



# What We Heard

Phase 4: June - July 2019

## **Community invited to provide feedback on the Alpine-Balsam Area Plan Options**

During this phase of engagement, the purposes included:

- facilitate community understanding about possible future changes and opportunities in the area;
- collect feedback on draft plan components including land use options, connections plan, and access and mobility strategy as well as identify common ground in divergent views in the community in order to inform development of a draft plan; and
- share decision-making process and schedule with community members.

For those who were unable to attend an open house or walking tour, a questionnaire on [BeHeardBoulder.org](http://BeHeardBoulder.org) was available that mirrored the open house format. Approximately 180 people participated in the open houses, 50 people participated in the two available walking tours, and 115 filled out the online questionnaire with 400 people having viewed the survey.

## **Key Takeaways – Themes from Feedback**

- There was consistent and strong support for any new housing developed in the area to be affordable housing.
- With the exception of those suggesting very limited development, many see the Alpine-Balsam as a great place to add housing due to its proximity to downtown, transit, shops, etc.
- Community members expressed interest in the county locating at Alpine Balsam as long as a greater amount of affordable housing could be achieved at the Iris and Broadway site. Some think Alpine-Balsam is a better location for housing due to closer proximity to downtown, transit, retail, park, etc. than at Iris and Broadway. Others point to Alpine-Balsam as having better transit access for those seeking services and that Iris may be better suited for housing.
- Feedback about land use in the area around the site reflects predominant preference for mixed use that would maintain some commercial uses and emphasize the ability to add housing as well.

- Community members expressed a range of views about appropriate transitions between new development or redevelopment on the site and in the area – some expressing preference for very limited development over 3 stories, others expressing preferences for more urban mixed use development in the area that could be 3-4 stories, expressly to add housing and to add activity in the area.
- There were also a range of views about access and mobility. Many think the Alpine-Balsam area is a great place to apply advanced mobility strategy due to walkability and access to transit. We also heard concern about the impact of new traffic and concern that reduced parking and TDM won't adequately address the need.
- There was strong support for safe and convenient connections for all modes within the area and to the major activity centers of North Boulder Park, Ideal Market and Community Plaza. Many think the area could make use of existing and future alleyways as key bicycle and pedestrian connections while also presenting a key opportunity to creatively incorporate arts and culture in the area. Additional transit amenities, including the proposed mobility hub and bus super stop was positively welcomed by many community members.

## Summary of Events

Open houses, walking tours, and an open online feedback form were hosted between July 13 – July 24. A variety of dates and times were available (including weekdays and one Saturday). Times ranged from early morning (7:30a.m.) to evening (until 7 p.m.). Many participants conveyed that they were residents of nearby neighborhoods or very familiar with the area. The feedback form included questions on demographics.

*Open Houses:* At 4 open houses, participants could talk to staff about land use options and urban design elements, as well as a range of ideas for improving public spaces, creating diverse and affordable housing and improving mobility and flood management.

Open houses were held:

- Saturday, July 13, 10:30 a.m. – 1 p.m., **Brenton Building**, 1136 Alpine Ave.
- Wednesday, July 17, 4:30 – 7 p.m., **Municipal Building Lobby**
- Monday, July 22, 4:30 – 7 p.m., **The Rayback Collective**
- Thursday, July 25, 11:30 a.m. – 1:30 p.m. **Boulder Medical Center**

*Walking Tours:* Participants walked and talked with staff to learn more and provide feedback on the draft Connections Plan for the area.

- *Walking Tour* on Monday, July 15, 7:30 – 9 a.m.
- *Walking Tour* on Wednesday, July 17, 3:30 – 5 p.m.

*BeHeard Boulder:* A BeHeard Boulder site to collect feedback was available July 13 to July 25 and mirrored the open house format online.

At the Open Houses, staff provided a [series of boards](#) providing:

- An overview of the Alpine-Balsam Area Plan,
- Area Plan Goals and Objectives,
- The New City Service Hub,
- Urban Design and the Public Realm,
- How the site and area differ,
- An overview of Option A, B, C, and D,
- Building Height,
- Land Use,
- An overview of the Connections Plan, and
- Access and Mobility.

The feedback form included questions on the hospital redevelopment site, neighborhood center, area south of Alpine, and area along Broadway, south of North Street. The feedback form also included questions on the connections plan and access and mobility strategy, as well as demographic questions.

The same series of boards and feedback questions were also on BeHeard Boulder.

At the Walking Tours, staff provided the draft connections plan and list of improvements to help contextualize the tour and to seek feedback on the proposed connections in the area. Several project team members and staff from GO Boulder attended to provide key talking points along the tour and to listen and capture community insights. Darcy Kitching, cofounder of Walk2Connect participated in and facilitated the walking tours.

## **Informing community about open houses, walking tours, and Be Heard Boulder questionnaire**

Invitations to participate in-person and online included:

- Nextdoor, Facebook and Twitter
- Planning newsletter
- News from City Hall in the Daily Camera
- Project website
- Press release
- Neighborhood associations/organizations sent emails
- Stakeholder outreach – individual emails to community and neighborhood groups

### *Be Heard Boulder questionnaire format*

Recognizing that not everyone would be able to attend an open house, the city utilized the online platform, Be Heard Boulder, from July 12 – July 254.

People were asked to complete the questionnaire only if they were not able to participate in a workshop; the goal was not to count numbers or take a tally of views, but instead round out feedback to ensure interested parties could provide feedback. There is no way to track how many

workshop participants also provided comments online. The online comments generally resembled the feedback received during the workshops but did express a greater range of views and with a stronger support for housing.

### Community Feedback on Land Use Options

On June 4, 2019, City Council provided direction on the options presented and removed the low housing density (Option 1) as an option. To best utilize community engagement, questions for the community became more narrowed and focused to better reflect the options that were truly on the table. The following provides the question language and results of combined responses from Open House attendees and online responses through BeHeardBoulder.

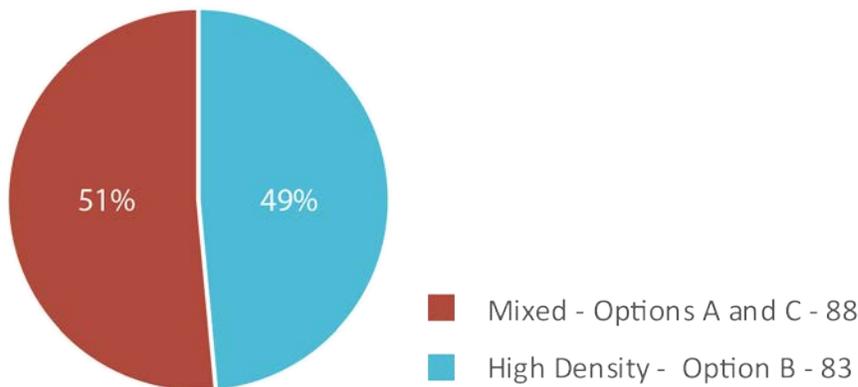
## HOSPITAL REDEVELOPMENT SITE

**Center and West Blocks:** Housing has been identified as the primary goal for the site. Options A and C show a mix of high-density housing that ranges from rowhome/ townhouse style in the west block to three- and four-story stacked flats in the center block.

The center block is envisioned to be stepped back from Balsam with space for flood conveyance, three stories transitioning to four stories along Alpine and Broadway. Option B shows a little higher density, with three-story stacked flats in the west block and three- and four-story stacked flats in the center block – also stepped back from Balsam and with four stories along Alpine and Broadway. A higher number of total units generally results in a higher number of affordable units.

#### 1. Which of the following represents your views?

- I prefer to see more high density as in Option B to maximize the city’s investment and gain critically needed housing.
  - I prefer to see the mix of unit types as represented in Options A and C.
- Other: Verbatim comments can be found starting at page 10



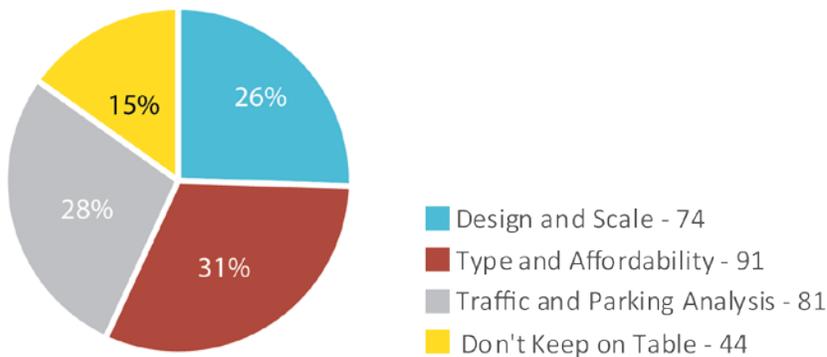
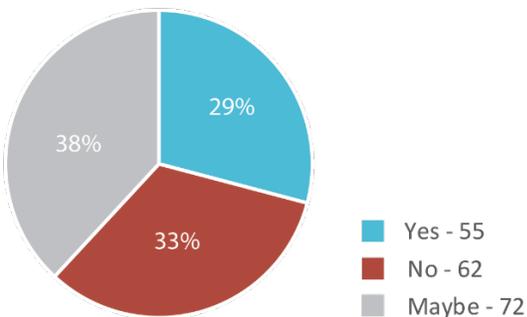
**East and Center Blocks:** All options include renovating the Medical Office Pavilion as a new city service hub. Option D includes co-locating BOTH city and county service hubs. The character would be more of a civic campus with some ability to add housing. There would be a focus on integrated community spaces and alignment of services. Presumably, there would be the ability to develop more housing at the Iris and Broadway Campus than could be accommodated at Alpine-Balsam. How much and what type of housing could be developed there is not yet determined.

2. **Do you think the civic campus with co-located city and county service centers could be appropriate for Alpine-Balsam given the trade-offs?**  Yes  No  Maybe

3. **What factors should be clarified to keep this option on the table?**

- Design and scale of new buildings appropriate for the neighborhood
- The amount, type and affordability of housing built at Iris and Broadway (for example – how much more housing than could be built at Alpine-Balsam since it is a bigger site)
- Traffic and parking analysis to ensure any impacts could be addressed
- Don't keep this on the table

Others? *Verbatim Comments can be found starting at page 14*



## Potential Changes in the Nearby Areas

*Land use changes in the area do not require redevelopment but inform changes to zoning to encourage or incentivize changes over time.*

### NEIGHBORHOOD CENTER

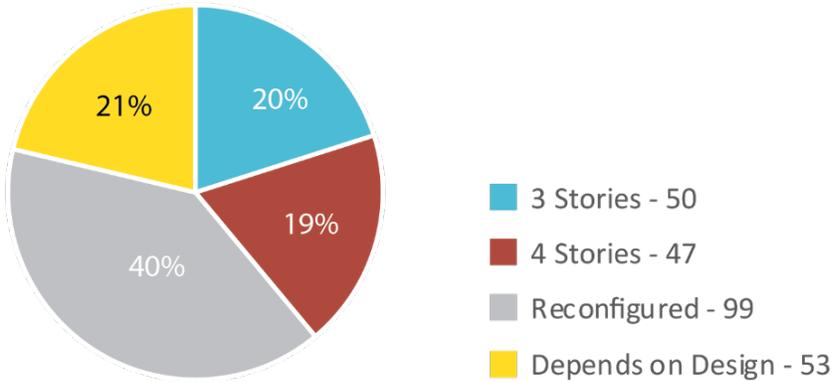
The comprehensive plan provides direction for planning in the city's neighborhood centers. The policy direction includes:

- Encouraging well-designed mixed-use and higher density development, that incorporates a substantial amount of affordable housing in appropriate locations, including in some commercial centers, in proximity to multimodal corridors and transit centers.
- Encouraging neighborhood centers to provide pedestrian-friendly and welcoming environments with a mix of land uses.

The Alpine-Balsam area has thriving and well-loved retail and commercial uses that are important to sustain. There are considerations about historic preservation of some buildings in the retail core. There are no proposals for changes at the center currently, but through the area plan we can explore ways to carefully consider changes in allowed uses or density that would be advantageous in allowing the center to evolve as business or community needs change or to improve the sense of place.

#### **4. What are your thoughts about adding housing in the commercial center? (check all that apply)**

- Perhaps in areas that are currently parking (if parking needs can be addressed)
  - Along Broadway up to 3 stories
  - Along Broadway up to 4 stories
- Perhaps reconfigured with existing buildings (e.g. housing above retail) if historic qualities are considered
- I'm not sure, it may depend on the actual design
- Other: Verbatim comments can be found starting at page 18



## SOUTH OF ALPINE

In considering the commercial office areas south of Alpine Avenue, community feedback included both the need to preserve medical and commercial uses in the area and suggestions for adding housing. Choices illustrated in the options include changing the land use to high density residential to indicate the desire for the area to evolve to housing over time; or changing the land use to mixed use to both allow for commercial office and medical uses to remain but encourage redevelopment for those uses to be on the ground floor with the potential for housing above. Either change could provide direction for improved ground floor activity, relationship to the street and pedestrian experience. The options show differences in potential building heights. The rationale is that if redevelopment on the north side of Alpine is up to four stories, it may be appropriate to allow similar intensity on the south side of Alpine.

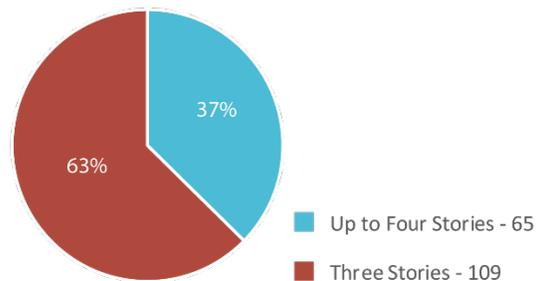
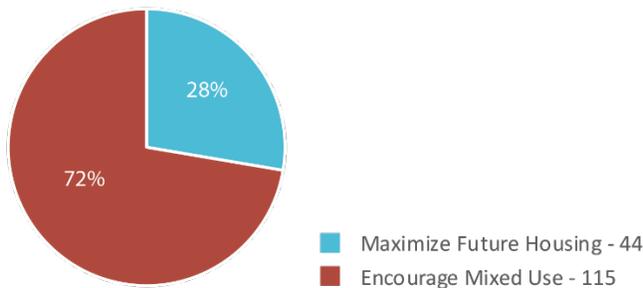
### 5. Which of these reflects your preferences about changes to the non-residential area south of Alpine?

#### Uses

- I favor maximizing future housing through conversion of commercial uses to housing.
- OR
- I favor encouraging mixed use. Having non-residential uses in the area is important.

#### Density

- This area is appropriate for higher density and up to four story buildings.
- OR
- This area is not appropriate for density over three stories.



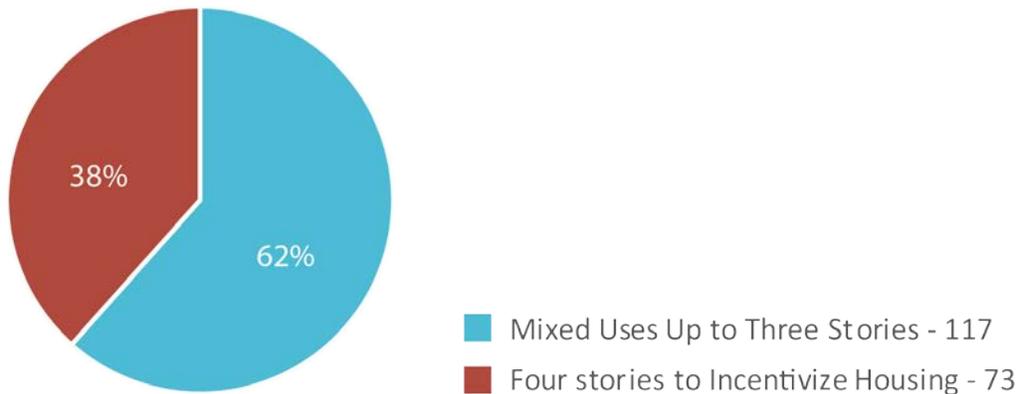
## BROADWAY – SOUTH OF NORTH STREET

The options show changes to encourage mixed-use with ground floor commercial and housing above for these areas along Broadway. Some of this area is already developed as mixed use. The options show choices for building height and intensity that may incentivize more housing.

### 6. Which of these reflects your preferences about changes along Broadway South of North Street?

- I favor mixed use up to three stories
- This is a good place to allow up to four stories to incentivize more housing

Other: Verbatim comments can be found starting at page 22



## Community Feedback on Access and Mobility

At the open house, walking tours, and online, participants were asked two questions on access and mobility. The first centered around the connections plan. Other additional improvements that community members wrote in on were: Verbatim comments can be found starting at page 25

- A larger majority of participants liked and agreed with many of the details of the connections plan, but some expressed that the plan did not go far enough and needed greater and more enhanced connections to and from the site.
- Many respondents agreed with the increased access to the improved transit and shared services
- Many participants expressed the need for enhanced bike networks (buffered, separated, and lower speeds) to and from the site.
- Some participants expressed concerns about spillover parking in the area and increases in vehicle traffic in the area.
- Some participants suggested a greater abundance of and focus on the green and open spaces throughout the area to prioritize nature in the city.

The second question was on the Access and Mobility Strategy, which provides for a range of programs and improvements aimed to leverage investment for an enhanced range of travel choices. Participants were asked if they had feedback regarding the proposed parking district for parking management and regulation, multimodal improvements and a future mobility hub.

Feedback included: *Verbatim comments can be found starting at page 31*

- Many survey participants agreed with the neighborhood Eco-pass program and even suggested extending the program deeper into surrounding neighborhoods.
- Many of the participants agreed with the inclusion of the mobility hub and expressed their desire to see more spaces for shared-vehicles and alternative mobility options.
- Some participants did not agree with the parking ratio of 0.8 spaces per unit.
- Some participants suggested extending parking program deeper into the neighborhood to mitigate the perceived parking impacts of increased retail, housing, and office space in the area.

All verbatim open-ended comments follow.

## Verbatim Open-Ended Comments

### Question #1: City Site - Other thoughts about the Center and West blocks regarding preferred options?

the higher end of residential units (260) + mixed use in Option C is fine

I believe all scenarios are too dense and are not representative of what the surrounding community really wants or the neighborhood character.

I'm not sure why you are not giving us a choice that has option D in it. Mixed use with more/stronger civic presence as that would be my preference. Housing would be between the low number in D (which doesn't seem like much) and the #s suggested in C.

I have lived in this neighborhood for twenty years. High density housing and tall buildings will destroy the well-established neighborhood. In addition, the current infrastructure, without expanding Broadway lanes, cannot accommodate increased traffic.

I strongly prefer Option A only. Option C's has too much potential for too much density (taller apartment buildings)

WAY TOO MUCH DENSITY! WAY TO MUCH in Both Options A and C. I do not support any of these options.

The more density the better

Housing goals are too high. Parking plans are inadequate.

I want options similar to D, where density is kept low to be consistent with the surrounding neighborhood. I DO NOT want hundreds of units crammed into a small space which will lead to overuse of parks, roads and services. I do NOT want blocked mtn views!

No, I do know, but the option is not presented here. I prefer LOW density housing with city employees located at the site

I would prefer mixed use.

Please bring back the low-density option! That is what the surrounding neighborhood residents strongly prefer!

We have a housing crisis. This is a great location where people can live without a car. Please consider land trusts with a small number of shared electric vehicles to pursue our transportation goals.

I prefer a lower density 1, 2 or 3 story option not shown

I don't see a low-density option with buildings 3 stories or less. That's what I'd like to see.

I do love all the options. Priority order for me would be B, A, C, D. I would also be interested in a hybrid approach if there's something in the middle that would satisfy more concerns.

The information online is impossible to read

I am opposed to high-density housing on this site, or any structure over 3 stories.
Lower buildings on Balsam. Green space interspersed throughout the site.
I am disappointed there is no low-density options, as Council voted to remove from consideration the 50-110 housing units supported by nearly 75% of survey respondents. The traffic study is a draft and missing half the report. No transparency!
This is such a great walkable neighborhood. Adding critically needed housing will allow all to be part of it.
High density is important along this transit line and to add much needed housing. Mixed use areas must also be included to maintain this area as a walking neighborhood and enhance walkability of neighborhoods to the west.
I strongly support as much housing as reasonable
Nothing over 3 stories. Leave the shopping center alone!
As a longtime resident I truly hate to see the heights greater than 35', we invested a lot in keeping Boulder a beautiful place to live, work and play. This ballooned from relocating City offices to maximizing housing in this neighborhood. Too bad.
Address our climate change emergency by creating a vibrant space for community life and local government services focused on equitable, affordable, and sustainable living...60k people commuting daily into our city is NOT sustainable - need aff. homes!
I prefer the less density options at this site.
Preserve views of Flat Irons.
do not block the wave lights on the ideal and moe's shopping centers
Center and west blocks are good locations for new housing, but not for height greater than 3 stories.
I mean housing prices are absurd, we need more places to live.
How about Option D?
Your graphics are incredibly small and you cannot enlarge them. You can't request feedback on something we can't read. Your first option tis incredibly biased adding in a "value statement" who wrote this survey???
Subsidized plantation housing is not "affordable housing". Building 4 stories is a reduction in quality life that insults the financially challenged. How many millions of future tax dollars will be lost by destroying the sales and commercial tax base.
Less density and lower building height than these plans. And adequate parking for residential and commercial units. Providing 0.8 parking spaces per residential unit is inadequate. US census figures show close to 2 vehicles per unit in Boulder.

The city is facing both a critical housing shortage and an abundance of vacant office/retail. I think that even the ground-level retail mentioned in plan B is too much but is the best option overall.
I think it would be out of character for the area to have high density housing here. A mix of housing types would be more appropriate.
I do not prefer any of the options listed above; why have A and C been lumped together? The lowest density option which was removed from consideration by City Council is the option that 75% of a group of 525+ neighbors of the area indicated they want
Please don't be swayed by the vocal minority of "neighborhood" people who are anti housing. Housing is a human right, desperately needed, and important to meet our climate change goals.
We desperately need a downtown dog park (can be small!) and skatepark! A little cafe and nature element (stream, trees) with high-density (New Urbanist so includes small parks, common mail, public gathering areas), green-built & affordable housing, pleas
More public and social spaces should be incorporated to expand this area as a neighborhood
I'd like to see the west block be market rate housing. That would help to blend the new housing in with the existing market housing in Newlands/Mapleton
These are all too high density. The neighborhood cannot safely and comfortably handle so many new residents without creating major traffic jams and unsafe levels of traffic.
Might consider denser center block if was clear traffic and parking won't be an issue, like housing for seniors. Automatic Ubers are not yet a reality.
I'd like to see very high density housing - but it seems no one wants a lot more cars. Maybe it's time to explore options that would limit the number of new cars moving in and encourage car-free living for many of the new residents.
I'd like to see lower density and height throughout the area
I am not sure why we are pushing for higher density when the end result will create too much strain on the city's infrastructure (roads etc), gridlock and and a loss of integrity in our current neighborhoods. I would much prefer a lower density option.
Please limit building height to 3 stories. The area's views will suffer otherwise, plunging the market for surrounding buildings.
Please stop building housing
High-density housing on the A-B site will improve walkability in the neighborhood, and with it, affordability, health, quality of life, and our climate impact. Also, allow mixed-use (especially retail) on the ground floor of the entire Alpine-Balsam site

High-density housing on the A-B site will improve walkability in the neighborhood, and with it, affordability, health, quality of life, and our climate impact. Also, allow mixed-use (especially retail) on the ground floor of the entire Alpine-Balsam site
A community needs both seniors and children in close proximity as well as "breathing space". Options A & C seem more able to achieve that.
These all still show too much density for the neighborhood. Development on the Broadway corridor should be treated similar to Holiday neighborhood, not like Boulder Junction.
I think it's wrong to group the options the way you have here. Doing so brings into question of this entire exercise.
I would love to see a community land trust established on this site, not a CHDO. Let the people who live there and the community at large be the main drivers for this site and allow the CLT to purchase the site from the city.
Do not add multi-story housing! Too congested already and will change the feel of this neighborhood for the worse
A IS BIASED QUESTION
Prefer no housing/ community only
I prefer option D
I like a combo of A&B - Incr space for housing but limit ht to 3 st, or at least req a setback of top floors
Against high density / tall that block view of mountains.
Height is an issue in any plan over 3 stories.
More affordable housing but not as dense. * Four story not allowed in Boulder.
HD Housing, mixed use, retail and restaurants (both and)
Neither. The city should not act like a corporation to create HD to recoup some of the money spent for the site.
Affordable senior housing - NOT high density!
I am concerned whether the density truly addresses the affordable housing issues since all options only refer to singles, couples, or 'small families'
I like option A only. Housing.
A is best option of four
Affordable housing
I prefer that 100% of the units be some level of 'affordable'
I prefer Option D

Senior living complex
Senior living for low-income
Affordable housing is my #1 priority - Especially if you can guarantee (and prove with stats) your statement that 'fewer trips generated than estimated from active hospital. Also - Elevators needed in all multi-story buildings - think of us aging folks.
No strong preference
I prefer higher density but question becomes transportation
Not sure what traffic impact of higher density would be.
Option A with senior housing as a must
I prefer option D
Option D

<b>Question #3: Other factors to clarify regarding co-location of city and county services?</b>
walkability and bike infrastructure improvements from Iris & B to groceries and destinations. Tradeoff should not be more cars required for daily errands
The value to the community is not clear for having consolidated city and county services. Dispersed areas of services doesn't bother me. I think it's easier to get what I need now & I don't have to worry about single site congestion.
A NEW VALID TRAFFIC STUDY - NOT DONE BY FOX TUTTLE!!! Please.
I am still not clear why re-use of the full hospital building was taken off the table. This never seems to have been adequately explained or justified.
What incentives can be implemented to keep driving to a minimum? Don't base traffic analysis on standard, normal patterns.
The opportunities to locate civic uses, services and new energy at the BVRC or BJAD are significant and should be explored with partners, politicians and a new civic use working group.

Involves city & county negotiator, which will take too long
Civic campus only makes sense if it provides access to city and county services for local residents.
Iris/Broadway is a much more appropriate area to put additional (AFFORDABLE) housing units. The roads are also better equipped to handle increased traffic. I would still urge buildings not to exceed 3 stories to be consistent with our existing community
I don't think city services should be there either. Move city services to another location. Not the most expensive real estate in the city. Move out east like the hospital did.
Consider this project alongside the iris/broadway one and do t try to cramp everything into this one site. This will ruin our quite family friendly neighborhood. For example bring city offices here and housing to iris/broadway or vice versa.
The ballfields are a gem and the buildings have historical value...DON'T DO THIS!!!
There is already enough congestion at Broadway and Iris. This type of development will add to it and have traffic flow into adjacent neighborhood.
Iris & Broadway is a much worse location for housing. A car is more likely to be required there and is not a mixed use/walkable area.
I prefer 1,2, or 3 stories and lower density for the civic option.
I think the civic campus is a good idea, but I'd like to see buildings no higher than 3 stories and ample parking provided to minimize overflow into neighborhoods.
It's hard to go with Option D without knowing that we can still make the affordable housing goals here and at Alpine/Balsam. But I would totally support this if we could get that overall view.
Dangerous to have all city and county government in one place
The idea of a co-located city and county service center is my highly preferred option
Balsam has become a large bottleneck of traffic as it is now- adding more traffic flow there will make using Balsam a complete traffic stand-still. It also floods significantly on Balsam which is another factor to consider. Probably not the best spot for
I am adamantly opposed to anything above 35 feet, I encourage a brand-new traffic study NOT completed by Fox Tuttle. The area plan Options are still too high density. Publish ALL the raw survey data to the public
The timeline for redevelopment matters. We've already waited years for Alpine-Balsam, it's hard to trust that any commitment will actually be followed through on.
Affordable housing is the top need. If Option D is considered, it should be because it allowed more housing at the Iris site than Option B does in total.

Alpine Balsam is such a great location for housing and mixed use, given access to the SKIP and Ideal Market shops. Iris and Broadway simply isn't as excellent of a walking neighborhood.
Please save the baseball fields at Broadway and Iris. Otherwise you are destroying a community area and a dedicated park.
Leave the county offices at Iris and Balsam. Where is the city planning to get the money for all this development? Don't density north Boulder. The traffic would be insane.
A civic campus is inappropriate for Alpine-Balsam.
Putting housing onto the parking lot of Idea/Breadworks is unacceptable, parking there is already oversubscribed. Shoppers need a vehicle to carry all their groceries, especially the elderly in this neighborhood area.
Need to identify other creative solutions to house common services AND attain more affordable homeownership. Factors provided indicate need to shift from planning framework to an outcome-based process.
do not block the wave lights on the ideal and moe's shopping centers
Very unclear from this presentation what is meant by "housing built at Iris and Broadway" - no information has been provided re: this tradeoff
If you are so concerned about the housing shortage, focus on housing. Keep the CITY and the COUNTY separate. Do not hope to get high density at the current county site.
Creating pedestrian friendly areas and public spaces not car focused
"Parking" is an overwrought issue in this city - there is a huge amount of on-street parking in the neighborhood and in the neighborhoods surrounding the site.
This would be really expensive, for minimal benefit to the community. There are better ways to spend our limited funds.
Points 1,2, and 3 above should all be examined in making a determination on this
I think that the City/County would benefit from collocating staff; I would absolutely expect high-density housing to go in at Iris and Broadway, were that to happen.
Bikeable! Walkable! Enough car-centered development!
Wish we could go higher than 4 stories on housing so we could do both.
I would also like to know what kinds of services would be moved here, how parking would be accommodated, and traffic studies for this kind of development.
This site needs compact, walkable urbanism mixing smaller hsg in 3-5 story bldgs with and abundant retail. Parking needs to be very limited. My essay: <a href="http://www.boulderblueline.org/2017/02/26/redeveloping-the-boulder-community-hospital-site/">http://www.boulderblueline.org/2017/02/26/redeveloping-the-boulder-community-hospital-site/</a>

Elimination of the ballfields on Iris would be a great loss to North Boulder
I think City campus is a good idea but I'd like to see lower height and density for this area so I wouldn't vote for this option if it means tall dense buildings.
a new beautiful combined city and county campus with mixed use development including some housing could be a great addition to the city if it's done appropriately and fits the context and character of the current neighborhood and is not over built.
Relocating to Broadway from Iris poses a potential traffic problem. Unruly customers/residents are often noisy in the Iris parking lot - a much better place to be noisy.
Over the last 10 years, Boulder has supported job growth while suppressing housing growth, and as a result, 60% of employees are forced to commute from outside Boulder, which leads to congestion and emissions. The top priority needs to be more housing.
Over the last 10 years, Boulder has supported job growth while suppressing housing growth, and as a result, 60% of employees are forced to commute from outside Boulder, which leads to congestion and emissions. The top priority needs to be more housing.
Would like new Option E which looks like Option A except that it has Option D's treatment of the city-owned hospital site. This would minimize size/scale of government buildings.
It is completely ridiculous to propose a commitment about development on Iris-Broadway site with ZERO community input on those proposals. There are as many (or more) challenges at the Iris-Broadway than exist here.
Identify other location options for city and county office space.
I don't want to see more city and county offices. WE NEED MORE AFFORDABLE HOUSING FOR TEACHERS AND SERVICE WORKERS!!! I have lived in Boulder for 26 years as a renter and I think I and others like me (low and middle income workers) deserve a chance.
prefer city/county located off foothills/ if AB is CC offices, park outside and bus to city center
Why would you move the offices on Brwy + Iris instead of putting city services there? Seems like there's space to develop B/I campus, add buildings offices there, plus better traffic/ parking options.
It looks like option D would have little to no affordable housing - not good. Also the AB area is a more walkable area- better for housing.
If more floor area is needed, more density (higher bldgs along Brdwy can be considered.
If moving county to AB frees up the Iris/Brdwy site, then that seems like a good tradeoff. Don't feel it's necessary to move a significant portion of city offices to AB.
Please emphasize Homeless housing at either site (meaning also Iris/Broadway).

This city/county should be planned for the Iris/Broadway site.
The amount of traffic in and out of neighborhood.
More middle-income housing options. I make too much for income restricted and too little for market rate housing. Next year I will need to move from my restricted unit; I'd like to be able to afford to stay here, where I work.
We still need restaurant and retail to support office uses. More than housing is desirable.
The main reason for the purchase was to consolidate city offices. If all depts can be located on the site, then county offices can then be considered.
CITY property for housing for CITY residents - let the county find space elsewhere.
Density is great but don't build parking - NO CARS!
1- Keeping at least 2-3 of the 4 ballfields; possibly using some of this space as a year-round usable green space since the ballfields are only in use 2-3 mon/year 2. Ensuring access via bus and bike.
I like D as the land use option. I want City/County offices plus some housing.
Maximizing affordable housing for low to mid-income and for a variety of needs (single, families, senior, etc)
There's enough market value housing in Boulder. Make these Affordable!
Iris / Broadway does not have easy access to retail and groceries
Traffic analysis is to what end? Density increases overall at AB site and Iris and Shining Mountain and Mapleton.
This is a nicer area for housing

<b>Question #4: Other thoughts about adding housing in the Commercial Center?</b>
Not sure buildings are significant historically, but you can include design elements from existing buildings into new mixed use for nostalgia
Leave it the way it is. These are successful retail centers currently. There is no option above that allows people to pick that as an option.
If you achieve the housing numbers you seek with any of A-D, I don't see the need to keep filling the space with more housing. The changes about to be made will be demanding enough on the area and additional housing - NO MORE - enough is enough.
Perhaps in areas that are currently parking (if parking needs can be addressed) along Broadway up to *2 stories*

We run the risk of destroying what makes Boulder special (views, little traffic, no high rises) by adding houses in this area. Please, please, reconsider.
WHERE IS THE OPTION that SAYS, I DO NOT WANT to ADD HOUSING in the Commercial AREA!!!
When adding housing density to Boulder, keep retail on the ground floor.
Much as I like the current commercial center and its neat old architecture, it is pedestrian unfriendly. A redesign that makes this better for peds, bikes, and hanging out could be great.
Important now to establish the policy for a broader, more complex, denser urban hub here is critical mostly because of the TOD and central Boulder context. This should eventually become the most innovative, creative and dense walk to destinations anywhere
The parking next to Ideal & the block to the south should be left. That's one of the factors that makes the center convenient
NO!!!!!!!!!!!!!!!!!!!!!! Why is NO not an option here? It is RIDICULOUS to consider adding housing to our beloved community center. It should be historically preserved and maintained as a community gem with NO additional stories added, especially housing!
Again, the option is not even on this survey. NO housing in the Alpine Balsam shopping area.
I do t support housing here - why is there no option to keep it as is?? I can't pick of the ones you are listing. You are destroying historic Boulder and it is so sad.
Work on traffic issues before cramming more people and cars into these areas.
I'd like to preserve the historic Ideal Market/Community Plaza as it is.
I'd like to see the shopping centers with Breadworks and Ideal Market preserved without additional stories. They have a unique historic flavor that really adds to the character of the area.
I'm opposed to changing the character of the current Ideal shopping center area. Parking and congestion are already issues in this area and these buildings are central to the neighborhood feel of the area.
Adding housing in this spot just seems like a treadmill. Everyone wants to live in Boulder- Boulder will never be able to accommodate everyone. Just a fact. Making life harder and more congested for those of us here sounds pretty unfair in my opinion.
It is imperative to maintain the commercial and business uses, particularly as it seems there will be little retail or restaurants in the new development.
Landmark the properties to protect them from developing them!
In this area, it is most important to preserve the mix of locally owned and wide variety of retail. The current commercial owner seems to be pressuring out tenants and that is very disappointing.

I love the idea of replacing "parking craters" with housing. This area has great non-car options and the giant parking lots detract from its character.
Ground floor commercial/retail + high density housing is a good design. More of that!
Leave it alone and one story. This type of development will totally change the character of Boulder. Too dense! Too many people. Traffic is already bad.
There should be no changes to the historic Ideal retail center. It is already at capacity in terms of use. No changes.
I STRONGLY REJECT changing the historic commercial Ideal/Breadwords buildings and parking areas. As much as your transit plans depend on bikes and walking, etc, seniors and handicapped persons cant and won't use those modes to use these venders.
Identify creative solutions to add both housing AND enhance commercial area. For the City, this should include providing incentives to provide mixed income homeownership at limited cost to us (the City residents)...
Unclear what is meant by "areas that are currently parking along Broadway" Does that mean the two large retail shopping centers west of Broadway only? If so, I favor no new housing in those two areas.
I don't know. This question is confusing. If the question at the shopping centers, then my answered would be "no".
No added housing in the commercial area is not an option. Please provide a quality survey.
The commercial center is the heart of the neighborhood and should be preserved as is.
In general, I prefer adding housing to adding parking if transit/pedestrian/cycling connections are also improved.
option 3 aligns most closely with my views; parking is critical to serve retail appropriately; if you remove parking, you remove whole segments of customers and make retail inaccessible during certain times of year
Please - if Benjamin Franklin's 5 & Dime store were still there, I would be attached to the "historic" significance. Housing rights and climate change are more important than the iconic 60's strip mall "wave" over Ideal Market/Moe's.
would be great to use existing buildings/anything historic, but more housing needed!
We should look at going higher than 4 stories - we do by campus
This should be a destination neighborhood. local housing will support a thriving neighborhood activity and businesses. it should be dense, affordable, walkable housing that increases the "core space" of the city
Under no circumstances should the shopping center parking lots be removed. There is already insufficient parking and you are talking about adding in a substantial number of new residents.
This site should be exempt from parking. Add as much housing as possible and keep parking minimal in quantity and priced. Do not let parking limit the amount of housing provided.

DO NOT BLOCK view of Ideal and Community plaza from Broadway. These are iconic to the neighborhood. It is NOT a “strip mall”
I would love to see housing added and parking removed. We need to stop incentivizing car-centric living and create housing where car-light living is possible and desirable.
I'd like to see the commercial area stay like it is with no more stories added above.
No more than 3 stories max for any height to keep view
I don't think any of these choices are appropriate. There should not be re-development of the current commercial areas for the purposes of trying to create a denser housing area.
Stop developing Boulder!
I live in this neighborhood and I've never seen the parking lot more than 50% full. The combination of high-density housing and TDM programs will help to build a less auto-centric and more walkable, bikeable, transit-supportive community.
This neighborhood has good biking corridors (9th, 13th, goose creek) and access to bus lines that make it ideal for increased density without increased parking.
I live in this neighborhood and I've never seen the parking lot more than 50% full. The combination of high-density housing and TDM programs will help to build a less auto-centric and more walkable, bikeable, transit-supportive community.
Housing in the commercial center is highly desirable, especially because of the character of the two beloved centers. Other than those two centers, most other commercial buildings in the area lack community character and could be replaced with mixed use.
Where is "none of the above" as a choice? (You are limiting feedback to these questions and then claim that the majority of respondents support these approaches which is likely false. You need to include none of the above to all or your survey questions
Obviously, it depends on the actual design.
Why not build up to 5 stories. Will-Vil and several senior apartment buildings are well over 5 stories. Why can't low- and middle-income citizens have the same opportunities based on increased density?
Not in favor of housing in this area
Most housing units esp for low income / homeless neighbors.
Not in favor of adding housing to this area, there need to be open areas to feel able to breathe, see the sky, look at the mountains.
Mixed Use

Single story commercial with big parking lots is a waste of space.
Broadway too noisy for housing
I'm not in favor of increasing development E of Broadway.
Please don't add housing in the commercial center.
DO NOT make this area look like all the newer 30th street apts - all wrong!
Redevelop the strip mall! Get rid of parking
The current retail has pretty unique character that should try to be preserved.
Would be good to have public spaces in here, even if adding housing (which I support). Placemaking? Green space?
You've got to be kidding (3 & 4 story options)
I am not on board with saturating Broadway with density - I would like to see it punctuated with green spaces like the one we lost at Washington School.
We like affordable housing.
I do not want Broadway to become an urban canyon (3 & 4 story options)
Not in front of Ideal or Community Plaza! The neon and sign / architecture are core to neighborhood's character. Over them is okay.
No parking. On street only. Historic is going back in time (reconfigured option)
No additional housing in (unclear)
Preserve views building tall and up to sidewalk = not. Being able to relate to it Being Boulder - could be anywhere otherwise.
3 & 4 story buildings are not desirable
Same density as Newlands

**Question #6: Other preferences for Broadway South of North Street?**

I'm simply about small scaling the area and am just not sure why this has become such a focus to redevelop. It's fine as it is and is a shame that you cannot just leave it (with some housing and commercial at the old hospital site).

Neither!!! I was forced to pick one. What kind of survey is this?
Respect the beautiful historic homes along Broadway. 2521 Broadway is a GREAT model for how to add density to these lots.
Creating safe comfortable and wonderful experiences for people to walk, cycle and take transit will require infra changes. This is the way to achieve that while still reflecting the unique historic character. New lighting, transit stops, amenities redev!
Leave the current parking alone
Again, this coveted area of town is not an appropriate place to add tall buildings just to increase density, which DOES NOT equate to more affordable housing. Please maintain mountain views for those of us already living in the area.
Allowing buildings over 3 stories should be completely off the table. There will be no views of the mountains from the east.
You need to add more commercial services like groceries and eateries, cafes - ideal market cannot take all the density you are proposing? Does any of you live here? It is already totally cramped at Whole Foods and ideal area around rush hour, no parking.
2134 S Walnut Street
There are some historic buildings in this area that should be preserved. They help separate the Alpine- Balsam area from downtown. I think this separation is important to preserve.
Boulder Realty Group, LLC
For those of us living within blocks of this project we can tell you that congestion and parking has already hit us hard. Minimum housing and potential office space is my preference.
This spot is right along a transportation corridor and a great fit for incentivizing more housing.
Less density!!!
As with other of your documents, you fail to define your '*' values. Poor survey!
I do not prefer either of these options .... should be able to go to 55' (design will dictate)
Protect views of Flat Irons.
I would rather see this limited to two stories.
Broadway is a major street so higher housing stock is appropriate here, and with proximity to Pearl lower parking ratios are also appropriate
4 stories is not that dense, especially if you're still zoning with mandatory parking minimums.

I don't favor either option above! Why are these the only two options? What about those who favor mixed use up to a single or two stories? Additional height will create more of a big city feel and obstruct open skies and views for al
This close to the mountains I do support a 3-story height restriction, even though I am vehemently pro-housing.
Whether three or four stories, affordable housing (or housing that's affordable ;) ) should be prioritized. Some mixed use will keep it a real community--folks want parks, gathering places like a cafe or bookshop...
More than four stories
Over-developing the area will lead to massive parking, traffic, safety, noise, and other problems. Find another place for new housing.
<a href="http://www.boulderblueline.org/2017/02/26/redeveloping-the-boulder-community-hospital-site/">http://www.boulderblueline.org/2017/02/26/redeveloping-the-boulder-community-hospital-site/</a>
I think mixed use is great if it increases the amount of housing where it would otherwise remain flat. However, I would prefer replacing commercial buildings with residential ones if it means more overall housing.
Keep the historic buildings. They separate area from downtown.
I favor no development of this area at all and why would you consider above three stories in this neighborhood?
Boulder should support density where it makes sense, and AB is one of those neighborhoods. It's along a transit line and a short walk from Downtown Boulder. The City should infill these interstitial neighborhoods w/ mixed-use buildings to enhance walkable
Boulder should support density where it makes sense, and AB is one of those neighborhoods. It's along a transit line and a short walk from Downtown Boulder. The City should infill these interstitial neighborhoods w/ mixed-use buildings to enhance walkable
Three story maximum. Please do not turn Broadway into another disaster like Canyon with looming buildings.
Typical designs for mixed use *and* housing is unacceptable. Orient away from the road and provide superior aesthetics with heterogeneous *land* ownership.
The more housing the better!!!
Most housing!
No increase in height and density.
It would be great if development here could share the existing parking garage and didn't have to build new housing.
Low Income Only housing
Low income and Homeless housing needed as mentioned before.

The mixed use would be the best for the town and the neighborhood, option C
Both are good (3 & 4 stories)
Both are BAD choices. My choice - NO retail/ commercial on first floor, use for housing ONLY.
I favor the current configuration
Best varied in height
2 + 3 stories
I favor not impacting the viewshed along Broadway
happy house picture by kid
With retail mix
Housing, not mixed use, up to 3 stories.

**Question #8: Are there additional improvements needed in the area that are not included on this draft connections plan?**

1-7 make sense and should be considered. I'm not sure what 8 is exactly. Light rail in there? Is that a track? Anyhow, that seems a little farfetched if it is. And I REALLY REALLY REALLY hope you will consider some underpasses to help move pedestrian type traffic across Broadway. Like near/around CU. If this area is going to get developed to encourage pedestrian traffic, then PLEASE do not expect the car traffic to stop every 100 yards for blinking cross lights. The intersections will barely support the demand of people wanting to cross. LONG TERM, the underpasses will make it so much easier to share this space that will be filled with people on the west trying to get to commercial on the east side. PLEASE give that consideration. I personally was in a car accident because a pedestrian stepped out into the road in the middle of the block as she was hopping off a bus and didn't want to walk to the corner. While that's personal, it's an example of how pedestrians will act going forward and underpasses would be a helpful solution.

Hard to say, all these graphics are very hard to read!!!!

A realization that people in Boulder drive cars and park their cars for all kinds of reasons, all the time. Even those that try to bike often, STILL drive their cars and park their cars. At NIGHT, when it's WINDY, when it's SNOWING and ICY and when they have to carry anything that can't fit in a backpack. Users and Lyfts and ride sharing are STILL CARS and in most Metro areas have been proven to INCREASE traffic, not reduce it. Please plan accordingly.

I am skeptical of the use of multi-use paths paired with buffered bike lanes when there is an opportunity for capital construction. Consider full separation of bike lane along Balsam and 9th. Buffered is good re-striping solution when capital construction is not an option.

The connections WEST of ninth through the park to WELCOME neighbors along a new habitat/recreational and park amenity is so key here. I am amazed how our progressive city does not want to address this issue. It's a wonderful part of the future here if leadership decided to take it on rather than be intimidated by the common no no's! Of course, a system of Alpine Balsam streetscape features are also part of this. It is NOT a separate idea. Let me draw it all up for you (free!!!) and work with your engineers to demonstrate the amazing potentials for creative landform modification, stormwater mitigation and recreation/art in the park and along the public row..

More green space

Looks good!

More green spaces, more community areas, less buildings crammed on to the small site.

I can't read this document, but I wonder if public transportation is being added to this site. With the proposed housing and limited parking, how will all these residents get around town?

Parking parking parking! It is already very hard to park around dismal market at rush hour. The density you are proposing will destroy this neighborhood and quality of life here. I guarantee you if you go along with high density people will start moving out of this neighborhood. How about a new school? Foothill elementary is currently full and can't take more kids. Have you thought of all these details?

For someone living here with small kids I am very upset that you removed the low-density options. And generally, upset that you are trying to turn Boulder into a metropolis. You need to be fair and include low density people on your team. Boulder is a small town with plenty of beautiful areas around and in nearby towns - 15-20 min away! Look at larger cities around the country! People commute hours! This is not the case here. You will kill this town if you try to give a property to every soul who wants to live here.

Balsam has fast moving cars during commute time. It should either be a protected bike lane or have speed mitigation and reduced speed enforcement.

I think it would be good to look at patterns of biking/walking that are common for the area already. I think there is a lot of traffic from Southeast to Northwest. Making sure there's one or more natural routes optimized for that pattern would be a plus.

I can't read the plan

Need a dog run along the Southern side of No. Boulder Park

Parking, traffic, flooding. Yes, it would be nice if everyone used their bikes for transportation, but this is not realistic. Out weather does not allow for it many months of the year and the number of people that can actually live by the bus schedule is minimal. Reality: people have cars. One person = one car. Do not try to ignore that fact. Also, our wonderful park will be over run. Most families in the neighborhood moved here to be near the park and enjoy it as it is.

11th Street between Balsam and Cedar to stay one-way and not continue through to the south through the development. Great idea to have the green space on Balsam between 9th and Broadway as flood mitigation.

Keep 10th and 11th St. one way going South from Cedar to Balsam. Do not change the existing one-way streets!

I'm excited to see better biking infrastructure in my neighborhood! I hope it will include ways to make those who make right turns at Broadway and Balsam in a car aware of the many cyclists who also use this intersection.

Creating better bike access from the 13th St neighborhood greenstreet to the Alpine Balsam would be great. Pedestrian and bike traffic from the site to Pearl St and Alfalfa's (not just Ideal Market) should be considered.

Way too dense.

I have a considerable disagreement with the transit plan, especially asking the commercial properties to pay for parking access to their locations or asking customers to pay for parking. The only thing a neighborhood parking permit has done on the Hill is force student parking to move further into the neighborhoods. Same result would be true here.

We now had Co-Op housing within the neighborhood, and they would suffer an expense for parking permits for their occupants. Not to mention the parking overflow from the housing densities your "offering" for the area.

I think it is/was less than forthcoming of your adjusted parking estimates based on the Depot Junction parking use. The Depot apartments are a very different case from a family neighborhood where adults go all over the extended area to work but teenage drivers also need to park their vehicles as well. Try telling a high schooler they will have to give up their car for a bike for their Saturday night date.

I don't think the company that did the transit survey actually spent any time in the area. It is gross negligence to suggest making the Balsam left turn at Broadway three seconds longer to let that lane clear when if you are going south on Broadway turning left onto Alpine you are lucky if one or two cars can make that turn now. A similar difficulty arises with their suggestion of a left turn lane at Alpine and 9th: the visibility of cars coming over that 9th St hill is so poor that a left turn lane is unreasonable.

Connections are important and should support the best use of the property.

Parking structures located at the north and south ends of Broadway, connected by a tramway line. The price of parking at one of them includes all-day Broadway tram use for vehicle driver and passengers. This could reduce city-center vehicle congestion and need for downtown parking. Plus, tramways are fun to ride and may attract tourists.

I think keeping height below 35 feet is crucial.  
Mixed use is crucial with some areas for civic or public use.  
Dense housing without much else would be the worst option

it is impossible to comment on this because you can't read the detail. I have not seen the details of a parking or traffic study. Please consider the impacts of more density to the traffic, use of land, etc. Show realistic and data-driven proof that this density will not impact current traffic in that corridor.

There is not adequate parking provided for the increase population proposed.

What plans are there for improving north/south bike connectivity through this corridor? (If this is covered by the street improvements on 13th, please disregard.)

The multi-use path is useless. It doesn't connect to the ideal market area, and it doesn't connect well to the bike lane on Balsam. Continue the bike lane on Balsam on both sides of Broadway since that is the safest way for bikes to travel in this area.

I don't know if the circles indicate proposed traffic circles, but the traffic circles in this area are unsafe for bikes and cars. They are too small to "occupy" the circle, so it's not clear who has to yield if traffic comes from two directions at once. I refer to them as 4-way-don't-stops. They are bad for bikes because they have to merge with traffic, which creates a conflict point. A proper traffic circle needs to be large, like the one at Cherryvale and Oregon.

Also, please don't try any "shared street" nonsense like on Junction Place near Pearl. People and bikes should not roam free in the streets.

9th Street is not great for bikes due to it being a steep uphill on the southbound side; the area of Balsam and 9th is often easily flooded during rain making bike access more difficult.

Not informed enough to offer an opinion.

Would be good to hear about more green-building practices--solar, eco materials, reuse, bikeable, walkable, trees, parks.

Can we consider banning cars inside the site?

Electrified transportation - thinking about a trolley network, saving space for bike paths, dedicated bus pull offs.

Not sure how you would do it, but it would be nice to extend the multi-use path (or at least make pedestrian + cyclist friendly improvements) along Balsam Ave to 13th street and then improve that intersection. This would give better connectivity to the new development area for those coming off the multi-use path at the dead-end of 13th, and hopefully make the intersection of 13th and Balsam a bit safer. Currently cars run the stop signs at that intersection constantly, and the sidewalk along Balsam ave north of ideal market is narrow and ill-maintained.

What is a neighborhood greenstreet? What are pedestrian activity centers? Are you saying you will replace the parking lots for the shopping areas? You will need to consider traffic moving up to 4th Street as 9th and Broadway get worse and worse.

Broadway needs to be narrowed to 3 lanes adjacent to the project site. Design speeds for street need to be lower than 20 mph. Buildings need to abut streetside sidewalks. Eliminate all suburban landscaping and setbacks. Setbacks between buildings need to be much smaller and much more human scaled. Internal streets should be very narrow and human scaled. No surface parking should be provided except on-street parking.

City, county and higher density housing will create parking issues. People still need a car to go skiing. Be realistic. Again, don't mess up Ideal and Community plaza. Need to park to get a bagel on way to slopes.

I can't tell if this plan addresses the needs of taxis and ride share services. It would be great if such business could thrive in these planned neighborhoods to make it easy for new residents to get around without owning a car and incurring the cost of parking a privately-owned car. Of course, walking, biking, and public transit are preferred but sometimes people need a ride in a car.

I think the traffic issues need to be further delineated to minimize excessive car traffic and street parking in the current neighborhood streets. I think there could be real safety issues to pedestrians and bicyclists with increased traffic. There are already multiple times every day when the traffic is significantly backed up and aggressive drivers are making some of these intersections unsafe. Adding more cars and traffic to the area will only exacerbate these issues.

Have you ever considered not developing every square foot of this city? If not, please do.

It's really hard to see this image. Without much context, these open-ended comment boxes don't seem productive. I'm new to this conversation.

Prefer narrow, walkable streets with just enough room for emergency access when necessary. Allow for interstitial, small-scale green space.

none

who is the architect/ build garage in NBP/ remove 2 level roundabouts on Balsam and replace with breakaway to stop accidents and allow fire truck/ one way on 4th, other on 5th

Would like parking outside city and bus transport into city center.

Hey! The sidewalk on Broadway W side between Evergreen/ Forest - a section where landscape/ fill dirt does not meet sidewalk, seems like hazard/ easy to turn an ankle.

Better bike/ped crossings at Broadway, Alpine-Balsam

Make improvements for biking / walking along 9th so kids have safer access to Foothills Elementary. And car traffic can decrease. Or, help new neighbors form carpools/ or walkpools.

Need to show Existing and proposed ped connections. We need to preserve ped midblock connections (and bike conn where possible) - Existing Broadway needs much wider sidewalks and protected bike lanes.

A ped crossing on the W side of the county MHP (connecting North to Alpine) would be great.

Break away roundabouts for fire truck access/ 3 hour traffic backups morn and evening. Counts because flex work schedules (unclear) traffic study is flawed, does not include other times of flow (\* I think)

Areas 5 & 6 are the look and feel and function that I'm looking for. It fits with NBP as an area where people can enjoy the best of what Boulder offers to the heart and soul of community.

Can't find plan (from Muni lobby OH)

Couldn't tell from photos but physically separated (protected) bike lanes, especially on Broadway.

Make sure you prioritize protected bike lanes.
NO.
Bike paths need to be added in addition to the existing ones that make commuting to anywhere else in Boulder easier. Currently in this area, bike paths are SEVERELY lacking. Mixed use housing or HD housing will only add to the traffic - so, Bike Paths!!!
Yes, need big spaces for parking.
We need more free parking spaces; free parking also for a fire truck, just in case.
None that I can think of.
We need a safe walking/bike route from 11th/Alpine straight to 10th/North, I'd also propose 10th be a bike route to Portland or Maxwell to ride gently uphill to 9th.
More Open Space for residents to enjoy outside. More information re permanently affordable. More info re: architecture proposed and more design re: needs of people & families. Not just stacked apartments and architectural dreams. More ped-dominant - as it is now cars dominate.
No additions. What is needed is real and full implementation.
Off Street Bicycle path from Arapahoe to Iris. Widen sidewalks on Broadway for Bike + Peds (like around 29th St Center). Continue to limit parking and encourage alt transport in this area.
Not sure - parks, children's play area.
Looks good.
Could the alley on North Boulder Park be reimagined as a pedestrian / local car access only/ desire line
Is there a link or access to the transportation studies? Anecdotally, traffic on 9th is and has been heavier with long waits to cross E-W on 9th.
Should have traffic calming on 13th - that 4-way stop at Alpine is a mess, and wide street encourages speeding
Public restrooms and bike lock storage
No Scooters, please.
Looks good, keep Boulder bikeable and busable.
Pedestrian zones without cars. Bike lanes / w/o cars.
See Below.
Not yet
More affordable housing.

Allow no cars in the area. Free shuttle bus service. People that live in the area would install mileage counters for a certain number of miles allowed. The mobility hub would fit with the car limitations.

Please work hard to make 9th street an Additional N-S bike & walking corridor. We have 4th, we have 13th, but our town is always short on N-S connections.

Don't overdo it.

Needs to be a turning arrow/ light for cars going South/East on Alpine from Broadway.

Looks Good.

**Question #9: Do you have feedback on the proposed Access and Mobility Strategy regarding the proposed parking district for parking management and regulation, multimodal improvements, and a future mobility hub?**

fully support transit-oriented development here

I just simply do not believe the traffic study. It doesn't add up. And you cannot rely on the idea that everyone will use bikes and Uber and not need a car. I think residents will always have a car and parking should be factored in accordingly. That'll be a giant impact on the existing area. Residents might use cars less because of the alternative options, but they will drive and that's where you are misgauging the issue. Traffic will increase. Right now, I cannot get out of any street along the east side of Broadway in that part of town without turning right. I RARELY can turn left (on my bike or car). The traffic is constant, and I just don't believe you've got a handle on it. You can do better here in all of this and be the BEST example for a neighborhood in Boulder by getting real with what's happening with traffic. I feel like you are copping out on this in a big way.

No new districts or taxes!!

Please have a new traffic impact study completed by a different firm, not Fox Tuttle. We have watched them do traffic studies and my 12-year-old could do a more thoughtful, accurate study. They provided a study near a CU development and waited until CU was OUT of SESSION to do the traffic survey. The citizens have NO trust in their results and the City and Staff should not either. We do not want our \$\$ going to fund inaccurate and poor-quality work where it counts.

the district needs to be as big as possible! And should include a broader leadership than the City. Please engage the private and nonprofit sector sooner than later. BUT we need a broad vision here. If we continue to timidly address these issues, I do not think we can be as innovative as we need to be. VISION of peoples improved lifestyle needs to be demonstrated big time!!! Move away from all metrics and simple idea bites to show the lovely mixed-use lifestyle here in twenty years. Link the vision to the actions now. P A L E E Z E!!!

Do parking changes in the city-owned acreage. Leave the shopping center parking as is. City parking goals suck. Minimize traffic congestion on 9th St.

Looks good!

This "traffic study" is flawed and incomplete. Increasing density even the slightest bit in this area will exponentially increase traffic issues and make the area even more congested. The area amenities are great in theory, but not utilized as much as they city is assuming, they will be. The only solution to keep this area livable is to keep density low and increase alternative transportation options both into and out of the area.

I think this development should pay its own way, and taxpayers should not be asked to chip in the funding. And the transportation issues should be addressed immediately, not as an afterthought to the development, which has been the way the city has been operating. Also, it is completely unrealistic to have multiple-bedroom units with one parking space per unit. Take a look at the condos around 29th and Bluff. They are two-bedroom condos, and most people have two cars, not one, therefore parking on the streets.

So many people packed into a small area parking is going to be awful. Covered/safe bike parking might help encourage people to actually ride their bikes more.

Related to the Neighborhood Permit Program to reduce parking spillage into the surrounding neighborhood: Those permits should cost the amount it costs to maintain the parking. We should not be giving away vast amounts of public space with free or reduced parking. We could be using that public land for so much more public good.

I'd like developers to provide at least 1 parking space per two-bedroom unit so that neighborhood impacts are reduced.

I'd like to see new development to include generous parking. I think growth should pay its own way and not impact adjacent neighborhoods. More traffic congestion and street parking overflow really impact the quality of life for residents. Capitol Hill in Denver is an example of what we don't want - high density, traffic congestion, packed street parking. It is no longer a neighborhood but a service area for high density residential and commercial development.

I like the idea of a transit spot and bus super-stops to make access easy and also allow for traffic flow around the stops.

I don't know what this means

Again, please base your parking plan on one car for each person. Anything less is unrealistic. The traffic will need to be analyzed as well. With the current traffic at that location I cannot imagine adding another 300 people to the mix. Ruining Boulder...

There is a concern that there is not enough parking and the increase in traffic. The overflow into surrounding neighbors is a potential problem.

Traffic will be a nightmare! I have ZERO confidence in the "blurbs" your traffic study you are sharing with the public. My view on the Alpine Balsam planning by city staff is that it is moving too fast. We still need to have lots of discussion with the community, particularly neighbors of Alpine Balsam, about what is appropriate for the site. My first preference is to take off the table this notion that we must have an area plan approved by October. I fear that we are jamming the community and I don't understand the rush.

Do what it takes to minimize new user parking in the surrounding neighborhood, but please keep low parking minimums for the new development.

This sounds good - it'd be great if the ecopass could extend east on Balsam a few blocks, as these residents are not currently part of any ecopass program.

Alpine Balsam, as mentioned, should definitely be an Eco pass neighborhood with access to shared vehicles (like Ego carshare). Given climate change, our focus should be on better transit, smaller (electric) vehicles, and decreased vehicle ownership. It's great to see that being considered here.

We should be designing this for a future where cars are no longer the primary means of transit. That where the city needs to go, and this project should help lead the way.

Ensure that parking prices, especially long-term permits, are set by market demands.  
Reducing the LOS for SOV should be a \*goal\* - reducing SOV use is the only way we will achieve our climate goals!

You are dreaming that car traffic will not exceed the old hospital traffic.

The traffic survey materials, sans the appropriate Appendix containing the actual tables and figures, are GROSSLY UNDER SPECIFIED. and the 'adjustment' to traffic use based on the Depot Junction are unjustified. The 'Updated' version chooses to state access values MUCH better than the simple analysis in some parts of the traffic plan document. Stop cheating!

A 75-year-old is not going to get on a bike in the middle of winter to go anywhere; they are also not likely able to afford the cost of an Uber/Lyft ride. Why do we have shopping carts at the grocery stores - to get all the bags to the car. No one is going to try to sleep three bags on a bus, even in good weather.

Outcomes should be clearly defined, and the developer's designs should attain these outcomes. City infrastructure should support these outcomes and make it easier for the developers to achieve the outcomes. Building for a car-centric lifestyle is not sustainable. The space needs to be designed so that it can shift in our rapidly changing world (ie: parking that can be converted to other uses).

Build a city tramway line along Broadway that is less expensive to ride than paying for parking downtown. Provide plenty of paid, but less expensive, parking space at each end of Broadway.

Don't be unrealistic about people's need for a car in this area. Even though transportation options may be available for home-to-work and home-to-shopping trips, new residents will need and want and have cars for trips to foothills, mountains, skiing, vacations, etc. There is no getting around the fact that owning a car is desirable to residents in Colorado, regardless of routine commuting options that they may utilize or have readily available.

Traffic is a huge consideration in this area which has seen a gradual increase in all-day traffic. I don't believe the access and mobility plan would do a lot to minimize traffic.

As I get older and get closer to retirement, I would like to be able to conveniently travel around town anytime without a personal car at minimal or no cost. How could this project help catalyze the entire city to become a more car-free town for everyone (especially older and lower-income residents)? I would like this project to really discourage personal car use — but without negatively affecting any marginalized or underprivileged group — and expand affordable mobility options for everyone.

it is impossible to comment on this because you can't read the detail.

I do not understand where the city gets the 0.8 parking space per unit figure. US census figures show closer to 2 vehicles per residential unit for Boulder. Where do you expect those extra cars to go? What kind of traffic nightmare will be created?

I don't see a parking lot plan, but no open lots for Boulder, build them under buildings.

Uber/carshare increases VMT, so emphasizing it seems counter-productive. Is it possible to improve north/south bike connections through the corridor?

One parking space per residential unit is not enough. Transit still isn't good enough to replace cars unfortunately.

Public transport systems must be improved first and foremost if you want to achieve the goal of citizens taking more bus trips and fewer car trips. Uber and Lyft only remove the issue of inadequate parking; they neither reduce the number of cars on the road (traffic congestion) nor the amount of vehicle emissions (at least until cars are powered by 100% renewable energy).

Not informed enough to offer an opinion.

This could be a pilot project to pioneer near-zero-car-ownership housing.

More busses and bikes, less parking. Let's increase density by going higher than the 3-4 stories proposed

The maximum parking for residential units on the site should be lower than 1 space per unit in order to increase use of transit/bikes/pedestrian routes. Possibly subsidize Ecopass and b-cycle for residents of the new development? Make all parking paid for the commercial properties, with options for businesses to buy spaces in order to validate parking for customers. Ideally this would stop people from using any onsite parking for access to existing commercial uses in the area or north boulder park. Parking is not at a premium in this area, the lot at Community Plaza is rarely full.

As much as we want to see future residents use alternative modes of transportation, there will likely still be 2 cars per residential unit. Please provide adequate parking for the new residents rather than forcing them to park in the adjacent neighborhoods.

I think you will need to move the parking program further into the neighborhood. A couple blocks will not be enough. You will need many more buses especially in the morning when kids are trying to get to high school and others to work and beyond. The comment about the hospital is not relevant and distracts from the study which is based on current traffic conditions which have worsened year after year. The suggestions for dealing with traffic (light extensions, turning lane) seem unlikely to affect the issue.

This area should be parking and landscaping exempt and allow no off-street parking. All parking must be priced, and on-street parking should be abundant. Design speeds should be lower than 20 mph. Streets should be very narrow and turning radii very small. Block lengths need to be very short (less than 200 ft), and geometries should be rectilinear rather than curvilinear. Floor area ratio should be at least 2.0. Parking MUST be unbundled from the price of housing and all non-residential parking must be shared. One way to reduce the quantity of parking is to have the city own the parking and provide leased parking to those who need it. Parking can thereby be provided fee-in-lieu rather than everyone providing parking infrastructure.

One parking space per unit unrealistic, and budget is less. Don't make me pay for parking to stop at store on my way somewhere distant.

There's a faction of Boulder residents who would like to see zero population growth. When I hear them complain, it always seems to center around "too many cars" and traffic problems. I am not against population growth and in fact would love to see a lot more people living in high-density, human-scaled neighborhoods that are not built around auto mobility. I would love to see these new plans really emphasize dense housing and limited (i.e. very expensive) parking. I would be happy to see Boulder take on a very slow/low car population growth policy.

Keep density and height down so no need for parking district. Run buses more frequently on Broadway. Start using natural gas buses and get rid of loud brake system or whatever it is that makes loud whoosh sound periodically.

Please maximize the capabilities of the mobility hub. Too often I see city buildings only charging their own vehicles (Colorado uses Nissan Leaf very often). In effort to continue building upwards in infrastructure, I would recommend 6-10 charging spaces in that lot. Especially given the EV-driver population in the direct area surrounding the hospital campus.

Firstly, who is expected to be able to read the slides you have furnished on this survey? The print is illegible.

The City's Transportation Division has done a great job implementing TDM programs and should continue to promote these opportunities for active transportation and transit. Perhaps there's a way to offer a large-scale Neighborhood Ecopass, which in my friend group, is a little-known but fantastic option.

As a community, we should not be promoting companies like UBER. Since their inception they have not prioritized people, only investors and shareholders. There are MANY MANY examples of this behavior.

The hospital's parking garage and surface lots were often full in the hospital's heyday. With proposed attempts to further limit parking and the impossibility of underground parking, I don't think there is enough parking in the proposals—especially if BOCO relocates. That being said, cars and parking are both negatives that destroy pedestrian and community character. Parking may be the biggest dilemma in the proposal unless many (perhaps most) new residents and daytime workers choose to go car-free. The expressed hope is for people to go car-free, but how realistic is it?

The traffic study shows very little of the data behind the assumptions that drive their conclusions. There is not room to add more left turn only lanes and adding more lights along Broadway will back traffic up even more. Left turns on this entire corridor (on and off) are increasingly unsafe. Broadway cannot handle the additional traffic you are bringing to this corridor.

Better modeling, or public access to data that may already exist, is needed to make decisions.

I wouldn't mind parking my car there if I owned one. I currently do not. I bike, use public transportation and use car share.

Pick up and drop off designation for car sharing vehicles

Build it and they will come

Sounds good! Also encourage walking school buses to Foothill Elem.

I support the parking ration of 1 per unit.

As for Mobility strategy, what we want is parking/ housing which is easy for disabled to use. So many beggars on corners are in wheelchairs, let them have housings with easy access to their units, for wheelchair use and or parking, etc. We live right across from NBP lot and no issue with park users using our curb. Do have a parking lot, above or underground, but always accessible for elderly/ disabled.

Until Ecopass becomes an option that everyone can participate in, the level of car use won't change. ACCESS DISTRICT FUNDING is a big question mark. The mobility hub is a concept that needs fleshing out to see the practicality of what really would work.

Charge for parking - Use permit parking in the neighborhood.

NO.

Not sure.

We need easy access to parking.

I think you will need to extend neighborhood parking zones for the residents - Mapleton Hill to the S of North, and a new one perhaps W and N of the sit. That would likely solve the parking reduction issues.

Park cars outside area and make it ped dominant and safe for families. Connect to N-S bike paths. Make it easier to reach NBRC. Don't put more people in the area w/out providing for needs, don't just stack people in.

Parking in the public ROW and in city owned facilities is an asset that must be priced and managed. End the notion of free parking.

This area is not very bike friendly now. With more E-bike and E-trike using seniors, this could be a way cool place! Put as much parking underground as possible - leave the surface streets for HUMANS who appreciate it. More covered bus shelters please, along Broadway. Use Human-powered 'surrey with fringe on top' to connect AB Sr Housing with Downtown area - something quirky and weird like Boulder.

Parking garage.

Making sure it is truly accessible! Many locations claim to be accessible but aren't.

Make it expensive and rare

People need more parking to access city & county services!

Incentives for alt means of travel (bike/ walk / scooter) for residents of new housing in this area - OR - preference to those without a vehicle who apply for affordable housing here

While I applaud one car per unity, that seems very unlikely to be feasible.

See answer to #7 previous

Do not add parking, add Accessibility

Like it! Not every residential unit needs one parking space. 1/2 is plenty (per unit).

Sounds good. LOS is geared towards cars! This is about people - Take biking and walking.

It must be taken into consideration that folks on the lower financial spectrum NEED their cars. It is all very lovely for those of us who have the time and money to afford transportation options to get by comfortably without a parking place.

Not yet

Public transportation is a must.

Thanks UP! On the mobility hub.

Need to review all of this before more comments are made. But I do like the mobility hub idea.

You have heard from me on parking. I would like to see much more Real Planning for a time when AV's are a norm. Not Privately-owned AVs but vehicles dynamically shared by the community.

No mention of special parking needs of affordable housing residents who often heavily rely on auto for transportation and may not be able to pay for leased space "at market rates"

Traffic and parking assessments seem overly optimistic and likely to have significant bleed over into the surrounding neighborhood.

Parking still feels unrealistic, even for A. Don't make a bunch of big bright, light pollution signs. Include maintenance of your digital signs in the budget.

Looks good. Need parking - 1 space per unit doesn't work.

If there is less than one parking space per additional unit, there will be problems. You can encourage alternative transportation, but you cannot force it.

### Do you have other feedback you would like to share?

great location to invest in attainable housing needs while supporting healthy neighborhoods that reduce car dependency

This survey is really strange to me. You didn't come out and ask if I like A-D or which Height model I liked best. Am I missing that in your questions? I got to say, Mixed Use is attractive (D), but I would be ok with more housing, just not as much as what's in C. If you want my preference for Height - A is the only option that won't create a change that cannot be easily absorbed by the neighborhood.

In terms of the affordable housing component. I've not heard any mention about who you are targeting. Families? Single ppl? Aging couples? What's the target market? I REALLY hope you think through the size of home for all these people. If you are going to densify and diversify, I want a diverse neighborhood, and that means constituents in all those categories. Not just people who are packed into 700 square foot condos - Families cannot fit into those. And shouldn't you be lining up some of these housing objectives with BVSD so they have a pipeline of families and students? You really should do a better job explaining who you aim to target on this, so we all know who our new neighbors are going to be.

Sorry, I've got more to say here ... as you build this out/farm it out, or however it goes. If you allow any developers in this area to BUY out the affordability clause, you are doing more damage to that neighborhood in the long term than going highly dense. You want us to support affordable housing concerns, then by all means, stick to your guns and keep it that way. I'm tired of developers getting to buy their way out of the affordable components of their projects and as a result you now have less affordable housing around the city and it feels like you have to cram it into our neighborhood with density because you didn't hold your own against developers elsewhere. On top of which ... the 4 houses that replaced the adorable cottages that used to sit just north of the hospital are now designer luxury homes and the affluent condos going in at the corner of alpine/balsam ... big disgusting misses in this whole redevelopment. Don't let it happen to more spots in this area that you are trying to scale more appropriately.

<p>Why are high rise apartment buildings being considered for all options? Two stories buildings should be the maximum height. Three-four story apartment buildings do not fit the character of the neighborhood even if there may be current (bad) examples of apartment buildings / commercial buildings in the area.</p>
<p>ALL OPTIONS PRESENTED ARE TOO HIGH in DENSITY! WHY are you doing this? The City Council has not explicitly directed Staff to these proposals. Staff is pushing down their throats and justifying it based on exceedingly biased studies, leading surveys and an utter ABSENCE of listening to public feedback despite what they call efforts to do so. It is mind-boggling. I know it's a complicated process and project but please use your rational, reasonable, educated and wise people to move this forward. We know you can do better!</p>
<p>The Fox-Tuttle traffic study is based on conventional approaches. It uses "Level of Service", which is an antiquated system that promotes car use over all other transportation options. It has no vision of how we can change Boulder to get more people on alternative transportation, so it projects traffic too high.</p>
<p>I have a letter that I composed this morning. How can I share to BeHeard???</p>
<p>Don't be dense. Minimize traffic. Minimize impact on the park - especially the cypress trees.</p>
<p>Please compile this report and send the results, conclusions and resulting actions to all participants.</p>
<p>I am not sure these resources (pictures, information about site plan, etc) could be any smaller! It is impossible to read them thoroughly and get a good feel about what is planned for the area. And the wording in these questions is so blatantly biased towards high density, rezoning and massive changes. It all feels intentional, to be honest, particularly given that this has been the case with all feeble attempts at getting feedback from the community. And it feels outrageous to get feedback on this project without asking WHERE respondents live. Anyone not currently living in Boulder should not hold any weight. Those of us who are most affected by these changes should have our opinions heard, but they are constantly being ignored - one example is that most of our neighbors would like LOW DENSITY but the lowest density option was taken off the table by City Council for no discernible reason and without justifiable explanation. It is very disheartening to feel like our decision makers do not care about our wants and needs. We have collectively lived in this city for a very long time and have seen so many unfortunate - and irreversible - changes that we don't expect much by giving our feedback yet again. I can appreciate that this is a very polarizing project and your work is cut out for you, but there has been no effort by the city (council and planners) to engage with the community in unbiased manners.</p>
<p>Through this survey and the meetings, I have attended, it is clear there is a significant portion of the city that is completely unrepresented in this project, mostly the neighbors who live in the area surrounding the hospital. When the city first bought the hospital, it was pitched as a site to house city employees. Now it has turned into the biggest bait and switch ever, with high-density housing and NO city offices. A low-density option is never presented, and even through this survey I can see that the city is going to remove the offices option.</p>
<p>Please resist "Attack of the Fifty-foot NIMBYs" at every stage. Sites like this are where the rubber meets the road in housing policy, so if Boulder's commitment to 'affordable' housing is real, DO IT! Transportation is there, shopping is within walking distance, there's plenty of space.....this is a perfect place to make housing happen.</p>

<p>I wish that the city would focus less on packing more people into the city. Yes, it is expensive and yes many can't afford to live here. But the overcrowding and insane push for density are ruining the city. So crowded. I personally don't want to live on top of my neighbors. I don't know how anyone in the Alpine area could want another Boulder Junction in their neighborhood. I also wish the city wouldn't move city staff into this location. The city is probably overstaffed as it is, but if we need to consolidate staff move them out to eastern Arapahoe like anyone running a business would do. It is nice the staff wants a nice place to work in a great location, but that shouldn't be the priority.</p>
<p>Mt Sanitas, north boulder park, and the north boulder rec centers are often already packed with people. I would vote for options with less density. Those two small park playground structures will not be enough for this density. The north boulder rec center sometimes with the current density has a wait to get into the pool. If the density will be increased as these options show, please consider the following: some of the houses in the Newlands neighborhood are really not very nice. A lot of people paid a million dollars plus for those houses because the location is so desirable. If the density will be increased to this extent, please try to add features that will make this area better, not just by accommodating these new people, but for the existing neighbors. Possibly adding things such as more playground structures in this new development to accommodate more people. Possibly an ice-skating rink or other opportunities for recreation, or a outdoor movie or concert venue or something tangible to help get people and families with kids excited about this as an opportunity, instead of feeling like their neighborhood is changing in a way that they are unsure about. Thank you</p>
<p>Thanks for asking for feedback.</p>
<p>Looking forward to reviewing the area plan once the community has weighed in. Area has incredible potential.</p>
<p>Yes. - I am outraged that no options are given for lower density and limiting size to 2 stories. This was done, disregarding feed-back of the community. Also, it was annoying that I had to do the survey twice, and it erased comments. (the submit Button did not work the first time, I hope it does now</p>
<p>Make your information easier to read and less jargon</p>
<p>Stick to the original plan of making this the city and county office location.          Lets keep Boulder as it is and not try to turn it into LA. We live here bc we love our small town feel and open space. Traffic has already gotten out of control in the past few years. Build housing outside of Boulder. There is plenty of land out east and North. A light rail          Connecting those areas to boulder would be the perfect fix. And people would actually use a light rail system!</p>
<p>Thanks for including the community in the survey.          The original plan for this area was to have it be multi-use with city offices, housing, community and green space, along with retail and restaurants. We seem to have strayed from that original concept and I would like to see those elements integrated in the final plan.</p>
<p>It will take 12-18 months to do the re-construction of the hospital buildings that are not being kept, and it seems to me we have plenty of time to make community decisions about what will replace them. However, if a majority</p>

<p>on council is determined to get a plan approved by October, then my fallback is to make sure that the approved plan is general enough to allow us to make adjustments and changes down the road.</p>
<p>Let's make this a template for how we can add more affordable housing in a corridor with friendly retail and great bus, walking and biking options. I love my neighborhood and want others to experience how great it is to use alternative transportation by living close to amenities, a variety of workplaces and Pearl Street.</p>
<p>I think there's a false choice between mixed use and emphasized housing. We need to do everything we can to create dense, 15-minute neighborhoods. We need maximum housing, supportive retail, and places for people to work. We can have all three. Get rid of the parking which will reduce the cost of housing and ensure the people who work there live there and vice versa.</p>
<p>This plan will destroy the neighborhood ambience.</p>
<p>What had been a somewhat simple thought of relocating City Offices has become a mass re-zoning invasion of the Newlands/Alpine-Balsam-Broadway neighborhoods. Please accept that you have overspent for the hospital property, construct the offices including the County and put housing at Iris and Broadway.</p>
<p>One of the most effective ways that we can address the current climate challenge AND address our very poor performance with diversity is to create affordable homes near where folks work....with a focus on homeownership. We can have a significant impact on local, regional and world issues ... this site provides us with a great opportunity to address a broad range of issues....but it also demands that we get out of our comfort zone and innovate for impact!</p>
<p>do not block the wave lights on the ideal and moe's shopping centers</p>
<p>Boulder has more residents today than 10 years, 20 years, 30 years ago and so on. A clear result of the additional resident population is additional car traffic - everywhere in town. Although the Boulder Community Hospital generated considerable car trips in the past, there were fewer cars in general during that time. New development at the hospital site will increase traffic in this area. I question the accuracy/realism of the traffic-study assumptions because it did not come to this conclusion, which would appear self-evident to anyone that has lived in North Boulder for 30+ years (as I have).</p>
<p>Anything over 35 feet would be horrible for the neighborhood feel of the site.</p>
<p>I cannot find in any of the literature where the option for lower density housing went? When, how did this get off the table? Please be transparent in your decision-making process. Please show that a majority of people did not want that option, based on data, and that is why it was taken off the table. Please consider the reality of families moving into the density you are proposing. Show the data on where, in our existing high-density developments such as you propose in the options above, where families are living. Or, are you trying to only build housing for young, single people that will move to east counties once they have families? Lastly, please create a valid survey. This is a biased survey and not appropriate to base decisions that impact Boulder.</p>

<p>It is time to put a city ordinance in place that public city workers must live in the City of Boulder. If you don't believe in saving the planet, downsizing to enhance quality of life, and eliminating car trips then you are not appropriate to work for our city. Single occupant cars driving down to park in free city employee spaces while collecting paychecks out of our tax dollars is the antithesis of sustainable.</p>
<p>What about putting housing/commercial in the old Sports Authority mall on Iris and 28th. Such a waste of space and a terrible heat zone.</p>
<p>Thank you for the level of detail in these plans, and for including an online portal to provide feedback. As a young professional working in Boulder full-time, it's difficult for me to find time to appear at planning meetings to provide this feedback.</p>
<p>There is a lot more to the "Neighborhood Center" section of the Boulder Valley Comprehensive Plan than what prefaces one of the survey questions. Interested citizens should review page 40 of the BVCP where there is frequent mention of preserving neighborhood compatibility and character, such as in point 2.13 which states, "The city and county will take appropriate actions to ensure that the character and livability of established residential neighborhoods will not be undermined by spill-over impacts from adjacent regional or community business zones or by incremental expansion of business activities into residential areas."</p> <p>The lowest density option was supported by a large group of residents who live in closest proximity to the site (75% of survey respondents of a 525+ resident survey indicated a strong preference for housing, but at a lower density). It seems as though this preference has fallen on deaf ears. I would submit that these neighbors, who largely support the development of more affordable housing and support housing on the site in general, do not favor the high-density options offered. This survey, like most other city surveys, forces respondents into predetermined choices.</p>
<p>I believe that there are far more people in Boulder who are pro housing than the "landed elite" who are more vocal, have more free time, and are louder in public processes (and donate to Council's campaigns). I myself own a single-family detached home in East Aurora, previously owned a mobile home in Orchard Grove, and before that spent 30 years renting over 20 units in Boulder. I've seen it from all sides, and whatever our nostalgia for the past, housing is a human right. We need more of it!!</p>
<p>I know this is tough, so thank you for shepherding this process. I do think the existing character can only be improved by housing, nature, park, public benefit--the neighborhoods will be psyched to have life there, not a cement parking lot and hospital with related urgencies.</p>
<p>I wish we could do this up and down Broadway - the Iris site, the Basemar shopping center, the Table Mesa shopping center - and connect them all with even more transit frequency than exists today with the Skip bus.</p>
<p>This area should be considered a free-standing neighborhood not unlike wash park in Denver or the RR section of Boise. It should not be just bedrooms, nor should it be another subdivision, but an integrated community with public space - a plaza!</p>

<p>I will be so disappointed if we miss yet another chance to add as much high-density housing as possible. Affordable living space for as many as possible is my top priority.</p>
<p>Overall, it seems you are on a path to ruin this part of town with traffic congestion and unbearable infrastructure pressures. Go slowly. Add a low-density option to the site before changing zoning throughout. Get the mobility plan in place first and then see if you can really get people to stop using cars. If this works out, then consider up zoning the area.</p>
<p>This site must be urban in design. It is in the urban portion of the Boulder urban-to-rural transect, which means that the push by many to suburbanize it, lower building heights and lower densities is entirely inappropriate. That push also undermines several important city objectives, such as affordability, sustainability, air emissions, per capita car travel, Vision Zero, quality of life, carbon emissions, noise pollution, safety, quality of life, lifestyle choice, retail and restaurant choice, and diversity.</p>
<p>Need to maintain balance with "Goals" and next 10 years. Option A is only balanced plan.</p>
<p>I would truly hate to see the Iris Ballfields be displaced. They are a historic, much-used and beloved part of the fabric of North Boulder, and if the county were to sell this beautifully maintained, community-generating property some of the wonderful uniqueness of this part of Boulder would permanently disappear. I don't like to see historic sites eliminated or cultural resources destroyed in the name of housing, to me this is antithetical to sustainable community development.</p>
<p>I am really excited about all the care and planning that is evident in these initial plans. As stated above, I want to endorse the highest feasible housing density that is on the table. The housing market is badly distorted in Boulder due to artificially constrained housing supply. When making policies we always have to ask questions about how we are affecting supply and demand. Too often we try to help people who need housing by implementing policies that actually increase demand which is usually already very high in a robust economy.</p>
<p>I am confused about the push for higher density in Boulder. For the past 60 years, Boulder city and county have been purchasing the land/open space around Boulder to help maintain the integrity of this place. Over this time, the city has also worked tirelessly to limit overdevelopment within the city by restricting building height and size, controlling light pollution, and managing to avoid urban sprawl. Now, in the past couple of years, we are suddenly seeing an effort to throw all of these conventions out the window in order to push for higher density and broader scale development. These efforts will result in a city that's infrastructure is strained, is overcrowded, and is not in harmony with its beautiful surroundings. This push for greater density is at odds with everything Boulder stands for and everything Boulder has fought very hard to preserve. I am against overdevelopment and think that any push in this direction will be a disaster for the city.</p>
<p>It would be nice to have community centers, green spaces, and more retail options, but moving the civic center to this area would totally change the quality of the neighborhood. The building at the corner of Balsam and Broadway used to be an important and bustling community center for thousands of people, a place many of us thought of as our home away from home, where important thought leaders came to speak and the cutting edge of psychology and human potential was explored. Many people moved to this neighborhood to have access to this</p>

center and are still living here. Renting large spaces for Co-Working, community centers, retail Co-ops, etc. would help to bring that sense of community back into the area.

Stop for a moment and think about why you live here please.

The housing you continue to champion and build is not affordable, this is not helping the middle class. The traffic continues to get worse and worse, but the plan is to fit more people than ever in this small area? Build your civic presence and leave it at that. Stop rolling out the red carpet to commercial and developer interests.

I am not a fan of this type of feedback. It's really hard to understand what's going on when the first few scrolls are tiny images with a lot of print and things, I'm not familiar with. Please put more effort into your digital outreach.

1) Pedestrian paths and even streets are much more interesting when they have slight bends and articulated kinks, and when intersections are 3-way rather than 4-way. This is a lower level of detail than where the process is now, but I would like to see "articulated streets and pathways" on the list of desired characteristics.

2) Street trees and trees in public places are EXTREMELY important, especially large trees. Trees should be everywhere possible in this area, especially around gov't buildings that don't need a highly visible presence like retail does.

3) When I read the "What We Heard" page in the Key Topics Booklet, it was exactly what I would have said. I completely agree with all of it.

4) Housing is probably Boulder's largest need and having more office space is probably unwanted. However, packing people in (Option B) seems to go too far. Turning Broadway into a canyon surrounded by four-story buildings on both sides is also going too far.

5) "Moderation" seems to be the keyword for this site in all respects except one. Moderation in size, density, in building height, and population (daytime and nighttime) seems to be the way to go. Ideally, larger buildings would not look or feel as large as they are.

6) The one area where moderation is NOT wanted is in the quality of design of buildings (interior and exterior) and the design of public spaces as wonderful human realms. Design at these detailed levels should be exceptional, wonderful, and fulfilling. Dwelling units can be small yet fulfilling if they are designed well and have generous windows that look out at life. Quality design is expensive but worth it. The city should ensure that everything that it can control at the level of detailed design is very well designed, such that it sets an example. This is especially true for affordable housing where quality design and use of space can make daily living more enjoyable than the standard apartment or even modern single-family home.

<p>There has never been clarity provided to the community around the economics behind this entire project and it seems like a fiscally irresponsible undertaking.</p> <p>When you talk about maximizing the benefits of the investment, it hasn't been shown what financial numbers are driving any of this (beyond renovation costs associated with existing hospital buildings). How much are you subsidizing each housing unit? How much are you projecting you will recoup from sale of market rate housing? How much is being spent on city offices? It is very hard to see how this was a good investment for the city. It seems that massive and incompatible development is being pursued to justify an irresponsible use of city funds and this purchase was largely made for ideological reasons and the practical realities of why this should be a city run project have not been clarified.</p> <p>The entire community engagement process has been disappointing. Claims are made that community input is important, but it seems to be important only in the sense of checking a box to say community input occurred, not that community input actually matters. The conclusions of the input sessions is presented in terms of "some people said" or "many people said" (even for meetings attended by a very small number of people) - the surveys are so limited in their questions and response options so that true input is not possible - only a narrow range of the pre-determined answers to limited and biased questions, and there is no verification of the self-reported information on any of the surveys (ie verifying from Boulder residents, one survey per person, etc).</p> <p>Really disappointing to observe this entire process from purchase of site to present situation.</p>
<p>Yes, lots!</p>
<p>I don't favor up-zoning to increase housing - it won't create more affordable housing. Please float a parcel tax for affordable housing (Berkley example)</p>
<p>Keep up the good work - Sorry for the idiots among us. You have an almost impossible job.</p>
<p>This is super complex! I'm concerned about the city building in the flood plain and being on the hook when it does flood (since we own it, we'll have to pay for clean up and we own it) - I don't want high density as I think it will impact the general feel and concerned about traffic - so I think lots of planning, not too big a project.</p>
<p>Please don't allow a low-density option, this would be a waste of city's 41M investment - and of a great site. Daylight goose creek at open space spine/ Civic center less important than is a healthy mix of housing/ Comm less important bcause we have decent retail across street, more housing will support this retail (groc, pharm, etc) over time in a walkable format.</p>
<p>More parking is needed - unfortunately. Just look at the streets around here during the day. Way too crowded w many workers parking on East side of Broadway (Not sure about W side, but presumably worse) I'd be concerned about people owning these affordable units; I think they would never sell them to provide opportunities for others. Senior population seems way underserved in Boulder. I'd rather see them enjoy the units versus the slackers I have seen before - who want to maximize their time outdoors (or in a yoga studio) - :)</p>
<p>It's important to shift zoning generally to residential to lessen the 60K cars who come daily to work - Also - Zero out the parkbox for RTD, it disincentivizes use and accounts for only 12-25% of expense.</p>

<p>Hooray housing! Hooray new neighbors! Especially middle-class families. Hooray new shops &amp; Restaurants! It'll be great to have the city and county offices nearby. We don't need to proscribe what is developed. Form-based codes allow us to proscribe height without saying that only housing or only commercial is best. Allow flexibility. - Also encourage breaking up large lots to allow ownership by smaller scale developers. In the past a business owner could build a retail on ground and housing above it; this should be legal and encouraged today.</p>
<p>Hooray housing! Hooray new neighbors! Especially middle-class families. Hooray new shops &amp; Restaurants! It'll be great to have the city and county offices nearby.</p>
<p>My primary concern is Parking. I have been a medical provider in this area for 40 years on North St (two diff buildings). When the hospital was running the parking in the area was overloaded. Once the hospital moved parking congestion has eased. My concern is that if city and possibly county service centers move to the AB site, that the influx of their employees and the influx of their clients in addition to the new residents will overload the parking that is being considered.</p>
<p>I live 1.5 blocks away and I'm worried about traffic congestion drastically increasing and cars parking in front of my house every day. I do not want tall buildings that block my view, please stop trying to force high density down my throat.</p>
<p>My main concern is the height right at hospital, I'm on 11th between Cedar &amp; Dellwood and I want to keep my view of Flatirons.</p>
<p>I would like to see more affordable senior housing that meets income criteria of 62-80K without needing to move.</p>
<p>I am concerned about access to my nbhood. I live on 7th / Concord and have difficulty turning W onto Maxwell from Broadway. Also, trouble getting from Pine going N on 9th. I am particularly concerned about additional traffic in Mapleton Hill.</p>
<p>My husband is on the CU faculty, I am a medical science writer. We are both highly educated/ progressive people. Therefore, we want neighbors who can live near us even if they are poor/ homeless. Do consider. (More comments, see form **) We prefer high density housing which may include 4 story bldgs. If neighbors prefer, we can have retail on ground and housing above. We need enough housing density to allow low income, homeless and disabled housing. ** see rest of form for comments.</p>
<p>In general, the push to build higher than the scale of a relatively small town with overly crowded traffic arteries (already) will only increase traffic problems. A small town that is rapidly losing views of the mountains that drew people to Boulder will leave the community no longer able to enjoy living here.</p>
<p>Mixed income housing doesn't seem to work. Wealthy people don't seem to want their riches next to lower income/ homeless populations. Don't ruin Boulder's character by going with large 4 story buildings. If the entire city has agreed upon a building height limit, then you shouldn't try to be an exception. Affordable housing, yes, ... but not a 4 story.</p>

<p>We desperately need affordable housing in this community, especially for renters and working class people. Well-designed high density affordable housing that is incorporated into mixed-use, walkable neighborhoods would help us encourage more walking and biking and decrease car trips. The opportunity for a City to buy and own a large tract of land and convert it to a high # of affordable housing units does not come around often and it's important to seize the opp to create an equitable city for all community members and take some pressure off of our housing market, and use forward-thinking, progressive planning and design. Support creation of city offices at site, concerned about stat I've heard that 70% of city employees don't live in Boulder.</p>
<p>This is next to the best bus service in the region. Make it dense.</p>
<p>Keep areas open for parks.</p>
<p>Slow growth, please.</p>
<p>NO.</p>
<p>This is a picturesque neighborhood. Let us plan to keep it that way. Tall buildings (4+ stories) will take away the beauty and peace associated with the neighborhood. High density 2 and Mixed use 1 are both appropriate.</p>
<p>Very bad to have too many buildings. We need lots of open spaces.</p>
<p>Only little bit of buildings, wants a park and a swimming pool.</p>
<p>More middle-income options as on page #1 (see prev comment). Again, I would say I love working and living in Boulder. If things don't change, I'll be forced out of Boulder due to housing costs (middle bracket miss)</p>
<p>Please TAKE ADVANTAGE of this opportunity to build more Affordable Housing and the Retail and Restaurants to support. Don't JUST build housing! I am in favor of either HD housing with retail/restaurant space OR a mix of civic/housing with retail/restaurant. I live in a HD neighborhood and the worries about density destroying neighborhoods are overblown. We need more affordable housing and better office spaces for the city, but don't neglect adding a few spaces for feeding and servicing these new folks!</p>
<p>Transition the high density to the neighboring areas. 4-5 stories will ruin the neighboring areas. You are trying to stuff people into the area without considering how people live. We don't have infrastructure to maintain quality of life. We don't have enough parkland to have families with young children (NBP isn't enough for thousands more). We need a sense of community not just NY style stacked people apartments. We need Guarantees of affordable (permanent) housing. We need to make the area peds dominant and fewer cars as in Netherlands. We need some architectural respect for the already built neighborhoods and reuse of buildings. The houses on N st being landmarked represent Boulder's early times and should be respected in new construction. Don't blow this like 4th and Mapleton.</p>
<p>Make it beautiful. No design by committee. 2. Stop fretting about card, traffic, parking. Put people first and get cars out of the picture. Emphasize transit, bikes, peds, and shared transport options. 3. Maximize housing that benefits the community at-large. Super simple. - Make it Beautiful. Make it For People. End the dominance of the auto. Make it Affordable. Do not let fear derail you from your shared goals.</p>

<p>Please do not make this beautiful site look like the development along 30th street or the Holiday neighborhood. This area is primarily low density with a few 3 story condos. We do not need more and more people in Boulder. Make sure there is parking for all uses, including at least 2 spaces for each housing unit, even if it is a one-bedroom condo. Otherwise, residents will be parking in the neighborhood. This area is very special. The commercial center has everything we need, such as a pharmacy with a post office, laundromat, restaurant, coffee shops and grocery store. Sometimes during lunch, there is not enough parking. It seems the city wants to add housing everywhere. Boulder cannot accommodate every person who wants to live here - w are just making Boulder into a neighborhood or town that you can find anywhere.</p>
<p>NO 4 story apts. Townhome/condos instead of SHOE BOX apartments for seniors (See the trouble Thistle is having in renting 'Trinity Commons' - only 457 sq ft for Seniors - Sheesh. That is nursing-home size, not 'independent living'. Please give Seniors the option of 1 or 2 bedrooms, or bd + study/guest/craft room. We have lives still, you know. The AB plot is the BEST PLACE for older adults in the city. Please consider putting families elsewhere. This site is uniquely appropriate for living with no car, avoiding isolation, close to library and sr center, bus, and downtown. Please build Moderate Density Affordable Senior Housing!!! Please consider townhomes with Patio Space for seniors at AB. Not every senior can live in 450 sq ft. (Hint: most of us can't.) Please do not stack us like firewood in 4-story apt buildings. Please give us more contact with OUTDOORS than a 4'x8' balcony (like HighMar). - Please consider the ASSETS of housing seniors at this site - Community Engagement, Classes, we teach some, learn some - After-school &amp; intergenerational programs- Mentoring, tutoring, role models, life experience- Volunteer time, wisdom, cultural perspectives - Business and career planning - Show us off , we're somewhat well behaved - Healthy eating and lifestyle support - Young and middle-aged people can see what's ahead for them, where they'll live, what they'll do.</p>
<p>Affordable housing in Boulder is important with mixed demographics and child play areas. Accessible housing for mentally ill individuals and mental health resources are also of paramount importance to be addressed by the city.</p>
<p>Keeping as much area green, walkable, community friendly space is important. Affordable housing is a priority. Thank you for inviting community input.</p>
<p>Build for a car-free future. Consider underground parking/ covered parking for bikes. A café on the park/ in the park with easy pedestrian connection (imagine waiters carrying food across 9th street)</p>
<p>All housing must be preserved as affordable otherwise there is no need for density.</p>
<p>Notably missing is reference to preserving neighborhood character. The (unclear) makes numerous references to preserving n'hood character when considering redevelopment. I also am concerned whether density of the type considered really addresses affordable housing. I don't think singles, couples and 'small families' may be the type of persons most in need of affordable housing. This may appeal to young persons and elders but that leaves a big hole in the middle for families with 2 or more children. Maybe SFH of greater density would address this issue - clusters of duplexes, triplexes.</p>
<p>Should have traffic calming on 13th - that 4-way stop at Alpine is a mess, and wide street encourages speeding - Ensure that transit &amp; bicycle infrastructure is included &amp; prioritized and incentivized over SOV. A lot depends on</p>

the design: shared spaces, walkable. The 2 sides of Broadway are not connected now - this would be an opportunity to remedy.

It's crazy to ask people about density options when you provide NO traffic or impact studies for parking congestion, light pollution from tall buildings, increased traffic, overuse of NBP, and neighborhood compatibility with new land uses proposed. 2- I think City staff is underestimating the level of redevelopment in the Community Plaza/ Ideal Mkt - it will be redeveloped to a 'like density' of the hospital site. 3- Where is the neighborhood Capability Study that shows impacts to the SF Neighborhoods that surround site? 4- I favor city/county uses on the AB site along with senior affordable units and for sale moderate income deed-restricted units first and foremost. The City should be prepared to use other /all collected monies for affordable housing to build this site up with affordable units in excess of the 25% ITT requirement, and the city should be prepared to not tie affordable units to market rate development on this site. If affordability is 'so important, then unbundle the tie to market rate unit construction and allocate the cash in lieu plus other collected affordable housing monies to this site. And please do not dump 250 units on this site, it will harm a lot of parking and habitat and quiet. Build the density closer to real commuter corridors like Rt 36 and the Arapahoe Corridor. I do not favor the area plan allowing 55' tall buildings on either side of Broadway. 3 stories on the AB site is plenty against Broadway. On the other side, I do not want to see anything designated on the area plan and nothing allowed beyond 35' in height. And there are two ways out of Newlands near this area: Alpine and Balsam. I drive from 9th to Broadway daily on these two streets, traffic will be horrible.

Keep Boulder, Boulder

Whatever happened to idea that AB was going to become the main campus for city offices & the housing was going to be for city employees? I think a mix of city/county offices on the E end and Senior housing on the W end (maybe 70 units) would be a compatible infill. Please don't dump 300-400 units on top of our neighborhood. Where are the traffic studies? Neighborhood compatibility? Any more than 70 units feels like the area will explode. What are the impacts on NBP? Parking must be addressed; all new residences must have at least 1 space per unit or our streets will be lined w/cars.

Affordability of retail space is also very important to keep diversity of businesses/ small business.

I am disappointed that although the storyboard on Goals says that 'creating diverse and affordable housing' is a key objective, NONE of the other option storyboards even mention affordability. I think the City has a unique opportunity to make the Whole redevelopment affordable for a wide range of low/middle income needs with more variety (not just density) None of the goals say 'make money on the project' so why have any market rate housing? I feel like one of the options should more clearly lay out the option of providing housing - all of it affordable - at Broadway and Iris. I don't think we can really consider the options without this.

Don't limit opportunities because of cars. Autos and private car ownership will likely go down in the future. Appreciate the opportunity to comment. Great work everyone!

Neighbors shouldn't have a larger say than the broader Boulder. This is a prime spot on a road serviced by transit, close to stores and parks. This should be housing.

<p>It is difficult to comment on option D without understanding the amount of housing anticipated on the Iris/ Broadway site. I can't emphasize enough how important design will be to the success of this project. I support high housing, but it must be well done. We have an opportunity with this project to set a national example on how to do this right! * think Public Art. Thank you for the community outreach. People on site were great!</p>
<p>We need affordable housing AND good planning and design. Well researched, good design, pedestrian friendly, affordability, residents in the neighborhood (me included) need to accept and embrace the need for housing for an economic stratum.</p>
<p>We like open space and the existing businesses.</p>
<p>I'm confident the city will design a beautiful intentional community spaces w/ gardens and pathways. Consider Casey Middle School kids needs' for safe street crossings and places to grab good food. Would be nice to have a mix of housing and a good quantity of Small Units.</p>
<p>Senior living should be located in the area.</p>
<p>I strongly feel we need to control the environmental blight of parking - too much auto use and lack of incentive to use public transport and human-powered travel. PUSH THE LIMITS ON ELIMINATING PARKING WITHIN YOUR FINANCIAL CONSTRAINTS. Figure out your plan for flood control along Balsam &amp; communicate it. There is nothing in your development scenarios that lets me know you are working to develop View Corridors to Open Up visual access to the Mt. Sanitas ridge. Think twice about having RTD buses stop in the traffic lane instead of a pull out.</p>
<p>Generally, in favor of more retail along Broadway. Density of tall buildings as in options B&amp;D are too much.</p>
<p>A option will be a big enough change! No more "Balsam" LA boxes. Sad the Redstone building was raised. Yes, let's improve housing. This is not an URBAN neighborhood. Traffic at AB and Iris and Shining Mtn and Mapleton should be considered. Broadway is going to be a mess. Yay bikes! Incorporate SR solutions - this will ease it through! (I'm not there yet) - Don't block view of Ideal and Community Plaza from Broadway drivers.</p>
<p>Can the structure be a prototype of what needs are accommodated for the future? How does the development address energy usage and goals for city re: net zero? Can the structure be a model for energy conservation and equality? The vision statement is clear, just stick to it and don't succumb to mediocrity.</p>
<p>I think that higher buildings are more eco. Also, I would like to see more affordable housing. Thanks for being here today - Good presentation!!!</p>
<p>For the general area, I recommend changes similar to N Broadway. Completely dislike Boulder Junction - this is def the worst area in the city of Boulder and feels like Denver or any other big city. This area should not be developed like Boulder Junction.</p>
<p>I oppose any development that blocks the beautiful views of the foothills which define Boulder. We need many more units that are affordable for seniors, the transitional housing program, and for the many service providers in our community.</p>

I am very disheartened by the tall buildings being built right up to the street/ sidewalk. Also for an commercial use/ mixed use, I would want to see locally-owned businesses and not big chains. The character of the mall (Pearl and 29th) are only 'boulder' to the extent there is a Boulder quality to them - national banks on the Pearl St Mall - Big box - Boulder Bookstore - Foolish Craigs + Boulder Theater +

Would love to see a mixture of REAL Affordable housing for seniors etc - a mix of additional businesses would be great (restaurants, etc).

Need affordable housing! Need way more than 25% or 30% affordable units. Don't want developers to pay extra to have less affordable housing. Need lots of affordable housing and senior housing. Don't need more expensive housing! Want 70%-100% affordable housing in area! And some transitional housing. I prefer option C first and option A second.

Option D is the most like what has been there (the hospital) and most consistent with what works in the neighborhood. There is no need to make a big change to the character of the neighborhood. Iris & Broadway is the best place to add more housing. 1. More housing units will fit in that area, 2. Keeps that area residential and Alpine & Balsam commercial, 3. Housing at Iris & Broadway will have better and more direct transportation.

Option D is best 1. In keeping with the neighborhood, 2. Will not cause parking problems, 3. Allows for more housing to be built at Iris & Broadway.