



Study Session MEMORANDUM

To: Members of City Council

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Date: October 28, 2014

**Subject: Study Session for Envision East Arapahoe—Project
Vision, Future Scenarios, and Analysis**



PURPOSE

The main purpose of the Oct. 28 city Council Study Session is to seek council input on the future scenarios. The project goals, timeline, vision and goals were discussed at the May 27 council study session. This packet presents a further evolution and refinement of the vision, future scenarios, and indicators to be used for evaluation. The Oct. 28 City Council study session presentation will provide a more complete description and analysis, feedback from the October board and commission meetings, and community input from the Oct. 27 open house and workshop.

Questions for City Council

1. Does City Council have feedback to further refine the scenarios? (See pages 3-5 and Attachment C.)
2. Does council have any additional feedback on the timeline or next steps? (See Attachment A.)

BACKGROUND

As a reminder, the project is intended to result in a community-driven, visionary, data-informed plan and set of actions that will address land use, multi-modal connections and transportation, infrastructure, and urban design and character. The updated timeline and project goals are included in **Attachment A**.

This major City Council initiative began in 2013 when council identified a plan for East Arapahoe as a priority work item. At that time, the need to develop a plan was primarily precipitated by the pending expansion of Boulder Community Health (BCH) to the Foothills campus. Just this month, BCH completed its move east. Also, the University of Colorado has plans for expansion of its East Campus. Furthermore, the city aims to improve connections to other parts of the community and allow for a land use mix and form that is consistent with community goals. The urban design and land use aspects of the Sustainable Streets and Centers project have been integrated with the East Arapahoe plan.

The project study area consists of East Arapahoe Avenue from Folsom Street to 75th Street and extends a quarter mile wide on the south side and half a mile wide on the north side, incorporating the adjacent industrial areas and enclaves. Most of the corridor east of 63rd Street is unincorporated Boulder County. The full length of the corridor is intended to encompass local and regional transportation needs identified in the Transportation Master Plan update and the regional Northwest Area Mobility Study (NAMS) including Bus Rapid Transit. However, the future land use planning, multi-modal connection improvements, and urban design is focused on locations mostly between 30th and 63rd Streets and north of Arapahoe Ave.

A study area map, detailed set of base resource maps, inventory information, and history of the area can be found on the project webpage: www.EnvisionEastArapahoe.com.



Looking west along Arapahoe Ave. at 55th St.

A vision and scenario planning process is looking at potential future directions and evaluates choices about policy options, services, infrastructure investments, and feasibility. Consultants are also supporting the project: (1) Placeways is assisting with scenario building and analysis using CommunityViz, (2) Fregonese is supporting the visualization work, (3) Fox Tuttle is assisting with multi-modal transportation analysis, and (4) Nelson Nygaard is supporting transportation and transit analysis to be consistent with the Transportation Master Plan.

Staff from CP&S and Transportation (GO Boulder) divisions has been collaborating on the planning process for Envision East Arapahoe in conjunction with other planning initiatives. Additionally, the project is testing ideas from other initiatives and community conversations, including the recently adopted Transportation Master Plan and the TMP action plan, the evolving housing strategy, access and management parking strategies, climate mitigation goals, and recommendations from the Economic Sustainability Strategy adopted in October 2013. Broader ideas with citywide applicability and some of the processes being used also may be appropriate to consider in the Boulder Valley Comprehensive Plan (BVCP) 2015 Major Update.

ENGAGEMENT PROCESS AND FEEDBACK

Many organizations, landowners, businesses, and individual residents (city and county) and employees are interested in the current function and future of the area. A summary of the engagement process and feedback including May 27 Council discussion, stakeholder interview summary, meetings with residents and businesses, board meeting(s) summaries, July 21 public meeting summary, and other board feedback is included in **Attachment E**.

Additionally, for the Oct. 27 public meeting, the city provided direct mail to approximately 700 addresses along the corridor, notified a growing list of project contacts, and publicized the event on the website, with flyers, and in the media.

A FUTURE VISION

The community has been having discussions about what type of place East Arapahoe corridor could become in the future. **Attachment B** contains a draft vision that builds on previous discussions with the community, boards and commissions, and with City Council. The vision and goals will continue to be refined with community input.

SCENARIOS – CHOICES FOR THE FUTURE

The Envision East Arapahoe project gives the community a chance to address current needs and describe what type of future is desirable. Scenario planning is a way to:

- ✓ envision and evaluate different possible futures or “choices,”
- ✓ reflect community ideas given to date,
- ✓ illustrate a range of choices such as adding retail services, public spaces, new housing, improved multi-modal connections and multi-modal transportation including bus rapid transit, new infrastructure, and
- ✓ provide a menu of choices that can be re-assembled into a preferred plan.

Scenarios do not forecast the future or replace traditional planning, but they encourage conversation and support informed decision-making.

The scenarios created for East Arapahoe reflect modest possible changes in targeted locations, and they carry forward – or leave as is – many of the current conditions, including East Arapahoe’s existing businesses, institutions, and neighborhoods. **Attachment C** describes “Future Givens,” the scenarios, the menu of choices, and concept graphics for each. This memo contains a summary overview.

Under current zoning, the focused parts of the corridor study area have capacity for additional industrial development and a total of 15,400 employees over many years (4,300 new employees), whereas no new housing is allowed. Generally, the scenarios look at modest changes to future uses – mainly to swap one type of future land use for another, and to explore different patterns of future development rather than increase overall growth potential for the area. Potential changes are identified for centers and districts along the corridor, not the entire

corridor. All scenarios could be accomplished with infill and modest redevelopment with voluntary participation by property owners. The scenarios are a point of departure for discussion.

Future Givens

East Arapahoe Corridor has some known or expected future conditions, or “givens” as itemized in **Attachment C**. For instance, many of the existing businesses and institutions will stay and expand (e.g., University of Colorado, Naropa, Boulder Community Health, Western), established residential neighborhoods south of Arapahoe will remain, and planning for future bus rapid transit and local transit is assumed in all the options. Attachment C also contains a more extensive description and diagrams for the scenarios noted below.

Future Scenarios

A—Current Trends

This scenario represents the future if the East Arapahoe area north of the street maintains its current course with existing light industry and suburban patterns. Little new potential for offices or retail, or new residential units could occur. The street and trail system would remain largely as it is today with continued low levels of pedestrian and bicycle activity. It remains suitable for affordable service industrial such as auto service.

B—Districts

This scenario supports a future where people and businesses continue to innovate and create, with some new services and retail along Arapahoe Avenue and 55th Street where employees of existing businesses can shop and eat. New medical-related offices would be allowed (e.g., in the East Walnut area and along Arapahoe) to support Boulder Community Health at the Foothills Campus. A new street connection is being explored from 48th to Walnut Streets. New development at centers would be closer to the street, with business and industry set back from the street in other parts of the corridor. A small amount of new housing along with new public spaces, pocket parks, energy generation, and “zero energy” use ecodistricts would be included. Programs such as EcoPasses for businesses, managed parking at transit hubs, and enhanced multi-modal connections and streetscape could be explored.

C—Housing Choices

This scenario supports a future where people can live near where they work and/or easy walk to shopping and dining establishments. Housing would be located near transit “hubs” in centers. A mix of housing types (e.g., flats, townhomes, units where people can live and work, and high-quality attached housing with private outdoor space) and existing and new neighborhood commercial, office, and industrial uses could be carefully integrated, including a possible new small grocery or other anchor retail. To support the quality of existing and new neighborhoods, safer crossings and ecological restoration could occur, such as along Dry Creek Ditch or at the golf course, improving access to nature, plus adding new pocket parks and trails north of Arapahoe. Programs such as EcoPasses for neighborhoods, and highly improved landscape/streetscape could occur.

Transportation Options and Scenarios for Bus Rapid Transit (BRT)

Different possibilities for new Bus Rapid Transit (BRT) – centerline running and/or outside lane running are included in all scenarios, with different levels of landscaping and other complete street improvements. BRT would operate on repurposed lanes using the existing right of way of Arapahoe Ave. and would not require widening. Also, Arapahoe Ave. will become a more complete street to accommodate safe bicycling, walking, transit, and vehicles. It will be landscaped with trees and other features. 55th Street is proposed for improvements to enhance bicycle and pedestrian travel and streetscape.

A separate connections map will be developed following the vision plan for the corridor as a whole. Additional community meetings to address transportation connections will be scheduled.

Visualization - Before and After Pictures

Visualization depicting different futures also is being prepared for the following sites.

- 55th Street and Western
- Arapahoe Ave. at 55th Street
- Arapahoe Ave. at Commerce (Boulder Community Health/Ball site)

Other sites are being considered for visual images to show changes such as future light industrial (affordable services), gateway with different features, etc. These images will be presented at the Oct. 28 study session.

Evaluating Scenarios Using Sustainability Measures

The planning team is developing indicators to evaluate scenarios (See **Attachments C and D**). Indicators reflect goals and priorities expressed by the community and are generally organized according to Boulder's sustainability goals and framework as follows:

1. Safe Community
2. Health and Socially Thriving Community
3. Livable Community
4. Accessible and Connected Community
5. Environmentally Sustainable Community
6. Economically Vital Community

PROJECT NEXT STEPS

Ongoing: Information on [InspireBoulder](http://InspireBoulder.com) and project webpage: EnvisionEastArapahoe.com
Dec. 10: Transportation Advisory Board (TAB) discussion
December: (TBD) - Workshop Scenario Evaluation and Transportation
Feb: Joint Study Session with Planning Board to review draft plan (proposed)

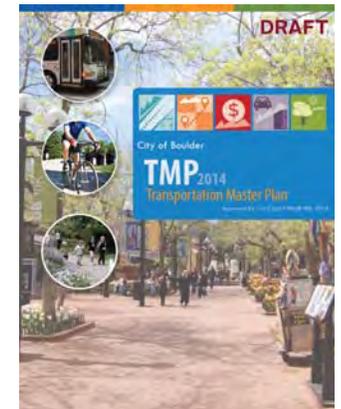
ATTACHMENTS

A – Project Goals and 2014 Timeline
B – Vision
C – Scenarios and Diagrams
D – Draft Indicators
E – Summary of Community Input

Project Goals

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

1. **Collaboratively Design a Forward-Thinking Vision:** Engage the community to design an innovative vision in a forward-thinking manner.
2. **Make Engagement Easy:** Engage people in meaningful ways using a mix of tools that make it convenient and easy to participate and capture ideas.
3. **Coordinate and Partner with other Organizations:** Coordinate with large institutions, other government agencies, businesses, nonprofits, and neighborhood groups to address current issues, recognize and respond to future plans, and determine partnerships.
4. **Collaborate with Leadership:** Collaborate with boards and commissions and City Council for guidance.
5. **Address Residents' Needs:** Work with residents in neighborhoods south of Arapahoe Avenue to identify improvements for the corridor.
6. **Integrate with Plans:** Integrate the project with ongoing local and regional plans, such as the Transportation Master Plan, housing strategy, Climate Commitment, Economic Sustainability Strategy, and Access Management and Parking Strategy. Improve and integrate land use and transportation planning. Evaluate strategies and options for new housing, innovative transportation, TDM, managed parking approaches, and to address Boulder's climate and sustainability goals.
7. **Model Sustainability and Resilience:** Make the plan an interdepartmental effort within the city to support integrated planning and to achieve Community Sustainability goals.
8. **Use Data and Scenarios:** Use scenarios, data, and indicator-based analysis to assist with informed decision making.
9. **Provide "Before and After" Imagery:** Provide information and images to create awareness and interest for future possibilities.
10. **Test Ideas:** Use the project to test approaches that might be used for the Boulder Valley Comprehensive Plan update in 2015.

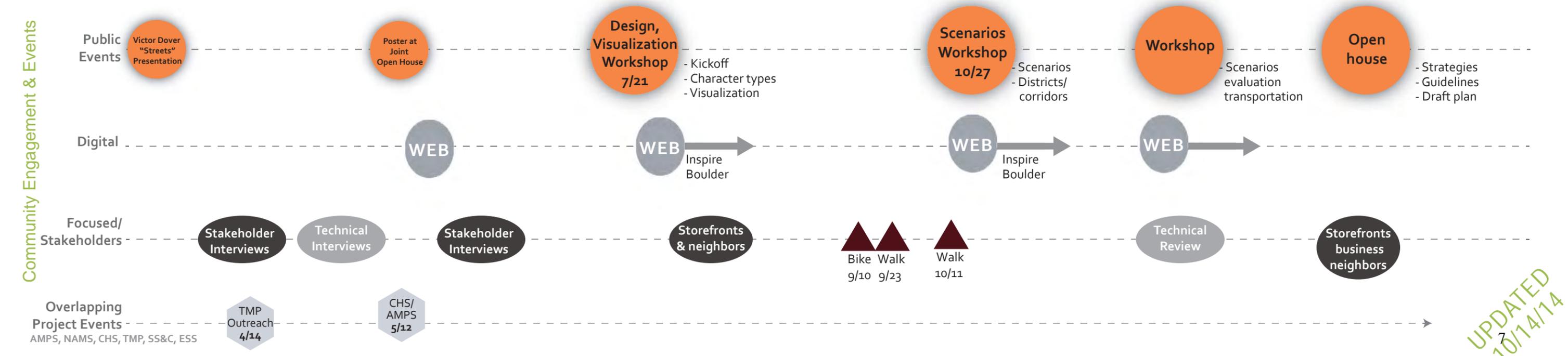
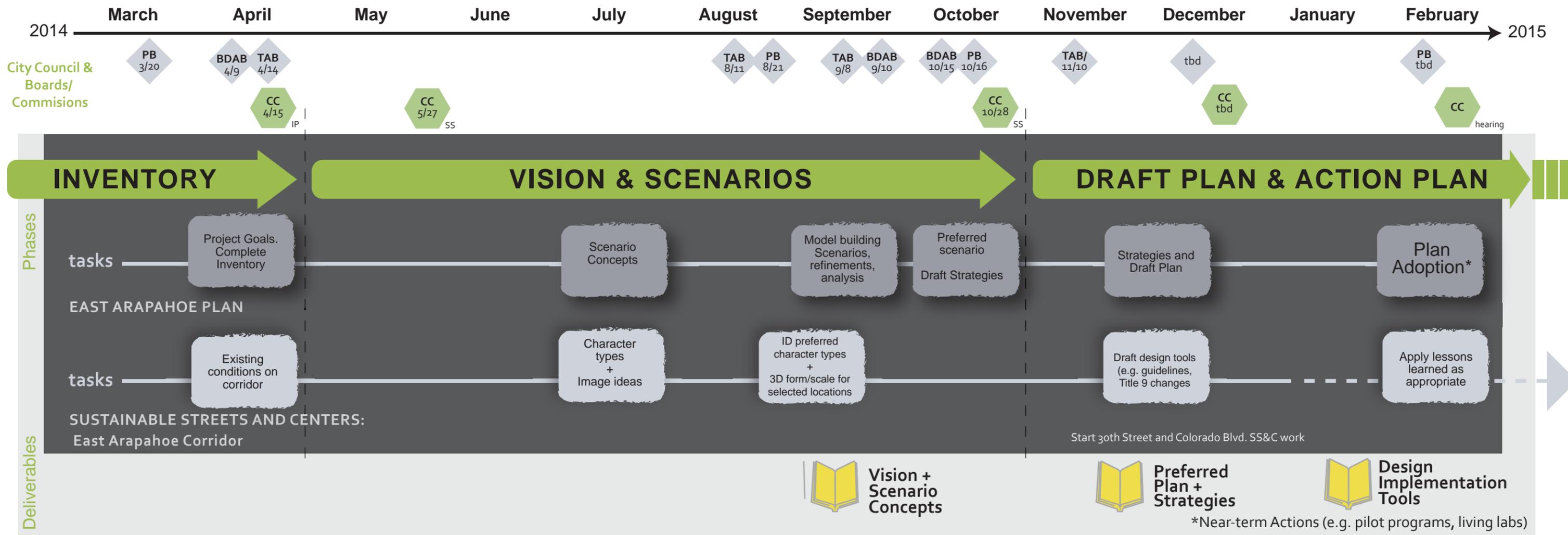




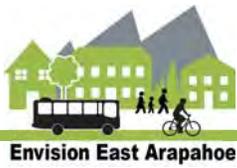
Timeline

East Arapahoe Plan and Sustainable Streets and Centers

Envision East Arapahoe



UPDATED 10/14/14



East Boulder and east Arapahoe will be more inclusive, vibrant, livable, resilient, and connected. It will be...

A Healthy, Socially Thriving Place that:

- attracts people to vibrant districts (e.g., health, bio/science, creative, learning, recreation, and eco/zero-waste)
- includes and protects existing neighborhoods while offering new housing choices
- offers space and activities that welcome all people who wish to participate

An Economically Vital Place that:

- includes incubator businesses, and attracts ingenuity
- maintains opportunities for affordable business and service industry space
- enables institutions to thrive and offer services to the community for learning, health, and recreation

A Livable Place that:

- reflects its history and cultural assets
- offers nearby high quality amenities and facilities for workers and residents (e.g., restaurants, day care, nearby parks and open space) within a short walk or ride
- offers inviting public spaces and beautiful architecture
- is a positive gateway experience to Boulder's eastern edge

An Environmentally Sustainable Place that:

- protects biodiversity along riparian corridors and promotes nature-friendly design
- promotes waste reduction and recycling
- has reliable utilities and services and promotes resource conservation and renewable energy

An Accessible, Connected Place that:

- provides multiple transportation options so people can move east and west along a street with excellent transit service and Bus Rapid Transit (BRT), bicycle, and pedestrian, and auto options
- improves connections to north and south of Arapahoe, as well as to downtown, the west side of Boulder, and eastern towns

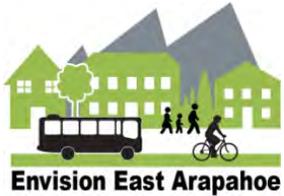
A Safe Place that:

- fosters a climate of safety in homes, businesses, institutions and public spaces
- provides safe and welcoming places for pedestrians and bicycles

To accomplish the vision, it will take:

- ☑ transportation and infrastructure funds -- leveraging local with state, national, private
- ☑ new regulations, standards, or incentives to foster appropriate new development
- ☑ partners working together
- ☑ establishing performance metrics to track how goals are being met over time

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Scenarios

Work in Progress – 10/16/14

The Envision East Arapahoe project gives the community a chance to address current needs and describe what type of future is desirable.

Scenario planning is a way to:

- ✓ envision and evaluate different possible choices, or “futures,”
- ✓ reflect community ideas given to date,
- ✓ illustrate a range of choices such as adding retail services, public spaces, new housing, improved connections and multi-modal transportation, and new infrastructure,
- ✓ include “puzzle pieces” or choices that can be removed from and/or placed into a different scenario.

Scenarios do not forecast the future or replace traditional planning, but they encourage conversation and support informed decision-making.

Future Scenarios

This packet describes three scenarios with a range of choices for the kind of places the community might like East Arapahoe to be in 20 to 30 years.

These scenarios are a starting point for discussion about choices and tradeoffs. Each contain focused choices in different locations. The three are:

- A—Current Trends
- B—Districts
- C—Housing Choices

Future “Givens”

East Arapahoe Corridor has some known or expected future elements. Some of these “givens” are listed below.

1. **Boulder Community Health** will expand its functions and nearby medical-related offices.
2. **Ball Aerospace** will continue to occupy manufacturing and office space west of 55th Street and north of Arapahoe Avenue.
3. **CU East Campus** will expand for research, teaching facilities, and some housing; bicycle and pedestrian connections across Boulder Creek will be added.
4. **Naropa’s Nalanda Campus** will remain and expand.
5. **Established residential** neighborhoods south of Arapahoe Avenue will remain.
6. **Recycle Row**, the recycling and reuse district will continue as an important center of recycling and waste reduction.
7. **Open space parcels** will remain and greenways will become better connected. Sombrero Marsh will be buffered from trails and recreation.
8. **Flatirons Golf Course** may change in configuration and will be a site for flood mitigation.
9. **Planning for Regional Bus Rapid Transit (BRT)** on SH7, as adopted by RTD and described in the Northwest Area Mobility Study report.
10. **Connectivity for pedestrian, bicycles and transit** will be improved according to the city’s recently adopted Transportation Master Plan (TMP).
11. **No new development** will occur in the High Hazard and Conveyance Zones. New flood mapping will be revisited in a few years after mitigation.
12. **Urban services** will be provided according to criteria in the Boulder Valley Comprehensive plan (BVCP) (e.g., public water, public sewer, stormwater, fire and police protection, and multimodal transportation).

Possible Futures

“What if” scenarios (that have interchangeable parts) are listed below.



A—Current Trends

This scenario represents the future if the East Arapahoe area north of the street maintains its current course with existing employers, light industry, storage units, and older buildings. Little new potential for offices or retail, or new residential units could occur. The street and trail system would remain as it is today. Neighborhoods to the south would remain unchanged in this and all scenarios. Because it reflects current trends this scenario does not include areas of transformation or study.

B—Districts

This scenario supports a future where people and businesses continue to innovate and create, with some new services and retail along Arapahoe Avenue and 55th Street where employees of existing businesses can shop and eat. New medical-related offices would be allowed (e.g., in East Walnut area connected by possible street to 48th Street and along Arapahoe) to support Boulder Community Health at Foothills Campus. New development in certain locations would be closer to the street, businesses campuses set back from the street in other parts of the corridor. A small amount of new housing along with new public spaces, pocket parks, energy generation, and “zero energy” use ecodistricts would be included. Programs such as EcoPasses for businesses, managed parking at transit hubs, and enhanced multi-modal connections and streetscape could be explored.

C—Housing Choices

This scenario supports a future with housing where people can live near where they work and/or walk to shopping and dining establishments. Housing would be located near transit “hubs” in centers. A mix of housing types (e.g., flats, townhomes, units where people can live and work, and high-quality attached housing with private outdoor space) and existing and new neighborhood commercial, office and industrial uses could be carefully integrated, including a possible new small grocery or other anchor retail. To support the quality of existing and new neighborhoods, safer crossings and ecological restoration could occur, such as along Dry Creek Ditch or at the golf course, improving access to nature, plus adding new pocket parks and trails north of Arapahoe Ave. and other neighborhood amenities. Programs such as EcoPasses for neighborhoods, and highly improved landscape/streetscape and noise reduction could occur along Arapahoe Ave.

Transportation Options

Different possibilities for new Bus Rapid Transit (BRT) – buses operating down the center of the road and/or in the outside curb lanes – are included in all scenarios, with different levels of landscaping and other complete street improvements. BRT would operate in existing lanes and would not require the widening of Arapahoe Avenue. Also, Arapahoe Avenue would become a more “complete street” to accommodate safe and convenient bicycling, walking, transit, and vehicles. It would be landscaped with trees and other features. 55th Street is proposed for improvements to enhance bicycle and pedestrian travel and street trees and landscaping.



A separate connections map will be developed following the vision plan for the corridor as a whole. Some additional follow-up meetings to address transportation connections would be beneficial and allow staff to work with the community and property owners to identify specific connections.

Scenario Evaluation

The planning team is developing indicators that reflect goals and priorities expressed by the community to measure scenarios. Indicators are generally organized according to Boulder’s sustainability goals and framework:

1. **Safe Community:** Maintain fire and police emergency response times; provide safe routes and crossings; avoid development in hazardous areas.
2. **Healthy and Socially Thriving Community:** Provide access to nearby open space, trails and parks to promote community and individual health; foster an atmosphere of inclusiveness; improve ability to walk in neighborhoods.
3. **Livable Community:** Provide a mix of services, jobs, and housing; improve access to housing choices.
4. **Accessible and Connected Community:** Increase multi-modal connectivity; enhance travel options; provide efficient and convenient transit; reduce vehicular travel; provide transportation demand management programs.
5. **Environmentally-Sustainable Community:** Protect ecological diversity and open space; avoid development of floodplains and wetlands; maximize energy efficiency; reduce vehicle miles travelled (VMT) and carbon use intensity (or greenhouse gases); increase renewable energy (e.g., micro grid or solar projects).
6. **Economically-Vital Community:** Maintain employment diversity; ensure adequate public facilities and services/revenue sources; provide diversity of services and amenities to support businesses.

Scenario A: Current Trends

Who will live and work there over the next 20 years?

East Arapahoe has many thriving small and large businesses, organizations, and employees and customers who plan to remain. Boulder Community Hospital, Ball Aerospace, Naropa, CU East Campus, Fisher Auto, Western Disposal and “recycle row” businesses offer services and a wide range of jobs. Existing affordable industrial services generally could be preserved. Existing arts and culture would continue (e.g., Dinner Theater, Avalon).

What would change? Where?

- The area will continue to be predominantly industrial, low rise buildings with surrounding parking lots and service areas. It has growth potential for industrial jobs.
- Retail, restaurants, and medical offices would not occur because current zoning restricts them.
- The area is not particularly active or safe for bicycles and pedestrians because of heavy vehicular traffic, potential conflicts along the streets, and lack of connecting sidewalks and trails.
- It has few public spaces or sense of place.
- Current zoning would not diversify or provide new housing that is affordable.

How might it look? (Visualization underway)

- The streets and area would look similar to today – mainly older buildings set back from the street with parking in front and few public spaces.
- Some stretches of the corridor would retain a lot of mature trees and landscaping.

How does history carry forward?

The development of the area began toward the end of the 19th century with the establishment of farms, auto-oriented businesses, and restaurants. The largest period of development occurred after the area was annexed into the city, with the construction of residential neighborhoods to the south and industrial and commercial buildings constructed along Arapahoe Avenue. While few physical remnants of the area’s past remain, there are opportunities to interpret the area’s past through signage, art and plaques. Buildings over 50 years old are reviewed by the Historic Preservation program to determine potential eligibility for landmark designation. This applies in all scenarios.

What is the natural environment like?

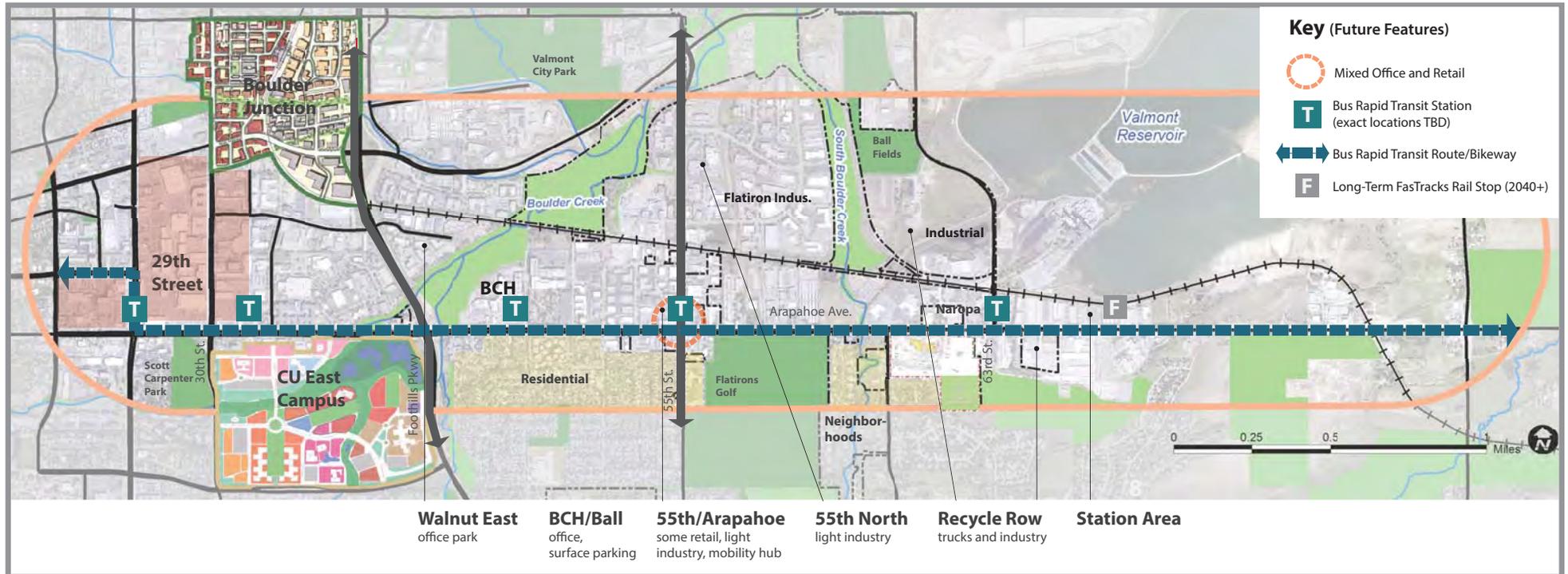
- Maintain existing open space.
- No changes to the golf course.

How do people get to and from the area?

Generally, East Arapahoe is not currently nor will it be particularly walk or bicycle-friendly for employees or residents. It may continue to be rather disconnected with limited new infrastructure or trails.

- BRT stations would be built generally every ½ mile and include amenities.
- Existing bus stops would see improvements such as new bus pads, shelters and lighting. Local transit bus (Jump, etc) stops every two blocks.
- In the long-term, a FasTracks station could be built between 63rd Street and the eastern city limits.
- Connections will be shown on a separate map with details of pedestrian and bicycle facilities that will be addressed in a future community-developed connections plan.
- Some improvements would occur at intersections.
- No changes to Transportation Demand Management (TDM) programs or parking.

Note: photos and images to be added for each scenario.



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A. Current Trends

Continues the predominant light industrial trend with little change to infrastructure.

Trends:

1. Light industry, low rise, suburban patterns of development with surface parking lots
2. Affordable service industrial, and places for storage units
3. Few places to eat or shop
4. No new housing on the north side of Arapahoe and south of Boulder Creek (between Foothills Parkway, city limits)
5. Low level of pedestrian and bicycle activity
6. People must drive to get around for daily needs
7. Few nearby outdoor public spaces to relax or recreate, except open space trails
8. Disconnected from other parts of the city

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Scenario B: Districts

Who will live and work there over the next 20 years?

As with Scenario A, many of the existing businesses, organizations, and people who currently work and live in the area would likely stay. Existing and future service industrial would be preserved in existing business parks away from major streets.

- The area continues as a business-friendly “start-up” environment where small businesses thrive.
- Business and retail (e.g., daycare, restaurants, and food service) replace some of the future industrial jobs in select locations for people who currently work, live, and visit the area.
- A small amount of new housing would allow people to live near where they work and near transit.
- Renewable energy generation, recycling, and eco district opportunities are explored (e.g., Recycle Row/Western Disposal, and possibly in business parks).
- New daytime arts and culture venues such as street art.
- Area is inclusive and reflects the diversity of people working nearby.
- It includes a possible combination of a satellite parking/energy generation, or solar/transportation maintenance facility.
- Includes a “gateway” at the eastern boundary of Boulder signifying arrival to the city (e.g., landscaping, signage, welcome).

What changes? Where?

- **BCH/Ball – Riverbend Park:** Might include a transit hub, small retail, and parking district (with car/bike share).
- **Walnut East:** Explore street extension from 48th Street to Walnut to provide an alternative route in the Foothills Parkway area. Makes medical-related offices and hospital support uses just north of Boulder Creek (along Walnut and east of Foothills Parkway) more viable.
- **55th/Arapahoe:** New retail and office and mobility hub occur between Conestoga and 55th Street. The Dinner Theater and other businesses are presumed to stay. New development will depend on property owner participation and some lot consolidation.
- **55th Street North:** Additional offices and services.
- **Recycle Row:** Continues to be an important community service and be a destination, with possibilities for new recycling, renewable energy.
- **Future FasTracks:** Over the long term, the area around the future station will convert to a mix of uses and satellite parking.

How might it look? (Note: Visualization underway)

- Picture new retail, services, and offices near 55th and Arapahoe and along 55th Street generally consisting of two to three stories. Over time, the mix will become more vertical, but initially small infill projects would occur.
- Areas in between the centers would be lower intensity, with buildings set back from the street with and attractive landscaping.
- As part of the street reconstruction for BRT, East Arapahoe would have more landscaping, safer crossings and islands for pedestrians, and safe bicycle lanes. The mature tree canopy over time will provide shade and help buffer road noise.

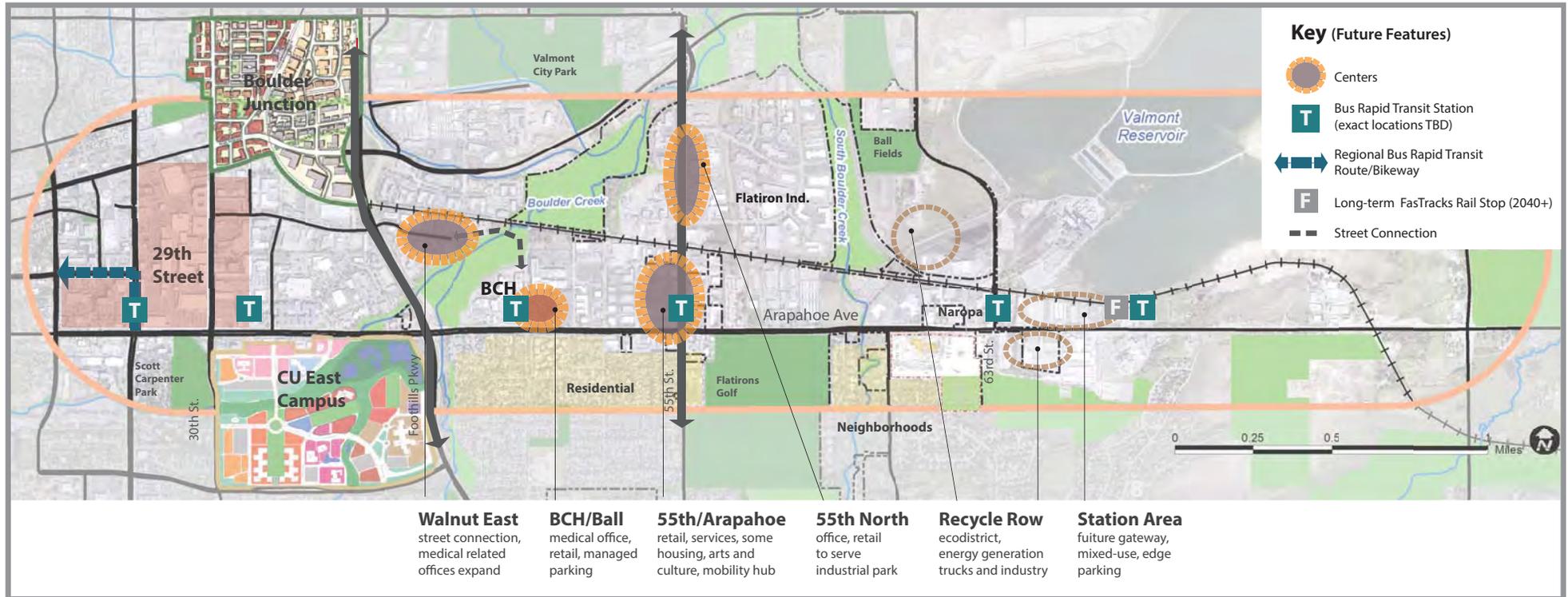
What is the natural environment like?

- Existing open space connects people in business areas with nature.
- Explore additional pocket parks – places to sit, eat, and relax for employees.
- Flatirons Golf Course could be reconfigured to reduce golf space but and create a higher-quality golf experience, especially for nearby businesses (e.g., 9-hole executive course) with natural and park land space and with flood mitigation.
- Possible local energy generation in form of local turbine(s), solar, and high-performing energy building overlay.

How do people get to and from the area?

The area would have more options for people to travel to/from and within, with transit and other improvements mainly designed to support the businesses and employees. Streetscape, landscape, and amenities are part of BRT station areas.

- BRT stations generally every ½ mile and mobility hub (with bike and car share) at 55th Street.
- Local bus stops (JUMP) every 2 blocks. Improved access and bus stops.
- In the long-term, a FasTracks station could be built between 63rd Street and the eastern city limits.
- A new street from 48th Street near BCH to Walnut is being explored. A new street north from CU East Campus, across Boulder Creek to Boulder Junction (33rd Street) is in CU East Plan and the TMP.
- The details of bicycle and pedestrian connections will be addressed in a future connections plan. Improvements at intersections, built towards a low-stress bike network and improved bikeway is suggested on Arapahoe Avenue.
- Satellite and managed parking at mobility hubs (TBD). EcoPass for businesses.



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B. Districts

Becomes a place where existing organizations, industry, and business thrive, arts and entertainment are a destination, and neighborhood residents can access their daily needs. Has high level of street improvements at Arapahoe Ave. Intersections and possible new road connections and net zero energy districts.

Shifting trends to allow and advance:

1. Health district around Boulder Community Health – medical-related office spaces
2. Arts and entertainment near 55th/Arapahoe – Dinner theater
3. Mixed retail, dining, office at 55th/ Arapahoe and along 55th Street
4. Improvements to sidewalks and intersections so people can walk safely and conveniently
5. Public spaces for people to recreate and relax (pocket parks, plazas, interior streets)
6. East/west connecting street (Walnut /48th St.)
7. Affordable service industrial along Arapahoe at the east end
8. More activity on the street as it is easier to travel by foot, bike, transit
9. Recycle Row more of a destination, location forenergy generation, net zero (earth and sun power energy replaces fossil fuels)
10. Improved eastern gateway

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Scenario C: Housing Choices

Who will live and work there over the next 20 years?

As with the first two scenarios, many of the existing business, organizations, and people who currently work and live in the area will likely stay.

- People are able to live and work in the same area and easily walk to transit, an enhanced bicycle and pedestrian network, and shops.
- The area includes some new housing for the workforce – mainly adults rather than families with children because of the industrial environment and lack of schools north of Arapahoe Avenue.
- Walkable neighborhoods would be in designated places near services, transit, and bicycle and pedestrian network.
- Housing could enable residents to live close to work and house artists and innovators (e.g., live-work). Some net zero energy housing.
- Affordable housing is aimed to increase income diversity.
- Retail, including a possible small grocery store may be included where people can shop for daily needs.
- Interior streets away from Arapahoe Ave. would be conducive to people who walk and bicycle in the area safely and conveniently.
- The area could include additional arts venues such as that would likely have more appeal for weekend or evening visitors and residents.
- Includes designated community garden/local food production areas, community-scale grocery store, library, pocket parks, and public space.
- It includes public spaces for people that are free or low-cost, accessible, and designed for all people.

What changes? Where?

- **55th/Arapahoe:** There would be some new housing in select locations along Arapahoe Avenue. The Dinner Theater and other businesses are presumed to stay and become part of an art center. A mobility hub would be part of the site as well as shops and restaurants.
- **55th Street North:** Additional live-work housing mixed with some offices. Additional housing where appropriate along the road or near greenspace (e.g., Dry Creek ditch west of Flatiron Park).
- **South Boulder Creek Site:** Mixed housing project (some attached apartment housing, townhomes).
- **Future FasTracks:** This site could accommodate a long term mix of uses and satellite parking.
- **Other areas:** Continue with current trends until further planning completed.

How might it look? (Note: see visualizations)

- Some new housing near 55th and Arapahoe and along 55th Street, with up to three to four stories near the street and with townhomes tucked behind.
- Areas in between centers would be lower intensity, buildings set back.
- Additional tree-lined boulevards to buffer noise and make the area more attractive to residents to walk, use transit, and bike.

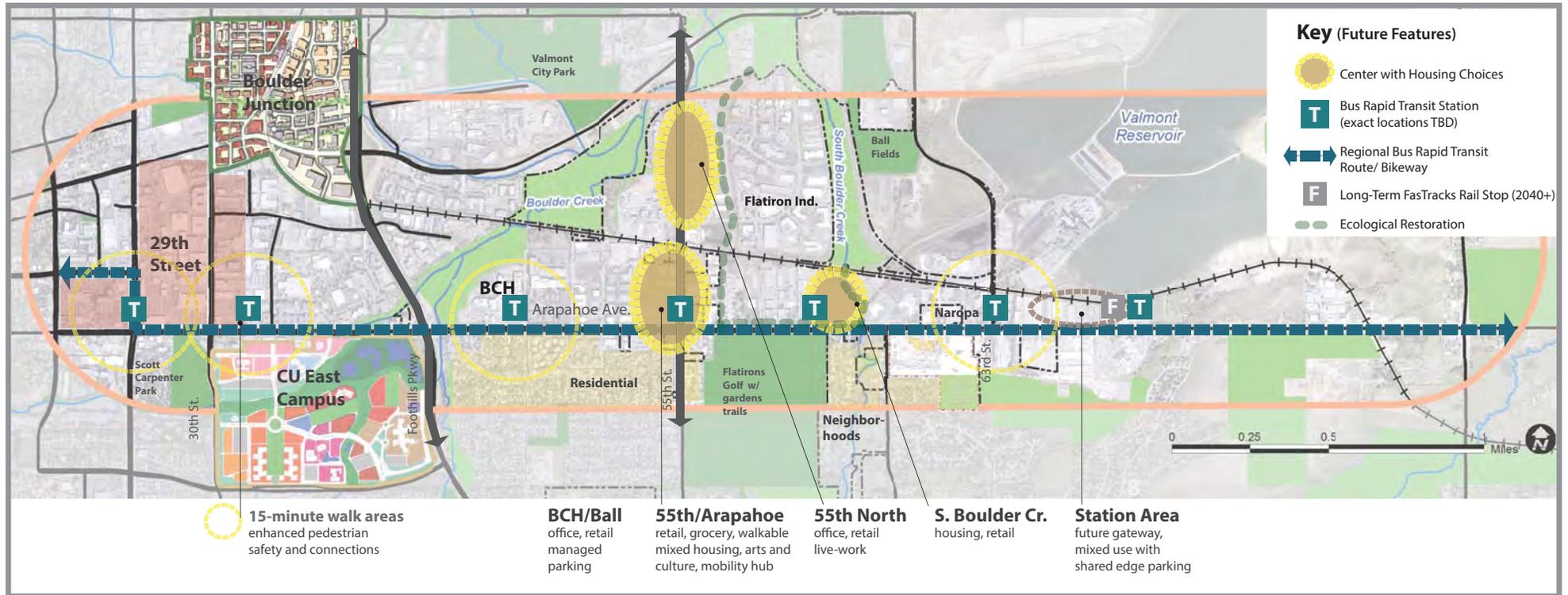
What is the natural environment like?

- Maintain existing open space and ecological areas. Additional restoration to intertwine natural areas through new neighborhoods so people can access nearby nature (e.g., Dry Creek ditch area and near South Boulder Creek).
- Site planning provides visual and physical access to nature and open space and uses rain and snow melt runoff to irrigate trees and landscaping.
- The golf course continues for golf but could become more multi-purpose, including a multi-use path, gardens. Becomes more attractive from the street and is designed for flood mitigation.
- More attention to nighttime lighting and security.
- Local energy generation (sun and earth powered energy).
- Emphasize view protection, noise mitigation, landscaping.

How do people get to and from the area?

The area would have more options for people to travel to/from and within, with transit, bicycling and walking and other improvements designed primarily to support existing neighborhoods and future 15-minute districts and employees. Streetscape, landscape, and amenities are an important at BRT station areas.

- BRT stations generally every ½ mile and a mobility hub (with bike and car share and parking). Stops every ¼ mile west of Foothills Parkway. Local bus stops (JUMP) every 2 blocks and improved access and bus stops and crossings.
- In the long-term, a FasTracks station could be built near 63rd Street/city limits.
- CU East Plan and TMP suggest a new street, north from CU East Campus, across Boulder Creek to Boulder Junction (33rd Street).
- More emphasis on crosswalks to the south side of Arapahoe Avenue.
- Improvements at intersections, built towards a low-stress bike network and improved bikeway is suggested on Arapahoe Avenue.
- Implement managed parking at mobility hubs (TBD) and other key areas. EcoPass for neighborhoods.



10/15/14

C. Housing Choices

Becomes a place with new workforce and affordable housing in centers north of Arapahoe Ave., plus dining, shopping, arts and entertainment are within easy walking distance. Includes highest level of street improvements, beautification, and ecological restoration and connections to open space.

Shifting trends to allow and advance:

1. Housing within a short (15-minute or less) walking distance from shops, dining, everyday needs and work (e.g., mixed districts with retail, dining, housing, and some offices)
2. Affordable and workforce housing at 55th and Arapahoe and near South Boulder Creek
3. Housing intertwined with natural systems, with rain and snow melt feeding trees, landscapes, gardens, and ecological restoration
4. Golf course adds trails and community gardens
5. More public spaces for residents, inclusive for all

6. Boulevard with street trees, noise buffering, slower speeds (safe and friendly)
7. Many ways to get around easily
8. "Gateway" beautification east end of city
9. Net zero energy neighborhoods (renewable energy replaces fossil fuels)
10. City services in neighborhoods (e.g., parks access to nature)

DRAFT

Envision East Arapahoe – Indicators Dashboard 10/15/16- DRAFT ¹

Sustainability Category	Goal/Indicator	Future Scenarios Performance		
		A	B	C
Safe 	Maintain Emergency Response Times Maintain urban fire protection, emergency medical care, and urban police response times consistent with city goals.			
	Reduce Bicycle and Pedestrian Conflict Points Establish progress towards “Vision Zero” serious and fatal bicycle and pedestrian accidents.			
Healthy & Socially Thriving 	Improve Neighborhood Accessibility Score Improve score towards establishing 15 minute neighborhoods.			
	Increase Access to Nature Increase the percentage of properties close to publicly accessible open space.			
	Provide Access to Health Care Facilities Ensure access to medical and health care related facilities.			
Livable 	Better Balance Jobs and Housing Better link the area’s housing options with what people working in the area can afford.			
	Improve Housing Choices Improve mix of housing unit types and prices.			
	Provide Housing in 15-minute Neighborhoods Increase the share of residents in walkable 15 minute neighborhoods towards the TMP goal of 80%.			
Accessible & Connected 	Increase Street Connectivity Improve the connectivity of the street system to enhance travel options.			
	Enhance Travel Options Increase the proportion of non single occupancy vehicle commuters.			
	Manage Traffic Congestion Reduce vehicle miles traveled consistent with TMP goals.			
	TDM and Managed Parking Achieve the optimal supply and demand balance of parking relative to costs.			
Environmentally Sustainable 	Reduce Greenhouse Gas Emissions Reduce building and transportation related greenhouse gas emissions consistent with the city’s Climate Commitment goals.			
	Reduce Building Energy Use Reduce per capita building energy use.			
	Protect Ecological Diversity and Open Space Protect and enhance natural ecosystems and open space.			
	Avoid Floodplain and Wetland Areas Avoid physical improvements in floodplain hazardous areas and wetlands.			
Economically Vital 	Maintain Employment Diversity Foster the area’s status as a diversified employment center.			
	Minimize Fiscal Impacts Achieve an optimal city return on investment between revenues and infrastructure and service costs.			
	Maintain Commercial and Industrial Affordability Keep commercial and industrial rents and purchase prices at or below current trends.			

Key to Performance:

Away from Goals:



Neutral/No Change:



Toward Goals:



¹ Note: This list will continue to be refined. Most indicators are those that can be measured based on a map based data and information. Some indicators may not have Boulder-specific data and will use regional or national assumptions and methodologies. Additionally, some will reflect qualitative and quantitative analysis. The final report will contain a summary of methodology and sources.



Envision East Arapahoe COMMUNITY ENGAGEMENT PROCESS AND SUMMARY

Engagement Process

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

- **Idea Inspiration.** For instance, the presentation on streetscapes in March by Victor Dover helped inspire thought and ideas for the future.
- **Workshops and Open Houses.** An ideas, scenario building, and transportation workshops, and an open house have been planned.
- **Interviews.** Staff has been interviewing businesses, institutions, local and regional agency partners, and neighborhood representatives.
- **Boards and Commissions.** Guidance at periodic advisory board meetings (i.e., Planning Board, Transportation Advisory Board, and Design Advisory Board, and others depending on issues). Planning Board provides plan approval.
- **City Council.** Staffs seek periodic direction and ultimately plan approval from council.
- **Inspire Boulder and web-based** engagement occurs at major milestones when workshops occur.
- **Storefront / Dine-in.** Collect ideas and input along the corridor (e.g., Ozo coffee)
- **Bicycle or Walk Tours.** Planned for employees and the public.
- **Student Studios and Youth** - Work with students at the CU College of Environmental Design and younger Growing Up Boulder students and youth as appropriate.
- **Technical Committee** – Given Arapahoe is a state highway, staff is working with agencies to get additional input as needed (e.g., CDOT, RTD, Boulder County, CU, BVSD, etc.).
- **Employer-Based Meetings with Employees.** Some of the larger employers have shared information, hosted meetings.

Summary of Input from Boards and Commissions

Summaries from Previous Board meetings are on the project website.

July 21, 2014 Workshop Summary

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

Attendance: 47 people

Meeting Objectives:

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

Open House Stations:

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

Comment Response Summary

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

Transportation

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

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

Land Use

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

Sewer and Floodplain Issues

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

Meeting Written Comments

Meeting participants provided the following written comments:

General Comments

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

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

West of 30th Street

Transportation

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

Land Use

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

30th Street to Foothills Parkway

Transportation

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

Connections

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

Land Use

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

East of Foothills Parkway, north of Boulder Creek

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

55th and Arapahoe Ave.

Transportation

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

Land Use

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

Sewer Issues

- Are you aware of the sewage chokepoint that is rated Tier 1 by the utility dept. at 55th and Arapahoe? It is called "Goose Creek 5" and has a HIGH risk of sanitary sewer overflow. Yuck!
- The city has a study in 2007-09 time that scored Arapahoe and 55th sewer line too small. It backed up in 9/13 as predicted. Replacement keeps getting delayed. It needs to be accelerated, not delayed. What about growth in this area? Will the new pipes be placed with that in mind?

East of Foothills Parkways, between Arapahoe Avenue and Boulder Creek

Transportation

- Bus: perceived safety especially at night after dances. Transients around. ("Agreed" X3).
- Would like to see usual improvements.
- Better bus stop and shelter.
- Bike/pedestrian improvements.

- Paid parking.
- The curb cuts are really bumpy and need to be smoothed out. On a bike or with a stroller it is really a bummer. Also, drivers do not understand/expect cyclists in this area and many times I've almost gotten hit [55th and Valmont area].
- Dedicated lane for BRT; Make area more pedestrian and bicycle friendly... it's impossible to bike on Arapahoe, especially going east.
- Reduce car lanes – dedicated bike and pedestrian paths (separate from cars).

Connections

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

Land Use

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

- Add high density residential.
- More high-density affordable housing and workforce housing; all mixed use.

Flood Related Land Use

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

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

Transportation

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

Connections

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

Land Use

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

East of 63rd Street

Transportation

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

Connections

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

Land Use

- Bury overhead power lines and reduce scale of street lighting.
- Make historic service station a visitor center.
- Could this be accessible open space [East of Valmont Res. Adjacent 75th St.].
- Raise height limits at key intersections – 30th, 33rd, Foothills, 55th? 63rd.
- Bolster Eco-Cycle and soup-up ReSource.
- Add more restaurants along corridor ("Yes!").
- Limit number of restaurants, retail – too much impact on neighborhoods.
- More breweries and destination land uses.
- Police annex – more civic uses (library, city offices, farmers market) – Organized green space/trail system – Biophillic buildings and public space – redevelop strip malls along Arapahoe – Some pedestrian-only streets, close to old town in Fort Collins – Children activities, outreach with youth, child-friendly development.

Xcel Energy Plant/Cooling Reservoirs Use Ideas

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

Comments on Indicators: What Should We Measure?

Safe Community

- Emergency room/urgent care access

- Safety for transit stops @ night

Healthy and Socially Thriving Community

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

Livable Community

- Beautiful community – Architecture – Scenic views – Landscape – Sound levels -form-based code?
- Pavement % vs. Greenspace %
- Noise and “lightnoise” in existing neighborhoods along the corridors paths. Please consider the “rural feel” of East Arapahoe – that is why we live there.
- Overall satisfaction with area is a place-based “happiness” score. Start with a baseline year and see how people’s perception of the area is over the ages and connecting to area (resident, employee, etc.)
- Is there such a thing as GENERAL FEEL INDEX? Is there a way to measure the “general feel” of various land uses? Eg. Bike path along Boulder Creek=9, Power plant=1, Car dealership=3, Used car lot=1, Arts center=7, Beautiful park=7-8

Accessible and Connected Community

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

- Impact on existing residential property owners, especially access
- In-commuters to corridor for employment

Environmentally Sustainable Community

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

Economically Vital Community

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

Other

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

Additional Comments

Land Use Considerations

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

Local Services

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

Connections

- On-street bike lanes along as much of Arapahoe as possible – creek path is lovely but not fast. Could be downtown in like 10 min from 55th Street with bike lane on street.... “I 2nd this.”
- Bike paths: Don’t build them squiggly, build straight. Much more safe.

- Eliminate 3 new speed bumps on Cherryvale between Arapahoe and Baseline. Already 30 mph limit. Bumps impede free flow of traffic.
- Local bus service that serves the Avalon Ballroom late enough at night so that dancers can go home after the events. I.e. 10:30 pm, 11:30 pm etc.

Other

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

History Poster Comments (What Should the Future be?)

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

Comment Form Comments

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

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

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

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

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

- Open houses, emails, on-line surveys.
- Email, web updates/City of Boulder Facebook updates.
- Send notices out earlier – just received last Thursday. Email/send flyer and I will post @ Peloton.
- Do something fun. Go to the citizens instead of them coming to you.

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

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

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

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

How did you hear about the July 21 event?

- Email announcement (x2)
- Website



Envision East Arapahoe Walk Audit Findings

September 23 and October 11th, 2014

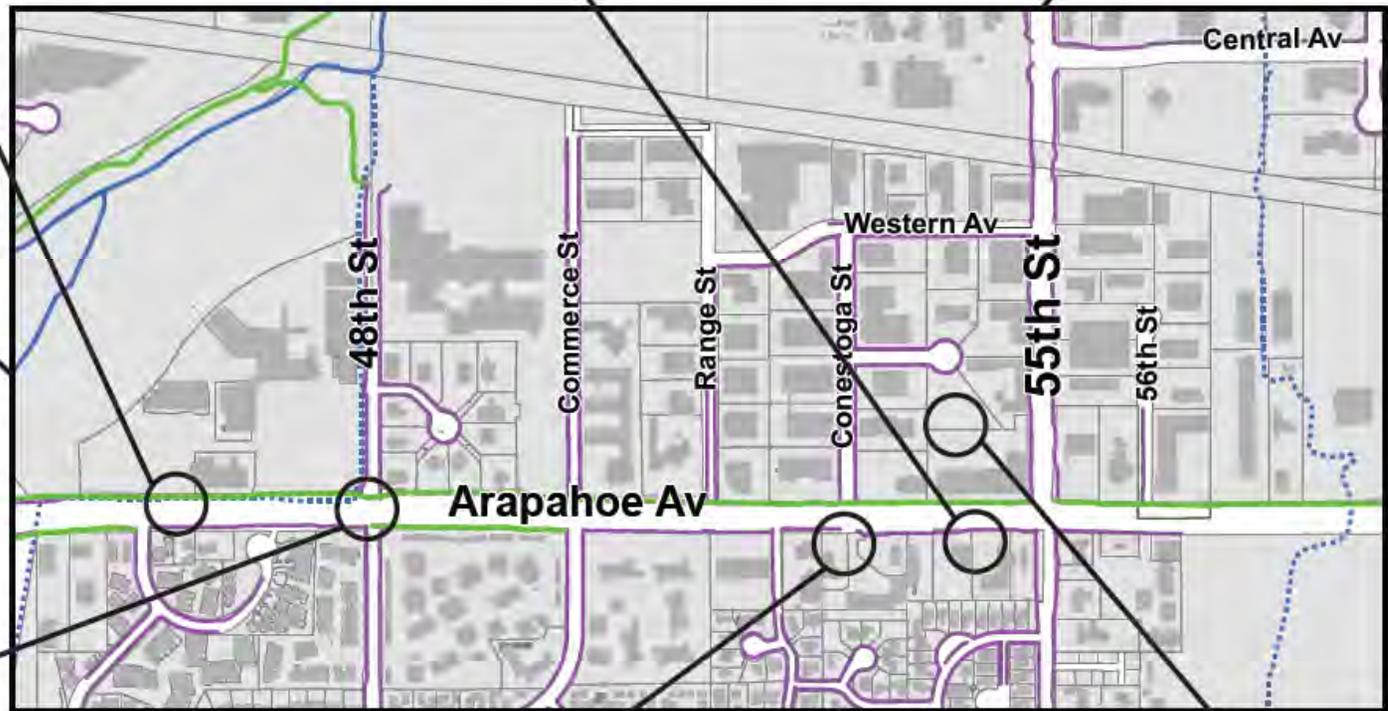
Separation between modes of transportation could be increased. Commuting bicyclists and casual pedestrians may not always mix well. While separation between modes could be increased, it is equally important to ensure visibility between bicyclists, pedestrians, and cars in order to avoid collisions. Maintaining vegetation and planting away from intersections are ways to ensure visibility. Increased pedestrian-scaled lighting could enhance accessibility and create a safer nighttime walking environment.

Arapahoe Avenue itself has features that do not promote Walkability. The street is very wide and could be narrowed or repurposed. High vehicle speeds are a major concern to pedestrians for both noise level and safety reasons. A lower speed limit could create a quieter, safer, and more comfortable walking environment.

The sidewalk on the south side of Arapahoe is inadequate for walking and doesn't support bicyclists. It is too narrow for two people to walk side by side. The vegetation buffer is inconsistent in quality and width, and often non-existent. All participants preferred a larger buffer with trees in order to feel more safe and comfortable. Most bus stops are in need of bike parking and benches or shelters.

Better signage could express speed limits to bikes and alert cars that people may come from both directions on a multi-use path. Better wayfinding solutions could be implemented between bus stops, multi-use paths, sidewalks, and common destinations.

Current crossing treatments on Arapahoe are not adequate for many people, and result in less people walking. Jaywalking across the wide, busy street is prevalent. This could be mitigated by more mid-block crossings, pedestrian refuge islands, and faster-responding pedestrian crossing signals that last a longer duration. Signal timing could be changed to favor the pedestrian over the vehicle, along with increased enforcement for vehicles speeding or running red lights through intersections.



The area around Conestoga and Arapahoe is not pedestrian-friendly. The southeast corner needs a curb ramp and the pedestrian crossing button needs to be moved closer to the sidewalk in order to be accessible for all. Pedestrian facilities into the commercial area on the south side of the intersection are needed.

Installing shelter, shade, and benches at transit stops will likely increase the number of people walking to the bus.

The commercial area northwest of 55th St. and Arapahoe is in dire need of pedestrian facilities. A sidewalk crosses though part of the large parking lot and needs to be continued through to 55th Street, where there are no pedestrian facilities.



Envision East Arapahoe

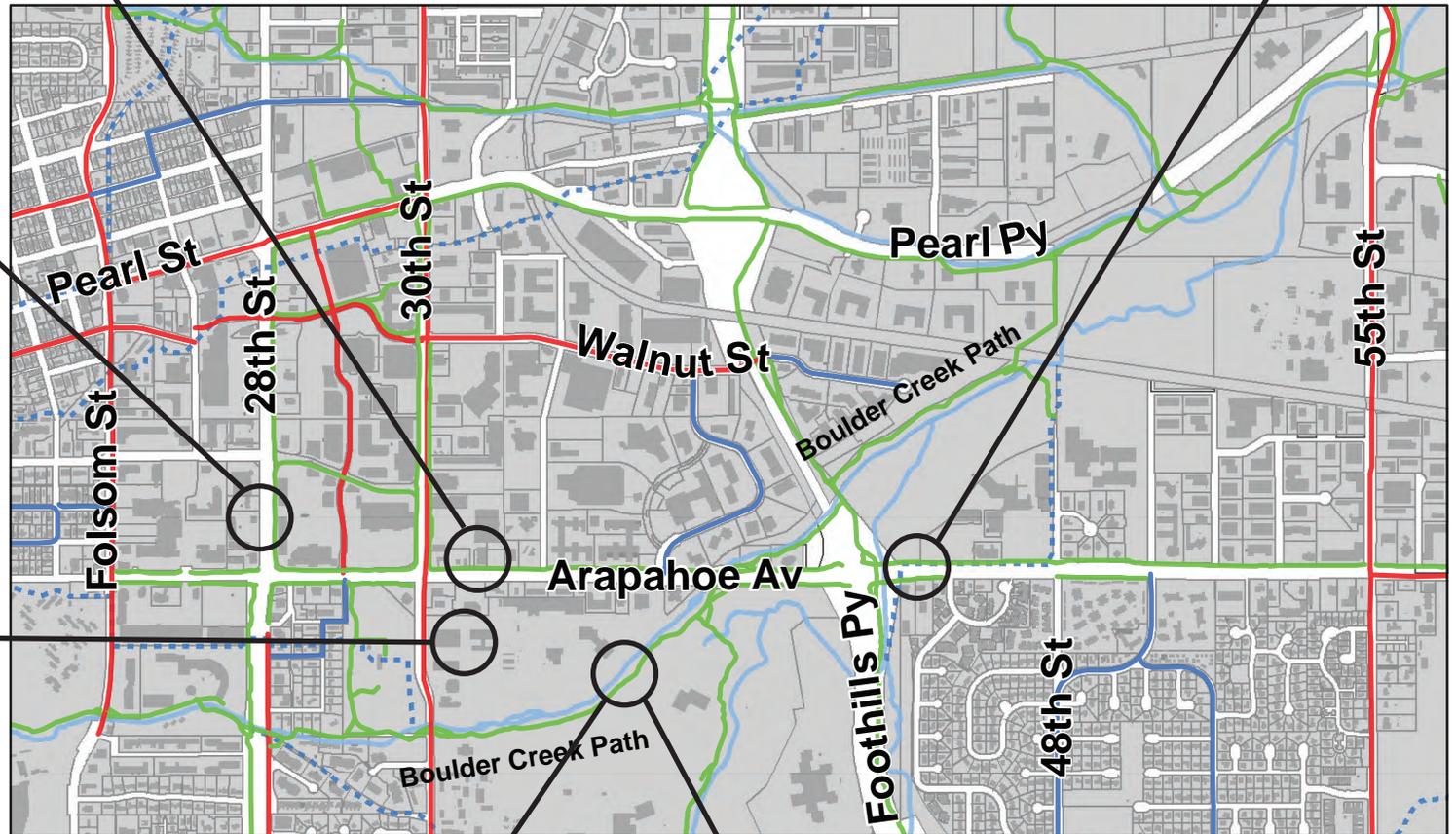
Bike Audit Findings

Arapahoe at 33rd Street. There are a large number of driveways around this intersection. This creates many stressful points for bicycles and locations for potential conflicts with vehicles. The south side of Arapahoe needs a sidewalk and/or bike facilities. Car parking will need to be removed in order to add these amenities.

Safety was identified as a major concern for both bicyclists and pedestrians seeking to cross Arapahoe Avenue as well as travel along the corridor. Preferred ways suggested to achieve a safer biking environment included off-street multi-use paths and buffered/protected bike lanes between bikes and cars on streets with higher speed and volume motor vehicle traffic.

The wider landscaped buffer on 28th makes biking on the multi-use path (east sidewalk) more comfortable.

The CU-Boulder East Campus research buildings located at Marine and 30th Street were called out as a specific place that is hard to get to by foot and bike from the Arapahoe corridor, the Boulder Creek Path, and the rest of the CU East Campus.



An interest in better wayfinding and signage was expressed by multiple people. Being off-street is great for safety. Attendees expressed concern for getting lost along the greenway corridors as these paths follow the natural contours of the creek rather than a typical street grid. Branding or color-coding paths and bike routes based on accessibility/comfort was an idea that many people liked. Additionally, adding pavement markings can provide landmarks, guidance, and safety.

Attendees of the bike audit expressed a strong preference for riding on multi-use paths that are off-street. Reasons for this included that the off-street paths are quieter and safer than riding on-street. The creation of more off-street multi-use paths could lead to increased bikeability in the area.