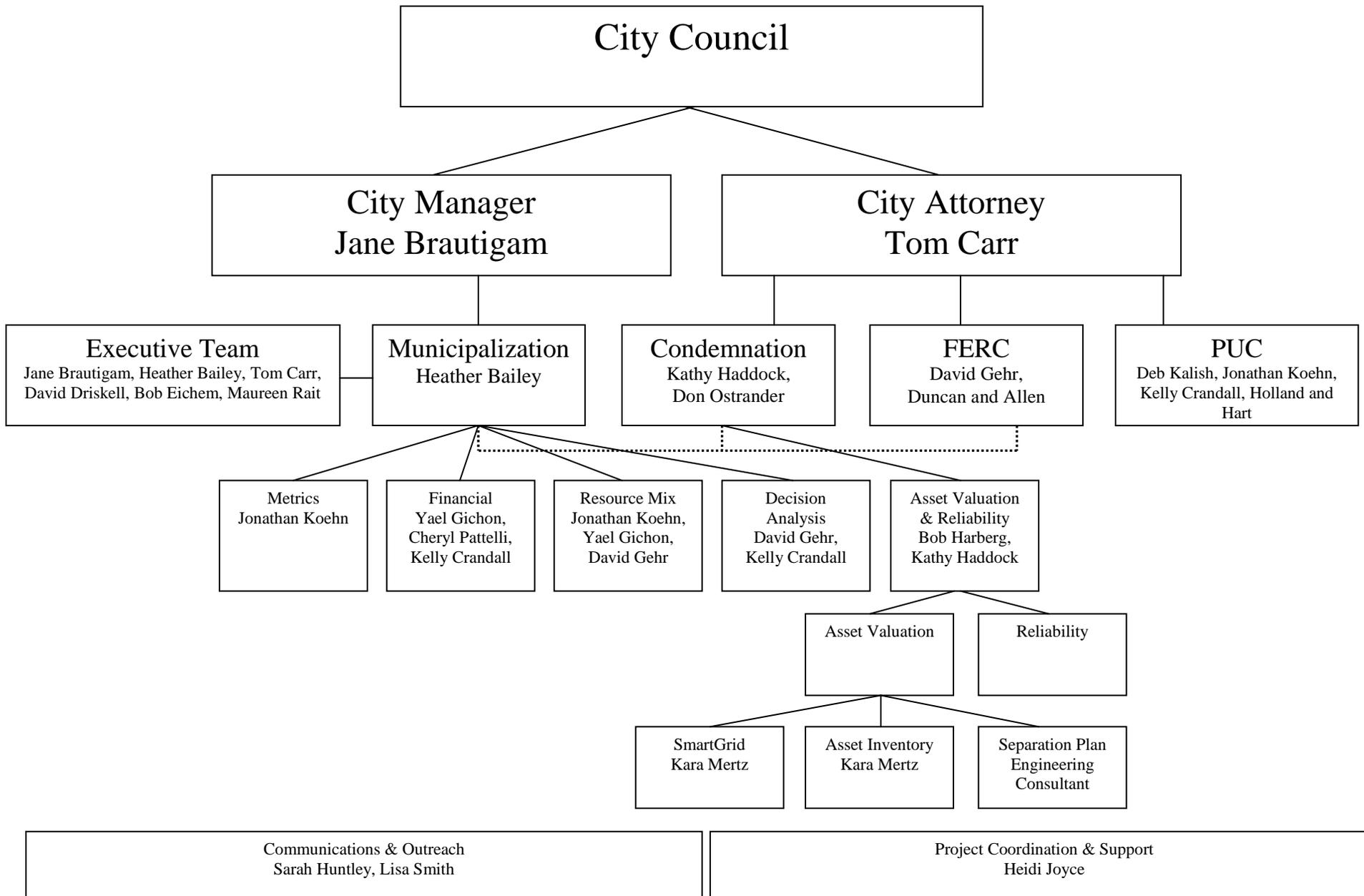
Other staff resources assigned to this effort have been allocated within existing budgets and are separate from the \$2,879,544 budget. This is in alignment with the overall priority of this effort and existing roles, responsibilities and funding, as well as the approach historically taken with other significant and cross-departmental city projects. As a reminder, an organizational chart showing those assigned to this project and their areas of focus is included as **Attachment A**. A list that includes staff working on this effort, the percentage of time spent in 2014 on the project and associated budget allocation is provided in **Attachment B**.

Attachments:

Attachment A: Organizational Chart

Attachment B: Staffing Resources

**ATTACHMENT A
Organizational Chart**



ATTACHMENT B

Boulder's Municipalization Exploration Project
 2014 Staffing Resources
 January - May, 2014

Executive Director	Source of Funding	% of Time
Heather Bailey	Utility Occupation Tax	100
		\$126,958 Utility Occupation Tax

Executive Team	Source of Funding	% of Time
Jane Brautigam	CMO Budget	7
Tom Carr	CAO Budget	13
David Driskell	P&DS Budget	5
Bob Eichem	Finance Budget	5
Maureen Rait	P&DS/PW Budget	4
Patrick Von Keyserling	Communications Budget	2
		\$34,464 Estimated Cost

Project Team	Source of Funding	% of Time
Carl Castillo	CMO Budget	5
Kelly Crandall	CAP Budget	75
David Gehr (Backfill)	General Fund (One-time GF Request)	100
Yael Gichon	CAP Budget	100
Kathy Haddock	CAO Budget	80
Robert Harberg	PW Budget	12
Sarah Huntley	Communications Budget	60
Heidi Joyce	General Fund (One-time GF Request)	100
Deb Kalish	CAO Budget	60
Jonathan Koehn	P&DS Budget	80
Kara Mertz	P&DS Budget	50
Cheryl Pattelli	Finance Budget	2
Lisa Smith	General Fund (One-time GF Request)	100
		\$372,666 Estimated Cost

Support	Source of Funding	% of Time
Joanna Paradiso	P&DS Budget	5
Sean Metrick	P&DS Budget	3
		\$7,745 Estimated Cost

Total:
\$126,958 Utility Occupation Tax
\$100,922 One-time GF Request
\$313,954 Other Funding Sources



INFORMATION PACKET MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
Greg Testa, Interim Chief of Police
Maureen Rait, Executive Director of Public Works
Tracy Winfree, Director of Public Works for Transportation
Michael Gardner-Sweeney, Transportation Planning and Operations Coordinator
Robert Hendry, Photo Enforcement Program Supervisor
Lynne Reynolds, Court Administrator

Date: June 17, 2014

Subject: **Information Item: Update on the City's Photo Enforcement Program**

EXECUTIVE SUMMARY

The objective of this information packet item is to update City Council on the city's Photo Enforcement Program and outline the planned expansion of the red-light violation enforcement. The city's program was initiated 15 years ago to enhance the safety of Boulder's streets by enforcing speeding and red-light running violations. The program has been successful in reducing red-light running accidents and speeding on neighborhood streets.

The scope of the speed enforcement element of the program will be maintained as a good balance of resources and the program emphasis of neighborhood streets. The red-light violation enforcement will be expanded to intersections that will benefit. The planned expansion will add two new photo red-light sites in 2014/2015.

Over the years, there have been state legislative efforts to limit or eliminate either photo speed limit enforcement, photo red-light enforcement, or both. In 2014, city Police Department representatives provided testimony against the state legislation seeking to prohibit photo enforcement of traffic violations. The city's objections have been based on the community interest in enforcement of traffic laws and the safety benefits that the program has achieved.

The 2014 attempt was passed by the Colorado Senate, but not by the Colorado House of Representatives.

FISCAL IMPACT

There are no budgetary impacts to the city organization. The photo enforcement program covers its own cost of operation.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

- **Economic:** Ensuring the efficient and safe movement of traffic and goods throughout the city.
- **Environmental:** There are no anticipated environmental impacts.
- **Social:** Continuing to protect public safety.

BACKGROUND

The city's Photo Enforcement Program was initiated as a neighborhood safety demonstration program in 1998. At that time, there was significant community discussion about traffic mitigation measures (traffic circles, speed humps, etc.) being placed in the streets to enhance safety and whether enforcement of traffic laws should also be increased.

The initial program included one photo-radar van to enforce speed limit compliance and four red-light cameras to enforce red-light running violations. The demonstration was evaluated after a six-month period and, based on its merits, became an ongoing tool in the city's traffic enforcement toolbox. In subsequent years, the program has been expanded to its present form of two photo-radar vans and eight red-light cameras.

Since its inception, the Photo Enforcement Program has been managed with a team approach. The team includes staff members from the Public Works Department, Police Department, Municipal Court, and the City Attorney's Office. The team approach has allowed for clear communication, coordination and management of the program.

The city's program is operated within the state-enabling legislation originally enacted in 1997. Subsequent state legislation has impacted the operation of the program over time. Typically, states have adopted either a "driver liability" model where the driver is assessed both a monetary fine and points against their driver's license (just as a violation is enforced under conventional means) or a "vicarious liability" model where the owner of the vehicle is held responsible for the activities of their vehicle and are assessed a monetary fine only.

The vicarious liability model is how the city enforces parking violations and is commonly known as a moving parking ticket. In Colorado, the legislature took portions of each model and created a driver liability model but prohibited the addition of points against the driver's license. The lack of ability to assess points for a photo-enforced violation potentially reduced the deterrent value of the program. In addition to prohibiting the use of state recorded points against the driver's license, other significant elements of the enabling legislation are listed below.

- Prohibited any fines to be issued for speeds less than 10 mph for the first violation.
- Established a maximum fine of \$40 for all photo enforcement violations.

- Prohibited the issuance of any Outstanding Judgment Warrants (OJWs) or loss of license to those who fail to pay.
- Prohibited the use of Interstate Compact.
- Prohibited any fine “surcharges” to be added for convictions.
- Prohibited that any portion of the fine collected be shared with the vendor or payment “based upon the number of citations issued or the revenue generated by such equipment.”
- Allowed only 90 days for personal service.

Subsequent state legislation has included additional provisions that have impacted the city’s program. In 1999, legislation required a sign in advance of photo speed enforcement, doubled fines for school zones to \$80, increased the fine for red-light violations to \$75, allowed violations more than 25 mph over the speed limit to be processed as a regular ticket, and required that the summons and complaint must be personally served by a certified Class I or Class Ia Peace Officer. Personal jurisdiction or perfecting service could not occur through certified mail. In 2002, legislation required a “temporary” sign in advance of photo speed enforcement (300 feet minimum), that an officer or city employee must operate the photo-radar equipment, and that photo speed enforcement be restricted to residential neighborhood streets (speed limit 35 mph or less), streets bordering parks, and school zones. In 2004, legislation required posting a sign in advance of photo red-light enforcement and made it illegal to obstruct your vehicle plate in any fashion. In 2008, legislation allowed photo speed enforcement within construction work zones at double fines of \$80.

Over the years, there have been state legislative efforts to limit or eliminate either photo speed limit enforcement, photo red-light enforcement, or both. In 2012, 2013 and 2014, city Police Department representatives provided testimony against state legislation seeking to prohibit photo enforcement of traffic violations. The city’s objections have been based on the community interest in enforcement of traffic laws and the safety benefits that the program has achieved. The 2012 and 2013 attempts failed to make it out of committee. The 2014 attempt was passed by the Colorado Senate, but not by the Colorado House of Representatives.

The city’s photo enforcement program is provided through a combination of city staff and vendor services. The city contracts with a vendor to provide the equipment and processing of the violations at the city’s direction. City forces manage the program, deploy the photo-radar vans, serve non-responsive violators with summons and complaints, as required, provides customer service support, and adjudication of violations at the Boulder Municipal Court. The current program includes a total city staff of 9.0 full-time equivalent (FTE) employees.

ANALYSIS

Speed Limit Enforcement

The objective of the city’s photo speed limit enforcement efforts is to increase public safety by reducing speeding on city streets. Enforcement efforts are focused on neighborhood streets, streets adjacent to parks, and school zones.

The safety of Boulder’s streets is significantly affected as the speed of vehicles increases. As speeds increase by 10 miles per hour, the distance required to stop the vehicle approximately

doubles. If a pedestrian is hit by a vehicle that is traveling 20 mph, the pedestrian survival rate is 95 percent. This drops to 60 percent at 30 mph, and just 20 percent at 40 mph.

In 2013, the two photo speed enforcement vans were deployed for 5,312 hours, observed 1,208,785 vehicles, and capturing 14,638 speeding violations, of which 13,259 violations were issued.

Photo speed enforcement is not for every street. State restrictions limit deployment to residential streets with a speed limit 35 mph or less, streets adjacent to parks, school zones, and construction zones. The city's program has always emphasized deployment primarily on residential streets. Photo speed enforcement is not the proper tool for low-volume, low-violation streets where directed traditional enforcement is the preferred tool.

Historic Performance – The speed reduction and associated safety benefits are harder to quantify with photo speed enforcement. One of the difficulties is a result of the fact that camera deployment varies from month-to-month and year-to-year, making a direct comparison problematic. Analysis of individual sites over time does generate useful conclusions about the efficacy of photo speed enforcement. The overall conclusion is that photo speed enforcement deployed in a focused saturation approach generates real speed reduction benefits while the equipment is deployed. This speed reduction benefit is not maintained when the equipment is not present, nor do the speed reduction benefits generate citywide halo effects.

A secondary finding is that significant speed reduction occurs when the cameras are first deployed in a particular location and the speed reduction benefits stabilize over the long-term. In other words, the greatest speed reduction occurs with initial deployment and then stabilizes at a systemic level that is difficult to reduce further. Graphs showing these effects are provided in Attachment B. Of the examples provided, 47th Street best demonstrates these effects. The data for 3800 Broadway also shows similar results. The data for 2200 Edgewood Drive shows that once the initial reduction is achieved, further reductions are more difficult to realize.

Ticket Issuance rates – The effectiveness of photo speed enforcement is significantly impacted by the ability to maximize the percentage of tickets that are issued to violators. Over the life of the program, the technology has significantly improved the ticket issuance rate through the upgrade of the camera systems from traditional film to digital. With the resulting steady improvement, the ticket issuance rate has gone from approximately 50 percent of the violations captured in the early years of the program to approximately 90 percent currently.

Deployment Hours – Another important factor to a successful photo speed enforcement program is being able to consistently deploy the equipment. Early in the program history, the city had difficulty keeping operators with the program and deploying the van. In 2001, the operator positions were upgraded and different staffing strategies were implemented. With these changes, operator retention has stabilized and the equipment has been deployed much more consistently. In 2000, the equipment was deployed for 828 hours with one van, compared to 5,312 hours in 2013 with two vans.

Red Light Violation Enforcement

The objective of the city’s photo red-light violation enforcement is to increase safety by reducing the incidence of accidents caused by motorists running red lights.

Over the 15 years that the city has deployed red-light cameras, red-light violations have decreased from an average of 174 daily violations to 49, a 72 percent reduction. The number of accidents caused by red-light running has been reduced from an annual average of 21.05 to 6.78, a 68 percent reduction. The cumulative effect has been a reduction of more than 14 red-light running accidents annually.

Red-light Violation Enforcement - Before/After Violations and Accidents

Location	Violations per Day			Accidents per Year		
	Before	After	Percent Change	Before	After	Percent Change
28 th Street/Arapahoe Avenue (Westbound)	11	2	-80%	0.36	0.20	-44%
28 th Street/Arapahoe Avenue (Southbound)	33	8	-75%	0.00	0.41	N/A
South Boulder Rd/Table Mesa Park-n-Ride/Foothills Parkway (Westbound)	14	3	-80%	5.10	0.82	-84%
Valmont Road/47th Street (Westbound)	12	2	-80%	5.80	2.48	-57%
28 th Street/Canyon Boulevard (Northbound)	57	12	-79%	2.35	0.00	-100%
28 th Street/Canyon Boulevard (Southbound)	26	6	-76%	4.44	0.41	-91%
Baseline Road/27th Way (Eastbound)	14	10	-30%	1.50	2.07	38%
Arapahoe Avenue/30th Street (Eastbound)	7	5	-31%	1.50	0.40	-73%
Total	174	49	-72%	21.05	6.78	-68%

Table Notes

The “Before” violation condition was between:

- October and December 1998 for the four original red-light cameras (listed first above);
- October and December 2001 for the two 28th Street/Canyon Boulevard cameras; and
- April and June 2009 for the Baseline Road/27th Way and Arapahoe Avenue/30th Street cameras.

The “Before” accident history was from:

- 1996 through 1998 (excluding the last three months of 1998) for the four original red-light cameras;
- 1999 through 2001 for the two 28th Street/Canyon Boulevard cameras; and

- 2001 through 2006 for the Baseline Road/27th Way and Arapahoe Avenue/30th Street cameras.

The “After” condition was 2012 for violations and September 2009 through September 2013 for accidents.

Historic Performance - A graph showing the reduction in violations is provided in Attachment A. The graph shows increases in the violation rate in October 2001, April 2009, and May 2011. The 2001 and 2009 increases are a result of additional red-light camera sites being deployed. The 2011 increase is a result of changes in equipment that enhanced camera and detection performance. Other observations yielded from the analysis are shown below.

- The most significant reduction in violations occurs directly after a new red-light camera is deployed.
- Red-light running varies by the time of year, with the highest amount occurring in the summer and early fall months of July, August and September. This is still the case when the data is normalized to account for the seasonal increases in traffic levels.

Ticket Issuance Rates – A significant factor in a successful program is being able to issue tickets for as high a percentage of violators as possible. There are many different factors, both controllable and uncontrollable (including weather), which influence the ability to issue a violation. Over the life of the city’s program, significant advances in camera technology have aided in the ability to maximize the ticket issuance rate. The initial four red-light cameras deployed used traditional film and were front-view only. In subsequent years, the original and new cameras have been upgraded to digital technology, including front and rear cameras and videos of violations. Through these upgrades, the ticket issuance rates for red-light violations have improved from approximately 30 percent initially to approximately 90 percent currently.

Traditional Enforcement – Traditional enforcement of red-light violations is problematic. With traditional enforcement, an officer needs to be in two places at one time. First, the officer needs to be situated in front of the signal in a location where they are able to observe the position of the violator’s vehicle and the status of the traffic signal indications. Second, the officer needs to be able to stop violators after they pass through the intersection. In the transition, the officer must navigate across the busy intersection, potentially imperiling their own safety and that of other motorists. For this reason, photo red-light enforcement is an important tool in the enforcement toolbox.

Red-light Violation Enforcement Site Selection Process – The Federal Highway Administration (FHWA) provides guidance regarding placement of photo red-light violation enforcement. The supporting analysis indicates that photo red-light enforcement applied in appropriate conditions generates safety benefits. The FHWA guidelines advocate a stepped approach to selecting appropriate locations for deployment. The first step is to attempt to address intersections with an identified history of red-light running accidents. The second step is to utilize other operational and design options to reduce the incidence of red-light running; such as assuring adequate visibility of the signal displays, adequate signal timing, and appropriate signage. It is only after

implementing these two steps that photo red-light enforcement should be considered. The city uses this FHWA process to evaluate, select and prioritize intersections for camera deployment.

Longer Yellow Light Intervals – Currently, there are advocates who believe that photo red-light enforcement is not necessary. Instead, they argue that the same safety benefits can be generated by adding one second to the yellow light interval. This theory has been studied and shown to be false.

Traffic signals should be appropriately and consistently timed to enhance safety. The Institute of Transportation Engineers (ITE) provides a recommended practice for the timing of signal change intervals. The city uses this recommended practice in the timing of all traffic signals. The timing of the yellow light interval is based on the speed of the approaching vehicle and the grade of the approaching street. The yellow light interval is designed to provide enough time for approaching drivers to react to the traffic signal change and safely stop their vehicles.

Researchers investigating the effects of adding one second to the yellow light interval found that drivers adapted to the increase in yellow time by pushing deeper into the yellow interval and proceeding through the intersection later. No reduction in red-light running was achieved and no safety benefits were generated by the one-second increase in the length of the yellow light interval.

Program Cost Recovery

It is not intended, nor is it a program requirement, that the photo enforcement program fully cover its own cost of operation. As with other city services, the program is continually evaluated based on its merits and priority, and staff recommends whether or not to continue it. The financial history of the program is provided in Attachment C. Expenditures include direct costs associated with the program, including personnel, supervision, and vendor-associated costs. It does not include soft costs such as management oversight. Over the life of the program, it has covered its own cost with revenues of approximately \$13.7 million and expenses of \$13.1 million.

NEXT STEPS

The staff team continues to refine and improve the program by focusing on ways to maximize deployment effectiveness and control costs. The scope of the speed enforcement element of the program will be maintained as a good balance of resources and the program emphasis of neighborhood streets. The red light violation enforcement will be expanded to intersections that will benefit New sites will be selected based on a history of red-light running accidents and violations. The planned expansion will involve the addition of two new photo red-light sites in 2014/2015.

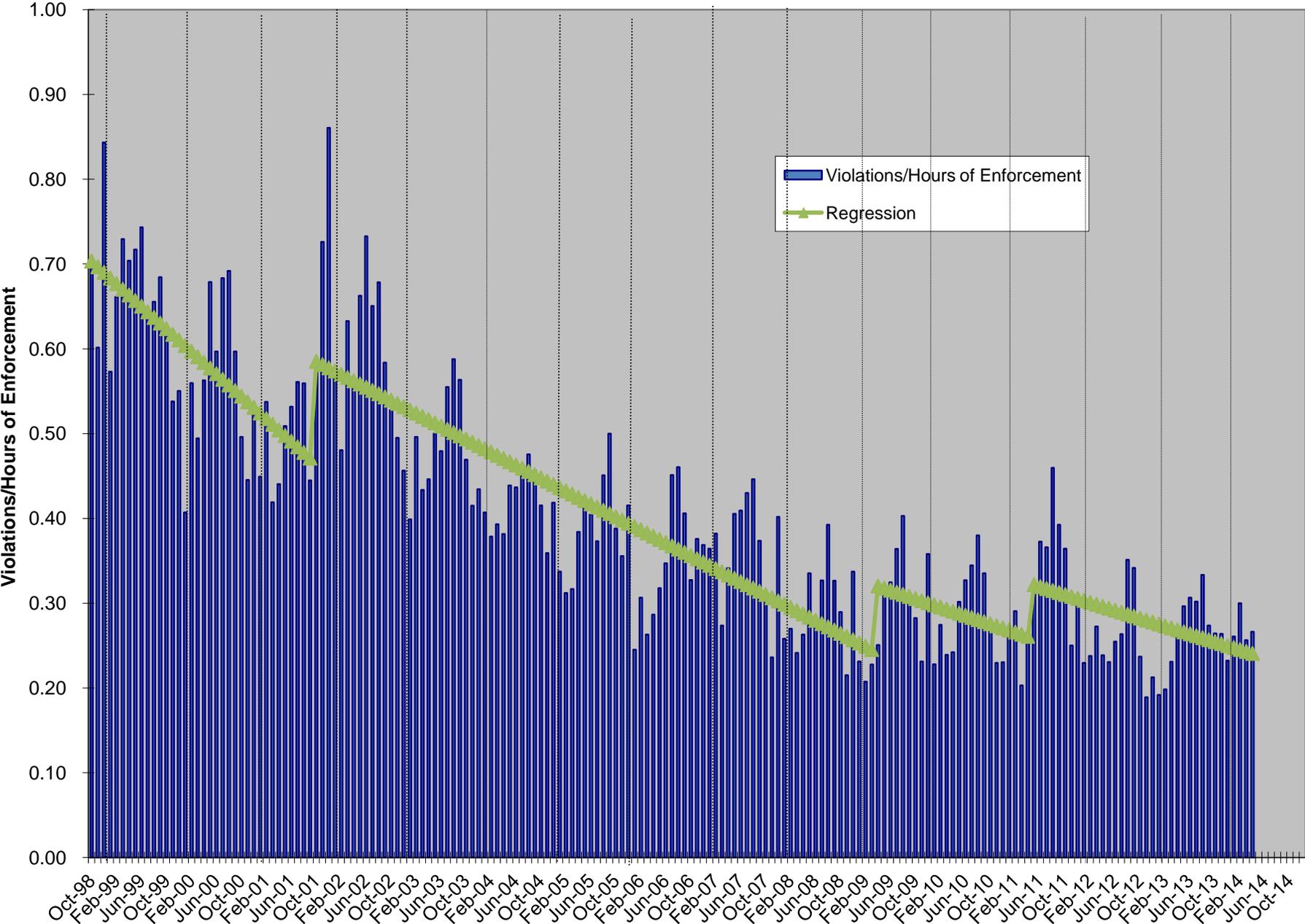
Attachments

A – Photo Red-light Enforcement Violation Rate History Graph

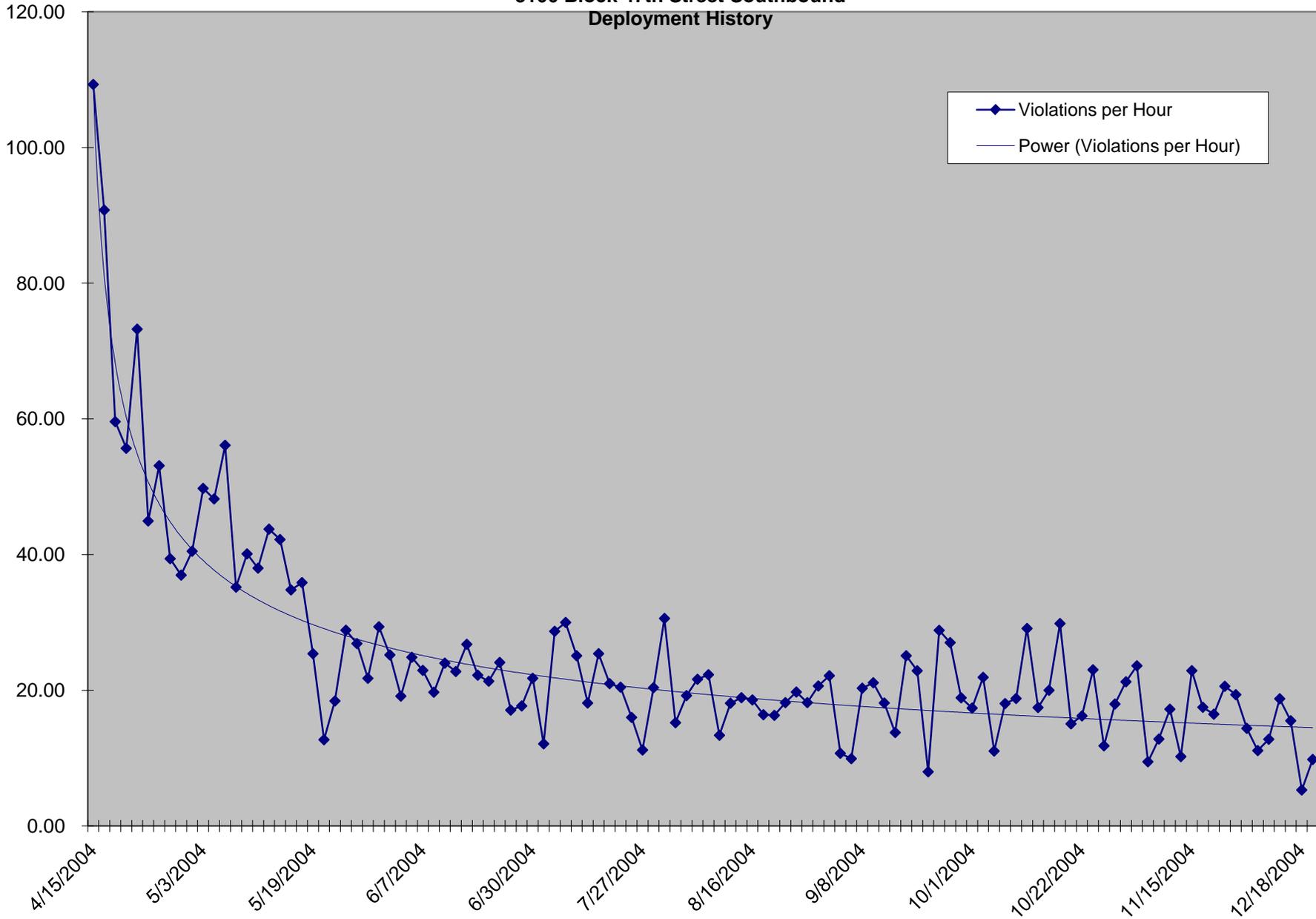
B – Photo Speed Enforcement Deployment Analysis

C – Photo Enforcement Program Fiscal History

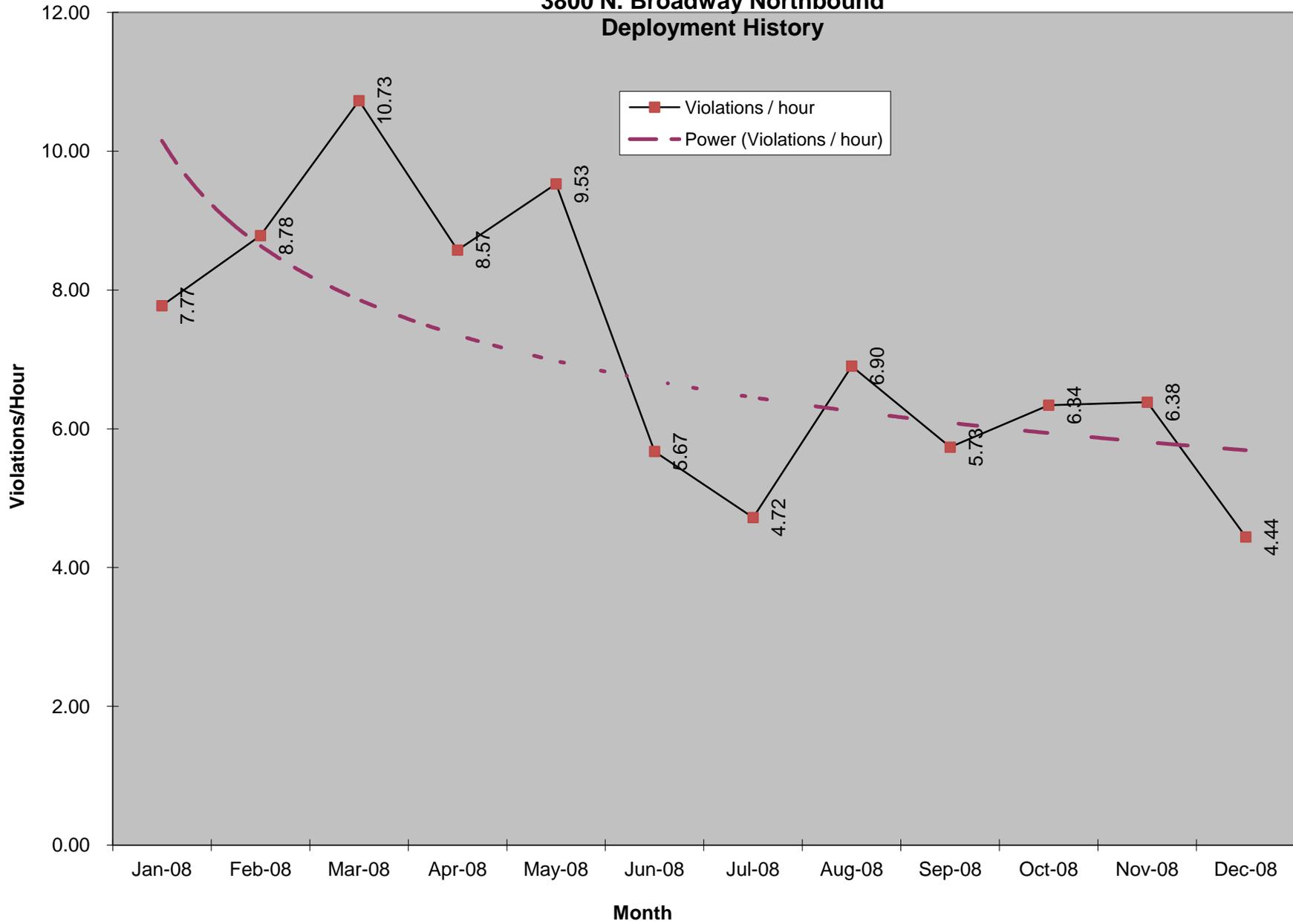
Red-light Enforcement Program



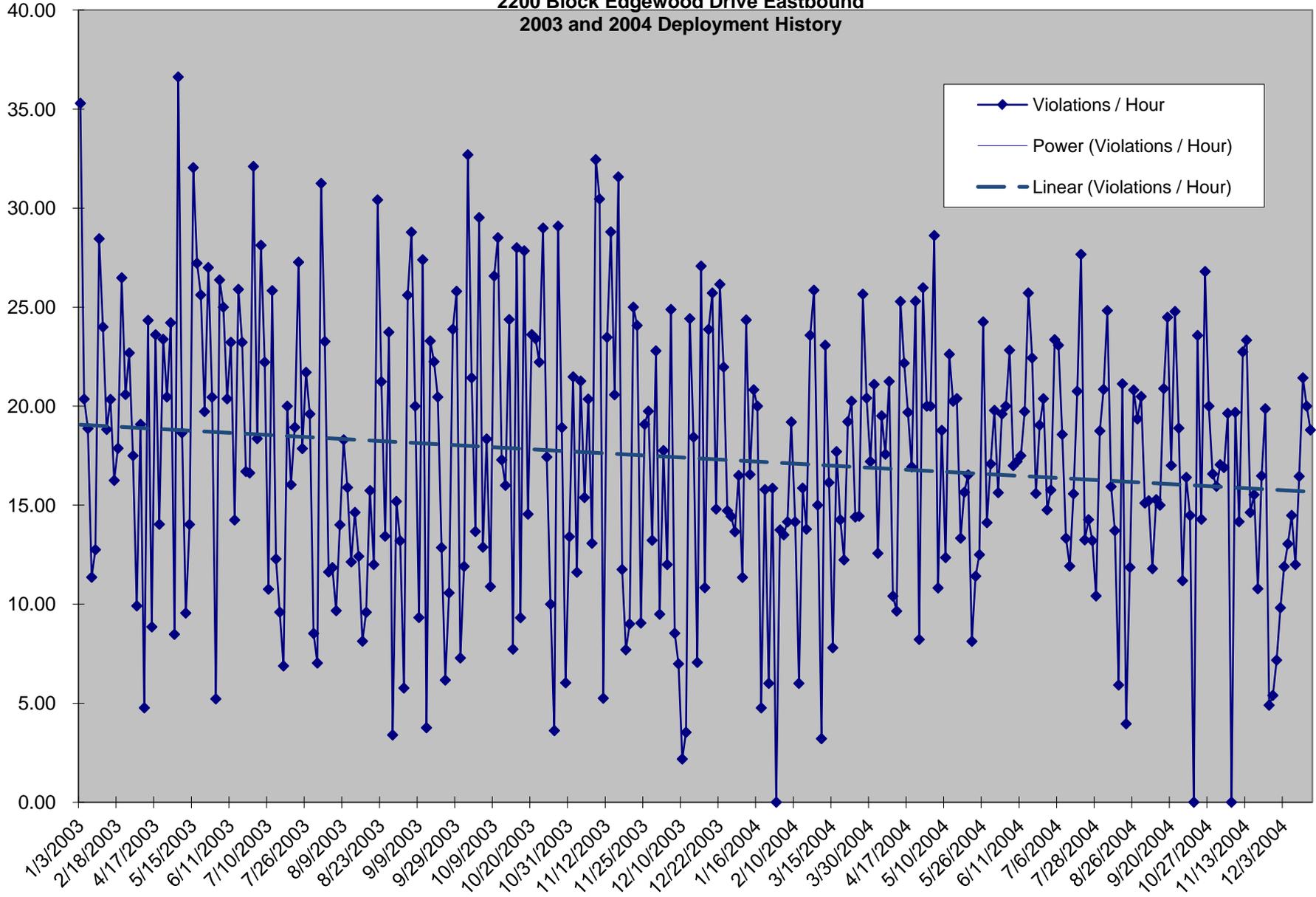
3100 Block 47th Street Southbound
Deployment History



3800 N. Broadway Northbound Deployment History



2200 Block Edgewood Drive Eastbound
2003 and 2004 Deployment History



City of Boulder Photo Enforcement Program

Fiscal Analysis ¹

Annual Financial Summary									
Time Period	Photo Enforcement			Photo Radar			Photo Red-Light		
	Rev	Exp	Total	Rev	Exp	Total	Rev	Exp	Total
1998 Actual	133,650	326,975	(193,325)	113,666	251,673	(138,007)	19,984	75,302	(55,318)
1999 Actual	502,000	669,390	(167,390)	224,126	284,485	(60,359)	277,874	384,905	(107,031)
2000 Actual	463,803	568,076	(104,273)	170,790	231,294	(60,504)	293,013	336,782	(43,769)
2001 Actual	484,959	720,943	(235,984)	202,683	257,688	(55,005)	282,276	463,255	(180,979)
2002 Actual	695,106	840,821	(145,715)	276,176	316,006	(39,830)	418,930	524,815	(105,885)
2003 Actual	785,339	766,644	18,695	366,579	368,094	(1,515)	418,760	398,550	20,210
2004 Actual	1,130,948	876,148	254,800	595,035	448,959	146,076	535,913	427,189	108,724
2005 Actual	1,179,299	909,087	270,212	564,983	441,007	123,976	614,316	468,080	146,236
2006 Actual	1,034,054	979,684	54,370	471,161	493,266	(22,105)	562,893	486,418	76,475
2007 Actual	1,209,879	1,087,749	122,130	548,412	564,832	(16,420)	661,467	522,917	138,550
2008 Actual	1,321,465	1,281,737	39,728	692,032	766,758	(74,726)	629,433	514,979	114,454
2009 Actual	1,585,368	1,457,745	127,623	840,685	862,203	(21,519)	744,683	595,542	149,141
2010 Actual	1,719,973	1,501,787	218,186	817,302	859,100	(41,798)	902,671	642,687	259,984
2011 Actual	1,450,097	1,132,185	317,912	416,265	499,916	(83,651)	1,033,832	632,270	401,562
2012 Actual	1,331,311	1,394,122	(62,811)	416,032	693,609	(277,577)	915,279	700,513	214,766
2013 Actual	1,468,831	1,342,717	126,114	498,226	653,681	(155,455)	970,605	689,036	281,569
Total	13,695,940	13,118,972	576,968	6,299,895	6,645,281	(345,386)	7,396,045	6,473,691	922,354

Program Performance Analysis ²

Current Year Quarterly Financial Summary									
1st Quarter	305,823	332,443	(26,620)	114,539	172,158	(57,619)	191,284	160,286	30,998
2nd Quarter	367,749	319,875	47,874	125,859	155,231	(29,372)	241,890	164,644	77,246
3rd Quarter	397,630	345,200	52,430	128,914	163,146	(34,232)	268,716	182,054	86,662
4th Quarter	397,630	345,200	52,430	128,914	163,146	(34,232)	268,716	182,054	86,662
Total	1,468,831	1,342,717	126,114	498,226	653,681	(155,455)	970,605	689,036	281,569

Notes:

¹ Fiscal Analysis data reflects BFS activity for full year actuals.

² Program Performance Analysis matches revenue and expenditures to appropriate time period (accrues) based on vendor report data.



INFORMATION PACKET MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager

Jeff Dillon, Interim Director, Parks and Recreation
Jeff Haley, Parks Planning Manager, Parks and Recreation
Doug Godfrey, Parks Planner, Parks and Recreation

Date: June 12, 2014

Subject: Valmont City Park – Concept Plan Update

EXECUTIVE SUMMARY

The Parks and Recreation Department is currently in the process of updating the 2008 concept plan for the undeveloped portions of Valmont City Park (VCP). The original concept plan, developed with significant community input, has served as a guiding document for park development including the successfully completed Valmont Bike Park (VBP), Valmont Dog Park (VDP) and the temporary Valmont Disc Golf Course (VDGC). The goal of the current project is to update the original concept plan to ensure it continues to meet the community's needs. The update process includes the administration of a statistically valid community survey, an industry trend analyses, an athletic field study, stakeholders meetings, outreach sessions with community youth groups, community meetings, and regular updates with City Council and the PRAB. Through extensive data gathering, analysis, and public outreach process, the goal for this project is to develop an updated concept plan for the undeveloped portion of VCP that will garner wide community acceptance and can be used to help develop future partnerships, funding opportunities, and support for possible bond consideration.

FISCAL IMPACT

The costs associated with implementing the 2008 concept plan are estimated at \$20-30 million. Based on the outcome of this current project, new project implementation costs will be

developed. In addition to capital development costs, ongoing maintenance and park operation costs will also need to be determined based on the proposed park development plan. The costs associated with the update process include the development and administration of the community survey and staff costs. The project costs associated with this work are expected to be \$150,000 to include consultant costs.

The development of VCP is included in the department's master plan at the vision level of funding for implementation. This implies that the capital development of the park could not occur with current capital funding levels. Recently, this project has received high consideration for a potential bond funding opportunity through the Comprehensive Financial Strategy.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

Economic: Since it was completed in 2011, VBP has received considerable regional, national, and even international recognition and in 2014 the park hosted the 2014 USA Cycling Cyclo-Cross Championships. The many events hosted at the bike park have attracted visitors and competitors to the Boulder community and have positively contributed to the local economy. It is expected that future VCP amenities will provide a balance of community-based recreation opportunities and amenities that contribute to Boulder's economic landscape.

- **Environmental:** The environmental benefits of parks are far reaching and include mitigation from climate impacts, water quality enhancement opportunities, maintenance of wildlife corridors and habitat, flood mitigation and opportunities for alternative transportation. The first phase of park development included sustainable practices such as the renovation and re-use of the historic Platt Farm house, a pilot project evaluating the feasibility of composting dog-waste, and the use of solar photovoltaics. The future development of the park will continue to incorporate low impact and sustainable design and construction practices and principles.
- **Social:** Parks provide public spaces that are foundational in building community. Within parks, community members can engage with one another in recreation activities, common hobbies, special events, or simple gatherings. The development of the bike park, dog park and temporary disc golf course at VCP have proven to be focal points in our community. The concept plan update will seek to build upon and improve the successes that have already been realized after the completion of the first phase of park. Programmatic elements will be planned and designed to balance a wide range of both passive and active recreational activities for community members of all ages and abilities.

BACKGROUND

Six years after the adoption of the current VCP concept plan, the park has undergone significant development including the completion of the VBP, VDP and the temporary VDGC. With the successful completion of the first phase of park development, it is time focus on the future development of the park and use the concept plan update process to assist in developing

successful partnerships, identify grant opportunities, and possibly set the stage for a future Capital Improvement Program (CIP) or bond funding opportunities. In January 2014, Boulder-based MIG, formerly Winston Associates, was contracted by the city to serve as the planning and landscape architecture consultant on this project. MIG has a sub-contracting consultant team to provide technical expertise in areas such as transportation, civil engineering, and sustainability planning and engineering. As part of the planning process, a comprehensive data gathering, analysis, and public outreach plan has been developed for this project and includes:

Garnering Broad Public Support

A critical component of the concept plan update is a broad public engagement process that includes input from community members, elected and appointed bodies, athletic groups, recreation clubs, environmental groups, businesses, foundations, schools, and city staff. The goal of public involvement in the planning process is to:

- Inform the community about the project; and
- Compel community members to support and implement the plan.

Reaching Children and Youth

The department has engaged both Growing Up Boulder (GUB) and the Youth Opportunities Advisory Board (YOAB) to assist in reaching youth populations. Through outreach activities facilitated by the YMCA's University Hill and Crestview Elementary school-based programs and the city's Youth Services Initiative (YSI), GUB has solicited ideas and information from groups of children, youth and families. GUB prepared a report that summarized the youth feedback regarding important elements to include within a park such as accessibility, safety and appearance. Additionally, the YOAB has been consulted to assist in identifying effective mechanisms to contact youth populations, promote public meetings and provide opportunities for youth feedback.

Addressing Specific Interest Areas

During the planning process, a number of roundtable discussions and focus group meetings will be held with community experts and advocates to address topics such as athletic fields, recreation facilities, place-making and design, economic sustainability, conservation and the environment, and accessibility. Additionally, discussions will also be held with staff and industry experts to provide critical information regarding design and long term operational issues associated with different facility and amenity options.

Using Data to Inform Decisions

The department recently completed a community-wide survey that assessed the public's view of current recreation opportunities, barriers to using recreation facilities, and satisfaction with current facilities. A system-wide athletic field study is also underway that will analyze current athletic field stock and field reservation policies and ultimately provide field development and enhancement recommendations as well as field policy recommendations. In the near future, the department will conduct a system-wide aquatics analysis that will inform decisions regarding potential future facilities, amenities, or programmatic elements at VCP.

PUBLIC INPUT

On May 1, 2014, the first VCP open house was held and featured a slide presentation summarizing the work completed to date as well as a “visual preference” exercise. During the well attended public meeting, the public had the opportunity to give important historical insight, as well as provide important perspectives as to how the update plan should develop. In addition to hosting 70 community members, representatives from GUB and YOAB were also present at the first community meeting. A second public meeting will be held in the summer to present findings and gauge public opinion for different development scenarios. Several future meetings will also be scheduled with the PRAB where further public input can be provided.

ANALYSIS

The facilitation of three athletic field focus group sessions, five roundtable group discussions, one public meeting, preliminary findings from an athletic field study, findings from a community-wide opinion survey, children and youth outreach exercises, and one PRAB session has resulted in a tremendous amount of information. A summary of the findings to-date can be found in Attachment A. From these initial findings, emerging key themes and recommended programmatic elements will be identified. It is anticipated that the initial findings will focus on athletic field facilities, passive recreation opportunities and facilities, sustainability issues, and access and transportation. This data will be evaluated by the project team with the intent of developing initial findings to take to the public at the next community meeting.

NEXT STEPS

A second VCP community meeting will be held in the summer to further gather community feedback regarding desired park amenities and programs, to address conflicts in the data, and provide recommendations for the overall design direction and concept plan development. Findings from the athletic field study, expected to be completed this summer, will be shared with focus panel of sports groups and athletic field users to obtain their feedback. The data from this report will not only provide guidance about the current state of the department’s athletic fields, but will also inform decisions about future needs at VCP. Other remaining next steps before the completion of the concept plan update include the development of options and alternatives. Through each of these plan refinement stages, opportunities will be provided for public comment and feedback.

ATTACHMENTS

Attachment A: Community Feedback and Findings

COMMUNITY FEEDBACK AND FINDINGS

Community Survey

- Community members frequently use and are satisfied with Parks and Recreation facilities
- Active outdoor recreation uses rank highly for Boulder community members
- Passive recreation activities or facilities rank highly as development opportunities at Valmont City Park

Roundtable Discussion

- There needs to be a balance of active and passive recreation, as well as, a balance of amenities that are community based or those that have a regional or national draw
- Park facilities and amenities need to be multi-generational and support a wide variety of uses
- Partnerships between the University of Colorado, Boulder Valley School District, and private businesses are key in the development and success of the park
- Transportation and access issues are critical components of the park design

Community Meeting

- Active recreation uses should take precedence in the development of the park
- A majority of attendees felt that Valmont City Park should have activities, amenities, and facilities that serve the Boulder community and have a regional and national draw instead of only focusing on uses for Boulder residents
- Disc golf gets heavy use

Athletic Field Focus Group

- Investment in existing facilities will help ensure that they remain viable
- A diversity of facilities and use policies addressing field sports, skill level, and age groups is critical
- There needs to be a change in Parks and Recreation use policies
- Focus on partnerships with CU Boulder and BVSD

Athletic Field Study Preliminary

- Field supply would be positively impacted with the addition of field lighting
- Demand for practice facilities is very high
- There is an overall shortage of multi-use fields
- Demand continues year-round, but supply is sharply reduced

Children and Youth Outreach

- Access to nature, play opportunities, transportation, and food were common themes that have emerged in youth outreach activities

- Nature play and adventure play is important to both children and youth groups
- Access to park via public transportation needs to be improved dramatically
- Better outreach / communication about how existing bike trails and paths can be used to access the park
- Availability of food and places to eat are important to youth groups and their parents

PRAB Meeting (May 12, 2014)

- This is one of the last opportunities to develop a space for active recreation uses in the city
- Athletic field study does not capture all of the athletic field users and groups
- Park should be a community gathering opportunities and these opportunities can happen at athletic field events
- Community survey may not be reflective of true uses
- Department should look toward partnerships for any aquatic type facilities
- Think outside of the box when it comes to increasing opportunities for multi-use availability (lights, field bubbles, field house, movable equipment)

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

NAME OF BOARD/COMMISSION: Environmental Advisory Board

DATE OF MEETING: March 19, 2014

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: Juliet Bonnell,
303-441-1931

NAMES OF MEMBERS, STAFF AND INVITED GUESTS PRESENT:

Environmental Advisory Board Members Present: Mara Abbott, Tim Hillman, Larissa Read, Stephen Morgan, and Morgan Lommele.

Staff Members Present: Brett KenCairn, Jamie Harkins, Juliet Bonnell

MEETING SUMMARY:

- EAB liked the idea of the public playing a role in the Boulder Energy Challenge Program and wanted the program to be accessible and exciting for the public.
- The board felt that marketing and outreach should be emphasized in order to attract a wide variety and number of qualified applicants.
- The board was interested in maximizing the benefit of grant award money by exploring mentorship and in-kind support opportunities so that every dollar spent has a multiplier effect.
- **M. Lommele** agreed to write an OpEd for the Daily Camera showing the board's support for and raising awareness of the Boulder Energy Challenge Program.

1. CALL TO ORDER

The Environmental Advisory Board Chair **M. Abbott** declared a quorum and the meeting was called to order at 6:11 p.m.

2. APPROVAL OF MINUTES

On a motion by **L. Read**, seconded by **T. Hillman**, the Environmental Advisory Board approved (4-0, **S. Morgan** hadn't arrived yet) the December 4, 2013 meeting minutes.

On a motion by **L. Read**, seconded by **T. Hillman**, the Environmental Advisory Board approved (4-0, **S. Morgan** hadn't arrived yet) the February 5, 2014 retreat notes.

S. Morgan arrived late to the meeting at 6:15 p.m.

3. OLD BUSINESS/UPDATES

A. B&C coordination approaches considered by other boards.

J. Bonnell shared feedback from other board secretaries and staff board liaisons regarding board and commission coordination approaches discussed by other boards. Several boards were

interested in and planning to hold joint board meetings to discuss topics that were relevant to multiple boards' expertise. Some boards already have designated ex-officio members who regularly attend other boards' meetings providing a useful link and communication between boards. Staff board liaisons mentioned the importance of ensuring that any additional B&C coordination efforts that are undertaken are an efficient and effective use of board members' energy, move the city's goals and staff's work plan items forward, and are not an unmanageable draw on staff/other boards' resources.

B. Specific topics board wants covered in facilitation/meeting management training.

L. Read would like information on the best way to handle public input at a meeting when members of the public have factual knowledge that could help to inform the board's discussion of agenda items. She was also interested in suggestions on how to build time into the agenda and appropriately follow up on "old items" that may require additional discussion.

T. Hillman wanted to know more about basic meeting facilitation and techniques for managing public input.

M. Lommele also wanted clarity on public comment procedure and a refresher on Robert's Rules. She also would like additional information/best practices on processes for the board to reach consensus and provide recommendations.

M. Abbott was interested in learning additional tips on how to run effective meetings and be provided different options/approaches that can be used and what the pros and cons might be for each. She also thought there would be value in lessons learned from past board members/chairs.

The board was interested in scheduling a facilitation/meeting management training which would ideally be scheduled during an existing EAB meeting.

C. Board "point persons" quarterly goals based on Feb 11 City Council Study Session Summary

L. Read is the EAB point person for local food and emerald ash borer/IPM. During the 1st quarter she plans to do some research to educate herself and better understand what is happening in the community regarding these issues. She mentioned also researching bees, other IPM issues and transportation in relation to access to local agriculture. She also mentioned providing additional feedback as needed and following up on points from the board's previous discussion of emerald ash borer.

T. Hillman is the EAB point person for local generation, Climate Commitment, and Housing. He noted that he plans to keep an eye on these topics (especially as climate commitment and its integration with energy and local generation is heard by City Council in April). He will keep the board updated and work to understand how the board can assist as these topics move forward. Regarding housing he mentioned that there is interest in revising the laws defining the number of unrelated occupants allowed in residential dwellings which he will watch and keep the board apprised of.

S. Morgan is the EAB point person for Climate Commitment and Housing. He is looking forward to working with the Solar Grant Committee to award the city's spring cycle grants to increase solar installations on affordable homes. He is excited about being on the Boulder

Energy Challenge Working Group and moving this forward and awarding funding for proposed projects. He wants to be briefed on the 14th St. parking garage and ensure that transportation and environmental concerns are integrated into the design plan.

M. Lommele is the EAB point person for IPM and emerald ash borer. She enjoyed the joint PRAB/EAB meeting where the boards were informed of what staff is doing to address the emerald ash borer. She mentioned that once staff has completed their next steps that she and L. Read can provide their feedback, including any comments from other EAB members. She is also the point person for Energy Future for which she mentioned that she is following this item as it's heard by council and is ready to react to updates and provide feedback as EAB's agenda allows.

M. Abbott is the point person for local food and zero waste. Similarly to L. Read, she noted that she plans to research and learn what is going on around Boulder County so she can speak from an informed place on this topic. She will attend June 3 City Council meeting during which the Zero Waste Strategic Plan is being discussed. Her goal is to become and stay informed on each of these topics and attend meetings during which they are being discussed.

L. Read requested that staff provide the EAB with a calendar and information of the topics being heard by other boards so that they will be able to stay informed and attend relevant meetings. She also suggested that point people ensure that relevant topics are added to the EAB's agenda under old business at appropriate times to keep the entire board updated.

M. Lommele is also committed to discussing transportation/environmental items with her board buddy on Transportation Advisory Board.

S. Morgan mentioned that he has seen interest growing in hydroponic businesses using large office spaces for local food. He thought that local neighborhood groups will likely be interested and engaged in this issue.

M. Lommele noted that Micah Parkin ran for council on a local food platform and suggested that EAB point people check in with Micah to find out how the board could help advance this issue.

B. KenCairn mentioned that a multi-departmental team is being formed to deal with the emerald ash borer issue and he will keep the board apprised of their progress.

4. PUBLIC PARTICIPATION

5. DISCUSSION ITEMS

- A. Boulder Energy Challenge (formerly referred to as Market Innovations) Program Development Update: Jamie Harkins (Staff is requesting feedback from the board on the proposed program structure for Boulder Energy Challenge).

J. Harkins provided an update on Boulder Energy Challenge and its structure. She requested feedback from the board on the program structure, the community showcase and outreach approaches. She informed the board that a community working group has been formed and they have been discussing the best way to structure the program and use funds (and how money can be leveraged in order to get more from other community organizations) and the scope of the program including eligibility requirements.

The program is designed to invite and stimulate local innovation and create market driven solutions to address climate change. The objectives are to increase energy efficiency and decrease GHG emissions through the use of renewable energy sources. The goal is to keep the program as flexible as possible in order to allow as many entities as possible to apply. The group has drafted potential evaluation criteria and suggested weights for each criterion.

The working group is hoping to fund a portfolio of 5-10 projects with a range of \$10,000-\$100,000 in grant funds per project through this program. The program is open to businesses, nonprofits, and individuals. The applicants aren't required to be Boulder-based, but implementation needs to occur in Boulder. Eligible projects include pilots, concept/feasibility demonstrations to test viability of an idea, new product/service development, education and behavior change, and other innovative projects to significantly reduce emissions.

Applicants will be required to submit a letter of intent on the city's website as well as a concept video that includes the energy challenge being addressed, a description of and potential of the project, the barrier they're addressing with their solution and why they're the team to do it. Applicants must also submit a narrative document that includes their installation plan, team qualifications, details of the project benefits including side benefits to the community and an explanation of how people will be able to participate in the project. The application will also require a detailed budget and work plan. City staff will screen applications and the working group will do a merit evaluation to determine the finalists. Merit evaluation criteria will be weighted to assist with scoring and include bonus criteria such as location, collaboration, and cost-share. Finalists will be featured at a community showcase event. The community showcase event will include a pitch by the project teams and a chance for members of the public to weigh in with a "people's choice" award.

J. Harkins asked the board for feedback on:

- Boulder Energy Challenge program structure;
- Public role at the community showcase event; and
- Networks, groups, or organizations for outreach efforts

S. Morgan added that the city needs to have some fiscal and operational control such as quarterly reporting to ensure that award money is being spent appropriately. He suggested regular check-ins, in-kind funding, and support/mentorships. He also suggested piggybacking the showcase with another community event.

B. Ken Cairn suggested the possibility of having a volunteer/mentor/liaison to keep track of each project.

M. Abbott suggested piggybacking the community showcase with Green Streets or perhaps with Bike-to-Work Day.

S. Morgan wanted to ensure that a good cross-section of the community be engaged and asked the "right" people could be attracted to apply.

L. Read suggested that projected GHG reductions shouldn't be weighted too heavily in the evaluation criteria due to variation in scales of projects. She also felt that cost-sharing shouldn't be weighted heavily either. She thought that location as a criterion needed to be clarified. For

example, would Boulder-based applicants get the most “credit” under the location criteria, followed by other local applicants, with no “credit” for applicants from out of state? She liked the idea of having a people’s choice award during the community showcase and suggested asking other communities how they’ve handled people’s choice awards during similar events. For marketing, she thought staff should reach out to other local city councils, federal labs such as NCAR, UCAR, Bell Labs, Volunteers for Outdoor Colorado (similar to Sierra Club), other organizations within the environmental field, and school districts with innovation for education.

T. Hillman thought this is a super exciting project and complimented staff and the working group on moving this forward. He felt there is an opportunity to combine scalability with projected GHG reductions as **L. Read** mentioned. He thought that the focus on opportunities this program is trying to stimulate such as awareness and community-engagement are just as significant as GHG reductions. This awareness-raising is a great investment in community-values which will be cultivated and grow through this program. He suggested getting as much news coverage as possible on this program and emphasized the need to continually engage the community. For the community event he also liked people’s choice idea. He mentioned working with city attorneys to include language in the award agreement that if funds are used inappropriately, all funding will be lost so that the city’s funding of this program is protected.

J. Harkins mentioned that Seattle is doing a similar project and that California and Massachusetts each have a 1 year program similar to this. She let the board know that listserv emails would be helpful to get the word out about this project to various groups. She noted that all finalists will likely be funded to some extent, but the way in which funds will be disbursed hasn’t been decided on yet.

S. Morgan noted that the evaluation criteria need to be kept general enough to allow some flexibility in awarding grant money. The city is underplaying the fact that they have a lot of information and data which is important in-kind value.

B. KenCairn mentioned that the city has more small data than big data and that in some cases the opportunity to have access to try new technology could be an even larger incentive than money and that potentially there could be an additional category to capture applicants with different motivations.

S. Morgan mentioned that there are many crowdsourcing funds available within Boulder and suggested that money will come and be available to implement the best ideas.

M. Lommele clarified that the members of the working group are well connected in the energy world and are able to help with outreach. She asked if energy efficiency and transportation folks should also be included in these groups in order to help with outreach.

She mentioned that TechStars holds an event where finalists for funding pitch it to the community, it then gets tweeted about and posted on social media and she suggested that this could be used as a model. She mentioned Dancing with the Boulder Stars as a fun event that people attend and suggested creating a similar, fun event at the Boulder Theater that includes a people’s choice award. She emphasized encouraging blogging and providing an opportunity for public to provide feedback. For additional outreach opportunities, she mentioned NREL, the Governor’s energy office, CSU, CU, CRC email listservs and 350.org and on-line opportunities for posting grant opportunities. **M. Lommele** volunteered to write an OpEd for the Daily Camera

about EAB's support of this project. An additional article by Alicia Wallace might be possible in the Monday Daily Camera.

She mentioned that more thought needs to be put into timelines, criteria, and milestones. She suggested brainstorming a list of in-kind needs that could be provided. She felt that GHG reduction is the most important and should be weighted heavily. Criteria that should be weighted in the middle range are addressing the barrier, innovation, longevity, community visibility, team qualifications, work plan, equity, location, and collaboration are important. Readiness, time to benefit, scalability and number of people reached by the project are less important and should be weighted less.

KenCairn mentioned that public/private partnerships should be explored so that a private entity could take on an administrative role in managing these projects while the city would provide the money to support the project.

J. Harkins agreed that these projects may need more active management and that some of the available money may need to help pay for administration of the awarded grant money.

M. Abbott discussed the program structure and provided TechStars as an example of a good model to potentially follow. She suggested using mentors or a point person/champion for each project to help streamline communication and administration. TechStars provides some money and teaches project starters to self-sustain by helping projects find mentors and disburse the administrative load. She would like to see the community showcase become an exciting, community event like Ignite. She thought having the event at the Boulder Theater and including a people's choice award will make it fun and a real draw for people. She suggested making a video to promote this program and using it as well as social media and looking at the tech side of things to get the word out and make things exciting.

S. Morgan noted that the city needs to consider opportunities for more funding down the road and be aware of any conflicts of interest with reviewers/companies, etc.

M. Lommele suggested creating a listserv to provide updates to interested parties and getting an article about this program published in the Boulder Blueline.

L. Read suggested testing the evaluation criteria on one or two example proposals to vet it and finalize it prior to using it to rate the first few applications.

6. PUBLIC HEARING ITEMS

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

M. Lommele inquired if other EAB members thought EAB had a role to play in the proposed new dog/leash laws.

M. Abbott felt it was more of an OSBT issue and the rest of the board agreed.

KenCairn asked the board for ideas on how to effectively frame climate issues in ways that people can relate to and care about. The new emphasis is on energy transition with no more burning of fossil fuels. How can everyone engage in the process of energy transition and be energy efficient?

He mentioned that the four main pieces of the proposed new framework are 1. Decarbonization through source changing and efficiency 2. Energy resilience 3. Economic development based on low carbon 4. Energy policy reform to change the system.

M. Abbott liked the specificity of this message and framing and felt it was very clear and effective.

M. Lommele noted that most success will come from mandates and regulation.

B. Ken Cairn agreed that the system needs to be changed and mandates and policy reform are what will support people's abilities to and ease in changing their individual action.

T. Hillman suggested viewing it through an economic lens and emphasizing that money spent on locally generated renewable energy is spent in and benefits our community versus money spent on fossil fuels that are not a good investment.

L. Read suggested focusing on changes people might notice in their community that can be connected to climate change to make it real (e.g. fish in ponds, time of when gardens can be started, timing of when you can go on trail ridge road, etc).

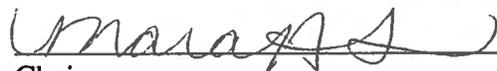
B. Ken Cairn noted that individual action needs to be balanced with fundamental system changes.

8. DEBRIEF MEETING/CALENDAR CHECK

9. ADJOURNMENT

Environmental Advisory Board adjourned at 8:11 p.m.

Approved:



Chair

5/14/14
Date

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

NAME OF BOARD/COMMISSION: Environmental Advisory Board

DATE OF MEETING: April 9, 2014

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: Juliet Bonnell,
303-441-1931

NAMES OF MEMBERS, STAFF AND INVITED GUESTS PRESENT:

Environmental Advisory Board Members Present: Mara Abbott, Tim Hillman, Larissa Read, Stephen Morgan.

Environmental Advisory Board Members Absent: Morgan Lommele

Staff Members Present: Brett KenCairn, Jamie Harkins, Kara Mertz, Jonathan Koehn, Juliet Bonnell

MEETING SUMMARY:

- EAB felt the zero waste evaluation study and subsequent recommendations were thorough, informative, and well thought out.
- The board appreciated the community-driven approach of the Zero Waste Strategic Plan and emphasized the importance of zero waste education and outreach and of having the community's support for the plan.
- Overall, the board supported the evaluation study's recommendations, including mandating commercial recycling, but noted that mandates need to be implemented strategically and should be paired with incentives to be effective and acceptable to the community. S. Morgan suggested that there be incentives to the building trades. He recommended that there be a reciprocal benefit to both the city and the contractor: if they volunteer to pay a 3% deposit they could cut their permitting time by 3-4 weeks. Right now 10-16 weeks seems long. Under **S. Morgan's** suggested approach, those who choose to pay 2% would still have normal permitting times.

1. CALL TO ORDER

The Environmental Advisory Board Chair **M. Abbott** declared a quorum and the meeting was called to order at 6:11 p.m.

2. APPROVAL OF MINUTES

On a motion by **M. Abbott**, seconded by **T. Hillman**, the Environmental Advisory Board approved (4-0, **M. Lommele** absent) the March 19, 2014 meeting minutes as amended.

3. PUBLIC PARTICIPATION

4. DISCUSSION ITEMS

A. Climate Commitment

B.KenCairn postponed this discussion item to next month's EAB agenda.

5. PUBLIC HEARING ITEMS

A. Zero Waste Strategic Plan: Kara Mertz and Jamie Harkins

K. Mertz provided background information about the Zero Waste (ZW) Evaluation Study.

Laurie Batchelder Adams, of Kessler Consulting and LBA Associates presented the findings of the ZW Evaluation Study. She noted that Boulder is already doing a great job of diverting waste which means that implementing additional zero waste measures will be more challenging than if Boulder hadn't already been working so diligently to reduce waste. The goals of the study are to provide recommendations on how to divert 85% of waste, maximize GHG emissions reductions, maximize jobs, minimize costs, and maximize leveraging partnerships, upstream conservation, public engagement, ease of implementation, and provision of a strong foundation for future zero waste activities.

L.Batchelder Adams recommended that yard and wood waste drop-off center customer analysis be improved, BVSD program funding be reprioritized, BCPH funding be refocused, and commercial programs (including compost subsidies, recycling coupons, and zero waste rebates) be phased out. Kessler also recommended increasing and modifying contractual relationships with haulers, recycling centers, and other zero waste partners to enhance the transparency of how money is being spent and the benefit to the community.

The Zero Waste Task Force helped to identify a broad range of zero waste initiatives that could be implemented to help the city reach its goal. These zero waste initiatives were short-listed to include the following mandatory initiatives:

- every-other-week (EOW) trash collection,
- multi-family unit (MFU) composting,
- all homeowner curbside service,
- commercial recycling,
- commercial organics recovery,
- C&D deposit program,
- special events diversion requirement,
- city purchase of local compost,
- BCRC improvements (ability to sort and recycle plastics more efficiently),
- existing program enforcement,
- And the voluntary initiative of take-out packaging.

The initial cost per year, diverted tons and costs/revenues per year to continue programs/initiatives for each of the initiatives were then estimated. If all of the identified initiatives were implemented, 82% of all waste would be diverted, GHGs reductions would equal 10-16,000 vehicles, and both city jobs and private jobs would increase.

The consultant then identified the initiatives with the greatest ability to meet specific project goals and bundled them together. Bundle 1 created the greatest diversion/GHG reduction potential. Bundle 2 created the lowest cost to the city. Bundle 3 created the lowest cost to the customer. Tons diverted, net costs or revenues per year and customer costs per month were all calculated for each bundle.

The consultant recommended Bundle 1 which includes EOW trash collection, all homeowner

service, commercial recycling and organics collection and C&D deposit. They suggested implementing these initiatives in phases with EOW trash, commercial recycling and organics implemented by 2016 and all homeowner services and a C&D deposit program implemented by 2018.

They also recommended the following:

- eliminating and modifying existing programs
- enforcing existing regulations
- improving data collection
- more clearly defining city contracts
- tabling discussion of a single-hauler system as long as there is hauler support for implementing other zero waste recommended initiatives
- expanding education and outreach with county-wide messaging and branding
- increased use of 6400 Arapahoe with C&D deposit administration/metals storage, Eco-Cycle's "Fix-it" clinic, and new metal diversion
- and on-going updates and evaluation of the Zero Waste Strategic Plan

If Bundle 1 initiatives are implemented, the estimated annual costs are \$2 million.

K. Mertz noted that city staff will be sharing the consultant's recommendations with the community to gather feedback and discuss community values. She asked the EAB for ideas on the city's outreach approach including how to gather feedback from the community and what questions the city should be asking.

J. Harkins noted that staff is looking forward to discussing zero waste issues with council and the community to better understand what our goals are moving forward and how to accomplish them. There will be a zero waste event in May that will kick-off a robust outreach program. Staff's goal is to learn what the community thinks of the proposed zero waste strategy and discover what the community's barriers are to zero waste.

Public Participation

Randy Moorman of Eco-Cycle presented Eco-Cycle's recommended priorities for Boulder's Zero Waste Strategic Plan. Eco-Cycle supports adopting Bundle 1 from the Zero Waste Evaluation Study to achieve the greatest diversion and GHG reductions. Eco-Cycle felt the following initiatives were most important:

- mandatory commercial recycling and composting
- enhancement of composting and composting processing infrastructure
- expansion of recycling, reuse and waste reduction opportunities at CHaRM and other facilities at 6400 Arapahoe
- enhancement of C&D debris transfer station for Boulder and the region
- expansion and enhancement of the Boulder County Recycling Center
- expansion of public outreach and education efforts
- better connection between the city's zero waste efforts and Climate Action Plan

Board Discussion

T. Hillman thought the waste reduction strategy and study were great. The metrics used in the zero waste evaluation study were appropriate and he liked that this is such a community-driven approach and plan. He emphasized the importance of having the community's support for this zero waste plan since the city will be implementing mandatory initiatives.

L. Read liked the scope of the study and the details included in the recommendations and noted that these provide council and the community with a lot to respond to. She commented that the name zero waste isn't entirely true since our community goal is an 85% diversion rate. She suggested enhancing the clarity of the city's messaging by advertising the 85% goal. Commercial issues keep recurring and she'd like a forum such as a future EAB meeting or retreat to discuss commercial issues across various topics such as zero waste, energy and more. She also emphasized the importance of outreach and education in businesses, colleges, and schools. Single family homeowners and commercial businesses should be better informed about the availability of tax incentives for demolitions. She suggested that Eco-Cycle increase their presence in our community and ensure that the community is aware of Eco-Cycle's new location and mission.

S. Morgan noted that the commercial aspects are tricky. He commented that recycling should be done easily without much additional cost because costs will likely be passed along to customers, which is regressive and needs to be considered. Mandated recycling with incentives seems reasonable and rational. He felt that construction and demolition mandates need to be separated into MFU/commercial and single family because of different funding sources and economies of scale. He emphasized that the city should carefully consider the way in which commercial mandates are implemented and consider incentivizing initiatives. He suggested withholding Certificates of Occupancy until buildings have recycling and compost service as the most effective way to ensure this. He mentioned that single family homes will be hard hit by some of these mandates and that incentives on single family construction will be important to the community. Mandates for single family homes may not be necessary if there is a quid pro quo. If they volunteer to pay a 3% deposit on construction of single family homes, they could cut their permitting time by 3-4 weeks. Currently 10-16 weeks seems long to get a permit. Those who choose to pay 2% would still have normal permitting times.

M. Abbott loved watching the subsidies for commercial recycling move into mandates. She was curious about what can be done to increase composting and recycling in MFUs and suggested increasing mandates for that sector of the community as well. She noted that waste reduction is really tangible and something that can be seen. She supports additional outreach and education to help get people involved and interested in waste reduction where progress can so clearly be seen.

S. Morgan noted that just because people are required to have recycling service doesn't mean that they're using it. There is a disconnect between the current ordinance's goal and its effectiveness in reaching that goal.

T. Hillman pointed out that waste diversion is valued similarly to the city's Climate Action Plan (that there are similar funding amounts in the CAP tax and the Trash Tax). He commented that if these waste reduction initiatives reflect community values, he felt that the costs are minimal and wanted to keep the costs in perspective with the benefits of achieving the community's zero waste goals.

6. DISCUSSION ITEMS (CONTINUED)

A. Energy Future: Jonathan Koehn

J. Koehn provided the board with an update on municipalization efforts including: what has happened since August, the utility of the future, energy services, and what's ahead.

In August City Council authorized condemnation through an ordinance that was created.

Additional charter requirements were added in November and since December staff has been working with a consultant to develop a transition work plan. The transition work plan includes steps that need to be taken between now and when the city would be running the utility (first to be able to replicate system and subsequently set up for the utility of the future) and prepare for condemnation. In January the city sent Xcel a notice of intent to acquire the system. The city is now in good faith negotiations with Xcel regarding the city's intent to acquire the system. Xcel will likely respond that they aren't willing to sell their system in which case the city will file for condemnation later this year.

The Boulder Docket is Xcel's request to the commission to limit Boulder's participation in on-going efforts that we pay into on efficiency programs and solar. The city is planning to file an appeal on the PUC decision regarding jurisdictional authority.

Solar issues (related to the Boulder Docket, net metering, and reduction of soft costs) are being addressed with the help of a Solar Working Group. The city is working to remove restrictions and barriers to solar to make Boulder the most solar-friendly community.

The Natural Gas Working Group is helping staff evaluate natural gas fracking concerns, determine how natural gas will play into Boulder's energy portfolio, developing criteria for purchasing natural gas, and develop an energy services plan to present to council.

Municipalization is an opportunity to help us achieve our climate commitment goals and create a Utility of the Future business model focused on decarbonization, decentralization and democratization of our electricity services. The city is focused on providing stable, safe and reliable energy using a customer centric model that makes energy a service instead of a commodity. Local economic vitality needs to be promoted and energy services should be flexible, dynamic, and universal (available to all, not just to those who can pay). Energy should be increasingly sustainable, resilient and carbon free and rates should be stable and predictable. An entrepreneurial platform will develop the model of the future that we're looking for.

Staff is working toward a seamless transition so that on day one the city will be able to provide safe, reliable utility services. A utility formation ordinance will be going to council so that the city will be able to finance this project. A transition plan outlining operations, power supply, customer service and more will be presented to council on May 13 and working groups will be formed to help implement the transition plan and potentially create new services and innovations and insure we don't create barriers to our long-term vision.

There are many legal steps that will likely proceed (such as condemnation, potential settlement, appeal). On April 29 there is a City Council Study Session during which energy services will be discussed. Next the transition plan will do to City Council on May 13. Public engagement and outreach around the Utility of the Future vision and transition plan will continue and the city remains open to working with Xcel on a potential partnership.

7. OLD BUSINESS/UPDATES

The 2nd reading of the ordinance related to bears and trash passed unanimously. After 3rd reading of the ordinance, all properties west of Broadway will be required to have bear-resistant containers.

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

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

NAME OF BOARD/COMMISSION: Environmental Advisory Board

DATE OF MEETING: May 14, 2014

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: Juliet Bonnell,
303-441-1931

NAMES OF MEMBERS, STAFF AND INVITED GUESTS PRESENT:

Environmental Advisory Board Members Present: Mara Abbott, Tim Hillman, Larissa Read, Stephen Morgan, and Morgan Lommele.

Staff Members Present: Brett KenCairn, Rella Abernathy, and Kathleen Alexander

MEETING SUMMARY:

- The board was complimentary of staff's efforts to slow the progression of Emerald Ash Borer and the work being done to better understand and prevent the use of products that include toxic neonicotinoids.
- EAB provided suggestions on ways to enhance education and outreach to the public on these important topics.
- The board supported staff's work on both Resilience and Climate Commitment. The board suggested simplifying Rockefeller's framework of resilience to be more intuitive and easier to follow. The board supported the new framing of Climate Commitment and staff's narrower scope of focus related to climate.

1. CALL TO ORDER

The Environmental Advisory Board Chair **M. Abbott** declared a quorum and the meeting was called to order at 6:03 p.m.

2. SWEARING IN OF NEW BOARD MEMBER

M. Lommele was sworn in as the new Environmental Advisory Board member.

3. APPROVAL OF MINUTES

On a motion by **L. Read**, seconded by **T. Hillman**, the Environmental Advisory Board approved (4-0, **M. Lommele** abstained because she was absent from the April 9 meeting) the April 9, 2014 meeting minutes.

4. PUBLIC PARTICIPATION

No one spoke to this item.

5. PUBLIC HEARING ITEMS

A. IPM and Emerald Ash Borer (Rella Abernathy and Kathleen Alexander)

K. Alexander provided the board with an update on Emerald Ash Borer. An IP memo was sent to City Council on April 16 which outlined staff's 2014 work plan for Emerald Ash Borer. An interdepartmental working group has been formed to address this issue and will begin meeting during the last week of May. This group has been created to allow all departments that have ash

trees on their property and/or will be affected by the loss of ash trees to provide their perspectives on how staff should move forward. This group will likely divide into subgroups to weigh in on ensuring consistent EAB management across jurisdictions including: pesticide management; how EAB will be managed in natural areas; possible code changes to facilitate EAB management; development of a long-term wood debris plan; ways to provide assistance to private property owners; long-term management of ash in the downtown area; enforcement regarding dead/dying ash trees; and mitigating the impacts of the loss of urban tree canopy. The goal of group is to develop recommendations and identify key issues that need further discussion by boards and council. Staff will return to boards and council in the fall or next spring to continue these discussions.

Staff has begun education and outreach about the Emerald Ash Borer. Three open houses have been held on this topic, Forestry staff have attended park development open houses and will attend National Kids to Parks Day and the Summer Festival in June as well as Farmer's Markets throughout the summer to provide the public with information about Emerald Ash Borer and answer questions.

Pesticide options that are available for treating infested ash trees can be found on the city's website page dedicated to Emerald Ash Borer. In addition to using pesticides to treat trees, staff has begun removing ash trees. So far approximately 60 trees have been removed with a total of 300 estimated as needing removal over time.

APHIS is currently going through the permitting process to get bio-control in the form of parasitic wasps designed to slow Emerald Ash Borer's progression. Homeowners are not allowed to apply pesticides to public trees. Two hundred public ash trees will be treated with the pesticide TREE-äge and some experimentation will be done with TreeAzin which is a more natural product/mild pesticide to slow down EAB infestation. TreeAzin may only be effective for one year in which case it would not be deemed effective enough to continue its use since it wounds the trees it is used on. Trap trees, or the girdling of ash trees, is being done inside a grid area where Emerald Ash Borer is known to be in order to stress the trees and attract Emerald Ash Borer. This is being done in an attempt to slow down the progression of Emerald Ash Borer by removing the infested trees and then treating the surrounding trees. Other cities are using trap trees for detection purposes.

There are gaps in available information regarding Emerald Ash Borer and research is being done to better understand this pest and treatment options and their effectiveness. The city is partnering with CSU in order to better understand TreeAzin's effectiveness, the effect of different products and wounding trees in Columbia Cemetery, and the impacts of some pesticides on honeybees.

L. Read attended one of the Emerald Ash Borer open houses and complimented staff on how it was conducted. She noted that the public had many questions about bees and wanted to know what locations were already infested. Members of the public were also interested in what products they were allowed to use on their property and whether their trees were infested with Emerald Ash Borer. She suggested that staff track the locations of members of the public interested in Emerald Ash Borer to determine where more outreach might be needed and take into consideration the areas where infestation is likely to spread.

Based on board members' comments, **K. Alexander** mentioned that staffs' effort to slow down the spread of Emerald Ash Borer is intended to provide other communities with more time to prepare and focus on tree replacements instead of only tree removals. The wood from tree

removals is turned into mulch and then incorporated into compost at A-1 Organics. Other options for the use of wood and wood products impacted by Emerald Ash Borer are being explored by staff. Staff will also be creating an Emerald Ash Borer newsletter to send to interested public and is tracking public interest via sign in sheets from public meetings and related incoming phone calls.

K. Alexander informed the board that in 2014 approximately \$70,000 will be spent on tree removals, replacements and pesticide applications. Long-term Emerald Ash Borer will be added as a line item in Parks & Recreation's CIP budget.

Success will be measured by whether staff is able to slow down the progression of Emerald Ash Borer spreading and whether they're able to keep up with ash removals and replacements.

K. Alexander reported that at the open houses staff received mainly positive feedback from the public on the actions being taken, but a few people expressed concern about pesticide use.

R. Abernathy informed the EAB about insecticides that include neonicotinoids which are toxic to honeybees and stay in plants for several years. City staff will not use products with neonicotinoids and are recommending that members of the public don't use them either. Unfortunately, most products that are on the market and available for residential use include neonicotinoids and are labeled in a manner that makes them seem beneficial to honeybees.

Research has shown that many apparently bee-friendly products used in the nursery industry include neonicotinoids and are actually toxic to bees. Many trees and plants that are for sale in nurseries have been treated with these toxic products. Tree companies continue to recommend products with neonicotinoids because they are cheap treatments.

Staff is contacting their plant and tree vendors to understand what treatments are being used and no longer purchase products that have been treated with neonicotinoids. Staff is also developing partnerships with other local governments in order to eliminate the use of neonicotinoids and provide the public with alternatives to neonicotinoids as well. Two bee-friendly neighborhoods have been formed in Boulder and will be pressuring the city to take action to minimize the use of products that are toxic to bees. This is an opportunity to educate the community further about the city's programs and approaches and try to set a good example and build relationships with other communities and groups with similar goals. There are currently not enough staff resources to conduct outreach and education about this important issue, but staff is actively seeking partners in the community to help fill this gap.

6. DISCUSSION ITEMS

A. Resilience (B. KenCairn)

B. KenCairn provided an update on Boulder's selection as one of the Rockefeller Grant's 100 resilient cities recipients. As part of this grant, a Chief Resilience Officer will be hired sometime this summer and a Resilience Strategy will be created within the next 2 years. Part of the program strategy is to get all of these cities together to figure out what their common key issues, needs, and opportunities are and create a platform and marketplace for these services to meet these needs in an easier and more affordable way. By creating this network of cities there is a valuable opportunity to all learn from one another.

One of the things that is being explored is how resilience fits in with all of the city's other sustainability initiatives. Resilience isn't a subset, but rather a paired twin of sustainability.

Resilience deals with what happens when a system gets knocked out of balance and explores how you learn from disruption, adapt and recover from it. Resilience is about how we survive/thrive no matter what acute shocks and chronic stresses occur. The framework of Rockefeller's four major categories of resilience includes: leadership and strategy, health and well being, economy and society, urban systems and services with subsets/features to determine how effectively we're operating in each of these categories. Effectiveness is measured by whether you are reflective, have access to resources, have redundancy/back up, have flexibility, are resourceful and adaptable, and inclusive and integrated. **B. KenCairn** expressed a little reservation about this framework due to its complexity and welcomed the board's comments on the framework.

M. Abbott noted that the framework graphic was difficult to follow and suggested that more colors be used to differentiate aspects of it.

B. KenCairn mentioned that other frameworks tend to use more intuitive categories. The qualities of resilience are fairly common, but when this framework was used in a workshop it became clear that it was not intuitive to most workshop attendees.

L. Ellis emphasized that staff is focusing on integrating this strategy into other city sustainability initiatives and clarified that the Chief Resilience Officer will be a high level, generalist position responsible for being a liaison between the city, Rockefeller and the other resilient cities.

B. KenCairn noted that resilience is focused on both physical as well as social preparedness and resilience. He informed the EAB that the county has created a resilience subcommittee with an effort to create a weeklong series of events in September as an on-going reminder of how we're building resilience.

B. Climate Commitment (B. KenCairn)

B. KenCairn provided the board with an update on Climate Commitment efforts regarding the overarching goal, framework for strategies, and action plan. A year ago council was presented with options for meeting the goal of reducing GHGs by a minimum of 80% below 1990 levels by 2050. Council requested staff to develop strategies for achieving that goal. In the interim new research has emerged that indicates that 2050 is not soon enough, 80% is not low enough, and greater action needs to be taken within the next 10-15 years. Accordingly, Fort Collins has set their Climate Commitment goal as 80% reduction by 2030. City staff has begun questioning the whole framing of this goal and has begun reframing it as replacing our fossil fuel economy with a renewable energy economy. Mark Jacobson has provided a framework outlining state and national level action that would be required (incorporating wind, solar, hydro, etc. energy). City staff has researched Boulder's energy use and worked to convert how many local solar panels, wind turbines, etc. would be needed to provide Boulder with renewable energy to meet our climate goal to provide people with a more concrete/identifiable approach to reaching our goal.

Staff has narrowed the scope of Climate focus to 1. Energy/conservation efficiency, 2. Resilience (how to maintain critical community functions during major disruptions, 3. Stimulation and growth of economic and entrepreneurial communities that are going to create the innovations we need for this energy transition, and 4. Ensuring that other locations can follow us through policy reform at the state and federal levels.

Transportation remains a sector where changes need to be made. Staff is working to develop a system where city employees will be encouraged to use electric vehicles in addition to public transportation to commute.

Solar capacity analysis for the City of Boulder is going to be conducted in order to figure out financing strategies to make solar more feasible.

By November staff plans to present a 5 year Climate plan for action to council.

7. OLD BUSINESS/UPDATES

A. Joint PB/TAB/EAB meeting follow up

T. Hillman felt the joint meeting was a valuable opportunity to share with other boards and benefit from varied expertise.

L. Read felt it would have been helpful to rotate groups during the joint PB/TAB/EAB meeting to mix up dynamics and opinions.

B. Boulder Energy Challenge

S. Morgan provided an update on the status of the Boulder Energy Challenge. The website has been launched and applications are due June 27 and will be reviewed and showcased in July.

The board discussed working with Communications staff to submit an Op-Ed article to the Daily Camera about the Boulder Energy Challenge.

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

9. DEBRIEF MEETING/CALENDAR CHECK

10. ADJOURNMENT

Environmental Advisory Board adjourned at 8:08 p.m.

Approved:



Chair

6/4/13

Date

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

Name of Board/ Commission: Library Commission	
Date of Meeting: April 2, 2014 at the Main Library	
Contact Information Preparing Summary: Leanne Slater, 303-441-3106	
Commission Members Present: Anne Sawyer, Donna O'Brien, Anna Lull, Paul Sutter, and Joni Teter (sworn in at this meeting)	
Commission Members Absent: None	
Library Staff Present: David Farnan, Director of Library & Arts Jennifer Miles, Deputy Library Director Aimee Schumm, eServices Manager Matt Chasansky, Arts and Cultural Services Manager Mary Jane Holland, Youth Services Manager Leanne Slater, Administrative Specialist II	
City Staff Present: Jennifer Bray, Communication Specialist III Glenn Magee, Facilities Design and Construction Manager	
Public Present: Martha Haberstumpf	
Type of Meeting: Regular	
Agenda Item 1: Call to Order and Approval of Agenda	[6:01 p.m., Audio 0:00 sec]
The meeting was called to order at 6:01 p.m. Agenda Item 9B was added regarding the Study Session with City Council and the Joint Meeting with the Library and Arts Commissions under Matters from the Commission.	
Agenda Item 2: Public Participation	[6:01 p.m., Audio 0:44 sec]
None.	
Agenda Item 3: Consent Agenda	
3A.: Approval of March 5, 2014 special meeting minutes (p. 3-7)	[6:02 p.m., Audio 1 min]
Motion to approve the March 5 meeting minutes as amended, presented by Sutter and seconded by O'Brien. Vote: 4-0, Teter abstained, (as she was not in attendance, nor a library commissioner at the March meeting), motion passes.	
Agenda Item 4: Welcoming of new library and arts director	[6:03 p.m., Audio 1:18 min]
David Farnan was welcomed warmly by the Library Commission.	
Agenda Item 5: Welcoming and swearing in of new commissioner	[6:05 p.m., Audio 4 min]
O'Brien administered the oath of office to newly appointed Library Commissioner Joni Teter.	
Agenda Item 6: Election of new officers	[6:08 p.m., 7 min]
Sutter nominated Sawyer as chair. No other nominations were made, therefore no vote was needed. Lull nominated Sutter as vice-chair. No other nominations were made, therefore no vote was needed. Sawyer nominated O'Brien as secretary. No other nominations were made, therefore no vote was needed. O'Brien and Teter were selected as directors for the Boulder Library Foundation.	

Agenda Item 7: Presentation: Teen Tech Lab- Adam Watts and Crystal Niedzwiadek

[6:17 p.m., Audio 16 min]

Watts and Niedzwiadek presented information regarding the up and coming new Teen Tech Lab. More information can be found here at: <http://boulderlibrary.org/pdfs/commission/2014/handouts/14AprHandouts.pdf>

Agenda Item 8: Commission Priority Discussion and Input

[6:39 p.m., Audio 38 min]

8A.: Main Library renovation project update

- **Project Timeline-** There were no questions about the project timeline.
- **Design Advisory Group meeting summary-** There were no questions about the meeting summary.
- **Public art selection timeline-** Chasansky presented information regarding the public art selection and the timeline. (Please see presentation at <http://boulderlibrary.org/pdfs/commission/2014/handouts/14AprHandouts.pdf>)

Commission discussion, questions and comments included:

- Statement made in favor of the movement using words as an element of art but in disfavor of the particular placement and word choice proposed.
- Statement of feeling bemused by the proposed art, entitled ‘Yes!’.
- Statement of feeling initially bemused but now an appreciation for the proposed art as it could serve to attract people to the library.
- Suggestion to include multilingual translations of ‘Yes!’ throughout the library.
- A question was asked about whether the public art will be within city regulation codes, regarding lighting, etc. Chasansky responded that the proposed art will go through a technical review before city planning and development services staff.

Motion to ‘support the public art selection process and its outcome,’ presented by Sutter and seconded by Lull. [No vote at that time.]

Commission discussion, questions and comments included:

- Statement made in favor of supporting the process, but not necessarily the outcome.
- Statement by staff in regards to not necessarily judging the specific artwork but embracing the process and the importance of the concept of public art in general. Also, this process helps set the stage for future public art, and the importance of public art in the community was reiterated.
- Statement made in support of the process, and of not feeling qualified to judge a specific piece of art, but can commit to the outcome.
- Statement made in regard to three of the people on the panel (art commission and the artists) and their positive reaction and enthusiasm for the art proposed. This represents a certain segment of our community.

Motion changed to ‘support the public art selection process and the recommendation of the panel,’ presented by Sutter and seconded by Lull.

Vote: 4-1, motion passes. (Sawyer stated that there was one holdout and did not call for the votes against the motion. O’Brien indicated a vote against the motion by stating that the word ‘recommendation’ was too strong.) The minority opinion letter is attached.

More information can be found here at:

<http://boulderlibrary.org/pdfs/commission/2014/handouts/14MarHandouts.pdf>

- **Café vendor selection process-** Magee presented information regarding the request for proposals (RFP) responses for the café vendor. Staff agreed to provide an update regarding who applied, how many proposals were submitted, and anticipated decision, after tomorrow’s (April 6) committee or staff meeting. This committee consists of Farnan, Watts, Magee and Kathleen Janosko.

Agenda Item 9: Matters from the Commission

[7:20 p.m., Audio 1 hr 19 min]

9A.: Review holiday closure schedule

Staff agreed to provide information regarding the budget impacts for the idea of some of the Boulder Public libraries to be open on minor holidays, with the current staffing levels.

9B.: Study Session with City Council and Joint Meeting with the Library and Arts Commissions

Staff agreed to follow up on a request for information in regards to the commissions' roles at the Study Session with City Council on June 10..

Agenda Item 10: Matters from the Department

[7:35 p.m., Audio 1 hr 34 min]

10A.: Library update (from memo)

- **Update on rules of conduct-**

Commission discussion, questions and comments included:

- Didn't like the implication that the rules do not apply to staff.
- There is a risk in explicit lists (of rules) that there can always be exclusions.
- The simpler the better
- Staff agreed to propose a draft of a more discretionary version of the rules. Discussion of this topic will continue at that time. [No formal motion was made.]

- **Review of public meeting notices-**

Commission discussion, questions and comments included:

- City's desire for consistency across the News From City Hall ads, which publicize the City Council and board and commission meetings that are upcoming.
- Commission discussion around the inclusion of specific agenda items within the news ads with the goal being to keep public informed about the library's business.
- Sawyer will draft commission recommendations to be sent to the City Clerk and the City Council subcommittee on Boards and Commissions.

- **Update to web guide on downloadable and streaming resources-** Freegal is no longer being offered, but a new resource, called Hoopla, is being offered as a different model with audiobooks, music, movies, documentaries and TV shows.

- **Boulder Library Foundation spring funding requests and library program planning-** The spring funding requests were discussed and the library commissioner role as a foundation director was clarified as a voting member of the foundation board, with a one-year term.

- **Follow up on Arapahoe Conference Room use-** This item will be revisited later as the renovation project is further along.

Agenda Item 11: Future Items/Scheduling

[8:06 p.m. Audio 2 hr 5 min]

The May agenda includes:

- Update on the 2014 Summer Reading Program
- Report on the Boulder Library Foundation grants (tentative)
- Initial 2015 library budget review
- Renovation update including the café vendor update, teen space, tech lab, and non-fiction areas
- Review of city's policies and enforcement of inappropriate behaviors
- Update to the library rules of conduct (tentative)
- Review of City Council Study Session about the Library and Arts Department, and preparation for the joint meeting with the Library and Arts commissions

Agenda Item 12: Adjournment

[8:08 p.m. Audio 2 hr 7 min]

Date, Time, and Location of Next Meeting:

The next Library Commission meeting will be held at 6 p.m. on Wed., May 7, 2014, in the 1777 West Conference Room, in the Municipal Building, 1777 Broadway St.

APPROVED BY:

ATTESTED:

Board Chair

Staff Secretary

Date

Date

An audio recording of the full meeting for which these minutes are a summary, is available on the Library Commission web page at <http://boulderlibrary.org/about/commission.html>

Commissioner Sawyer approved these minutes on May 19, 2014; and Jennifer Miles attested to this approval on May 19, 2014.

CITY OF BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING SUMMARY FORM

NAME OF BOARD/COMMISSION: Parks and Recreation Advisory Board

DATE OF MEETING: January 27, 2014

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: Sally Dieterich 303-413-7242

NAMES OF MEMBERS, STAFF AND INVITED GUESTS PRESENT:

Board Present: Rick Thayer, Mike Conroy, Myriah Conroy, Michelle Estrella, Kelly Wyatt, Mike Guzek, Marty Gorce

Board Absent: None

Staff Present: Jeff Dillon, Alice Guthrie, Abbie Poniatowski, Sally Dieterich, Sarah DeSouza, Jeff Haley, Alison Rhodes, Teri Olander, Kady Doelling, Jen Bray, Matt Hickey, Dean Rummel, Skyler Beck, Mike Eubank

TYPE OF MEETING: REGULAR

The meeting was called to order at 6:05 p.m.

OUTLINE OF AGENDA:

I. APPROVAL OF AGENDA: The agenda was approved.

II. FUTURE BOARD ITEMS AND TOURS

Dillon provided a timeline update:

- 2/4/14 City council meeting – Department master plan public hearing for acceptance
- 2/4/14 council meeting – Civic Area GOCO resolution planning grant for next stage
- 2/24/14 PRAB meeting – 2015 CIP 2nd touch
- 2/24/14 PRAB meeting – Financial business best practices continuation
- Tours/study sessions – CIP flood impact tour and possible city council parks tour

III. PUBLIC PARTICIPATION

Public participation was opened.

No one spoke.

Public participation was closed.

IV. CONSENT AGENDA

A. Approval of Minutes from December 16, 2013

The minutes were approved as written.

B. Informational Items

Written updates were provided to PRAB on park development, flood recovery and upcoming planning and development public engagement opportunities.

PRAB moved to accept the items as written.

V. ITEMS FOR ACTION

There were no Items for Action.

VI. ITEMS FOR DISCUSSION/INFORMATION

A. Study Session Discussion of Business Definitions.

By request, this item was moved forward to agenda item IV.

B. Financial Strategy Discussion

Poniatowski led this discussion which included review of financial trends and policy framework focusing on an understanding of the 2014 financial strategy with a goal of understanding the relationship between community priorities and financial sustainability.

B. 2015 Capital Improvement Program (CIP) 1st Touch

Haley and Poniatowski provided a CIP timeline:

- 1/27/14 – PRAB 1ST touch
- 2/24/14 – PRAB 2nd touch
- 3/24/14 – PRAB public hearing & recommendation
- Late April 2014 – Planning board 1st draft
- Late May 2014 – Proposed operating and CIP due to city manager
- Late July 2014 – Citywide CIP tour
- August 2014 – Planning board public hearing
- August 2014 – City council public hearing
- September 2014 – City council budget consideration

VII. MATTERS FROM THE DEPARTMENT

A. Cyclocross Update

Eubank shared the successes of the five day 2014 Cyclocross Nationals held at Valmont Bike Park in January.

B. South Valmont City Park Plan Update

Haley provided a timeline update:

- Consultant team engaged
- Kick off meeting with design team

- Conducting background research
- Review draft community survey

C. Civic Area Update

Dillon presented this update:

- Initial Civic Area plan passed council
- Project manager hired
- Two year fixed term position offered to runner up candidate to focus on Civic Area and model parks
- Citizens committee may be formed
- Staff to submit a \$75,000 Great Outdoors Colorado (GOCO)planning grant

D. Transition Update

- Leadership team formed to report to Dillon
- Deputy director position to be reposted
- Master plan organization assessment to aid department in developing a learning and development program

E. North Boulder Park Update

Dillon said the underground utility issue has resulted in reviewing alternate sites which triggered a review by the Arts Council arts policy. He added that this item will return to PRAB in February or March.

F. Mobile Food Truck Update

DeSouza said staff requests that council consider amending Boulder Revised Code ordinance 9-6-5 to permit more than two mobile food vehicles to congregate in the downtown area on private property.

VIII. MATTERS FROM BOARD MEMBERS

Conroy (Mike) asked about recreation center pool closures due to chemical imbalances and the NBRC closure due to off-gassing during the gymnasium floor resurfacing.

Dillon responded that resurfacing of the gymnasium floor resulted in fumes that necessitated closure on January 23.

Estrella felt that communication about the closure was poor, requesting improvements be made to the city website social media.

IX. NEXT BOARD MEETING: February 24, 2014

X. ADJOURN: The meeting adjourned at 7:40 p.m.

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

NAME OF BOARD/COMMISSION: Parks and Recreation Advisory Board

DATE OF MEETING: February 24, 2014

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: Sally Dieterich 303-413-7242

NAMES OF MEMBERS, STAFF AND INVITED GUESTS PRESENT:

Board Present: Rick Thayer, Mike Conroy, Myriah Conroy, Michelle Estrella, Kelly Wyatt, Mike Guzek, Marty Gorce

Board Absent: None

Staff Present: Jeff Dillon, Alice Guthrie, Sally Dieterich, Jeff Haley, Alison Rhodes, Abbie Poniatowski, Teri Olander, Kathleen Alexander, Rella Abernathy, Leslie Ellis

TYPE OF MEETING: REGULAR

The meeting was called to order at 6:10 p.m.

OUTLINE OF AGENDA:

I. APPROVAL OF AGENDA: The agenda was approved.

II. FUTURE BOARD ITEMS AND TOURS

Dillon provided a timeline update:

- 4/22/14 City council meeting – Comprehensive financial strategy – looking at short-term bonds, sales tax or long term bond

III. PUBLIC PARTICIPATION

Public participation was opened.

Claire Douthit, resident, shared her concerns for safety issues for the proposed shelter construction at Harlow Platts Park.

Bill Gray, resident, opposed the proposed shelter construction and land use issues at Harlow plats Park, feeling the shelter location too close to an intersection.

Bob Yates, resident, president of the Boulder History Museum, provided an update on the museum relocation. He supported the possibility of having a parks and art partnership and also a public/private partnership.

Kristina Gray, resident, opposed the proposed shelter construction at Harlow plats Park due to concerns about increased traffic and parking issues.

Public participation was closed.

IV. CONSENT AGENDA

A. Approval of minutes from January 27, 2014

The minutes were approved as written.

B. Informational Items

Written updates were provided to PRAB on park development, flood recovery and upcoming planning and development public engagement opportunities.

PRAB moved to accept the items as written.

Haley spoke to concerns about the proposed shelter at Harlow Platts Park providing the following information:

- Identified as part of 2011 capital bond
- \$1,000,000 allocated for various park shelter replacements
- Harlow Platts Park designed as a community park, along with Foothills and East Boulder Community Park
- Public neighborhood meetings were held
- Community support for shelter construction
- Shelter to be ½ size of North Boulder Park shelter and smaller than Martin Park shelter

PRAB input:

- Conroy (Mike) asked if the shelter will be open on three sides
- Wyatt asked where restrooms would be located
- Conroy (Myriah) asked for staff to provide the language in the law
- Estrella asked for the project cost
- Thayer suggested scheduling an additional public meeting with follow-up discussion

Haley said an additional meeting will be scheduled.

V. ITEMS FOR ACTION

A. Public Hearing and Consideration of a Motion to Approve the Holiday Neighborhood Maintenance Agreement

Haley said the Holiday Neighborhood Maintenance Agreement is a construction and maintenance agreement for Holiday Park that is between parks maintenance staff and the neighborhood association. Staff requested the following motion language:

Motion to approve the 'Construction and Maintenance License Agreement' for Holiday

Neighborhood Park and authorizing the city manager to make minor amendments prior to or during

the term of this agreement in order to ensure that the park is properly used, maintained and repaired in a manner that is consistent with applicable laws and the policies and regulations of the City of Boulder.

Conroy (Myriah) made a motion to approve the motion as written:

Wyatt seconded the motion.

The motion passed unanimously 7-0.

VI. ITEMS FOR DISCUSSION/INFORMATION

A. Emerald Ash Borer (EAB) Update in Conjunction with the Environmental Advisory Board.

Alexander returned to PRAB with this update on the emerald ash borer, now extensive in the City of Boulder, the western most occurrence in North America. She provided the 2014 department workplan which is available at www.boulderparks-rec.org

B. Capital Improvement Program (CIP) 2nd Touch

Poniatowski provided this update. She said the purpose of this update was to continue the discussion on the proposed 2015-2020 CIP projects. The March PRAB meeting will be a 3rd touch and the April PRAB meeting a public hearing for approval.

C. March 2014 PRAB Meeting Date

The March 24, 2014 PRAB meeting was moved to March 17, 2014 due to spring break.

VII. MATTERS FROM THE DEPARTMENT

A. Pottery Lab Agreement Update

Olander presented a verbal outline for the future study session:

- RFP issued July 2013
- One proposal received
- Studio Arts Boulder proposal was accepted
- Contract negotiations initiated August 2013
- Negotiations ongoing
- Potential contract signing March 2014
- Potential transition date May 2014

B. South Valmont City Park Plan Update

Haley gave the status for the next month:

- Initial community survey in process
- Staff working closely with consultants
- Survey results to be presented soon

C. Potential Smoking Ban in Parks Update

Dillon provided this update:

- City Manager's Rule in place prohibiting smoking in the Civic Area from 9th to 13th Streets and Canyon Blvd. to Arapahoe Ave.
- Signs to be posted
- Police enforcement scheduled
- City to look at additional areas for potential smoking bans in public parks and open space
- Staff to return to PRAB for recommendations
- Investigate options and present to council by fall 2014

D. Chautauqua ADA Bathrooms Update

Haley provided this update:

- Staff and multiple city departments working closely with Chautauqua
- Critical need determined – compliance issue
- Funding options being investigated
- Considering partnership with Chautauqua

VIII. MATTERS FROM BOARD MEMBERS

There were no Matters from Board Members

IX. NEXT BOARD MEETING: March 17, 2014

X. ADJOURN: The meeting adjourned at 8:40 p.m.

CITY OF BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING SUMMARY FORM

NAME OF BOARD/COMMISSION: Parks and Recreation Advisory Board

DATE OF MEETING: March 17, 2014

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: Sally Dieterich 303-413-7242

NAMES OF MEMBERS, STAFF AND INVITED GUESTS PRESENT:

Board Present: Rick Thayer, Mike Conroy, Myriah Conroy, Michelle Estrella, Kelly Wyatt, Mike Guzek, Marty Gorce

Board Absent: None

Staff Present: Jeff Dillon, Alice Guthrie, Sally Dieterich, Jeff Haley, Alison Rhodes, Abbie Poniatowski, Teri Olander, Dean Rummel, Jody Tableporter, Skyler Beck, Doug Godfrey

TYPE OF MEETING: REGULAR

The meeting was called to order at 6:05 p.m.

OUTLINE OF AGENDA:

I. APPROVAL OF AGENDA: The agenda was approved.

II. FUTURE BOARD ITEMS AND TOURS

Dillon provided a timeline update:

- 4/16/14 - Emerald Ash Borer (EAB) information packet to council
- 4/22/14 – Council study session on community bonds opportunities
- 4/28/14 PRAB meeting – Emerald Ash borer discussion, election of PRAB officers, CIP public hearing, Mesa Memorial Park renaming, Valmont City Park south plan update, North Boulder Park art update, BVSD subcommittee on capital improvements
- 5/6/14 Council meeting – National Kids to Parks Day declaration
- Future tour – Flood projects

III. PUBLIC PARTICIPATION

Public participation was opened.

Snow White, non-resident, asked the department to repair the baseball back stop at Scott Carpenter Park

Claire Douthit, resident, thanked Haley and Godfrey for their work creating adjustments to the Harlow Platts Park design.

Kristy and Bill Gray, residents, support the changes to the Harlow Platts Park design, saying the new proposal will be a benefit to the community. They added a request to have a single structure, not two, and to have the warming hut demolished.

Public participation was closed.

IV. CONSENT AGENDA

A. Approval of minutes from February 24, 2014

The minutes were approved as written.

B. Informational Items

Written updates were provided to PRAB on park development, flood recovery and upcoming planning and development public engagement opportunities.

PRAB moved to accept the items as written.

2. Pottery Lab Agreement Update

Olander provided a timeline for the process:

- Request for Proposal (RFP) completed
- Studio Arts Boulder in negotiation with the department
- 3/27/14 – Next meeting
- 4/28/14 PRAB meeting – Final report on next steps

V. ITEMS FOR ACTION

There were no Items for Action

VI. ITEMS FOR DISCUSSION/INFORMATION

A. Financial Strategy Discussion

Poniatowski and Rummel continued this discussion from previous meetings. Poniatowski reiterated that this effort is not only aligned with the master plan theme of financial sustainability, but also with organizational readiness. She added that cross teams are building capacity, representing multiple skills and adapting how to put financial strategy into practice. They added the following timeline:

- 4/20/14 – Review data modeling for Boulder Reservoir and athletic fields for policy guidance to implement master plan goals
- 5/20/14 – Discuss proposed fee changes and associated community and user group outreach with fee policy change recommendations

B. 2015-2020 Capital Improvement Program (CIP) 3rd Touch

Haley provided the proposed 2015 projects for the department CIP:

- Capital Enhancement - Emerald Ash Borer response, Coot Lake restoration, recreation

center enhancements

- Capital Maintenance – ADA compliance, pool re-plastering, historic railroad coach restoration, Pearl Street mall irrigation replacement
- Capital planning Studies – Recreation facility strategic plan, urban forest management plan, planning, design and construction standards
- Transfers – Tributary greenways program (lottery)

VII. MATTERS FROM THE DEPARTMENT

A. Emerald Ash Borer Update

Dillon spoke on this item. He said imidacloprid pesticide use will be prohibited on public lands which include city parks, city owned land and streets rights of ways. He added that this would not include private property. He added that this is a year to do testing, observation and work on solutions.

B. Columbia Cemetery Monetary Donation

Reilly-McNellan, Columbia Cemetery Preservation Project manager, Spoke briefly on the cemetery, both historically and currently. This included the numerous projects she has managed, including completed repair/future repair and recognition of the dedicated volunteers who help make this possible. She and three others wrote a book about the cemetery, publishing it in 2012. From sales she proudly presented a check to the parks and recreation department in the amount of \$1,100.

C. Master Plan Acceptance Celebration

PRAB members were presented with a copy of the completed Boulder Parks and Recreation Master Plan and were thanked for their participation in the process.

VIII. MATTERS FROM BOARD MEMBERS

There were no Matters from Board Members

IX. NEXT BOARD MEETING: April 28, 2014

X. ADJOURN: The meeting adjourned at 8:32 p.m.

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

NAME OF BOARD/COMMISSION: Parks and Recreation Advisory Board

DATE OF MEETING: April 28, 2014

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: Sally Dieterich 303-413-7242

NAMES OF MEMBERS, STAFF AND INVITED GUESTS PRESENT:

Board Present: Mike Conroy, Michelle Estrella, Kelly Wyatt, Mike Guzek, Marty Gorce, Tom Klenow

Board Absent: Myriah Conroy

Staff Present: Jeff Dillon, Sally Dieterich, Jeff Haley, Alison Rhodes, Doug Godfrey, Teri Olander, Whitney Ofstedahl

Guests Present: Don Orr and Michele DeBerry, Boulder Valley School District
Zach Johnson and Kimmerjae Makurus, Boulder Cycling Monument

TYPE OF MEETING: REGULAR

The meeting was called to order at 6:01 p.m.

OUTLINE OF AGENDA:

I. APPROVAL OF AGENDA: The agenda was approved.

II. ELECTION OF OFFICERS AND NEW PRAB MEMBER INTRODUCTION

Mike Conroy was elected chair. Myriah Conroy was elected vice chair. Tom Klenow was introduced as the new PRAB member. He was administered the oath of office by Board Secretary Sally Dieterich on April 2, 2014.

III. FUTURE BOARD ITEMS AND TOURS

Poniatowski provided a timeline update:

- 5/19/14 PRAB meeting – On-going park development updates, operational budget update, Valmont City Park planning update
- 5/6/14 council meeting – Parks and Recreation Department declarations for national Kids to Parks Day and 30 Years of Excellence in Programming – signed by Mayor Appelbaum

IV. PUBLIC PARTICIPATION

Item VII-A was moved up to the public participation portion of the meeting.

Public participation was opened.

James Bower, non-resident and son of Bill Bower, spoke in support of renaming Mesa Memorial Park to Bill Bower Park.

Mindy Bower, non-resident and daughter of Bill Bower, spoke in support of renaming Mesa Memorial Park to Bill Bower Park.

Joe Boardman, resident, spoke in support of renaming Mesa Memorial Park to Bill Bower Park.

Diane Bergstrom, non-resident, spoke in support of renaming Mesa Memorial Park to Bill Bower Park.

Sue Kranzdorf, resident, spoke in support of renaming Mesa Memorial Park to Bill Bower Park.

Clay Evans, non-resident, spoke in support of renaming Mesa Memorial Park to Bill Bower Park.

Public participation was closed.

PRAB was unanimously in support of the renaming proposal and made a recommendation to rename Mesa Memorial Park to Bill Bower Park.

Public participation was reopened for general comments.

Asnat Macoosh, resident, thanked staff for planning changes to Harlow Platts Park. She asked that a prefabricated shelter be built near the soccer fields to provide shade. She also requested that staff develop a plan to remove geese droppings from the park.

Public participation was closed.

IV. CONSENT AGENDA

A. Approval of minutes from March 17, 2014

The minutes were approved as written.

B. Informational Items

Written updates were provided to PRAB on park development, flood recovery and upcoming planning and development public engagement opportunities.

PRAB moved to accept the items as written.

V. ITEMS FOR ACTION

A. Public Hearing and Consideration of Motions Approving the 2015-2020 Expenditures from the Permanent Parks and Recreation Fund and 2015-2020 Parks and Recreation Department Capital Improvement Program (CIP).

The public hearing was opened.

No one spoke.

The public hearing was closed.

Estrella made the following motion:

I move that PRAB approve the 2015 recommended expenditures from the Permanent Parks and

Recreation Fund (Fund 230).

Gorce seconded the motion.

The motion passed unanimously 6-0 with Guzek absent.

Estrella made the following motion:

I move to approve the recommended 2015 to 2020 Parks and Recreation Department Capital Improvement Program (CIP).

Gorce seconded the motion.

The motion passed unanimously 6-0 with Guzek absent.

VI. ITEMS FOR DISCUSSION/INFORMATION

A. Request to Rename the Park Informally Named Mesa Memorial Park to Bill Bower Park.

By request, this item was moved forward to agenda item IV.

B. Financial Strategy Discussion

Staff continued this discussion as part of the on-going financial strategy planning, reviewing data modeling for Boulder Reservoir and athletic fields.

Next steps:

- Staff to complete analysis of all services using methodology supported by PRAB
- Staff to return to PRAB in fall 2014 to provide recommendations for 2015 fee changes and implementation of fee standardization

VII. MATTERS FROM THE DEPARTMENT

A. BVSD Capital Improvement and Subcommittee

Orr and DeBerry, from BVSD reviewed the draft needs assessment of recreation facilities and a continued partnership with the City of Boulder for recreation opportunities.

B. Emerald Ash Borer Update

Staff provided a written update to PRAB.

C. North Boulder Park Art Update

Boulder Cycling Monument (BCM) representatives provided this update:

- New design passed the art commission
- Funding status remains unchanged
- New design increased budget by \$17,000

Additional updates to be provided at a future PRAB meeting.

C. Valmont City Park Planning

Godfrey provided this update:

- 1/22/14 – Project kick-off
- 1/2014 – Community survey provided to determine public preferences for South Valmont development
- Roundtable meetings to be scheduled
- Athletic fields needs assessment focus groups meetings
- Youth engagement

VIII. MATTERS FROM BOARD MEMBERS

There were no Matters from Board Members

IX. NEXT BOARD MEETING: May 19, 2014

X. ADJOURN: The meeting adjourned at 8:45 p.m.

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

Name of Board/ Commission: Transportation Advisory Board	
Date of Meeting: 10 March 2014	
Contact Information Preparing Summary: Laurel Olsen-Horen 303.441.3203	
Board Members Present: Dom Nozzi, Matt Moseley, Zane Selvans, Jessica Yates Board Members Absent: Andria Bilich	
Staff Present: Tracy Winfree, Director of Public Works for Transportation Kathleen Bracke, GO Boulder Manager Randall Rutsch, Senior Transportation Planner Marni Ratzel, Senior Transportation Planner Micki Kaplan, Senior Transportation Planner Laurel Olsen-Horen, Board Secretary	
Consultants Present: Tom Brennan, Nelson Nygaard	
Type of Meeting: Advisory/ Regular	
Agenda Item 1: Call to Order The meeting was called to order at 6:02 p.m.	[6:02 p.m.]
Agenda Item 2: Approval of minutes from 13 January and 10 February 2014 13 January minutes: Motion to approve as presented. Motion by: Selvans, Seconded by: Nozzi Vote: 4:0 10 February minutes: Motion to approve as presented. Motion by: Nozzi, Seconded by: Moseley Vote: 4:0	[6:02p.m.]
Agenda Item 3: Public Participation None	[6:03 p.m.]
Agenda Item 4: Resolution to Celebrate Matt Moseley's last TAB meeting and five-year term contribution. Jessica Yates presented item to the board Board member Yates read aloud a resolution for Matt and presented him with a gift from the city for his five-year term contribution.	[6:04 p.m.]
Agenda Item 5: Public hearing and TAB consideration of a recommendation to the City Manager regarding Expansion within the Fairview Zone This item was pulled from the agenda as the petitioning neighbors had pulled their petition at the time of the TAB meeting.	[6:04 p.m.]
Agenda Item 6: Staff briefing and input on TMP Update with an emphasis on Complete Streets Focus Areas: Transit analysis and summary of the 2014 Walk Bike Summit and a Framework for the WalkBike Action Plan, along with Regional and Funding focus areas. Randall Rutsch, Marni Ratzel and Tom Brennan from Nelson/Nygaard presented item to the board. Power point presented for this item.	[7:09 p.m.]
Executive Summary from Packet Materials: This memo provides a brief status report, check-in and opportunity for the Transportation Advisory Board (TAB) to provide input on progress to date on the Transportation Master Plan (TMP) Update, with an emphasis on the Complete Streets Focus Area, including the Transit planning as well as Bicycle and Pedestrian Innovations, along with the Regional and Funding Focus Areas. The Bicycle and Pedestrian Innovations update includes information regarding the implementation of the Living Laboratory projects, including the new E-bike pilot and updates from the Walk Bike Summit on Feb. 6, 2014. The Summit was organized around developing a vision of a walk and bike friendly community and then identifying priority strategies and time frames for those strategies to contribute to that vision. Staff is using the community feedback from the Walk Bike Summit and from the planning process throughout 2013 to develop a draft framework	

for the bicycle and pedestrian Action Plan as part of the TMP update. Initial concepts for this Action Plan are provided in more detail in the analysis section of this memo.

The Transit planning update includes the results of the transit scenario analysis including ridership, cost effectiveness and the performance of each scenario in the four evaluation accounts reflecting the Boulder Valley Comprehensive Plan (BVCP) Sustainability Framework. This analysis shows significant differences between the scenarios so they successfully illustrate the costs and benefits of different transit strategies. The results of the scenarios and the additional sensitivity tests show that there are strategies that will significantly increase transit ridership.

The Regional Focus area suggests that the city continue the collaborative approach with regional partners that has been successful in delivering transit and bike improvements on US 36, and in the future focus on the Diagonal (SH119) and Arapahoe (SH 7) corridors and other corridors resulting from the Northwest Area Mobility Study (NAMS).

The discussion in the Funding Focus area provides information on the on-going project list review and suggests some initial approaches to prioritizing the investment programs of the update.

Staff continues to move forward with the TMP Update process in 2014 in accordance with City Council and TAB guidance. The major focus over the next two months is on defining and bringing together the major building blocks of the TMP update for TAB input and Council consideration at the April 29, 2014 study session. This work is supported by increased effort in public outreach on social media and a number of open house/community events. Staff also continues actively working on a number of other efforts in collaboration with city-wide planning and sustainability initiatives.

TAB ACTION REQUESTED

Review and provide input on all the work completed in the TMP update with an emphasis on the Complete Streets Focus Areas: Transit analysis and a Framework for the Walk Bike Action Plan as well as the Regional and Funding Focus Areas.

Board discussion and comments included:

[6:47 p.m.]

- What was learned at the Bike Summit? Staff response: There were about 9 topics that came out of the summit, including, parking maximums rather than parking minimums, Eco pass, road diets, education in the schools. The summary graphic also shows how far the community has moved relative to the last Bike Summit. That graphic focused entirely on bike activities while this one includes broader topics such as 20 minute neighborhoods, mixed use development and transit access. Staff will be including a summary in the April TAB packet. The community input is consistent with TMP proposals.
- Relative to the regional stuff how does that work with the county? Can we tell them where we think are good places to invest? Staff response: We have many partners and will continue to leverage those partnerships.
- How does the new funding from the ballot measure play into the TMP update? Staff response: Funding will be implemented consistent with principles developed during the funding discussion. Specifically, most of the funding will go to fill the O&M gap and some will be added to the enhancement program and reflected in the TMP. Current funding forecasts are currently being updated.
- How is the E-bikes pilot going? Staff response: we haven't gotten any official results yet. The pilot became official on Feb. 7th. Staff is working on an etiquette campaign.
- Board member Yates read aloud board member Bilich's comments which were emailed earlier to the board and staff.
- Why wasn't speed reduction included for reducing road stress? Staff response: the city had a neighborhood traffic mitigation program that was eliminated through budget cuts but is contemplating living laboratories throughout the city.
- For the first three transit scenarios, are we looking at status quo in regards to land use and parking? Staff response: all three scenarios are guided by the current BVCP land use designations. The differences between scenarios reflect different levels of service enhancements and capital improvements on the 2035 land use baseline. These differences are reflected in the evaluation metrics (including changes in performance, cost and ridership).
- Service improvements won't have as large an increase in ridership when commuters are accessing free parking.

- Portland, OR was successful with inducing land use changes with their light rail. Do we anticipate any induced land use changes for the three scenarios? Staff response: that was not measured with this analysis. As part of the E. Arapahoe project, we will be looking at land use as part of a component to sensitivity testing. Consultant responded that in Portland, land use response to frequent bus service is similar to, and in some cases, better than the light rail corridors.
- Concerned with induced ridership. There is a lot of latent demand with car travel especially during rush hour. If we are successful in transferring commuters to transit, will we inadvertently be creating new car trips? Tom's response: there is an assumption of repurposing lane space for transit priority so it is unlikely there will be empty road space.
- The EcoPass route seems to be a very cost affective and therefore appealing.
- The regional trips don't seem to be cost effective when compared to greenhouse gas emission savings.
- The low stress bike network; where are we going with it and what are our goals? Staff response: data is still being collected at this time. Staff has been working with our consultants to understand what the criteria are and what the ratings are and why the ratings are generated.
- The main constraint for the 20 min neighborhoods is our land-use patterns.
- Does the TAC include in-commuters? Staff response: The TAC is comprised of mostly a technical and agency representatives, which include community members as well as members who live outside of Boulder. The TAC is very much in tune with the regional commute issues.
- Are we working with the differing jurisdictions; how are they involved? Not addressing partnerships with outlying communities at the level of the TMP to fix the first/last mile issues seems like a missed opportunity. Staff response: we could outline some strategies at a higher level. First a coalition needs to be built, and then they can work on bringing planning and funding resources to the corridor to move forward. US36 is a great example of a coalition that has looked into the first and final mile data and as a result, a TIGER grant is being advocated by the communities to help fund the first and final mile projects.
- There is an impression in the scenarios that the regional component needs to be more efficient, is that a universal truth? What is it that makes the other regional route inefficient? Staff response: regional service is not necessarily inefficient; the statement was made on the standpoint of attracting new ridership. It is more cost effective to invest locally if one is only looking at ridership. But regional service provides much longer rides and so is more efficient in terms of VMT and GHG reduced.
- Do any of the scenarios include information on real-time bus information? Staff response: the number one focus from the community is just that and we assume programmatic elements like this for any scenario.
- There really isn't political advocacy for pedestrians. Is there some way for the city to adjust the scales to prioritize pedestrian emphasis? Staff response: the TMP does prioritize the pedestrian. The city hosts walk audits to try to get more community members active in the discussion.

Agenda Item 7: Matters

[7:56 p.m.]

A.) Matters from the Board Included:

Collaboration with other city boards:

Board members Yates spoke with John Putnam on Planning Board. Make sure you are not lobbying for anything specific.

Board member Selvans brought up the below matter(s):

- Planning Board has been working on a lot of projects with transportation implications. Should we be keeping better track of what is going on? SPARK is a great example. In this plan, a path was placed in a way that would not be acceptable by path users. TAB will need to keep a finger on the pulse of that area as projects are moved forward.
- 2930 Pearl (Ras Kassa's) has an underpass to nowhere (practically). PB has asked the developer to relook at that area for site review.
- The James project will be potentially building out the path along the Farmer's Ditch. That seems great.
- CAGID; the residents within CAGID will not be provided EcoPasses; it seems tragic to not receive a pass. Staff is working with RTD to create a mixed-use pass (TOD pass)

Board member Nozzi brought up the below matter(s):

- Alfalfa's, Southern Sun and Trader Joe's are providing very mediocre bike parking. Staff response: enhancements to the bike parking code will be part of the TDM toolkit and AMPS.

Board member Yates brought up the below matter(s):

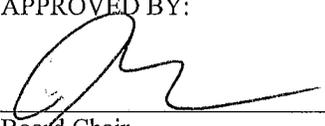
- When speaking with the community or the press, be mindful that you are not speaking on behalf of the board unless the board has given explicit direction to speak for it.

- B.) Matters from staff included:** [8:17 p.m.]
- **Street Design with Victor Dover:** Staff will be hosting a bus and walking tour with Mr. Dover on the 25th of March (TAB, Planning Board and BDAB will be invited.) There will be a community event at Chautauqua on the evening of 26 March.
 - **April 10th - Open house on the North Boulder Plan.**
 - **Regional Studies Update:**
 - **P3 Contract for US 36:** Was signed and is moving forward.
 - **US 36 MCC:** working on a consensus for the NW Area Mobility Study. It looks like the focus will be on the near term (BRT). Longmont appears to be the top priority for the NAMS. NW Rail remains in the FasTracks plan. The MCC went to D.C the week before last, (handout given) they let others know that in the near-term we are interested in the BRT and funding for first/final mile investments.
 - **Project Updates/Closure (i.e. progress, Council action, "after" studies):**
 - 63rd St Bridge project is in progress. 63rd Street remains closed at the bridge. This is a Capital bond project.
 - Arapahoe Ave. project continues
 - Boulder Junction – The north side of Pearl Pkwy, the MU path is fully under construction. The south side was held up a little while the private development caught up. In April and May, the south side Multi-way blvd will commence.
 - Junction Place Bridge at Goose Creek will require some intermittent shifts of the path along Goose Creek.
 - 3100 Pearl the westerly buildings are complete.
 - Depot Square – the underground bus station has begun. There will not be any additional lane closures than what is currently in place.
 - 2014 Pavement Maintenance program will be our biggest summer for construction yet.
 - There are a number of downtown projects planned.
 - Flood repairs at Cypress Drive at 55th will begin later this month and take one month to complete.
 - **Other matters:**

Agenda Item 7: Future Schedule Discussion: [8:25 p.m.]

Agenda Item 8: Adjournment [8:25 p.m.]
 There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 8:25 p.m.
Motion: moved to adjourn; Moseley, seconded by: Yates
Motion passes 4:0

Date, Time, and Location of Next Meeting:
 The next meeting will be a regular meeting on Monday, 14 April 2014 in the Council Chambers, 2nd floor of the Municipal Building, at 6 p.m.; unless otherwise decided by staff and the Board.

APPROVED BY:


 Board Chair
 6/9/14

 Date

ATTESTED:


 Board Secretary
 6/9/2014

 Date

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

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

Name of Board/ Commission: Transportation Advisory Board	
Date of Meeting: 12 May 2014	
Contact Information Preparing Summary: Kaaren Davis 303.441.3233	
Board Members Present: Andria Bilich, Daniel Stellar, Zane Selvans, Jessica Yates Board Members Absent: Dom Nozzi,	
Staff Present: Tracy Winfree, Director of Public Works for Transportation Stephany Westhusin, Principal Transportation Projects Engineer Mike Gardner-Sweeney, Principal Traffic Engineer Kathleen Bracke, GO Boulder Manager Randall Rutsch, Senior Transportation Planner Chris Hagelin, Senior Transportation Planner Bryant Gonsalves, Engineering Project Manager Noreen Walsh, Senior Transportation Planner Bill Cowern, Transportation Operation Engineer Kurt Matthews, Parking Manager Kaaren Davis, Board Secretary	
Consultants	
Present: Tom Brennan, Nelson Nygaard	
Type of Meeting: Advisory/ Regular	
Agenda Item 1: Call to Order	[6:02 p.m.]
The meeting was called to order at 6:02 p.m.	
Agenda Item 2: Approval of minutes from 14 April 2014	[6:02p.m.]
Motion to approve the meeting minutes from 14 April 2014 TAB meeting as presented: Motion by: Bilich, Seconded by: Selvans	
Vote: 4:0	
Agenda Item 3: Public Participation	[6:04 p.m.]
None	
Agenda Item 4: Public hearing and TAB recommendation on the Baseline Underpass CEAP	[6:05 p.m.]
Noreen Walsh presented item to the board. Power point presented for this item.	
Executive Summary from Packet Materials: The Baseline Road Underpass Project location has received a number of crossing treatments over the past 14 years due to its high travel activity, proximity to U.S. 36, the University of Colorado and Basemar Shopping Center and city goals of encouraging walking and bicycling travel. An underpass has been included in the Transportation Master Plan (TMP) since 1996.	
In 2010, following a community outreach process, TAB recommendation and council endorsement the City of Boulder applied for a federal Transportation Improvements Program (TIP) grant to design and construct an underpass at this location. The funding award was approved by the DRCOG board in 2011 with construction funds available in Fiscal Year 2015. Included in the city's Capital Improvement Program (CIP) since that time, the project budget is \$5.4 million with \$4 million in federal transportation funds and \$1.4 million from city transportation funds.	
The project design process began in 2012 and three options have been developed and evaluated through the city's Community and Environmental Assessment Process (CEAP). The purpose of the CEAP is to assess potential impacts of conceptual alternatives to inform the selection and refinement of a preferred alternative. The CEAP process includes a review by the staff interdepartmental CEAP review team and a review and recommendation on the CEAP and project design alternative by the relevant advisory board which in this case is TAB.	

The purpose of this agenda item is to present the CEAP document for the Baseline Underpass Project for the Board's review and recommendation. Following TAB's recommendation, the CEAP will be forwarded to the City Council for potential call-up action by June 17, 2014. If the project is not called up the project will move forward to final design. Construction is expected to begin in late 2014/early 2015 and take one year to complete.

Staff requests that TAB:

- Provide a recommendation on the project (approval of the CEAP) to be forwarded to City Council for potential call-up action by June 17, 2014.

Board discussion and comments included:

[6:15p.m.]

- **Option A "Access Ramp on West Side"**
 - No comments
- **Option B "Access Ramp on East Side" (Staff Recommended Option)**
 - Clarification that this option no longer has a major concern associated about future limitations on transit and bike/ped. mode expansions.
 - Questions about whether there are issues surrounding this project location's status as a state highway.
 - This is a very good project. The need is clear and this project addresses the needs well.
 - Resource Conservation benefits may be a bit over stated in the CEAP, but not such that it erodes support for the project or this option.
- **Option C "Access Ramp on East and West Sides"**
 - No Comments

Public Comment:

None

Motion: Move to approve the CEAP with the staff recommended "option B" to be forwarded to City Council.

Motion by: Yates Seconded by: Selvans

Vote: 4-0 Motion Passes

Agenda Item 5: Public hearing and TAB recommendation to the City Council regarding Access Management and Parking Strategy for June 10th City Council Study Session **[6:20 p.m.]**

Kathleen Bracke presented item to the board.

Power point presented for this item.

Executive Summary from Packet Materials:

The purpose of the briefings to the various city Boards is to:

1. Receive feedback on the draft Access Management and Parking Strategy (AMPS) project purpose, goals, and guiding principles;
2. Review progress since 2013 Council Study Session on AMPS; and,
3. Receive feedback on proposed 2014 schedule and work program.

The city of Boulder's parking management system has a long history. Parking meters were first installed on Pearl Street in 1946. Over the past decades, Boulder's parking system has evolved into a nationally recognized, district-based, multi-modal **access** system incorporating all modes of travel (walking, biking, transit, and autos) to meet community goals, including support for the vitality of the city's historic commercial and employment centers, and livability of its neighborhoods.

The AMPS encompasses updating the current access and parking management policies and programs and developing a new, overarching citywide strategy for access and parking management in alignment with city-wide goals. The project goal is to evolve and continuously improve Boulder's citywide access and parking management strategies and programs tailored to address the unique character and needs of the different parts of the city.

The AMPS project approach emphasizes collaboration among city departments and acknowledges the numerous current and anticipated planning efforts and initiatives such as the Transportation Master Plan (TMP) Update, Economic Sustainability Strategy, and Climate Commitment.

Elements of the AMPS project approach are:

- AMPS is a strategy which is defined as an integrated planning approach coordinated with other master planning efforts and plans which focuses on a particular set of goals and principles that are cross-cutting and create an adaptable set of tools and methods allowing the city to continually improve and innovate to achieve its goals.
- Evaluating existing parking and access management policies and practices within existing districts and across the community based on the city's Sustainability Framework.
- Developing context appropriate strategies using the existing districts as role models for other transitioning areas within the community and incorporating national best practices research.

Outreach to the city advisory boards and the public is essential with the dual purpose of educating the community about the multi-modal access system and seeking input and ideas about the future opportunities for enhancements. City Council is holding a Study Session on the AMPS project on June 10, 2014. Staff will share feedback from the May Board meetings with City Council as part of the June Study Session.

Public Comment:

None

Board discussion and comments included:

[6:35 p.m.]

1. **Does the Board have feedback regarding the draft project purpose, goals, and guiding principles?**
 - The goals currently look quite general. The presentation goal list was more specific and might be helpful to lead off with at the Study Session.
 - Recommend development of goals around parking pricing before strategic development moves forward. Staff: SUMP Principles are foundation started from, but input from community and stakeholders will help shape options and the range of options. This area will probably carry over into 2015.
 - Would like it stated more clearly that the AMPS goals support TMP development.
 - Promoting progressive land use would be a good goal clarification.
2. **Does the Board have questions or feedback on the proposed approach and timeline for AMPS?**
 - No specific comments.
3. **Does the Board have feedback on the AMPS list of 2014 work program topics? Are any Missing?**
 - No specific comments.

General Feedback:

- Compass graphic is non-helpful
- TDM Toolkit – Would like to see how development-based TDM plans can work with existing development. Feels like the board is seeing the same materials over and over again without much progress. Done with the overviews and ready to get into the meat of the issue.
- Comment from developer that he was ready to move to Denver away from Boulder because development in Boulder is much too hard. We need to consider what sorts of things might have unintended consequences that might have detrimental effects on other key areas such as land use development.

Agenda Item 6: Staff briefing and TAB input regarding TMP Update, including the TDM and Funding Priorities and measurable objectives.

[6:43 p.m.]

Randall Rutsch presented item to the board.

Executive Summary from Packet Materials:

This memo provides a brief status report, check-in and opportunity for the Transportation Advisory Board (TAB) to provide input on progress to date on the Transportation Master Plan (TMP) Update, with an emphasis on the Transportation Demand Management (TDM) Focus Area, financial plan, and on updating the targets for several of the measurable objectives. Brief updates are provided on the other Focus Areas and the Council Study Session as well.

In the TDM Focus Area, the consultant team for the Access Management and Parking Strategy (AMPS) effort has prepared a comprehensive survey of best practices in regards to Tool Kits for new development projects. This information will be shared with TAB as part of the AMPS agenda item which will precede the TMP Update agenda item at the May 12th TAB meeting. Based on the discussion with TAB, Planning Board, and the community, staff will bring forward recommendations for amending the city's TDM Tool Kit for new developments as part of the TMP Update action items, and in collaboration with the AMPS process.

Regarding the updates for the TMP's financial plan, staff has completed its review of the existing TMP capital project list. This review reflects the experience of implementing TMP projects over the last ten years and staff is suggesting a number of changes in the programmatic approach for project prioritization. Staff is also recommending the list be modified to include several additions and deletions to respond to the evolving needs of the community. Updated project lists and maps of the project locations are included in **Attachment A and B**.

While the approach for enhancing the existing TMP measurable objectives was discussed in the Jan. 13, 2014 TAB memo and the Apr. 29, 2014 council study session memo, work related to the Travel Wise portion of Climate Commitment was still in progress and now needs to be integrated into the refinements for the TMP objectives.

Staff from Transportation and Community Planning & Sustainability, along with assistance from a variety of consultants, has finished the work to integrate the greenhouse gas (GHG) reduction potential from the transportation sector. Based on this analysis, the proposed updated targets or ranges for the target for several of the measurable objectives are contained in this section. These suggestions are driven by the key objective of vehicle miles of travel (VMT).

Staff continues to move forward with the TMP update process in accordance with City Council and TAB guidance. The major work effort over the next month will be preparing the draft TMP document incorporating the work completed to date for the overall TMP Update, including all of the Focus Areas and measurable objectives. The plan will include recommended policies, strategies, and action items per the year-long TMP update planning process. The next months will also include extensive public outreach and community feedback will focus on the major building blocks of the plan update. Social media continues to be a significant engagement tool. A public open house also is scheduled for Wed. May 28 at the Boulder Museum of Contemporary Art during the Boulder Farmers Market. In addition, staff is actively working on a number of other efforts in collaboration with city-wide planning and sustainability initiatives.

TAB Action Requested:

Review and provide input on work completed in the TMP update with emphasis on the TDM Focus Area, financial plan, and measurable objectives.

Board discussion and comments included:

[6:59 p.m.]

TDM Focus Area:

- No specific comments.

Financial Plan:

- No specific comments.

Measurable Objectives:

- Travel diary clarifications (both numbers and methodologies).
- Nine is a lot of objectives to measure. The new ones look good, so perhaps consider prioritizing objectives to perhaps pare down the number to a more manageable number.
- VMT trip reduction statistics as related to mode share and mode share change objectives.
- TAB would like to see many ways of measuring successes or failures to really inform the next update.
- CAFE standards and mode shift split indicates a transportation "silo" that is ill made. It is an artificial standard that does not necessarily best reflect our desired models or reasons for mode shifts. It would be good to move away from this "silo" and find better ways to address our needs.
- We are limited to a certain extent by the fact that most neighborhoods are already developed. It would be useful to communicate to Council that higher targets may be attainable with land use changes than are feasible with the land use status quo.

Agenda Item 7: Staff briefing and TAB input regarding the proposed year 2015-2020 Transportation Capital Improvements Program (CIP) – Part II of III.

[7:21 p.m.]

Michael Gardner-Sweeney presented the item.

Executive Summary from Packet Materials:

Every year the city goes through a budget process that creates a six-year planning budget, this year for the time period of 2015 through 2020. Within this process, funds are appropriated for the first year, 2015. The Transportation Advisory Board's (TAB) role in this process is defined in the Boulder Revised Code (BRC) TITLE 2 GOVERNMENT ORGANIZATION, Chapter 3

Boards and Commissions, Section 14 - Transportation Advisory Board; "... to review all city transportation environmental assessments and capital improvements." It is within this context that the board is asked to hold a public hearing and provide a recommendation on the Capital Improvements Program (CIP) to Planning Board and City Council.

Board discussion and comments included:

[7:25 p.m.]

- Clarifications regarding how distributions for general project areas are arrived at when large sums are not yet defined. (Particularly in TIP local match, TMP, and Corridor plan).
- Why there is not greater mode shift to pedestrian travel when so much is spent on pedestrian facilities. Whether past and current spending trends are effective in light of the above.
- Clarification regarding what role ADA access compliance (new and retro-fit as regulations change) fits into Operations and Maintenance development expenditures, and the fact that ever changing regulations will likely make retro-fit a permanent feature of these expenditures.

Agenda Item 8: Staff briefing and TAB input on the proposed Year 2016-2021 Transportation Improvements Program (TIP) submittal process – Part I of II.

[7:35 p.m.]

Randall Rutsch presented the item.

Executive Summary from Packet Materials:

The Transportation Improvement Program (TIP) process is a competitive process managed by the Denver Regional Council of Governments (DRCOG) to select projects for federal transportation funding that help to fulfill and support the goals of 2035 Metro Vision and Regional Transportation plans. Federal transportation funding also provides an ability to complete priority projects in the City of Boulder's Transportation Master Plan and other city master plans and goals by leveraging city transportation dollars and funding from other partners with federal funding.

This item provides the Transportation Advisory Board (TAB) with a summary of the application process, previous selection criteria used in preparing the TIP and a description of the process used by the city to select projects for the last six TIPs and a general timeline. Prior to the 2001-2006 TIP, TAB established a process for preparing the city's submittals with the objectives of:

- consistency with the policy direction of the Transportation Master Plan (TMP);
- funding priority projects for the city; and,
- maximizing the chances for receiving funding through the TIP process.

TAB is asked to consider the existing process for developing the city's TIP submittals and provide guidance as staff begins to develop the city's submittals. At this time, it is estimated that submittals will be due to DRCOG in late August 2014 for the 2016-2021 TIP.

Board discussion and comments included:

[7:40 p.m.]

- Clarification on how the draft list of project ideas was developed.
- Questions about why few of the projects are transit and/or for the Eastern outlying sections of the city.
- Questions regarding whether the TIP program is potentially applicable to such things as BRT service in the Arapahoe corridor.
- Discussion regarding the potential for greatly reduced funding in the TIP program due to budget issues within the program.
- Clarifications regarding funding for the US 36 Bikeway Underpass and how that project relates to other bikeway development.
- Table Mesa Park n Ride proposed underpass and its potential impacts on safety in that area. Safety improvements would be good to consider.
- Proposed underpass at Sioux and whether that is the correct location for that type of facility as it already has an overpass. Whether there underserved areas that would be better served by such a facility including Baseline and Foothills.

Agenda Item 9: Matters

[7:53 p.m.]

A.) Matters from the Board Included:

- Update on collaboration with other city boards

- Feedback from the Joint Board Workshop; 23 April
 - Having interaction with other boards and their differing perspectives is always valuable.
 - The venue was perhaps not ideal. Too loud, too big to facilitate easy conversation. "Shine" last year was the best venue so far.
 - Facilitation and structure was much better than the East Arapahoe joint meeting.
 - Looking forward to more, similar events.
 - Much of what was covered was not new for any of the TAB members. A format where we were work-shopping specific things might be beneficial.
- GAC information item – CIP:
 - Large and opportunistic.
- GAC information item -- Pennsylvania Ave.
 - Not sure that pedestrianizing that street is really in line with the Gregory Canyon Creek mitigation plan.
- TAB retreat planning (Date selection).
 - Tentative dates: Monday July 21st (good for all four present board members and staff). Backup dates: Wednesday July 9th or 16th (good for all four present board members and staff).
 - June 16th - Sustainable transportation speak-easy workshop with Will Toor and Clean Energy Action at 303 Vodka from 5:30 to 9 pm. Toor will present on Boulder meeting its transportation sector greenhouse gas targets through a combination of land use and transportation strategies.

B.) Matters from staff included:

[8:09 p.m.]

- **Uni-Hill Update:** Staff is in the very early stage of working with a developer to leverage ownership of the parking lot on 14th and looking at replacing it with an underground parking structure. 225 spaces about 100 of which are UGID. Also considering a Complete Street at 13th & Pennsylvania.
- **Regional Studies Update:**
 - Northwest Area Mobility Study going to the RTD board. Tomorrow or the 15th there will be a media briefing regarding the consensus statement (hard copy handed out to TAB). Focus is on US-36 BRT and the transit corridors. There are likely to be public hearings.
 - Legislation which passed the legislature and is now sitting on the Governor's desk. P3 legislation may get vetoed. Another is the ride share. Senate bill 14-197 (Transparency Bill).
 - RTD is having a telephone town hall 7 p.m. on May 19th (Chuck Sisk Hosting), 21st and 28th of May.

Agenda Item 10: Future Schedule Discussion:

[8:27 p.m.]

Agenda Item 11: Adjournment

[8:27 p.m.]

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 8:27 p.m.

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

Motion passes 4:0

Date, Time, and Location of Next Meeting:

The next meeting will be a regular meeting on Monday, 9 June 2014 in the Council Chambers, 2nd floor of the Municipal Building, at 6 p.m.; unless otherwise decided by staff and the Board.

APPROVED BY:



Board Chair

6/9/14
Date

ATTESTED:



Board Secretary

6/9/2014
Date

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