

**CITY OF BOULDER
TRANSPORTATION ADVISORY BOARD
AGENDA ITEM**

MEETING DATE: Sept 12, 2016

AGENDA TITLE: Boulder Valley Comprehensive Plan Update – Policy Integration with Revisions to the Transportation section, Trails Map, and Discussion of Land Use Scenarios and Concepts

PRESENTERS: Michael Gardner-Sweeney, Director of Public Works for Transportation
Lesli Ellis, Comprehensive Planning Manager, Planning, Housing & Sustainability (PH&S)
Jean Gatza, Senior Planner, PH&S
Caitlin Zacharias, Planner I, PH&S
Kathleen Bracke, GO Boulder Manager
Randall Rutsch, Senior Transportation Planner

I. EXECUTIVE SUMMARY

This item provides an update to the Transportation Advisory Board (TAB) on the Boulder Valley Comprehensive Plan (BVCP) Update policies, trails map and land use scenarios currently under analysis. The proposed transportation policies reflect the policies of both the city's and county's TMPs which were updated since the last BVCP update. The Board is asked to provide feedback or questions about the following items:

1. Revised transportation policies, (**Attachment A**), and
2. The trails memo and draft map (**Attachment B** (or link)

Staff will also give an update on the preliminary scenarios, concepts, and key policy choices and other next steps related to the BVCP that will conclude in early 2017, as presented to at the Joint Board meeting/public open house on Aug. 29. **Attachment C** provides an overview of the scenarios and staff will be prepared to discuss those topics with the Board.

TAB discussed the BVCP draft transportation policies last month on Aug. 8, 2016. More information about the board's role, project and schedule was contained in that memo, so the project "background" in this memo is abbreviated. The webpage also contains up-to-date information about the BVCP Update project: www.bouldervalleycompplan.net.

II. BACKGROUND

The City of Boulder and Boulder County have cooperatively planned for the future of the Boulder Valley since the first BVCP, developed and adopted jointly by both organizations in

1978. As a result of similar interests in sustainability, environmental preservation, multimodal transportation, and providing a high quality of life for area residents, the BVCP, city's 2014 Transportation Master Plan (TMP), and the County's Comprehensive plan have policies are closely aligned. The proposed BVCP transportation policies reflect the policy direction of both the city and county recent TMPs and have been prepared by a joint staff team from both organizations.

Transportation Master Plan (TMP)

The TMP is the city's policy document establishing the goals, objectives and investment priorities based on the Boulder community's vision for a multimodal transportation system. Following TMP updates reflect a consistent policy direction of accommodating increased person travel, managing the impacts of automobile travel, and developing a complete multimodal transportation system in support of the community's overall sustainability goals, as reflected in the BVCP and the recent Climate Commitment. As the 2014 TMP was developed to include the city's Sustainability Framework, Climate Commitment and the five Focus Areas approved by City Council, the BVCP Transportation policies have been updated to reflect the 2014 TMP.

III. ANALYSIS AND ISSUES

Policy Integration: Transportation

At the August 8, 2016 meeting, TAB reviewed and provided feedback on an earlier draft of the Transportation policies. **Attachment A** contains a updated draft. Based on feedback received in September, staff will refine another draft of policies in early October, including any further comments or suggestions that TAB provides.

Trails Map

Each BVCP update includes a new version of the Trails Map. **Attachment B** contains the proposed trails map and a memo explaining the changes suggested for this update. No major changes or policy shifts are suggested for the trails aspect of the BVCP.

IV. PUBLIC PROCESS

The BVCP has an extensive public process, including the seven community sub-area listening sessions and a large community meeting in May at the main library as part of the first phase of the update. Still to come are a similar set of meetings around land use scenarios and policies this fall, with a draft plan anticipated in early 2017. The proposed draft will be reviewed in a final public process and by numerous city boards prior to council adoption.

V. BOARD ACTION REQUESTED

The Board is asked to provide comments and suggestions on the draft revised Transportation Policies for the BVCP, keeping in mind that these policies reflect the policies of the 2014 TMP. The Board is also asked to provide feedback or questions on the BVCP trails map and the preliminary scenarios.

VI. NEXT STEPS

In addition to coordinating policy updates and revisions and developing land use scenarios, the update staff and consultants are working on researching options in the areas of focus, processing land use change requests and revising the plan structure. The following items are currently scheduled for the BVCP update:

Sept. 15, 2016	Planning Board approval of policy integration updates (including these policies)
Nov. 1, 2016	City Council initial approval of policy integration updates (including these policies)
Nov.-Dec. tbd	Boulder County Planning Commission and Board of County Commissioners review and approval of policy integration updates

ATTACHMENTS

- A.** Revised Section 6 (Transportation) ([link to all revised chapters](#))
- B.** Trails memo and map
- C.** Joint Board and Commission Memo for Aug. 29, 2016

6. Transportationⁱ

Proposed new section title: Accessible and Connected Community

Note: This chapter will be further refined to include the city and county plan visions and to be organizing in a more logical sequence – starting with the vision and travel modes and ending with relevant metrics. Also please note that a further round of editing will occur to improve organization, reduce verbosity and redundancies, and renumber policies as necessary.

The Boulder Valley Comprehensive Plan and the county and city’s Transportation Master Plans reflect the fundamental premise that the transportation system be developed and managed in service of land use, social, economic and environmental goals. The vision is to create and maintain a safe and efficient transportation system that meets the sustainability goals of the community and the Boulder Valley to accommodate increased person trips by providing travel choices and reducing the share of single occupant auto trips.

A mature community like Boulder has little opportunity or ability to add road capacity, as widening streets and building new roads would have significant negative environmental, community character and financial impacts. Consequently, the strategies of the city’s Transportation Master Plan (TMP) center on maintaining a safe and efficient system as noted above.

The policies in this section generally reflect the Focus Areas of the city’s TMP and the adopted Boulder County Transportation Master Plan including:

- Complete Transportation System
- Regional Travel
- Funding and Investments
- Land Use and Transportation Integration and Sustainability Initiatives
- Other Transportation Policies

Complete Transportation System

6.01 All-Mode Transportation System and Complete Streets

The Boulder Valley will be served by an integrated all-mode transportation system developed cooperatively by the city and county. The city’s transportation system will be based on complete streets including completed networks for each mode, making safe and convenient connections between modes, providing seamless connections between the city and county systems, and promoting access and placemaking for the adjacent land uses and activities. Improvements to urban travel corridors will recognize pedestrian travel as the primary mode and preserve or improve the safety and efficiency of all modes. For rural parts of the Boulder Valley, the transportation system is focused on sustainable mobility through development of a multimodal system, creating the complete trip and investing in key transportation corridors.

6.02 Reduction of Single Occupancy Auto Tripsⁱⁱ

The city and county will support and promote the greater use of alternatives to single occupancy automobile travel. It is the city's specific objective to reduce vehicle miles of travel (VMT) 20 percent from 1994 levels through the year 2035 within the Boulder Valley to achieve transportation and greenhouse gas reduction goals. These efforts will require inclusion of other communities and entities (especially origin communities such as Longmont, Lafayette, Louisville, and Erie) in developing and implementing integrated travel demand management (TDM) programs, new mobility services and improved local and regional transit service. Within the city, new developments will be required to include travel demand management to reduce the vehicle miles traveled and single occupant vehicle trips produced by the development.

6.03 Congestion

The city will strive to limit the extent and duration of congestion, defined as Level of Service (LOS) F, to 20 percent of the roadway system within the Boulder Valley while providing for increased mobility for people using all modes of travel.ⁱⁱⁱ

New Policy: Renewed Vision for Transit^{iv}

Transit investments and improvements will occur in an integrated manner in the areas of service, capital, policies, programs and implementation. These will expand the Community Transit Network (CTN) and improve regional transit service and connections outside the city such as bus rapid transit (BRT) along state highways and regional bus services.

Modified Policies 6.05& 6.06 from below: Accessibility and Mobility for All^v

The city and county will develop a complete all-mode transportation system accommodating all users, including people with mobility impairments, youth, older adults and low-income persons. This will include increased support for mobility services for older adults and people with disabilities, reflecting the expected increases in these populations. Efforts should focus on giving people options to live well without a car and may include prioritizing affordable public transportation and transit passes as well as new technologies and mobility services.

New Policy: Integrated TDM Programs

The city and county will cooperate in developing comprehensive TDM programs for residents and employees. These include incentives such as developing a universal community transit pass program; promoting shared use mobility, ridesharing, bikesharing, carsharing, vanpools and teleworking; and supporting programs for walking and biking such as secured long term bike parking. Strategies such as shared, unbundled, paid and managed parking (i.e., SUMP principles) can reflect the real cost of Single Occupancy Vehicle (SOV) travel. The city will require TDM plans for new larger, residential and commercial developments.^{vi}

New Policy: Safety^{vii}

Safety for people of all ages using any mode within the transportation system (i.e., walking, bicycling, riding) is a fundamental goal. The city's policy "Toward Vision Zero" is aimed at reducing serious injury and fatal collisions involving people using all modes of travel, focusing on crash trends and mitigation strategies identified in the Safe Streets Boulder Report and on-going local, regional, and state-wide safety assessments.^{viii}

Regional Travel

6.04 Regional Travel Coordination

City transportation and land use decisions have regional transportation impacts. The city and county will work to develop regional consensus for multimodal improvements to regional corridors. This can be achieved by working with the Colorado Department of Transportation, the Regional Transportation District (RTD) and other providers to develop high quality, high frequency regional transportation options, including improvements identified in the Northwest Mobility Study (NAMS), FasTracks arterial bus rapid transit (BRT) service and commuter bikeways between the communities, with first and final mile connections to local systems and longer-term rail planning.

New Policy: Regional Transit Facilities^{ix}

The city will develop and enhance the regional transit anchors that serve the primary attractors of Downtown Boulder, the University of Colorado and Boulder Valley Regional Center, including at Boulder Junction. Developing Mobility Hubs and first and last mile connections to these facilities are a priority to support employees commuting into and throughout Boulder.

Funding and Investment

6.07 Investment Priorities

To protect previous investments and ensure efficient use of existing travel corridors, the city and county will prioritize investment for safety and maintenance improvements for all modes of the existing systems. Second priority is given to capacity additions for the non-automotive modes and efficiency improvements for existing road facilities that increase person carrying capacity without adding general purpose lanes. Any additional road capacity will be managed and priced to provide reliable and rapid travel times for transit, high occupancy vehicle lanes and other car sharing options.^x

(Note: 6.08 has been moved to below.)

Integration of Land Use and Transportation and with Sustainability Initiatives

New Policy: Access Management and Parking^{xi}

Vehicular and bicycle parking will be considered a component of a total access system of all modes of transportation - bicycle, pedestrian, transit and vehicular - and will be consistent with the desire to reduce single occupant vehicle travel, balance the use of public spaces, consider the needs of residential and commercial areas, and address neighborhood parking impacts.^{xii} Parking demand will be accommodated in the most efficient way possible with the minimal necessary number of new spaces. The city will promote parking reductions through a variety of tools including parking maximums, shared parking, unbundled parking, parking districts and transportation demand management programs. Parking districts will be expanded and managed based on SUMP principles (shared, unbundled, managed and paid) to support the city's transportation and GhG reduction goals, as well as broader sustainability goals including economic vitality and neighborhood livability.

Moved from 6.08 Above: Transportation Impact

Transportation or traffic impacts from a proposed development that cause unacceptable community or environmental impacts or unacceptable reduction in a multimodal level of service or parking impacts to surrounding areas will be mitigated.^{xiii} All development will be designed and built to be multimodal, pedestrian-oriented and include TDM strategies to reduce the vehicle miles traveled generated by the development. New development will provide continuous pedestrian, bike and transit systems through the development and connect these systems to those surrounding the development. The city and county will provide tools and resources to help businesses manage employee access and mobility and support public-private partnerships, such as transportation management organizations, to facilitate these efforts.

New Policy: Concurrent Land Use and Transportation Planning

Overall citywide transportation and land use planning should be coordinated. Future major changes to the land use map and policies of this plan and the Transportation Master Plan should be, to the extent practicable, be coordinated, modeled and evaluated concurrently.^{xiv}

6.09 Integrated Planning for Multimodal Centers

Land use in and surrounding the three intermodal regional centers (i.e., Downtown Boulder, the University of Colorado and the Boulder Valley Regional Center including Boulder Junction), will support their function as anchors to regional transit connections and Mobility Hubs for connecting pedestrian, bicycle and local transit to regional services.

Separate New Policy: Integrated Planning for Corridors

The land along multimodal corridors will be designated as multimodal transportation zones where transit service is provided on that corridor. In and along these multimodal transportation zones, the city will plan for a highly connected and continuous transportation system for all modes, emphasis on high quality pedestrian experience and urban design, identify locations for mixed use and higher density development integrated with transportation functions through appropriate design, and develop parking maximums and encourage parking reductions. The city will complete missing links in the transportation grid through the use of area transportation plans and at the time of parcel redevelopment.

(Note: The Built Environment chapter will more clearly define land use for different types of centers and corridors and where intensity is most appropriate or not^{xv}.)

6.11 Transportation Facilities in Neighborhoods

The city will strive to protect and improve the quality of life within city neighborhoods while developing a balanced transportation system. Improving access and safety within neighborhoods by controlling vehicle speeds or providing multi-modal connections will be given priority over vehicle mobility. The city and county will design and construct new transportation facilities to minimize noise levels to the extent practical. Neighborhood needs and goals will be balanced against the community necessity or benefit of a transportation improvement. Additionally, neighborhood parking permit (NPP) programs will seek to balance access and parking demands of neighborhoods and adjacent traffic generators.^{xvi}

New or Modified Policy: Transportation Infrastructure to Support Walkable 15-Minute Neighborhoods^{xvii}

The city will prioritize improvements to transportation facilities to create a variety of neighborhood supporting activities and supportive infrastructure within approximately a one-

quarter mile radius where residents and employees can fulfill more of their daily needs through safe, healthy and convenient walking and biking.

(Note: The Built Environment chapter includes policies related to neighborhood centers, mix of land uses and amenities such as parks and schools, and area planning within neighborhoods to support complete neighborhoods to serve neighborhood needs. The scenarios will also address this topic.)^{xviii}

6.12 Neighborhood Streets Connectivity

Neighborhood streets and alleys are part of the public realm and will be planned as a well-connected and fine grained pattern to facilitate public access, promote safe and convenient travel for all, disperse and distribute vehicle traffic, and maintain character and community cohesion. In historic districts, alleys are particularly important for maintaining character and providing travel routes for pedestrians and bicycles.^{xix}

New Policy: Mobility Hubs^{xx}

As guided by the Transportation Master Plan, the city will establish Mobility Hubs that provide seamless integration between transit and pedestrian and bicycle facilities, car/ridesharing, and context-appropriate parking supply for people of all physical abilities. Mobility Hubs will emphasize excellent pedestrian infrastructure within a quarter- to half-mile walkshed and connections to the bicycle network as well as high quality urban design of structures and public spaces.^{xxi}

Other Transportation Policies

6.13 Improving Air Quality and Reducing Greenhouse Gas Emissions

Both the city and county are committed to reductions in greenhouse gas emissions with the city committing to an 80 percent reduction from 2005 levels by 2050. The city and county will design the transportation system to minimize air pollution and reduce GhG emissions by promoting the use of non-automotive low emission transportation modes, reducing auto traffic and encouraging the use of fuel efficient and clean-fueled vehicles that demonstrate air pollution reductions, and maintaining acceptable traffic flow.

6.14 Municipal Airport

Boulder Municipal Airport is a general aviation airport that has been in existence since 1928. The airport will continue at the appropriate scale to ensure it meets the needs of the community by providing a safe environment for aviation business and business-related travel; scientific and research flights; recreation and tourism; flight training and vocational education; aerial fire-fighting; emergency medical flights; as well as flood and other disaster-related support for the city and county. The city will seek to mitigate noise, safety and other impacts of airport operation while assuring that new development in proximity will be compatible with existing and planned use of the airport.^{xxii}

Potential New Transportation Resilience Policies

The HR&A Resilience report suggests the following:

New Policy: Infrastructure Investments

The city will support infrastructure investments that provide multiple benefits, such as greenways, which both serve as a public amenity and mitigate risk. (*The county's climate change preparedness section might also be useful here.*)

New Policy: Emergency Response Access

The city and county will assess and develop solutions with stakeholders to coordinate transportation policies, infrastructure planning, and response plans in the event of a disruption.

Graphics and Maps to Add to This Chapter

- Add new Renewed Vision for Transit
- Transportation GHG reduction graph – 40% of reduction needed in the Clean Energy and Innovations area
- Images of Mobility Hubs
- Photos of people walking, bicycling, and transit
- Photos of recently completed capital construction projects (e.g. Boulder Junction and Broadway Euclid)
- Call out the metrics from the TMP including LOS, VMT, GHG goals, etc.

ENDNOTES

ⁱThe changes to this chapter reflect work since the 2010 plan including:

- Boulder County Transportation Master Plan (2012) and Multimodal Transportation Standards (2013)
- City Transportation Master Plan (2014) which included county and other partner input;
- City draft Climate Commitment strategy (2015);
- City Transportation Report on Progress (2016);
- County Mobility4All Needs Assessment (2016);
- The city has also been working on an Access Management and Parking Strategy (AMPS) and adopted new standards related to Transportation Demand Management (TDM).
- HR&A's Recommendations for Resilience Integration (2016)

ⁱⁱ Includes new language from TMP.

ⁱⁱⁱ The city and county transportation master plans address this issue differently. This policy may need additional input and work to clarify respective policies.

^{iv} Transit policy from TMP

^v Combined with policy 6.06 Mobility Services.

^{vi} Revised language reflects input from Transportation Advisory Board.

^{vii} From TMP and some new language to reflect Planning Board input.

^{viii} Transportation Master Plan focuses on a broad range of crash cause rather than calling out any specific type of cause (e.g., distracted drivers). Needs a broad approach that will be applicable over time.

^{ix} Consistent with TMP.

^x Consistent with TMP.

^{xi} Portions of this policy are from previous policy 6.10, which has been modified to reflect work completed during the Access Management Parking Strategy work.

^{xii} Planning Board members suggested addressing parking impacts in neighborhoods as well.

^{xiii} Addressing parking impacts (particularly from parking reductions) suggested by Planning Board.

^{xiv} Planning Board suggestion to reflect on overall citywide coordination of TMP and BVCP before getting to more specific language about multimodal centers and corridors.

^{xv} Reflects suggestions from Planning Board.

^{xvi} New language is intended to convey different goals for city neighborhoods vs. rural neighborhoods.

Also, the parking language is a new suggestion from Planning Board.

^{xvii} Consistent with TMP.

^{xviii} TAB suggested some language about bicycling parking, and Planning Board suggested a refinement and additions to other parts of the plan to address the land use aspect of this concept of 15-minute neighborhoods, and an inclusive local process for planning them.

^{xix} Planning Board suggested this type of language to address historic value and connected nature of alleys – importance for pedestrian and bicycle transportation off the main streets.

^{xx} Consistent with TMP

^{xxi} Suggestion from TAB.

^{xxii} Reflects Airport Master Plan.

DRAFT

6. Transportationⁱ

Proposed new section title: Accessible and Connected Community

Note: This chapter will be further refined to include the city and county plan visions and to be organizing in a more logical sequence – starting with the vision and travel modes and ending with relevant metrics. Also please note that a further round of editing will occur to improve organization, reduce verbosity and redundancies, and renumber policies as necessary.

The Boulder Valley Comprehensive Plan and the county and city's Transportation Master Plans have reflect the fundamental premise that the transportation system be developed and managed in conjunction in service of with land use, social, economic and environmental goals. The vision is to create and maintain a safe and efficient transportation system that meets the sustainability goals of the community and the Boulder Valley to accommodate increased person trips by providing travel choices and reducing the share of single occupant auto trips.

A mature community like Boulder has little opportunity or desire-ability to add road capacity, as widening streets and building new roads would have significant negative environmental, community character and financial impacts. Consequently, the strategies of the city's Transportation Master Plan (TMP) center on maintaining a safe and efficient system as noted above. and developing a balanced transportation system, that supporting increased person trips and all modes of travel. The TMP focuses on and making the system more efficient in carrying travelers increasing access for the community, maintaining a safe system and on shifting trips away from the single-occupant vehicle.

Boulder's challenge is to manage and improve the existing system to accommodate increasing demands for travel needs, both local and regionally through greater efficiency, better access, and by providing a broader range of travel choices. Important issues and trends include:

- Limited funding for both new infrastructure and maintenance of existing resources at all levels of government;
- Increasing importance of frequent and affordable regional transit; and
- Increasing energy costs with corresponding increases in the cost of travel.

The policies in this section generally reflect the Focus Areas of the city's TMP and the adopted Boulder County Transportation Master Plan including:

- Complete Transportation System
- Regional Travel
- Funding and Investments
- Land Use and Transportation Integration and Sustainability Initiatives
- Other Transportation Policies
- Complete Transportation System
- Integration of Land Use and Transportation
- Air Quality
- Boulder Municipal Airport

Complete Transportation System

6.01 All-Mode Transportation System and Complete Streets

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The city and county will support and promote the greater use of alternatives to single occupancy automobile travel. It is the city's specific objective to continue progress toward 'no long-term growth in traffic' reduce vehicle miles of travel (VMT) 20 percent from 1994 levels through the year 2025 within the Boulder Valley to achieve transportation and greenhouse gas reduction goals. These efforts will require inclusion of other communities and entities (especially origin communities such as Longmont, Lafayette, Louisville, and Erie) and will include developing and implementing integrated travel demand management (TDM) programs, and new mobility services and improved local and regional transit service. Within the city, new developments will be required to include travel demand management to reduce the vehicle miles traveled and single occupant vehicle trips produced by the development.

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Regional Travel

6.04 Regional Travel Coordination Cooperation

City transportation and land use decisions have regional transportation impacts. The city and county will work to develop regional consensus for multimodal improvements to regional corridors. This can be achieved by, and working with the Colorado Department of Transportation and the Transportation, the Regional Transportation District (RTD) and other providers to develop high quality, high frequency regional transportation options, including improvements identified in the Northwest Mobility Study (NAMS), FasTracks arterial bus rapid transit (BRT) service and commuter bikeways between the communities, with first and final mile connections to local systems and longer-term rail planning.

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6.05 Accessibility

The city and county will develop a complete all-mode transportation system based on complete streets that accommodates all users, including people with mobility impairments, as well as youth, older adults and low-income persons. Efforts should focus on giving people options to live well without a car and may include prioritizing affordable public transportation and transit passes.

6.06 Mobility Services

The city and county will increase their support for mobility services for older adults and people with disabilities to reflect the expected increases in these populations.

Funding and Investment

6.07 Investment Priorities

To protect previous investments and ensure efficient use of existing travel corridors, the city and county will prioritize ~~their~~ investment ~~first to for safety and~~ maintenance ~~and safety~~ improvements for all modes of the existing systems. Second priority is given to capacity additions for the non-automotive modes and efficiency improvements for existing road facilities that increase ~~levels of service person carrying capacity~~ without adding general purpose lanes. Any additional road capacity will be managed and priced to provide reliable and rapid travel times for transit, high occupancy vehicle lanes and other car sharing options.^x

(Note: 6.08 has been moved to below.)

Integration of Land Use and Transportation and -with Sustainability Initiatives

New Policy: Access Management and Parking^{xi}

Vehicular and bicycle parking will be considered a component of a total access system of all modes of transportation - bicycle, pedestrian, transit and vehicular - and will be consistent with the desire to reduce single occupant vehicle travel, balance the use of public spaces, and consider the needs of residential and commercial areas, and address neighborhood parking impacts.^{xii} Parking demand will be accommodated in the most efficient way possible with the minimal necessary number of new spaces. The city will promote parking reductions through a variety of tools including parking maximums, shared parking, unbundled parking, parking districts and transportation demand management programs. Parking districts will be expanded and managed based on SUMP principles (shared, unbundled, managed and paid) to support the city's transportation and GhG reduction goals, as well as broader sustainability goals including economic vitality and neighborhood livability.

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Transportation ~~ffe~~ or traffic impacts from a proposed development that cause unacceptable community or environmental impacts or unacceptable reduction in a multimodal level of service or parking impacts to surrounding areas will be mitigated.^{xiii} All development will be designed and built to be multimodal, pedestrian-oriented and include **TDM** strategies to reduce the vehicle miles traveled generated by the development. New development will provide continuous pedestrian, bike and transit systems through the development and connection of these systems to those surrounding the development. The city and county will provide tools and resources to help businesses manage employee access and mobility and support public-private partnerships, such as transportation management organizations, to facilitate these efforts.

New Policy: Concurrent Land Use and Transportation Planning

Overall citywide transportation and land use planning should be coordinated. Future major changes to the land use map and policies of this plan and the Transportation Master Plan should be, to the extent practicable, be coordinated, modeled and evaluated concurrently.^{xiv}

6.09 Integration with Land Use Integrated Planning for Multimodal Centers

~~Land use in and surrounding the three intermodal regional centers (i.e., of, will be developed or maintained Downtown Boulder, the University of Colorado and the Boulder Valley Regional Center at –including including Boulder Junction), in the downtown, Boulder Junction and on the university’s main campus as will support their function as~~ anchors to regional transit connections and ~~as~~ Mobility Hubs for connecting pedestrian, bicycle and local transit to regional services.

Separate New Policy: Integrated Planning for Corridors

The land along multimodal corridors will be designated as multimodal transportation zones where ~~re~~ transit service is provided on that corridor. In and along these multimodal transportation zones, the city will develop plan for a highly connected and continuous transportation system for all modes, emphasis on high quality pedestrian experience and urban design, identify locations for mixed use and higher density development integrated with transportation functions through appropriate design, and develop parking maximums and encourage parking reductions. The city will complete missing links in the transportation grid through the use of area transportation plans and at the time of parcel redevelopment.

(Note: The Built Environment chapter will more clearly define land use for different types of centers and corridors and where intensity is most appropriate or not^{xv}.)

6.10 Managing Parking Supply

~~Providing for vehicular parking will be considered as a component of a total access system of all modes of transportation –bicycle, pedestrian, transit and vehicular –and will be consistent with the desire to reduce single occupant vehicle travel, limit congestion, balance the use of public spaces and consider the needs of residential and commercial areas. Parking demand will be accommodated in the most efficient way possible with the minimal necessary number of new spaces. The city will promote parking reductions through parking maximums, shared parking, unbundled parking, parking districts and transportation demand management programs.~~

6.11 Transportation Facilities in Neighborhoods

The city ~~and county~~ will strive to protect and improve the quality of life within city neighborhoods while ~~developing~~ a balanced transportation system. Improving access and safety within neighborhoods by controlling vehicle speeds or providing multi-modal connections will be given priority over vehicle mobility. The city and county will design and construct new transportation facilities to minimize noise levels to the extent practical. Neighborhood needs and goals will be balanced against the community necessity or benefit of a transportation improvement. Additionally, neighborhood parking permit (NPP) programs will seek to balance access and parking demands of neighborhoods and adjacent traffic generators.^{xvi}

New or Modified Policy: Transportation Infrastructure to Support Walkable 15-Minute Neighborhoods^{xvii}

The city will prioritize improvements to transportation facilities to create a variety of neighborhood supporting activities and supportive infrastructure within approximately a one-quarter mile radius where residents and employees can fulfill more of their daily needs through safe, healthy and convenient walking and biking.

(Note: The Built Environment chapter includes policies related to neighborhood centers, mix of land uses and amenities such as parks and schools, and area planning within neighborhoods to

support complete neighborhoods to serve neighborhood needs. The scenarios will also address this topic.)^{xviii}

6.12 Neighborhood Streets Connectivity

Neighborhood streets and alleys are part of the public realm and will be developed-planned as a well-connected and fine grained pattern to facilitate public access, to promote safe and convenient travel for all, and to effectively disperse and distribute vehicle traffic, and maintain character and community cohesion. In historic districts, alleys are particularly important for maintaining character and providing travel routes for pedestrians and bicycles.^{xix}

New Policy: Mobility Hubs^{xx}

As guided by the Transportation Master Plan, the city will establish Mobility Hubs that provide seamless integration between transit and pedestrian and bicycle facilities, car/ridesharing, and context-appropriate parking supply for people of all physical abilities. Mobility Hubs will emphasize excellent pedestrian infrastructure within a quarter- to half-mile walkshed and connections to the bicycle network as well as high quality urban design of structures and public spaces.^{xxi}

Other Transportation Policies

Air Quality

6.13 Improving Air Quality and Reducing Greenhouse Gas Emissions

Both the city and county are committed to reductions in greenhouse gas emissions with the city committing to an 80 percent reduction from 2005 levels by 2050. The city and county will design the transportation system to minimize air pollution and reduce GhG emissions by promoting the use of non-automotive low emission transportation modes, reducing auto traffic, and encouraging the use of fuel efficient and alternatively-clean-fueled vehicles that demonstrate air pollution reductions, and maintaining acceptable traffic flow.

Boulder Municipal Airport

6.14 Municipal Airport

Boulder Municipal Airport is a general aviation airport that has been in existence since 1928. The Boulder Municipal Airport will continue aThe airport will continue at the appropriate scale to ensure it meets the needs of the community by providing a safe environment for aviation business and business-related travel; scientific and research flights; recreation and tourism; flight training and vocational education; aerial fire-fighting; emergency medical flights; as well as flood and other disaster-related support for the city and county. s a small-scale general aviation airport. The city will seek to mitigate noise, safety and other impacts of airport operation while assuring that new development in proximity will be compatible with existing and planned use of the airport.^{xxii}

Potential New Transportation Resilience Policies

The HR&A Resilience report suggests the following:

New Policy: Infrastructure Investments

The city will support infrastructure investments that provide multiple benefits, such as greenways, which both serve as a public amenity and mitigate risk. (The county's climate change preparedness section might also be useful here.)

New Policy: Emergency Response Access

The city and county will assess and develop solutions with stakeholders to coordinate transportation policies, infrastructure planning, and response plans in the event of a disruption.

Graphics and Maps to Add to This Chapter

- Add new Renewed Vision for Transit
- Transportation GHG reduction graph – 40% of reduction needed in the Clean Energy and Innovations area
- Images of Mobility Hubs
- Photos of people walking, bicycling, and transit
- Photos of recently completed capital construction projects (e.g. Boulder Junction and Broadway Euclid)
- Call out the metrics from the TMP including LOS, VMT, GHG goals, etc.

ENDNOTES

ⁱThe changes to this chapter reflect work since the 2010 plan including:

- Boulder County Transportation Master Plan (2012) and Multimodal Transportation Standards (2013)
- City Transportation Master Plan (2014) which included county and other partner input;
- City draft Climate Commitment strategy (2015);
- City Transportation Report on Progress (2016);
- County Mobility4All Needs Assessment (2016);
- The city has also been working on an Access Management and Parking Strategy (AMPS) and adopted new standards related to Transportation Demand Management (TDM).
- HR&A's Recommendations for Resilience Integration (2016)

ⁱⁱ Includes new language from TMP.

ⁱⁱⁱ The city and county transportation master plans address this issue differently. This policy may need additional input and work to clarify respective policies.

^{iv} Transit policy from TMP

^v Combined with policy 6.06 Mobility Services.

^{vi} Revised language reflects input from Transportation Advisory Board.

^{vii} From TMP and some new language to reflect Planning Board input.

^{viii} Transportation Master Plan focuses on a broad range of crash cause rather than calling out any specific type of cause (e.g., distracted drivers). Needs a broad approach that will be applicable over time.

^{ix} Consistent with TMP.

^x Consistent with TMP.

^{xi} Portions of this policy are from previous policy 6.10, which has been modified to reflect work completed during the Access Management Parking Strategy work.

^{xii} Planning Board members suggested addressing parking impacts in neighborhoods as well.

^{xiii} Addressing parking impacts (particularly from parking reductions) suggested by Planning Board.

^{xiv} Planning Board suggestion to reflect on overall citywide coordination of TMP and BVCP before getting to more specific language about multimodal centers and corridors.

^{xv} Reflects suggestions from Planning Board.

^{xvi} New language is intended to convey different goals for city neighborhoods vs. rural neighborhoods. Also, the parking language is a new suggestion from Planning Board.

^{xvii} Consistent with TMP.

^{xviii} TAB suggested some language about bicycling parking, and Planning Board suggested a refinement and additions to other parts of the plan to address the land use aspect of this concept of 15-minute neighborhoods, and an inclusive local process for planning them.

^{xix} Planning Board suggested this type of language to address historic value and connected nature of alleys – importance for pedestrian and bicycle transportation off the main streets.

^{xx} Consistent with TMP

^{xxi} Suggestion from TAB.

^{xxii} Reflects Airport Master Plan.

DRAFT

**CITY OF BOULDER
AGENDA ITEM FOR:**

JOINT ADVISORY BOARD MEETING – August 29, 2016
BOULDER COUNTY PARKS AND OPEN SPACE ADVISORY COMMITTEE – August 25, 2016
TRANSPORTATION ADVISORY BOARD – September 12, 2016
OPEN SPACE BOARD OF TRUSTEES – September 14, 2016
PARKS AND RECREATION ADVISORY BOARD – September 26, 2016
GREENWAYS ADVISORY COMMITTEE – Information Only

AGENDA TITLE:

Update on proposed changes to the Boulder Valley Comprehensive Plan Trails (BVCP) Map as part of the 2015 Major Update to the Comprehensive Plan.

REQUESTING DEPARTMENT:

Department of Planning, Housing & Sustainability

David Driskell, Executive Director of Community Planning & Sustainability

Lesli Ellis, Comprehensive Planning Manager

Jean Gatza, Senior Planner

Tanya Ariowitsch, Senior GIS Specialist

BVCP TRAILS MAP REVISIONS

The Boulder Valley Comprehensive Plan (BVCP) Trails Map is a comprehensive guide for existing and proposed trails and trail connections for the entire Boulder Valley. It shows proposed trails, including grade separated trail underpasses that have been planned through departmental master planning or area planning processes as well as trail connections that are important links in the Boulder Valley and regional trails systems. See [Attachment A](#) for the BVCP Description of the BVCP Trails Map. See [Attachment B](#) for the BVCP Trails Map with proposed changes highlighted.

UPDATE PROCESS

The proposed changes to the Trails Map involved staff from Planning, Housing and Sustainability, Open Space & Mountain Parks, Parks and Recreation, Greenways, Public Works Department for Utilities and Transportation as well as staff from Boulder County Parks and Open Space and Transportation departments.

The BVCP Trails Map was last updated in 2011, and proposed revisions are part of the 2015 Major Update of the BVCP. Changes to the map may occur when there has been new information or changed circumstances regarding a proposed trail or when an alternative analysis and public process have occurred at the master planning or area planning level, and new trails plans have been adopted. The changes proposed in this update reflect trails changes identified primarily through the Transportation Master Plan Update (TMP), Open Space and Mountain Parks Trail Study Area Plans and processes or completed Community and Environmental Assessment Processes (CEAP). Any member of the public may request changes to the BVCP Trails Map during a BVCP update. No formal public requests were

received, however community input included support for new trails or trail connections to complete a “trail around Boulder”.

ADVISORY BOARD REVIEW

The BVCP trails map is approved by the Planning Board, City Council, Planning Commission and Board of County Commissioners. Prior to their consideration, the following advisory boards may review and comment on the map:

- Open Space Board of Trustees
- Parks and Recreation Advisory Board
- Greenways Advisory Committee
- Transportation Advisory Board
- Boulder County Parks and Open Space Advisory Committee

A formal recommendation from Advisory Boards to the approving bodies is not needed for the BVCP Trails map. Comments from the boards will be either incorporated as changes to the map or noted and submitted with the map for consideration during adoption.

PROPOSED CHANGES

The proposed changes to the BVCP Trails map include:

- New proposed trails and new conceptual alignment for proposed trails
- Modifications to proposed trails
- Changes from ‘proposed’ to ‘existing’ to reflect newly constructed trails.
- Removal (deletion) of proposed trails and proposed rerouting / removal of existing trails
- Map corrections

New Proposed Trails:

New proposed trails are highlighted in purple (bubbles and lines). These include upgrades to multi-use paths and proposed connections to trails or other paths identified in the Transportation Master Plan (TMP), West and North Trail Study Area Plans, or the Boulder Reservoir Master Plan.

- Newly identified trails in the North Trail Study Area Plan (2016):
 - Antler Loop – west of Wonderland Lake
 - Wonderland Lake– Designate parallel path on north side of Wonderland Lake
 - North Sky Trail – Foothills Trail connection to Joder Ranch Trail
 - Mahogany Loop – loop on Joder Ranch Trail
 - Connection from Joder Ranch Trail to Buckingham Park
 - Connection from proposed Coyote Trailhead to Joder Ranch Trail
 - Connection from Foothills Trail to Degge / Eagle trails
 - Shale Trail – Boulder Valley Ranch Trailhead to Eagle Trail
 - Wrangler Trail – Hidden Valley Trail to Kelso Road
 - Talon Trail – Boulder Reservoir to Niwot Road
- Boulder Reservoir (2012): conceptual alignment around the west side of the reservoir and a trail along the north side of the reservoir
- Diagonal to IBM – From TMP
- Various small connections added in the Transportation Master Plan Update (2014)
 - Lehigh to Bear Creek Elementary School
 - Hanover – Broadway east to Summit Middle School
 - Dartmouth – Broadway east to Martin Park / Creekside Elementary School
 - Sioux Dr. at EBRC
 - Greenways connection 38th St. alignment – north of E Aurora at BCSIS/High Peaks
 - CU east – Discovery to Foothills

- CU east – Potts field across Boulder Creek
- CU – Boulder Creek connection to Recreation Center
- Iris south to Hawthorn (near 22nd St.)
- Utica connection to OSMP north of Wonderland Lake
- US 36 connection to Vine Pl.

Modifications to Proposed Trails:

Modifications to proposed trails are highlighted in blue and reflect areas where better information about the proposed alignment is available or where alignments have been modified from the previously adopted BVCP Trails Map.

- Trail alignment planned from Airport Rd to Andrus Rd - TMP
- Diagonal – to Pleasantville Fields, Clarified in the TMP
- Anemone Trail – WTSA – conceptual alignment to refined alignment

Modifications to Existing Trails:

Modifications to existing trails occurred in various places on Open Space properties due to flood impacts and reconstruction. These are highlighted in yellow.

Constructed Trails (Constructed/Modified)

Trails that have been constructed since the 2010 update are highlighted in green.

- US36 at Table Mesa east to planning area boundary
- Baseline – Broadway to 36th St.
- CU – Cockerell Dr.
- CU – 28th St. (Baseline to Colorado)
- CU – Boulder Creek to Arapahoe (near 22nd St)
- Arapahoe – Folsom to 30th St. north and south side
- Arapahoe – Cherryvale east to Westview Dr. on south and east to 75th on north
- Boulder Creek path to 48th St. (north of hospital)
- 30th – Arapahoe to Walnut
- Walnut – 29th -30th
- Pearl and 30th (NW and SE)
- Pearl – 30th to Foothills north side
- Foothills Hwy (west side – Goose Creek path to Valmont
- Valmont Rd. north side at Valmont Park
- Valmont and Airport Rd NW
- Iris Ave and Broadway at Boulder County campus
- Crestview Park
- Fourmile Creek Path – Broadway to Violet
- Fourmile Creek Path – 26th to 28th
- Arrows removed: Chapman Dr. built; US36 multi-use path built

Deletion of Trails:

Proposed trails that are recommended for removal from the BVCP Trails Map are shown in orange. These reflect TMP or TSA planning processes and adopted plans.

- Airport Rd. to Independence Rd (east of Hayden Lake): 2014 TMP, removed due to difficulty to construct and limited connectivity and need
- Hwy 93 to Greenbriar: 2014 TMP, connection determined not necessary

- Gunbarrel west of 63rd Street and Twin Lakes; Gunbarrel Ave north to proposed trail and Spine Rd at Lookout Rd south to proposed trail; 2014 TMP- difficult to construct in drainageway and provides little connectivity.
- 27th St./Mapleton to Goose Creek (west of 28th St):
- Elmers Twomile creek path connections between Glenwood and Iris: 2014 TMP- difficult to construct due to buildings, not needed
- 28th and Iris – connection to Diagonal Hwy: trails reconfigured with Diagonal reconstruction
- Foothills Hwy west side connection to Wonderland Creek: different alignment
- *Southern section of Sunshine Trail – removed in WTSA process*
- Various small connections identified through TMP connections planning (some need to be changed on the North Boulder Subcommunity Plan)
 - Connection Greenbriar to Broadway
 - Table Mesa – Vassar to Broadway
 - Skunk Creek – 27th Way to US36 ramp
 - CU Pleasant St. to stadium
 - Mapleton – Goose Creek (west of 30th St.)
 - Boulder Junction to RR
 - 28th St. west to Wonderland creek path
 - Kalmia to Linden at 23rd St.
 - Linden 19th to 21st
 - 9th Street – Iris to Jasmine
 - Poplar – 17th to 19th
 - 19th St. north of Yarmouth to US36

Removal of Existing Trails

Through the North Trail Study Area Plan sections of the following existing trails are recommended for closure and removal: Old Kiln Trail, Old Mill Trail, Mesa Reservoir Trail, and Degge Trail.

Previously existing trails that have been removed due to flood recovery or that had been identified through planning processes are shown in grey.

Map Corrections:

Map corrections are highlighted in pink, and are trails that are included in the TMP, TSA, or other Planning process, and appear to have been inadvertently left off from the 2010 version of the map.

- Four Pines Trail – exists, not previously shown on map
- West of 71st Street by Walden Ponds – exists, not previously shown on map
- East of Twin Lakes - exists, not previously shown on map
- Around Coot Lake - exists, not previously shown on map

ATTACHMENTS

Attachment A: BVCP Trails Map Description

Attachment B: BVCP Trails Map with proposed revisions

ATTACHMENT A – Trails Map Description from BVCP

Trails Map

The Boulder Valley Comprehensive Plan Trails Map is a comprehensive guide for existing and proposed trails and trail connections for the entire Boulder Valley. It shows proposed trails that have been planned through departmental master planning or area planning processes as well as trail connections that are important links in the Boulder Valley and regional trails systems.

A color version of the trails map can be found at: <http://www.bouldervalleycomplan.net> and click on Plans.

Trails planning in the Boulder Valley involves balancing environmental, community and mobility goals as well as resolving or mitigating trail impacts. The following Boulder Valley Comprehensive Plan policies guide trails planning:

- Policy 2.30 Boulder Creek and its Tributaries as Important Urban Design Features
- Policy 2.32 Trail Corridors / Linkages
- Policy 8.12 Trail Functions and Locations 8.13 Trails Network

The Trails Map shows existing and proposed trails in the Boulder Valley that are or will be administered by the city of Boulder Planning Department, Parks and Recreation Department, Open Space and Mountain Parks Department, Transportation Division, the Greenways Program and Boulder County Parks and Open Space and Transportation Departments. This map is used by the city, the county, Boulder Valley citizens and other concerned parties to understand, maintain and advance the network of trails that the city, the county, and other public agencies now provide and hope to provide in the future and should be used as a system planning tool.

Each department generates more detailed maps to meet their own needs and those of trails users. Other maps (such as those in departmental master plans or specific area plans) are used to show complete systems.

The Trails Map includes designated unpaved off-street paths, paved off-street paths, multi-use paths that are paved and separated from but parallel to a road, and short, paved off-street paths that connect to a larger trail or bike network and are part of an adopted pedestrian or bike system plan. It does not include sidewalks, on-street bike lanes or bike routes, paved road shoulders or low volume streets serving as bike lanes, routes, or internal walkways.

Trails planning and implementation occur at several steps that get progressively more detailed. The first step is to identify a need or desire for a trail or trail connection, a step that usually occurs as part of departmental master plans. Interdepartmental coordination on trails and trail connections occur as part of the master planning process. Proposed trails may be further refined through other detailed planning processes, such as the Capital Improvements Program (CIP), Trail Study Area (TSA) or Community and Environmental Assessment Process (CEAP). Two kinds of trail designations are included on the Trail Map—conceptual trail alignments and proposed trails. The primary difference relates to the degree that the trail has been studied and whether or not a specific trail alignment has been worked out. Specific definitions include:

Conceptual Trail Alignments

These trails are represented by bubbles or circles on the Trails Map. These bubbles show the need or desire for the trail located in a conceptual trail corridor. The specific alignment has not yet been selected, often because there are still issues that need to be resolved. These issues may involve the need for further study or public process and usually require resolution of environmental, ownership, neighborhood, or other concerns. However, the concept for the trail is supported by the signatories of the Boulder Valley Comprehensive Plan.

Proposed Trails

These trails are represented by solid lines on the Trails Map. These lines show the trail need or desire, but they also show a more definite trail alignment accepted by the public entities involved. There may still be issues to be worked out at the project planning step, but the trail alignment is more certain.

Process for Changes to the Trails Map

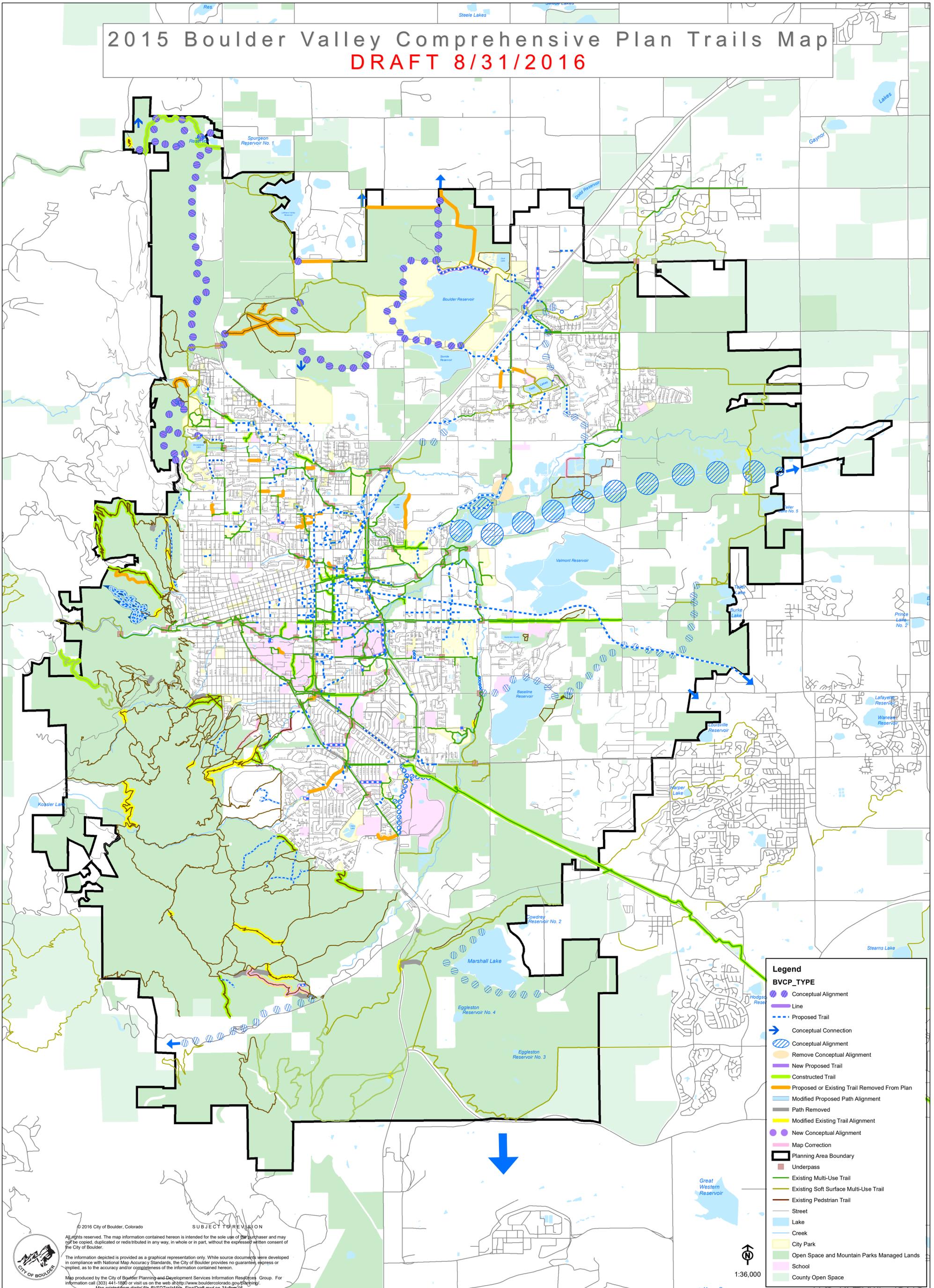
At each mid-term or major update to the Boulder Valley Comprehensive Plan, an interdepartmental staff group will assess the need to update the Trails Map. If changes are warranted, staff will analyze the map and compile a list of recommended changes to be included in the Comprehensive Plan update process. Changes to the map may occur when there has been new information or changed circumstances regarding a proposed trail or when an alternatives analysis and public process have occurred at the master planning or area planning level and new trails plans have been adopted. Minor changes can be incorporated into the Trails Map at any time without board adoption. These minor map changes are limited to changes in factual information, which include map corrections and changes in designation from proposed to existing trails (i.e., built). These minor map changes will be identified for the boards at the Comprehensive Plan update process.

Any member of the public may propose changes to the Trails Map at a mid-term or major update to the Comprehensive Plan. These requests should be made in the application process established for the update. Staff will analyze these proposals and a recommendation will be presented to the four adopting bodies along with other applications. Changes to the Trails Map will be forwarded to the following advisory boards for review and comment: Open Space and Mountain Parks Board of Trustees, Greenways Advisory Committee, Transportation Advisory Board, Parks and Recreation Advisory Board, and the County Parks and Open Space Advisory Committee. Changes to the Trails Map may also be forwarded to other advisory boards depending on issues associated with a trail proposal. Recommendations and comments will be forwarded to the adopting bodies. Changes to the Trails Map must be adopted by the city Planning Board, City Council, the County Planning Commission, and the County Commissioners.

All recommendations for changes to the Trails Map will be evaluated by each of the departments involved. Agreement by affected departments on the suitability of the trail and trail alignment will be sought as part of the interdepartmental review.

2015 Boulder Valley Comprehensive Plan Trails Map

DRAFT 8/31/2016



Legend

BVCP_TYPE

- Conceptual Alignment
- Line
- Proposed Trail
- Conceptual Connection
- Conceptual Alignment
- Remove Conceptual Alignment
- New Proposed Trail
- Constructed Trail
- Proposed or Existing Trail Removed From Plan
- Modified Proposed Path Alignment
- Path Removed
- Modified Existing Trail Alignment
- New Conceptual Alignment
- Map Correction
- Planning Area Boundary
- Underpass
- Existing Multi-Use Trail
- Existing Soft Surface Multi-Use Trail
- Existing Pedestrian Trail
- Street
- Lake
- Creek
- City Park
- Open Space and Mountain Parks Managed Lands
- School
- County Open Space

1:36,000



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SUBJECT TO REVISION

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Map printed from digital file BVSDTrailsMap_FinalDraft.mxd on 31-Aug-16.



**CITY OF BOULDER
JOINT BOARDS AND COMMISSIONS
MEMORANDUM**

TO: Boulder Advisory Boards and Commissions

FROM: David Driskell, Executive Director, Planning, Housing & Sustainability (PH&S)
Susan Richstone, Deputy Director, PH&S
Lesli Ellis, Comprehensive Planning Manager, PH&S
Jean Gatza, Senior Planner, PH&S
Caitlin Zacharias, Planner I, PH&S
Many others on interdepartmental team who have contributed

DATE: August 29, 2016

SUBJECT: **Boulder Valley Comprehensive Plan Major Update – Briefing and discussion on BVCP policy updates and integration, land use scenarios and key policy choices**

PURPOSE

This memo provides information in advance of the joint board meeting on Aug. 29, 2016 on the Boulder Valley Comprehensive Plan (BVCP) Major Update. At the meeting, board members will hear an update on policy edits for certain sections of the plan and have a chance to discuss land use scenarios and key policy choices. After the event, the planning team will incorporate feedback on materials for the next round of materials for public events and for discussion by four approval bodies at their meetings in October and November.

Roles of Advisory Board Members and Feedback

The BVCP is jointly adopted by the City of Boulder (“city”) (Planning Board and City Council) and Boulder County (“county”) (County Commissioners and Planning Commission). While members will attend the joint meeting on Aug. 29 on behalf of their board, feedback at the joint event will represent individual viewpoints. If requested, attendees may work with their staff liaisons to schedule time in September to have a full board discussion and provide formal board feedback to staff and the decision-making bodies regarding policy topics within the purview of the board. **Attachment A** notes the dates of meetings and the topics that may be relevant to each board.

Plan Background

The BVCP is the community’s plan for the future. Its policies are intended to guide decisions about growth management, development, preservation, environmental protection, economic development, affordable housing, culture and the arts, urban design, neighborhood character and transportation. [The Land Use](#) and [Area I, II, III Maps](#) define the desired land use pattern and location, type, and intensity of development. The plan is updated every five years to respond to changed circumstances or evolving community needs and priorities.

Project Timeline

The BVCP update has four phases, each with extensive community dialogue and engagement. The webpage for the project is: www.bouldervalleycompplan.net, which also includes a link to the most [current 2010 Plan and maps](#). **Attachment A** includes the project timeline and community engagement process.

Phase 1—Foundations and Community Engagement Plan (completed; [links to resource materials here](#))

Phase 2—Issues Scoping with Community (completed; [engagement](#) and [survey](#))

→ **Phase 3—Analyze and Update Plan Policies and Maps** (summer-fall 2016)

Phase 4—Prepare Draft Plan for Adoption, Extend IGA (fall 2016/early 2017)

Currently the update is in Phase 3

The four tracks are:

- (1) **Public Land Use Request process** – the analysis and recommendations related to eight properties for which a member of the public or property owner requested a Land Use or Area I, II, III map designation change. Those hearings will begin on Aug. 30 and carry through Nov. 1.
- (2) **Policy Updates and Integration** – the policy refinements and additions to BVCP sections 3, 4, 5, 6, 8, and 9 to better align policies with adopted master plans and other city and county policies.
- (3) **CU South Land Use Change** – an analysis (land use suitability) and recommendations related to the future land use designation of the 300+ acre CU South property.
- (4) **Focus Areas: Land Use Scenarios and Policies**. This track represents the primary focus and biggest potential for significant changes to the plan. Work will include developing land use and policy choices to address key issues as well as in-depth analysis and visualization tools to help convey options and tradeoffs.

Phase 3 entails multiple opportunities for engagement and staggered study sessions and hearings for the elected officials to review, discuss, and approve materials. Community outreach will include additional meetings with advisory boards, community organizations, online opportunities, a series of local area workshops, pop-up events, open houses and a second survey in October and November about key policy choices.

Next is Phase 4—Draft Plan and IGA (Fall 2016-Early 2017).

Phase 4 will synthesize all the previous phase deliverables into a draft plan for consideration/adoption, again with opportunities for public review and engagement. Additionally, the “Comprehensive Development Plan Intergovernmental Agreement” (IGA) between the city and county (valid through Dec. 31, 2017) will be updated.

Land Use Scenarios and Policy Choices

An important aspect of any major update is assessing whether the land use designation map and policies (i.e., built form, housing, etc.) are still serving the community, or whether adjustments are necessary to respond to current conditions and trends. Through the past year of community engagement (including meetings and a random sample statistical survey, [link here](#)) and other input from boards and leadership, the project has honed in on focus areas and key choices related to land use including:

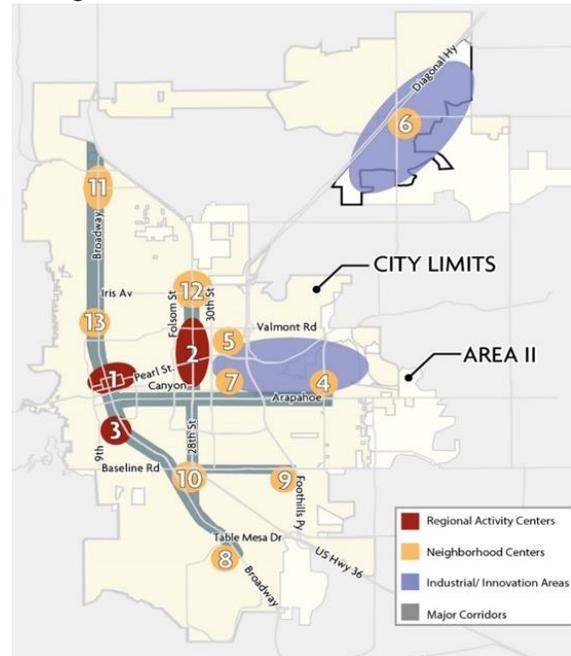
- Housing affordability and diversity
- Balance of future jobs and housing

- Climate change, energy and resilience
- Urban design and community benefits
- Addressing local needs (e.g., through area and subcommunity planning)

The land use scenarios and policy choices will be the primary focus of the joint board meeting on Aug. 29. Staff will provide a brief presentation providing more detail about the land use scenarios, prototypes, and visualizations and key policy choices. Board members then will be asked questions to discuss in groups and provide feedback.

Citywide Land Use Scenarios

The citywide scenarios are aimed at addressing those focus areas and objectives of this update and the plan's sustainable urban form policies. In particular, they aim to expand choices for affordable and diverse housing, better balance future jobs and housing, support climate action initiatives, address mobility and multi-modal transportation (including "15-minute" connected, walkable neighborhoods concept) and maintain economic vitality, among other sustainability principles addressed in the BVCP. Building from earlier work to identify "opportunity areas" in the community – centers, corridors, industrial/innovation areas, three major concepts are being explored in the scenarios to address a range of potential future housing (and jobs/housing balance). They include:



- The current policy**, considering no change to jobs or housing potential or significant changes to land use, and exploring growth management for jobs. The current plan housing and jobs potentials are noted below.
- Current policy + housing in centers and corridors**, exploring additional housing in the traditionally commercial centers and in limited fashion along major corridors.
- Current policy + housing in industrial/innovation areas**, exploring additional housing in some parts of the light industrial districts, particularly in business parks (e.g., Flatirons) and better amenities and mix of uses in these areas that support a large part of Boulder's businesses and workforce.

Current Policy Projection

The scenarios consider land use changes that would affect the range of housing potential, with the following current policy as foundational:

- **2015 estimate:** Boulder (Area I and II) has 51,450 housing units and 101,430 jobs.
- **Housing Potential:** The zoning potential for new housing units (in Area I and II) is 6,750 units, or a total of 58,200 total housing units (by 2040).
- **Jobs Potential:** 19,200 new jobs are projected (based on historic average growth rates) for a total of 120,500 jobs by 2040. The additional zoning capacity potential is 36,000 units for a total of 156,500 jobs. (For BVCP Projections report, [link here.](#))

The scenarios consider the jobs/housing balance policy and residential growth management

limits and explore an increased range of new housing units under the current plan but within the city's average annual one percent growth limit. The upper range is proposed to be a potential of approximately 12,750 new housing units (or total of 64,200 housing units) by 2040. No land use changes are proposed that would affect the total current projected number of jobs. Some minor shifts to the mix and types of nonresidential use are being explored to address business and workforce needs in East Boulder to have more local-serving retail along 55th in the light industrial areas.

Housing Prototypes and Concepts

Staff and consultants are also preparing prototypes for types of housing currently needed in Boulder (based on housing studies and surveys) but generally not being built particularly for middle incomes. These include: live/work; row houses and flats; and townhouses, including court style. Illustrated housing prototypes will also address lot sizes, density, unit size (range), and ownership. Photos of examples of apartments and condominiums, mixed-use residential and micro-unit housing will also be provided.

The team also is exploring ideas related to “gentle infill” to address the rising concern in some neighborhoods that newly built big homes are negatively impacting neighborhood character and that homeowners and residents do not have enough options besides tearing down and replacing large homes. These options will be balanced against other neighborhood concerns about over-occupancy and impacts of student renters, traffic, and other issues. Additional discussion and criteria will be necessary to determine where and how those types of options might be appropriate in some – but not all – Boulder neighborhoods.

Other Key Policy Choices

In addition to the work being done on the land use scenarios and potential new housing types, several key policy choices are being analyzed. These key policy choices build from community input on the BVCP to date. They key policy choices are largely within the Growth Management, Built Environment, and Housing sections of the plan. The topics proposed for further community discussion include:

1. **Centers and Corridors Policy:** Policy language and illustrations to clarify role, design, intensity, and mix of regional and neighborhood centers and corridors and how best to achieve mixed-use, complete and walkable places.
2. **Neighborhood Character:** Policy language and illustrations to clarify neighborhood preservation tools such as transitions near nonresidential zones and potentially to address size limits for homes.
3. **Climate and Energy in Built Environment:** Policies to further support climate action goals and innovations that help community reduce energy use and accomplish local renewable energy production, etc.
4. **Subcommunity and Area Plans:** Possible refinements to area planning approach and prioritization.
5. **Community Benefit Definition:** Clarifying the definition of “community benefit” and policy (and regulations).
6. **Jobs/Housing Balance:** Possible policy about nonresidential growth management to balance jobs and housing, considered with approaches to hold steady or increase the housing side of balance as noted in scenarios.
7. **Middle Income Housing policy and quantitative goal:** Updating housing policies to support permanently affordable, diverse housing for low, moderate, and middle incomes (also relating to community benefit), including a possible new goal for middle income housing, and other housing policy questions.

Forthcoming Analysis

To understand the sustainability implications of the different options and policy choices, the planning team is also working with other in-house staff and consultants Nelson Nygaard (transportation), BBC, Research and Consulting (housing case studies), and Keyser Marsten (fiscal impact and financial related to housing) to complete the analysis of the citywide scenarios, housing prototypes and policy choices to address issues such as:

1. Jobs/housing balance;
2. Transportation and congestion impacts and benefits of scenarios;
3. Multi-modal connections and mobility, particularly for non-vehicular modes;
4. Greenhouse gas emissions;
5. Housing affordability gap for different prototypes in different parts of the community;
6. Qualitative input on fiscal impact of different land use choices;
7. Analysis of housing policies (e.g., incentive based zoning and ways to obtain more affordable housing when land use changes occur that result in more intensity);
8. Examples from different communities of community benefit policies and how to address and prioritize community benefits in the development process;

Such analysis will be ready in late September for October engagement and discussion of issues and tradeoffs.

Trails Map

A memo outlining changes to the BVCP Trails Map as well as a draft map will be provided at the joint board meeting. The proposed changes to the draft Trails Map involved staff from Planning, Housing and Sustainability, Open Space & Mountain Parks, Parks and Recreation, Greenways, Public Works Department for Utilities and Transportation as well as staff from Boulder County Parks and Open Space and Transportation departments.

The BVCP Trails Map was last updated in 2011, and proposed revisions are part of the 2015 Major Update of the BVCP. Changes to the map may occur when there has been new information or changed circumstances regarding a proposed trail or when an alternatives analysis and public process have occurred at the master planning or area planning level, and new trails plans have been adopted. No major changes or policy shifts are suggested by the changes proposed. Open Space Board of Trustees, Transportation Advisory Board, Parks and Recreation Advisory Board and the Greenways Advisory Committee will have opportunities to review the draft map.

Policy Updates and Integration

One of the tasks in updating the BVCP is to bring policies in alignment with master plans and programs that have been approved in the past five years. The sections noted below have been updated to integrate with approved master plans or strategies, such as the Community Cultural Plan, Transportation Master Plan, Parks and Recreation Master Plan, and draft Resilience Strategy. Additionally, several advisory boards including Planning Board (all sections), Open Space Board of Trustees (Natural Environment), and Transportation Advisory Board (Transportation) have provided input which is reflected. The **proposed plan outline** and **draft policy updates** for the following sections are **located at [this link](#)** and on the project webpage:

- Introductory Vision and Core Values
- Natural Environment

- Energy and Climate
- Economy
- Transportation
- Community Well-being
- Agriculture and Food.

The drafts (provided in strikeout and clean versions) include temporary endnotes intended to explain the origin of the proposed edits, which in most cases are “housekeeping” changes rather than policy shifts. Where policies are new, they are noted as such. **Please note that a further round of editing will occur to improve organization, reduce verbosity and redundancies, and renumber policies as necessary.**

While the Joint Advisory Board meeting will not be oriented to discuss the policy updates directly, there will be a public open house from 5:30-6:30, just prior to the meeting. Board members are encouraged to come early to browse the materials, discuss proposed changes with staff members and provide feedback, and if topics are relevant to the board’s purview, they may want to discuss them at an upcoming September board meeting.

Plan sections with more substantive edits and policy choices (i.e., Growth Management, Built Environment, Housing, land use designation definitions) will follow in later rounds of public discussion and review as they are tied to the land use scenarios and policy choices noted above.

NEXT STEPS

Aug. 30, 2016	County Planning Commission and Board of County Commissioners Public Hearing on four-body public land use change requests
Sept 1 – 22	Optional additional discussions at Boards and Commissions related to policy edits or scenarios and the Trails Map
Sept. 13, 2016	City Council Briefing on BVCP scenarios and key policy choices
Sept. 15, 2016	Planning Board discussion about BVCP, CU South analysis Input on draft BVCP survey #2 review and input (electronic) – Sept. 22 to 30
Oct. 3 to 28	Community engagement - land use scenarios and key policy choices; survey #2
Oct. 20, 2016	Planning Board initial approval of policy edits (sections 3, 4, 5, 6, 8, and 9)
Nov. 1, 2016	Tentative City Council approve of policy edits (sections 3, 4, 5, 6, 8, and 9)
Nov. 10, 2016	City Council and Planning Board joint study session regarding Land Use Scenarios and Key Policy Choices

Currently Scheduled Updates to City Boards and Commissions in September:

Sept. 12	Transportation Advisory Board (TAB)
Sept. 14	Open Space Board of Trustees (OSBT)

ATTACHMENT(S)

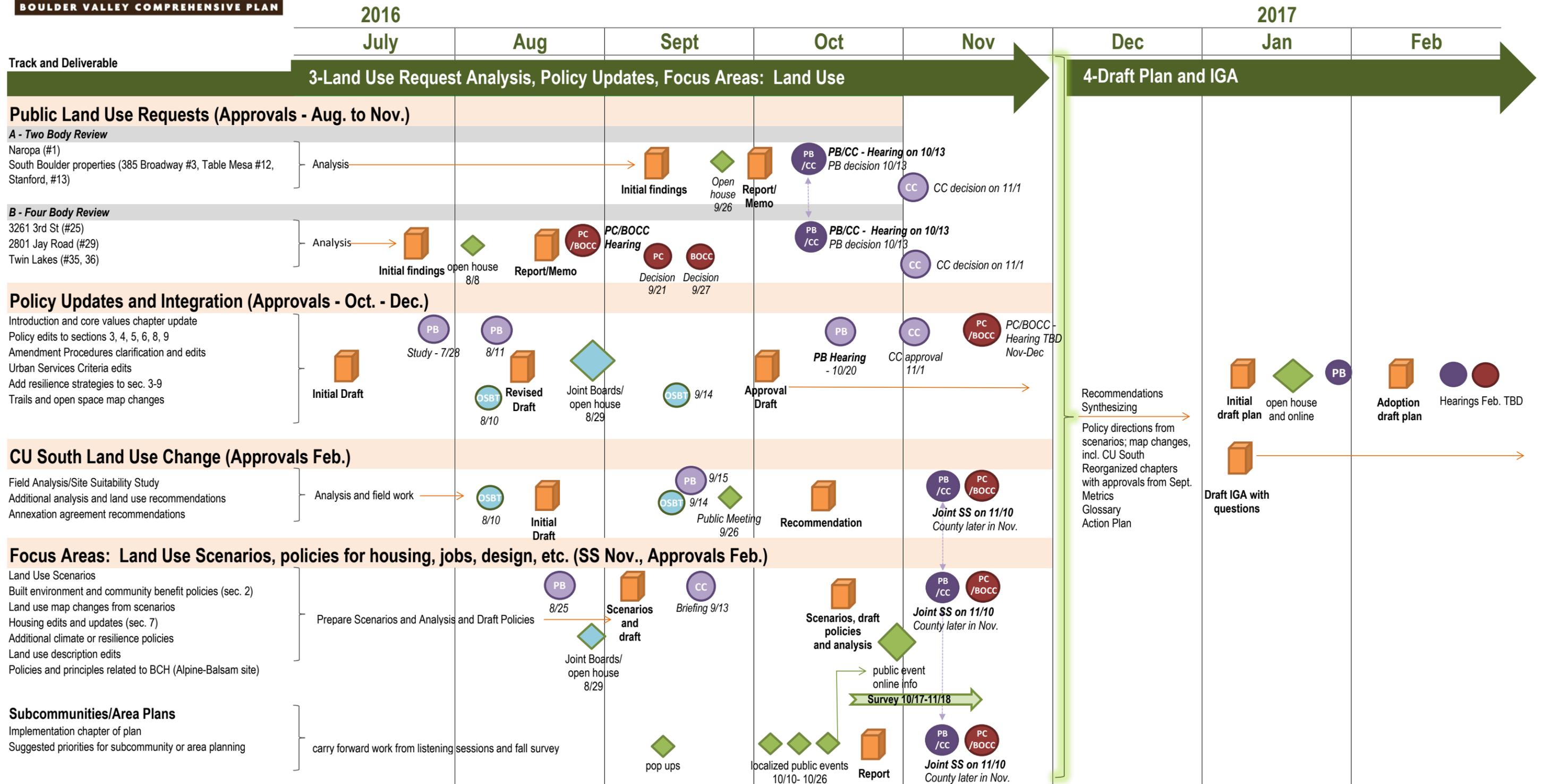
A. Project Schedule and Community Engagement

OUR LEGACY. OUR FUTURE.

BOULDER VALLEY COMPREHENSIVE PLAN

Detailed Schedule for Phases 3 and 4 and Approval Process

Updated - Aug. 8, 2016



OUR LEGACY. OUR FUTURE.

BOULDER VALLEY COMPREHENSIVE PLAN

Boulder Valley Comprehensive Plan Schedule of Milestones

Updated – Aug. 9, 2016

Check www.BoulderValleyCompPlan.net webpage for current information on times and locations. Dates may be subject to change, and additional events will be scheduled.

BVCP Process Subcommittee

The process subcommittee, consisting of city and county members, guides the process. Currently, all remaining 2016 meetings are scheduled in the Municipal Building, 1777 Broadway, in the west conference room from noon to 1:30 p.m. Meeting dates include:

- **Aug. 17, 2016**
- **Sept. 21, 2016**
- **Oct. 19, 2016**
- **Nov. 16, 2016**
- **Dec. 21, 2016**

City Council Meetings

This list outlines the City Council meetings. More detail about the tasks is provided on the following pages.

- **Sept. 13, 2016** **City Council Briefing** on land use scenarios, key policy options, CU South, discussion of Survey #2, and other aspects of the project
- **Sept. 22, 2016** **BY EMAIL** - Staff requests review of draft Survey #2 and input by Sept. 30
- **Oct. 13, 2016** **Joint Public Hearing of City Council and Planning Board** for all public land use requests, eight total; four go to county first in August and Sept., as noted below
- **Nov. 1, 2016** **City Council Agenda Item** (public hearing closed on Oct. 13) - Decision on the land use requests (after Planning Board decision on Oct. 13)
Council also gives direction and approval regarding Policy Integration: core values, Sections 3, 4, 5, 6, 8, 9 (Note: may get rescheduled in Dec.)
- **Nov. 10, 2016** **Joint Study Session of City Council and Planning Board** to review scenarios, analysis, community engagement results from Oct., and initial online input from Survey #2 (non-statistical), ideas for draft plan
- **Dec. TBD** **City Council receives Survey #2 results**
- **Feb. 2017 TBD** **City Council Study Session** re: Draft Plan and Focus Areas

Public Land Use Requests

Includes final analysis and recommendations for land use changes, some which require approval by all four bodies (city and county), and some of which require only city approval.

Four-Body (City and County) Approval (i.e., 3261 3rd St. (#25), 2801 Jay Road (#29), 6650, 6655 Twin Lakes Rd. and 0 Kalua Rd. (#35 and 36))

- **Aug. 8, 2016** Public Open House, 5-7 p.m.
- **Aug. 22, 2016** Memo and recommendation
- **Aug. 30, 2016** Joint Public Hearing of Planning Commission and Board of County Commissioners
- **Sept. 21, 2016** Planning Commission Decision
- **Sept. 27, 2016** BOCC Decision
- **Sept. 28, 2016** Send Planning Commission and BOCC Decisions to Planning Board and City Council

Two-Body (City only) Approval (i.e., Naropa properties at 2130 Arapahoe Ave. and 6287 Arapahoe Ave. (#1), 385 Broadway (#3), 0, 693 and 695 S. Broadway, Table Mesa (#12), and 3485 Stanford Ct. (#13))

- **Sept. 26, 2016** Public Open House for four city properties and CU South
- **Oct. 3, 2016** Memo and recommendation
- **Oct. 13, 2016** Joint Public Hearing of City Council and Planning Board for all requests
- **Oct. 13, 2016** Planning Board Decision
- **Nov. 1, 2016** City Council Decision

Policy Integration

Includes:

- ✓ Updates to Introduction and Core Values
- ✓ Policy edits to Sections 3-Natural Environment, 4-Energy and Climate, 5-Economy, 6-Transportation, 8-Community Well-Being, and 9-Agriculture and Food to reflect master plans, including some new resilience strategies
- ✓ Amendment Procedures clarification and edits
- ✓ Urban Service Criteria edits
- ✓ Trails and Open Space map changes

Dates:

- **July 28, 2016** Planning Board discussion regarding core values; Sections 3, 4, 5, 6, 8, and 9; and Amendment Procedures
- **Aug. 8, 2016** Transportation Advisory Board (TAB) review of Section 6
- **Aug. 10, 2016** Open Space Board of Trustees (OSBT) review of Sections 3 and 9
- **Aug. 11, 2016** Planning Board continues discussion regarding core values, Sections 3, 4, 5, 6, 8, 9
- **Aug. 29, 2016** Public Open House to review revised sections
- **Aug. 29, 2016** Joint Boards and Commissions review of revised sections
- **Sept. 14, 2016** OSBT review of trails and open space map changes
- **Oct. 7, 2016** Approval draft, sections noted above
- **Oct. 20, 2016** Planning Board direction and approval regarding core values, Sections 3, 4, 5, 6, 8, 9
- **Nov. 1, 2016** City Council direction and approval regarding core values, Sections 3, 4, 5, 6, 8, 9 (Note: may get rescheduled to Dec., depending on public request hearings)
- **TBD – Nov.** County PC and BOCC direction and approval regarding same

CU South Land Use Change

Intended to complete Site Suitability Study for University of Colorado property on US 36, recommendations for a land use change, and recommendations for City/CU agreements for future use and services on property.

Dates:

- **Aug. 10, 2016** Open Space Board of Trustees (OSBT) discussion of process
- **Sept. 14, 2016** OSBT reviews and gives input on initial Site Suitability study
- **Sept. 15, 2016** Planning Board reviews and gives input on initial Site Suitability Study
- **Sept. 26, 2016** Public open house to review and give input on initial Site Suitability Study and recommendations for property
- **TBD – Oct.** Update for County Planning Commission and BOCC
- **Oct. 10, 2016** Staff and consultant analysis complete; initial recommendation
- **(Oct. 10-26)** TBD Local South meeting, additional public input
- **Nov. 10, 2016** Joint Study Session of Planning Board and City Council to review and discuss initial recommendation for land use change and City/CU agreement(s)
- **TBD - Nov.** County Planning Commission and BOCC discussion
- **Feb. 2017** Final Recommendations and Approvals

Land Use Scenarios and Key Policy Changes for Focus Areas

To address:

- ✓ Land use scenarios that may result in changes to Land Use Designation map and land use descriptions (e.g., industrial and mixed use designations)
- ✓ Key policy options and analysis that may result in changes to Section 2, Built Environment and community benefit or job/housing balance policies, Section 7, Housing policies; and any additional climate or resilience policies
- ✓ Housing prototypes (e.g., single family small lot, ADU, rowhouse, townhome, etc.)
- ✓ Visualization to support built environment choices
- ✓ Analysis of jobs/housing mix and other impacts and benefits of scenarios
- ✓ Policies related to Alpine-Balsam site and urban design principles

Dates:

- **Aug. 19, 2016** Draft scenarios and prototypes - materials from consultant for Planning Board
- **Aug. 25, 2016** Planning Board initial input on scenarios and prototypes
- **Aug. 29, 2016** Public open house and online information for draft scenarios and prototypes
- **Aug. 29, 2016** Joint Boards and Commissions input on draft scenarios and prototypes
- **Sept. 13, 2016** City Council briefing on topics noted above and draft survey topics
- **Sept. 15, 2016** Planning Board input on draft survey topics
- **Sept. 22, 2016** City Council and Planning Board – Electronic review of draft Survey #2 review (final comments due to staff Sept. 30)
- **Sept. 22, 2016** Initial visualizations and analysis complete for scenarios and survey (i.e., fiscal, transportation, energy, housing, etc.)
- **Oct. 3, 2016** Analysis complete for public events and survey
- **Oct. 10, 2016** Survey #2 Ready for Online and Print
- **Oct. 10-26** 4-5 Local community engagement sessions – East, South, North, Central, Gunbarrel

- **Oct. 17, 2016** BVCP Survey #2 (through Nov. 18). Two postcards. Online version, week of Oct. 10
- **Wk of Oct. 31** Community event to review feedback from local sessions and initial input around scenarios and policy choices
- **Nov. 10, 2016** Joint City Council and Planning Board Study Session to review scenarios, analysis, community engagement results from Oct., and initial online input from Survey #2 (non-statistical), ideas to produce draft plan
- **Dec. 12, 2016** Survey #2 Report completed and distributed to City Council, Planning Board and County
- **TBD** Planning Commission and BOCC study session to review scenarios and analysis and community engagement results
- **Nov/Dec** Other boards and commission input on remaining sections
- **Jan-Feb TBD** Initial draft plan

Community Engagement Planning for BVCP Update - Phase 3

Updated Aug. 9, 2016



August – December

Building on the goals and framework outlined in the [BVCP Engagement Plan](#), **guidance** specific to Phases 3 and 4 includes:

- Early Input Reflected in Options
- Understanding of Analysis and Trade-offs
- Common Ground Solutions
- Citywide and Local Scale
- In-Person & Online Engagement Venues
- Input from Targeted Groups
- Ample Time for Review and Feedback
- Easy to Find, Relevant Information
- Fun Factor

The purposes of Phase 3 include building on what was heard in earlier phases of the update, and sharing options, analysis and recommendations. This work will inform final changes to the plan and adoption in Phase 4.

I. **BVCP Scenarios, Trade-Offs and Built Environment Questions**

The areas of focus related to design, housing and the jobs-housing balance may lead to land use or policy changes in the plan. Initial scenarios with analysis of outcomes and trade-offs will be ready to share with the community in late August, and analysis will be complete in September. It is anticipated that all of the following engagement approaches and events would provide opportunities for community members to provide feedback on their preferences based on scenarios and analysis.

A. **Update Advisory Boards at a Proposed Joint Meeting – August 29, 6:30-8:30**

Purpose: invite members from most city advisory boards and commissions to get an update about the status of the BVCP update, present information about the land use scenarios and gather feedback. Most of the meeting will be designed for small group discussions of mixed board members to garner feedback on key questions. Feedback will inform scenario and policy analysis as well as decision-makers.

B. **Open House – August 29, 6:30-8:30**

Purpose: invite public to see an update about the status of the BVCP update including initial policy updates, information the land use scenarios, and what to expect in September.

C. **Pop-ups - September-October**

Purpose: gather feedback from people not typically involved in planning processes about specific land use changes in places near the opportunity areas. Staff members will host times at coffee shops, parks (using Neighborhood Block Party Trailer), ice cream stores, and other gathering places to ask people questions about their preferences for land use changes in that area. These preferences will be recorded on paper or in online questionnaires and compiled with other feedback for decision-makers. Locations might include: 55th and Arapahoe, Diagonal Plaza or other areas with proposed changes. Two to three pop-ups per area are anticipated, and people who live in the area would be alerted to these opportunities through the project website, the weekly planning e-mail, Next Door or other communications tools.

D. Local Area Meetings – October

Purpose: examine scenarios, analysis and trade-offs in depth and identify common ground on proposed changes to the plan among community members with a variety of interests. Each meeting would have area-specific materials as well as citywide information. Similar to the early local listening sessions, the primary focus will be on the comp plan with opportunities for facilitated small group discussions around proposed changes and scenarios. The discussions would be designed to help people identify areas where they agree and where they do not and potentially the need for additional analysis. Meetings would also provide opportunities to share information about other city projects in an open house. Venues would need to be capable of comfortably hosting a significant number of people and staff or outside facilitators will be employed to assist in the small group discussions.

1. Central / Crossroads
2. South / Southeast / East
3. North / Palo
4. Gunbarrel

E. Statistically-Valid Survey – October-November

Purpose: gauge community preferences for specific changes to the comprehensive plan. Topics for the survey questions may include but are not limited to: preferences around type and location for potential land use changes as identified through land use scenarios, growth management, and policies regarding community benefits, urban design quality, and housing and neighborhood character. Questions would be limited and focused on pivotal topics and choices for changes.

F. Community Event – Late October

Purpose: summarize and share feedback about the land use scenarios in an open house format. The event would serve as the culmination of community feedback on the scenarios, trade-offs and built environment issues before meeting with the decision-making bodies for direction on these choices.

G. Meetings with community organizations – July – October

Purpose: seek feedback from groups of community stakeholders at their regular meetings (e.g. Boulder Chamber, Future-oriented Community Organizations).

H. Targeted and Culturally-Sensitive Outreach – August – October

Purpose: gather feedback from immigrants. Staff will work with community partners to organize and host at least three focus groups in partnership with immigrant-serving organizations (Immigrant Advisory Committee, Family Resource Center, Latino Task Force) to ask questions about preferences around the scenarios.

II. Land Use Public Requests & CU South – August & September**A. Area-Specific Open Houses – to provide feedback on land use change requests.**

- August 8 – focusing on Area II properties: 3261 3rd Street; 2801 Jay Road and 6500 and 6655 Twin Lakes
- September 26 – focusing on Area I properties and CU South

B. Public Hearings – both the county and city will hold joint public hearings on these public request land use changes

- a. August 30 – Boulder County Planning Commission and Board of County Commissioners
- b. October 13 – City Planning Board and City Council

City Boards and Commissions – General Relationship to BVCP (Aug. 2016)

Council-Appointed Board	Topics (relating to BVCP)	Meeting Days/Times
Youth Opportunities Advisory Board (YOAB)	Issues affecting youth	
Human Relations Commission	Inclusiveness, equity, homeless, social sustainability	3 rd Monday of each month at 6:00 p.m. in Council Chambers (Sept. 15)
Parks and Recreation Advisory Board (PRAB)	Parks planning, greenways, parks function, Trails map	4 th Monday of each Month (verify), Council Chambers (Aug. 22 or Sept. 26)
Downtown Management Commission (DMC)	Parking and downtown	1 st Monday of the month at 5:30 p.m. in Council Chambers (Sept. 5)
Environmental Advisory Board (EAB)	Energy, climate, environment	1 st Wednesday of the Month at 6:00 p.m. in 1777 Broadway (Sept. 7)
Landmarks Board (LB)	Historic preservation (Historic Preservation Plan)	1 st Wednesday of the Month at 6:00 p.m. in Council Chambers (Sept. 7)
Transportation Advisory Board (TAB)	Transportation and connections (Transportation Master Plan), Trails map	2 nd Monday of each month at 6:00 p.m. in Council Chambers (Sept. 12)
Open Space Board of Trustees (OSBT)	Natural Environment, Open space (Open Space Visitor Master Plan), Trails map	2 nd Weds of each month (time and location vary), Council Chambers (Sept. 14)
Boulder Arts Commission	Art in public places, role of arts citywide (Cultural Master Plan)	3 rd Wednesday of each month, Canyon Meeting Room (Sept. 21)
Boulder Design Advisory Board (BDAB)	Urban design	2 nd Weds of each month at 4:00 p.m. in 1777 Broadway (Sept. 14)
Library Commission	Library Master Plan and any overlapping aspects	1 st Weds of each month at 6:00 p.m. in Canyon Meeting Room (Sept. 7)
University Hill Commercial Area Management Commission	University Hill	
Water Resources Advisory Board (WRAB)	Floodzones, greenways	3 rd Monday of each month at 7:00 p.m. – City Municipal Services Center 5050 E. Pearl St.