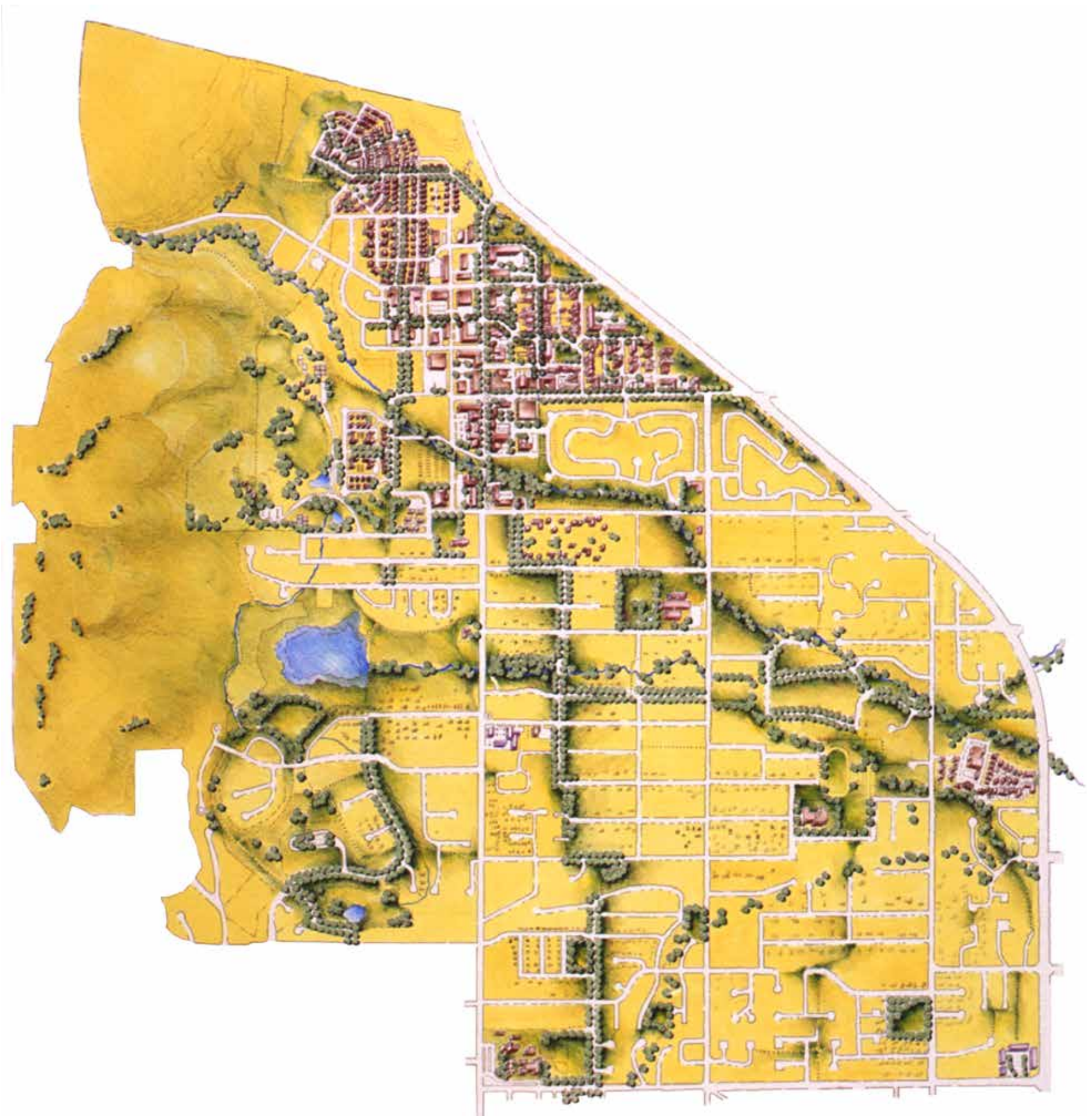
NORTH BOULDER

SUBCOMMUNITY PLAN

adopted 1995
amended 1996 and 1997



This drawing represents a summary characterization based upon the concepts and objectives of the Subcommunity Plan. It is not a specific development proposal, but is one possible scenario which meets the intent of the overall Plan.

TABLE OF CONTENTS

1 **Executive Summary** 1
2 **Introduction** 3
3 **History** 5
4 **Existing Conditions** 6
5 **Neighborhoods** 9
6 **Employment and Retail Centers** 15
7 **Community Facilities** 18
8 **Transportation** 20
9 **Open Space and Natural Resource Protection** 27
10 **Parks and Urban Open Lands** 30
11 **Future Growth** 32
12 **Index** 35

Appendices (available upon request at the Planning Department, 1739 Broadway, 441-3270)

A Implementation Chart Summary
B List of Transportation Recommendations & Estimated Costs
C Steering Committee Minority Reports
D Transportation Studies
E Fourmile Canyon Creek and Wonderland Creek Study
F Charrette Summary
G Projected Revenues and Costs

ACKNOWLEDGEMENTS

Prepared by: City of Boulder Department of Community Design, Planning and Development

Special thanks to the people listed below and the hundreds of participants who donated their time and ideas throughout the North Boulder planning process.

North Boulder Steering Committee Members

Chairs: Mary Kennedy Bulick, Ed Byrne, and Matt Finberg
Facilitator: Judith Gass

Tom Bache-Wigg, Quail Circle neighborhood
Jennifer Callaway, Centennial Meadows neighborhood
Pete Conis, North Boulder Liquor/ Resident
Christine Correa, Norwood neighborhood
Angie Dorsey, 6th Street/Locust Pl. neighborhood
Larry Elmore, Kalmia Meadows neighborhood
Rick Epstein (Planning Board representative)
Nadir Ghadimi, Property owner/Resident
John Griffin, Githen's Acres neighborhood
Mike Hart, Carolyn Heights neighborhood
Jim Hellie, Elks Club
Dale Hutchings, Silco Oil
Lynn Kleinman (North Foothills representative)
Rick Koopman, Property owner/Resident
Arlan Lazere, Centennial neighborhood
Jim Leach, Wonderland Meadows/Hills neighborhood
Charles Manlove (Planning Board representative)
Denise Maslanka, Northbriar neighborhood
Rich McCabe, Property owner
Bill McClintock (Palo Park representative)
JJ McMurtry, Ponderosa neighborhood
Dick Montague, Iris & Linden neighborhood
Paul Morris, property owner
Lisa Morzel, 19th and Poplar neighborhood
Leo Palmos, property owner
Peggy Pilcher, 19th and Upland neighborhood
Milan Pipersky, 15th & Redwood neighborhood
Katy Press, property owner
Sally Ann Rhea, North 26th Street neighborhood
Richard Roth, 19th & Oak neighborhood
Rik Rydlun, 15th & Violet/Crestview neighborhood
Cary Sarlo, Winding Trail neighborhood
Karyn Spratt, Utica/Union neighborhood
Phillip Tabb (Central Boulder representative)
Jay Jacobsen, property owner
Tom Van Zandt (City-wide representative)
Ray Weitzel, Boulder Meadows neighborhood
Jay Wolkowisky, property owner

Active Steering Committee Alternates

Nancy Bonner, Winding Trail neighborhood
Chris Brown, Crestview neighborhood
EllieReed Koppe (North Foothills representative)
Jim Young, Northbriar neighborhood
Ann Michelle Wand, 19th and Upland neighborhood

City Staff

Planning Department:
Will Fleissig, Planning Director
Ruth McHeyser, Project Manager
Peter Pollock
Joe Mantione
Susan Osborne
Fay Ignatowski
Beverly Johnson
Stuart Grogan
Laura Haertling, Design
Terry Stonich, GIS
Ray Kramer, Urban Design

Boulder Urban Renewal Authority : Brad Power
City Attorney's Office: Jane Greenfield
Environmental Affairs: Alison Peters
Finance Department: Tom Hagerty
Fire Department: Larry Donner
Housing and Human Services Department:
Kathy McCormick and Cindy Pieropan
Library Department: Susan Hartman
Neighborhood Assistance: Molly Dessonville
Open Space/Real Estate: Delani Wheeler
Parks and Recreation Department:
Ken Ramsey, Cate Bradley, and Caryn Stinson
Police Department: Virginia Lucy
Public Works Department:
Mike Gardner-Sweeney, Transportation
Sharon Alexander, GO Boulder
John Hinkelman, Development and Inspection Service
Alex May, Transportation
Chris Rudkin, Water Quality
Rod Rindal, Transportation
Alan Taylor, Development Inspection Services
Phil Weisbach, Transportation

Other Agencies

Boulder County Transportation:
Bruce Johnson and Mike Thomas
Boulder County Land Use: Nan Johnson
Boulder Valley School District: Don Orr

Consultants

Dover, Kohl, and Partners:
Dan Cary
Marice' Chael
Victor Dover
Robert Gray
Elizabeth Guyton
Ross Halle
Joseph Kohl
Erik Vogt
Design Workshop:
Carol Adams
Mary Dewing
Don Ensign
Chris Sutterfield

Eileen Byrne Associates: Eileen Byrne
Transplan: Bill Fox

Document Design
Laura Haertling, Carol Adams, Ruth McHeyser

Text
Fay Ignatowski, Ruth McHeyser, Peter Pollock, Beverly Johnson

1 EXECUTIVE SUMMARY

This Plan sets forth the official vision for the future of the North Boulder Subcommunity. It represents the work of many dedicated citizens, decision-makers, City staff, and project consultants. It provides the basis for decisions about the long-term development and preservation of North Boulder and lists specific actions to be carried out by the City, other public agencies, and the private sector in the coming years. The Plan was adopted by Planning Board on August 31, 1995 and City Council on August 29, 1995, and subsequently amended by Planning Board and City Council in 1996 and 1997.

As described in the Boulder Valley Comprehensive Plan (BVCP), this plan seeks to:

- Evaluate the potential build-out of the subcommunity based on existing zoning, BVCP land use designations, and the desired future of the subcommunity.
- Develop techniques to provide stability in existing neighborhoods.
- Compile information to aid in the understanding of the subcommunity.
- Identify those elements that create subcommunity character.
- Include BVCP elements which affect the entire subcommunity.
- Integrate the details, patterns and vision into an illustrated subcommunity plan.
- Establish the approach and schedule for implementing the subcommunity plan.

The primary concepts in the Plan are:

- **A reduction in the total amount of growth that had been earlier projected for the subcommunity** in order to meet the Integrated Planning Project (IPP) population target and not over-burden the public infrastructure (e.g., accommodate vehicular traffic without widening any roads).

- **Methods to strengthen the established residential and service industrial areas, including:**
  - Maintenance of the existing zoning in established residential neighborhoods.
  - Preservation of the rural character in certain areas within the County enclaves.
  - Revisions to the city's industrial zoning to insure preservation of the existing service industrial uses.
  - New pedestrian and bicycle connections that will connect "missing links" in the overall bicycle/ pedestrian network and improve access and safety to schools and other centers.

- **An improved land use pattern in new areas, including:**
  - A village center with a traditional main street character and a mix of uses, as the symbolic "heart" of the subcommunity.
  - Land uses adjacent to the village center that provide appropriate transitions to the surrounding areas.
  - New "live/ work" areas close to the village center where people can live, work, shop, and recreate within close proximity.
  - New mixed density, mixed income housing neighborhoods with good connections to parks, shops, office, and civic uses.

- **An integrated network of parks (large and small) and a weaving of open space into the urban environment:**
  - A Community Park west of Broadway north of Locust.
  - Neighborhood parks where new neighborhoods are planned.
  - A village green at the village center, along Fourmile Canyon Creek.
  - Greenways along Fourmile Canyon Creek and Wonderland Creek.
  - A gateway to the city at the US 36 and Broadway intersection.
  - A continuous buffer along US 36 from the gateway south to Yarmouth.

- **New community and civic attractions, including:**
  - A branch library in the village center.
  - A day care center and branch post office in the village center.
  - Public schools located in North Boulder and just outside the subcommunity to relieve overcrowding at existing schools, provide a center for new neighborhoods, and encourage children to walk or bike to school.
  - Transit centers at the village center, North Boulder shops, and the County Complex to make transportation by bus more desirable.

- **An emphasis on design quality and improved site design in new areas, including:**
  - A connected street system with short, walkable blocks.
  - Beautiful, tree-lined streets that are pleasant for all modes of travel.
  - Well-placed pedestrian and bicycle trails that connect to neighborhood amenities and make neighborhoods more walkable and interesting.
  - Buildings, front doors, or front yards facing the street, rather than parking lots, back yards, or garages.
  - Compatible land uses facing one another across streets.

- **Preservation and enhancement of Fourmile Canyon Creek, Wonderland Creek, and Silver Lake and Farmer's Ditches** to provide important environmental, urban shaping, and bicycle/ pedestrian transportation functions. These waterways and channels will not be covered or further channelized.

City-wide Goals

These City-wide goals were established by Planning Board and City Council at the outset of the project and form the foundation of the recommendations. They were taken from the Boulder Valley Comprehensive Plan and the 1993 Integrated Planning (IPP) goals and action items.

NEIGHBORHOODS

- Strengthen and support existing neighborhoods. Issues include:
  - appropriate adjacent land uses
  - needed capital improvements
  - character preservation through new regulations or design guidelines.
- Design new neighborhoods with the following in mind:
  - the need for more affordable housing
  - walking distance to transit and park facilities
  - connections to existing and future pedestrian and bike path systems
  - the scale and positive architectural attributes of adjacent housing.
- Ensure that the overall subcommunity contains a diversity of housing types, sizes and costs.

CHARACTER FEATURES

- Respect the historic, aesthetic and environmental significance of such amenities as views, open space, creeks, irrigation ditches, and distinctive topography; centers, connections and new development should preserve and enhance these important elements of neighborhood character.
- Design a stronger entry/gateway to the City at Broadway and U.S. 36.
- Being realistic about funding sources, seek to acquire or preserve more urban open space and urban parks in the subcommunity.

CENTERS

- Provide a complementary, pedestrian-oriented mix of public and private facilities to meet the needs of the subcommunity, in order to increase convenience and reduce auto trips.
- Design neighborhood and subcommunity centers to foster a sense of community by creating vibrant people/activity places. This includes: ease of access, safety, and appropriate scale.

CONNECTIONS

- Encourage walking, biking, and transit by providing safe, comfortable and convenient connections.
- Explore possible locations for future transit center(s) and methods to calm traffic speeds.

FUTURE GROWTH

- Determine what portion of residential and commercial development will occur in North Boulder in light of the city-wide population and jobs-housing balance targets.
- Determine what land uses and scale of development or redevelopment is appropriate on potential growth sites in North Boulder.
- Coordinate these determinations with the 1995 update to the Boulder Valley Comprehensive Plan Land Use Designation Map.

Steering Committee Vision Statement

The Vision Statement was developed by the North Boulder Steering Committee. It describes the ideal picture of North Boulder in the future. The recommendation and action plans outlined in the plan are intended to result in this vision:

A beautiful, diverse, inclusive and adaptive community that sustains itself in a healthy state of perpetual novelty.

To achieve its vision, the city, North Boulder residents, property owners, business owners, and developers will work together to:

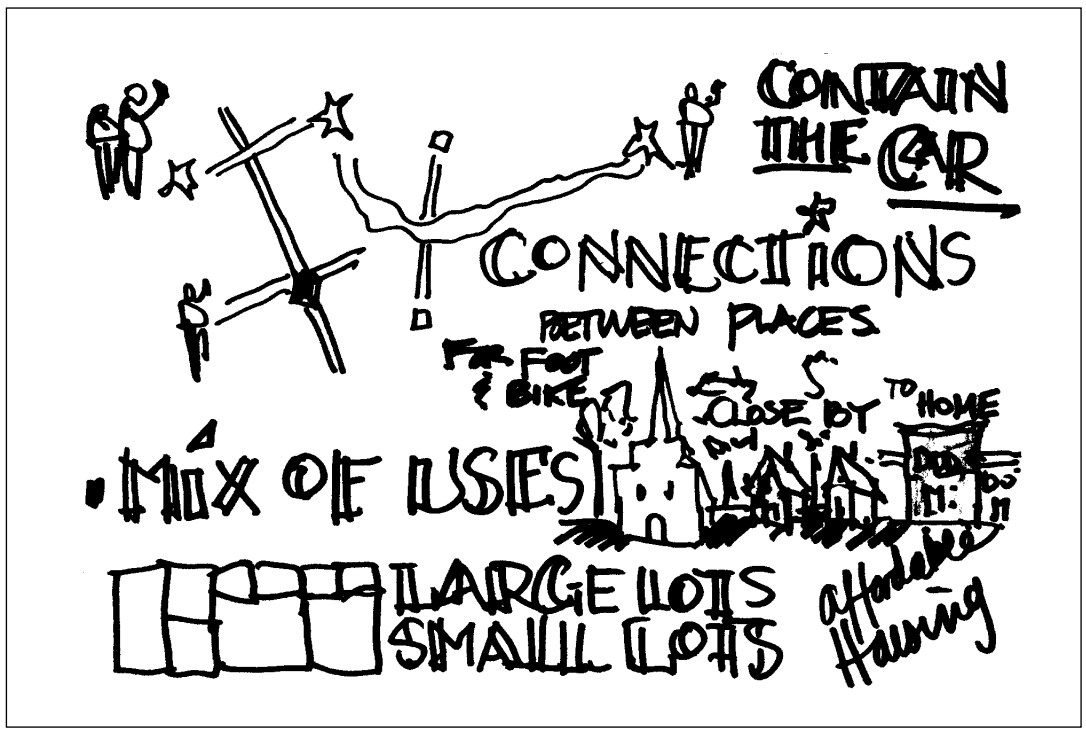
- Find and pursue opportunities to improve, enhance, and make our surroundings more beautiful and visually delightful.
- Promote and build diversity in housing, workplaces, and play places throughout our community.
- Preserve and enhance the existing diversity and character of North Boulder's neighborhoods.
- Preserve and reinforce important views and open spaces.
- Provide safe and enjoyable pedestrian and bike paths, and transit facilities.
- Create a center for the community with a mixture of retail, housing, civic and park uses.
- Include all points of view regardless of age, sex, race, beliefs, resources, or skills in determining and steering toward the future of our community.
- Be alert, ready and willing to embrace change in order to move closer to realizing our community vision.
- Recognize the interconnectedness of all aspects of our community's environment in including plants, trees, animals, rocks, water, hills, birds and people alike.
- Improve and reinforce opportunities for all members of our community.
- Create and preserve environments which promote sound and robust physical, mental, emotional, spiritual, economic, and artistic health in our community.
- Create a sustainable environment for future generations.
- Our community will constantly move its vision. So doing, it is ever improving, ever evolving, and involving its members.

How The Plan is organized:

- **This section summarizes the City-wide goals and key concepts** of the Subcommunity Plan.
- **Sections 2 - 4 provide background information on North Boulder, the overall planning process, and the relationship of this Plan to other City plans.**
- **Sections 5 - 11 contain the goals and recommendations** for:
  - New development and redevelopment in residential and mixed-use areas (section 5);
  - New development and redevelopment in mixed-use commercial and industrial areas (section 6);
  - Existing and proposed community facilities (section 7);
  - Pedestrian, bicycle, transit, and street improvements (section 8);
  - Open space and natural resource protection in North Boulder (section 9);
  - Parks and urban open lands in North Boulder (section 10); and
  - Future growth in North Boulder (section 11).
- **Illustrative sketches in sections 5 and 6 characterize** the concepts in the Plan and are meant to show one of the possible scenarios which meets the development guidelines of that section.
- **The Action Plans at the end of sections 5 - 11 summarize the steps that will be undertaken by the public sector to implement the Plan.**

Plan Compliance and Updates:

The North Boulder Subcommunity Plan has been adopted by Planning Board and City Council and is summarized in the BVCP. Public and private sector projects in North Boulder should comply with the goals and recommendations in this Plan. The BVCP states that it is anticipated that subcommunity plans will be revised every five years, updated as needed, and monitored annually.



This sketch, done by a participant at the charrette, captures the essence of some of the key issues in the Plan

2 INTRODUCTION

PURPOSE

The purpose of the North Boulder Subcommunity Plan is to preserve the positive aspects of the subcommunity and ensure that future changes are beneficial both to subcommunity citizens and to the City as a whole. The Plan will serve over time to communicate to City departments, City Council, Planning Board and other boards, residents, landowners, developers, and others the expectations about the future of North Boulder. It provides direction for future development and additional public facilities in North Boulder, as well as direction for preservation of existing characteristics valued by the citizens. The Plan will influence the content and character of future development proposals and aid the City in planning capital improvements and public services and programs.

RELATIONSHIP TO OTHER CITY PLANS AND PROCESSES

Comprehensive Plan

The Boulder Valley Comprehensive Plan (BVCP) establishes the context for the more detailed planning of an area which occurs in subcommunity planning, and describes the subcommunity boundaries, purpose, and adoption process.

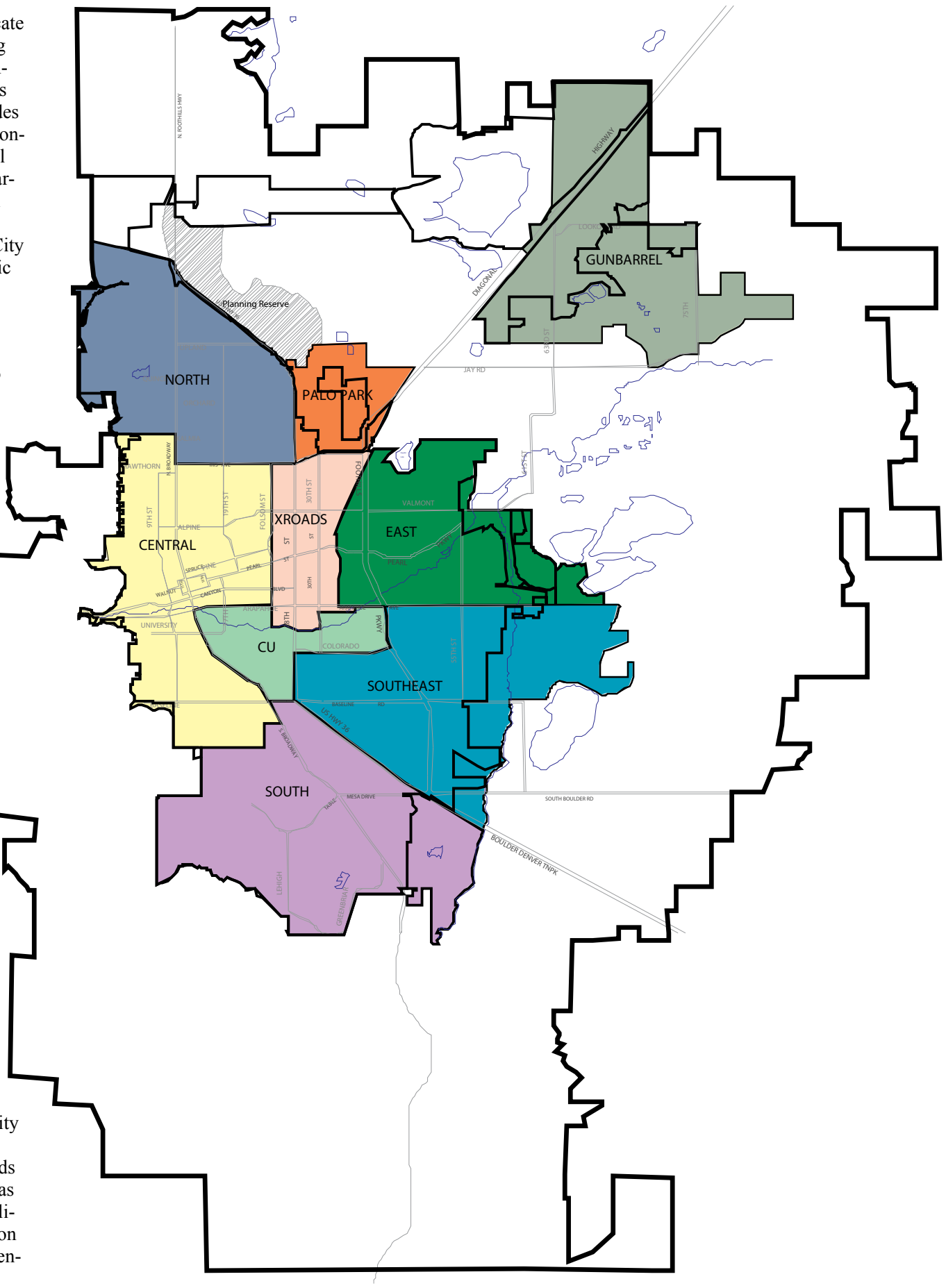
In relation to the BVCP, the North Boulder Subcommunity Plan seeks to: implement BVCP goals; identify areas where existing zoning and land use designations do not support BVCP goals; and resolve BVCP goals that are in conflict with subcommunity needs. A summary of the North Boulder Subcommunity Plan will be incorporated into the BVCP.

City Master Plans

City departmental Master Plans are developed by City departments (in conjunction with the public) to address future public improvements city-wide. Master Plans are adopted by City Council and form the basis for the Capital Improvements Program (CIP), which lists the City's public improvement schedule for the coming six years. The North Boulder Subcommunity Plan makes recommendations for ways to carry out Master Plan goals and recommends specific locations for public facilities such as parks, a library, and pedestrian/bicycle facilities. These recommendations are based upon adopted Master Plan standards, or recommendations in Master Plans which were being developed at the same time as the North Boulder Subcommunity Plan.

Site Review and Use Review

Site and Use Reviews are City processes to review developments that are over a certain parcel or building size; involve variations from minimum code requirements such as height, open space, or landscaping; or involve certain uses. The purpose of these review processes is to allow the community to review the characteristics of proposed developments to ensure that they will contribute positively to the quality of the community and minimize negative impacts to the surrounding area. North Boulder projects going through Site or Use review are subject to conformance with the North Boulder Subcommunity Plan.



This map shows the Boulder Valley Comprehensive Planning Area, and the nine subcommunities within the Boulder Service Area (the City proper plus adjacent land in the County that is eligible to receive City services). Subcommunity planning builds the bridge between the broad goals of the BVCP and site-specific decisions about individual development proposals and public (capital) improvements. North Boulder is the first subcommunity to complete a subcommunity plan.

North Boulder forms the northwestern most edge of the City, and urban development is not anticipated in adjacent areas, at least for the 15-year planning period of the BVCP. Land to the north and west is City -owned open space, part of the natural area and greenbelt system encircling the City; the area to the northeast is land in the County, designated as Area III, not planned to accommodate urban development within the BVCP planning period.

North Boulder Process

PHASE ONE

Data Collection
& Issue Identification

Fall, 1992

- Interdepartmental City Staff
- Resident, Property, Business Owner Input:
  - surveys
  - hotline comments
  - community workshops
- Design Consultants (Design Workshop)

PHASE TWO

North Boulder Subcommunity Planning work suspended to address city-wide issues (IPP)

March, 1993

INTEGRATED PLANNING PROCESS

City-wide process; established goals & action items related to transportation, housing, land use, the economy, community design and the environment.

PHASE THREE

Development of the Recommendations by North Boulder Steering Committee

September, 1994

Development of Plan by City Staff

January, 1995

- Goal setting, work program adoption by Planning Bd & City Council
- Community-wide participation in design charrette & workshops
- North Boulder Steering Committee appointed by Planning Board
- Interdepartmental Staff
- School District Staff
- County Staff
- Design Consultants (Design Workshop & Dover, Kohl, & Partners)

PHASE FOUR

Public Review & Comment

March & April, 1995

- Planning Board/ City Council study sessions
- Open houses
- Boards & Commissions public hearings

PHASE FIVE

Final Decision/ Plan Adoption

May - August 1995

- Planning Board public hearings and decision
- City Council public hearings and decision
  - staff presentation & recommendation
  - boards' & commissions' recommendations
  - citizen comments

PLANNING PROCESS

Participation

The North Boulder Subcommunity planning process relied heavily upon the participation of people with differing interests and viewpoints. Because of North Boulder's size--approximately 10,000 residents, 350 business owners, and 2300 acres-- and the complexity of issues, bringing together these diverse "stakeholders" did not result in consensus on every issue. It did, however, result in a sharpened understanding of the complexity and relationship of issues and implications to the larger community, and many creative ideas for North Boulder's future.

Participation took the form of community workshops, a design charrette, a steering committee, open houses, a telephone hotline, and four surveys. A series of six newsletters was sent to North Boulder residents, business owners, and property owners throughout the process.

Plan Development

The overall planning process is summarized on the left. Phase one of the process focused on identifying issues and collecting and sharing information. City Council suspended work on the Plan at the end of this phase and initiated the Integrated Planning Project (IPP) process to address city-wide issues related to transportation, housing, land use, the economy, community design, and the environment-- areas which were certain to have a direct bearing on the North Boulder Plan.

After Council adopted IPP goals and action items, the North Boulder Subcommunity Planning Project was re-initiated. The urban design firm of Dover, Kohl, and Partners of South Miami, Florida, was hired in conjunction with the landscape architecture firm of Design Workshop of Denver to help with the project. A kick-off picnic was held in April, 1994, and soon after, Dover, Kohl, and Partners orchestrated a 3-day intensive community workshop, or design charrette, which generated design solutions to the concerns voiced by citizens and to the challenges put forth by IPP.

A 3-day round-the-clock workshop, or charrette, was held in May, 1994 to generate creative solutions and visionary designs for North Boulder. Participants included residents, business and property owners, design consultants, and staff from the City, County and Boulder Valley School District. The charrette results were critiqued by the North Boulder Steering Committee, and refined into a draft plan. For more information on the charrette and its outcomes, see Appendix F.

Planning Board appointed 42 members to the North Boulder Steering Committee -- residents of North Boulder and surrounding subcommunities, property and business owners. The Committee worked to determine how they wished the subcommunity to change or remain in the future. It was charged with critiquing the charrette concepts against the subcommunity planning goals and recommending plan refinements or alternatives to Planning Board and City Council. The Committee met weekly throughout the summer of 1994 and collaborated intensively with City staff and consultants to agree upon appropriate solutions to the future challenges of the subcommunity. Subgroups were created to focus on specific issues and areas.

In mid-June, 1994, a public forum and workshop was held to update citizens on the Steering Committee's review of the charrette concepts and make amendments to the charrette plan. For four days, Dover, Kohl and Partners conducted focused work sessions for key sites. The Steering Committee continued to refine the work done for these areas.

Steering Committee Recommendations

By the end of summer 1994, the Steering Committee concluded its discussions and compiled its recommendations into a draft Subcommunity Plan document, which was widely distributed for comment. The Steering Committee (see list on the inside cover) developed consensus* on the following aspects of the plan: a vision statement (see page 2); policies, or principles, to guide decisions about future changes in North Boulder; plans for future pedestrian, bike, and auto connections; and development guidelines for key vacant/ redevelopment sites in North Boulder.

The Steering Committee did not develop consensus on the most controversial aspect of the plan: recommendations for future growth.

* The committee defined consensus as agreement among at least 75% of voting members present at the time of voting.

Staff Recommendations

In early 1995, city staff prepared a public review draft Plan based upon the following: 1) Steering Committee recommendations; 2) study sessions with Planning Board and City Council; 3) public comments on the Steering Committee's draft Plan; and 4) coordination with the BVCP update project. For the most part, staff agreed with the Steering Committee's recommendations and sought only to refine their work and develop recommendations where the Committee did not reach consensus.

Two areas where the public review draft differed from the Steering Committee recommendations were: 1) recommendations for east-west connections; and 2) recommendations for street and path connections in the Lee Hill Rd. area. Whereas the Steering Committee recommended opening all east-west streets in the established residential area, the public review draft plan recommended focusing first on bicycle/ pedestrian and school transportation improvements, then monitoring the effects of the improvements and evaluating whether to open new and existing streets in five years (see p. 22). For the Lee Hill Rd. area, the Steering Committee recommended modifications to the adopted North Boulder Infrastructure Plan to reduce through-auto connections (eliminating some proposed streets), and the public review draft plan recommended that the previously approved streets be incorporated into the Plan (see p. 25).

Public Hearings and Adoption

In May and June of 1995, Planning Board and City Council held public hearings in consideration of the public review draft Plan. Planning Board approved the draft Plan with modifications, refining many aspects of it, including the concepts for the Village Center and Yarmouth north areas. City Council approved the draft Plan with further modifications. It was formally adopted by Planning Board on August 31, and City Council on August 29, 1995.

Plan Amendments

In 1996 and 1997, Planning Board and City Council held three public hearings each to consider amendments to the Plan. The Planning Board hearings were held on the following dates: March 14, 1996, March 20, 1997, and May 8, 1997. The City Council hearings were held on the following dates: July 16, 1996, April 22, 1997, and June 4, 1997. The Plan amendments were approved by both bodies, and the amendments are reflected in this document.

3 HISTORY

Prior to World War II, North Boulder was predominantly agricultural, consisting of cropland and cattle grazing. Two ditches flowing northward through the area, Farmer's and Silver Lake ditches, provided irrigation. Mesa Park Reservoir, now Wonderland Lake, was created about 1905. Starting in 1893, the area north of Linden and west of Broadway was ranched by one of Boulder's most active pioneers, James P. Maxwell. Originally from Wisconsin, he moved to Boulder in 1870 and served as a Colorado State senator, State Engineer, mayor of Boulder, and president of the First National Bank of Boulder. He was involved in many development projects in the County also, including real estate and surveying, irrigation development, road building and cattle raising.

His sons continued the cattle ranching after their father died in 1929. Twenty acres northeast of Broadway and Iris were owned by the Wolfs, who developed a large apple orchard. A slaughterhouse was located south of Farmer's Ditch just east of 19th Street. One of the owners operated a meat store at 1425 Pearl Street.

Most of North Boulder north of Norwood, as well as lands to the northeast, were subdivided around 1910 as part of Wellington Gardens, which was more than four square miles. Much of the land was under alfalfa cultivation, and the subdivision was planned as irrigated fruit and garden tracts. Wellington Terrace was laid out in a more typically residential manner with smaller lots. In 1918, the Boulder County Hospital and Poor Farm relocated to the Wolf's twenty-acre property. The institution used the original Wolf residence and constructed additions and new buildings. The facility functioned until 1962 and was subsequently used by the Boulder County Health Department and other governmental agencies. The Mission style building still stands in the center of the County Complex at Iris and Broadway.

The commercial strip along Broadway emerged after World War II. Maxwell Reservoir, a City water distribution facility, west of Maxwell Hill, was completed in 1953. The first annexation to the City of land north of Iris Avenue was in 1954. Large pieces of the North Boulder were annexed in 1957, 1959, 1978, and 1990. In 1966, there was a movement in North Boulder to incorporate the area as a separate town. Over 150 property owners signed a petition calling for an incorporation election. A couple months later, a new state statute passed, prohibiting incorporation of a municipality within one mile of an existing municipality. The petition was thrown out of court; North Boulder residents appealed the case to the Colorado Supreme Court, but the attempt to secede failed.

Appleridge Park, north of Norwood, east of Broadway, was approved in 1968 as the city's first Planned Residential Development, predecessor to the current Planned Unit Development program. This type of development seeks to create a uniquely designed residential neighborhood; the developer negotiates with the City to deviate from subdivision standards. Wonderland Hill followed soon after, as a series of PUD plans that were approved and built starting in 1973 and continuing through the 70's and 80's. It was the first residential development to include a village center, albeit a small one.

Open space purchases have preserved and defined much of the character of North Boulder Subcommunity. Boulder's first open space purchase was the 227-acre Erni property on the Dakota Ridge, west of Wonderland Lake, in November 1967, immediately following the first open space sales tax election. The environs of Wonderland Lake and Wonderland Creek west of Broadway were preserved through a series of acquisitions from 1972 thorough 1983. Additional significant purchases along Fourmile Creek, the Dakota Ridge and the foothills backdrop have resulted in the preservation of over 970 acres within North Boulder Subcommunity, framing other land uses west of Broadway.

Open space trails in this area are some of Boulder's most popular. From May 1992 to June 1993, over 203,000 visitors accessed the open space system south of Lee Hill Road. Over time the character of passive recreational uses here have expanded from the traditional hiking and nature observation to running, bicycling and hang-gliding. During the same period of time, visitation to the open space north of Lee Hill Road and continuing northeast through the Boulder Valley Ranch toward Boulder Reservoir was approximately 88,000. It is anticipated that visitation in this area will increase dramatically with future development in the subcommunity and surrounding County.

William W. and Anna J. Wolf home and surrounding orchard in 1896.

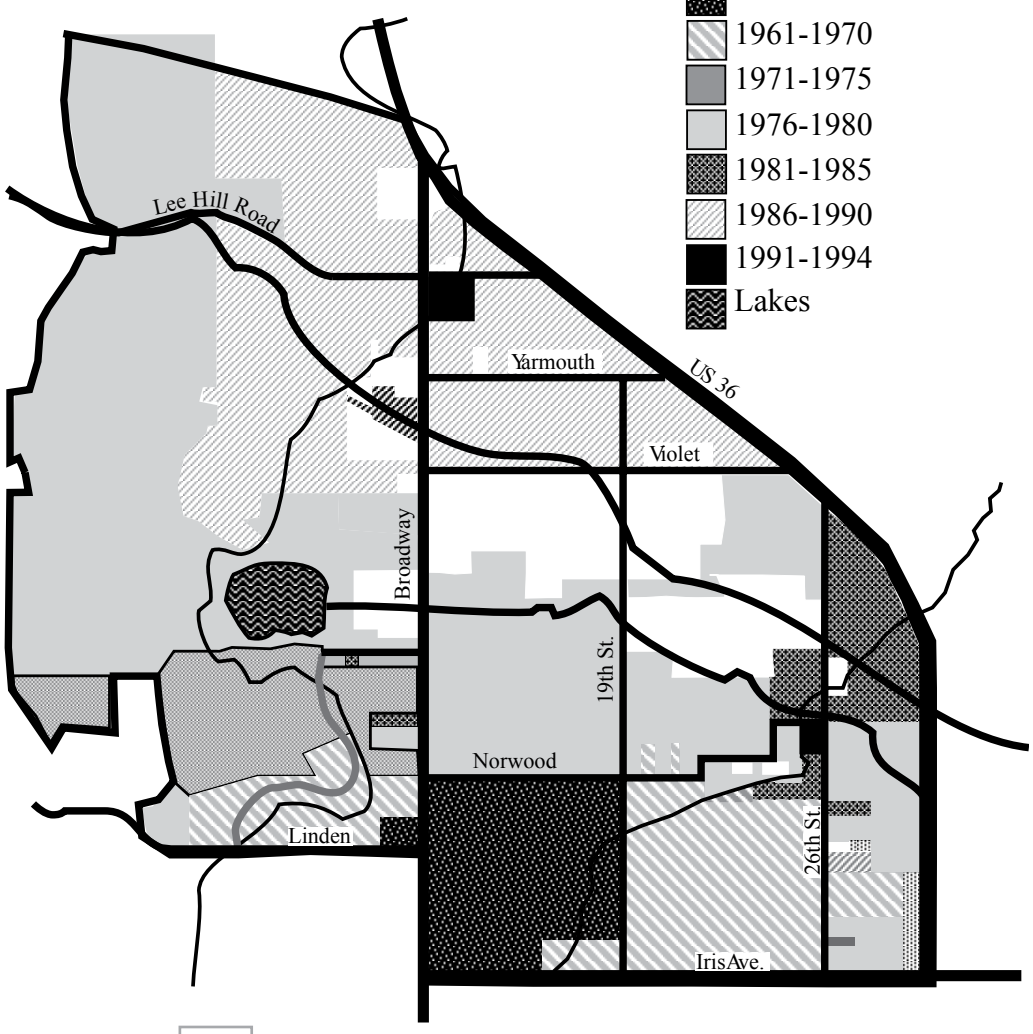
Source: Dyni, "History of the Boulder County Poor Farm and Hospital". Photo courtesy of the Carnegie Branch Library for Local History.

The same site c. 1941. The Wolfs sold their property at a reduced rate to the Boulder County Hospital and Poor Farm. The mission style hospital building still stands in the Boulder County Complex at Iris and Broadway, but the original Wolf farm house was demolished in 1962.

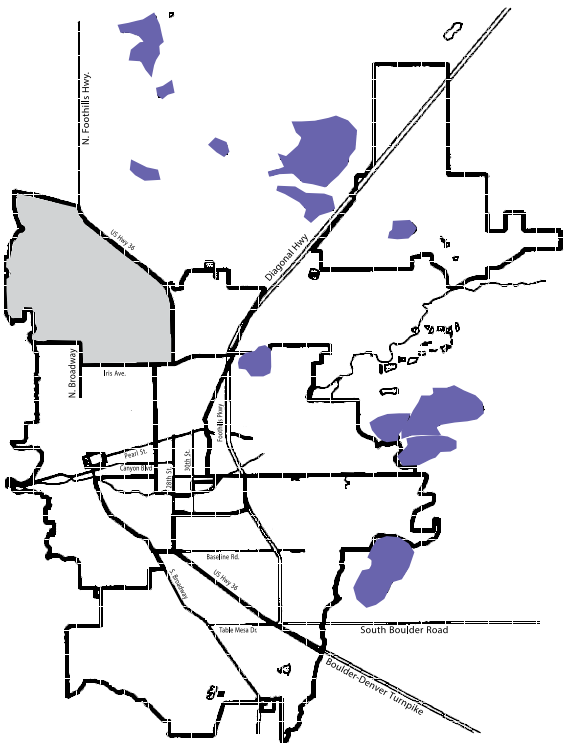
Source: Dyni, "History of the Boulder County Poor Farm and Hospital". Photo courtesy of the Carnegie Branch Library for Local History.

Annexation History of North Boulder

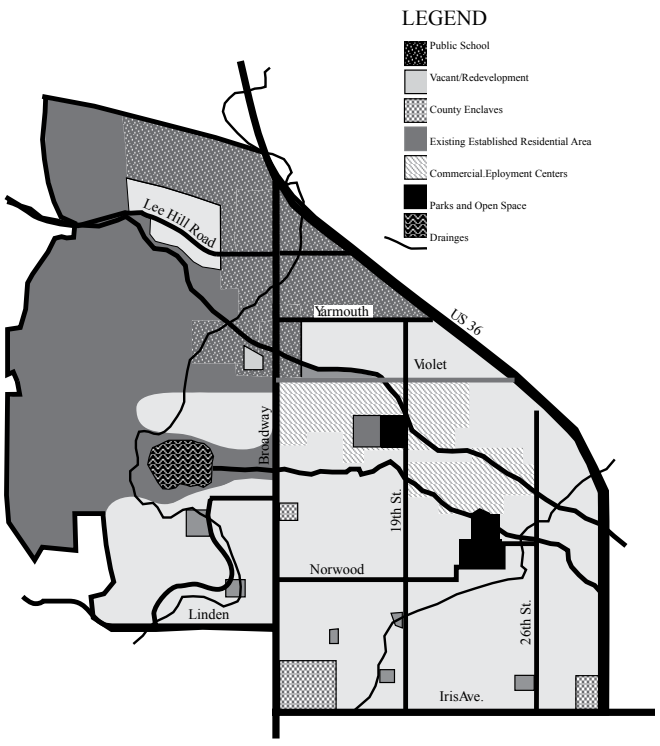
This map shows conceptually how North Boulder annexed over the years, up to January 1994. Approximately 235 acres still remain in the County.



4 EXISTING CONDITIONS

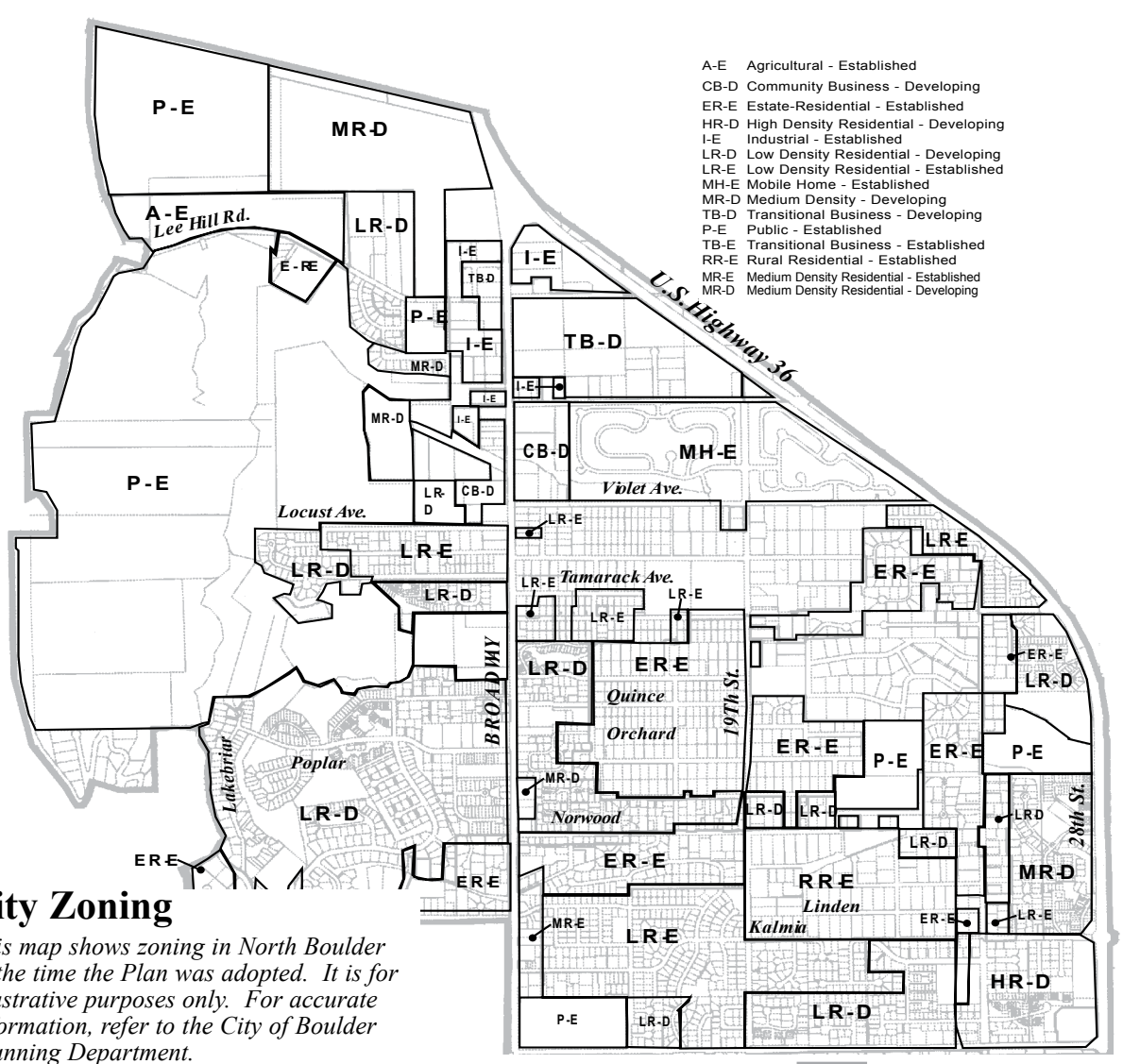


North Boulder is the northwestern-most subcommunity in the City. It is surrounded by City Open Space and land in the County on the west, north, and east.



Existing Conditions

North Boulder consists primarily of well-established residential areas, two small commercial areas, and a large amount of open space. The North Broadway corridor also contains much vacant and redevelopable land.



City Zoning

This map shows zoning in North Boulder at the time the Plan was adopted. It is for illustrative purposes only. For accurate information, refer to the City of Boulder Planning Department.

SURROUNDING CONTEXT

North Boulder is bordered on the west and northwest by City open space and the foothills of the Rocky Mountains. To the east is Palo Park, primarily a residential subcommunity, which currently shares elementary and middle schools in North Boulder. To the south are Central Boulder and Crossroads subcommunities, which contain regional shopping and employment. See section 11 for information on residential and commercial/industrial growth anticipated throughout the City as of 1994.

The area adjacent on the northeast is designated Area III Planning Reserve, which is rural land under County jurisdiction where the City and County intend to maintain the option of limited Service Area expansion. Urban development and rural preservation are both future options. However, for annexation and urban expansion to occur here, the benefits to the community must outweigh the costs and negative impacts from urban development.

Rural development in the surrounding County is expected to continue. Additional residential development has been approved in nearby subdivisions, including Pine Brook Hills, Boulder Heights, and Lake Valley. Development further north and west in the County and the town of Lyons will have traffic implications on Broadway, which goes through the middle of the North Boulder Subcommunity, and U.S. 36, which wraps around the eastern edge of the subcommunity. The Transfer of Development Rights (TDR) program, to be administered jointly by the City and the County, may reduce residential growth in the County, by transferring development rights from County properties into the City. Traffic projections for the subcommunity planning process took this external growth into account, as well as overall City growth.

SUBCOMMUNITY CHARACTER

Physical characteristics

North Boulder largely consists of well-established residential areas. There is a great variety of neighborhood types, ranging from the uniquely designed "planned-unit developments" Wonderland Hill, Winding Trails and Willow Springs, to the more traditionally gridded neighborhoods north of Norwood, to the adjusted grids and culs-de-sac south of Norwood, to the mobile home parks off Broadway and north of Violet. The different neighborhoods feature various lot and home sizes, distinct architectural styles and materials and landscaping, and differing street sections. Each neighborhood feels unique, and, because the streets often offer limited connection to adjacent neighborhoods and major streets, many neighborhoods feel discrete and self-contained.

The central area east of Broadway has a somewhat rural character, emanating from its low housing density, large lots, modestly sized homes, light traffic, and streets without curbs, gutter, sidewalks, or lighting. Most of this area is a county enclave, and its rural character is valued by many of its residents.

Two small commercial areas -- Willow Springs Shopping Center and North Boulder Shops -- serve the neighborhoods surrounding them and, to some extent, the larger subcommunity. These centers offer groceries, restaurants, liquor stores, cafes, personal and business services, and office space.

The County Complex is situated at the northeast corner of Broadway and Iris, and contains buildings serving community social service needs and governmental and non-profit agency administration.

The western edge of the subcommunity is open space and undeveloped park land, sloping up gently from east to west, then steeply. It is part of a larger, grassy plains landscape that lies at the base of the foothillls and extends north out of town. Wonderland Lake is a large feature in the west-central part of the subcommunity, bracketed to the north and south by residential neighborhoods.

While most of the residential areas in the North Boulder Subcommunity are built-out and stable, the northern part of the subcommunity contains a lot of vacant and redevelopable land and is expected to change quite a bit. Land is designated both residential and commercial/industrial.

The commercial strip along North Broadway, from Violet north to its intersection with U.S. 36, consists of light industrial and retail space that is still relatively inexpensive and houses small retail and service businesses and artisans. Buildings are functional-looking and spread out, with little relationship to each other, limited visual harmony, and minimal landscaping. The buildings are generally low-slung and long, often with unimproved, dirt or gravel access and parking. However, most businesses in these buildings have a unique flavor, having local roots and operating in a specialty niche.

A major focus of the subcommunity planning project has been consideration of the future land use, character, size and type of development and redevelopment on these commercial and industrial sites and the kinds of businesses they will house.

The residential-zoned parcels in the northern portion of the subcommunity are mostly vacant and adjacent to open space and undeveloped park land. As a result, these sites have the look and feel of open space. This character, valued by many in the community, made the extent and design of future residential development on these parcels critical issues in the subcommunity planning process.

An infrastructure plan was adopted in 1991 for the area west of Broadway and north of Locust. The Infrastructure Plan has been incorporated in the street and pedestrian/ bicycle circulation recommended in that area by the Subcommunity Plan.

Quality of life

In a 1993 citizen survey by the City, people were asked to rate the quality of life in their own neighborhood on a scale of 0 to 100. North Boulder Subcommunity residents rated the overall quality of life slightly higher than the average score for all nine subcommunities.

In rating individual characteristics of their neighborhood quality of life, North Boulder residents gave their neighborhoods high ratings more often than did residents in all other subcommunities, except C.U. (Source: 1993 Citizen Survey, City of Boulder Center for Policy and Program Analysis).

In a 1992 North Boulder Subcommunity survey, residents identified what they liked best about the North Boulder Subcommunity: "Quiet," "open space/ undeveloped park land," "rural feeling" and "views" were mentioned most often. Residents in the eastern and southern portions of the subcommunity also appreciate being close to downtown and shopping.

In the survey, residents also identified characteristics of North Boulder that diminish their quality of life. "Traffic volume" was the most often mentioned, followed by "too much growth/infill" and "poorly maintained streets." Residents in the eastern part of North Boulder were also displeased about "noise" and "density."

EXISTING LAND USE

Area II

Within North Boulder, there are several large areas of Area II land, that is, land under County jurisdiction but planned for annexation to the City in the future. The properties are both residential and industrial. Annexation of the residential Area II properties has been of particular concern because their wells are shallow and the ground water used by some residences has been contaminated by upstream industrial land use. Clearly, these residences need public water and sewer service. An additional reason for seeking annexation of the Area II land in North Boulder is to provide County enclaves with public services such as fire protection.

Ponderosa Mobile Home Park, west of Broadway, south of Rosewood, has Area II status, but annexation will be handled separately from the subcommunity planning process. Substantial public funding probably will be necessary to correct physical deficiencies there, like the shallow sewer lines to individual lots and unpaved streets. A grant may be obtained to cover some of these annexation costs, as they are prohibitive for the Ponderosa residents and exceed the value of many of the homes themselves.

The industrial Area II land along North Broadway is either vacant or is underdeveloped and has significant redevelopment potential. These include an area north of Lee Hill Road, west of Broadway and an irregularly shaped area west of Broadway across from Yarmouth. Both are designated industrial in the Boulder Valley Comprehensive Plan.

Residential Land Use

Housing Units:

According to 1994 data, North Boulder has 4,014 housing units, 188 of them in County enclaves. This total is 9.4% of the City's housing supply.

Of total housing units in North Boulder, 56% are detached, 27% are attached and 17% are mobile homes. The city-wide breakdown, as of 1990, was 43% detached, 52% attached, and 4% mobile homes. North Boulder ranks third among subcommunities, behind South Boulder and Palo Park, in highest percentage of detached housing units, and second, behind East Boulder, in highest percentage of mobile homes.

The median year that housing units in North Boulder were constructed is 1977, quite a bit later than the city-wide median of 1970, but preceding the median construction date in adjacent Palo Park (1981), nearby Gunbarrel (1979), and East Boulder (1981).

Seventy-two percent of housing units are owner-occupied, compared to 48% city-wide. This is the third highest among subcommunities. North Boulder averages 2.44 persons per households, higher than the city-wide average of 2.35. Palo Park and Gunbarrel households are a similar size.

Size of Homes:

On average, single-family houses in North Boulder are larger than those in the City's eight other subcommunities. The median size of North Boulder houses is over 20% larger than the median size of single-family houses city-wide. The percentage of houses in North Boulder larger than 3,000 sq.ft. is more than twice the percentage city-wide.

North Boulder condominiums and townhomes are larger on average than those in all other subcommunities except East Boulder. However, the size difference between North Boulder condos and townhomes and those elsewhere in the city is not as great as with single-family houses (see chart on the next page).

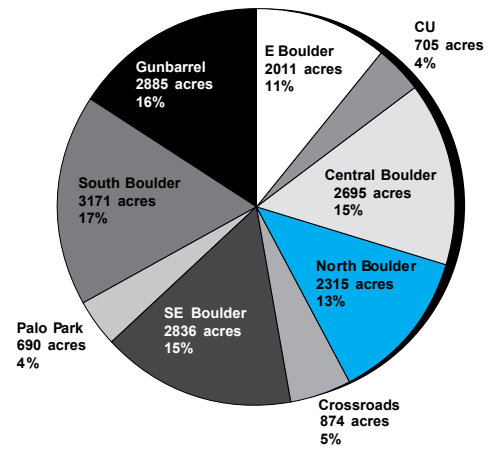
Housing prices:

The median sales price of North Boulder single-family houses in 1994 was about 25% higher than the median sales price of houses city-wide. This has been a steady difference since at least 1985.

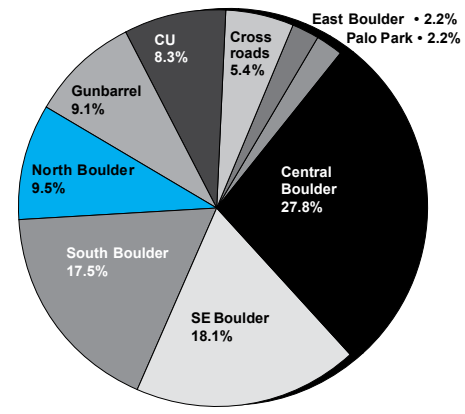
Unlike single-family detached units, the median condominium and townhome prices in North Boulder have risen and then fallen since 1985. They also have varied relative to condo/townhome prices city-wide, but overall have been higher. In some years, North Boulder condo/townhome prices have been only slightly higher, in others years, as much as 50% higher than the city as a whole. On average over the past nine years, mobile home prices in North Boulder have been the same as those in the City as a whole, sometimes slightly higher and other times, slightly lower.

North Boulder has 3.7% of the city's permanently affordable low income housing, that is, 54 units in North Boulder, out of 1445 units city-wide. These units house those earning less than 80% of the average median income, and comprise just 1.3% of North Boulder's housing stock. Mobile homes currently offer some affordability for low and moderate income households in North Boulder, but in general, mobile homes offer no guarantee to remain permanently affordable housing. Boulder Meadows has about 640 homes and Ponderosa has almost 70 mobile homes.

Acres per Subcommunity

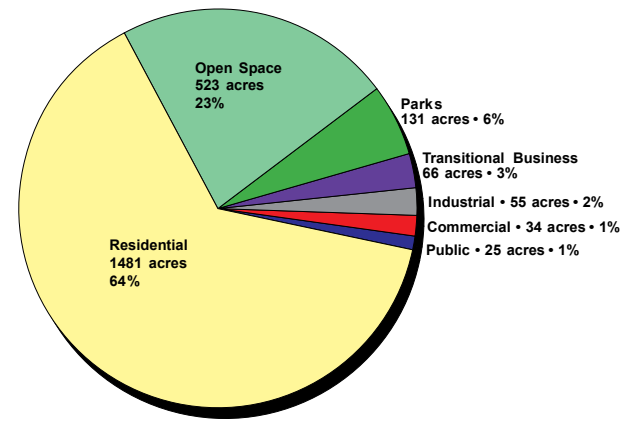


1990 Population per Subcommunity



Zone Districts/ BVCP Land and Use Designations

North Boulder Subcommunity Areas I & II



North Boulder contains 13% of the city's total land supply, yet only 9.5% of the city's total population, even though 64% of the subcommunity is designated for residential use. This is largely because North Boulder contains large amounts of vacant and redevelopment areas and the average overall density in existing residential areas is relatively low.

Source: City of Boulder Department of Community Design, Planning, and Development and 1990 Federal Census.

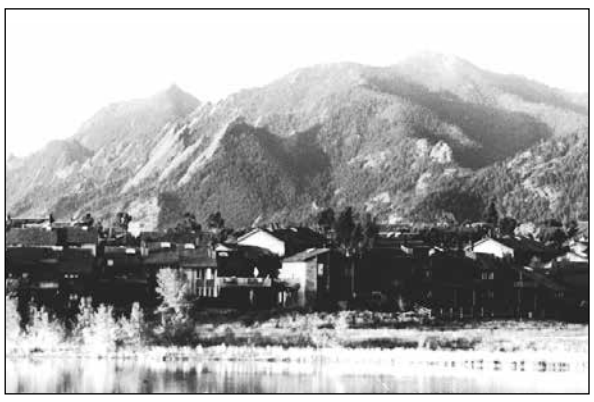
Demographic Characteristics

	North Boulder*	City-Wide*
Population	10,459	108,960
Median Age	34 years old	30 years old
% of population between 25 and 44 years old	48%	38%
% of population < 18 years old	24%	16%
% of households with member < 18 years old	54%	46%
% of households that are families	64%	49%
% of households that are non-family	36%	51%
Median length of residency	10 years	7 years
Median household income	$43,510	$31,119
Per capita income	$21,461	$17,964
% of families below poverty level	8%	7%

North Boulder has a high percentage of families, particularly families with children, as compared to the city as a whole.

Source: City of Boulder Housing Department based upon 1990 Federal Census.

** Figures include Areas I & II*



Houses located near Wonderland Lake Park.

Photo courtesy of the Boulder Daily Camera, by Vern Walker, 1985.

Non-Residential Land Use

For the most part, office and retail uses occur along Broadway and at the Willow Springs Shopping Center at Iris and 28th Street, the southeast corner of the subcommunity. Just outside the subcommunity, adjacent to the Willow Springs corner, is a large strip shopping center, Albertson's Plaza, which contains a 35,000 sq.ft. grocery store estimated to be used by 25% of the subcommunity residents, and other retail uses. To the south of Willow Springs is a K-Mart, which is the northern end of the 28th Street regional commercial strip that continues south more than two miles to Arapahoe Road.

Public land uses in the subcommunity include 3 schools (Centennial Middle School, Crestview Elementary School, and Shining Mountain Waldorf School) and the County Complex. This latter complex of buildings, at the southwest corner of the subcommunity, houses about six public and non-profit agencies, including the Boulder County Health Department and Social Services and Boulder County Enterprises.

Employment

The estimated employment population in North Boulder is 2,760. This compares to about 84,000 jobs city-wide in 1993. Only Palo Park has fewer jobs; South Boulder has twice as many, and Southeast Boulder Subcommunity has 2,000 workers more than North Boulder.

There are approximately 330 businesses or institutions in North Boulder. Forty-four percent of them are located along the Broadway corridor, and 39% are dispersed throughout the subcommunity.

Most of the businesses/ institutions in the North Boulder Subcommunity (77%) are small, with one to four employees. Ninety percent of the businesses employ ten or fewer workers. Nine businesses/institutions employ more than 50 people. Over a third of the businesses are light industry, 24% are service, 22% are office-related, and 17% are retail.

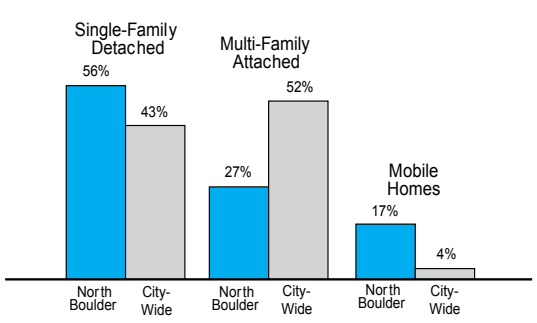
Jobs-Population Ratio

North Boulder is primarily a residential community, so it has a relatively low ratio of jobs to population. The ratio is approximately .26, compared to .88 for the city as a whole and .55 for Boulder County. North Boulder's jobs-population ratio is similar to that of Boulder's other residential subcommunities: South Boulder Subcommunity's is slightly higher (.28), and Southeast Boulder's is slightly lower (.24). A "balanced" jobs-population ratio might be considered .62, assuming 1.45 workers per household (Denver metro area, 1990) and 2.35 residents per household (1994 Data Sourcebook).

A similar, more-often used measure is jobs-housing balance. There are .69 jobs per housing unit in North Boulder. Since on average there are 1.45 workers per household, a good jobs-housing balance might be considered about 1.5 jobs per housing unit. North Boulder will probably never achieve a 1.5 jobs-to-housing unit ratio. However, the balance between jobs and housing is probably less consequential on a subcommunity level than on a regional scale, primarily because people tend to make their commuting/ housing location decisions on a regional level. Just the same, additional commercial/ industrial space in North Boulder could provide more opportunities for people to work close to where they live. This in turn may reduce car trips and commuting distances, among other benefits.

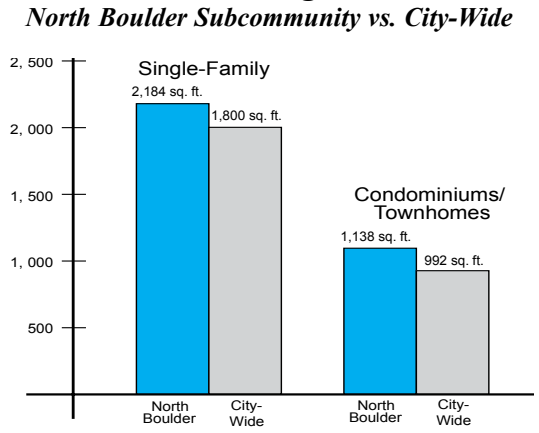
The average commuting distance to work for North Boulder resident workers is 8.5 miles. About 40% of work commutes by North Boulder residents are 1 to 3 miles; 29% are 4 to 6 miles. Four percent of North Boulder resident workers walk to work, compared to 11% of Boulder Valley resident workers.

Housing Unit Types
North Boulder Subcommunity vs. City-Wide



Sources: 1990 Federal Census; 1994 Data Sourcebook, City of Boulder Department of Community Design Planning and Development; and RRCAssociates

Median Housing Unit Size
North Boulder Subcommunity vs. City-Wide

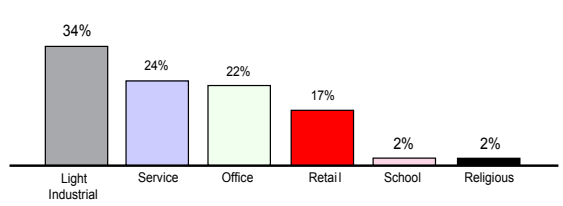


Sources: 1990 Federal Census; 1994 Data Sourcebook, City of Boulder Department of Community Design Planning and Development; Boulder county Assessor's Offic and RRCAssociates

North Boulder contains a higher percentage of single family detached dwellings & mobile homes than the city as a whole and homes are larger on average than in the rest of the city.

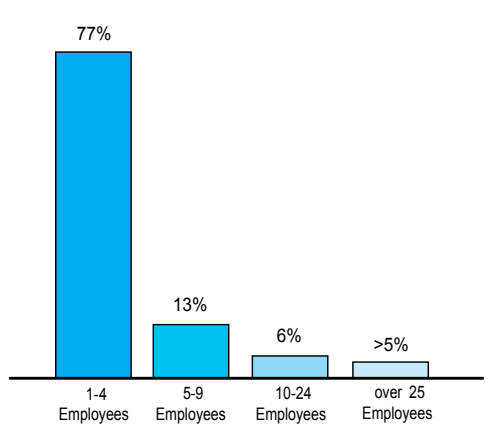
Source: 1994 Data Sourcebook, City of Boulder Department of Community Design, Planning, and Development and RRC Associates

Types of Businesses
North Boulder Subcommunity



Sources: Based on data from American Business Information, Inc., 1991.

Employees per Businesses
North Boulder Subcommunity



Sources: Based on data from American Business Information, Inc., 1991.

The greatest percentage of North Boulder's business are small service/ light industrial businesses located in the North Broadway corridor.

Source: 1991 data from Americom Business Information, Inc.

North Boulder Vacant Land

LAND USE DESIGNATION	VACANT ACRES
Very Low Density Residential	2.7
Low Density Residential	58
Medium Density Residential	91.2
High Density Residential	0
Commercial	52.5
Industrial	8.2
Public	0
TOTAL	212.6

The largest percentage of North Boulder's vacant land supply is designated for residential use; it amounts to nearly half of the City's total residentially-designated vacant land.

Source: 1994 Data Sourcebook, City of Boulder Department of Community Design, Planning, and Development.

North Boulder Existing Non-Residential Development

Land Use	Square Feet
Retail (Com. Business)	200,000
Office (Transit. Business)	100,000
Industrial	450,000
TOTAL	**750,000**

Source: 1994 Data Sourcebook, City of Boulder Department of Community Design, Planning, and Development

5 NEIGHBORHOODS

GOALS

- ◆ Strengthen and support existing neighborhoods. Issues include:
  - appropriate adjacent land uses
  - needed capital improvements
  - character preservation through new regulations or design guidelines.
- ◆ Design new neighborhoods with the following in mind:
  - the need for more affordable housing
  - walking distance to transit and park facilities
  - connections to existing and future pedestrian and bike path systems
  - the scale and positive architectural attributes of adjacent housing.
- ◆ Provide a diversity of housing types, sizes, and prices in the subcommunity as a whole.

OBJECTIVES

For all Residential areas:

- ◆ Sensitive treatment of character-giving features such as creeks, ditches, and distinctive terrain.
- ◆ Preserved and enhanced existing neighborhood character and geographic/ natural features.
- ◆ Connections to the larger community and travel options that focus on ped, bike, and transit improvements.
- ◆ No new culs de sac.
- ◆ Appropriate house size to lot size ratio (no more big houses on small lots).
- ◆ Neighborhood centers or gathering places which enhance the neighborhood character, and could include small park, corner store, day care center, transit stop, or neighbor-hood school.
- ◆ Development of floor area ratio (FAR) or bulk plane regulations to preserve neighborhood character and ensure that new development is in scale to its surroundings and lot.

For existing residential areas:

- ◆ Improved transportation connections.
- ◆ Slowed vehicular traffic where needed
- ◆ Maintenance of existing zoning, density, and lot sizes.

For new residential areas:

- ◆ Compatibility with the surrounding context.
- ◆ An integrated network of streets, yielding more path options for motorists and users of alternate travel modes.
- ◆ Developments where fronts of buildings and lots face the street and one another, and backs face one another.
- ◆ Neighborhoods with distinct edges, formed by natural features or significant streets
- ◆ Walkable neighborhoods with short blocks.
- ◆ Beautiful streets which are comfortable to pedestrians, bicyclists, and motorists
- ◆ A balanced mix of dwellings, work places, shops, and parks.
- ◆ Planned areas for civic buildings positioned in places of significance including some for which needs are not yet apparent
- ◆ A diversity of housing types, sizes, and price ranges.
- ◆ Blocks that are small, to better serve pedestrians and help calm traffic.
- ◆ Use of alleys, except where they would have a negative impact on existing neighborhoods.

BACKGROUND

Complete, discernable neighborhoods are the fundamental building block and planning unit of this plan. The goals are to strengthen and support existing neighborhoods, and insure that new neighborhoods bring added value to the subcommunity and the City as a whole.

One of the most significant features of North Boulder is its many well-established neighborhoods. Residents say they like the quality of life here, and it's no wonder. Each neighborhood has a center or gathering place (see map below), most are quiet, many offer phenomenal views, and some are close to neighborhood services. This plan seeks to preserve these qualities, and emulate them in the new neighborhoods that are planned. The problems that the Plan attempts to address are discussed below.

Connections, Traffic

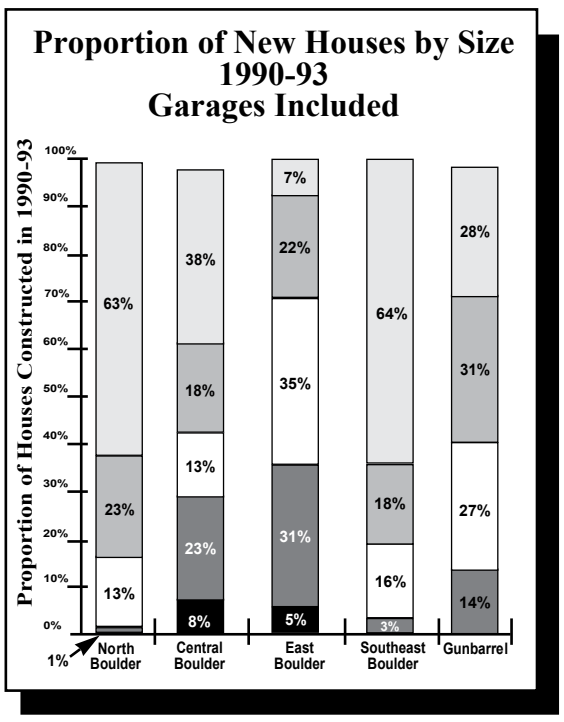
Many of the existing neighborhoods in North Boulder are not particularly walkable. In many areas blocks are long and many streets and paths are not connected, making walking and biking more difficult. Some blocks are as long as 1500 feet whereas a more traditional and desirable length is 300 feet. Additionally, concerns about traffic volume and speed were frequently mentioned in workshops and surveys. For these reasons, a plan for the desired future transportation system is established in section 8 of this plan. It identifies opportunities in existing neighborhoods for new connections, and establishes a street grid with small walkable blocks in new neighborhoods.

Neighborhood Centers

Having neighborhood services such as parks, schools, stores, offices, and civic uses close and easily accessible to neighborhoods reduces auto-dependence and adds to the convenience and vitality of a neighborhood. A goal of the Plan is that each neighborhood have a well-designed center or gathering place. For most existing neighborhoods in North Boulder, parks and/ or schools are their centers. New centers are proposed in new neighborhoods (see map below) and a new subcommunity-scale center is proposed that will provide services that are currently lacking in North Boulder (see section 6).

Housing Diversity

While North Boulder has neighborhood diversity, single family detached units predominate and are larger on average than in the City as a whole (see chart above). In workshops and surveys, many North Boulder residents said they feel these large new homes detract from the characteristics that they most value about the area. Large homes, especially ones that are large relative to their lot size, not only look domineering and out of scale; they also block views from public spaces and private properties. Additionally, North Boulder has more households in higher income brackets, and fewer households in the lower income brackets than the city as a whole. These issues have informed and influenced the recommendations for new neighborhoods in North Boulder.



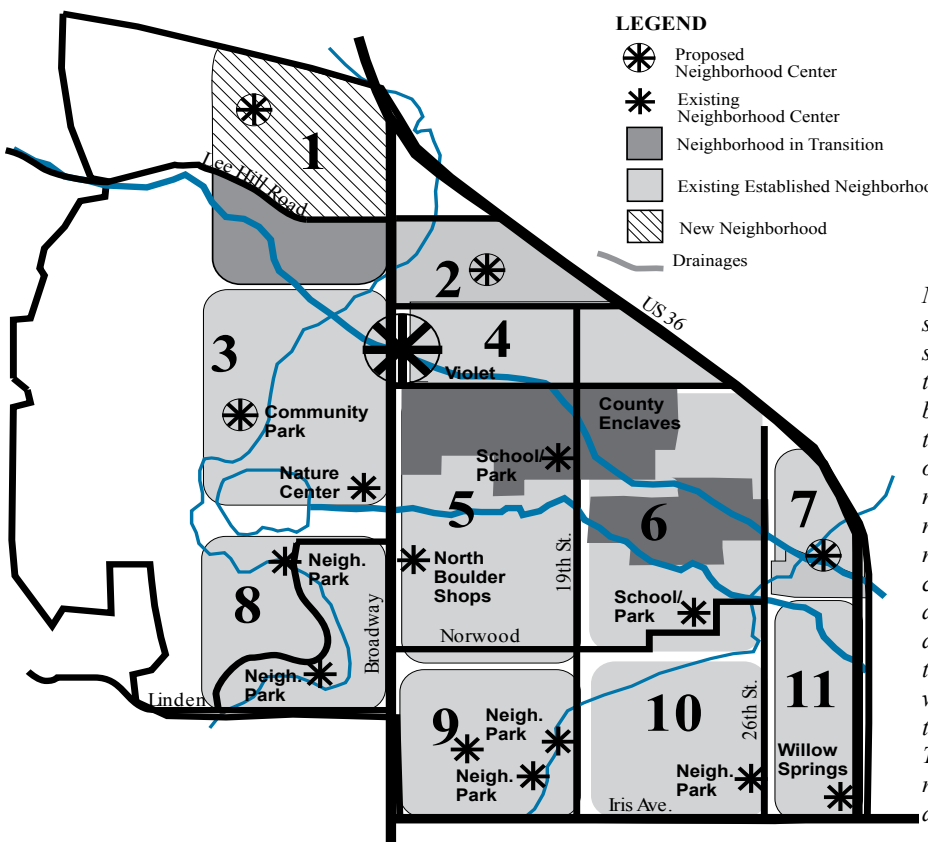
North Boulder homes are larger on average than in the city as a whole. In recent years, new homes in North Boulder, as elsewhere in the city, have been larger than ever before.

Source: City of Boulder Housing Division, 1994

New Neighborhoods

The map below shows that North Boulder contains large areas which are either being developed or are soon to be developed as new neighborhoods. In these areas, the emphasis is on housing diversity and insuring that neighborhoods are designed to be attractive, preserve views, and minimize auto-dependence. Since each area has unique opportunities and constraints, the specific recommendations are listed in the following pages. In 1997, new zoning districts were created in these areas in order to carry out the objectives of this section and the development guidelines in the following pages.

North Boulder Neighborhoods



NEIGHBORHOODS
1 - Lee Hill Road
2 - Yarmouth North
3 - Union - Utica
4 - Meadows
5 - CrestView West
6 - CrestView East
7 - North 26th
8 - Wonderland Hills
9 - Melody/Catalpa/Pineview
10 - Parkside
11- Winding Trail

North Boulder generally consists of the neighborhoods shown on this map. In addition to the many established neighborhoods, there are large areas that are either being developed or are soon to be developed as new neighborhoods. Each neighborhood should have a neighborhood center, which could be a small but spatially defined park, a corner store, a day care facility, a school, or transit stop. This map identifies where each neighborhood center exists or is recommended. The large asterisk indicates the recommended village center, discussed in the next section.

Development Guidelines for All Neighborhoods

Building and Site Design

- *Locate compatible building types to face one another across streets. Change design rules at rear or side property lines rather than down the middle of the street.*
- *Position houses so that their front doors and front yards face the street.*
- *Leave front yards open wherever possible. When front yard fences are provided, they should be low and open.*
- *Design houses so that garage doors do not dominate the front facade. Locate garage doors no less than 20' behind the principal plane of the front of the houses; detached garages are preferred.*
- *Except in areas recommended for low density rural-type character, position buildings close to the street to create a more pedestrian friendly atmosphere. Rather than a conventional "setback", create a "build-to" line.*
- *Provide high quality building design with attention to detail. Avoid monotonous building designs: include human scale features such as porches, varied building elevations, and varied sizes and styles.*
- *Plant street trees along all streets at the time of development or redevelopment of any property.*
- *Design streets to be as narrow as possible.*
- *In higher density areas where parking lots are needed, design the lots so that they are small and clustered. Locate parking in the back of buildings, not in the front.*
- *Use alleys wherever possible to provide a "service" side to properties. Reduce curb cuts and sidewalk interruptions on the "public" side of lots.*

Transportation Connections

- *Comply, at a minimum, with the Transportation Plan in section 8.*
- *Design streets to be multi-purpose public spaces--comfortable for the pedestrian and bicyclist--not just as roads for cars.*
- *Avoid using flag lots or culs de sac.*

RECOMMENDATIONS

The key development sites in North Boulder are shown on the map on page 9. Residential development must comply with the Development Guidelines listed on the left, as well as those listed the gray boxes for each area.

County Enclaves

At the initial adoption of this plan, the North Boulder Subcommunity included several large residential enclaves (areas in the County, completely surrounded by land in the City). Along with a number of unconnected parcels, the bulk of the area is shown on the map below.

Since the Plan's initial adoption, a portion of this area has been annexed to the City. In conjunction with the annexation, the Plan was amended by Planning Board and City Council in 1997 to incorporate the land use pattern shown on the map below. This pattern, along with conditions of annexation adopted by Council were the result of an extensive neighborhood process and goals previously established in this plan. The street, bicycle, and pedestrian circulation system is shown in section 8.

In 1997, the Plan was also amended to incorporate changes to the Crestview East area as shown below.

Annexation of the remaining North Boulder enclaves should occur for two reasons:

- The area needs public water and sewer service. While the properties that have groundwater contamination have been annexed to the City, others have shallow wells or are served by failing septic systems.
- The enclaves have been part of the city's "service area" since 1978 and have for the most part developed at urban densities. The patchwork of properties in and out of the city is confusing and inefficient for the provision of urban services such as police, fire, and environmental enforcement.

From the perspective of landowners in this area, the desire for the future ranges from keeping the area "the way it is now" to establishing City zoning which would allow additional homes to be built. Through the public hearing process on the Plan, different goals and objectives emerged for each of the areas and are listed in the box on the right.

Githens Acres and portions of Crestview West are located in flood zones, possess a rural character worthy of preservation, and are not appropriate for further development.

Crestview East, on the other hand, is located adjacent to planned transit and a higher density neighborhood to the north, and is appropriate for higher densities and affordable and diverse housing.

County Enclave Development Guidelines

All Enclave Areas

- *Develop building size limitations for the area to preserve and enhance neighborhood character.*
- *Preserve environmental features and avoid development in high hazard flood areas.*

Githens Acres and flood constrained areas

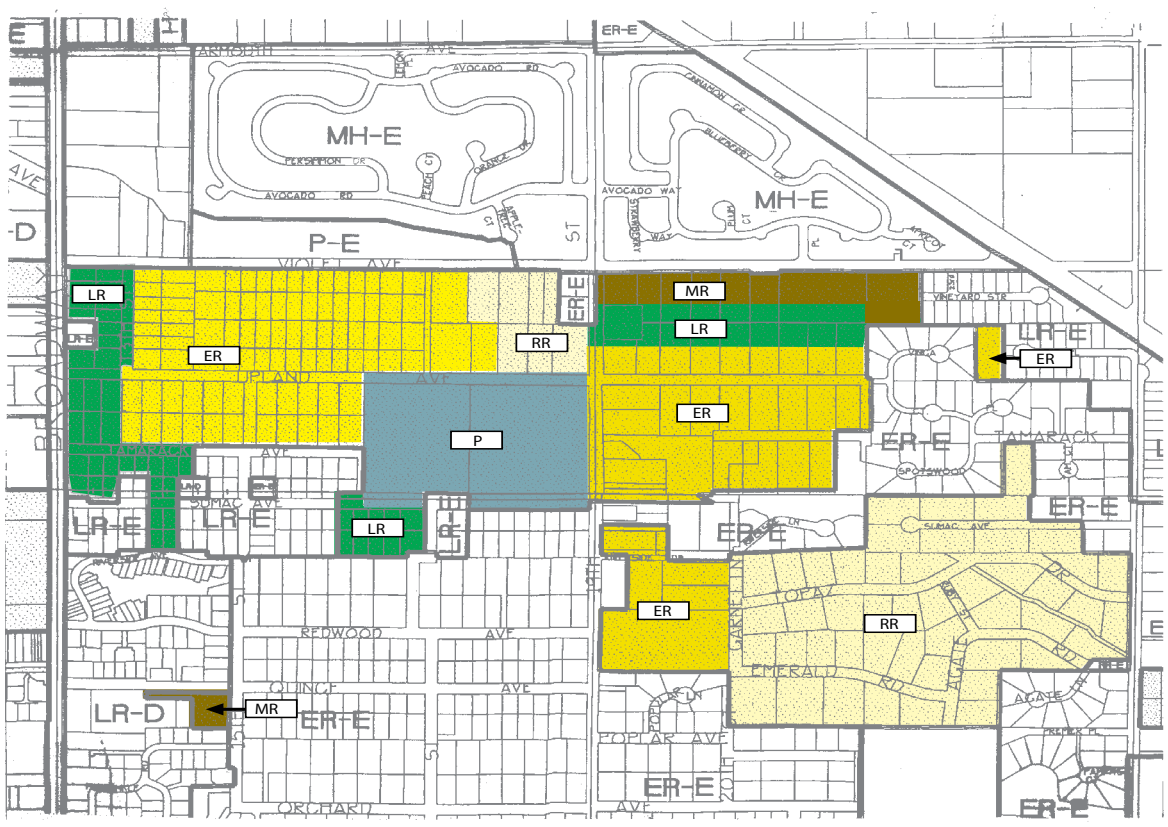
- *Preserve the rural/semi-rural character in this area with a very low density land use pattern.*
- *Preserve rural street character by maintaining borrow ditches and rural mailboxes.*

Crestview West Annexation Goals *(This area was annexed subsequent to the Plan adoption, in 1997.)*

- *Preserve the rural character, particularly in flood-constrained areas.*
- *Allow possible higher densities along the Broadway corridor to achieve affordable and diverse housing close to transit.*
- *Provide public water service to properties with contaminated wells.*
- *Consider transfers of development (TDR) from other, less centrally located areas.*
- *Consider neighborhood consensus, in balance with other annexation goals.*
- *Help defray the property owners' costs of annexation.*

Crestview East Annexation Goals

- *Create permanently affordable and diverse housing.*
- *Develop minimum densities in the MR and LR zones.*
- *Create new development in a pattern that supports walkability and good community design. Provide connections as shown on the Transportation Plan, plus at least one additional north-south street and east-west alleys in the MR and LR zones.*
- *Consider transfers of development (TDR) from other, less centrally located areas.*
- *Consider neighborhood consensus, in balance with other annexation goals.*
- *Help defray the property owners' costs of annexation.*


MH-E
P-E
MH-E
LR
ER
RR
MR
LR
ER
P
ER
ER
LR
MR
ER
RR
LR-D
ER-E
ER-E
ER-E
ER-E
ER-E
ER-E
ER-E
ER-E
ER-E
LR-E
LR-E
LR-E
ER-E
ER-E
ER-E
ER-E
ER-E
ER-E
ER-E
ER

Lee Hill Road Area Development Guidelines

Development in this area must meet the Guidelines for All Neighborhoods listed on page 10, as well as the following:

Uses

- *Provide affordable and diverse housing for a wide range of incomes. Housing types could include detached houses, attached houses, and apartment buildings; and should be of differing sizes.*
- *Provide a neighborhood center with neighborhood-scale services such as a school/day care, coffee shop, etc.*
- *Provide a minimum 5-acre neighborhood park (or one that conforms with the Parks and Recreation Master Plan).*
- *Provide transit facilities at the neighborhood center; include secure, covered bicycle storage (see page 20).*
- *Preserve a site for civic use at the northeastern portion of the neighborhood. It should be visible from U.S. 36 and house a civic building or three-dimensional feature. The civic use could be a place of worship, a school, a park with a plaza, or a public meeting house.*

Building and Site Design

- *Provide a low profile, natural or "soft edged" northern development edge. Keep development away from the ridge and face the building fronts toward US 36.*
- *Maintain the open feeling along the Foothills Trail. Keep housing away from the toe of the slope along the western property edge.*
- *Design the Mann property in conjunction with the remainder of the development allowed to the south, with small blocks to better serve pedestrians and to help calm traffic. Consider density transfers within the area, but do not increase the total number of units beyond the recommended approximately 625 units for the area.*
- *Locate higher densities near transit access/ corridors.*
- *Provide a geological evaluation of the Mann property during the site review process.*

Transportation Connections

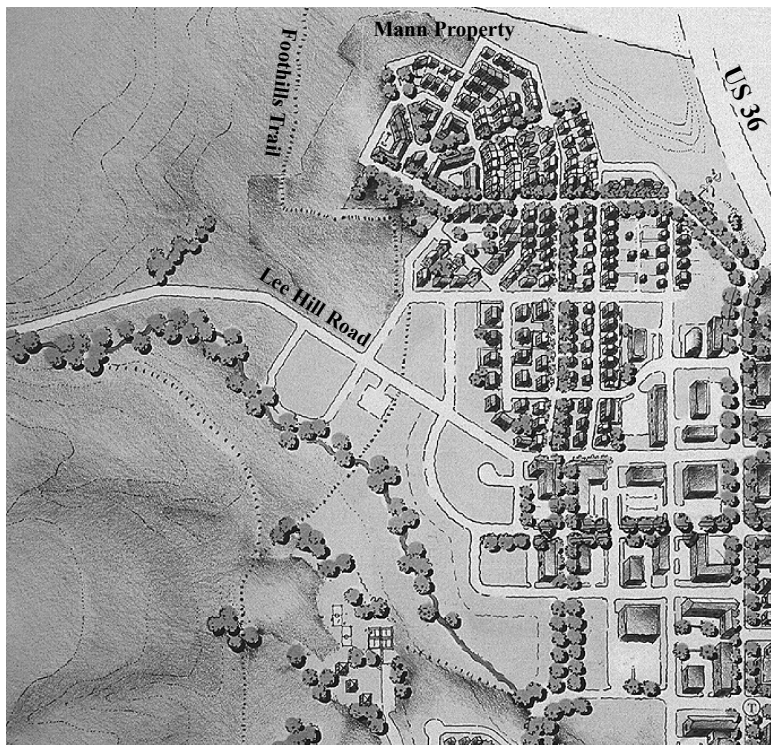
- *Fully connect internal streets and provide direct access to Lee Hill Road and Broadway (see Transportation Plan in section 8).*
- *Design narrow streets for slow speeds; install traffic-calming designs at the time that streets are built.*
- *Explore options for the extension of transit or shuttle from this area to the Village Center.*
- *Provide frequent pedestrian and bicycle connections throughout, particularly to the neighborhood center and to parks and trails.*
- *Reconfigure the Broadway/ US 36 access in conformance with the gateway design concept found on page 22 or the more refined design when it is developed as part of the North Broadway streetscape plan.*

View Protection

- *Preserve views from the Foothills Trail and from US 36 of the foothills and mountain/ plains transition areas.*
- *Keep substantial areas along the northern and western edges of the Mann property open for view and natural resource protection. During Site Review of the Mann property, provide a view analysis to determine appropriate setbacks from the northern and western property lines.*

Lee Hill Road Area

The Lee Hill Road area is the northwestern-most neighborhood in the City, located west of Broadway, north and south of Lee Hill Road. It is adjacent to City owned open space to the west and north and industrial properties fronting on Broadway to the east. It contains new and developing subdivisions on both sides of Lee Hill Road; the Wine Glass Ranch on the north side of Lee Hill; and a large vacant parcel, the 55-acre Mann property, which abuts the foothills of the Rocky Mountains and the Foothills Trail on the west.



This area will form the northwestern edge of the City. New neighborhoods here should contain small blocks with frequent pedestrian and bike connections to a new neighborhood center and a neighborhood park. Development should be pulled away from the north and west boundaries of the Mann property for view and natural resource protection.

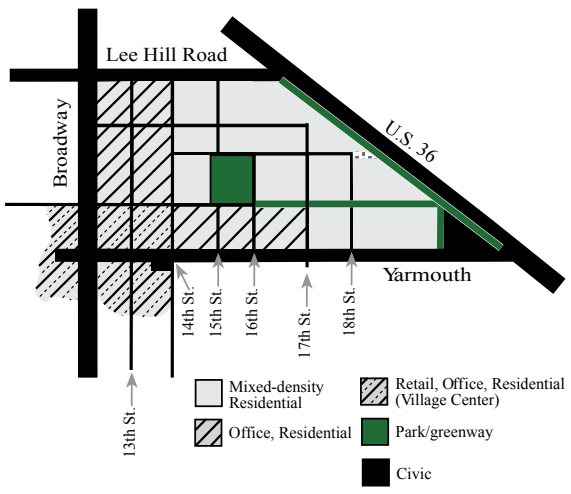
The Mann property has spectacular views and is highly visible from US 36 and the Foothills Trail. The Foothills Trail will provide a scenic pedestrian connection from this area to the new Community Park site and to the Fourmile Canyon Creek trail which will continue on to the Village Center, Crestview Elementary School, and the Fourmile Soccer Complex, using a series of underpasses. The Foothills Trail is also much used by people from throughout the City.

The Mann property will create Boulder's northern and western edge and will be the first site visible upon entering the City from the north. The western edge of the property lies in the area where the foothills of the Rocky Mountains meet the Great Plains, which is one of the most beautiful areas in Colorado. The mountain slopes along this edge pose geologic hazards due to the mass movement and swell/ consolidation potential (source: BVCP Geological Development Constraints Map). The northern edge of the property has steep slopes, visible from US 36. The shale outcroppings found on the northern slopes also are habitat for Bell's twinpod (*Physaria bellii*), a plant species of special concern as identified in the Boulder County Comprehensive Plan. For these reasons, development on the Mann property should be pulled back substantially from the northern and western property lines.

This area should be developed with all the qualities of an attractive, established neighborhood: beautiful and walkable streets (with tree-lined, open front yards and front porches-- not garages-- dominating the street view); convenient transit and neighborhood services; and proximity to a neighborhood park. It is imperative that the project contain a mix of residential densities with a diversity of housing types. It should include multi-family, townhouse, single family, and apartment units on a diversity of lot sizes. The overall average density should be approximately eight dwelling units per acre, or no more than approximately 525 to 625 new residences in the area.

Streets in this area should be interconnected, as shown on the Transportation Plan in section 8, and should be built for slow speeds (i.e., as narrow as possible, and with traffic-calming designs).

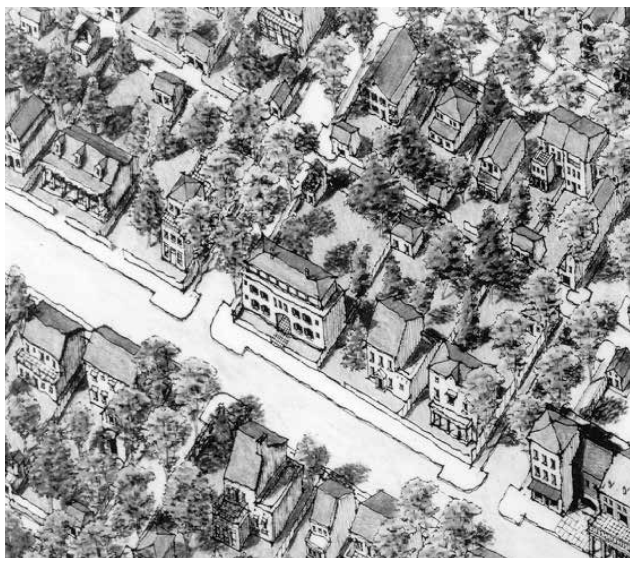
Yarmouth North Land Use Concept



This diagram summarizes the community design intent for the Yarmouth North area. The southwest corner of the area (including Broadway to 14th Street north of Yarmouth) is part of the proposed Village Center (see p.16).

The intent for Yarmouth North is for:

- *A neighborhood park and linear greenway as important neighborhood shapers and design features.*
- *Blocks with a walkable, neighborhood scale and buildings oriented toward the street (use of alleys wherever possible; no garages facing the street).*
- *Live/ work units in a vertically and horizontally mixed configuration of office and residential uses along Broadway, 13th, 14th and Yarmouth.*
- *Live/ work units in residential-scale office buildings, with pedestrian-interest windows, and front doors facing the street.*
- *Mixed density residential units in the remainder of the area with strong connections to the park and the proposed Village Center.*



A fine grain mix of uses, including civic functions, housing, and office uses, is encouraged in this area. A wide range of dwelling types should be incorporated : a balance of smaller and larger single family detached houses, attached houses, apartment buildings, apartments above offices, and lofts.

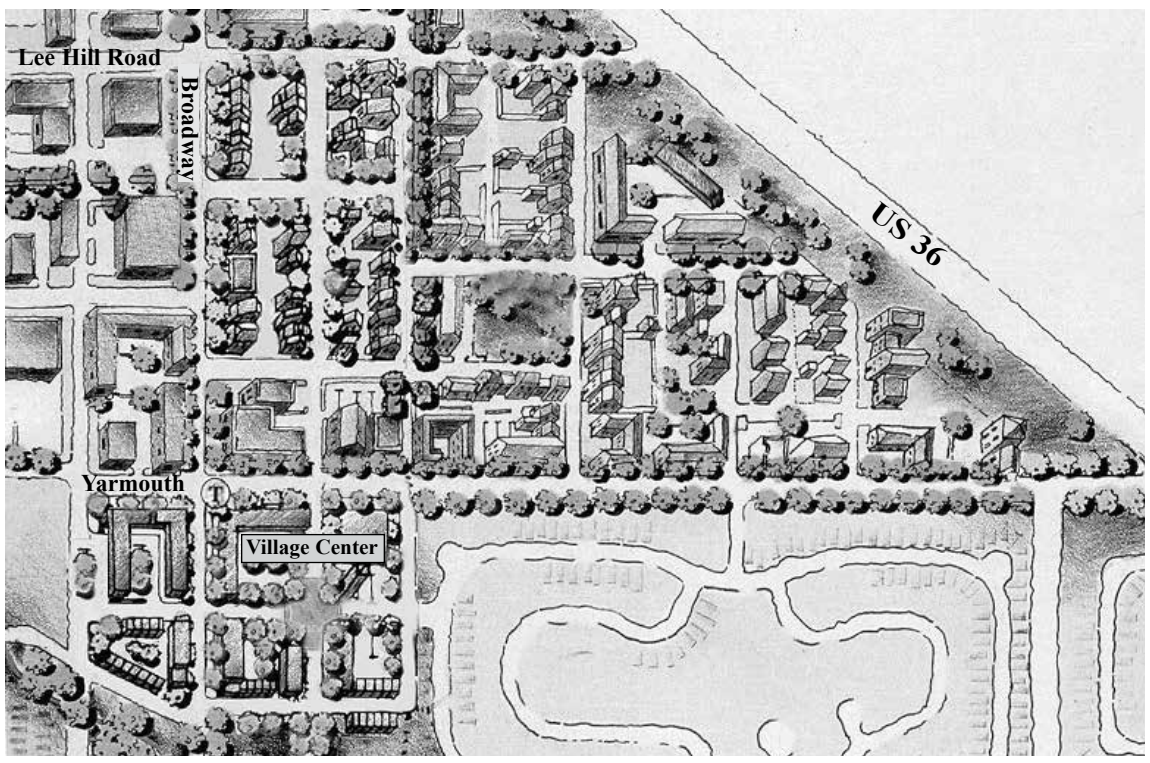
Yarmouth North Area

This area is bordered by US 36, Yarmouth, Lee Hill Rd. and Broadway. When the Plan was initially adopted, a substantial amount of the area was zoned Transitional Business Developing (TB-D); the parcels at Yarmouth and Broadway, which will become part of the Village Center, were zoned Industrial (I-E). While large portions of the area are vacant, existing uses include some industrial uses, the National Guard Armory (planned for relocation), a gas station, several residential structures and the now abandoned and vacant 35-acre drive-in theater. The area is within walking distance of the future Village Center and the US 36 and Broadway transit corridors. It is strategically located to foster closer connections among home, work, shopping, and recreation. If designed well, with housing and offices of mixed densities and types, a higher share of travel by alternative modes could be achieved than in other, more removed neighborhoods.

Overall, the area should be developed as shown on the diagram on the upper left. The residential units should be developed at an average net density of approximately 10 dwelling units per acre for a total of approximately 400 new dwelling units. The total amount of office use in this area should be approximately 95,000 new square feet. This mix could be slightly altered, with more residential units and fewer office units, so long as the overall traffic generation in the area is not increased. A neighborhood park should be provided near the center of the area and a linear greenway should be created along US 36. The greenway should act as an extension of the gateway and buffer the new residential uses from the highway.

The Transportation Plan in section 8 provides the basis for the creation of neighborhood- scale blocks and strong internal and external connections to the neighborhood park, the community park, open space trails, and the Village Center. Additional streets and alleys may also be needed east of 18th Street and on the drive-in theater site.

Prior to the initial adoption of this plan, the Yarmouth North area was zoned Transitional Business - developing (TB-D) and Industrial-established (I-E). However, the standards in these zone districts conflicted with many of the goals for this area. After the Plan was adopted, new zoning districts were created to implement the concepts outlined here. The area was then re-zoned with these newly adopted zoning districts in 1997.



The Yarmouth North neighborhood is immediately north of the proposed Village Center. The 13th Street bicycle/ pedestrian corridor should extend through the Village Center to this neighborhood. A neighborhood park should be located in the central part of this area, and a linear landscape buffer should extend along US 36 to continue the gateway concept from the north entrance to the City.

Yarmouth North Development Guidelines

Development in the Yarmouth North area must meet the Development Guidelines for All Neighborhoods listed on page 10, as well as the following:

Uses

- *Provide mixed land uses-- office and residential--as shown on the diagram to the left, with an overall mix of approximately 400 residential units and 95,000 sq. ft. of office uses.*
- *Provide affordable and diverse housing, with a wide range of dwelling types for a wide range of incomes. Housing types should be of varied sizes and include attached and detached houses, apartment buildings, apartments above offices, lofts, and accessory units.*
- *Provide a school/day care in the area.*
- *Provide a transit center; include secure, covered bicycle storage, and bicycle trailer parking (see page 20).*
- *Provide a neighborhood park in the central part of the area and a linear greenway along US 36.*
- *Consider the development of a community garden or composting area.*

Building and Site Design

- *Design the area as a neighborhood, with small blocks and buildings oriented toward the street.*
- *In the mixed-use area, provide a vertical and horizontal mix of uses. Non-residential uses should be contained in buildings with smaller floor plates, not in large office buildings.*
- *Design with noise protection from US 36 and Broadway, employing noise-sensitive building placement, height, orientation, and special construction materials.*

Transportation Connections

- *Provide strong internal and external pedestrian and bike connections with frequent connections to the Village Center and to the neighborhood park.*
- *Provide streets and paths in locations shown in the Transportation Plan, with the addition of at least one east-west street east of 18th Street, and alleys as needed throughout.*

Views and Noise Buffers

- *Continue the gateway concept in this area, with a landscape buffer/linear park along US 36; set back development and parking areas from US 36 a minimum of 70' from property edges.*
- *Incorporate adequate noise buffers, such as landscaped earth berms, to mitigate U.S. 36 traffic noise.*

Union-Utica Development Guidelines

Development in the Union-Utica area must meet the Development Guidelines for All Neighborhoods listed on page 10, as well as the following:

- *Provide traffic mitigation such as neckdowns and signs at the intersections of Union St. and Utica St. with Broadway to slow traffic and minimize non-local through traffic.*
- *Setback new development from Fourmile Canyon Creek in conformance with the results recommended in the Creek Study (see Appendix E).*

Community Park:

- *Provide multiple access routes to the Community Park site, with a focus on pedestrian and bicycle access from surrounding areas (Fourmile and Wonderland Creek trails, the Foothills Trail, and the 9th/ 4th Street connection). Road access to the site will include the Yarmouth extension, the Violet extension, Rosewood Ave., and to a lesser degree, Union, Utica, and Locust (see proposed connections on the Transportation Plan).*
- *Provide a variety of active and passive recreational opportunities for people within a 3.5 mile radius (or the service radius for community parks as adopted in the Parks and Recreation Master Plan).*
- *Provide early neighborhood and community participation in the Community Park master planning process prior to submittal to the formal development review process.*
- *Provide a continuation of the Fourmile Canyon Creek trail through the site, connecting to the Foothills Trail; and provide a continuation of the 9th Street trail through the park.*
- *Follow applicable wildfire hazard mitigation recommendations listed on page 29.*

Foothills Site:

- *Face the outer edge of the development along the park with the fronts of buildings, not the backs.*
- *Design the area as a neighborhood, with small blocks to better serve pedestrians and to help calm traffic .*
- *Provide affordable and diverse housing, with a wide range of dwelling types for a range of incomes. Vary housing types and sizes; include attached and detached houses and apartment buildings.*
- *Provide early community participation in the Foothills site master planning process prior to submittal to the formal development review process.*
- *Follow wildfire hazard mitigation recommendations listed on page 29.*

Waldorf School:

- *Develop traffic management and parent education programs to minimize traffic impacts on the surrounding residential neighborhoods.*
- *Close the Union St. access to the upper grade parking lot and provide alternative access to Locust St.*

Union - Utica Neighborhood

This area includes the established residences along Locust, Union, and Utica, as well as vacant, developing and redeveloping properties west of Broadway and south of Lee Hill Rd. such as:

- the proposed Community Park site;
- the Foothills Site (owned by the City of Boulder Housing Authority);
- City of Boulder Open Space;
- the Shining Mountain Waldorf School campus; and
- industrial and residential properties.

The North Boulder Infrastructure Plan was adopted by City Council in 1991 and has been incorporated into the Transportation Plan on pages 25 and 26. It provides the basis for future street, bicycle and pedestrian path locations and other public infrastructure in this area. Multiple pedestrian and bicycle routes are recommended for the area and will provide access to the Community Park. The park will provide active and passive recreation for people who live in North Boulder and surrounding subcommunities as well.

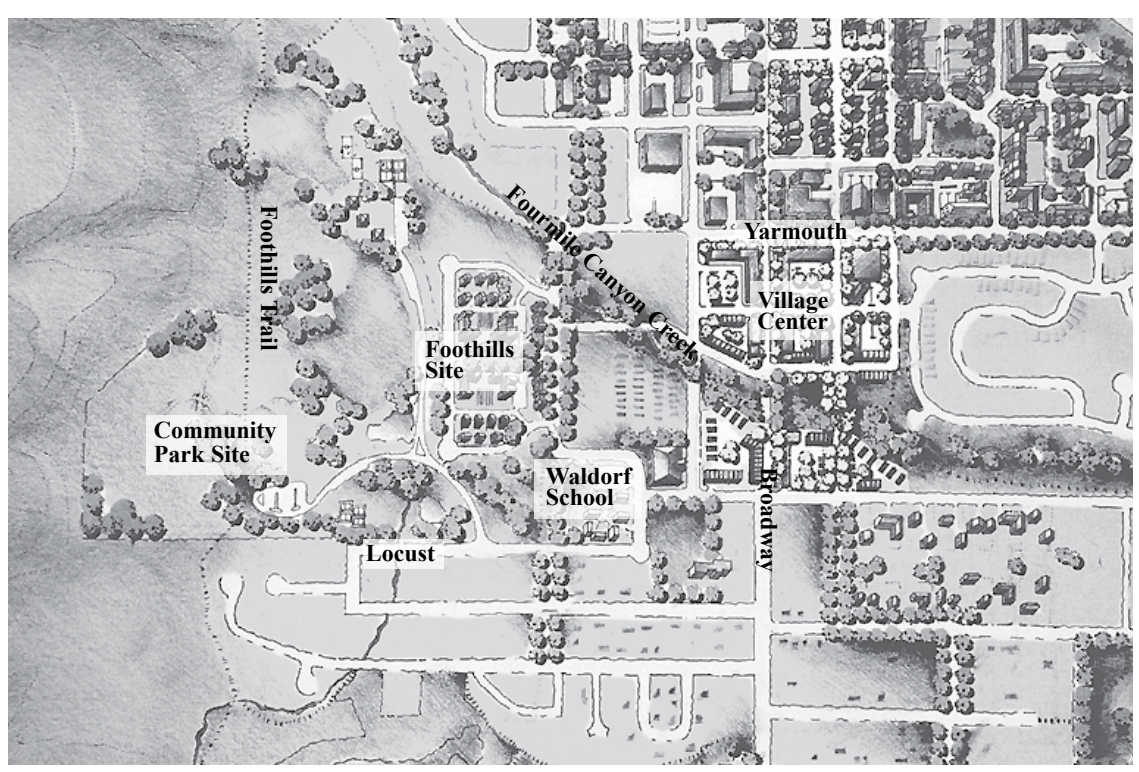
Some of the trails and bike routes that will provide access to the new park site from outside the subcommunity include:

- the Fourth Street/ Ninth Street route;
- the Fourmile Canyon Creek trail,
- the Wonderland Creek trail; and
- the Foothills Trail.

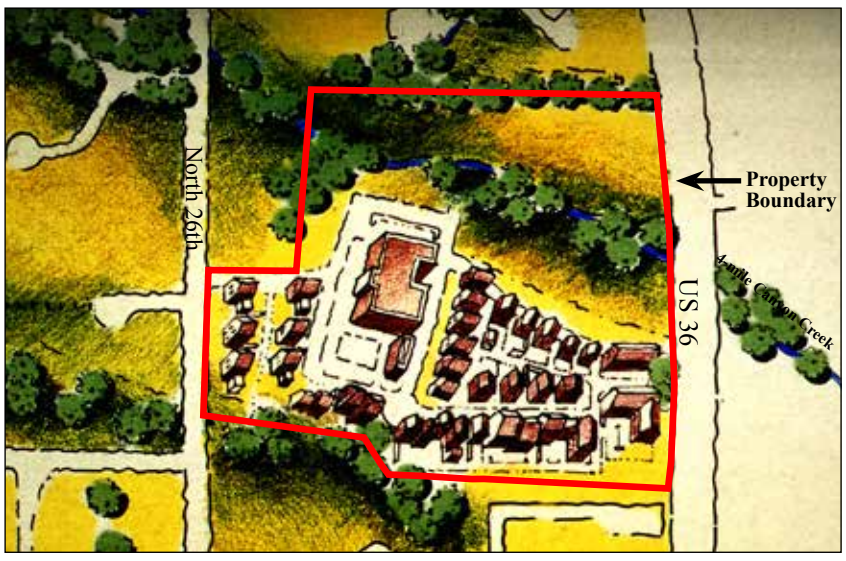
The Wonderland Creek and Fourmile Canyon Creek trails will both have underpasses at Broadway and US 36.

The future land use for this area includes approximately 200 new dwelling units. The Foothills housing site should develop at approximately 130 units at mixed densities. The site should provide diverse housing with a range of affordable dwelling types for a range of incomes. Housing types could include detached housing, attached housing, and apartment buildings, and should be of differing sizes and inter-mixed.

Housing near the Broadway corridor, across from the Village Center, should be developed at mixed densities, at an overall average density equivalent to low and medium density residential (see section 11).



This neighborhood contains both existing residences along Union, Utica, and Locust, and in the Ponderosa Mobile Home Park . New homes will be located along Broadway and on the Foothills site owned by the Housing Authority. The Fourmile Canyon Creek trail should provide access from this area to the new Village Center via a ped/ bike underpass under Broadway. The new Community Park should contain active and passive recreation uses for residents in this area and also outside the subcommunity. Access to the area by bike, foot, or transit will be enhanced.



Two creeks and a ditch traverse the Elks property, and wetlands on the property should be restored and enhanced for water quality and habitat improvement. The north portion of the site is located completely within the high hazard flood zone. This portion of the site should be acquired as park land. Uses that would be appropriate for the area south of Fourmile Canyon Creek include: recreation, park, education, or residential. If residential uses are developed here, the density should be no greater than the existing by-right density.

Winding Trail Village is a mixed-density neighborhood just south of the Elks property.

NEIGHBORHOODS ACTION PLAN

Action	Responsibility	Cost	Timing
Create site-specific zoning/ graphic code consistent with the development guidelines for the Yarmouth north area and the County enclaves.	Planning, Attorneys	Staff time	Immediately
Develop annexation package for Area II properties, incorporating recommended land use patterns, development guidelines, and transportation plan.	Planning, Transportation, City Attorney, Utilities	Staff time	Immediately
Begin annexation election or process individual petition of residential enclaves.	Planning, City Attorneys	Staff time	Immediately
Acquire park sites at Mann, Theater, and Elks Club sites.	Parks and Recreation	$1,500,000-$1,800,000 for acquisition (does not include southern portion of Elks property).	With redevelopment of sites (1-5 years)
Refine/finalize gateway design and implement improvements.	Planning and Transportation	Staff time, $7500 design consultant; subsequent gateway improvements are unprogrammed.	1-2 years
During Site Review on Mann property, reconfigure US 36 and Broadway access in conformance with gateway design concept and Transp. Plan.	Planning, Transportation, Attorneys	Staff time	at Site Review
Review development proposals on key sites for conformance to development guidelines during Site Review.	Planning, Housing	Staff time	during Site Review
Develop building size limitations to preserve and enhance neighborhood character in existing established and County enclave areas.	Planning, Housing, Attorneys	Staff time	1-2 years

North 26th Street/ Elks Club Area

The Elks Club site is owned and operated by the B.P.O. Elks Club, a fraternal organization which has been in Boulder since the turn of the century and which hosts numerous community activities. The site contains approximately 24 acres and is located between N. 26th St. and US 36, north of the Winding Trail area. Fourmile Canyon Creek, Wonderland Creek, and Farmer's Ditch cross the site. All of the property northeast of Fourmile Canyon Creek is located in the high hazard and conveyance zones of the floodplain. The property was annexed to the City of Boulder in 1982 and is zoned P-E (Public-Established) on the side south of Fourmile Canyon Creek where the clubhouse sits, and LR-D (Low Density Residential-Developing) north of the Creek.

The area north of Fourmile Canyon Creek located in the high-hazard flood plain should be acquired by the City as a neighborhood park. Four land use options have been identified for the area south of Fourmile Canyon Creek. These uses are: recreation, park, education, or residential. If residential uses are developed here, the density should be no greater than the existing by-right density.

The surrounding property owners may wish to pursue purchase the southern portion of the site for open land/ park through the use of an assessment district.

Elks Site Development Guidelines:

Development on the Elks property must meet the Development Guidelines for All Neighborhoods listed on page 10, as well as the following:

Uses

- *Acquire the portion of the site north of Fourmile Creek as city park.*
- *Consider numerous options for the area south of Fourmile Canyon Creek, including: recreational, educational, park, or residential uses.*
- *If residential uses are developed, keep development of the site within existing by-right densities.*
- *If a neighborhood center is developed, limit the uses to neighborhood-serving uses.*

Building and Site Design

- *Preserve and enhance the existing riparian corridors on the site; set back development from the creek in conformance with the results of the Creek Study (see Appendix E).*
- *Restore and enhance wetlands as identified in the Creek Study, through wetland mitigation or greenway improvements. Provide on-site stormwater treatment.*
- *Employ techniques to maximize preservation of "open land" such as clustering units.*
- *Provide adequate noise buffers, such as landscaped earth berms, along U.S. 36.*
- *Design residential buildings with noise protection from US 36 in mind. Employ noise-sensitive building placement, height, orientation, and use special construction materials.*

Transportation Connections

- *Mitigate traffic speeds and volumes on N. 26th and Norwood by providing circuitous but complete connection between US 36 and 26th Street.*
- *Provide a transit stop on US 36.*

6 EMPLOYMENT & RETAIL CENTERS

GOALS

- Provide a complementary, pedestrian-oriented mix of public and private facilities to meet the needs of the subcommunity, in order to increase convenience and reduce auto trips.
- Design neighborhood and subcommunity centers to foster a sense of community by creating vibrant people and activity places. This includes: ease of access, safety, and appropriate scale.

OBJECTIVES

- Provide additional services in a way that contributes positively to the urban design of the subcommunity.
- Commercial areas in North Boulder should:
  - provide a vital community center for the subcommunity;
  - serve a broad spectrum of economic activity;
  - reduce vehicle miles travelled and trip volumes city-wide;
  - reduce vehicle miles travelled and trip volumes within the subcommunity;
  - be easily accessible by bicycle and on foot.
- Office/ Light Industrial areas in North Boulder should:
  - provide live-work or workshop opportunities;
  - reduce vehicle miles travelled and trip volumes city-wide;
  - be easily accessible by bicycle and on foot;
  - preserve or maintain opportunities for small businesses;
  - allow some residential uses.

BACKGROUND

The success of North Boulder's neighborhoods is integral to the success of the subcommunity as a whole. To this end, each neighborhood should have a well-designed center or gathering place, and North Boulder should have a larger center that fosters a sense of community and provides a mix of services to meet the needs of the subcommunity (see goals and objectives above).

For most existing neighborhoods in North Boulder, parks and schools are the centers (see map on page 9). What many North Boulder neighborhoods lack, however, is easy access to services such as grocery stores, retail shops, offices, and civic uses. Existing centers such as Willow Springs Center and North Boulder Shops provide services for some residents (see map above, right), but a survey done at the beginning of the North Boulder planning process indicated that the largest percentage of North Boulder residents go outside the subcommunity for most services. For example, see the table on the right for where North Boulder residents do their grocery store shopping.

During the North Boulder planning process, the idea of a new center with a pedestrian-oriented mix of public and private services to meet the needs of the subcommunity, was supported. It was referred to as the "village center," because the term evokes an image of a special place with a scale that is comfortable and walkable. It would be a place that subcommunity residents would walk or bike to and congregate in, a place that would substantially enhance residents' quality of life, increase convenience and reduce auto trips. It would be a vibrant center that is more than just a shopping center. It would be a place to live, shop, work, recreate, meet friends and neighbors.

This plan aims to strengthen the centers that exist in the subcommunity today, and create new ones where needed to increase convenience, reduce auto trips, and add vitality to the subcommunity. For the Village Center, a proposed land use pattern, mix of land uses, and development guidelines are summarized in this section of the Plan. A proposed street, bicycle, and transit circulation plan for the Village Center and other existing centers are outlined in section 8. For each new neighborhood, a center is proposed as outlined in section 5.

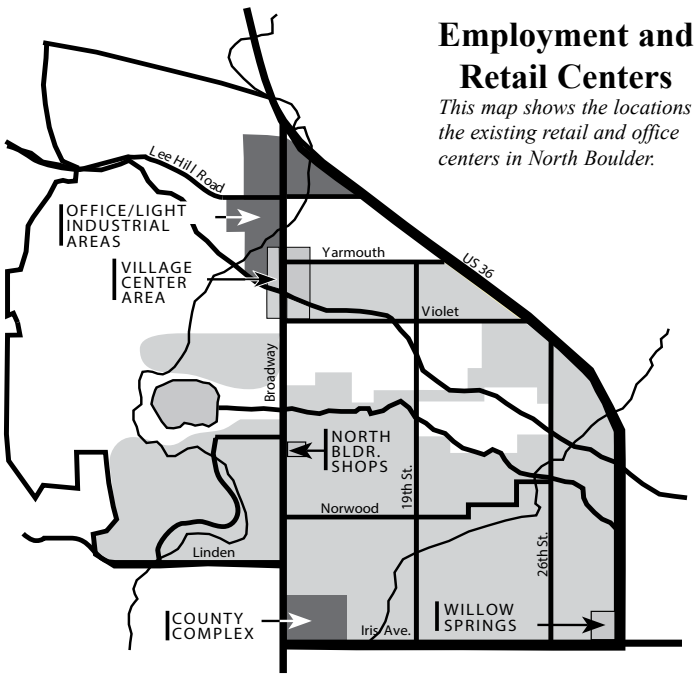
RECOMMENDATIONS

- Create a mixed-use center to serve the entire subcommunity at Broadway and Yarmouth. It should provide a grocery store, housing, offices, and a variety of retail and commercial services that subcommunity residents now drive south to find.
- Provide a library, postal station, and other civic uses in the Village Center or in neighborhood centers.
- Encourage home offices throughout the subcommunity. Allow home offices to have a limited number of employees, if impacts can be managed.
- In new neighborhoods in the subcommunity, introduce pedestrian-oriented, appropriately-scaled neighborhood centers that provide goods and services for neighborhood needs.
- Allow a small amount of non-service office by use review in neighborhood commercial centers in order to encourage mixed uses and reduce vehicle trips. (Non-service office uses do not directly serve customers or clients, so that only the employees travel to and from that location).

Where North Boulder residents most often shop for groceries (1992)

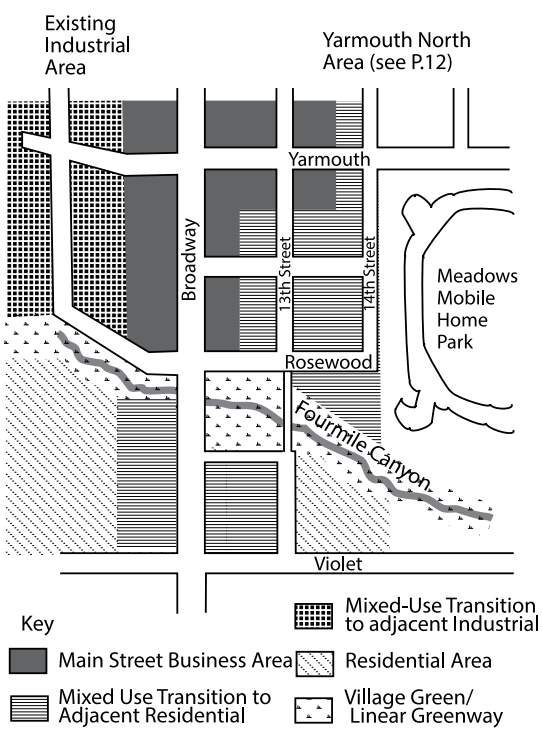
Grocery Store/Area of Town	Percentage of Respondents shopping at this Store/Area
North Boulder Market	14.4%
King Soopers/Safeway @ Xrds	39.1%
Albertsons @Diagonal Plaza	25.5%
Ideal or Colony @Cmty Plaza	14.0%
Wild Oats	1.8%
Safeway @ Baseline	1.0%
Alfalfa's	1.7%
King Soopers @Gunbarrel	1.3%
King Soopers @Table Mesa	0.9%
Other	.3%
TOTAL	100.0%

This chart summarizes the results of a question in a North Boulder resident survey which asked, "Where do you most often shop for groceries?" The largest percentage of respondents stated that they do most of their grocery shopping outside of the Subcommunity. Source: 1992 North Boulder Subcommunity Survey, Question 10, City of Boulder Center for Policy and Program Analysis.



Employment and Retail Centers

This map shows the locations of the existing retail and office centers in North Boulder.



Proposed Village Center

In May and June of 1997, Planning Board and City Council amended the Plan to define the design and mix of uses in and near the Village Center as described below. New zoning was developed to implement the concepts as described here and on the next page. The area was then rezoned with newly adopted zoning designations in 1997.

Main Street Business Area

The Village Center should be focused on a traditionally configured "Main Street," located on both sides of Broadway from just north of Yarmouth to Fourmile Canyon Creek. The Main Street business zone should serve the surrounding residential and employment neighborhoods and be pedestrian-oriented, with buildings close to the street and parking behind buildings. It should be the core retail area for the neighborhood. Other uses -- office, residential and civic -- should also be included to add vitality and daytime and nighttime activity to the area.

Transitions

The areas adjacent to the Main Street business area should contain a mix of uses in a lower scale of intensity than the uses along Broadway and Yarmouth They should provide a transition between the main street and the adjacent residential and industrial areas.

To Residential Areas

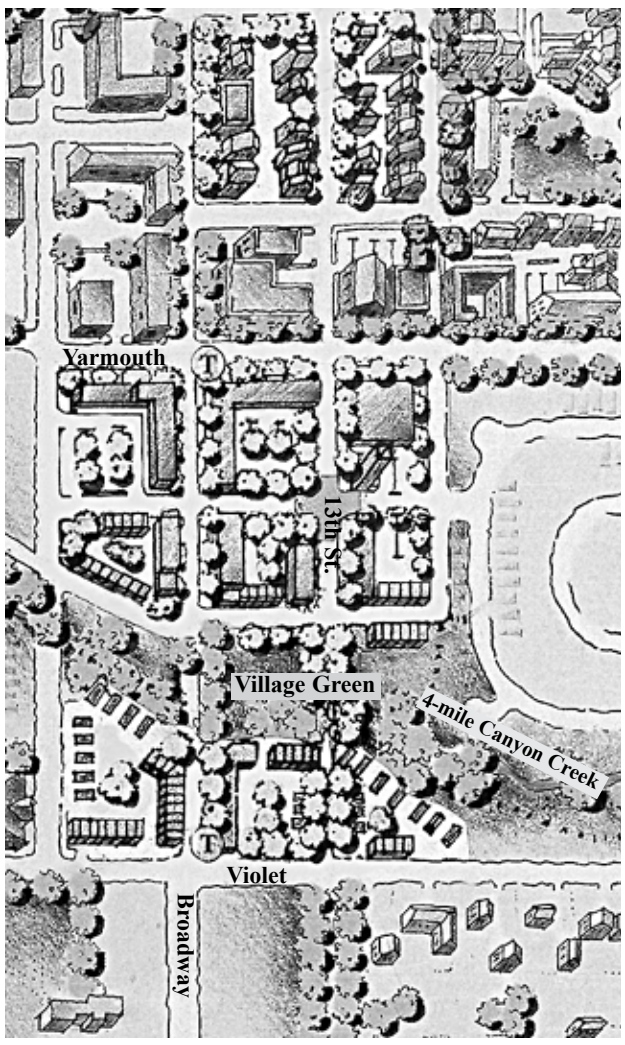
Between the Main Street business area and adjacent residential areas to the north, east, and south, there should be:

- *A transition area with residential and office uses, neighborhood-serving restaurants, and personal service uses in a pedestrian-oriented pattern with buildings located close to the street and parking in the rear.*
- *A place where people can live and work within close proximity, possibly in the same building.*

To Industrial Areas

Between the Main Street business area and adjacent industrial areas to the north and west, there should be:

- *A transition area with industrial and residential uses, and neighborhood serving restaurants, in a pedestrian-oriented pattern with buildings located close to the street and parking in the rear.*
- *A place where artists, crafts persons, and small industrial business owners can live and work within close proximity, possibly in the same building.*



The Village Center should contain a mix of uses and a pedestrian-friendly atmosphere. It should contain good connections to the surrounding areas (across Yarmouth, Broadway, and to the adjacent mobile home park). Thirteenth Street should be designed primarily for pedestrians and bicyclists, with a plaza as its central focus. A large village green along Fourmile Canyon Creek should serve as a gateway and passive recreation area.

Village Center

A new Village Center is proposed at the heart of North Boulder, strategically located along a major transit line and the junction of the 13th Street and Fourmile Canyon Creek bicycle/ pedestrian corridors. The purpose of the Village Center is to serve the needs of the sub-community, upgrade the appearance of the Broadway corridor, and provide a vital activity focus for the subcommunity. It should encompass all four corners of the Broadway/ Yarmouth intersection and continue south to Fourmile Canyon Creek (see sketch above). The emphasis should be on mixed uses throughout the area, with no single-use zones. Retail, office, light industrial, residential, and civic uses uses should be mixed vertically and horizontally. Live/ work opportunities should also be created in the Village Center.

The streets in the Village Center should be designed with the pedestrian in mind. They should have activities, pedestrian-interest windows, and front doors along the street. Thirteenth Street should be designed primarily for pedestrians and bicyclists, and should incorporate a plaza, or gathering area.

A village green, straddling both sides of Fourmile Canyon Creek, east of Broadway, should be the central focus of the Village Center. It will act as a gateway, gathering area, and transition between the higher intensity mixed uses north of the Creek and the lower density uses south of the Creek. A linear greenway should continue along the Creek, connecting to parkland to the east.

The area south of the Creek is outside the Village Center. It should provide a transition to the surrounding residential areas (see description on p.15).

The total amount and mix of land uses that are recommended in the Village Center are approximately: 85,000 square feet of new retail, 20,000 sq. ft. of new civic; 190 new residential units, and 147,000 sq.ft. of new office uses. There should be flexibility to allow or encourage some of the office use to convert to residential use, so long as the traffic impacts are not increased and the development guidelines are complied with.

Village Center Development Guidelines:

Uses and Phasing

- *Provide a horizontal and vertical mixture of uses: retail/ commercial, residential, office, open areas, and civic uses.*
- *Provide a wide range of dwelling types for a range of incomes. Provide housing which appeals to families, seniors, and adults. Vary housing types and sizes and include attached and detached houses, apartment buildings, and apartments above shops or offices.*
- *Provide a large village green on both sides of Fourmile Canyon Creek (at least 300' x 300' at Broadway, and at least 100' on either side of the Creek for the remaining distance of the Village Center), with a transit center nearby and adequate bike parking.*
- *Provide space and utility services for a public farmer's market and other outdoor neighborhood retail uses.*
- *Provide locations for a public library, transit center, police annex, and post office in the area (see section 7).*
- *Phase the development of buildings over time in completed sections, preferably in increments of different uses; avoid an unfinished appearance at any stage of the development.*

Building and Site Design

- *Provide one and two-story buildings along the street with pedestrian-interest windows on the ground floor and office or residential uses above.*
- *Provide pedestrian-scale architecture throughout the area. Minimize blank walls and left-over space. Provide pedestrian entrances to buildings from all streets.*
- *Closely line storefronts along the sidewalk in order to create a pedestrian-friendly setting. To avoid monotony, storefronts may be staggered -- some should be located immediately adjacent to the sidewalk, others should be slightly setback to provide seating or a plaza/ landscape area.*
- *Encourage the development of facilities at a neighborhood scale.*
- *If there is a Village Center anchor store, it should avoid a single-entry design. It may be appropriate to provide individual street entrances to non-grocery sales areas.*
- *Design buildings with flexible spaces that can accommodate different uses over time.*
- *Locate the highest intensity uses with the most density at the core of the Village Center; decrease the intensity/ density as the distance from the core increases.*
- *Provide transitions between the new Village Center uses and existing surrounding residential areas.*
- *Face compatible building types across the street from one another. Changes in use should occur at the rear or side property line rather than down the middle of the street.*
- *Throughout the Village Center, plant trees for shade, separation, and buffering from traffic flow and auto parking.*
- *Design with noise protection from Broadway and Yarmouth in mind. For residential and child care uses, employ noise-sensitive building placement, height and orientation, room layout, and special construction materials.*
- *Reclaim and protect the Fourmile Canyon Creek. Set back development from the Creek in conformance with the Creek Study (Appendix E).*

Streets and Parking Areas

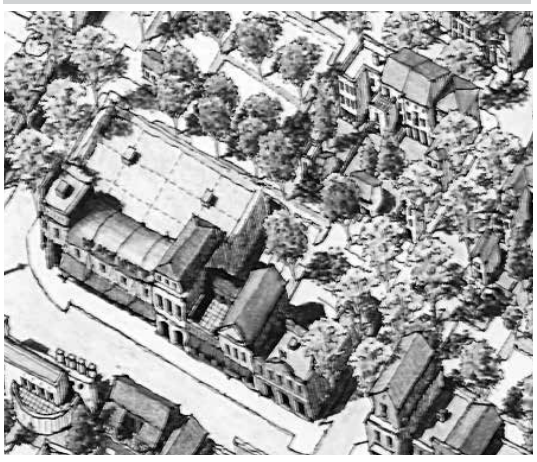
- *Design streets to be multipurpose public spaces-- comfortable for the pedestrian and bicyclist-- not just as roads for cars.*
- *Design 13th Street to serve primarily bicyclists and pedestrians, with a central plaza as its focus.*
- *Design residential streets to be as narrow as possible.*
- *Develop alleys for service access to buildings.*
- *Bury power lines and add landscaping in the Broadway corridor.*
- *Provide on-street parking on all streets in the Village Center (see drawings on pages 23 & 24).*
- *Locate off-street parking behind and to the sides of buildings, not in the front. Disperse parking into small, strategically-located lots.*
- *Design parking areas with an emphasis on high-quality pedestrian access and circulation. Plant street trees and landscape strips in parking areas and along walkways.*
- *Provide sufficient, conveniently located bicycle and bicycle trailer parking, covered where possible.*

Transportation Connections

- *Provide a grid of streets at walkable intervals as shown in section 8, to provide a pedestrian-orientation for the center and to avoid problems found in suburban "super-block" shopping centers.*
- *Provide direct pedestrian and bike access from the Village Center to trails in the area and comply, at a minimum, with the Transportation Plan (see section 8).*
- *At the transit center and in other locations throughout the Village Center, provide bus and bike route signage, benches, and bus shelters.*

Residential Uses

- *Locate residential areas within the Village Center in desirable locations (with good views and in quiet areas), and provide good access to neighborhood amenities such as parks and open areas.*
- *Locate, lay out and construct residential units to shield residents from noise and traffic impacts.*

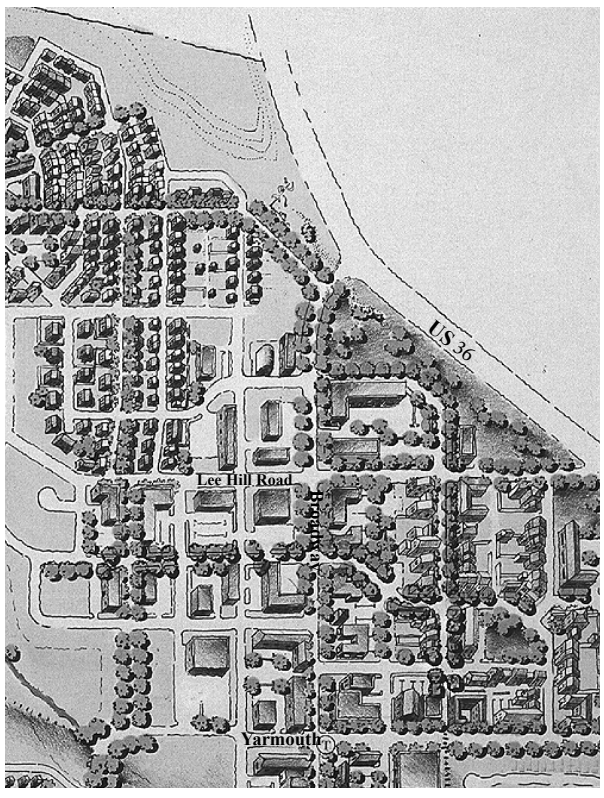


Parking in the Village Center should be located behind buildings, in small strategically-located lots, and along streets.

Service Industrial Areas

North Boulder currently contains approximately 100,000 square feet of office uses and 450,000 square feet of industrial uses. The office uses are located primarily in the following locations: in the County Complex at Iris and Broadway; in the North Boulder Shops center at Quince and Broadway; in Wonderland Hills; and in the Willow Springs Shopping Center at Iris and 28th Street (see map on p.15).

The industrial uses are located along Broadway and Lee Hill Road. The uses are varied, and for the most part, small. Car repair shops and self storage units are interspersed with custom detailing and stove repair shops. More than 75% of the businesses in this area have one to four employees, and over a third of these are light industry. While one of the goals of the Subcommunity Plan is to upgrade the appearance of the Broadway corridor, these businesses are extremely valuable to the area and to the City as a whole and should not be displaced. Most of the rents in this area are low compared to the rest of the City, and the uses that are located in large buildings, generate relatively few vehicle trips per square foot of building area.



The North Broadway industrial area contains numerous businesses which are varied, and, for the most part, small. While a goal of the Subcommunity Plan is to upgrade the appearance of the Broadway corridor through methods such as undergrounding power lines , adding landscaping, and reducing the number and size of signs, the uses in the area should be retained.

Photos courtesy of the Boulder Daily Camera, 1985 by Vern Walker.

Service Industrial Development Guidelines

Uses

- *Preserve the existing diversity of industrial uses in the I-E (Industrial-Established) zones.*
- *Amend the BVCP land use designation map to Service Industrial to clarify allowed uses which could include:*
  - *Manufacturing facilities that require exterior storage or operations;*
  - *Assembly, repair, testing and processing of durable goods;*
  - *Auto body and repair services;*
  - *Warehousing;*
  - *Concrete and asphalt plants;*
  - *Refining and distilling;*
  - *Recycling and transfer facilities;*
  - *Auto salvage yards;*
  - *Lumber processing and woodworking;*
  - *Energy generation facilities;*
  - *Artist studio spaces, including related light industrial process uses.*

Buildings and Site Design

- *Provide secure, covered bicycle parking.*
- *Plant trees for shade, separation, and buffering from traffic flow and auto parking.*
- *Locate buildings close to the street as shown in the streetscape sections on pages 23 and 24. Industrial buildings without pedestrian interest windows can be setback from the street, but parking lots must be screened.*
- *Screen parking areas from roads and pedestrian/bicycle routes by placing them behind buildings and/ or screening them with landscaping.*
- *Design buildings which are structurally flexible to accommodate a mix of uses during their expected life.*
- *Develop alleys for service access to buildings.*
- *Bury power lines and add landscaping in the Broadway corridor.*

EMPLOYMENT & RETAIL CENTERS ACTION PLAN

Action	Responsibility	Cost	Timing
Develop site-specific zoning for the Village Center area. Create a graphic code which supports the development guidelines and transportation plan for this area.	Planning, Attorneys, BURA	Staff time + blight study $7500	Immediately
During Site Review for properties in the Village Center, Provide for the development of the village green and 13th St. Plaza. Require conformance with the development guidelines and transportation plan.	Planning, Attorneys	Staff time	Immediately
Refine/ finalize gateway design and implment improvements.	Planning and Transportation	Staff time, $7500 design consultant (does not include construction).	1-2 years
Require setback from US 36 in conformance with gateway/ buffer area design (approx, 7o')	Planning	Staff time	through Site Review
Complete annexation package for Industrial Area II properties.	Planning, Transportation, City Attorney, Utilities	Staff time	1-3 years
Re-write service industrial zoning standards to support the development guidelines for industrial areas.	Planning, City Attor neys	Staff time	Immediately
Develop and implement streetscape improvements (including burying utility lines) along N. Broadway , US 36, and Yarmouth corridors.	Transportation, Planning or BURA	Staff time and blight study ($7500); construction costs unknown.	to be determined through CIP
Amend BVCP land use designation map to Service Industrial	Planning, Attorneys	Staff time	Immediately

7 Community Facilities

North Boulder Existing and Proposed Community Facilities

1 Proposed Civic Building Site
2 Proposed Neighborhood Park
3 Proposed Gateway
4 Proposed U.S. 36 Buffer/ Greenway
5 Proposed Neighborhood Park
6 Make-A-Mess Preschool/ Day Care
7 Boulder Shelter for the Homeless
8 Proposed North Boulder Community Park
9 Proposed Branch Library
10 Proposed Village Center Plaza
11 Proposed Village Green
12 Boulder Valley Village Park (undeveloped)
13 Proposed Fourmile Canyon Creek Greenway
14 Boulder Meadows Clubhouse
15 Fire Station
16 Boulder Meeting of Friends
17 New Horizon Cooperative School
18 Bitsy Montessori School
19 Crestview Elementary School
20 Town and Country School
21 First Bible Baptist Church
22 New Life Apostolic Church
23 Harmony Daycare
24 Nomad Theater
25 Foothills Nature Center
26 Shining Mountain Waldorf School
27 Shining Mountain Waldorf School Festival Hall
28 Wonderland Park
29 Wonderland Hill Clubhouse
30 Foothill Elementary School
31 North Broadway (County) Complex
32 County Complex Playfields
33 Melody Park
34 Catalpa Park
35 Pineview Park
36 Centennial Middle School
37 Proposed Neighborhood Park
38 Peace Lutheran Church
39 Elks Clubhouse
40 Winding Trail Park
41 KinderCare Learning Center
42 Parkside Park
43 Maxwell Park

GOALS

◆ Provide a complementary, pedestrian-oriented mix of public and private facilities to meet the needs of the subcommunity, in order to increase convenience and reduce auto trips.

◆ Design neighborhood-scale and subcommunity-level centers to foster a sense of community by creating vibrant areas for people to gather. This includes: ease of access, safety, and appropriate scale.

OBJECTIVES

◆ Continue to support existing civic facilities in North Boulder including:

- Crestview Elementary School
- Centennial Middle School
- Shining Mountain Waldorf School
- Private Day Care Centers and Preschools
- Fire Station
- County Social Services Complex
- Foothills Nature Center
- Nomad Theater
- Boulder Shelter for the Homeless

◆ In conjunction with the analyses of North Boulder's future growth (section 11), examine school needs and develop options for new school sites in and near North Boulder to meet projected demands and other Subcommunity Plan objectives related to transportation, neighborhoods, etc.

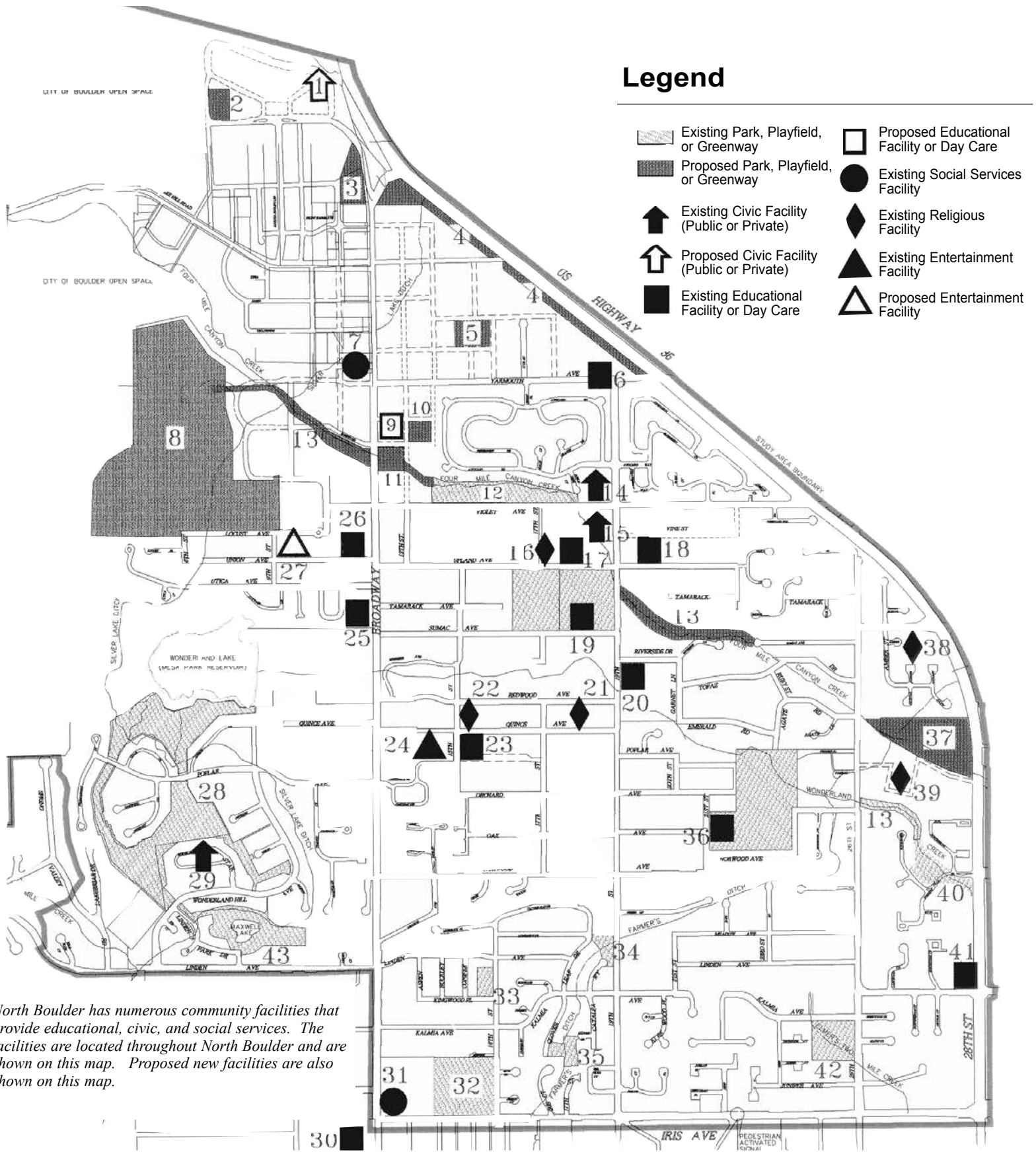
◆ Set aside sites for civic buildings in new developments. Locate these civic sites in places of significance, and include sites for which needs are not yet apparent.

◆ Identify appropriate new land uses for sites that house facilities that will be moved (i.e., the County Yards, the Fire Training Center, and the National Guard Armory).

◆ Look for opportunities to experiment with new parking management strategies aimed at reducing the number and distance of car trips, such as shared parking with adjacent public and private users.

◆ At all community facilities, provide amenities for bicyclists, pedestrians, and transit riders, including:

- secure, easily accessible covered bicycle parking;
- benches and bus shelters;
- trees for shade, separation, & buffering from traffic flow and auto parking; and
- bus and bike route signage.



North Boulder has numerous community facilities that provide educational, civic, and social services. The facilities are located throughout North Boulder and are shown on this map. Proposed new facilities are also shown on this map.

BACKGROUND

North Boulder has many community facilities that provide educational, civic, and social services (see map on page 18). Many serve multiple functions for the community, with a specialized function during the day, but available to the community for events in the evenings or on weekends.

Schools

Among the community facilities used by the greatest number of residents for the widest variety of purposes are the public schools. In addition to their educational function, North Boulder schools are used year-round during the day and night for activities such as sporting events, active and passive recreation, meetings, and child care (before and after school, as well as in the summer). Neighborhood schools help create a sense of community. They serve to remind us of our common goals in rearing and educating children and act as gathering places for neighbors and friends.

School overcrowding was one of the high priority issues for many North Boulder residents. As of Fall 1994, Crestview Elementary School was approaching capacity and projected to exceed capacity in the coming years, and Centennial Middle School had exceeded capacity. The Crestview attendance area is east of Broadway, north of Kalmia and includes the Palo Park Subcommunity and the portion of Gunbarrel west of 63rd Street. The Centennial attendance area is north of Iris, between the foothills on the west and 63rd Street on the east. Any new school would trigger a comprehensive review of attendance boundaries. Among the issues to be addressed in drawing new boundaries would be: better balancing enrollment among schools; relieving crowding where it exists and avoiding it in the foreseeable future; minimizing students' travel distances; maximizing travel safety for students; and considering disruption to students' lives.

Boulder Valley School District (BVSD) staff participated in the North Boulder planning process to identify sites for new schools. Issues such as land cost and availability, safety of surrounding pedestrian and bicycle routes, traffic impacts to existing neighborhoods, and proximity to other schools were evaluated.

A substantial number of school-related trips could be eliminated in North Boulder if a new school were located in Palo Park. More Crestview students now live east of 28th Street than live west of 28th Street, and over a quarter of Centennial students live east of 28th Street. A school in Palo Park would be more convenient for them and would save them the need to cross 28th Street. Furthermore, more land is available at a lower cost in this area for meeting minimum school site size needs.

The school district owns three acres in the Palo Park Subcommunity, acquired through dedication. However, additional acreage would be needed to meet BVSD standards for locating a school there. Adjacent land is in the County and designated Area II in the BVCP.

Options for new schools at the Palo Park school site are: a new kindergarten through eighth grade school (K-8); a new elementary (K-5) school and expansion of Centennial Middle School; or a new K-5 and a new middle school. All three options would relieve pressure on both Crestview and Centennial. However, expanding Centennial would generate additional traffic in the area. Since land, construction and operation costs are lower for one new school than for two new schools, a K-8 makes sense. This type of school is a new concept in the school district and will be introduced in Louisville in Fall 1996. The BVSD and community would need to discuss the pros and cons of a K-8 school from a programmatic standpoint.

Although the addition of a new school or schools in Palo Park would address the issue of over-crowding and could accommodate the future growth in North Boulder, it would not provide for a school that is walkable to many of the new neighborhoods in North Boulder. Through the public hearing process on the Plan, Planning Board and City Council supported the idea that one or more additional small school sites should be sought in North Boulder to provide for smaller, walkable schools in and near all neighborhoods in North Boulder. This would also precipitate the need to realign attendance boundaries.

Library

A branch public library in North Boulder would add a vital service to the area. In City surveys, residents of North Boulder said they used the downtown Boulder Public Library more often than residents of the city as a whole (source: 1992 North Boulder resident survey and 1989 Citizen Survey). Additionally, almost 40% of respondents of the North Boulder survey said they would use a North Boulder branch library over 13 times per year. A number of automobile trips may be avoided by co-locating a new branch library with commercial facilities. This also may be more convenient for library patrons.

Other Facilities

Three facilities that have been in North Boulder for many years have outgrown their sites and will be relocated in the near future. They are: the County Yards and the Fire Training Center, located on Lee Hill Road west of Broadway, and the National Guard Armory, located on North Broadway and Lee Hill Road. Since these facilities serve regional purposes, their relocation will not negatively impact the subcommunity. Additionally, moving them will eliminate potential conflicts with surrounding residential areas. The Future Growth section (section 11) outlines recommended new land uses for these sites.

Additional facilities that will be needed in North Boulder to meet the projected future growth include: a post office (listed as one of the most needed public facilities in the 1989 North Boulder Citizen Survey), child care facilities, a recycling center, transit centers (see section 8), and a police annex (additional police protection will be needed in North Boulder to serve the projected future growth).

RECOMMENDATIONS

Public School

- Locate a new K-8 school in Palo Park on the site currently owned by the school district. The site will have to be expanded.
- Consider another smaller school site or sites in North Boulder. Look for sites adjacent to existing or proposed parks.
- Reassign attendance boundaries to encourage walking and bicycling by students, and to minimize auto drop-offs.

Library

- Locate a branch library in the proposed Village Center or a neighborhood center.
- Orient the library services primarily toward the needs of youth and low-income and disadvantaged populations. Literacy services, after-school activities, and pre-school functions are examples of the desired emphases for this branch.

Transit Center

- Locate new transit centers in the Village Center and in locations shown on the Transportation Plan (section 8).
- Include features that will make transportation by bus desirable, convenient and comfortable (see page 20 for list of recommended features).

Other Facilities

- Provide day care, post office, police annex, and recycling center at the proposed Village Center and/or neighborhood centers.
- Set aside a civic site on Mann property, to establish a strong entry to the city and create a community gathering place. The civic use could be a place of worship, a school, a park with a plaza, or a public meeting house. The design of the building or feature should be developed as part of the gateway (U.S. 36/ Broadway intersection) design.
- Through the annexation of the Nomad Theater site, allow the theater use to continue, and support residential infill on the site.
- Consider the expansion of the Foothills Nature Center as a community amenity.

COMMUNITY FACILITIES ACTION PLAN

Action	Responsibility	Cost	Timing
Develop branch library facility in the Village Center or in a neighborhood center: either in cooperation with the property owner/ developer (to provide a building shell or library space), or as a free-standing building.	Library, Planning, Attorneys	$1M (City's cost for tenant finish furnishings, & equipment) - $2.5M (if land and building must be purchased. capital (library DET), $200,000 - $300,000 annual operation and maintenance (urban renewal fund?)	with Village Center development (1-5 years)
Establish Urban Renewal or Assessment District to implement library, transit center, and other public facilities' development in the Village Center area.	Planning, Attorneys, Library, GO Boulder, BURA, Transportation, RTD	Staff time + blight study $7500	Immediately
Incorporate Transit recommendations into TMP.	Transportation, GO Boulder, Planning	Staff time	Immediately
Work with BVSDto secure additional land needed in Palo Park for K-8 school during annexation of land north of Kalmia and south of Palo Park and to identify an additional school site in North Boulder.	Planning, Attorneys and BVSD	Staff time,	1-2 years
Consider expansion of Foothills Nature Center function.	Open Space	Staff time	1-3 years
Set aside NE corner of Mann prop. for civic site.	Planning	Staff time	at Major Site Review for the Mann property
Develop annexation agreement for Nomad Theater to allow continued use of theater in residential zone.	Planning, Attorneys	Staff time	with annexation of the property

8 TRANSPORTATION

GOALS

- Encourage walking, biking, and transit use by providing safe, comfortable and convenient pedestrian and bicycle path connections.
- Determine locations for future transit centers. Determine methods to calm traffic speeds on neighborhood streets.
- Design a stronger entry/ gateway to the City at Broadway and U.S. 36.

OBJECTIVES

- Pursue aggressive strategies to reduce the number and distance of car trips.
  - Slow cars, especially on high-volume residential streets near schools and where cars consistently exceed speed limits.
  - Develop physical improvements, such as narrowing existing streets.
  - Consider increased speed limit enforcement.
- Consider traffic slowing techniques on North Boulder streets as part of the Neighborhood Traffic Mitigation Program, which will prioritize streets to receive mitigation measures, based on City-wide needs and cost/benefit assessments. Provide recommendations to the program for highest priority improvements in North Boulder.
- Test mitigation solutions first with temporary structures, before more expensive, permanent solutions are installed.
- Mitigate traffic noise when developing traffic speed mitigation.
- Examine problems and issues associated with poor east-west circulation in the central part of the subcommunity, including traffic flow and volumes, air quality, and safety. Identify solutions that would be most appropriate and effective. Consider alternative solutions including:
  - creating more street connections,
  - improving pedestrian/bicycle system,
  - calming traffic,
  - encouraging school children to walk, bike and take the bus to school, and
  - locating any new school where traffic will be reduced.
- Inter-connect the street network in new neighborhoods, both internally and with existing streets, so that the traffic load on residential streets is equitable, car trip distances are minimized, and walking and bicycling are convenient.
- Increase opportunities for safe and efficient pedestrian and bicycle travel throughout the subcommunity by:
  - developing long, continuous routes within the subcommunity and connecting to existing or future routes in adjacent subcommunities (Central Boulder and Palo Park);
  - identifying and resolving missing links, both on-street and off-street, so that systems are complete;
  - providing and enhancing bike lanes on collector and arterial streets for cyclists seeking direct, high-speed routes;
  - installing sidewalks on school routes;
  - not allowing future street closures or right-of-way/ easement vacations in areas where bicycle or pedestrian access might be appropriate in the future.
- Make getting around by bus a convenient and attractive alternative to driving.
  - Provide recommendations for extending bus service to major new destinations and established areas that lack service.
  - Consider a frequent circulator internal to the subcommunity, providing service between residential areas and subcommunity centers.
  - Provide transit centers with shelter from the elements, seating, covered bicycle parking, schedule and fare information, and newspaper racks. Additional features could be: pay telephones, real time bus video display, a snack and/ or coffee shop, a convenience store, bicycle storage lockers, a bank teller machine and/or a dry cleaner.
- Elevate the quality of street design, so that streets are more attractive and inviting for pedestrians, bicyclists, bus riders, and drivers.
- Strengthen the sense of entry by car into the City at the north end of the subcommunity.

BACKGROUND

Overall Circulation

The layout and design of an area's streets and paths have a tremendous effect on neighborhood livability, design, and character. Accordingly, much emphasis was placed on the development of an overall circulation system for North Boulder. The goals were to:

- create an integrated network of streets, yielding more path options for both motorists and users of alternative travel modes;
- establish blocks that are small, better serving pedestrians and helping calm traffic;
- develop a land use pattern that would not require future road widening (for more on this, see section 11); and
- view streets as multi-purpose public spaces, not just roads for cars.

The design of the circulation system considered not only traffic capacity, but also neighborhood character and pedestrian and bicycle-friendliness. The recommended circulation system, the Transportation Plan, is shown on pages 24 and 25. Immediately following the adoption of this plan, City Council approved an ordinance to ensure implementation of the Transportation Plan. When properties in North Boulder develop or redevelop, Section 9-3.3-14(b) of the Boulder Revised Code now requires that rights-of-way in conformance with the North Boulder Right-of-Way Plan are reserved or dedicated to the city. The Transportation Plan in this section reflects the ROW Plan at the time this plan was printed. It reflects amendments made by Planning Board and City Council in the Crestview East and Crestview West areas in 1997. However, subsequent amendments may have been made. For the most recent ROW Plan, check with the city Planning Department.

East-West Connections

One of the specific circulation issues that was evaluated in the planning process was the incomplete street network in the area bounded by 19th and 28th, Iris and Violet. This system results in a few streets carrying most of the area's traffic. Development in this area in the last ten years occurred without a transportation plan at the neighborhood level. New developments in many areas did not incorporate east-west connections and many existing east-west streets were closed. Although traffic volumes are well within the streets' capacity, the few

east-west through streets that remain carry a disproportionate load of traffic. The pedestrian and bicycle system in this area is incomplete, yet Crestview Elementary School and Centennial Middle School are located here. The circulation problem has two sources.

- First, the number of street connections are limited so streets such as Violet, Upland, Sumac, Redwood, and Quince have very long blocks, up to 1500 feet. More walkable street networks have 300 foot blocks. The result is that north-south pedestrian and bicycle travel is funneled onto 19th and 26th Streets, busy collectors that are less than desirable for walkers or bicyclists, who prefer quieter streets.
- Second, most of the streets lack sidewalks, bicycle lanes, and safe crossings. There are no school crossing guards and no signalized crossings on 19th Street. Not surprisingly, parents are reluctant to have their children walk or bike to school.

Children are being driven to these two schools at a higher rate than the national average. This and the fact that automobile trips to and from these schools constitute as much as 40% of traffic in the area became a key factor in determining how to address the east-west connections problems discussed above.

Many alternatives were analyzed in the planning process, including adding or opening streets. A transportation study done by the City (Appendix D) indicates that, because the biggest traffic-generators in this area are two schools, and one is located on a through street, opening one or two new streets would only reduce traffic on existing through streets by approximately 10% to 20% .

In the end, therefore, the Plan recommends creating a fully connected system in new areas-- so as no to repeat past problems-- but, in existing established areas, to focus first on making walking and biking safe and convenient (see recommendations on page 22). If car trips are converted to bicycle or walking trips, it will reduce through traffic and allow more children to get safely to school by themselves. A combination of physical improvements to pedestrian/ bicycle on-street and off-street systems, traffic-calming measures, and walk/ bike/ bus promotion programs would be a more cost effective, less disruptive way to ease the traffic impact on through streets than opening and creating new east-west streets in existing established areas.

Pedestrian and Bike Facilities

As a whole, the subcommunity lacks a completely connected network of pedestrian and bicycle paths, lanes and routes. The Transportation Plan on page 26 recommends an improved network including connections to existing and future destinations, such as new parks, shopping and residential areas. In addition to the east-west bicycle and pedestrian routes along and near the creeks, recommendations for completing two routes to downtown, one along 9th Street, the other along 13th Street are shown on the Plan.

In many locations, simply creating pedestrian cut-throughs or short paths, such as at the end of culs-de-sac, could greatly reduce walking and biking distances without affecting neighborhood character, and are shown on the Transportation Plan. Also, routes along North Boulder's many low-traffic residential streets, which feel safer and more attractive to many bicyclists and pedestrians than routes along major streets, are shown.

Traffic speed

Traffic speed is another safety issue for children walking and biking to school. Besides the sense of threat and disrespect that driving over the speed limit conveys to residents, faster cars are noisier, especially as they stop and accelerate at stop signs.

The Norwood street improvement project, which was under way when the subcommunity planning process started, explored options for calming traffic on that street and nearby intersections. A new Neighborhood Traffic Mitigation Program, administered by the Transportation Division, will handle this issue in North Boulder, as throughout the City.

Traffic noise

Traffic noise also was a concern expressed by many residents of North Boulder, especially residents near 28th Street. There is minimal to no sound buffering on 28th Street (US 36) to shield the residential neighborhoods from its noise impacts. The fencing that now exists along parts of the corridor cuts some traffic noise, but earth berms, which are far more effective, are few and modest. Traffic noise will become an even more serious problem with time, as traffic on US 36 is projected to increase, and housing units are expected to be built in the Yarmouth North area, thereby subjecting even more people to US 36 traffic noise. Noise impacts from Broadway also may become a more pressing issue as traffic increases there. The plan recommends careful, noise-conscious site layout, building design, and noise buffers, so that new development can provide its tenants and/or residents a better, more peaceful quality of life.

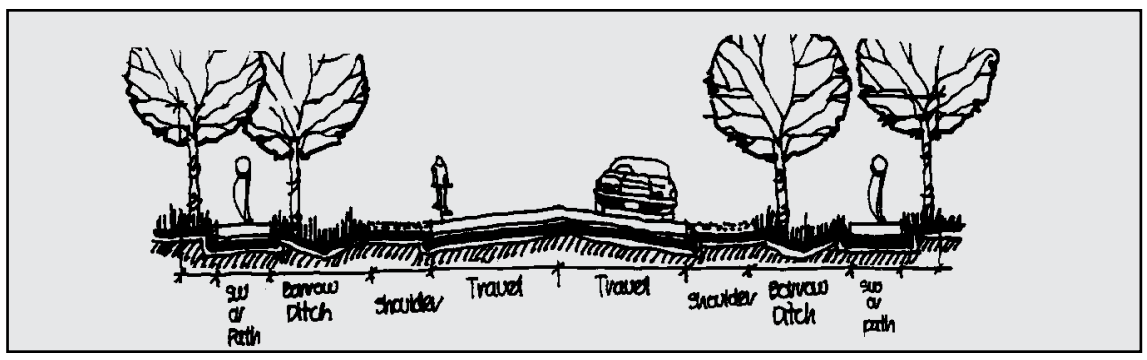
Street character

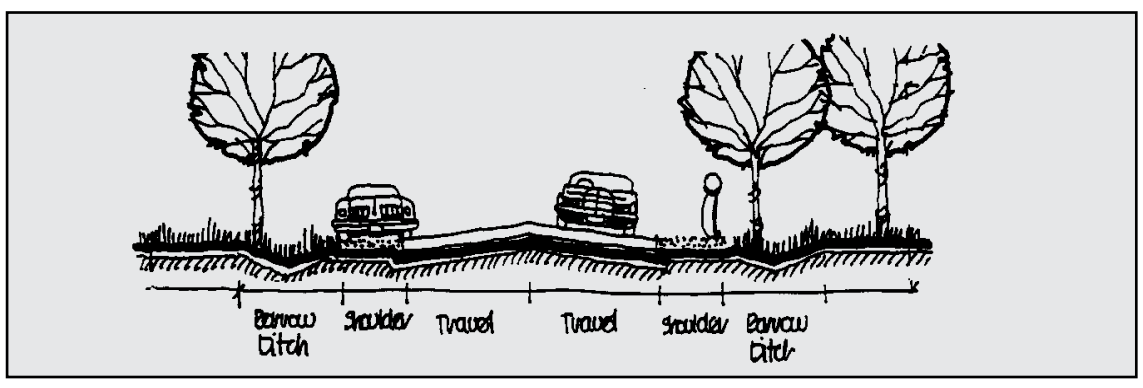
In addition to the location of streets, the planning process defined the desired street character. Specific street cross-sections are shown on pages 23 and 24. Where cross-sections are not provided, narrower streets with detached sidewalks are preferred wherever possible.

North Broadway
While a general cross-section is shown for North Broadway, the development of a detailed plan for the streetscape is under way as one of the first phases of implementation of the Plan. New development or redevelopment along Broadway will be expected to comply with the streetscape plan once it is adopted.

19th Street
A redesign of 19th Street to reduce traffic speed, improve pedestrian safety crossings near school routes, and add continuous detached walks along both sides is also recommended as a later implementation phase of the plan.

Rural Streets
For streets in the lower density residential areas of North Boulder, residents have expressed an interest in maintaining the character of the "rural" street section, characterized by no sidewalks, grassy borrow ditches instead of curb and gutter drainage, no or few painted traffic lines, and little street lighting (see illustration below). From an environmen-





A typical North Boulder "rural" street section which features borrow ditches and no street lighting. On streets where densities are low and traffic is very light (in Githens Acres, for example, where the streets do not connect), pedestrians and bicycles are safe and comfortable walking in the street. On routes to school (Sumac and Upland, for example), separated paths or sidewalks are essential. With the adoption of Residential Access Project (RAP) street standards, most streets generally have enough right-of-way to install detached walks without the use of curb and gutter drainage. In other cases, such as on 19th Street, curb and gutter will be required to have space for detached walks along the complete stretch of the road.

tal standpoint, borrow ditches are preferable to the piped drainage offered by curb and gutter, since it allows storm water to percolate back into the ground, filtered by the soil as it flows. Some of the semi-rural roads, particularly the arterials and collectors, are key routes to school and therefore need detached sidewalks.

These roads will be studied in more detail to determine whether there is enough space to accommodate both a borrow ditch and a walk. Efforts will be made to keep borrow ditches wherever possible, to maintain a rural quality and enhance storm water quality.

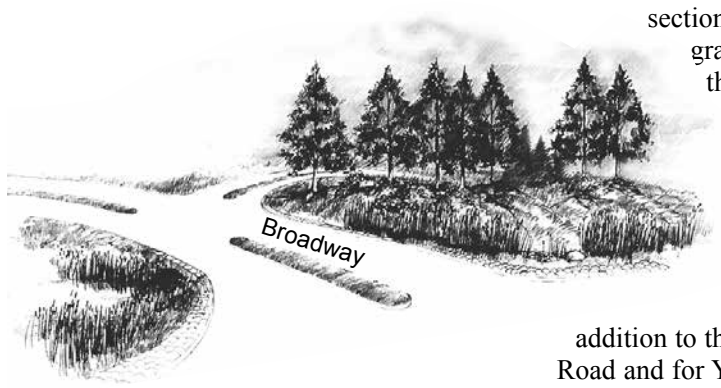
Other Streets
Recommendations related to street character are included in other sections of the Plan (for example, the development guidelines in sections 5 and 6). Generally, they include:

- that the outer edge of development (along parks, open space, etc.) should be faced by the fronts of buildings, not the backs; and
- that alleys should be used wherever possible to provide a "service" side to properties and reduce curb cuts and sidewalk interruptions on the "public" side of lots.

In most cases on-street parking is seen as desirable because it disperses parking, minimizes the need for expansive lots, and provides a buffer between pedestrians and passing motorists.

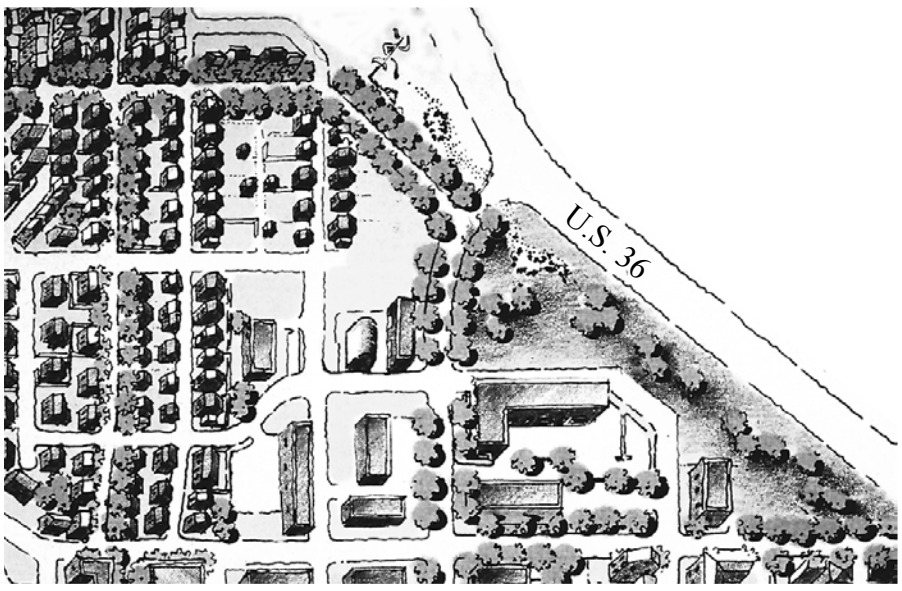
Gateway

The northern edge of North Boulder, where Highway 36 intersects Broadway, is a major entrance to the City. Drivers entering from the north pass through this intersection. This area is where the gently rolling grasslands along Highway 36 give way to the more urban landscape of commercial and industrial buildings and, further on, residential neighborhoods. The Plan gives careful consideration to the visual quality of the redevelopment planned for the sites bordering the entrance to the City, because of the visual prominence of these sites. In addition to the development guidelines for Lee Hill Road and for Yarmouth North (pages 11 and 12), the Plan recommends the development of a North Broadway streetscape plan as one of the first phases of implementing the Plan. The streetscape plan will address how to improve the appearance of industrial parcels on the west side of Broadway near the entrance to the city. It will also create a more detailed plan for the Highway 36 and Broadway intersection. During the North Boulder planning process, several alternatives for the gateway were considered. The concept that was favored and is recommended here is that the gateway focus on landform and landscape design rather than on any architectural treatment or "statement." It should reflect the natural beauty of the city and accentuate views from this area to the foothills, possibly by slightly raising the Broadway/ Highway 36 intersection.



The gateway to the city from the north should focus on landform/ landscape design rather than on an architectural treatment. It should reflect the natural beauty of the city and accentuate views from this area to the foothills, possibly by slightly raising the Broadway/US 36 intersection. The landscape material and placement and final design should address the wildfire hazard in the area.

The proposed gateway area should provide a transition from the open space areas to the north and the developed areas of North Boulder, and should re-align the Broadway/US 36 intersection.



RECOMMENDATIONS:

Connections:

- See Transportation Plan on pages 25 and 26 for all connection recommendations.
  Included are existing and proposed:
  - pedestrian and bicycle routes, paths, and lanes,
  - streets,
  - pedestrian/ bike underpasses,
  - ped activated signal locations,
  - intersection improvements,
  - transit super stop locations, and
  - transit routes.

  A list detailing the proposed connection improvements and their estimated costs is provided as Appendix B.
- In the central part of subcommunity, focus on reducing school-related car trips and calming traffic on existing through-streets, rather than on creating new east-west street connections. This should include:
  - providing new ped/bike connections (see Transportation Plan, p. 26);
  - improving existing bicycle/ pedestrian connections, including detaching walks along 19th Street;
  - providing underpasses on Violet, Upland, and 19th Street at Fourmile Canyon Creek by Crestview School
  - Locating a new school east of 28th Street, in the Palo Park area;
  - working with Crestview and Centennial to promote walking, biking and riding the bus to school (could include organizing a volunteer crossing guard program and developing pilot program which could be a model for other schools);
  - making physical improvements to slow traffic (see priorities under traffic speed); and
  - monitoring the success of these efforts for five years (or less if significant changes occur in the area) before considering new streets.

  If at the end of the monitoring period, more east-west connections are found necessary, vehicular connections should be reconsidered in order to more equitably distribute the traffic burden.
- Initiate a process such as an assessment district to develop equitable funding mechanisms to establish the desired pedestrian, street, and bicycle system.

Location of Public and Private Facilities:

- Locate a new neighborhood-scale school in North Boulder within walking distance of new neighborhoods.
- Locate a new school east of 28th Street to primarily serve students living east of the subcommunity, in order to reduce traffic through existing North Boulder neighborhoods.
- Incorporate a branch library, postal station, and day care center, into the Village Center (along with retail, business and personal services, office and residential uses), so people can accomplish multiple tasks in a single car trip and make use of new pedestrian, bicycle and bus facilities.

Traffic Speed:

- Re-design 19th Street north of Norwood to reduce traffic speed and provide safe pedestrian access. The design should consider street narrowing, detached sidewalks, and most likely, curb and gutter.
- The Neighborhood Traffic Mitigation Program will decide the priority and timing of traffic-calming efforts on North Boulder streets in the context of others in the city. Highest priority streets in North Boulder should be high-volume residential streets near schools where autos consistently exceed speed limits and where mitigation planning projects have long been under way. These include Norwood, 19th Street, and Kalmia east of 26th Street.

Traffic noise:

- Require the design of new residential development along Yarmouth, Violet, Broadway and U.S. 36 to minimize and mitigate noise impact (building placement, orientation and height, room layout, construction materials, noise buffering).
- Require substantial building and pavement setbacks (approximately 70 feet) along US 36 to strengthen the gateway concept, provide a linear parkway, and buffer the highway's noise and visual impacts. It should include a multi-modal path. The specific buffer design should be developed with the final gateway design.
- Incorporate noise mitigation in the design of any improvements to US 36.

Gateway:

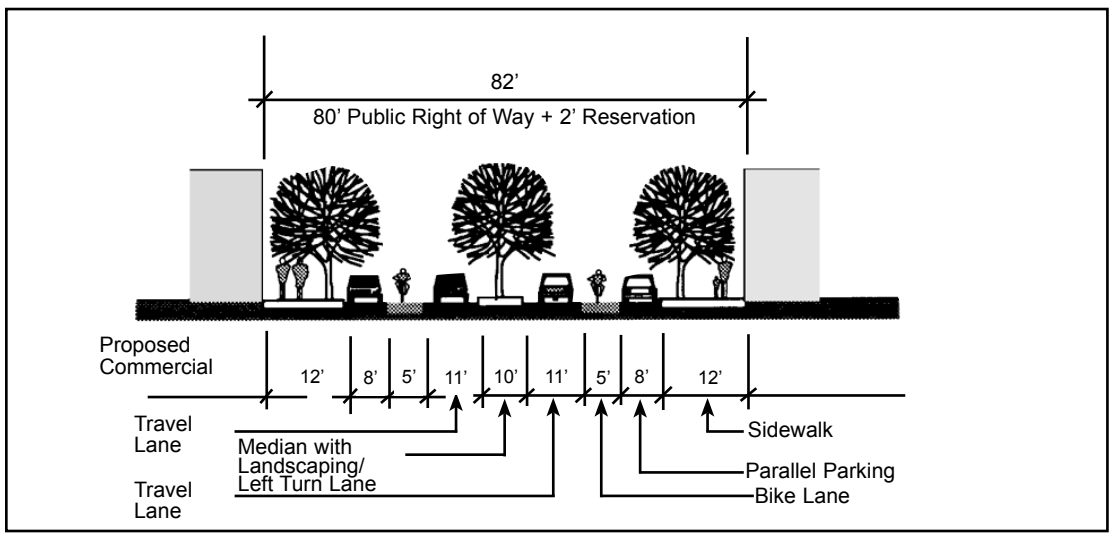
- Design and construct a gateway to the northern entrance to the City:
- Focus design on natural landscape/landform, rather than adding architectural or monumental elements.
- Improve the intersection of Broadway and US 36 by re-aligning it so that the roads meet at a right angle.
- Develop a linear greenway at US 36 & Broadway that stretches south along US 36.
- Provide a subtle transition from the gateway intersection to the Broadway corridor. Develop design guidelines for the streetscape in this area.
- Acquire the State road maintenance facility and other key private properties as needed to implement the gateway design.
- Strengthen the sense of entry by locating a civic building or three-dimensional feature on the most northeastern part of the Lee Hill Road Area (see Lee Hill Rd. Area Development Guidelines on page 10).

Street Design:

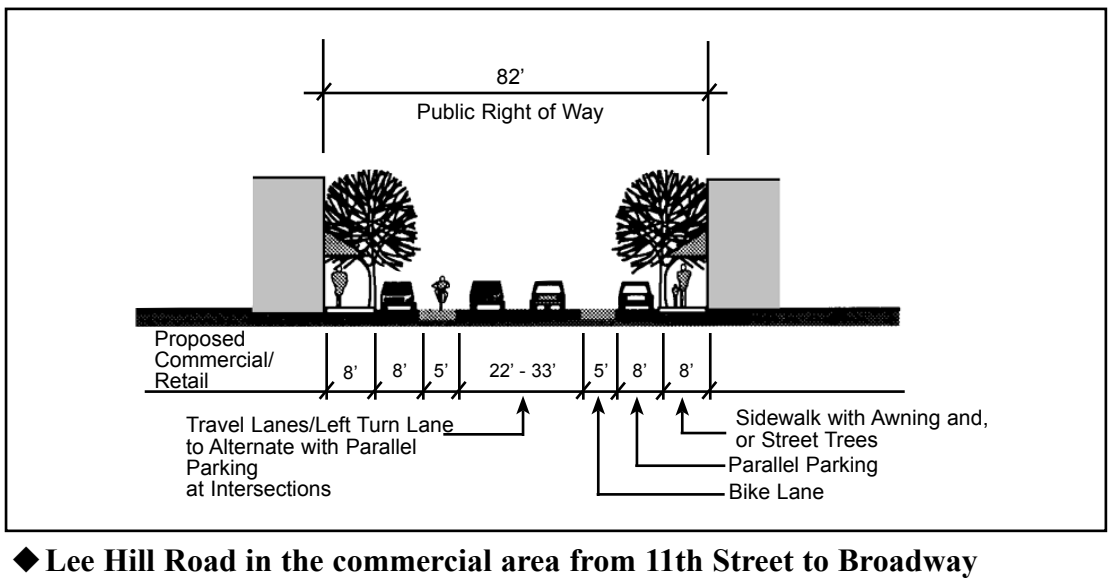
- Maintain rural street character in the central part of the subcommunity to the greatest extent possible.
- Design streetscapes in conformance with the streetscape plans below, or subsequent ly adopted streetscape plans (e.g., North Broadway). Bury utilities on Broadway.

TRANSPORTATION ACTION PLAN

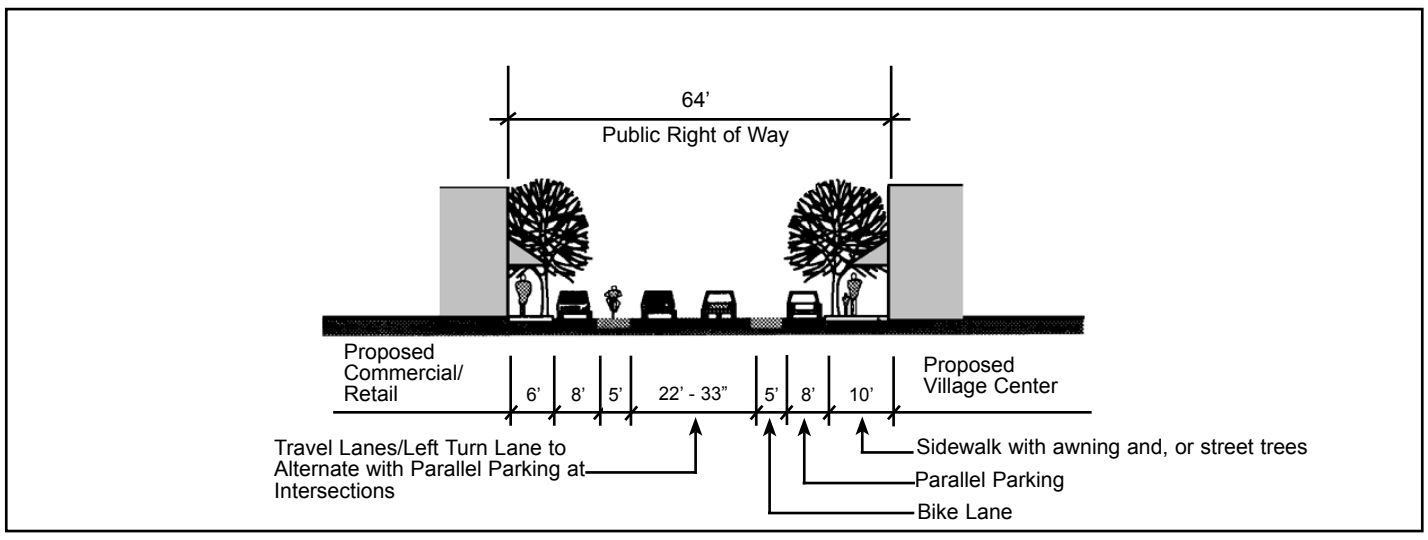
Action	Responsibility	Cost	Timing
Develop ordinance to require compliance with the Transportation Plan during development or redevelopment of properties.	Planning, Attorneys, Transportation	Staff time	Immediately
Explore use of assessment or urban renewal district for equitable funding of street/path improvements in North Boulder. Also consider these strategies along with underground fund for streetscape improvements along North Broadway per streetscape plans and utility underground recommendations in the Plan.	Planning, Transportation, BURA, Attorneys	Staff time	Immediately
Work with Boulder Valley School District to secure additional land needed in Palo Park during annexation of land north of Kalmia and south of Palo Park and to locate an additional school in North Boulder.	Planning, Attorneys, and BVSD	Staff time	1-3 years
Work with Crestview and Centennial to develop a school program to encourage walking and biking to school	Transportation, Planning, BVSD	Staff time	1-3 years
Refine/finalize gateway design and strategy for implementing improvements	Planning and Transportation	Staff time, $7500 des. cons.	2-3 years
Incorporate traffic speed and traffic mitigation recommendations from page 22 into the Neighborhood Traffic Mitigation Program.	Planning, Transportation GO Boulder, BURA, Attys	Staff time	Immediately
Develop regulatory changes to discourage new cul de sac and flag lots	Planning, Attorneys, Transportation	Staff time	Immediately
Upgrade County enclave streets	Transportation	$1.5M	after annex.
Develop regulatory changes to ensure compliance with streetscape designs identified in the Plan (Broadway, Lee Hill, Violet, Yarmouth, US36). Rewrite zone district standards to require "build-to" rather than "setback" lines.	Planning, Attorneys, Transportation	Staff time	Immediately
Re-design 19th Street to reduce traffic speed, improve pedestrian safety crossings near school routes, and add continuous detached walks along both sides	Planning, Transportation	$10,000 design plan construction price N/A	3-5 years



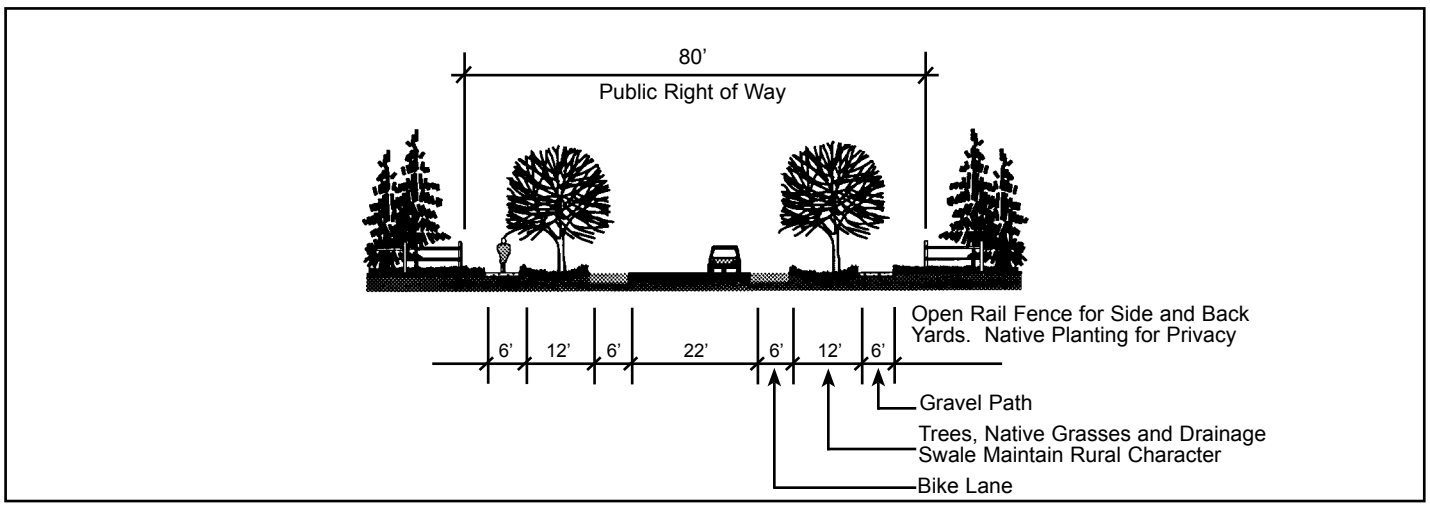
◆ **Broadway in the commercial area .** A more detailed streetscape plan for Broadway will be developed as one of the first implementation phases of the Plan. Check with the Planning Department for more information.



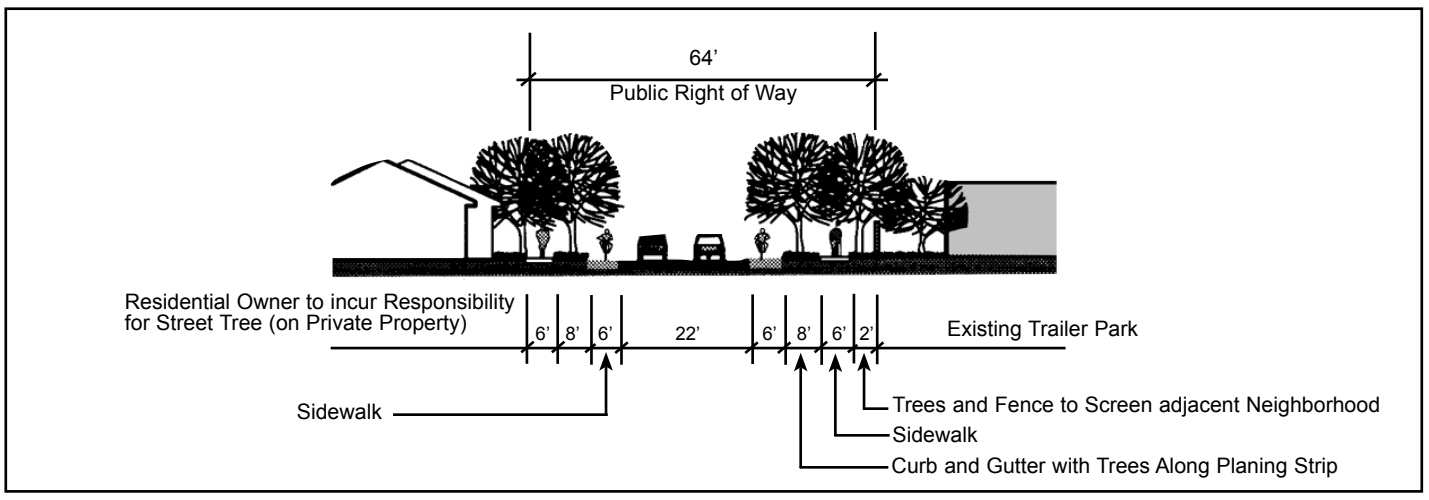
◆ **Lee Hill Road in the commercial area from 11th Street to Broadway**



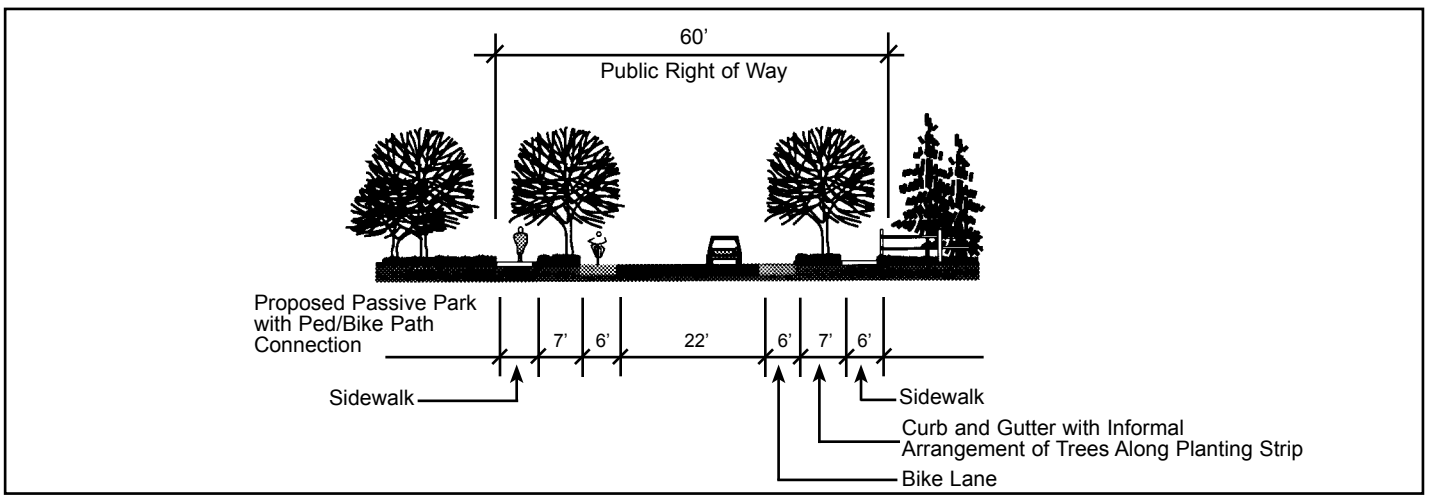
◆ **Yarmouth in the commercial area: from 11th Street to 14th Street**



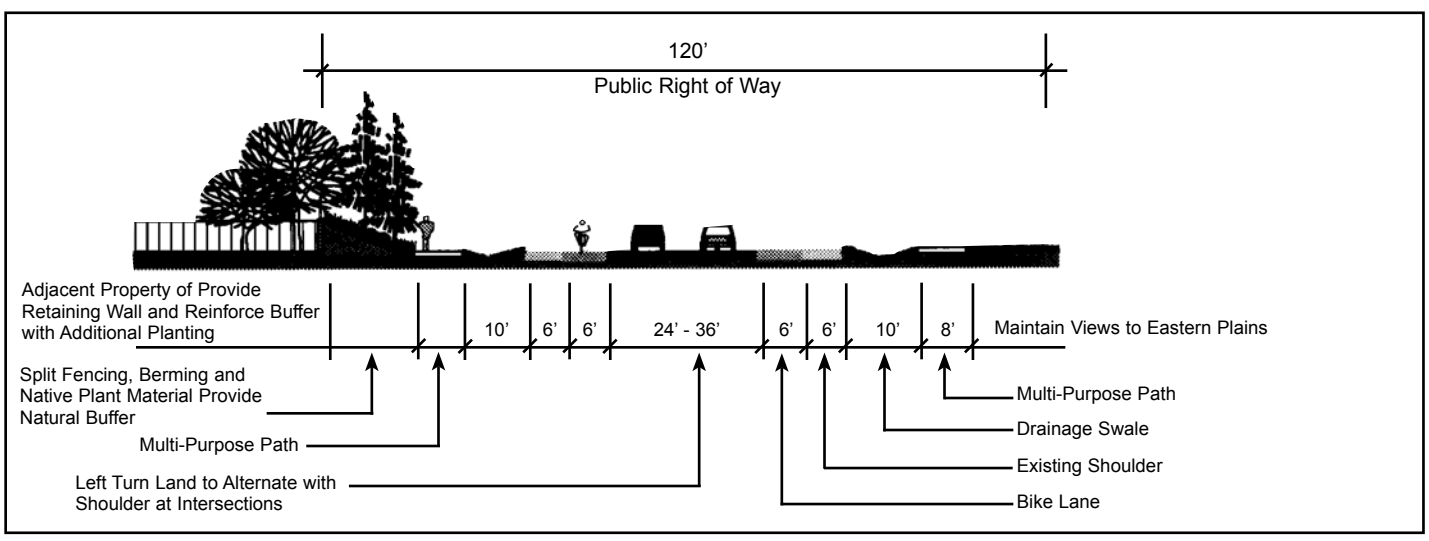
◆ **Lee Hill Road in the residential area: from 11th Street west to the city limits**



◆ **Yarmouth in the residential area: from 14th Street to U.S. 36**

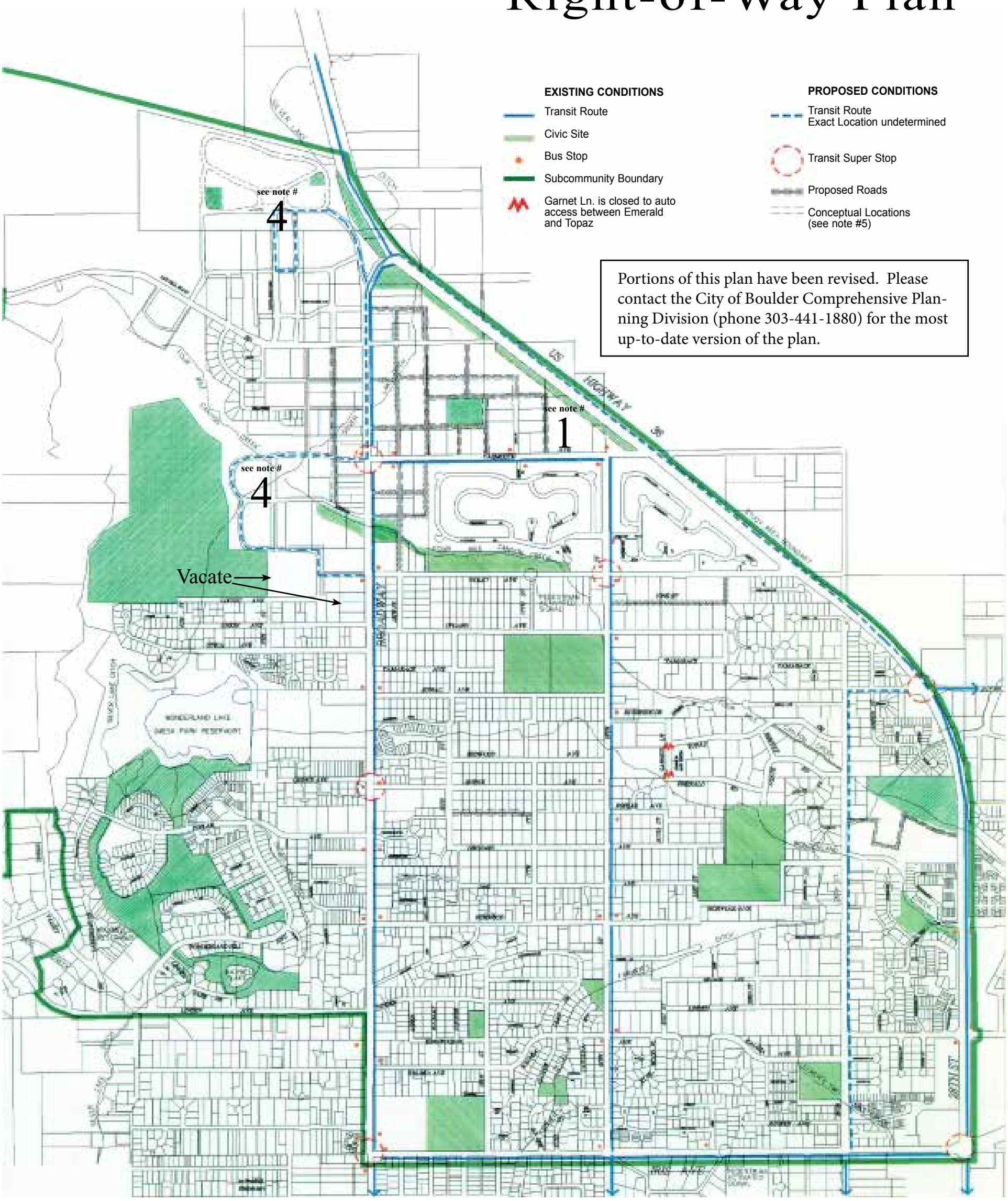


◆ **Violet Avenue**



◆ **US 36 north of Yarmouth to Broadway**

TRANSPORTATION PLAN: Auto/Transit Improvements Right-of-Way Plan

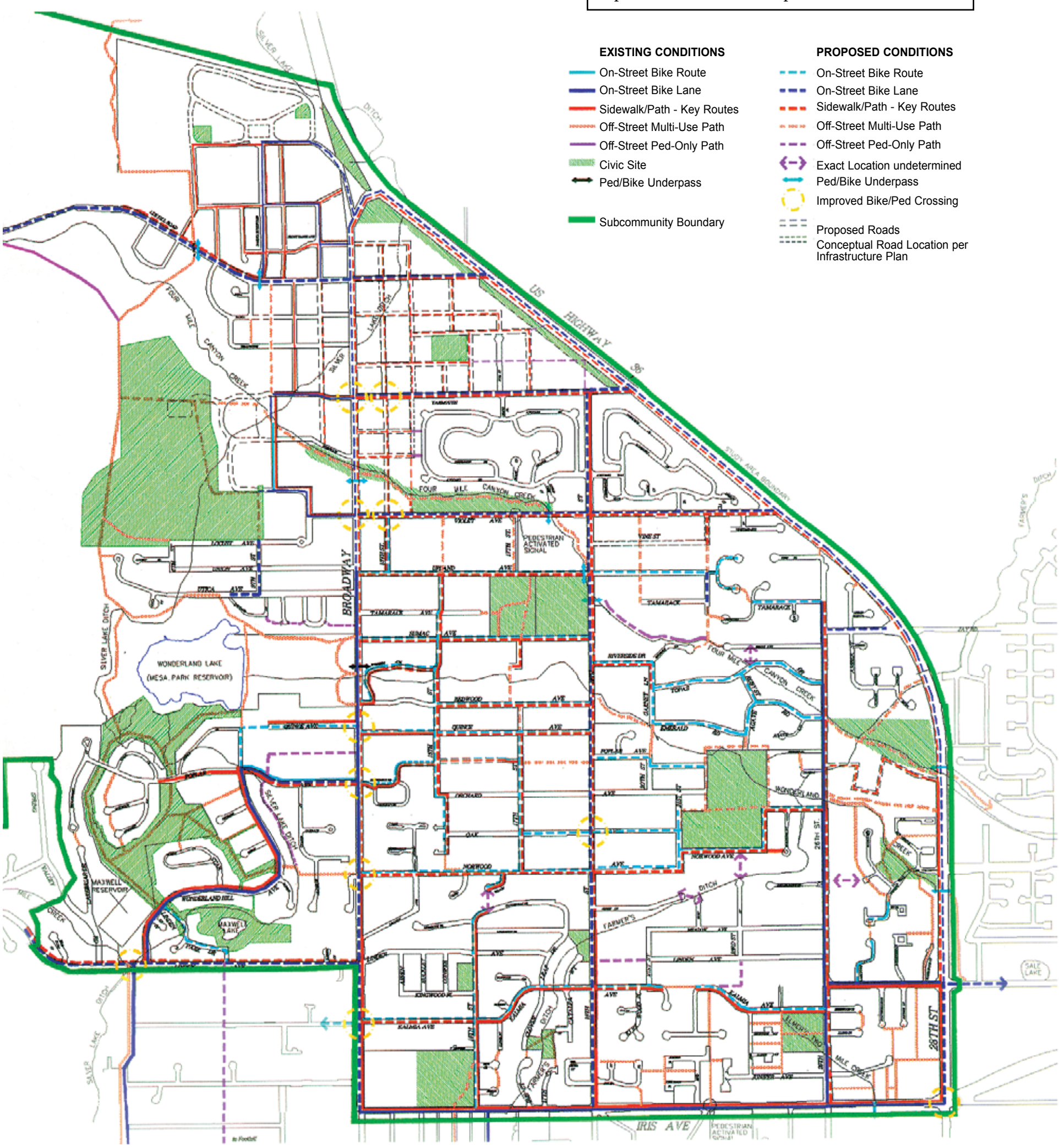


NOTES:

1. Through the Site Review and annexation processes, additional street ROWs will be needed in the Yarmouth North area.
2. Streets installed in the Lee Hill Road area should be built for slow speeds (i.e. as narrow as possible, and with traffic calming designs).
3. Street alignments west of Broadway are intended to reflect the previously adopted North Boulder Infrastructure Plan, with the addition of a single north-south street between Lee Hill Road and Yarmouth Avenue in approximately the 11th Street alignment.
4. As with the adopted North Boulder Infrastructure Plan, streets shown on the Mann property and Foothills property are shown as conceptual locations only. Final street layouts in these areas should be consistent with the development guidelines and finalized during the Site Review process.

TRANSPORTATION PLAN: Bicycle/Pedestrian Improvements Right-of-Way Plan

Portions of this plan have been revised. Please contact the City of Boulder Comprehensive Planning Division (phone 303-441-1880) for the most up-to-date version of the plan.



Note: The existing multi-use paths east of Wonderland Lake shall remain as soft surfaced paths.

9 OPEN SPACE & NATURAL RESOURCE PROTECTION

GOALS

- Respect the historic, aesthetic and environmental significance of such amenities as views, open space, the city edge, distinctive topography, creeks and irrigation ditches.

OBJECTIVES

- Protect and restore riparian/wetland habitats and water quality.
- Minimize the impact of development and human activity on natural resources on Open Space and elsewhere.
- Prevent erosion of views to the west and of the night sky.

BACKGROUND

Creeks

Four creeks cross the North Boulder Subcommunity. From north to south these are: Fourmile Canyon Creek, Wonderland Creek, Two Mile Creek and Elmer's Two Mile Creek.

Fourmile Canyon Creek is the second longest tributary of Boulder Creek (after South Boulder Creek). Its headwaters are in a draw above the settlement of Sunshine on the eastern slopes of Butzel Hill and Bighorn Mountain. Fourmile Canyon Creek travels five and a half miles before entering the City proper at Lee Hill Road. It wanders southeast through the North Boulder Subcommunity and exits the Elks Club property at U.S. 36. Although much of the Fourmile Canyon Creek riparian corridor through the subcommunity is channelized and degraded, there are stretches that have retained many of their natural features and continue to function as wildlife habitat. For example, the stretch of creek that runs between the Boulder Valley Village Park and Boulder Meadows mobile home park, provides food and cover for urban wildlife.

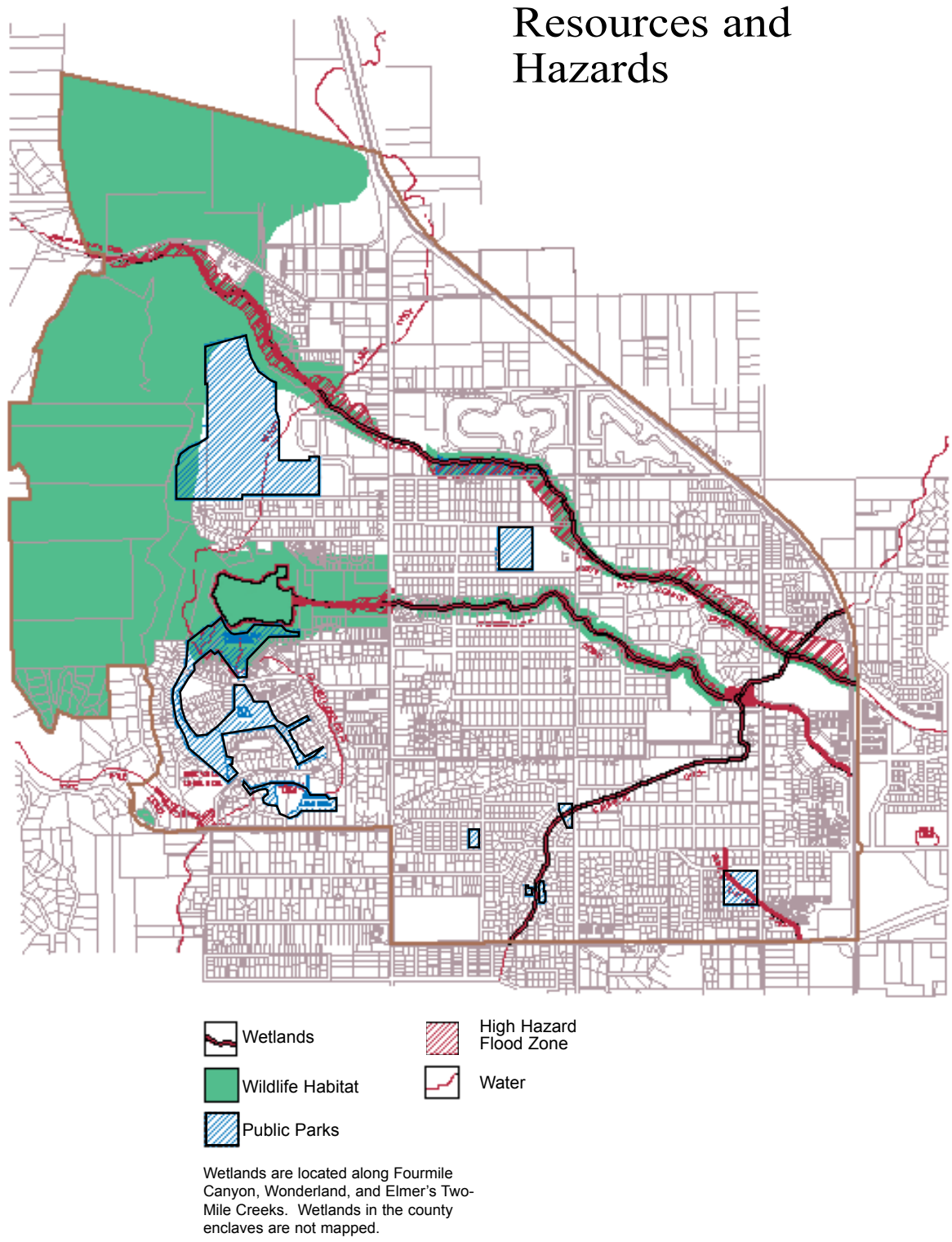
As Fourmile Canyon Creek continues south of Violet Avenue and flows through unannexed residential properties, its character changes slightly, mostly due to the varied treatment of the creek by landowners. Although much of the tree and shrub cover remains, the proximity of development limits the extent to which portions of the corridor attract a diversity of wildlife. Where the creek flows through the Elks Club property, the presence of significant native vegetation (including a cottonwood overstory) and the relatively low density development along this stretch, again provide needed habitat for some urban wildlife and help protect the water quality of the creek.

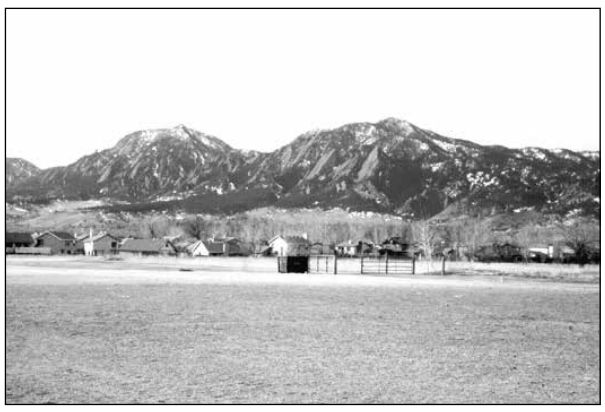
Wonderland Creek is a relatively small drainage that has been both enhanced and degraded by urbanization in the area. The creek probably originates from springs and drainage of the ridge between Linden Avenue and Lee Hill Road. This drainage arises as an intermittent creek within the subcommunity and leaves the area at 28th Street in the vicinity of Winding Trail subdivision.

Two Mile Creek is a moderately sized drainage which arises between Sunshine and Fourmile canyons. It enters the City along Linden Avenue, leaves the subcommunity at Iris and Broadway and eventually joins Goose Creek. Elmer's Two Mile Creek originates at springs and seeps in by Kalmia Meadows subdivision. It exits the subcommunity at Iris and Folsom.

Farmer's Ditch and Silver Lake Ditch also flow through the subcommunity. Important plant and wildlife habitats are associated with ditches, which may function similarly to creeks.

The original natural qualities of the creeks in the subcommunity have been severely reduced by channelization, land development and water diversions. Although the amount of water carried by all these creeks has probably been increased by runoff from roads, driveways, parking lots and buildings, the creeks, particularly Fourmile Canyon Creek, are naturally intermittent streams.





North Boulder contains spectacular views and open space areas.

Wetlands

Wetlands are located along all of the creeks. High groundwater throughout the subcommunity and especially between Wonderland and Fourmile Canyon Creeks creates several additional pockets of small wetlands fed primarily by groundwater discharge. Portions of Wonderland Creek are associated with relatively large, significant wetlands. The wetlands between 15th and 19th Streets especially provide an unusual diversity of wildlife habitats and micro-environments for an urbanized area. Seeps, a high water table, ground water discharge areas, ponds, remnant tall grass communities, and development set back substantially from the floodplain have all contributed to the important local character of this urban wetland complex. Residents living adjacent to Fourmile Canyon Creek in Githens Acres and on Poplar Avenue along Wonderland Creek report that a large diversity of bird species inhabit these wetlands throughout the spring and summer.

Although the creeks and their associated wetlands in the North Boulder subcommunity are considered highly disturbed, the environmental value and restoration potential of these systems are high. Wonderland and Fourmile Canyon Creeks rank low to medium for most of their wetland functions. However, they present some of the few remaining opportunities in Boulder to protect, restore and enhance a significant stretch of creek corridor as an ecologically functioning riparian habitat.

Riparian/wetland systems, particularly mature cottonwood-willow stands, provide habitat for the majority of native species in the region. The wetlands also serve valuable functions of groundwater recharge/discharge, shoreline anchoring, and trapping and filtering runoff from adjacent land uses.

Groundwater quality

In 1989, a groundwater contamination problem was identified when a sample collected from a residential well on Violet Avenue was found to contain organic solvents. The source of these solvents was traced to the former site of Centerline Circuits located at 4575 North 11th Street. The contamination resulting from the disposal of solvents on that site has since migrated through groundwater to the east and southeast to the vicinity of 26th St. The groundwater contamination has been identified in residential wells in the area extending from Centerline to 26th St. and between the Meadows Mobile Home Park on the north and Wonderland Creek on the south.

The migration of the plume is a result of the natural groundwater flow regime and groundwater recharge in the Fourmile Canyon and Wonderland Creek drainage areas. The extent of the plume is constrained on the north by the geology of the area and on the south by groundwater recharge and discharge in Wonderland Creek. In effect, the contaminated plume emanating from the Centerline facility is controlled by natural groundwater flow and the effects of localized area groundwater recharge associated with Fourmile Canyon and Wonderland Creek drainages.

Based on preliminary information about contamination in the subcommunity, enhancement of the natural recharge and discharge functions of wetlands along the creeks east of Broadway and west of 28th St. may provide an added benefit in addressing groundwater contamination in the area by enhancing existing groundwater flow. Further hydrologic studies of groundwater and plume movement would be necessary in making further recommendations.

The best long term solution to the contamination problem, however, is the provision of public water to properties in the area. Five parties who have agreed to participate in the clean-up, have agreed to contribute $400,000 toward the provision of City water service to properties in Crestview West. Upon annexation of the area (see section 5), the City will install water and sewer mains so that property owners will be eligible to hook up to public water and sewer service.

The Fourmile Canyon and Wonderland Creeks Study in Appendix E contains a full discussion of environmental values along the creeks and recommends development standards to preserve these values.

Open Space

The Subcommunity is bordered on the west by a broad band of City-owned open space. Its value for passive recreation and wildlife habitat is enhanced by the presence of Wonderland Lake and the three major creek drainages flowing west to east. The wetlands fringing Wonderland Lake host heron, coots and ducks, among other wildlife. The grasslands west of the lake are home to coyotes.

The band of Open Space along the western edge of the subcommunity lies at the junction of the Great Plains and the foothills of the Rocky Mountains. Here, the woodlands and shrublands of the Front Range foothills meet the grasslands of the Great Plains. The elevational gradient at this juncture causes abundant biological diversity. Large predators (e.g., mountain lion and black bear) use the woody draws and rocky outcrops in this area. Rare plants occur on the shale outcrops along the northern edge of the city limits. Rare reptiles and amphibians such as the prairie rattlesnake and the tiger salamander are also found here.

The Mann property has similar environmental value due to its location and the quality of its natural resources. The Mann property is also habitat for Bell's twinpod (*Physaria bellii)*, a plant species of special concern identified in the Boulder County Comprehensive Plan. This plant grows on shale outcroppings and can be found along the northern slope of the property. In addition, the mountain slopes along the western edge of the property pose geologic hazards due to the mass movement and swell/consolidation potential (source: BVCP Geological Development Constraints Map).

Views

The North Boulder Subcommunity offers some excellent views of spectacular natural features: Dakota Ridge and the soft, grassy base of the foothills are visible from many locations throughout the subcommunity. The Flatirons, with downtown Boulder at their base, are particularly visible from the bluff whose southern edge is Norwood. At 19th and at Broadway, Norwood could be considered internal "gateways," as they offer striking views of the Flatirons to the south and, for the traveller, evoke a sense of approach into downtown Boulder.

Residents of the subcommunity have noted that one special quality of the area is the clarity of the night sky. Relatively low density residential development and minimal commercial and industrial development have minimized illumination of the night sky. Lighting from existing and new development -- streets and buildings -- threatens to erode bright views of stars and planets against a dark sky.

Wildfire hazard

The western edge of the subcommunity is a wildfire high hazard zone. While wildfires are generally a healthy ecological process, the City is committed to minimizing risks to human life and property. The City, in cooperation with other agencies, has launched a comprehensive program to educate citizens and institute policies and regulations to reduce wildfire hazard.

Future challenges

Expanding urbanization poses challenges to the protection of the environmental quality of the subcommunity. Increased development and recreational demands will continue to apply pressure to air and water quality as well as creek, ditch and wetland systems, and threaten view sheds which characterize the subcommunity. While it is not possible to bring back pre-settlement conditions within the City or to fully halt change, there is much potential for protecting and restoring ecological processes of the subcommunity.

RECOMMENDATIONS

Environmental education

- Enhance the use of the Foothills Nature Center as a community center for environmental education.

Channel and water quality protection

- Protect, restore, and enhance wetlands for water quality and habitat improvement at the following locations:
  - Fourmile Canyon Creek through the Elks property.
  - Fourmile Canyon Creek from Broadway east to Violet Ave.
  - Wonderland Creek from 15th St. to 26th St.
- Minimize surface pavement in areas of high groundwater recharge, particularly in high hazard flood zones and floodplains.
- Protect surface water quality, control stormwater flow, and enhance groundwater recharge through construction of stormwater low-flow channels during redevelopment at the following locations:
  - North of Fourmile Canyon Creek and east of Broadway (collection basin for redevelopment west and east of Broadway).
  - Elks site, south of Fourmile Canyon Creek.
- Require a building and pavement setback along ditches for the protection of water quality and other natural values, neighborhood aesthetics, and community design. Keep ditches open.
- On Elks property, acquire riparian buffer beyond conveyance zone of Fourmile Canyon Creek for environmental protection.
- Explore ways to protect other drainages through urban open lands planning.
- Work with Homeowner Associations to educate landowners about their wetlands and provide guidance for their protection and restoration.

Habitat protection

- Protect and reduce impact to habitats on adjacent Open Space through the following means:
  - Design sites to concentrate densities away from the boundaries with Open Space, and maintain natural hydrological systems.
  - Direct Open Space access to designated trailheads and maintained trails in cooperation with the Open Space program. Use fencing to guide access and prevent informal trails, if necessary.
- Landscape with native and xeriscape plants. Besides enhancing natural habitats, this will also prevent invasive plant infestation and conserve water.
- Protect wildlife habitat along Wonderland Creek between 15th and 19th Streets by strengthening regulations, eliminating flag lots or acquiring conservation easements.
- Protect the creek corridor and wetlands on the site at 19th and Wonderland Creek through development review.
- Explore ways to protect other habitats through urban open lands planning.

Wildfire hazard mitigation

On redevelopment sites near the western boundaries of the subcommunity:

- Locate fire access roads (minimum 12 ft. wide) between new development and wildfire-prone areas.
- Locate fire hydrants on the outside of fire access roads at 500 ft. intervals, according to City standards.
- Locate hydrants at or near site accesses.
- Provide a secondary egress in new developments for evacuation and fire equipment.
- Use of non-combustible building materials should be seriously considered throughout all facets of building construction.
- Maintain space around buildings with appropriate vegetation management.

View protection and preservation of distinctive topography

- For all North Boulder projects subject to site review and for design of new public facilities, identify park locations, street layouts and building location and orientation that will protect and take advantage of view opportunities.
- Keep development back from the north and west edges of the City to protect public views from U.S. 36 and Foothill Trail (see Lee Hill Road Development Guidelines, page 12).
- Create a stronger gateway to the City at Broadway and U.S. 36, per the recommendation in section 8 (Transportation).
- Where major roads cross creeks (e.g., Fourmile Canyon Creek at Broadway or 28th St., Wonderland Creek at 19th St.), preserve the view shed into the creek corridor through riparian habitat enhancement or restoration.
- Require new development to maintain creeks and ditches as visual amenities.
- Require new development to minimize night sky illumination by installing shielded, downward-angled, motion-sensor driven, and proper wattage lighting. New streetlights should be installed only where absolutely necessary and should be carefully designed.
- Require that siting of new buildings and alignment of new roads harmonize with existing topography.
- Require a building and pavement setback along Fourmile Canyon and Wonderland Creeks in conformance with the results of the recommendations in the Creek Study, Appendix E.

OPEN SPACE AND NATURAL RESOURCES ACTION PLAN

Action	Responsibility	Cost	Timing
Implement recommendations from the Fourmile Canyon and Wonderland Creek study (Appendix E) through: wetland mitigation banking, greenways improvements, site acquisition, and Site Review.	Planning, Transportation	Staff time	Immediately
Require wildfire mitigation during Site Review of properties along western edge of subcommunity.	Planning, Fire	Staff time	During Site Review
Require View Studies for key sites during Site Review to ensure preservation on important views.	Planning	Staff time	During Site Review
Require Village Green at Fourmile Canyon Creek and Broadway.	Planning	Staff time	During Site Review of Village Center sites
Develop gateway design and strategy for implementing improvements	Planning and Transportation	Staff time, $7500 design consultant	2-3 years

10 PARKS & URBAN OPEN LANDS

GOALS

- While being realistic about funding sources, seek to acquire or preserve more urban open land and urban parks in the subcommunity.
- Respect the historic, aesthetic and environmental significance of such amenities as views, open space, the city edge, distinctive topography, creeks and irrigation ditches.

OBJECTIVES

- Overcome existing park deficiencies. Ensure that new development has adequate recreational facilities and existing facilities do not become overburdened.
- Explore possible role of new urban open lands system in North Boulder and propose specific locations to be considered for inclusion in the system.

BACKGROUND

North Boulder currently is served by four neighborhood parks which meet or exceed the neighborhood park size standards (5-acre minimum): Wonderland Lake, Crestview, Maxwell Lake, and Parkside. Three other parks in the subcommunity are smaller than the neighborhood park standard: Catalpa, Melody, and Pineview. Two additional parks are undeveloped at this time: 7.2 acres north of Violet from 13th to 17th streets, and a 69-acre community park, north of Locust, west of Broadway.

North Boulder meets current standards for park acreage and generally compares favorably to other Boulder subcommunities in park resources. Among all subcommunities North Boulder ranks highest in: total park acreage; total neighborhood park acreage; and percentage of total land area devoted to park sites. It also far outranks other subcommunities in total park acreage per 1,000 residents and in neighborhood park acreage per 1,000 residents. This is mostly a result of North Boulder's low population density. The subcommunity has a high percentage of naturalized areas, but a smaller amount of developed park land and playgrounds.

The only park deficiency at present is that some of the neighborhoods in the northeastern part of the subcommunity fall just outside the service radius of the nearest existing park site. Residents of these neighborhoods would benefit from a park that is proposed on the Elks Club property. Additional development in the northern third of the subcommunity would require additional parks.

An urban open land system is a linkage of undeveloped or partially developed urban spaces (including areas developed for active recreation), defined by an overall framework plan. The system would be comprised of lands under public, semi-public and private ownership which collectively contribute to the stated objectives of the urban open land plan. Urban open land systems begin with a range of clearly defined and coordinated functions based on community needs and goals such as recreation, environmental protection, enhancement of community character, and bike-ped connections.

If funding for a city-wide urban open lands system becomes available, the maps on page 31 show how such a system could be developed for the North Boulder Subcommunity. Since the urban open lands serve multiple functions, some of the recommendations below are also mentioned in the Transportation section (Bike/Ped Connections and Gateway) and the Open Space and Natural Resource Protection section.

Implementation of an urban open lands plan would involve the following:

- Seeking a source of new funding for acquisition;
- Strengthening land use regulations;
- Encouraging donations and neighborhood acquisitions;
- Developing management strategies.

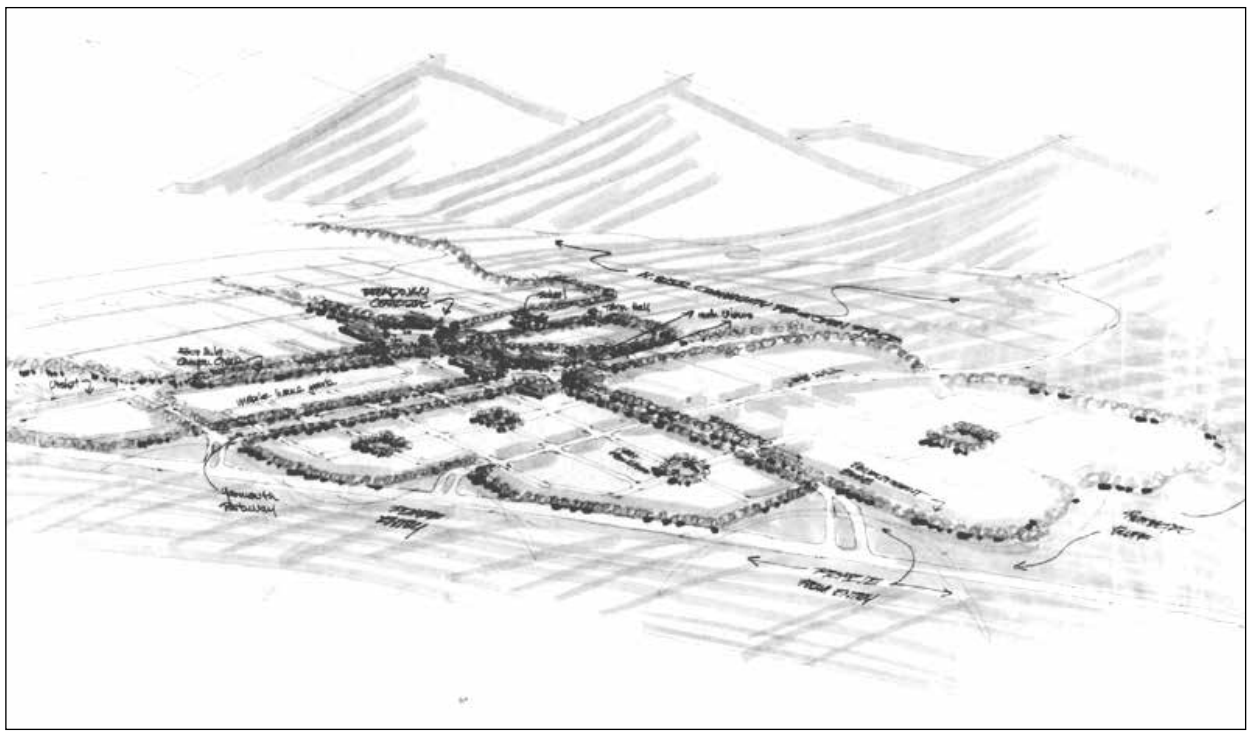
RECOMMENDATIONS:

- Work with the Parks and Recreation Department to re-assess park standards in its Master Plan revision. Issues include walking distance standards, minimum sizes, and park standards for commercial development.
- Anticipate the future need for a neighborhood park in the Lee Hill Drive area by providing a neighborhood park on the Mann property.
- Plan a new neighborhood park in the Yarmouth North area to serve future development there.
- Work with the Parks and Recreation Department in the re-design of the North Boulder Community Park Master Plan. It may be preferable to locate active uses on the east side of the site and to better protect adjacent Open Space.
- On the Elks property, acquire the riparian buffer beyond the conveyance zone of Fourmile Canyon Creek and property north of the creek for environmental protection and park use. The eight acres north of the creek will meet the current need for a neighborhood park in the northeast part of the subcommunity.
- Provide a village green and linear greenway in the Village Center for flood plain and riparian protection, ped/bike travel, gateway enhancement and park use.
- Acquire an easement along the Wonderland Creek between 19th and 20th Streets for pedestrian access.
- Acquire easements for bike-pedestrian connections extending from 13st Street to Norwood and connecting 22nd/ 23rd Street to Centennial.
- Develop a gateway at Broadway and U.S. 36 and continue a linear park along U.S. 36 from Broadway to Violet. Require setbacks along U.S. 36 through the site review process.

Parks

	North Boulder	North Boulder rank relative to other sub-communities
Total park acreage	131 acres	1
Total neighborhood park acreage	57 acres	1
Total number of parks	9 parks	2 (tie)
Total park acreage per 1000 residents	12.5 acres/1000	1
neighborhood park acreage per 1000 residents	5.5 acres/1000	1
% developed acreage of total park acreage	42%	7
% naturalized acreage of total developed acreage (not including undeveloped park sites)	60%	1
number of parks with playgrounds	5	5 (tie)

North Boulder ranks high for total park acreage compared to other subcommunities, but low for percentage of developed park acreage. Source: City of Boulder Parks and Recreation Department, 1994.



Open Space Framework and new neighborhood-serving parks as sketched at the charrette. North Boulder offers spectacular views and over 900 acres of preserved open space.

Figure 1: Pedestrian/Bicycle Connections

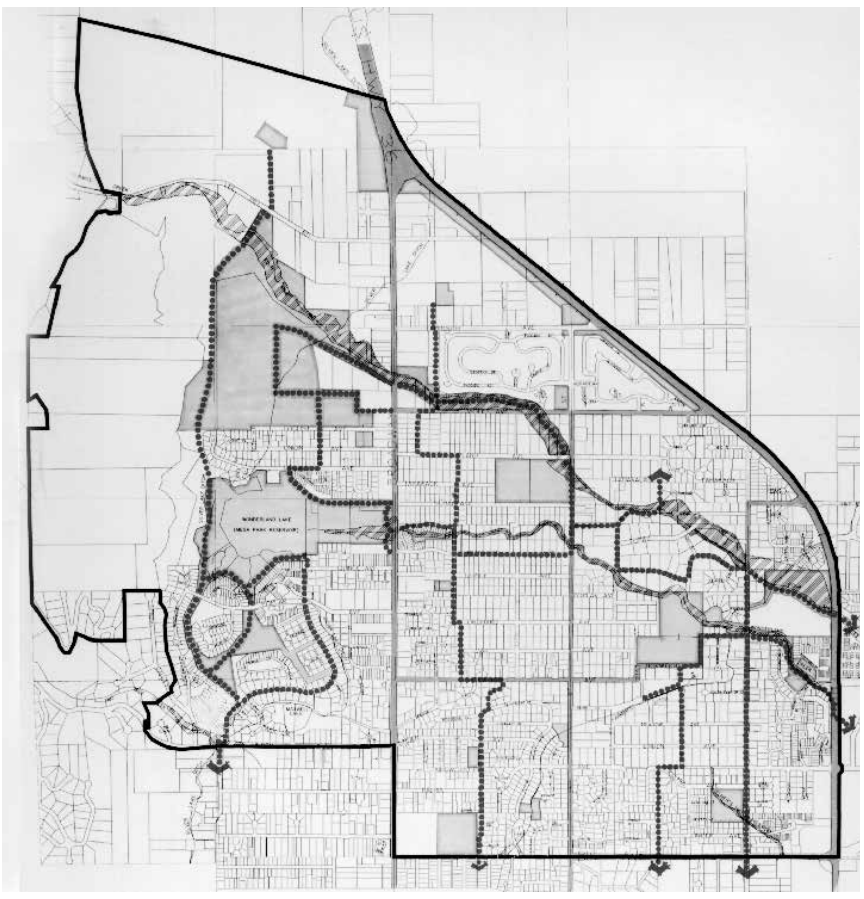


Figure 2: Active and Passive Recreational Functions

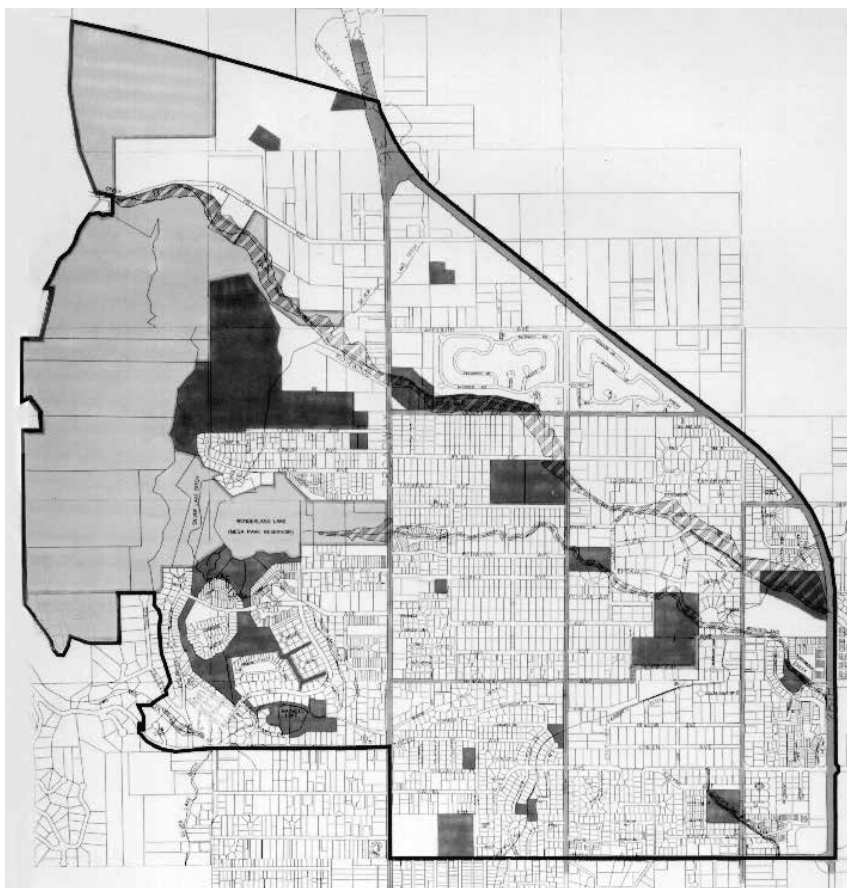
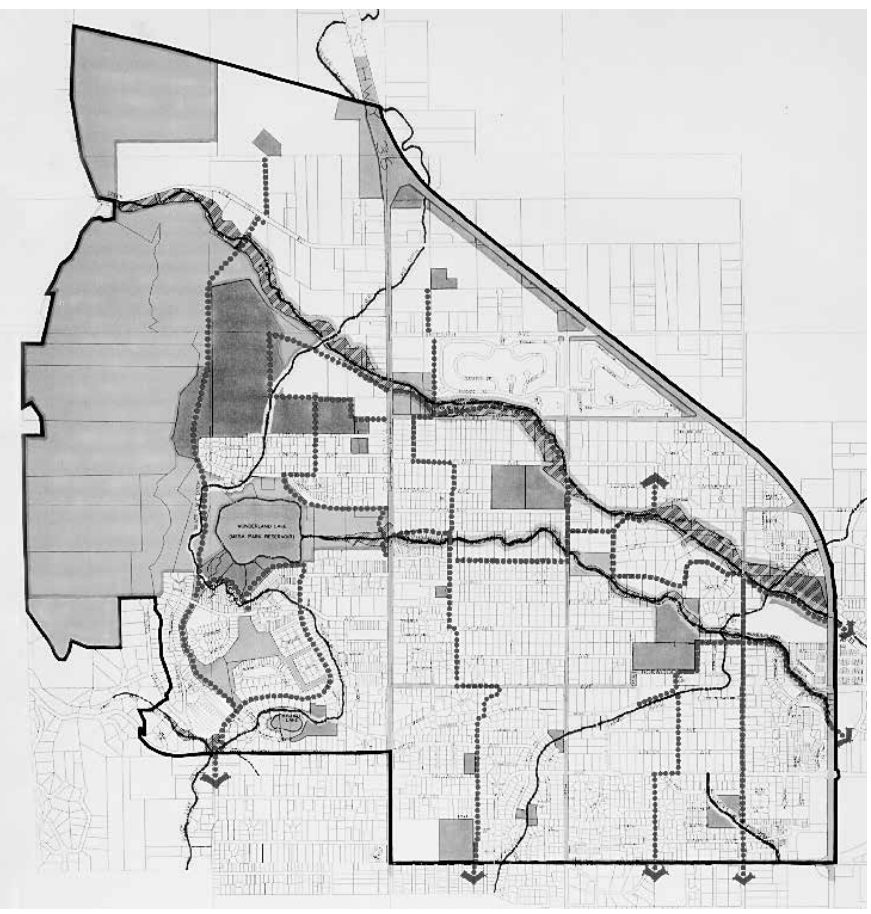


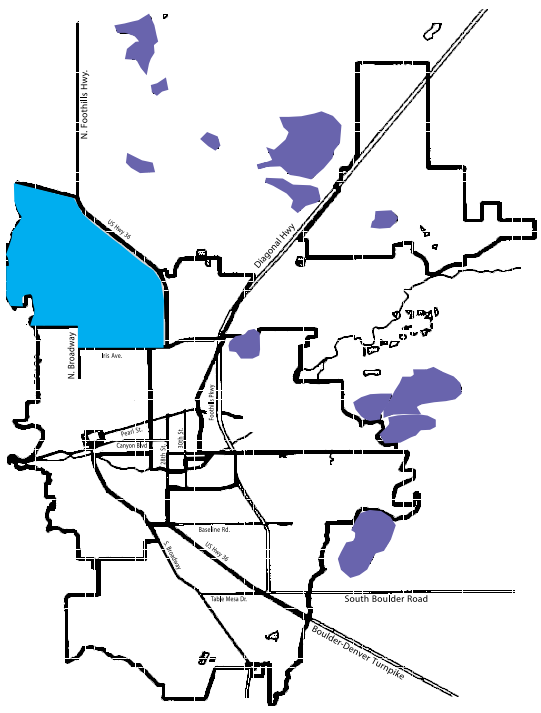
Figure 3: Potential Urban Open Land System



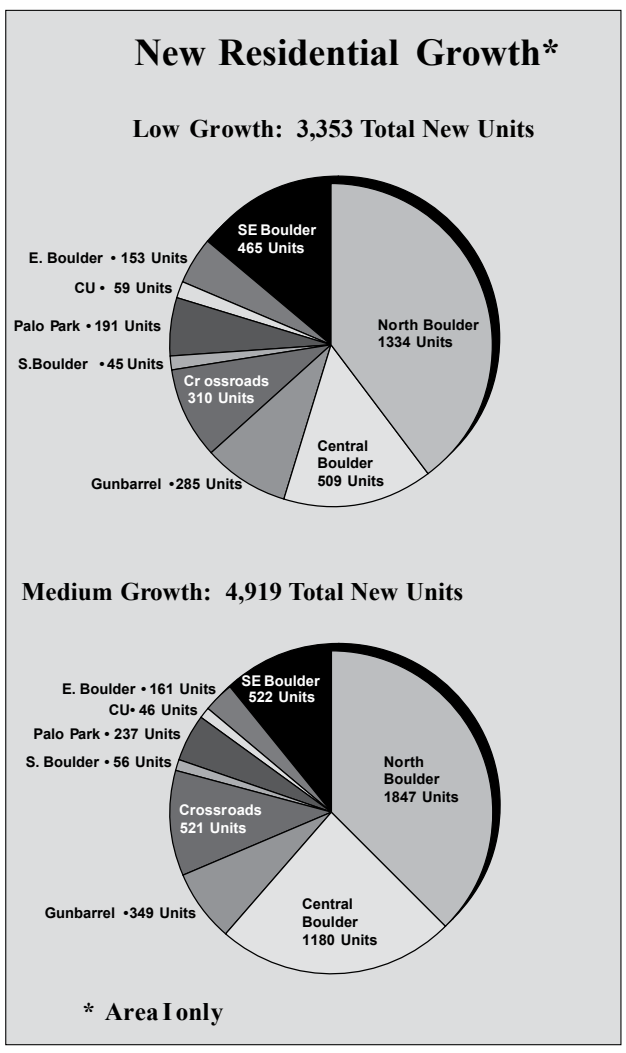
These three drawings show how an urban open land system might work in North Boulder, if a City-wide program is developed and funding becomes available. An urban open land system is a linkage of undeveloped or partially developed (including areas developed for active recreation) urban spaces, defined by an overall framework plan. The system would consist of lands under public, semi-public and private ownership which collectively contribute to the stated objectives of the urban open land plan. Figure 1 shows how the pedestrian/ bicycle network would be linked in such a program. Figure 2 shows how recreational functions could be linked in an urban open land system, and Figure 3 adds environmental protection and community character features, showing how all these functions could work together.

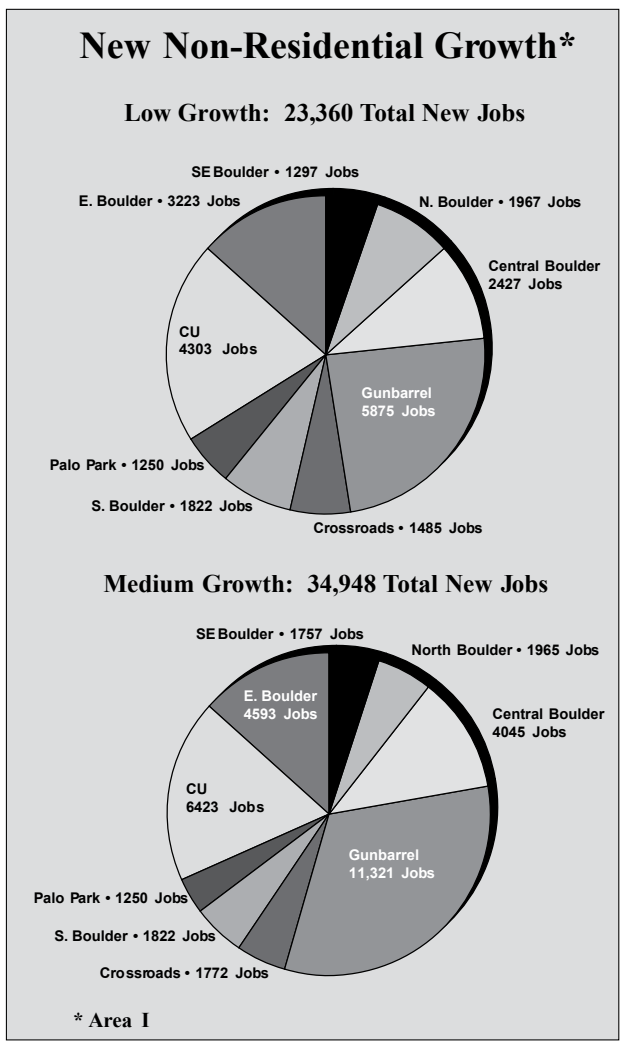
PARKS & URBAN OPEN LANDS ACTION PLAN

Action	Responsibility	Cost	Timing
Consider parks standards recommendations during Parks and Recreation Master Planning Process	Parks and Recreation	Staff time	Immediately
Negotiate park sites with new developments at Elks, Mann, and Theater properties.	Parks and Recreation	Staff time	during Site Review
Acquire conservation easements/urban open lands along creek flood-plains and ditches in North Boulder.	Planning, Utilities, Open Space	Staff time	during Site Review
Require large Village Green at Fourmile Canyon Creek and Broadway.	Planning	Staff time,	during Site Review of Village Center sites
Consider buffer areas for inclusion in Urban Open Lands if city-wide program develops.	Planning	Staff time	1-3 years



PROJECTED GROWTH CITY-WIDE, 1994





11 FUTURE GROWTH

CITY-WIDE GOALS

- Determine what portion of residential and commercial development will occur in the North Boulder Subcommunity in light of the city-wide population and jobs-housing balance targets.
- Determine what land uses and scale of development or redevelopment are appropriate on potential growth sites in North Boulder.
- Coordinate these determinations with the update to the Boulder Valley Comprehensive Plan Land Use Designation Map & relate to city-wide context.

OBJECTIVES

- Create or preserve identifiable neighborhood districts where character and densities vary, one neighborhood from another.
- Provide mixed housing types, densities, and prices.
- Retain 5% of North Boulder's total housing as permanently affordable.
- Preserve existing character in the County enclaves and in established residential areas.
- Ensure that any new development is sensitive to riparian areas, quality open space, scenic vistas, and wildlife habitat.
- Improve connections, and provide an integrated street/ bicycle/ pedestrian network.
- Provide a new Village Center with a mixture of shops, a village green, housing, civic uses, and employment opportunities, to become the symbolic "heart" of the subcommunity.
- Provide neighborhood centers within walking distance of residential areas, which may be parks, schools, civic uses, shops, or employment centers.
- Preserve existing service industrial uses and add some employment opportunities of a service, professional, and light industrial nature.
- Create attractive design and land use patterns that foster closer connections between home, work, shopping, and recreation.
- Accommodate additional vehicular traffic without widening any roads.
- Ensure that projected infrastructure and operation and maintenance needs are reasonably supported through the generation of additional development taxes and ongoing sales and property taxes.

As part of the Boulder Valley Comprehensive Plan (BVCP) update project, Planning staff developed City-wide projections of additional dwelling units and employment for two different scenarios: low and medium growth under current zoning and City regulations. These projections are documented in the 1994 Data Sourcebook, compiled by Planning staff as a reference tool for the BVCP update. The pie charts on the left show the distribution of these projected units (shown on the top pies) and jobs (shown on the bottom pies) by subcommunity. North Boulder's share of future growth is expected to be a large percentage of the city's new residential growth, but a relatively small percentage of new non-residential growth.

Source: 1994 Data Sourcebook, City of Boulder Planning Department.

BACKGROUND

Future growth is a projection of the amount of residential, commercial, and industrial development that might theoretically occur at build-out of an area. While full build-out of any area to the maximum legal extent allowed is unlikely to occur given property owner preferences and market conditions, future growth scenarios based upon assumptions about realistic build-out are used to project the long term impacts of different land use policies on community character, infrastructure needs and financing. Assumptions about "realistic" build-out are based upon the typical amounts of growth that have occurred in the same zone districts or in comparable areas elsewhere in the city.

ISSUES

City-wide Future Growth

Throughout the North Boulder planning process, people have been concerned about both the amount and rate of growth in North Boulder. The total amount of future growth projected for the city is shown in the pie charts on the left. The most important points about the future amount and rate of growth in North Boulder are:

- As set by Council at the outset of the planning process, the total amount of residential growth in North Boulder should fall in the range of 1050 to 1800 new dwelling units in Area I. This range was established to meet the population goal adopted in IPP (population no higher than 103,000 city-wide). The upper end of this range was based on the medium growth scenario in the Data Sourcebook. Given current zoning in North Boulder, even at the upper limit set by Council, some change in land use controls to lower densities will be needed to keep residential growth limited to 1800 units.
- North Boulder's proportionate share of City-wide growth applied against maximum annual allocations in the City's Residential Growth Management System in place at the time of Plan adoption, which limited growth to approximately 1 percent per year, would result in a residential build-out in North Boulder of about 13 to 17 years.
- North Boulder will continue to form the northwestern edge of the City, at least for the 15 year planning period of the BVCP. Land to the north and west is City owned open space, part of the greenbelt and natural system encircling the City; the area to the east is land in the County, designated as Area III Planning Reserve, not planned to accommodate urban development within the BVCP planning period.

North Boulder Future Growth in the "Do Nothing" Scenario

Early in the North Boulder Subcommunity Planning process, a buildout model was developed to determine what might happen if the City did nothing to change existing City policy. The effects on the transportation system under the zoning and BVCP land use designations in place at the time were modeled. The land use assumptions used in this analysis were tested later in the planning process when land owners put their preferred development proposals, in conformance with zoning that was in place at the time, on the table. The property owners' preferred alternative included substantially more dwelling units than in the staff analysis. Their scenario was also analyzed for transportation impacts. The "Do Nothing" Scenario chart on the next page summarizes the total growth that was modeled under these two scenarios. The transportation impacts that

would result from these two scenarios were considered unacceptable because they would have required roadway widening to accommodate projected traffic at buildout. (See Appendix D for the transportation studies).

Future Growth Alternatives

Because the impacts of the "Do Nothing" scenario were deemed unacceptable, and in an effort to stay within growth targets set by Council, three alternative scenarios were devised and evaluated against the goals of this section. These future growth scenarios and an analysis of their costs and benefits were discussed in the March 1995 public review draft of the Plan. A refinement of one of the scenarios in the public review draft plan was adopted by Planning Board and City Council during the public hearing process on the Plan (see recommendations below).

Affordable Housing Opportunities

As described in the Existing Conditions section (section 4), North Boulder consists largely of open space and residential land use designations, yet is a relatively low density subcommunity overall. In order to meet the planning goals of providing mixed housing types, densities, and costs, yet preserving neighborhood character in the existing established area, new neighborhoods in North Boulder will be the place where housing diversity and affordability must be emphasized. Additionally, because of the amount of vacant land in North Boulder, it offers one of the few areas for creating a significant number of homes for middle-income families in the entire City.

RECOMMENDATIONS

The Plan for North Boulder's future growth is shown on page 34 and is summarized on the chart on the right. It has been revised to reflect amendments made by Planning Board and City Council in 1996 and 1997. Please note that the figures in the chart are approximate, for new growth only, and provided merely as a guide. The actual growth in North Boulder — the pattern and mix of uses—will be determined through the review and development of individual parcels. The review processes will consider standards in the underlying zoning, requirements for street and path dedications and reservations, and development guidelines for individual projects where appropriate (i.e., projects going through the Site Review process).

IMPLEMENTATION

At the end of each section of the Plan, an action plan summarizes specific steps needed to implement the Plan (see Appendix A for a detailed implementation schedule). Three of the most significant implementation measures that have been completed since the adoption of the Plan are:

- Adoption of an ordinance requiring dedication or reservation of Rights-of-Way in conformance with the Auto/ Transit and Bicycle/ Pedestrian maps in section 8 of the Plan.
- Creation of five new zoning districts based on the design principles, land use patterns, and future growth recommendations in the Plan.
- Rezoning of properties to carry out the recommendations in sections 5, 6, and 11 of the Plan.

It is anticipated that the remaining improvements outlined in the Action Plan will occur over many years through public and private sector actions. In order to fund the public improvements recommended in the Plan, it may be necessary to establish an assessment district or utilize other mechanisms to equitably distribute costs and benefits of the improvements.

The "Do Nothing" Scenario

Residential Land Use in North Boulder		
Approx. Existing Housing, 1993	Increased Housing	Total Housing
3700 units	1700-2400 dwelling units	5400-6100 dwelling units
Non-Residential Land Use in N. Boulder		
Approx. Existing Floor Area sq. ft. (see chart on p. 8), 1993	Increased Floor Area	Total Floor Area (square feet)
750,000 (square feet)*	380,000 - 750,000 sq. ft.	1,130,000 .- 1,500,000 sq ft.
* Includes under utilized space such as The Armory, storage lockers, etc.		

This chart summarizes the total amount of residential and non-residential growth that could occur in North Boulder under the current zoning and land use policies.

Zone District/BVCP Density Assumptions

VLR zones (includes ER and RR)	1-2 units per acre
LR zones	5 units per acre
MR zones	12 units per acre
HR zones	18 units per acre

This chart summarizes the net densities that were assumed for residential zone districts in the buildout analysis.

Source: 1994 Data Source Book, City of Boulder Planning Department.

NORTH BOULDER FUTURE GROWTH

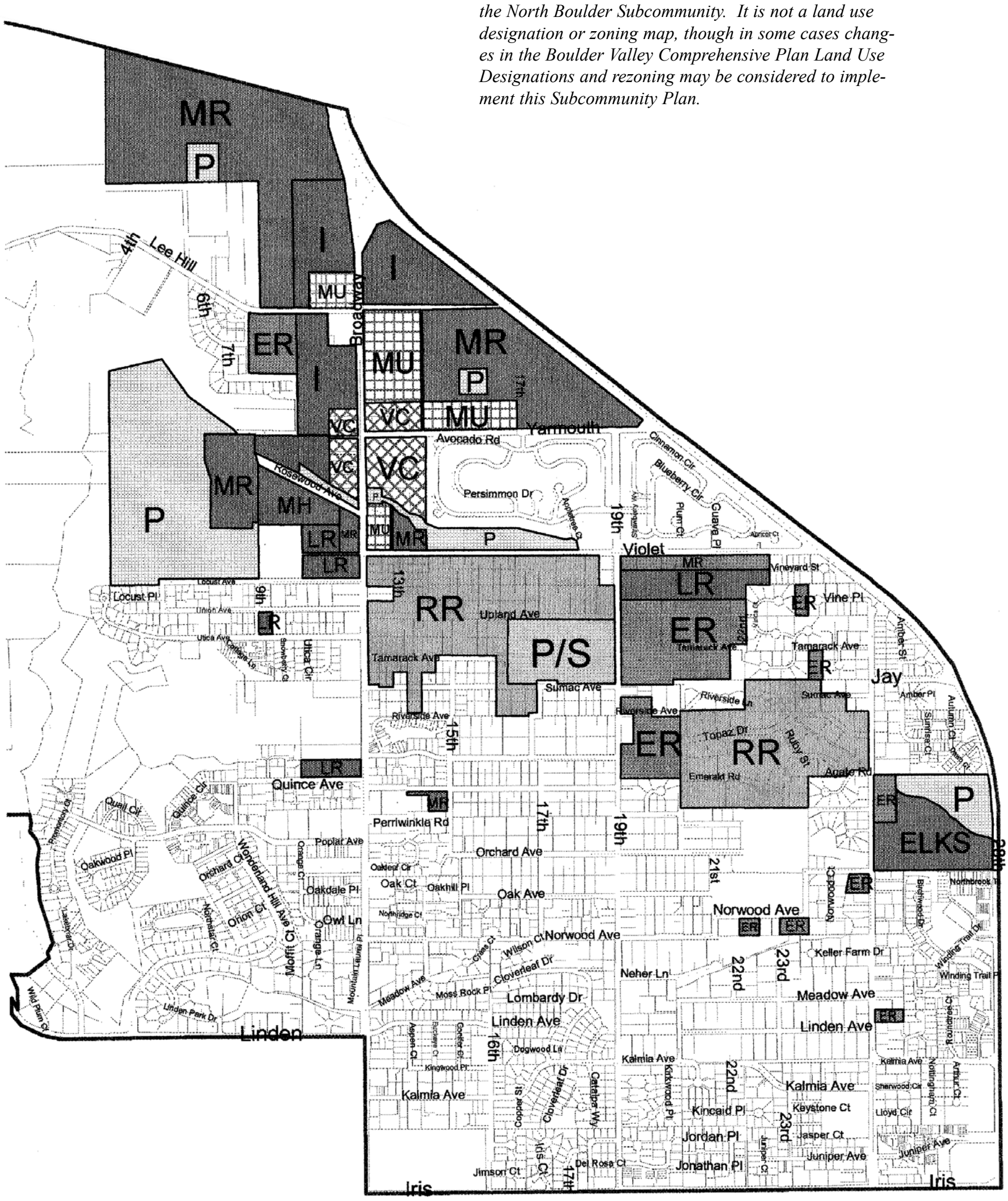
Geographic Area	New Dwelling Units and Commercial - Industrial Square Footage	Implementation
North of Lee Hill	525-625 residential units at mixed densities. On Mann property: between 340 - 440 dwelling units.	Total number and mix of residential units and amount of open areas on Mann property to be determined through Site Review process. Total number of units determined by balancing needs of creating affordable, diverse housing; creating an attractive cohesive neighborhood; preserving views and open space; and addressing environmental issues.
Foothills/Waldorf	150 residential units	Assumes 130 units on Foothills housing site developed through Major Site Review process.
Yarmouth North area	400 residential dwelling units; 95,000 square feet of office	Develop site specific zoning/graphic code to implement development guidelines for this area and create approximately the following mix: 95,000 sq. ft. new office located primarily along Broadway, 13th, 14th, and Yarmouth; 400 new dus of mixed density (approx. avg. net density of 10 du/acre); streets/paths as shown on Transportation Plan; neighborhood park and green areas; and linear greenway along US 36.
Village Center	190 residential units; 85,000 sq. ft. retail; 147,000 sq. ft. office; 20,000 sq. ft. civic	Develop site-specific zoning/graphic code for Village Center, to be located on four corners of Broadway and Yarmouth to Fourmile Canyon Creek. Rezone areas north of Yarmouth, east and west of Broadway from I-E to Village Center. Rezone areas south of the creek, east and west of Broadway from CB-D and HR to MR and LR. Through Site Review process, secure approximately 2 acre village green and linear greenway east of Broadway & linear greenway west of Broadway along Fourmile Canyon Creek.
I zones	no net increase in industrial square footage. 37,000 square feet of office in the TB zone.	Rezone County Yards from P-E to LR-D. maintain Ghadimi parcel north of Lee Hill Road west of Broadway as service industrial. Maintain TB zoning north and south of Lee Hill Road west of broadway
Elks	0-55 residential units*	Acquire parkland on north side of Creek and finalize mix and type of use south of the Creek during Site Review.
Infill throughout the subcommunity	140 residential units	Assumes existing zoning
Subtotal Area I	1425 - 1580 residential units and 299,000 sq. ft. of office/civic and 85,000 sq. ft. of retail.	
County Enclaves	204 residential units	Final zoning to occur during annexation. Crestview West: predominantly RR with possibility for higherer density along Broadway corridor (0-75 dus). Crestview East: MR, LR, ER (99dus). Githens Acres: RR (0dus). Other enclaves: same zoning as adjacent properties (30dus).
Total Areas I & II	1629-1784 new residential units; 299,000 sq. ft. new office/civic and 85,000 sq. ft. new retail.	

* Other allowable uses south of the Creek include: recreation, park, or educational facilities.

This chart and the map on the next page summarize the plan for future growth in North Boulder at build-out. These figures are for new development only, are approximate, and are meant as a guide.

11 FUTURE GROWTH: Land Use Map

This map summarizes the recommended Land Uses for the North Boulder Subcommunity. It is not a land use designation or zoning map, though in some cases changes in the Boulder Valley Comprehensive Plan Land Use Designations and rezoning may be considered to implement this Subcommunity Plan.



PROPOSED LAND USE

VC VILLAGE CENTER: mixed use retail, office, residential, park (see p.16 for specific densities and mix of uses).
MU MIXED USE: office and residential with some limited neighborhood-serving restaurant uses at Broadway & Violet (see p. 12 and p. 16)
I INDUSTRIAL
MR MEDIUM DENSITY RESIDENTIAL: mixed density residential uses at an overall average of 8-12 dwelling units/acre
MH MOBILE HOMES
LR LOW DENSITY RESIDENTIAL: densities at an overall average of approximately 5 dwelling units/acre
ER ESTATE RESIDENTIAL: densities at an overall average of approximately 2 dwelling units/acre
RR RURAL RESIDENTIAL: densities at approximately 1 dwelling units/acre (see p.10 for possible higher densities along Broadway corridor).
ELKS ELKS CLUB SITE: four options can be considered for this area. Appropriate uses include: recreation, park, education and/or residential.
P/S PARKS/SCHOOL
P PARKS

White areas indicate no changes to existing land use/ zoning

12 INDEX

- A -

Acknowledgments . . . . . inside cover
Acreage
in North Boulder 7
in other subcommunities 7
Affordable housing (see Housing, affordable)
Alleys 9,10,12,16,17
Amending the Plan 2
Annexation
history of North Boulder annexations 5
of industrial County enclaves 7,17
of residential County enclaves 10
Appendices (list). . . . . inside cover
Area II (see County Enclaves)
Area III. 3
Armory (see National Guard Armory)
Assessment District 14,22,23,33

- B-

Bicycle facilities (see also Trails, Underpasses)
goals 1,9,15,16,18,20
guidelines for industrial areas 17
guidelines for new neighborhoods 9-14
guidelines for the Village Center 15,16
recommended new. 1,11,22-26
Broadway . . . . . 6,8,11,13,15,17,20 -26
commercial area. . . . . 5,15 - 17
gateway 11,14,20,22
industrial area. 17
recommended street sections 23, 24
Boulder Valley Comprehensive Plan
goals for North Boulder 1
geographic constraints in LeeHill Rd area. 11
growth projections from 32
planning area map 3
plant species of special concern on
Mann property 11
recommended changes to land use. . . 17,33
relationship to the North Boulder . . . . . .
Subcommunity Plan 1,3
summary of North Boulder Plan
adopted in. 2,3
Building size to lot area problems and
recommendations. 9,10,14
Businesses (see Employment)
B.P.O.E. (see Elks Club property)
B.V.S.D. (see Schools)

- C -

Capital Improvements Program (CIP) 3
Character of North Boulder 1,6
Charrette
key concepts sketch. 2
photo. 4
process. . . . . .4, Appendix F
sketches . . . . . .2, 30, Appendix F
summary report . . . . . .Appendix F
Circulation (see Bicycle facilities, Pedestrian . . . .
facilities, Traffic, Transportation, Transit)
Civic buildings recommended
in new areas. 1,9,16,19
Community facilities . . . . . .18 - 19
Comp Plan (see Boulder Valley Comprehensive Plan)
Compliance with the Plan. 2
Community Park. 1,11,13
Concepts in the Plan 1
Conformance (see Subcommunity Plan conformance)
Context, Surrounding 6
County enclaves. 10
action plan for. 10,14
development guidelines for 10
existing conditions of 7
groundwater contamination in 7,28
map. 5,10
recommended land use pattern 10,34
rural character in 1,10,21
total growth in. 33
transportation connections in 22,25,26
Crestview East 10,25,26,34
Crestview West. 10,25,26,28,34
Culs de sac
guidelines in new neighborhoods. 9,10
problems with lack of connectivity . . . 9,20,21
recommendations to avoid in new areas . . 10
recommendation to change regulations
to address. 23

- D -

Demographics of North Boulder. 7
Development Guidelines
for all neighborhoods 10
for Community Park site. 13
for County Enclaves 10
for Elks site. 14
for Foothills site 13
for Industrial areas 17
for LeeHill Road area 11
for Union-Utica area . . .. .13
for Village Center 16
for Yarmouth North area. 12
Do Nothing Scenario 32,33
Drive-in Theater site (see Theater site &
Yarmouth North area)

- E -

Easement vacations not recommended. 20
East-West connections. . . . . 20 - 22
Elks Club property 14,29,30,31,33
Employment
and retail centers recommendations . . 15-17
existing in North Boulder 8
jobs-population ratio. 8
total new office recommended 15,16,33
total new retail recommended 15,16,33
types in North Boulder 8
vacant land designated for. 8
Entry (see Gateway)
Environmental resources and hazards. 27
Executive Summary 1-2
Existing conditions in North Boulder
general information. 6-8
map. 6
zoning. 6

- F -

Fire (see also Wildfire hazards)
existing station 18
fire training center. 18,19,34
Flag lots
recommendations to avoid in new areas . . 10
recommendation to change regulations to . .
address. 23
Floor Area Ratio (see Building size to lot area)
Foothills Housing Authority property 13,33,34
Fourmile Canyon Creek
and Wonderland Creek Study . . .Appendix E
at Elks Club property 14
at Village Center. 15,16
background info. on . . . . . .27-29, Appendix E
proposed greenway along 18,26,31
protection and
restoration of. . . . . .1,14,29, Appendix E
trails along 11,13,18,26
Future growth 32
citywide. 32
North Boulder
alternatives considered. 33
by area (chart) 33
goals. 32
IPP targets 1,32
land use map 34
total anticipated 33
under the "Do Nothing" scenario . . . 32,33

- G -

Garnet Lane 22,25
Gateway
(see also Broadway, US 36) 11,14,19,20,22,23
Githens Acres. 10
Goals for the Plan
citywide. 1
community facilities 18
employment and retail centers. 15
future growth 32
neighborhoods 9
open space and natural resources. 27
parks and urban open lands 30
transportation 20
Graphic zoning code 12,14,17,33
Growth projections (see Future growth)
Guidelines (see Development Guidelines)

- H -

History of North Boulder. 5
Housing Authority property
(see Foothills Housing Authority)
Housing in North Boulder
affordable
density bonus program recommended . . . 33
existing 7

goals for 1,9,32
opportunities for 33
percent existing permanently affordable . 7
age (median year constructed) 7
County enclaves. 10,33,34
diversity recommended 1,2,9,14,16,32
Elks Club property 14,33,34
existing in 1994 7
Foothills Housing Authority property. . . . 13,33,34
guidelines for new 10
Lee Hill Road area 11,33,34
Mann property (see Lee Hill Road area)
mobile homes. 7,9,13,34
percent owner occupied. 7
price 7
proposed new
city-wide 32
North Boulder 32-34
size in North Boulder
compared to citywide 7,8,9
size to lot area ratio
issues/ recommendations 9,10,14
total number as of 1994 7
type as compared to citywide. 8
Village Center. 15,16,33
Yarmouth North 12,33

- I -

Income . . . . . .
7,9,33
Industrial land use 8,17,33
Infrastructure Plan 7,25
Integrated Planning Project (IPP)
North Boulder Plan goals related to. 1
reduced growth to meet targets from 1,32,33
timing related to North Boulder Plan process . . . 4

- J -

Jobs (see Employment)

- K -

Kalmia 20,22

- L -

Land use (see also Housing, Employment,
Neighborhoods)
at buildout. . . . . 33 - 34
existing in North Boulder 7
vacant in North Boulder 8
Lee Hill Road 11,12,22 26
Lee Hill Road neighborhood. 7,11,17,33
Library 15,16,18,19,22
Low Income Housing (see Housing, affordable)

- M -

Major Site Review (see Site review)
Mann property
(see also Lee Hill Road). . . . . .
11,14,28,30,31,33
Master Plans
Parks and Recreation Master Plan . 11,30,31
relationship to Subcommunity Plans 3
Transportation Master Plan 19
Mobile home parks (see Housing, mobile homes)

- N -

National Guard Armory. . . . . .
12,18,19,34
Natural resources (see also Open Space). . 27-29
Neighborhood traffic mitigation. 20,22,23,25
Neighborhoods
character of existing. 6,9
goals for 9
recommendations by area 10-16
Nineteenth Street 20-23
Nonresidential development (see Employment)
North Boulder Infrastructure Plan
(see Infrastructure Plan)
North Boulder Subcommunity Plan Steering
committee (see Steering Committee)
North Broadway (see Broadway)
North 26th Street 14,20
Norwood. 20,21,22

- O -

Office (see Employment)
Open Space 27
action plan. . . . . .
.29
environmental resources and hazards Map. . . . 27
groundwater quality 28
history of N. Boulder open space purchases 5
trail usage on open space 5
wetlands 28
wildfire hazard mitigation 29
Organization of the Plan. 2

- P -

Palo Park Subcommunity. 3,8,19,20,22
Parking lot design. 10,16,17
Parks
Community Park recommendations. . . . 1,11,13
existing parks in North Boulder 18,30
new neighborhood parks
recommended. 1,14,30,33,34
action plan for. 31
total acreage. 30
Paths (see Bicycle facilities, Pedestrian facilities,
Sidewalks, Trails)
Pedestrian facilities
(see also Sidewalks, Trails, Underpasses)
existing 21,26
goals. 1,9,15,16,18,20
guidelines in industrial areas 17
guidelines in new neighborhoods. 10-14
guidelines in the Village Center 15,16
issues associated with 20-23
recommended new. 1,22-26
Permanently affordable housing
(see Housing, affordable)
Population per subcommunity 7
Post Office 19,22
Process, North Boulder Subcommunity Planning 4
Public hearings on the Plan 4

- Q -

Quality of life. 7

- R -

Residential Access Project (see also Streets, narrow) . . .21
Residential uses (see Housing or Neighborhoods)
Retail (see Employment)
Right-of-Way
plans. 25,26
vacations not recommended 20
Rural character (see County enclaves)

- S -

Schools
affect on transportation system 19,20,21
Centennial Middle School 18-23
Crestview Elementary 10,11,18-23
existing locations 8,18,19
future ones recommended 19
goals in the Plan related to 18
as neighborhood centers 9
overcrowding 19
program to encourage walking/ biking to . . 22,23
recommended new public 19,22
Waldorf School. 8,13,18
Shopping (see Employment or Village Center)
Service industrial areas (see Industrial land use)
Sidewalks (see also Pedestrian facilities,
Trails). 1,9,20,21,22,23,24,26
Site reviews 3,14,17,25,33
Steering Committee
consensus, definition of 4
list of members. . . . . inside cover
minority reports. . . . . Appendix C
(see inside cover for availability)
process. 4
recommendations. 4
vision statement 2
Street closures
future ones not recommended 20
Streets (see also specific street by name, traffic,
or transportation) 20-26
character. 21
curb and gutter recommended for 21
design/ improvement
recommendations 17,20,21,23,24
development guidelines for 10-17
goals and objectives. 20,32
narrow streets. 10-14,20,21
new streets recommended. 25
rural street character 10,21
Subcommunity Plans
amendments/ updates 2
compliance/ conformance 2,3
map of subcommunity planning areas 3
purpose. 3
relationship to other plans and processes . . 3

- T -

TBD (see Yarmouth North)
Theater site (see also Yarmouth North). . . . 12,14
Thirteenth Street. 1,12,15,16,17,25,26
Traffic
calming (see Traffic, speed mitigation or
Neighborhood traffic mitigation)
existing counts . . . . . Appendix D
goals to accommodate future without adding
lanes. 32-33
issues associated with 20-23
noise mitigation 20,23
projected new at Plan recommended
buildout. . . . . 32,33,Appendix D
projected new under "Do Nothing"
scenario . . . . . Appendix D
speed mitigation. 9,11,14,20,22,23,25
Trails (see also Pedestrian facilities, Bicycle facilities,
Sidewalks)
connections to/in the Village Center . . 11,12,13,16
existing, proposed 22,26
Foothills Trail 11,13
habitat protection along 29
usage on open space. 5
Transit 11,15,19,20,22,25
Transfer of Development Rights (TDRs)
County program 6
internal transfers in the County enclaves . . . 10
internal transfers on Mann property. 11
Transportation (see also Bicycle facilities,
Gateway, Pedestrian facilities, Traffic, Trails,
Transit) 20-26
action plan for. 23
assessment district. 22,23,33
auto/ transit improvements map. 25
bicycle/ pedestrian improvements plan . . . 26
costs estimated for recommended
improvements. . . . . .Appendix B
Twenty-sixth Street (see North 26th Street)

- U -

Underpasses 1,13,21,22,26
Union-Utica. 13
Urban Open Lands. 30,31
Urban Renewal. . . . . .
23,24
Use Review 3
US 36 . . . . . .6,19, 20-26
noise buffers from. 12,14
setbacks from. 12,17
underpasses under. 13,22,26
views from 1

- V -

Vacant Land 8
Views 1,9,11,28,29,30
Village Center. 11,12,13,15,16,22,32,33
Violet Avenue 24,25,26

- W -

Waldorf School. 8,13,18
Walking (see Pedestrian facilities)
Wetlands. . . . . Appendix E,14,27-29
Wildfire hazards 13,28,29
Winding Trail Village. 14
Wonderland Creek 27
and Fourmile Canyon Creek Study. .Appendix E
at Elks Club property 14
background information . . . . 27-29, Appendix E
protection, restoration of ...1,14,29, Appendix E
trail along 13,26

- Y -

Yarmouth Avenue. 24,25,26
Yarmouth North 12,14

- Z -

Zoning
existing in North Boulder 6
new zone districts
(graphic code/ site specific zoning). 12,14,17,33
recommended for County enclaves 10,34
recommended to implement the Plan 32-34