C I T Y O F B O U L D E R
TRANSPORTATION ADVISORY BOARD AGENDA ITEM

MEETING DATE: September 8, 2014

AGENDA TITLE: Staff briefing and TAB input regarding Envision East Arapahoe Corridor Plan Project.

PRESENTERS::
David Driskell, Executive Director, Community Planning & Sustainability (CP&S)
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EXECUTIVE SUMMARY

Work is progressing on the Envision East Arapahoe corridor plan project. **New work recently developed includes development of draft vision elements; development of draft indicators that will be used to evaluate scenarios in the corridor, development of draft scenarios and guiding principles for developing connections.** All of this recent work is intended to be shared with the general public and to solicit feedback at a public meeting in October 2014.

TAB is being asked to provide review and input on the latest information regarding the Envision East Arapahoe corridor plan. In addition, public outreach and social media strategies are being developed that will implement successful strategies drawn from the Transportation Master Plan (TMP) and the Civic Center Master Plan.

TAB ACTION REQUESTED

The TAB is asked to review and provide input on the draft vision, indicators to assess the scenarios, scenario concepts and guiding principles for connections. Key questions for the TAB are:

1. Does the TAB have feedback on the draft Vision Elements?
2. Does the TAB have feedback on the indicators and what to measure in scenarios?
3. What other concepts does the TAB suggest exploring for scenarios?
4. Does the TAB have feedback on the guiding principles for developing transportation connections?

BACKGROUND

The City of Boulder has launched the project with the community to reimagine what East Arapahoe could become while retaining what is presently working. The community-driven plan will address needs of existing and future residents, existing businesses and their employees, and the growing institutions along the corridor. It will position east Boulder to continue its important economic vitality role, while becoming better connected, more transit-oriented, and ultimately walk and bike friendly. Its future will reflect the rich tapestry of cultural history and natural systems. It will rely on successful and proven strategies to transform formerly suburban corridors into transit-oriented, connected, livable places.

In Boulder and throughout the United States, auto-oriented growth patterns are transforming to become more walkable compact development forms, and East Arapahoe is no exception. To facilitate positive patterns of change in appropriate locations, the city will need to put the right policies in place and prioritize and invest in the right infrastructure. An effective plan will require multi-jurisdictional and agency coordination, especially on infrastructure planning, and commitment from the city, county, institutions, transportation and planning agencies, state, developers, private owners, and others. Stakeholders will need to work together to identify innovative solutions and overcome challenges. This plan sets the stage for the coordination and integrated planning.

Example: transformation of a suburban street in Maryland to a boulevard with center-running bus-rapid transit (BRT) (Source: "Shifting Suburbs," ULI/Federal Realty Investment Trust)

ANALYSIS

Study Area

The project study area consists of East Arapahoe Avenue from Folsom Street to 75th Street and extends a quarter mile wide on the south side and half a mile wide on the north side, incorporating the adjacent industrial areas and enclaves. The corridor is 4.5 miles long, 3,000 acres in size, with approximately 1,900 parcels. Most of the corridor east of 63rd Street is unincorporated Boulder County. The large size and length of the corridor is to encompass local and regional transportation needs identified in the Transportation Master Plan update and regional Northwest Area Mobility Study (NAMS), noted below. However, most of the land use planning, connections improvements, and urban design focus will occur between 30th and 63rd Streets and north of Arapahoe Ave.

A study area map and detailed set of base resource maps can be found on the project

webpage: www.EnvisionEastArapahoe.com.

Relationship to Boulder's Transportation Master Plan and RTD's Northwest Area Mobility Study (NAMS)

The Envision East Arapahoe corridor planning process is an opportunity to leverage and integrate with the current multimodal transportation planning efforts already occurring. This includes the city's Transportation Master Plan (TMP) and the Regional Transportation District's (RTD) (NAMS, which includes arterial Bus Rapid Transit (BRT) service shown along East Arapahoe/SH7 connecting Boulder to/from neighboring communities and the larger Denver metropolitan area. Improvements to the East Arapahoe/SH7 arterial BRT system is one of the top tier corridors included in the RTD study along with SH119, US287, South Boulder Road, and others. A link to the study, adopted by the RTD Board of Directors in June 2014, is here.

Additionally, policies, principles, and strategies from Boulder's recently accepted TMP update will be used to evaluate and consider connections in the East Arapahoe area to improve walking, biking, and transit (local and regional) along – and across – East Arapahoe Avenue and identify mobility hub locations for more detailed design and planning. These important multimodal improvements are needed to connect people to existing and future commercial, employment, medical/health facilities, neighborhood centers along the corridor, and the emerging areas of the University of Colorado's (CU) East Campus and Boulder Junction, as well as to serve the large number of major employers and trips by non-resident employees.

Relationship to Other Plans and Initiatives

The Envision East Arapahoe project also is an opportunity to coordinate with and test specific ideas arising from other initiatives, including the Comprehensive Housing Strategy (CHS), Access and Management Parking Strategy (AMPS), Climate Commitment, Zero Waste Master Plan, and recommendations from the Economic Sustainability Strategy adopted in October 2013. Broader ideas with citywide applicability and some of the processes being used (e.g., scenarios and indicators) also may be appropriate to consider in the Boulder Valley Comprehensive Plan (BVCP) 2015 Major Update and Resilience strategy. Relating to the plans noted above, this project will enable the city to analyze concepts such as Ecopasses, other access and parking strategies, local energy districts, 15-minute neighborhoods, new land use types, and carbon emissions from different types of land use patterns and buildings.

Project Approach and Goals

For the remainder of 2014, staff will work with the community to produce a **visionary, data-driven plan, and set of actions** to address land use, connections, and urban design. **The plan will demonstrate cross-cutting goals, near-term projects and solutions and longer-term actions.**

Process goals and objectives are located in **Attachment A**

A vision and scenario planning process will identify potential alternative planning directions and weigh choices about policy options, services, infrastructure investments, and feasibility. Scenario planning uses indicators or evaluation criteria as the basis for creating and evaluating choices and will allow the community to collaboratively discuss and adjust future scenarios. Indicators are designed to address a broad spectrum of potential benefits and impacts of future choices and are further described below. The city is working with a consultant team, including: (1) Placeways, a Boulder firm, to

assist with scenario building and analysis using CommunityViz, (2) Fregonese, a Portland Oregon firm, to support visualization, (3) Fox Tuttle Hernandez, a local transportation firm, and (4) Nelson Nygaard, the city's principal consultant for the TMP update.

General Planning Approach and Timeline

A timeline is also located in **Attachment A.** The timeline shows the three major phases of the project. They are:

(1) Inventory *(complete);*
(2) Vision and Scenarios *(May through October)*; and
(3) Action Planning and Implementation *(October through December or early 2015)*.

1—Inventory

Phase 1, is mostly complete and resulted in the scope of work, community engagement plan, initial stakeholder interviews and gatherings, inventory and assessment of baseline conditions, history and trends, issues identification, and identification of opportunities and constraints.

2—Vision and Scenarios

Phase 2, which is currently underway, entails developing the written and illustrative vision and goals. The project team is working with the community to identify character areas and prepare visual preferences and identify indicators to later evaluate and compare outcomes of scenarios. By fall, the team will develop a set of scenarios to test possible concepts for land use and urban form, transportation and connectivity, resource use and conservation, urban design, and other considerations and will host a second round of outreach, including a charrette, to co-develop and analyze scenarios with the community.

3—Action Plan and Implementation Tools

Phase 3 (Fall/Winter 2014-15) will entail identifying the strategies to achieve the preferred scenario action plan, including near-term actions (i.e., pilot projects, living laboratory and "easy" code changes). A third round of engagement will occur to finalize the draft plan and strategies and design implementation tools (e.g., guidelines), solidify engagement and partnerships, and identify roles for implementation.

Establishing the Vision

The planning team has begun the discussion with boards and commissions, City Council, and stakeholders about what type of inspired place the East Arapahoe corridor could become. **Attachment C** contains draft vision ideas for discussion that builds on previous discussions with the board and with City Council and the community. Staff is looking for feedback to help refine the vision statement.

Scenarios and Indicators

Scenario Concepts

The scenarios will build on input from boards and commissions, the public, residents, and institutional and business partners in the corridor. They will explore big ideas and define what makes East Arapahoe vital and livable and describe the characteristics that create a high quality of life for both current and future residents and workers along the corridor. Each scenario is not intended to be a stand-alone concept, rather it will illustrate a possible future, prompting a

conversation and greater analysis about the future pattern and preferred direction for the area. Each also will contain a number of "puzzle" pieces that can be taken apart and reassembled into a preferred plan for the future.

Possible scenario concepts include:

A. **Baseline** (status quo with existing zoning, land use capacity, infrastructure)
B. **Enhanced service industrial** with amenities (jobs focus)
C. **Workforce living** (adding new mixed use housing in central locations)

Each with aspects of ***greenways/ecological restoration, arts,*** *and* ***eco-district, energy generation/waste recycling.***

Through October, the planning team will be working with the community to develop the map-based scenarios – "what ifs" for different possible futures that might play out in 20 or 30 years based on plans being made today. Scenarios will also be displayed as maps and three-dimensional visualizations of possible futures. Scenarios will be carefully designed to illustrate a range of potential strategies related to land use patterns and density, mix of development, connections, other infrastructure improvements, and neighborhood and district amenities. The initial scenarios will be hypothetical and creative, yet also plausible and internally consistent so they provide meaningful insights. They are not meant as precise forecasts; instead, they will be for education, learning, encouraging meaningful conversations, and supporting informed, collaborative decision-making. "New" ideas will be weighed and compared with a baseline scenario that incorporates existing zoning, street patterns, etc.

"Givens" for Scenarios

Although each scenario will contain a number of unique characteristics, all scenarios will share some "givens" regarding known or expected future conditions. They may include:

1. Regional Bus Rapid Transit on SH7, as adopted by RTD and described in the Northwest Area Mobility Study report. Other multimodal corridor enhancements per TMP's Complete Streets policies and action plan.
2. Existing pedestrian, bicycle and transit connectivity will not be reduced, with a goal of expanding such connectivity along and across East Arapahoe.
3. Recycle Row, recycling and reuse district.
4. Boulder Community Health stays and expands medical related offices in Riverbend Office Park.
5. Ball Aerospace continues manufacturing and occupies office space west of 55th Street and north of Arapahoe Avenue.
6. Naropa's Nalanda Campus will remain and expand at 63rd and Arapahoe.
7. CU East Campus will remain and expand; bicycle and pedestrian connections across Boulder Creek will be included in all scenarios.
8. The industrial service district between South Boulder Creek and Naropa will remain.
9. Existing residential neighborhoods remain largely as they are.
10. Open space parcels remain and greeways become better connected.
11. Golf course will be a site for flood mitigation.
12. Approved development projects will be included.

What are other "givens"?

Examples of Other New Ideas to Explore

Other ideas to be considered may include:

Housing

A. Housing in select locations north of Arapahoe Ave. (e.g., at 55th St., storage unit parcels).
B. Mixed use developments in select location north of Arapahoe Ave.
C. 15-minute neighborhood concept identified for certain locations, including infrastructure to support and new types of housing x, as identified through CHS, or services for neighborhoods.
D. A range of densities, including some much higher than currently zoned.

Offices or Mixed Use

A. More office space in business parks north of Boulder Creek to allow for expansion of medical-related offices to support Boulder Community Health.
B. Maintain industrial service uses in the business parks.
C. A range of office densities and types.
D. Live-work and studio spaces.
E. Additional restaurants and retail services.

Infrastructure: Connections, Water/Sewer

A. Identify mobility hub locations to support BRT.
B. Add local street connection from 48th Street to Walnut or Pearl and between 48th and 55th.
C. Improve pedestrian and bicycle connections in area west of 55th and south of the Railroad and improved wayfinding and safety features at intersections.
D. Increase sewer capacity for south of Arapahoe Ave.

Amenities and Other Ideas

A. Add more open space and park land to golf property; redesign golf course with flood mitigation projects to accommodate a smaller, higher quality facility.
B. Explore energy district utilities/energy generation in select locations.
C. Add pocket parks or other amenities.
D. Explore locations for managed, paid parking and consider strategies and concepts developed in Access Management and Parking Strategy (AMPS) project
E. Explore enhanced programs such as expanded Eco Pass or taking an incremental step toward Community Pass.

Attachment E includes a map for reference. This map was used at the community meeting on July 21 to ask questions about what should be included in scenarios.

Indicators

Indicators are used to quantitatively measure the alternative scenarios and determine how well scenarios perform relative to the goals of the project and the values and priorities expressed by the community. Indicators can be used initially for scenario comparison purposes and later for measuring success of a neighborhood, district, or community. To ensure a balance of measures, indicators will be generally organized according to Boulder's Sustainability Framework:

- Safety,
- Healthy Living/Social Connectedness,
- Livability,
- Connectedness,
- Environmental Quality, and
- Economic Vitality.

Staff and consultants are currently analyzing availability of data, and indicators ultimately will be selected based on data availability with the goal of providing a balanced set of measures that reflect community goals and priorities. Scenario planning best practices suggest using a set of no more than about 15-16 "key" quantitative indicators to keep scenario analysis manageable; fewer indicators or indices are better. It is not possible to quantitatively assess every impact or benefit, and some analysis will need to be qualitative. **Attachment D** contains a list of draft indicators for discussion.

Proposed Guiding Principles for Connections

Staff is proposing the following guiding principles for connections as part of the Envision East Arapahoe corridor plan and is seeking input from TAB on the following draft list:

1. Accessible - Break up the Super blocks. Establish a finer grained, multi-modal network of transportation connections "through and across" Arapahoe, linking residential and employment areas, commercial areas and major/emerging activity centers.

2. "Hierarchy of access" - Establish the pedestrian environment as the primary mode.

3. Safety - Create safe and convenient access to pedestrian, transit and bicycle networks for people of all ages and stages of life.

4. Integrated - Support City of Boulder integrated master planning such as Boulder Valley Comprehensive Plan, Transportation Master Plan (TMP), Access Management and Parking Strategy (AMPS); as well as CU's East Campus and Boulder County Transportation Master Plans, and RTD's Northwest Area Mobility Study (NAMS).
    a. Focused - Evaluate scenarios relative to progress in all areas of the TMP measurable objectives, including mode share, vehicle miles traveled, neighborhood accessibility and improved safety for all modes.

5. Sustainable and Resilient - Support Boulder's Sustainability Framework, including Climate Commitment, economic vitality, environmental stewardship, and social/community values.

Engagement Process and Board and Community Feedback

As noted in previous memos, many organizations, both private and public, and individual residents and employees have interest in the area. City and county residents also are interested. Continued communication and engagement will be important to developing a community supported successful plan. A summary of the broad-based and inclusive engagement process is located in **Attachment F**. The summary from stakeholder interviews, the July 21st workshop, and May council study session also are contained in the attachment.

July 21 workshop at Avalon Event Center

The Planning Board reviewed this material and provided the following input:

- Add inclusivity to the vision
- Add a measure to indicators related to "cost of participation" (to measure exclusivity/inclusivity) – new functions shouldn't all be exclusive, such as golf that has a cost to play.
- Ensure the "arts" are included. The nature of "art" might be different than North Boulder – maybe more performance oriented.
- Transportation and BRT – Make sure the BRT does not turn into a big pavement project that further divides north and south sides of Arapahoe. Must have streetscape and landscape improvements.
- Ecodistricts for sustainability – a good idea.
- Workforce housing – a good idea but how do we ensure we don't just get more student housing? (is that a function of the housing types being more oriented around what people say they want in the housing survey – e.g., townhomes, duplexes, etc.?)
- Add an indicator around business retention – track essential services in the community. Really important not to push them out. A scenario should track that.
- Make sure we're really measuring certain uses and certain densities in the model. (Bigger picture: Can we build a "dashboard" to track how we build out the community?)
- Track impacts on carbon.
- Add to the vision something about flexibility of uses (i.e., we don't want the rigid use table that we ended up with in North Boulder, for instance.) This could be a good project to experiment with Form Based Code.
- Think about how we want to "incentivize" change, or not, and what rate of change we want to promote. (most on PB suggested that the pace of change in East Arapahoe can be slow – it's not urgent. We need to do the planning – get ahead of it, but this may not be the place to funnel a lot of implementation capital (or incentives). It's especially important to get ahead of the transportation infrastructure planning and get our ducks in a row (e.g., for BRT).

Project Next Steps

Ongoing:	Information on InspireBoulder and project webpage: EnvisionEastArapahoe.com
September:	Meet with Boards and provide update for City Council (council date TBD))
	First Round of Walk & Bike Audits – Sept 10 & 23: 11:30 – 1:00 pm
October:	Scenarios workshop with Victor Dover and community (Oct. 9)
	Additional Walk & Bike Audits
Nov/Dec:	Boards review and City Council update

KEY QUESTIONS FOR TAB:

1: Does the TAB have feedback on the draft Vision Elements?
2. Does the TAB have feedback on the indicators and what to measure in scenarios?
3. What other concepts does the TAB suggest exploring for scenarios?
4. Does the TAB have feedback on the guiding principles for developing transportation connections?

ATTACHMENTS

A – Project Goals and 2014 Timeline
B – Updated Existing Conditions Inventory, history white paper, and link to maps
C – Draft Vision Elements
D – Draft Indicators
E – Concept Map
F – Summary of Engagement Process and Feedback: Council feedback, stakeholder interview summary, board meeting summary, and July 21 public meeting summary.

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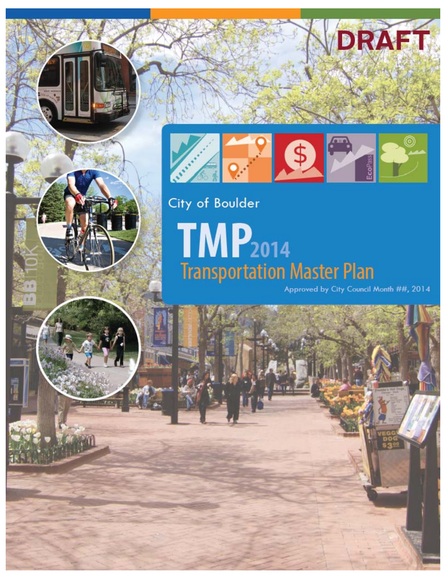
Project Goals

Develop a **community-driven vision plan** to transform the corridor into a place with more **mixed-use, compact, and walkable districts that are better connected** with the rest of the city and the region. Identify specific districts for **placemaking** based on existing conditions, data, analysis, and community engagement. Develop specific, **actionable recommendations,** such as pilot projects to test ideas, follow-up access or infrastructure, Transportation Demand Management (TDM) and connection plans, funding and investment strategies, partnerships, land use/zoning changes, and guidelines for development and design review. To achieve these goals, the city will:

1. **Collaboratively Design a Vision:** Engage the community to design an innovative vision in a forward-thinking manner.

2. **Partner and Coordinate:** Coordinate with stakeholders including large institutions, other government agencies, businesses, and nonprofits to address current issues and recognize and respond to future plans.

3. **Provide Imagery:** Provide information and images to create awareness and excitement for what the corridor can become.



4. **Use Data and Scenarios:** Use scenarios, data, and indicator-based analysis to assist with informed decision making.

5. **Make Engagement Easy:** Engage people in meaningful ways using a mix of tools that make it convenient and easy to participate and capture ideas to create a community-driven plan.

6. **Integrate with Plans:** Integrated with other ongoing plans, such as the Comprehensive Housing Strategy, Transportation Master Plan, Northwest Area Mobility Study, Climate Commitment, and Access Management and Parking Strategy. Evaluate options for new housing, innovative transportation, TDM and parking approaches, and to address Boulder's Climate Commitment and other sustainability goals. Improve and integrate land use, transportation/TDM planning. Inform the scope of work for the upcoming comprehensive plan update.

7. **Collaborate with Leadership:** Collaborate with boards and commissions and the City Council for guidance as the plan evolves.

8. **Model Sustainability:** Make the plan an interdepartmental effort and engage staff within the city organization in order to support integrated planning and to continue to model the Sustainability Framework efforts.

Sustainability Framework

9. **Address Residents' Needs:** Work with residents in neighborhoods south of Arapahoe Avenue to identify improvements for the corridor.

10. **Test Ideas:** Use the project to test approaches that might be used for the Boulder Valley Comprehensive Plan.

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Issues and Opportunities

The Envision East Arapahoe plan will include recommendations for some or many of the topics identified below. In 2015, the Boulder Valley Comprehenisve Plan update may continue to address some.

1. **Placemaking:** Identify places along the corridor with potential to be transformed into more healthy, vertical and horizontal mixed-use, compact and connected places.

2. **Floodplain:** Integrate with migitation plans that will address flood risk and maintain biodiversity and greenways for Boulder and South Boulder Creek.

3. **Transportation and Mobility:** Improve multi-modal transportation (i.e., local and regional transit, Bus Rapid Transit (BRT); vehicle, pedestrian and bicycle connections along - and across Arapahoe Avenue; identify and pilot locations for mobility hubs.

4. **Connections:** Create a stronger connection to downtown Boulder, surrounding areas (i.e., CU East Campus to the south and Boulder Junction to the north), and the region. Expand sustainable transportation options for employees and residents with tools such as EcoPass, shared, unbundled, managed and paid (SUMP) parking opportunities, and other Transportation Demand Management (TDM) programs.

5. **Climate and Energy:** Reduce carbon emissions, increase energy efficiency, and reduce operating costs.

6. **Businesses:** Support the employers and businesses north of Arapahoe Avenue.

7. **Assets:** Recognize existing cultural and community assets,.

8. **Housing:** Identify places for workforce housing and healthy, walkable, and complete districts or neighborhoods. Help to alleviate Boulder's in-commuter pressure from non-resident employees.

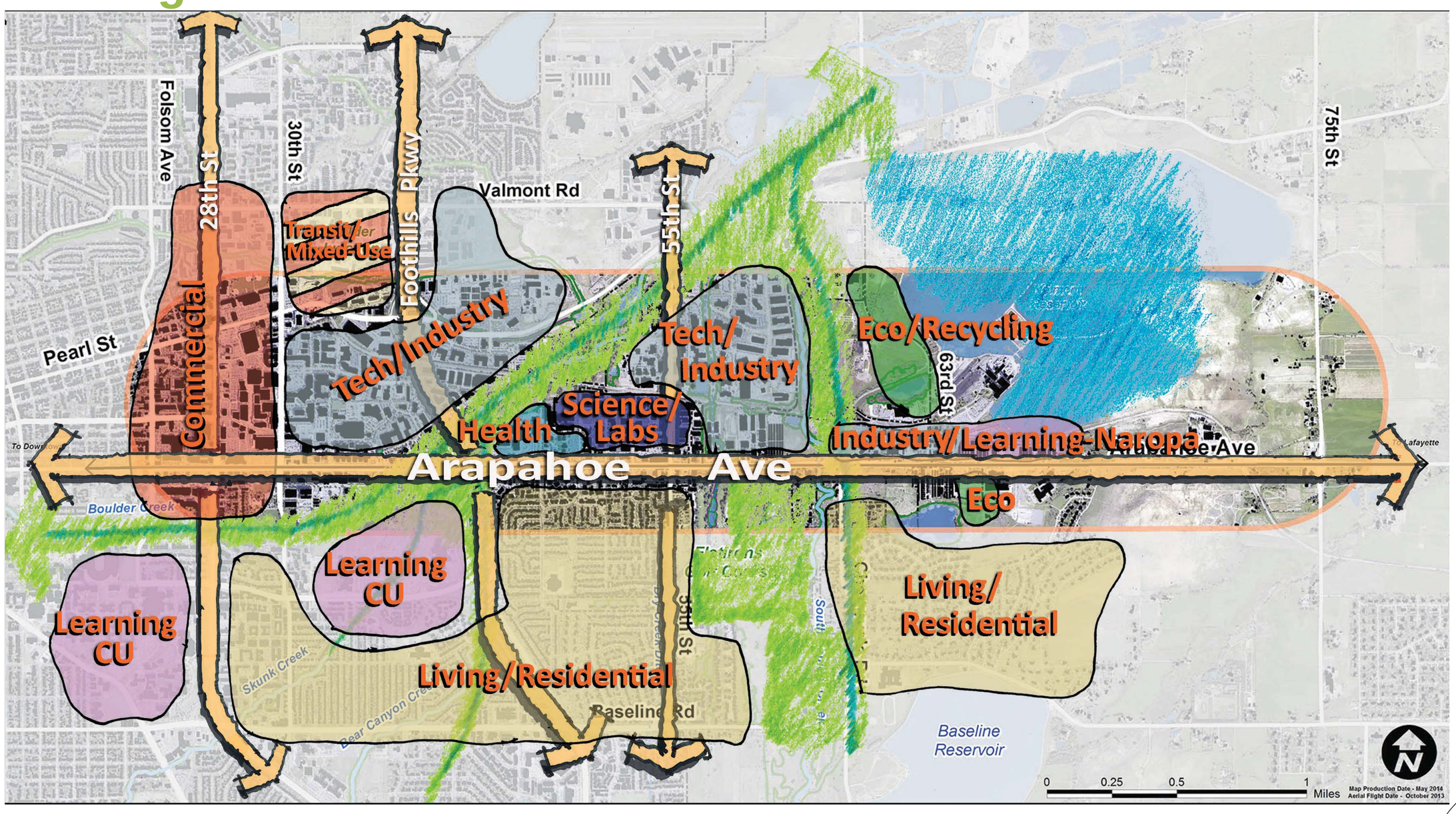
9. **Coordination:** Coordinate with institutions' expansion plans (e.g., CU East and Naropa). Incorporate CU's new vision for East Campus and connections to Arapahoe Avenue.

10. **Medical-Related Uses:** Address medical-related expansion and amenity needs near Boulder Community Health.

11. **Greening the Area:** Identify potential for pocket parks, urban agriculture, increased tree canopy, reduced heat island effect, cultural amenities, food carts, art, etc. Incorporate low impact development stormwater techniques, improve water conservation, address green infrastructure, district utilities/energy, and potential ecodistrict projects.

12. **Annexation for Industrial Properties:** Address annexation of unincorporated industrial properties.

Existing Land Use Character



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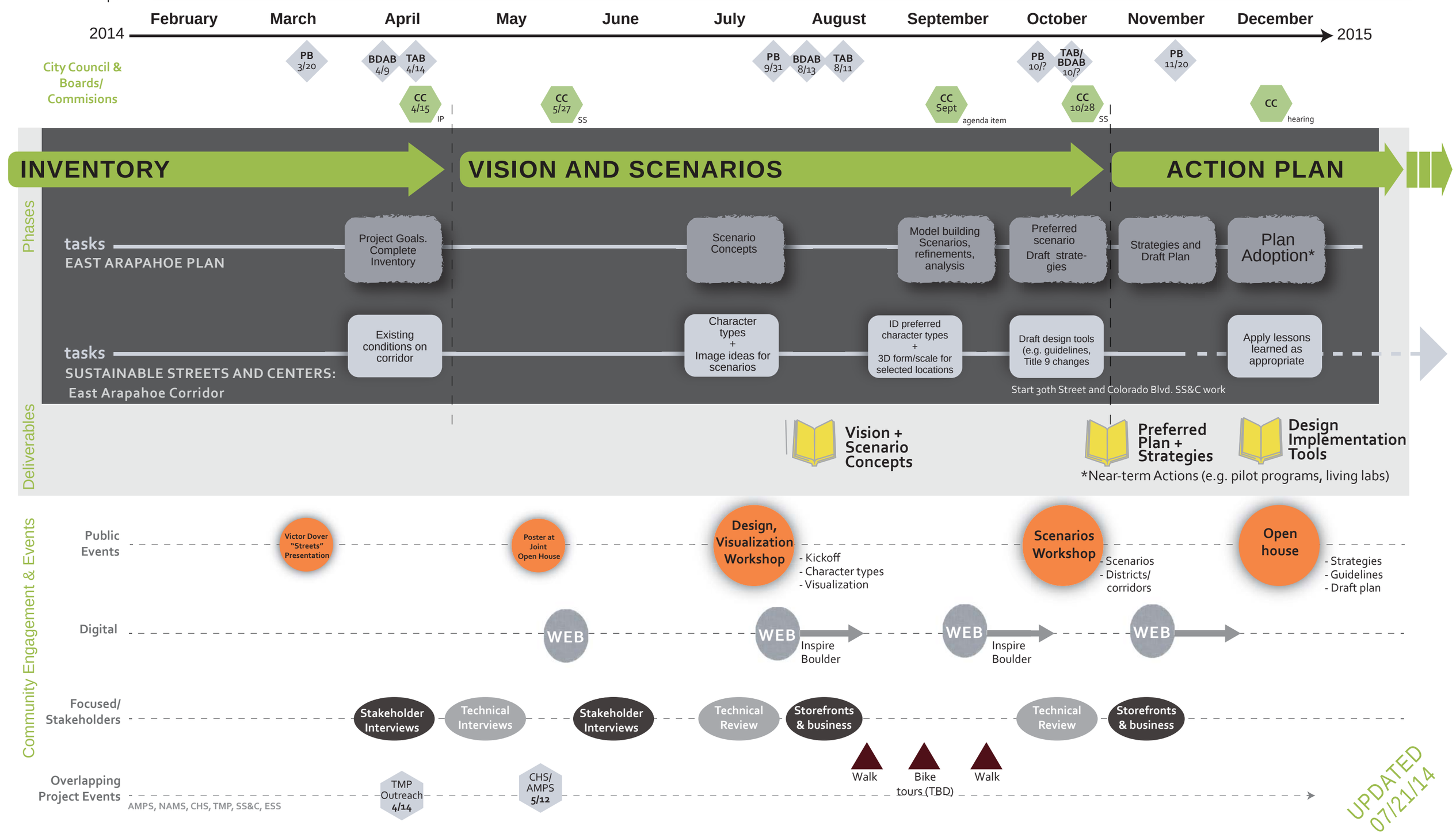
Timeline

East Arapahoe Plan and Sustainable Streets and Centers



Envision East Arapahoe

EXISTING CONDITIONS INVENTORY

Draft – July 21, 2014

This inventory will be updated as new information becomes available and as analysis is conducted for the project.

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INTRODUCTION

A clear inventory and understanding of the conditions and resources in the East Arapahoe study area will help support planning and decisions. First, existing resources may constrain future development in the area if they are protected (e.g., wetlands or landmarks), or if they pose health and safety risks (e.g., flood zones). These protections and restrictions mean that not just any vision should become reality. Second, understanding resources may allow for selecting new ideas that complement or showcase the area's assets.

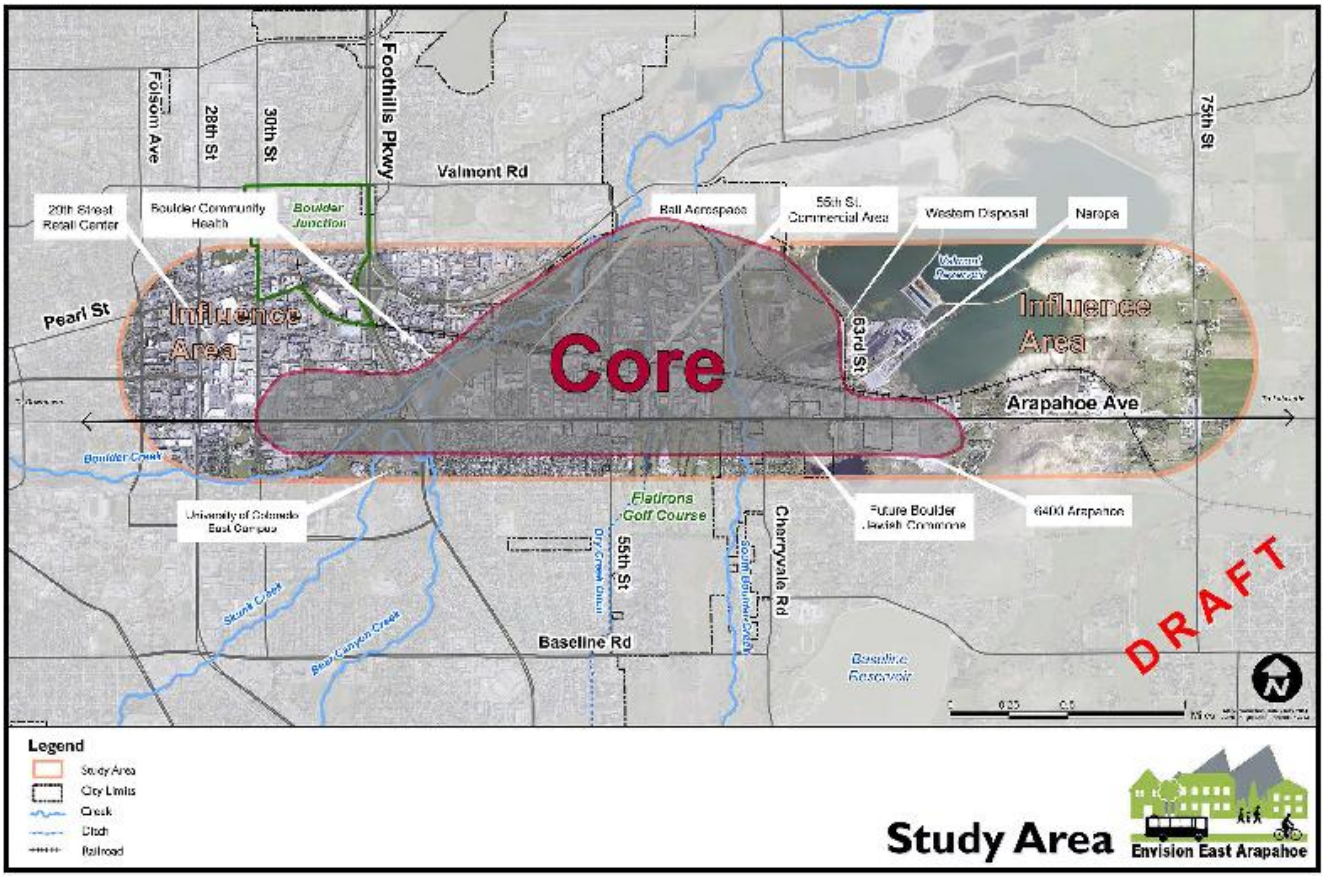
This inventory describes features and restrictions for the following categories:

- Planning Area and Boundaries
- Flood Zones and Riparian Corridors
- Land Use and Zoning
- Public Safety
- Transportation
- Schools, Parks and Open Space
- Land Ownership

PLANNING AREA AND BOUNDARIES

(See **Map 1 and Map 2)**

The project is the length of East Arapahoe Avenue from Folsom Street to 75th Street and quarter mile wide on the south side and three-quarters of a mile wide on the north side, incorporating the adjacent industrial areas and enclaves. The study area is subdivided into a core study area, and an influence area, where the focus will be primarily on transportation connections.



FLOOD ZONES AND REGULATORY WETLANDS

(See **Map 4)**

Flood Zones

Four categories of flood zones exist in the study area. The city's interest in prohibiting development in areas of flood hazard and in protecting the community and ecological values of wetlands limits the degree to which land can be developed for other uses.

Flood zones in the area include:

- The 100-year floodplain;
- The high hazard zone [HHZ]; and
- The conveyance zone.

The city is currently working on floodplain mitigation for South Boulder Creek. A series of proposed flood detention ponds and flood conveyance channels will reduce the size and location of the floodplain and associated conveyance channels. This is specifically relevant to properties north of Arapahoe Avenue and west of the Flatirons Municipal Golf Course. Construction funds of $10,000,000 have been allocated for 2018 in the 2015-2020 Capital Improvement Program for construction of the Arapahoe Avenue Detention pond occupying the north side of the municipal golf course. Approval of FEMA grant funds may further expedite this work.

Regulatory Wetlands and Riparian Corridors

The study area contains the plains riparian system along Boulder Creek, Bear Creek, South Boulder Creek and Dry Creek; wetlands including Sombrero Marsh, as well as agricultural areas and native grasslands further east along the corridor.

Wetlands are natural resources that contribute open space and wildlife habitat to the project area, while simultaneously functioning as filters for urban runoff entering creeks. Section 9-3-9 of the Boulder Revised Code (hereafter B.R.C.) protects streams, wetlands and water bodies above and beyond state and federal regulations. The ordinance details standards and procedures for protection, as well as mitigation requirements when these natural areas are disturbed. In addition to protecting the stream channels, the city regulations also provide a level of protection to buffer areas surrounding the streams. Within the stream and inner buffer areas, buildings and additions are prohibited. Fences, walls and many types of pavement surfacing and trails are prohibited within the streams but allowed within the buffer areas. Vegetation removal and addition of plant materials, as well as stream channel and flood improvements, are subject to review. For more information about stream, wetlands and water body regulations, see B.R.C. **Section 9-3-9**

Flood Zone Designation	Definition/Floodplain Regulation
100-Year Floodplain	Structures within the 100-year floodplain have a one (1) percent chance of being inundated by flood waters in any given year. A floodplain development permit is required for all development activities in the 100- year floodplain. Development within the 100-year floodplain is permitted, subject to the provision of flood protection measures to mitigate the risk of property loss or damage. For non-residential applications, the lowest floor of any new structure or addition must be elevated above the flood protection elevation or be flood proofed to ensure that the structure is watertight with walls substantially impermeable to the passage of flood waters below the protection elevation. New parking lots are not permitted where flood depths would exceed 18 inches.
High Hazard Flood Zone	High hazard flood zones are considered the most significant risk and thus have major development constraints to minimize loss of life and property damage. The Current floodplain regulation prohibits new development in this zone and significantly limits further investment in existing facilities. Under the existing High Hazard Zone (HHZ) ordinance, the city prohibits any “substantial improvement,” to buildings in the HHZ, which discourages significant investment in facilities. "Substantial improvement" means any repair, reconstruction, rehabilitation, addition, or improvement of a structure, the cost of which equals or exceeds fifty percent of the market value of the structure before the "start of construction" of the improvement.
Conveyance Zone	The conveyance flood zone includes areas where new development or grading is expected to impact flood depths elsewhere. New obstructions to flood waters in these areas would need to be offset by increasing flow capacity at other locations. Development of these areas is highly constrained due to the limitations on redirecting flow without significant infrastructure investment and/or structural containment of Boulder Creek.

UTILITIES

Placeholder for statement regarding utilities and sewer backups in the area.

LAND USE AND ZONING

Existing Uses in the area

West of 30th Street.

- Twenty-Ninth Street Mall.
- Regional big-box and grocery stores such as Whole Foods, Home Depot, and Target.
- Recreational uses including Scott Carpenter Park and the East Mapleton Ball Fields.
- The North Boulder Farmers Ditch.
- High-density residential and hotel uses.

30th Street to Foothills Parkway.

- Auto-oriented business along the major roadways.
- High density residential at the Peloton.
- Public facilities such as the Boulder Police Department and the Boulder County Clerk.
- Light-industrial and office uses occupying land zoned for General Industrial.
- The north side of this area has been planned as part of the Boulder Junction project and is important primarily when considering connectivity to the rest of Boulder.

East of Foothills Parkway, north of Boulder Creek.

- Office-park style development (including a single hotel) along East Walnut and Pearl East Circle.
- Industrial land use north of Pearl Parkway, characterized by auto-service businesses and other light-industrial uses, as well as Eco-Cycle's main facility on the east end.

East of Foothills Parkway, between Arapahoe Avenue and Boulder Creek.

- This is the primary area of focus for the project.
- Boulder Community Health and professional office complex across 48th serving as home to third party medical offices.
- Ball Aerospace's primary property off 48th St.; a large, high-tech manufacturing/maintenance facility with recreational facilities (volleyball, community gardening) for employees in the floodplain to the north and along the railroad tracks.
- Light-industrial and office properties east of Ball including breweries, printing press facilities, the Rocky Mountain Theater for Kids, auto services business, and other eclectic business uses.
- CordenPharma, considered a "critical facility" under city code due to the fact that it handles hazardous materials. The property is within the 100-year floodplain and will require flood protection measures for a critical facility.
- More light-industrial land use east of 55th St. and north of the railroad tracks; home to businesses like Avery Brewing (which will soon be moving to Gunbarrel) and the Boulder Dinner Theater. The are characterized by superblocks with internal parking lot circulation patterns and access via the main avenues and loop roads.
- "Recycle Row"; consisting of the Boulder County Resource Center, Western Disposal's main facility, and Eco-Cycle.
- Naropa University's "Nalanda Campus," located at the northwest corner of 63rd and Arapahoe.

- Parks and open space properties.

South of Arapahoe Avenue, between Foothills Parkway and 63rd Street.

- Primarily residential in character.
- Auto-oriented retail uses along Arapahoe.
- Higher density residential complexes are sited along Arapahoe Avenue to the west.
- Residential densities gradually decrease further south from Arapahoe.
- Flatirons Municipal Golf Course, which serves as a recreational facility and a safe flood conveyance corridor and future flood detention pond.
- The newly annexed future Boulder Jewish Commons east of Cherryvale Road

East of 63rd

- Light-industrial properties similar to the others in the study area.
- Many properties are in Area II of the BVCP; meaning they could potentially be annexed to the city at some point.
- Self-storage facilities, auto-service businesses, and a mobile home park.
- Historic Lakeside Service Station on the NE corner of 63rd and Arapahoe (See East Arapahoe History).
- Xcel Energy Valmont Power Station and associated cooling reservoirs north of Arapahoe.
- BVSD's Arapahoe Campus (the district's headquarters, bus staging facility, and alternative technical high school), south of Arapahoe Ave near the east end of Boulder's urban area boundary.
- A small church on the very edge of the city.
- Legion Park, on the northeast end of the study area; a small county open space facility and scenic lookout.

Future Land Uses
(See **Map 3)**

The Boulder Valley Comprehensive Plan's Land Use map designates future land uses for the area. These land uses can be changed through a plan, such as Envision East Arapahoe, or during the next update to the BVCP. Currently the land uses are as follows:

West of 30th Street: Planned as a business center with general business, regional business, and mixed-use business land use designations.

30th Street to Foothills Parkway: Planned for General Business, Light Industrial, Public, and High-density residential land uses.

East of Foothills Parkway, north of Boulder Creek: Planned for Light Industrial and Community Industrial primarily.

East of Foothills Parkway, between Arapahoe Avenue and Boulder Creek: Planned for Light Industrial, General Industrial, Community Industrial, Public, Transitional Business, Community Business and Open Space land uses.

South of Arapahoe Avenue, between Foothills Parkway and 63rd Street: Planned for High, Medium, and Low-density Residential, Community Business and Parks land uses.

East of 63rd: Planned for Light Industrial, Public, and Open Space land uses. Mostly unincorporated.

Zoning and Development Standards
(See **Map 8)**

The Boulder Land Use Code guides the uses, forms, and intensities of newly developed and redeveloped properties through zoning districts and development standards. See appendix for table of allowed uses by zone.
Zoning Districts Found in the **Core Study Area (Approx. 963 Acres):**

- Industrial – General: 276 Acres **28.7%**
- Industrial – Manufacturing: 133 Acres **13.8%**
- Industrial - Service 2: 18 Acres **1.9%**
- Industrial – Service 1: 5 Acres **0.5%**
- Business - Transitional 2: 7 Acres **0.7%**
- Business - Community 1: 11.5 Acres **1.2%**
- Business - Community 2: 1.7 Acres **0.2%**
- Residential - Low 2: 45 Acres **4.7%**
- Residential - Medium 1: 21 Acres **2.2%**
- Residential Estate: 14 Acres **1.5%**
- Residential - Rural 1: 9 Acres **0.9%**
- Residential - High 4: 35 Acres **3.6%**
- Residential - High 5: 2 Acres **0.2%**

Other Zoning Districts Found in the Study Area:

- Business - Community 1
- Business - Community 2
- Business - Regional 1
- Business - Transitional 1
- Business - Transitional 2
- Residential - High 2
- Residential - High 3
- Residential - Low 1
- Residential - Medium 2
- Residential - Mixed 1
- Mixed Use 3
- Industrial – General
- Industrial - Service 1
- Industrial - Service 2

PUBLIC SAFETY

Boulder's main Police Department and Fire Department headquarters is located within the study area at 1805 33rd St. There are two fire stations located in the study area; Boulder Fire Station Three is located at 1585 30th St. and Fire Station Seven is at 1380 55th Ave. Service provision for fire, public safety and Emergency Medical Services (EMS) are addressed through mutual aid agreements in the area.

TRANSPORTATION

East Arapahoe Avenue
(See **Maps 5 and 5a**)

East Arapahoe Avenue is a major arterial with high speeds (45 mph), high traffic volumes, six travel lanes, and is a Colorado Department of Transportation state highway. Arapahoe Avenue has an important function as one of the major access corridors for regional commuting from the east for employees living or working outside Boulder, as well as for local trips by employees and residents in the area. 28th Street, 30th Street, Foothills Parkway, 55th Street, Cherryvale Road, and 63rd Street are major north-south connections that intersect with Arapahoe Avenue within the study area. Pearl Parkway and Valmont Road to the north, and Baseline Road to the south are the alternative contiguous east-west routes to Arapahoe in the area (of these, only Pearl is within the study area boundaries).

A variety of multi-use path networks for pedestrians and bicyclists exist in the study area as well, however these largely follow the local greenways and don't always provide direct connections between destinations.

Boulder's 2014 draft Transportation Master Plan (TMP) has as one of its main goals the citywide implementation of "Complete Streets" that support all modes of transportation, including bicycle and transit. The TMP will be reviewed by City Council on August 5th. In addition, the Regional Transportation District (RTD) has recently conducted the Northwest Area Mobility Study (NAMS), looking at potential Bus Rapid Transit (BRT) routes in the Northwest Metropolitan Area http://www.rtd-fastracks.com/nams_1. Arapahoe/SH 7 was identified by the study as one of the top three potential BRT corridors. One of the main goals of Envision East Arapahoe will be to determine what kind of "Complete Street" the community wishes to see Arapahoe Avenue become. This will include both the design of the BRT running way and stations, bike and pedestrian infrastructure, as well as any other elements of streetscape design.

Bicycle and Pedestrian Path System
(See **Map 5**)

Several of Boulder's multi-use paths run through the East Arapahoe study area and serve as the primary bike routes. The Boulder Creek Greenway runs diagonally from Scott Carpenter Park in the southwest of the study area, through CU's East Campus, and on toward the intersection of Pearl Parkway, 55th Street and Valmont Road in the northeast. It is joined along its route by the Skunk Creek Path, the Bear Creek Path, the Goose Creek Path and the South Boulder Creek Path. The city conducts ongoing monitoring of bicycle counts on various key multi-use paths. 2013 average daily counts of bicycles on the Boulder Creek bicycle path (at Skunk Creek path intersection) ranged from 1,200 to 1,400 per day. On-street bike lanes and designated bike routes also exist on many streets in the area.

Many gaps remain between the various bike lanes, routes, and multi-use paths. Potential future connections are illustrated on the Existing and Proposed Pedestrian/Bike map.

Traffic

Average Daily Traffic Counts (ADT) in 2013 conducted by the city indicate that traffic ranges from 16,500 vehicles per day on the east end of Arapahoe Avenue to 22,500 vehicles per day at the west end. The intersection of Foothills and Arapahoe, one of the busiest intersections in the city, averages 36,200 vehicles per day, and was reconstructed in 2006 to address roadway design issues including safety and the addition of a new multi-use underpass.

In addition, the city conducts annual travel time monitoring in several key corridors in the city. Travel time on the Arapahoe corridor has held steady since 1987, averaging 9 minutes to cross the corridor between 9th and 55th Streets on Arapahoe. If there were no impediments or stops on Arapahoe, (i.e. no traffic lights, etc.), an "unimpeded auto trip" would take 6.24 minutes to travel between 9th and 55th. The relatively unchanged traffic held constant over time is one indicator of the success of the city's transportation management policies and programs.

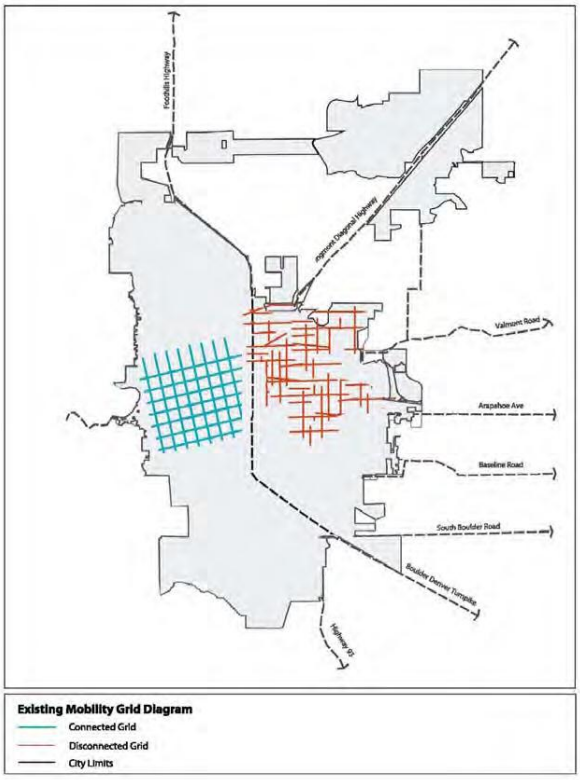
Intersections and Level of Service

Intersection	Count Date	AM Peak Hour		Noon Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Foothills/Arapahoe	4/28/09	27.8	C	33.6	C	76.2	E
55th/Arapahoe	7/9/08	45.0	D	34.5	C	43.3	D
Cherryvale/Arapahoe	6/20/07	25.6	C	12.2	B	13.3	B

Connections

The Boulder Valley Comprehensive Plan (BVCP) states in section 2 (Built Environment) that "In general, the western historic neighborhoods of the city have a fine-grained, walkable and bikeable street grid, whereas other parts of the city, for example, East Boulder, have larger, more car-oriented super-blocks. Over time, the city seeks to extend a more pedestrian and bike friendly mobility grid to all parts of the community."

The East Arapahoe study area is ground-zero for the type of super-block urban patterns described in the BVCP. A connections plan was developed for the area as part of a previous planning effort, but was never adopted. The goal of increasing connections in the area, however, remains a core element of city planning policy, and is a goal of Envision East Arapahoe. Specific connections will be determined through the community visioning process.



Transit
(See **Map 6)**

Service:
The Arapahoe Avenue corridor is served primarily by "The Jump" bus route, a Community Transit Network route providing high-frequency local and regional transit connecting downtown Boulder with the cities of Lafayette and Louisville. In 2012 there were 1,919 daily boardings on the Jump route. Other RTD local and regional routes operating in the area include: S, HX, J, 206, and 208 routes.

As noted previously, Arapahoe Ave. (SH 7) was identified as part of the Northwest Area Mobility Study (NAMS) as a potential Bus Rapid Transit route.

Facilities:
Bus Stops exist all along Arapahoe Avenue, with the most routes serving the area between 30th and 55th. Three stops in the area service four separate bus routes; westbound at Arapahoe 55th, eastbound at Arapahoe and Marine, and eastbound at Arapahoe and Foothills. All other stops service three or fewer bus routes. There are 113 stops within the study area.

SCHOOLS, PARKS AND OPEN SPACE
(See **Map 8)**

Open Space

The study area contains several properties owned by Open Space and Mountain Parks (OSMP), primarily consisting of the area's many riparian corridors. Most of these riparian corridors have parallel greenway trails; multi-use paths that utilize the natural right-of-way, and link together the various recreational amenities in the area. These include the Boulder Creek Path and South Boulder Creek Path. Some OSMP areas have been set aside specifically to protect natural resources and restrict public access (Cottonwood Grove, Hospital wetlands/riparian area). Protected wetlands on private property typically do not entail public access.

Parks and Recreation

City of Boulder Parks and Recreation (parks and rec.) facilities in and near the study area include the Stazio athletic fields, Scott Carpenter Park and public swimming pool, and Valmont City Park. These facilities are connected by multi-use paths or on-street bike lanes along east-west routes, but are not as well connected to the neighborhoods to the south.

Valmont City Park, located just north of the study area, is currently one of the top planning projects for parks and rec. The community is currently being asked to submit ideas for amenities and services to be provided at Valmont Park, and its design will affect which amenities are available to residents in the study area. In addition, Scott Carpenter Park is an aging facility, and the parks and rec. master plan "Vision" alternative envisions rebuilding or relocating the swimming pool facility. With this in mind, no option is off the table for potential recreational uses of parks land in the study area.

Golf Course

Opened in 1938, this 130 acre property lies on the south side East Arapahoe Avenue and is Boulder's only public 18-hole golf course. The facility has been operated by Boulder Parks and recreation since 1986 and is a recreation destination along with the adjacent special event center. The majority of the site is located in the South Boulder Creek floodway, and the northern edge of the course is planned for future use as a flood control detention pond.

The 60-year old event center is aging and was damaged during the 2013 flood, and there is some desire to see the facility replaced. The parks and rec. master plan does not discuss specific changes to this facility, except to say that facilities of this sort "may serve only a narrow slice of the community and can be the most costly facilities to maintain." Nonetheless, facilities like the golf course are highly visible and can garner community support.

It should be noted that a sizable portion of the golf course site, near the southwest corner of the site by 55th St and Centennial Trail, is elevated above the 100-year floodplain and may provide opportunities for alternative site layouts or other parks uses.

Schools and Colleges

CU East campus lies in the west end of the planning area, just south of Arapahoe Avenue. Boulder Valley School District's Arapahoe campus and district headquarters occupies a significant parcel of land on the south side of Arapahoe in the east end of the planning area. Eisenhower Elementary and Platt Middle School, though outside of the EEA planning area, serve the residential neighborhoods to the south of East Arapahoe. Naropa University owns a property known as the Nalanda Campus on the northwest corner of 63rd and Arapahoe that they intend to develop over the coming years. There are no public schools north of Arapahoe Avenue and east of Foothills Parkway.

Land Ownership

(See **Map 10)**

Important public and institutional landowners in the study area include:

- City of Boulder: 447 Acres – 15.35%
- Xcel Energy: 400 Acres – 13.74%
- University of Colorado: 331 Acres – 3%
- Boulder County: 38 Acres – 1.32%
- Boulder County Recycling: 21 Acres
- Boulder Community Health: 17 Acres
- State of Colorado (not including CU): 5.5 Acres
- Naropa University: 5 Acres
- Western Disposal Inc: .3 Acres

Appendix 1

Zoning District	RR-1, RE	RL-2	RM-1	RH-4, RH-5	BT-2	BC-1, BC-2	IS-1, IS-2	IG	IM
Residential Uses									
Detached Dwelling Units	A	A	A	A	A	A	*	U	U
Duplexes	*	A	A	A	A	A	G	U	U
Attached Dwellings	*	A	A	A	A	A	G	U	U
Townhouses	*	A	A	A	A	A	G	U	U
Live-Work	*	*	*	*	*	*	U	U	U
Cooperative Housing	C	C	C	C	*	*	*	U	U
Efficiency Living Units:									
A. If <20% of Total Units	*	*	*	A	A	A	G	U	U
B. If >20% of Total Units	*	*	*	U	U	U	U	U	U
Accessory Units:									
A. Accessory Dwelling Units	C	C	*	*	*	*	*	*	*
B. Owner's Accessory Unit	C	*	*	*	*	*	*	*	*
C. Limited Accessory Unit	C	*	*	*	*	*	*	*	*
D. Caretaker Dwelling Unit	*	*	*	*	*	*	A	A	A
Group Quarters:									
A. Congregate Care	*	*	A	A	A	A	*	U	U
B. Custodial Care	*	*	U	U	U	U	*	U	U
C. Group Homes	C	C	C	C	C	C	*	*	*
D. Residential Care	*	*	C	C	C	C	*	U	U
E. Fraternities, Sororities, Dorms	*	*	*	A	A	A	*	U	U
F. Boarding Houses	*	*	U	A	A	A	*	U	U
Home Occupation	C	C	C	C	C	C	C	C	C
Transitional Housing	C	C	C	C	C	C	C	C	C

Zoning District	RR-1, RE	RL-2	RM-1	RH-4, RH-5	BT-2	BC-1, BC-2	IS-1, IS-2	IG	IM
Dining and Entertainment									
Breweries/Wineries	*	*	*	*	*	*	C	C	C
Commercial Kitchens	*	*	*	*	*	*	A	A	A
Indoor Amusement	*	*	*	*	*	U	*	*	*
Food Truck on Public ROW	C	*	*	*	*	*	C	C	C
Museums	*	*	*	*	U	A	U	U	U
Small Theater/Rehearsal Space	*	*	*	*	*	U	A	U	A
Temporary Outdoor Entertainment	*	*	*	*	C	C	C	C	C
Lodging Uses:									
Hostels	*	*	*	U	U	A	*	U	U
Bed and Breakfasts	*	*	*	U	*	*	*	*	*
Motels and Hotels	*	*	*	*	U	A	*	*	*
Public and Institutional Uses									
Home Daycare	A	A	A	A	*	*	*	*	*

Zoning District	RR-1, RE	RL-2	RM-1	RH-4, RH-5	BT-2	BC-1, BC-2	IS-1, IS-2	IG	IM
Office, Medical and Financial Uses									
Data Processing Facilities	*	*	*	*	A	A	*	A	A
Financial Institutions	*	*	*	*	U	A	*	*	*
Medical or Dental Clinics	*	U	U	U	A	A	*	*	*
Medical and Dental Labs	*	*	*	*	A	A	U	A	*
Administrative Offices	*	*	*	*	A	A	*	A	A
Professional Offices	*	U	U	U	A	A	*	*	*
Technical Offices; With <5,000 Square Feet of Floor Area	*	U	U	U	A	A	A	A	A
Technical Offices; With >5,000 Square Feet of Floor Area	*	U	U	U	A	A	*	A	A
Offices - Other	*	U	U	U	A	A	*	*	*
Commercial Uses									
Animal Hospital/Veterinary Clinic	*	*	*	*	U	A	A	A	A
Animal Kennel	*	*	*	*	*	U	A	A	A
Broadcasting and Recording Facilities	*	U	U	U	*	A	A	A	A
Business Support Services <10,000 Square Feet	*	*	*	*	*	A	A	U	U
Business Support Services >10,000 Square Feet	*	*	*	*	*	A	U	U	U
Neighborhood Business Center	*	U	U	U	*	*	*	*	*
Personal Service Uses	*	U	U	A	A	A	*	*	*
Retail Uses									
Convenience Retail Sales </=2,000 Square Feet	*	U	U	U	U	A	C	C	C
Convenience Retail Sales > 2,000 Square Feet	*	*	*	U	U	A	C	*	C
Retail Sales </=5,000 Square Feet	*	*	*	*	*	A	*	*	*
Retail Sales >5,000 but </=20,000 Square Feet	*	*	*	*	*	A	*	*	*
Retail Sales >20,000 Square Feet	*	*	*	*	*	U	*	*	*

Zoning District	RR-1, RE	RL-2	RM-1	RH-4, RH-5	BT-2	BC-1, BC-2	IS-1, IS-2	IG	IM
Vehicle-Related Uses									
Automobile Parking Lots, Garages, or Car Pool Lots	U	U	U	U	U	A	A	A	U
Fuel Service Stations or Retail Fuel Sales	*	*	*	*	U	C	C	C	*
Sales and Rental of Vehicles	*	*	*	*	*	U	A	A	*
Sales and Rental of Vehicles within 500 Feet of a Residential Use Module	*	*	*	*	*	U	C	C	*
Service of Vehicles with No Outdoor Storage	*	*	*	*	*	U	A	A	A
Service of Vehicles with Limited Outdoor Storage	*	*	*	*	*	U	A	A	*
Industrial Uses									
Building and Landscaping Contractors	*	*	*	*	*	*	A	A	A
Cleaning and Laundry Plants	*	*	*	*	*	*	A	A	A
Cold Storage Lockers	*	*	*	*	*	*	A	A	A
Computer Design and Development Facilities	*	*	*	*	A	A	A	A	A
Equipment Repair and Rental with Outdoor Storage	*	*	*	*	*	U	A	A	A
Lumber Yards	*	*	*	*	*	*	A	A	*
Manufacturing Uses </=15,000 Square Feet	*	*	*	*	*	*	A	A	A
Manufacturing Uses >15,000 Square Feet	*	*	*	*	*	*	U	A	A
Manufacturing Uses with Potential Off-site Impacts	*	*	*	*	*	*	*	U	U
Outdoor Storage	*	*	*	*	*	*	A	U	A
Outdoor Storage of Merchandise	*	*	*	*	*	*	C	C	C
Printers and Binders	*	*	*	*	*	*	A	A	A
Recycling Centers	*	*	*	*	*	*	U	U	U
Recycling Collection Facilities – Large	*	*	*	*	*	U	U	U	U
Recycling Collection Facilities – Small	*	*	*	*	*	C	C	C	C
Recycling Processing Facilities	*	*	*	*	*	*	U	U	U
Self-service Storage Facilities	*	*	*	*	*	*	A	U	*

Telecommunications Use	*	*	*	*	A	A	A	A	A
Warehouse or Distributions Facilities	*	*	*	*	*	*	A	A	A
Wholesale Business	*	*	*	*	*	*	A	A	A

For Explanation of Table Abbreviations, See B.R.C. **Section 9-6-1**

History of East Arapahoe Ave.

City of Boulder Comprehensive Planning and Sustainability, 2014

The 1874 Wellman Farm House stood at Foothills and Arapahoe until it was demolished in 1968.

The Wellman Farm was later owned by the Van Vleets, a prominent ranching family that bred Arabian horses.

O.T. Jackson's Resort at 55th and Arapahoe offered an outing destination for picnics and dancing.

Legion Park, designed by Saco de Boer and built by CCC crews, memorialized soliders that fought in World War I.

Today, East Arapahoe Ave. acts as the main travel corridor between Boulder and communities to the east. Until the Boulder Turnpike opened in 1952, Arapahoe Ave. served as the main route to Denver and was the eastern gateway to the city. The area remained outside of city limits until the 1960s, largely developing in the last forty years. The area boasts a rich history, as the location of the area's first farm, Jackson's Resort, and Ball Aerospace.

Boulder's first farm, located at the northeast intersection of Foothills Parkway and Arapahoe Ave. (currently Boulder Community Health), was homesteaded by brothers Sylvanus, Luther and Henry Wellman in 1859. The brothers left Pennsylvania hoping to profit from the gold strikes out west. Their farmstead included the land from Valmont south to Baseline and from 47th St. to 55th St. The Wellmans grew wheat and vegetables, finding a robust market in the nearby mining camps. The area was considered to be some of the best agricultural land, due to the close proximity to markets, good pasture land, and a consistent source of fresh water to irrigate crops and livestock. The land was later purchased by the Van Vleets, a prominent ranching family who bred Arabian horses and owned much of the land that is now Caribou Ranch in Boulder County. The Van Vleets sold the property in 1963 and moved many of the agricultural buildings to their farm at Cherryvale and S. Boulder Rd. The Wellman's stone house, built in 1874, remained on the property until 1968.

Oliver T. Jackson, an African American entrepreneur, moved to Boulder in 1892 and operated an oyster house, ice cream parlour, and the Stillman Hotel and served as the first manager of the Chautauqua Dining Hall. In 1897, he founded **Jackson's Resort,** a dinner club at 55th and Arapahoe. Jackson's Resort advertised "the very best accommodations for picnics, a 28x28 ft. ballroom with a good floor, and automobile and tallyho parties." After Boulder citizens voted to enact prohibition in 1907, Jackson moved to Weld County and founded Dearfield, an African-American farming community.

Legion Park, located on the north side of Arapahoe, east of 65th St. was previously known as Goodview or Hoover Hill. The park was developed in 1931 to provide "an unparalleled panoramic view" of Boulder County and to memorialize soldiers killed in World War I. In 1931, Boulder County signed a 100-year lease with representatives of Legion Post #10. Landscape architect Saco R. DeBoer designed the memorial, which was built by Civilian Conservation Corps (CCC) crews. In 1976, Boulder County took over management of the park, and the American Legion Post removed the German artillery that had

View facing southwest taken from the Power Plant smokestack, c.1930s.

been located on the site. The park remains a popular vantage point.
Development of the East Arapahoe area began the 1920s with the construction of the **Lakeview Subdivision,** the Valmont Power Plant, and scattered farm houses. Platted in the 1920s, the Lakeview Subdivision was located on the north side of Arapahoe Ave., between Cherryvale and 63rd, south of Hillcrest Lake. The subdivision was comprised of approximately ten wood frame and stone houses, each with a clipped gable roof. The Lakeside Service Station, also part of the subdivision, is located at 63rd St. and Arapahoe Ave., and was designated as a Boulder County landmark in 2004.

The **Boulder Humane Society** owned a large parcel of land on the north side of Arapahoe Ave., on the current site of Ball Aerospace and Technologies Corporation. The organization was founded in 1902 and incorporated in 1932.

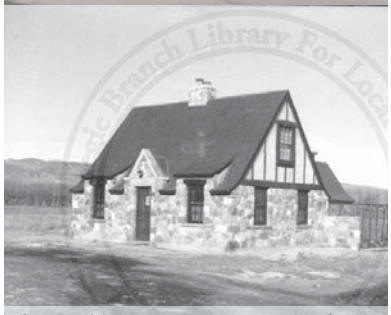
The smokestacks of the **Valmont Power Plant** have been a prominent feature on the landscape of Boulder County for nearly a century. Constructed in 1922, the Public Service Company's power plant heralded in the era of electricity and modernization. Twenty-five years after the plant opened, it was considered to be "one of the finest things to happen to it since the establishment of the University of Colorado, the Boulder Colorado Sanitarium, Mount St. Gertrude Academy and the Chautauqua,"[0] as the plant provided constant employment for the local workforce and generated a substantial amount of tax revenue. The location of the plant near Boulder was chosen by the power company engineers for its proximity to the lake and coal fields in Colorado. The steam plant originally used slack coal, a waste product from the mines. The Hillcrest and Leggett reservoirs were connected in 1943 with the construction of two canals. In the first twenty-five years the plant burned 5,664,500 tons of coal. In 1936, natural gas was installed as a stand by fuel but it was not used as a main source until 1942. The taller of the two smokestacks was built in 1923 and measures 377 feet high and 16 feet in diameter. A second tower, 22 feet in diameter, was added in 1938 and measured 310 feet high.

As automobiles became more affordable, Boulder saw a rise in car-oriented tourism. The city's first free auto park opened in 1926, at what is now Eben G. Fine Park. The Daily Camera reported, "It is expected that several thousand motoring tourists will stay one or more nights at the auto camp this summer, and ample accommodations are provided for them to cook, wash, sleep and enjoy their stay." By 1930, in addition to the city's free camps, there were five private "cottage camps," which advertised modern facilities, including kitchens and showers.

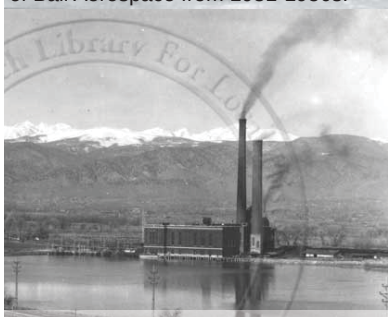
Roxwood Park, located at 55th and Arapahoe, on the former site of Jackson's Resort, opened in 1929. The 10-acre camp included amenities such as a motion picture screen, orthophonic speaker to broadcast radio programs, seven stone fireplaces for cooking, a barbecue pit "large enough to roast a sheep," horseshoe, volleyball and tennis courts, hammocks, and picnic tables. The auto park later operated as the Roxwood Motel until the 1960s. The motel was demolished shortly after,

Automobile-centered development continued through the 1950s with the opening of a new drive-in, **Twinburger.** Ordering through a speaker was a novelty at the time, and according to a contemporary newspaper article, this

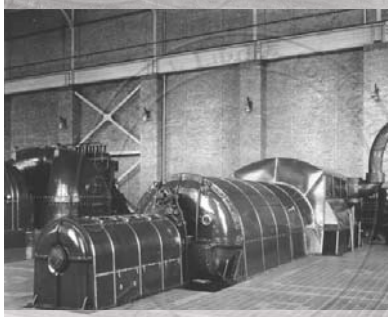
The Service Station at 63rd and Arapahoe remains from the 1920 Lakeside Subdivision.



The Boulder County Humane Society was headquartered near the current site of Ball Aerospace from 1931-1950s.



Construction on the Lakeside (Valmont) Power Plant began in 1923.



By 1930, a second row of boilers were installed, increasing the capacity to 45,000 kilowatts.

Roxwood Park, a recreational auto park, opened in 1929 and operated at 55th and Arapahoe until the 1960s.

Ball Brothers Research Park was designed by Hobart Wagener in 1964.

Since its founding, Ball Aerospace has been a leading innovator in science and industry.

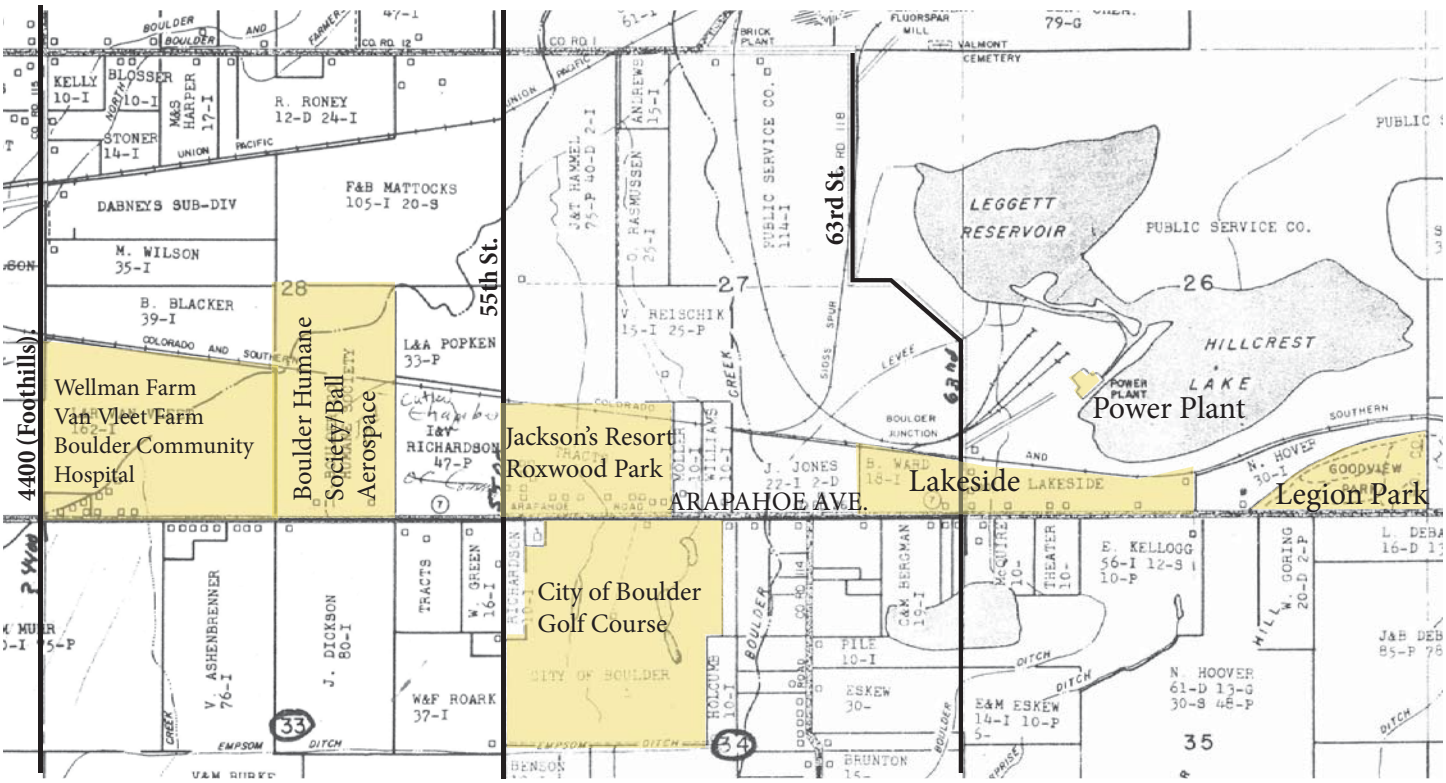
By the 1970s, the area became increasingly industrial.

eliminated the "disagreeable practice of sounding the horn or blinking the car lights to catch the car-hop's attention." The drive-in, or "driveateria," was such a novel concept that Twinburger was featured in the October 1957 issue of Drive-In Magazine.

Boulder's science and manufacturing industries continued to expand in the post-war era. In 1956, a group of scientists from the University of Colorado partnered with Ed Ball to form **Ball Brothers Research Corporation.** The company, formed "the year before the official start of the Space Race" has been a pioneer in the development of spacecraft and contributed greatly to space science and exploration, weather monitoring and surveillance technology.

In 1964, Ball Brothers Research Corporation commissioned local architect Hobart Wagener to design an office tower and butterfly-roofed Control Cell Units. Wagener, a noted local Modernist architect, is most well-known for his designs for the LaBrot House (1957), Boulder Fire Station #2 (1958), Williams Village (1966), and the Midland Savings and Loan (the Atrium, 1969). Many of Wagener's designs feature expressive roof forms, minimal decoration, and rhythmic patterns of fenestration. Ball Brothers, now Ball Aerospace and Technology Corporation, has continued to expand, encompassing approximately 25 acres on the north side of Arapahoe Ave.

The area became increasingly industrial through the 1960s and 1970s, when the first properties began to annex into the city. Manufacturing plants, including **Arapahoe Chemical Company** and **Central Packing Company** (a beef processing plant) operated here through the 1960s. Celestial Seasonings was located on the 1700 block of 55th St. prior to the construction of their current facilities in Gunbarrel. Many of the light industrial buildings in the area were built in the 1970s and housed companies such as **Neodata,** a large database marketing service, and **Inside Communications**, a publishing company of leading sports books, journals and magazines such as VeloNews.



1952 Marden Map

The area began to commercialize in the 1980s with further annexation of parcels into the city. The shopping center south of the intersection of Arapahoe Ave. and Conestoga St. was constructed in 1988.

The largest development of residential units along this portion of Arapahoe Ave. occurred in the 1970s and 1980s, with the construction of single-family dwellings and condominiums on the land that had once been part of the Muhr farm, on the south side of Arapahoe Ave. between Foothills and Range St. This area was annexed into the city in 1991.

The 1990s saw further annexation of parcels into the city, including parcels north of Arapahoe Ave. between 56th and 63rd Streets, currently the site of self-storage units and the **Boulder Municipal Golf Course**. The golf course was designed by William H. Tucker and opened in 1938. In 1986, the City of Boulder Parks and Recreation Department took over operations. In the early 2000s, the land at the northeast corner of Foothills Parkway and Arapahoe Ave. was annexed into the city and construction of the **Boulder Community Foothills Hospital complex (now Boulder Community Health)** began.

Today, the area has the largest concentration of the city's primary employers. Breweries such as Sanitas, Avery and Bru Pub, along with Ozo Coffee and Roundhouse Spirits provide popular gathering spaces. The Avalon Theater and Boulder's Dinner Theater provide a wide variety of cultural and entertainment events throughout the year. The area has retained a mix of light industrial, residential, and commercial uses.

The Boulder Municipal Golf Course opened in 1938.

The area began to commercialize in the 1980s.

Boulder Humane Soceity Building, 2323 55th St., 1972.

Many of the industrial buildings in the area were built with Duffy and Co. prefabricated panels.

SOURCES

Taylor, Carol. "Boulder's Jackson founded Dearfield 100 Years Ago." *Daily Camera.* 29 December 2010.

Advertisement for Jackson's Resort, date unknown. Carnegie Branch for Local History.

"Roads of the Mountains and Plains." Historic Context Report. City of Boulder. 1996

"Valmont Power Plant Began Operating Twenty-five Years Ago." *Daily Camera.* 3 December 1949.

Photographs of the Wellman Farmhouse and Lakeside Service Station courtesy of the Carnegie Branch Library for Local History. All other photographs courtesy of Carnegie Branch Library for Local History/Boulder Historical Society Collection.

View looking west from Legion Hill, c.1915.

Envision East Arapahoe

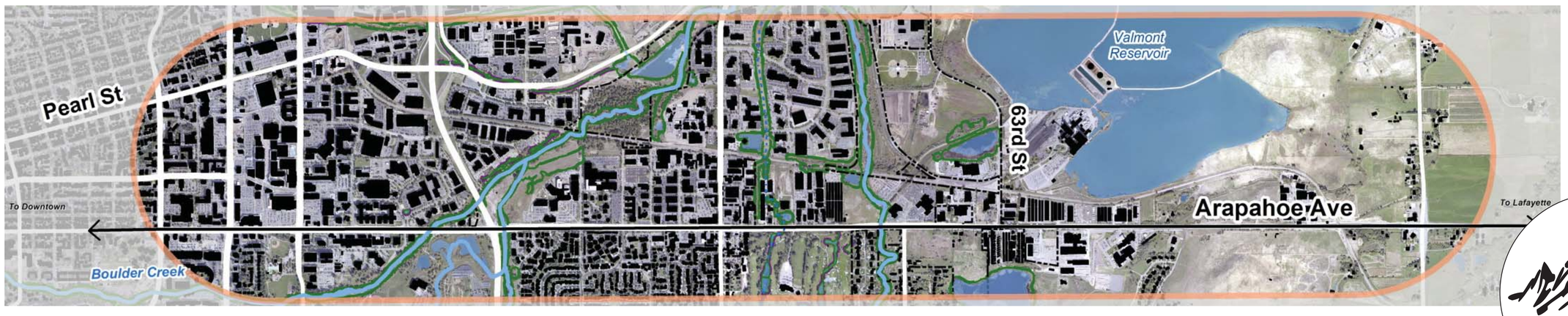
Draft Vision Elements

Please add your ideas to the draft vision.
What's missing? What would you change or remove?

East Arapahoe will be a people-oriented place that is more connected, resilient, and vibrant. It will:

- provide multiple transportation options so that people can move east and west along a street that includes excellent transit service and Bus Rapid Transit (BRT)
- improve connections to north and south of Arapahoe, as well as easily connect to downtown, the west side of Boulder, and eastern towns
- provide safe and welcoming places for pedestrians and bicycles
- include and protect existing neighborhoods while offering new opportunities for housing
- protect biodiversity along riparian corridors and promote nature-friendly design
- offer nearby high quality amenities and facilities for workers and residents such as restaurants, day care centers, nearby parks, open space, and services, within a short walk or ride
- strengthen waste reduction and recycling
- have reliable utilities and services and promote resource conservation and renewable energy
- reflect its agrarian history and existing cultural assets
- attract people to spend time in vibrant districts (e.g., health, bio/science, creative, learning, recreation, and eco/zero-waste)
- support incubator businesses, investment, ingenuity, and vitality
- maintain opportunities for affordable business and service industry space
- offer safe, accessible, and beautiful public spaces and architecture
- be a positive gateway experience to Boulder's eastern edge
- include a number of partners together to achieve the vision
- establish a baseline and use performance metrics to track how the place has improved over time

Your comments



July 21, 2014

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Envision East Arapahoe

What Should We Measure?

The next step of the Envision East Arapahoe project is to develop scenarios showing different options for land uses, patterns, transportation connections and other ideas. Indicators are used to measure the scenarios and determine which options best meet the project goals and other community values. Indicators will be grouped according to Boulder's Sustainability Framework.

Please let us know what you think is important to measure. What is not on the list that should be?

Post your thoughts here!

Safe Community

Measures aspects of community safety that may be affected by future development.

- Safe Routes and Crossings
- Cost of Public Safety

Healthy and Socially Thriving Community

Measures healthy living and social connectedness, including:

- Mix of Uses
- Connected to City Destinations
- Close to Nature

Livable Community

Measures dimensions of living and working in the area.

- Housing Capacity / Number of Dwelling Units
- Affordable Housing
- Jobs Nearby

Accessible and Connected Community

Measures how easy it is to get around the area and connect to other parts of town and the region.

- Easy Walking and Bicycling
- Good Transit Access
- Fewer Car Trips
- Parking

Environmentally Sustainable Community

Measures how development patterns and design might affect the environment.

- Lower GHG Emissions
- More Parks and Open Space
- Avoiding Flood Zones and Wetlands

Economically Vital Community

Measures jobs and revenue, and how those compare with the expected costs of providing city services to new development.

- Jobs
- Cost of City Services
- Tax Revenue

July 21, 2014

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Please Add Ideas For East Arapahoe!

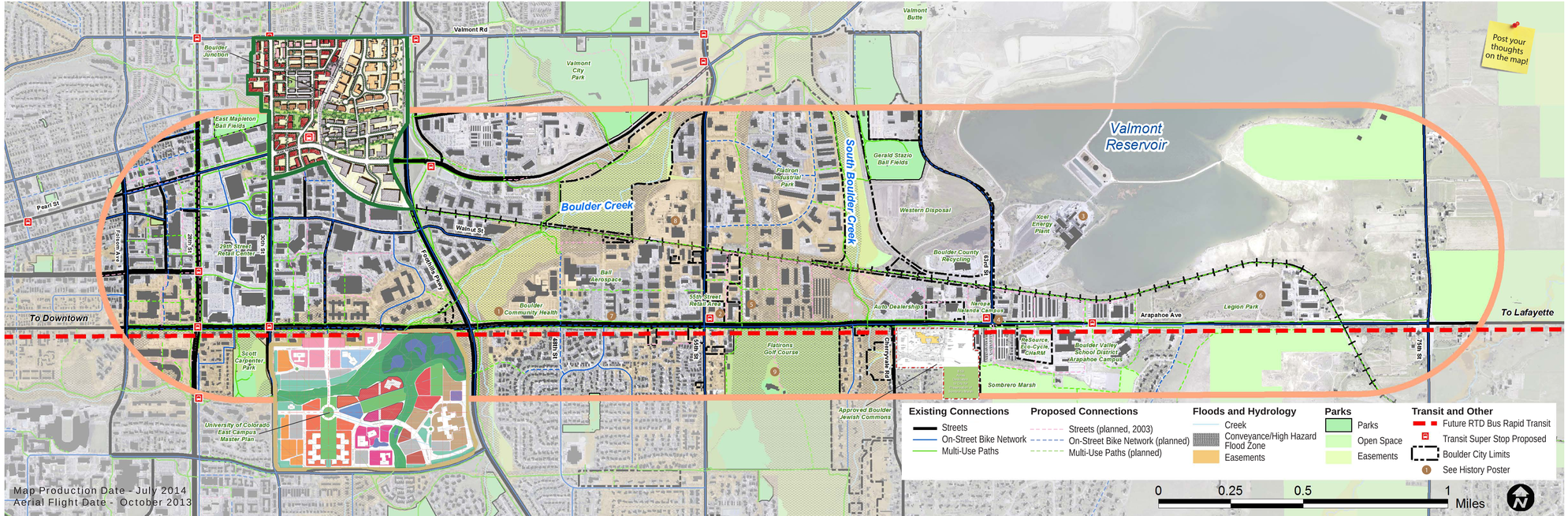
What Big Ideas will make East Arapahoe a great place in 2035, and where do they apply?
What connections between destinations need to be made in the area?

Transporation Examples

High Quality Transit

Enhanced Bicycle Infrastructure

Car Share and Bike Share



Urban Environment Examples

Building Placement

Before

After

Before

After

Mix of Uses

Public Spaces

ATTACHMENT F: COMMUNITY ENGAGEMENT PROCESS AND SUMMARY

Through July 21, 2014

Engagement Process

The project encompasses a large and varied area of the City of Boulder with many segmented and complex stakeholders. Communication and engagement is critical to the success of a plan. Therefore, engagement for Envision East Arapahoe will be broad-based, inclusive, transparent, and accessible for all. Parts of the outreach may revolve around day-time events and online/social media techniques building from networks of specific businesses, institutions, employees, and residents in the area. Engagement will include:

- **Stakeholder interviews** Staff will interview businesses, institutions, local and regional agency partners, and neighborhood representatives (May and June 2014).
- **Idea Inspiration about Retrofitting Suburban Corridors** – The Victor Dover presentation on streetscapes in March helped inspire thought and ideas for the future. Staff will identify other possible speakers for July and later.
- **Workshops** - A co-design/visualization workshop, a scenario building workshop with Victor Dover, and an open house will allow the community to roll up sleeves and shape the vision.
- **Boards and Commissions** – Staff will seek guidance at periodic advisory board meetings (i.e., Planning Board, Transportation Advisory Board, and Design Advisory Board, and others depending on issues). Planning Board provides plan approval.
- **City Council** – Staff will seek periodic direction and plan approval from council.
- **Inspire Boulder and web-based** engagement will occur at major milestones when workshops occur.
- **Storefront / Dine-in** – The planning team go to people to collect input (e.g., Ozo coffee)
- **Bicycle or Walk Tours –** Walk audits are resuming and may be planned for the area for employees and the public.
- **Student Studios and Youth** - Work with students at the CU College of Environmental Design and younger Growing Up Boulder students and youth as appropriate.
- **Technical Committee** – Given Arapahoe is a state highway, staff will work with a small team of agencies to get additional input as needed (e.g., CDOT, RTD, Boulder County, CU, BVSD, etc.).

- **Employer-Based Meetings with Employees**. Some of the larger employers have offered to allow the planning team to host meetings, insert information in newsletters, and/or conduct surveys of employees to get input for the plan.

Summary of Input from Boards and Commissions

Transportation Advisory Board, April 2014

- The board was unanimous in its support to go for a "bold" vision around infrastructure, BRT, collaboration, etc.
- The E. Arapahoe area needs a character change.
- Please focus on CU East Campus to Boulder Junction connection thru Arapahoe (as one of the focus areas).
- There is strong support for access districts and parking strategies (unbundle parking, etc).
- TAB supports planning for BRT and transit that comes out of the TMP Update.
- One TAB member pointed out that he supports considering a "balanced" approach to the corridor—balancing regional and local needs (i.e., that both are important).
- TAB seemed to think the timeline is aggressive and ambitious to complete a vision by Dec 2014. But happy we're trying to streamline and try new approach of Area Plan "Lite."
- TAB is interested in another future joint board meeting later in the year. TAB wants to support Planning Board in any way they can. Let the TAB know how best they can help. Very much interested in teaming up and helping politically.

Boulder Design Advisory Board, April 2014

Project issues/opportunities and constraints

- The project should tackle addressing the single family homes to the south since single family homes along an arterial are problematic. If we are to make significant public investment along a major corridor, single family homes are not appropriate along that corridor.
- Use 1/4 mile rather than 3/4 mile radius to define walkable distance for planning the area.
- Focus more on a 5 or 10 min neighborhood rather than a 20 min neighborhood for planning the area as most don't walk to destinations that are 20 min away.
- It's good that the planning area covers over a 3 mile corridor.

Project Approach

- There is a very good start with the SS&C project Phase I that should be carried through this project.
- SS&C should not stop at the edge of the ROW rather it should also be a similar comprehensive analysis.
- 3D visualization and "before/After" analysis will be very useful.
- Use a visual preference survey as a way to illustrate what is possible and desirable.
- When developing a vision for this area, coordinate with BDAB's work on guidelines so we can develop a vision for the kind of architecture that is appropriate for the area.
- Use interactive scenario analysis, similar to DRCOG's 20 year interactive scenario, to

calibrate what different approaches mean from infrastructure cost, VMT, bus frequency, C02 emissions, etc., perspectives.
- Include Fate brewery as an example of a transformative business with regional draw that is appropriate for the area.
- Use bike helmet-cam to capture the existing bike trail to help understand the area better
- Find an actual boulevard in the city to take people on a walking tour to help imagine the possibilities.

Planning Board, March 2014

The Planning Board reviewed draft materials on March 20, 2014 and suggested the following ideas in response to questions in the memo presented for the discussion item.

The scope of work and timeline for 2014:

- The approach generally makes sense.
- It makes sense to make the study area asymmetrical with focus to the north. Also consider the two major riparian corridors and their influence on the study area. It might be more of a triangle than strictly a linear corridor.
- Include some sort of site review tools as part of the outcomes. May need two (or more) sets of guidelines – one more street-facing (along Arapahoe) and one for the interior properties and around riparian areas.
- Early code changes might be part of "early wins".
- Board members will send additional stakeholder contacts.

Project issues/opportunities and constraints

- Identify what cultural heritage is there and opportunities to identify the authenticity of the area and tie to the history of Boulder.
- Very little of the development is reflective of the riparian corridors; that's a missed opportunity.
- Improving the connections and bicycle network is a priority outcome. Make the area more permeable for bicycles.
- Tired buildings are also an opportunity.
- Avoid sterile street improvements; make sure north and south are not further divided with any RTD improvements. Urban design and landscape are really important to the quality of the street.
- Work with property owners to identify good opportunity projects and stimulate positive change.

Approach and ideas for developing the project vision

- The 3D visualization and visual preference approach will be helpful in crafting the vision.
- The stronger the vision, the more likely it will happen.
- Be clear about the role of Bus Rapid Transit (BRT) along the corridor. A corridor with it (or without) will be very different in nature. Encourage BRT as a catalyst.

Joint Board Feedback – December 2013

The Planning Board, Transportation Advisory Board, and the Boulder Design Advisory Board met together to review the first phase of the SS&C Inventory and the approach to the East

Arapahoe Project. The proposed combined scope of work, timeline, and visioning approach reflects input received.

Summary of Stakeholder Input to Date

Through July 21, 2014, the planning team has met with the following individuals and organizations:

Contact	Organization	Date
Jeff Wingert and Bill Reynolds	W.W. Reynolds, property owners	7/7/14
Paul Heffron and Crystal Gray	Studio Arts Boulder Board	6/30/14
Ann Bouche	Consultant and Peloton Resident	6/9/14
Barry Schacht, Schacht Spindle	Property owners: Fisher Kia, Mike Cooley, Barry Schacht, Jewish Community Commons, Naropa, others between 55th and 63rd.	6/1/14
CU team (David, Bill, Tom, David, Steve)	University of Colorado	5/22/14
Guy Fromme and others	Ball Aerospace	5/16/14
John Tayer	Boulder Chamber	5/14/14
Sue Prant	Community Cycles	5/14/14
Glen Segrue	BVSD	5/14/14
Jared D'Arcey	Resource, 6400 Arapahoe	5/12/14
Ron Secrist and Kai Abelkis	Boulder Community Health	5/12/14
John Reynolds	Property Owner, Developer	5/9/14
Christian Robillard and Martha, Employee relations	EVOL Burritos	5/5/14
Frank Bruno	Western Disposal	5/5/14
Betsey Marten and Stuart Grogan	Boulder Housing Partners	5/5/14
David Averill	CDOT Transit	5/1/14
Nataly Erving and Bill Van Meter	RTD	5/1/14
Jared Hall, Denise Grimm, Abby Shannon	Boulder County Transportation and Planning	5/1/14, 5/8/14
Todd Kilburn, Aaron, Tom Haste	Naropa (East Campus)	5/1/14
Steven Walsh	Consultant, interested party	4/8/14

The planning team continues to reach out to other businesses and organizations in the area (e.g., Premier Members Credit Union, Small Business Bureau, Boulder Dinner Theater and Avalon, office parks) as well as residents (e.g., East Foothills Neighborhood Association and others south of Arapahoe Ave.) and is responding to requests to meet with organizations (e.g., Peloton).

Summary of General Input from Stakeholders

Process

- Collaborate with large companies.
- Major institutions in the corridor are excited about the project and willing to collaborate with the city (e.g., Boulder Community Health, Naropa, Western Disposal)

- Other agencies and jurisdictions would like to participate in ad hoc technical group to hear updates and provide input (e.g., Boulder Valley School District, Colorado Department of Transportation (CDOT), Regional Transportation District (RTD))
- Businesses have a diverse workforce (e.g., service workers, health care experts, scientists and technical professionals), ranging in incomes, ethnicities, and educational background. Most commute in from Longmont and Layfayette and other parts of the region. Some, such as Western Disposal, have 70% non-English speaking populations. We can reach out to employees at their staff meetings or company newsletters to ask their opinions and ideas, survey, and or provide information.
- Engage neighborhoods on south side as much as possible.
- Work with county, especially to communicate information to and hear from county residents.
- Talk with nonprofit dance group at Avalon.
- Need to include the Old Tale Road representatives in this process, as they tend to support keeping things more rural.

General Ideas

- Arapahoe is a super highway – not conducive to walking or bicycling and unpleasant for waiting for the bus. Consider repurposing of travel lanes for transit.
- Including Bus Rapid Transit on Arapahoe Avenue is a great opportunity.
- Area overall has a funky, gritty industrial quality with multiple little districts. Its strength is as an incubator part of town for start ups. New companies should compliment.
- It needs connections to improve walking and biking and new infrastructure.
- Protect biodiversity and green space.
- Provide more housing for workers. New housing should fit the context, possibly smaller village style; permeable new developments.
- Future rail station is a long term opportunity.
- Check on timeline for decommissioning Valmont plant and possible opportunity, but be cautious about environmental contamination.
- Be innovative, since this area is a bit out of town. It shouldn't have the same "beige" look and feel of all other parts of town.
- Boulder Housing Partners (BHP) expressed a need to look at housing opportunities for hard-to-place populations in the area.
- Resource would like to expand its operations by building a warehouse on city property to the east.
- Floodplain is getting mitigated and has been remapped.
- Floodplain mitigation will affect golf course; golf may be an opportunity site.
- Explore opportunities for arts/artist space uses along the corridor, possibly on Western site or as part of the Valmont Butte area.
- Preserve historic sites (maybe as part of arts-related uses).
- Sewer capacity issues need to be part of the conversation.

Property owners between South Boulder Creek and 63rd and south of the Railroad have expressed concerns about the draft connections shown on the 2003 Plan (that was not adopted).

- Too much mini storage in the area – can't zoning restrict it and require a nicer product?
- What about the golf course for housing?
- The area will define itself.
- As employers, its hard to attract service workers because they can't or don't live in Boulder. Most employees in this area don't live in Boulder.
- This area is a very important gateway into the city from the east.
- Arapahoe Road construction was a significant burden to the area businesses.
- Need improved connection to east – Cherryvale to 63rd .
- This plan should be more flexible to meet evolving needs over time.

Specific projects and transportation topics

- Connections north and south across Arapahoe Avenue are difficult for pedestrians and bicycles. It doesn't feel safe or inviting.
- The sidewalks and multi-use paths are discontinuous and circuitous. Arapahoe corridor is spotty and hit-or-miss for pedestrians and bicycles. Would be great to provide improved connections. Lack of night time lighting for pedestrians and bicycles makes the area not feel safe.
- Need better wayfinding to better integrate current systems (greenways, paths, sideways, and on-street system) for pedestrians and bicycles (London example provided).
- RTD transit schedule doesn't work for workers with varying schedules and who travel in from surrounding communities.
- Consider developing an Access Management Plan with CDOT
- Businesses had flood damage.
- BRT definition is changing at the federal level. Continue monitoring this process.
- Cultural facilities (e.g., Rocky Mountain Theater for kids, and the dinner theater)
- Taxi example – affordable housing capture possibility.
- Pilot mobility hub concepts from the TMP Update.
- Provide better connections to CU East, including breaking up the super block with 33rd Street connection and providing pedestrian access across ponds. CU East campus current thinking is to develop it more like the main campus (compact and including classrooms, research, and graduate housing), ultimately with 4 million square feet. Marine Street connection could become a mini frontage road to allow access.
- Naropa will maximize 63rd and Arapahoe Nalanda campus. Move functions to main and out east with more campus type of feel and amenities including some food services.
- Boulder Community Health (BCH) is expanding – about 600 administrative workers will move from N. Broadway to this campus in October, contributing to a total of about 1,150 employees at the Foothills Campus. BCH has purchased buildings in Riverbend Business park for medical related offices. Workers lament losing food options and would like more places to eat near the hospital.

- BCH has looked at connecting streets, but probably won't move forward in the short term. Others have expressed interest in exploring connections from 48th to Walnut or Pearl Streets to provide better access to/from the hospital area.
- Ball has the manufacturing facility but also leases 16 buildings west of 55th Street. There is concern about cut-through traffic from 55th to Arapahoe south of the railroad and pedestrian access and safety between buildings and to get to services.
- Resource would like to expand its operations by building a warehouse on city property to the east.
- BCH is concerned about potential bike/car conflict at the Arapahoe & 48th St. as more traffic increases due to the move to Foothills. Similarly, concerned about potential traffic backup at this intersection due to cars trying to make u-turns at 48th heading west bound.
- BCH is concerned about potential bike/car conflict at the Arapahoe & 48th St. as more traffic increases due to the move to Foothills. Similarly, concerned about potential traffic backup at this intersection due to cars trying to make u-turns at 48th heading west bound.
- Resident school population has dropped, but schools along the commuter routes have maintained their student population, mainly from students from outside Boulder using transit or non-resident employees commuting in and dropping off children at the schools..
- Improvement project for businesses have been stuck in pipeline.
- Need transportation connections before housing (including well planned bike infrastructure).
- Could be a location for hard-to-place housing and services (e.g., day services, etc.)
- The new right-turn lane from Arapahoe to 6400 Arapahoe (Resource & Eco-Cycle) due to bus-only lane has been a challenging adjustment.

Envision East Arapahoe

Workshop Summary

Date: Monday, July 21 at Avalon Events Center, 5 -7 p.m.

Attendance: 47 people

Meeting Objectives:

1. Raise awareness about the project and area told through text, maps, and graphics
2. Learn about and provide comments regarding existing conditions and issues
3. Generate ideas for what should remain and what the area could become
4. Get feedback on how the city should measure future scenarios using indicators
5. Provide information on upcoming events and ways for the public to engage

Open House Stations:

1. **What to Expect: Project Overview**
   Informational posters about the project, study area, existing conditions maps, summary of issues – overview of project goals, schedule, and ways to get and stay involved.
2. **Past to Present and Future Potential**
   Story about the history of the area and opportunity to add "headlines" about the future.
3. **What are your Big Ideas?**
   A large map where participants can add ideas about new and improved opportunities and connections and what the area could become, shown through images. Participants will also be able to add to the "Draft Vision".
4. **What Should be Measured?**
   What should be assessed? What indicators are useful?

Comment Response Summary

Meeting participants were given the opportunity to provide comments on a map of East Arapahoe, as well as a comment box and other feedback opportunities at each station. Several themes emerged from the comments.

Transportation

- Many voiced support for enhanced and protected bicycle lane infrastructure, especially along Arapahoe Ave. as well as bicycle parking.
- Many comments regarded improving bus stations and associated shelters. Safety features, such a striped, designated crosswalks and adequate lighting at bus stops, are also desired.
- "Four travel lanes on Arapahoe" appeared in several places – either to reduce or widen the street, depending on the location. (i.e., increase capacity to 4 lanes on the east end vs. "road diet" reducing Arapahoe from 6 to 4 travel lanes on the west end).
- People provided positive comments regarding the idea of Bus Rapid Transit (BRT). Some responses specifically endorsed the idea of a dedicated or protected bus lane.

- People expressed support for additional connections of all kinds, including many suggestions for specific links on both multi-use connections and streets. Direct bicycle connections between destinations that don't require meandering are desirable.
- However, several landowners voiced concerns about specific street connections adversely affecting their properties.

Land Use

- People provided mixed comments about urban form and density. Comments were both in favor and opposed to mixed-use and residential in the area.
- The golf course and Xcel energy plant were the subject of multiple comments and big ideas.
- 55th and Arapahoe received a high concentration of land-use comments. There is desire for additional restaurant and lunch options for the high concentration of professionals..
- People voice interest in additional restaurant and bar options along the entire corridor. Locals expressed desire for more local services like a small Lucky's sized market.
- Affordable Housing and workforce housing is important to the community.
- Support for the arts is also important.
- Specific stakeholders such as Eco-Cycle, ReSource and Naropa left comments encouraging general support for their institutions in all planning decisions.

Sewer and Floodplain Issues

- Several people expressed concerns and comments about sewer backups and capacity near 55th and Arapahoe in the wake of the September 2013 floods.
- People expressed concerns about development being allowed in at-risk flood zones, and a lack of certainty pertaining to the flood zone.
- Floodplain mitigation may affect the flood potential of nearby properties.

Meeting Written Comments

Meeting participants provided the following written comments:

General Comments

- Need to make small parcels buildable to improve affordability
- Charge for all parking land, other TDM.
- Arapahoe's 3rd lane converted to separated multi-use path with plenty of green to make it welcoming.
- "Dutch-style" separate bike, pedestrian paths. GOOD intersection design!

Ideas Map Comments The following comments are documented based on where they were placed on the map; comments are not necessarily location specific unless clearly stated.

West of 30th Street

Transportation

- Covered bus stops as much as possible; real time bus info.
- Striped pedestrian crossings at all bus stops.
- EcoPasses for everyone.
- BRT in middle of Arapahoe; higher pilot density above 55' limit.

Land Use

- Allow module business (i.e., food court).

30th Street to Foothills Parkway

Transportation

- Light-rail loop up and down Arapahoe.
- Bus then bike shelter at Boulder Junction.
- Require existing businesses to improve bike parking.
- Signal engineering – Shorter cycles – pedestrian/bike lead intervals – crossing distance.
- Road Diet!!! Arapahoe: 4 Lanes Maximum.
- Increase stop spacing on Jump.
- BRT along 157 [Foothills Parkway].
- Skip frequencies for Jump.
- Tolling to cross 30th Street.
- Create art walk – i.e. design bike/pedestrian lane or path with pavement in-lays, creative surfacing.

Connections

- Connect 33rd St. north of Walnut to Boulder Junction.
- Put the crossing at 33rd St.. Too difficult to turn left onto Colorado on bike.
- Clarify connections in Boulder Junction area.
- Need more N-S Connectivity [30th and Walnut area].
- Underpass of railroad in this area [RR and 35th St.].
- Cross parcel access – walls, grade differential is a problem for pedestrian connections.

Land Use

- This area potential mixed-use flex zoning [North of Arapahoe, Between 30th and Foothills].
- Central Park [note placed on CU East Campus].
- Housing incentives for those who work nearby.

East of Foothills Parkway, north of Boulder Creek

- Light the Boulder Creek Path.
- Amend height restrictions in East Boulder.

55th and Arapahoe Ave.

Transportation

- Bike path on BNSF.
- Fix hostile pedestrian and bike environment between 30th and 55th St.

Land Use

- Provide more restaurant options for thousands of workers in area.
- Holiday neighborhood east on corner of 55th and Arapahoe [NE Corner].
- Mixed use here [55th and Arapahoe]. Form-based code? Beauty.
- Services (restaurants, grocery etc.).
- Encourage people to cook meals at home.
- Provide retail services to residential south of Arapahoe.
- Somewhere need grocery stores/"Lucky's"; bigger than 7-11 smaller than King Soopers ("++++ agree").
- More commercial eateries?
- Walkable center at 55th and Arapahoe with grocery store
- Require pedestrian Access to businesses ("I 2nd").

Sewer Issues

- Are you aware of the sewage chokepoint that is rated Tier 1 by the utility dept. at 55th and Arapahoe? It is called "Goose Creek 5" and has a HIGH risk of sanitary sewer overflow. Yuck!
- The city has a study in 2007-09 time that scored Arapahoe and 55th sewer line too small. It backed up in 9/13 as predicted. Replacement keeps getting delayed. It needs to be

accelerated, not delayed. What about growth in this area? Will the new pipes be placed with that in mind?

East of Foothills Parkways, between Arapahoe Avenue and Boulder Creek

Transportation

- Bus: perceived safety especially at night after dances. Transients around. ("Agreed" X3).
- Would like to see usual improvements.
- Better bus stop and shelter.
- Bike/pedestrian improvements.
- Paid parking.
- The curb cuts are really bumpy and need to be smoothed out. On a bike or with a stroller it is really a bummer. Also, drivers do not understand/expect cyclists in this area and many times I've almost gotten hit [55th and Valmont area].
- Dedicated lane for BRT; Make area more pedestrian and bicycle friendly… it's impossible to bike on Arapahoe, especially going east.
- Reduce car lanes – dedicated bike and pedestrian paths (separate from cars).

Connections

- Schacht Spindle co. and Mirrycle Corp. want to keep character of gardens proposed at the company's site.
- Significant concern about proposed connection street E-W At 6101 Ben Pl. Move connection south off of this property.
- Continue bike/pedestrian path East along Arapahoe. Path ends and pedestrians are forced to walk in bike path with on-coming traffic. Especially dangerous in winter with snow.
- Evaluate left hand turn arrow into Boulder Community Hospital (BCH)/Ball.
- 48th St. connection to Walnut – Rear entrance to BCH.
- Need E-W connectivity for bike facility on north side [of Arapahoe near Golf Course].
- Link path to 63rd St. especially with new development [near S. Boulder Creek, RR tracks, Western Disposal, B. County Recycling].
- Minimize driveway crossings of paths. Combine driveways into 1 street or crossing. Revised map crossings [Range-Conestoga Streets area].

Land Use

- Allow Naropa greater density and support cultural venue and arts.

- Allow for higher density and height along corridor.
- Late night restaurant or bar at NE Arapahoe and 63rd.
- Support Naropa.
- Form based code and more allowable uses (flex).
- Keep service industrial.
- What is status of this site? Waterview?
- [Across Arapahoe from Old Tale Road] Absolutely NOT a place for high density housing – residential or apartments.
- Tighter industrial zoning=smaller lot size. Allow retail, housing.
- Density is a GOOD thing! I think people are often afraid of "high density," but even townhomes/brownstones would be huge. Single family houses should not be built here.
- Grocery store in area.
- No to high density residential. And no to big block apartments.
- Consider mixed-use zoning by hospital and in corridor.
- Add high density residential.
- More high-density affordable housing and workforce housing; all mixed use.

Flood Related Land Use

- Floodplain development issues
- Much of this area is in the flood plain. It ought not to be developed.
- (Old Tale Road) When you remove some places from the flood plain, you put the rest of us solidly in the water.
- Need more certainty on what will happen with floodplain.

South of Arapahoe Avenue, between Foothills Parkways and 63rd Street

Transportation

- 2 traffic lanes, protected bike lane and sidewalks along all of Arapahoe would be great!
- I had to run across Arapahoe St. after getting off the bus at 62nd No crosswalk.
- Changes to Cherryvale seem to be working ok – traffic calming.
- Dedicated bike and pedestrian path [on Arapahoe].

Connections

- Need to fix paths along Arapahoe – it ends right before Cherryvale (needed east).
- No bike path through Old Tale Road backyards.
- Connect path across foothills ("I 2nd").
- Improve Foothills bike overpass.

Land Use

- Keep very low density residential.
- Urban agriculture, promote history of agriculture in the area; not at expense of increased housing, employment.
- Consider housing and mixed use on golf course.
- More high-density affordable housing and workforce housing; all mixed use [repeated comment].
- Less high density!!!!! Preserve the rural feel of this special area.
- Community gardens?
- Make affordable housing.
- Do not put residential in the flood plain, and think about how it will adversely affect current homes *(flood related).*
- Remove occupancy restrictions ("I 2nd").
- Remove golf course, replace with lake or reservoir with high-density mixed-use housing.

East of 63rd Street

Transportation

- Don't like what they did at 75th. [note left at intersection with Arapahoe].
- Keep the noise and light impact at the forefront. Change bus-only lane to allow right turn into Eco-Cycle and ReSource. Very challenging for our customers.
- Bike path on BNSF corridor ("I 2nd").

Connections

- Need path from recycling to Valmont Butte.
- Continuous corridor of protected cycle-tracks ("Yes Please!") or "Greenways."
- Better bike access into town from Folsom – at least sharrows on Arapahoe and better wayfinding through Goss-Grove.
- Connections and signage between multi-use paths, sidewalks, bus stops. Connections for multi-use by walkers/bikers.

Land Use

- Bury overhead power lines and reduce scale of street lighting.
- Make historic service station a visitor center.
- Could this be accessible open space [East of Valmont Res. Adjacent 75th St.].
- Raise height limits at key intersections – 30th, 33rd, Foothills, 55th? 63rd.
- Bolster Eco-Cycle and soup-up ReSource.

- Add more restaurants along corridor ("Yes!").
- Limit number of restaurants, retail – too much impact on neighborhoods.
- More breweries and destination land uses.
- Police annex – more civic uses (library, city offices, farmers market) – Organized green space/trail system – Biophillic buildings and public space – redevelop strip malls along Arapahoe – Some pedestrian-only streets, close to old town in Fort Collins – Children activities, outreach with youth, child-friendly development.

Xcel Energy Plant/Cooling Reservoirs Use Ideas

- Condemn power plant/lakes. Keep gas turbines. Fill lakes for development/open spaces. Housing okay. Shopping food here.
- What happens to this site? [Xcel plant]
- Recreational access to reservoirs?
- Keep this lake [Hillcrest] for recreation (fill others in to save water).

Comments on Indicators: What Should We Measure?

Safe Community

- Emergency room/urgent care access
- Safety for transit stops @ night

Healthy and Socially Thriving Community

- Impacts on sewer
- Adequate infrastructure for growth. For example: the sewer infrastructure is not adequate to present needs. Is this area to grow?
- Don't forget the underground sewage pipes are small and were installed decades ago <u>before</u> growth!

Livable Community

- Beautiful community – Architecture – Scenic views – Landscape – Sound levels -form-based code?
- Pavement % vs. Greenspace %
- Noise and "lightnoise" in existing neighborhoods along the corridors paths. Please consider the "rural feel" of East Arapahoe – that is why we live there.

- Overall satisfaction with area is a place-based "happiness" score. Start with a baseline year and see how people's perception of the area is over the ages and connecting to area (resident, employee, etc.)
- Is there such a thing as GENERAL FEEL INDEX? Is there a way to measure the "general feel" of various land uses? Eg. Bike path along Boulder Creek=9, Power plant=1, Car dealership=3, Used car lot=1, Arts center=7, Beautiful park=7-8

Accessible and Connected Community

- Reliability of service
- Crossing/stripe/auto light for bus; Crossing/crosswalks
- Better bike paths
- Crosswalks for bus stop locations
- Navigating and wayfinding
- Bus stops with shelter at all stops; paths from bus to businesses; crosswalks
- Walkability score
- Connections between multi-use paths and sidewalks and bus stops; signage/wayfinding to help show distance
- Jump to have skip-like frequency! More restaurants to serve additional housing; better bike access to downtown – including from county into city limits
- Measure percentage of employees along corridor who choose to walk, bike, bus to work. Or do the same for lunch.
- How welcoming are walk/bike paths?
- Walk/bike access to Boulder Creek Trail
- We have no nearby place for groceries. Essential for a 15 min neighborhood.
- Impact on existing residential property owners, especially access
- In-commuters to corridor for employment

Environmentally Sustainable Community

- Transit frequencies; reduced auto traffic entering city via E. Arapahoe; bicycle counts/volumes; VMT from Folsom to 75th; Transit mode share; # of driveways on Arapahoe

Economically Vital Community

- Local services for residents – small restaurants – cleaners
- Estimated transportation costs per household – would help assess success of transit/bike/ped strategies to help reduce costs

Other

- Measure using current metrics – When the "Plan" needs to be used, perhaps in 20 years, the "Plan" needs to be considered in the then current context. What works today may or may not be appropriate in 5, 10, or 20 years. The "Plan" is a guideline, NOT a rule.

Additional Comments

Land Use Considerations

- More high density residential, but not if it looks like the Peloton.
- Avoid cookie-cutter development (Peloton, 29th St.). Form-based code. Diverse architecture. Landscape elements/encourage diversity.
- Allow lots of flexibility of development to property owners. Especially w/r multiple uses on single parcel.
- Consider the arts and have flexibility in zoning for arts and non profits.
- Infrastructure for growth – it's underground where you can't see it. The sewers, for example, are not adequate for present needs. Is this area to grow?

Local Services

- Is this area zoned for the needs of a medium-sized grocery store? Bigger than 7-11? We have no place selling food at present.
- More restaurants, coffee shops, grocery stores – Fate is great, Ozo is great!... "I 2nd this."

Connections

- On-street bike lanes along as much of Arapahoe as possible – creek path is lovely but not fast. Could be downtown in like 10 min from 55th Street with bike lane on street…. "I 2nd this."
- Bike paths: Don't build them squiggly, build straight. Much more safe.
- Eliminate 3 new speed bumps on Cherryvale between Arapahoe and Baseline. Already 30 mph limit. Bumps impede free flow of traffic.
- Local bus service that serves the Avalon Ballroom late enough at night so that dancers can go home after the events. I.e. 10:30 pm, 11:30 pm etc.

Other

- Bury the power lines

- Consider posters at existing bus stops, businesses, intersections, elsewhere that ask people what they'd like to see happen there – could have QR code and other info linking to InspireBoulder.
- The plan should be a guideline, not a *rule.*
- Above all else, please build into the plan some clear ability to, in the future, allow for current (at the time) events and conditions to be incorporated and considered. What is appropriate today may not be appropriate in 20 years.

History Poster Comments (What Should the Future be?)

- BRT!
- Mixed-use development
- Walkable, bikeable mixed-use districts
- This area is in the flood plain. This issue must be addressed before you consider development.

Comment Form Comments

*What do you think are the **top issues** for the Envision East Arapahoe project to address?*

- Walkability; making the area more attractive – less industrial. Address how traffic times – rush hour – challenge to turn left out of Eco-cycle, ReSource.
- Connectivity. Increase mix use (housing). Floodplain. To decrease distance driven
- Transit connectivity (regional) and frequency. Density. Thank you for caring about E. Arapahoe! It needs our help!
- Poor streetscape, industrial land uses along Arapahoe lack of identity and character.

*The **Draft Vision Elements** handout identifies directions for the project. Ideas are based on input from stakeholders, staff, boards and commissions, and City Council. Do you have comments to help craft a final vision?*

- Support statements.
- Need to address heavy car traffic going east during PM rush hour.

*How can the city best **engage you and others** and keep you informed about the project and upcoming events?*

- Open houses, emails, on-line surveys.
- Email, web updates/City of Boulder Facebook updates.

- Send notices out earlier – just received last Thursday. Email/send flyer and I will post @ Peloton.
- Do something fun. Go to the citizens instead of them coming to you.

*Do you recommend other ideas to make the **proposed planning process** lead to successful outcomes?*

- Interviews/question/intercepts with walkers/bus riders on corridor to get perspective directly from users.
- Continued stakeholder meetings w/ large employers, HOAs.
- High-density, mixed-use housing, job and offices. Most of all a place that has character. NO big box stores/car dealerships. Special district that allows more than 3 stories.

*What **walk or bicycle tours** (locations, times of day, etc.) would most interest you?*

- Area around 63rd and Arapahoe (Eco-Cycle + ReSource); Weekdays, lunch time (11am-1pm).
- Greenways – connections and wayfinding; Area around 55th and Arapahoe; Other (Folsom to 33rd); Weekdays, afternoon/evening (4-7) depends on week.
- Greenways – connections and wayfinding; Area around BCH, 48th St.; Area around 55th and Arapahoe; Sundays; Weekdays, afternoon/evening.
- Greenways – connections and wayfinding; Saturdays; Sundays.

How did you hear about the July 21 event?

- Email announcement (x2)
- Website