

**CITY OF BOULDER  
PLANNING BOARD AGENDA ITEM**

**MEETING DATE: April 19, 2012**

**AGENDA TITLE:** Public hearing and consideration of a recommendation to City Council on the Chautauqua Collaborative Stewardship Framework.

**REQUESTING DEPARTMENT:**

Community Planning & Sustainability

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**EXECUTIVE SUMMARY**

The purpose of this agenda item is for Planning Board to consider a recommendation to City Council to accept the Draft Chautauqua Collaborative Stewardship Framework (CCSF). The current draft CCSF is included as [Attachment A](#). It sets forth a collaborative process between the Colorado Chautauqua Association (CCA) and the city departments of Community Planning & Sustainability, Public Works, Parks and Recreation, and Open Space and Mountain Parks. The CCSF provides a management structure and tools to ensure ongoing coordination of activities at Chautauqua in a manner that recognizes both the special nature of the place and the overlapping jurisdictions that oversee programs and related activities there. The aim of the CCSF is to formalize relationships and management agreements to ensure that Chautauqua is not “loved to death,” including shared approaches to key issues such as parking and access management. The CCSF also sets forth guiding principles and a process and criteria for reviewing ideas or suggestions for change at Chautauqua. After an idea or issue is brought forward and reviewed through the Framework process it would follow the city’s applicable regulatory process. Planning Board would have a regulatory role in reviewing any new nonresidential use, since Chautauqua is zoned low density residential (RL-1). The CCSF does not change any of the city’s current review processes.

In general, Planning Board’s role according to the code is to “promote coordinated sound development, effective use of land and high quality site planning considering and complementing the City’s unique geographic setting, amenities of view and open space.” Further, the Charter states that the Planning Board shall prepare a zoning plan dividing the city into building districts or zones and regulating the uses of land and the height, area, bulk, and uses of public and private buildings and structures. Any new use at Chautauqua would be reviewed through the Use Review process which includes specific criteria for review described more fully below. The Framework includes “criteria for consideration” specific to Chautauqua that can also be used in reviewing a new proposal.

In addition to the CCSF, which is intended to be an ongoing tool for coordination between city departments and CCA, the City and CCA have jointly developed a seasonal temporary short term parking and access proposal for summer 2012 that includes pedestrian improvements to Baseline

Road. The recommended alternative to be implemented on a temporary seasonal basis and evaluated this summer 2012 includes a resident and employee parking permit program with public access with time restrictions in the Chautauqua core area. Five alternatives were considered for the short term parking and access program and the staff recommendations are described in the memo to the Transportation Advisory Board (TAB) located at the following link:

[http://www.bouldercolorado.gov/files/Transportation/TAB/2012/2012-4/Agenda\\_5\\_Chautauqua\\_final\\_memo.pdf](http://www.bouldercolorado.gov/files/Transportation/TAB/2012/2012-4/Agenda_5_Chautauqua_final_memo.pdf).

At the City Council Study Session held on February 28, 2012 on the CCSF and the Summer 2012 parking and access proposal, Council provided feedback on both elements. The Study Session packet can be found at

[http://www.bouldercolorado.gov/files/community\\_planning\\_sustainability/chautauqua/CCSF\\_CC\\_S\\_S\\_final\\_memo.pdf](http://www.bouldercolorado.gov/files/community_planning_sustainability/chautauqua/CCSF_CC_S_S_final_memo.pdf). As a result of Council feedback, both the CCSF and the short-term parking and access program have been revised to be more consistent with the feedback. The February 28 2012 Study Session Summary is included in **Attachment B**.

## **BACKGROUND**

Last year, on April 12, in response to the Colorado Chautauqua Association's (CCA) *2020 Strategic Plan* which included a number of recommendations including the relocation of the picnic shelter and the construction of a new building on the Chautauqua grounds, City Council held a Study Session. The Study Session provided a comprehensive overview of existing conditions and key issues across the full range of Chautauqua operations and concerns. The presentation outlined several potential options for responding to CCA's request for a new building proposal, ranging from developing a master plan to an expedited review under the city's regulatory processes. See the April 12 Study Session packet at:

[http://www.bouldercolorado.gov/files/City%20Council/Study%20Sessions/2011/2011SS/04122011SS/ChautStudySessionMemo4-5\\_final.pdf](http://www.bouldercolorado.gov/files/City%20Council/Study%20Sessions/2011/2011SS/04122011SS/ChautStudySessionMemo4-5_final.pdf). Council indicated a desire for a modified approach that would provide for timely consideration of CCA's request but also respond to concerns related to access, parking, and program coordination.

Following the April 12 Study Session, the city of Boulder and CCA developed a joint proposal for a modified approach –a collaborative effort to establish a shared framework for Chautauqua's stewardship. Rather than focus solely on CCA's building proposal, it seeks to lay the foundation for continued success of the Colorado Chautauqua through better coordination of use and stewardship efforts between the city and CCA. This includes but is not limited to an agreed upon process by which potential expansion to facilities in the historic district and adjacent area could be considered. However, the intent in developing the framework also included more complete documentation and analysis of existing use trends and impacts, and identification of management tools and strategies that could help mitigate existing impacts in appropriate ways. The framework articulates guiding principles to guide the city's and CCA's shared stewardship of the Chautauqua area and outlines tools that could be available to manage changes in use and impacts over time in appropriate ways, whether or not those changes in use involve physical change within the Chautauqua area.

The proposal for the Chautauqua Collaborative Stewardship Framework (CCSF) is described in the following link:

[http://www.bouldercolorado.gov/files/City%20Council/Study%20Sessions/2011/2011SS/06092011SS/Final\\_LB\\_SS\\_Materials.pdf](http://www.bouldercolorado.gov/files/City%20Council/Study%20Sessions/2011/2011SS/06092011SS/Final_LB_SS_Materials.pdf).

A Request for Proposals (RFP) was advertised to develop a Chautauqua Collaborative Stewardship Framework (CCSF) in August 2011 and the team of Anderson Hallas Architects and Mundus Bishop Design was selected to develop the Framework in a six-month timeframe, focusing on three areas of overlapping interest that are critical to the long-term success and stewardship of Chautauqua: access and parking management; program management and coordination; and facilities and grounds planning and management. The consultants have been working since October 2011 with an interdepartmental city staff team and the Executive Director of the CCA.

### **PUBLIC FEEDBACK**

Three public meetings were held, in October and December 2011, and in March 2012 to brief the public on the scope of work and to solicit input on the proposed CCSF and on a short-term parking and access program and improvements to Baseline Road for the summer of 2012. Comments from the first two public meetings are included in the City Council Study Session packet (February 28) and comments from the March 21 public meeting including e-mail comments, are included in [Attachment C](#).

The public has also been invited to attend the multiple public hearings with the city boards occurring during March and April prior to City Council consideration of the CCSF and the seasonal parking and access improvements in May: Open Space Board of Trustees, Landmarks Board, Parks and Recreation Advisory Board, Transportation Advisory Board, and the Planning Board. The city's website: [www.BoulderColorado.gov/Chautauqua](http://www.BoulderColorado.gov/Chautauqua) includes updated information about future meetings, the draft CCSF, and a place to send in comments. The public has been notified of the public meetings and the public hearings through newspaper ads, e-mail notifications, News from City Hall, and on the website.

### **INPUT FROM OTHER CITY BOARDS**

Notes from the following board meetings are included in [Attachment D](#):

- Open Space Board of Trustees- March 22
- Landmarks Board – April 4 Draft
- Transportation Advisory Board – April 9 Draft
- Parks and Recreation Advisory Board – April 9 Draft

### **STAFF RECOMMENDATION**

Staff recommends that Planning Board recommend to City Council to accept the Chautauqua Collaborative Stewardship Framework (CCSF).

### **ANALYSIS**

#### **Chautauqua Collaborative Stewardship Framework**

The intent of the CCSF is to formalize a process through which issues and ideas for the area may be discussed and coordinated. Components include a management structure, a process for considering new ideas or proposals, and a palette of tools to assist in responding to the dynamic conditions of Chautauqua and its neighbors. It provides an opportunity for the city to work collaboratively with the CCA before CCA submits a full-blown proposal to the city. Elements of each of the three components are described below:

The management structure (pages 9 – 12 and page 13 of the Framework) includes:

1. The coordination team consists of the entities that have day to day responsibility for operations at Chautauqua: the city staff from Parks and Recreation Department (P&R) and Open Space and Mountain Parks (OSMP), and the Colorado Chautauqua Association (CCA).
2. Management zones which reflect the areas of jurisdiction for each of the three operating entities;
3. Guiding principles;
4. Criteria to be considered when weighing a new idea or proposal;
5. Existing management agreements.

The Collaborative Process (page 13) which does not supersede any of the city’s regulatory review processes includes:

1. An idea or issue is brought forward;
2. Review and discussion by the team: departments of P&R and OSMP and CCA
  - a. Does the idea/ proposed change comport with the principles?
  - b. How well does the idea/ proposed change respond to the criteria?
  - c. Are there ‘tools’ that can improve the idea/proposal or mitigate any issues?
3. Review team brings in advisors as appropriate, e.g. historic preservation, transportation, planning;
4. Idea is shaped collaboratively into a proposal and moves to the city’s appropriate review process or is implemented directly if no review is required.

Tools (pages 15 -26) are to serve as a palette of ideas for consideration as appropriate, can evolve over time, and are organized into the following categories:

1. Management
2. Campus
3. Architecture/ buildings

### Planning Board’s Role in Reviewing Change at Chautauqua.

Both Planning Board and Landmarks Board have regulatory review authority at Chautauqua. Both boards will be able to refer to the Guiding Principles and Criteria for Consideration in the CCSF in their respective reviews. Planning Board’s purview at Chautauqua is through a Use Review application which is described below. The current zoning of the Chautauqua district (cottages and facilities) is Residential- Low 1 (RL-1), and pursuant to section 9-6, “Use Standards,” B.R.C. 1981, a government facility requires a Use Review to evaluate the appropriateness and compatibility of any proposed new use in the proposed location. The Planning Board shall review any application for a new nonresidential use in a residential zone through the Use Review process.

The purpose of Use Review is to determine if a use is appropriate at a certain location by evaluating its consistency with the Use Review criteria, which are generally focused on compatibility of the proposed use with the surrounding area. The review must balance the proposed use and minimize resulting impacts. Two key criteria in determining compatibility are described below. The Use Review criteria can be found in its entirety at

[http://www.colocode.com/boulder2/chapter9-2.htm#section9\\_2\\_15](http://www.colocode.com/boulder2/chapter9-2.htm#section9_2_15).

*(3) Compatibility: The location, size, design, and operating characteristics of the proposed development or change to an existing development are such that the use will be reasonably*

*compatible with and have minimal negative impact on the use of nearby properties or for residential uses in industrial zoning districts, the proposed development reasonably mitigates the potential negative impacts from nearby properties;*

*(4) Infrastructure: As compared to development permitted under section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, in the zone, or as compared to the existing level of impact of a nonconforming use, the proposed development will not significantly adversely affect the infrastructure of the surrounding area, including, without limitation, water, wastewater, and storm drainage utilities and streets.*

Any Use Review proposal to be considered by the Planning Board would be evaluated for increases in potential impacts, such as from parking and access.

#### Seasonal Temporary Parking Management Program

The 1998 lease between the city and the Colorado Chautauqua Association (CCA) includes specific language recognizing parking impacts and stipulating that the city and CCA work together on the adoption and implementation of a residential permit parking system or similar plan within the Chautauqua leasehold area. The city and CCA are recommending a seasonal temporary parking and access program within the leasehold area and in addition, pedestrian improvements to Baseline Road for summer 2012.

Five alternatives were developed for a parking and access program (including no action) to be implemented and monitored during the summer of 2012 at Chautauqua. Based on Council input at its February 28 Study Session, staff is recommending Alternative 4 which includes the following elements:

- A seasonal hybrid parking permit program;
- Includes residents and employee permits;
- Allows public access with time restrictions in the Chautauqua core area;
- Includes City of Boulder parking enforcement.

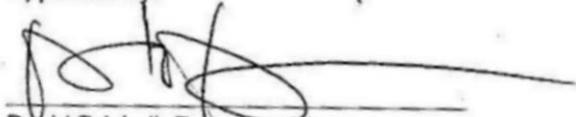
The Transportation Advisory Board held a public hearing on April 9 on the proposed parking and access improvements and unanimously voted to recommend Alternative 4 to the Council.

#### NEXT STEPS

Staff will include all public and board input on the CCSF and the temporary parking improvements for City Council action in May. The First Reading of a parking and access ordinance is proposed to be on the May 1 agenda, and a public hearing on the Second Reading of the parking and access ordinance and a public hearing on the CCSF are both proposed to be on the agenda for the May 15 City Council meeting.

Staff continues to reach out to the public to solicit input and comments through the website and through e-mails.

Approved By:



David Driskell, Executive Director  
Department of Community Planning and Sustainability

## **ATTACHMENTS**

- A.** Draft (6) *Chautauqua Collaborative Stewardship Framework*
- B.** City Council Study Session Summary (Feb 28 2012)
- C.** Public comment forms from March 21 meeting and e-mails
- D.** Advisory Board Input on the CSSF and the proposed parking program
  - 1. Open Space Board of Trustees
  - 2. Parks and Recreation Advisory Board- Draft
  - 3. Landmarks Board - Draft
  - 4. Transportation Advisory Board-Draft



# Chautauqua Collaborative Stewardship Framework



March 20, 2012 (REV 6)



**Colorado  
Chautauqua  
Association**

# PROJECT TEAM

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## ABBREVIATIONS

CCA	Colorado Chautauqua Association
Colorado Chautauqua NHL	Colorado Chautauqua National Historic Landmark
OSMP	City of Boulder Open Space and Mountain Parks
P&R	City of Boulder Parks and Recreation
West TSA	West Trail Study Area, November 2011
NPP	Neighborhood Parking Permits

# 1 INTRODUCTION

## 1.1 PURPOSE AND NEED

### PROJECT PURPOSE

On February 1, 2011, the Colorado Chautauqua Association (CCA) presented its “Chautauqua 2020 Plan” to the Boulder City Council. Following the City Council study sessions on February 8th and April 8th, and in response to specific interest in two elements of CCA’s vision – parking management and the addition of a new building within the leasehold area – city staff and CCA in June 2011 jointly proposed a Chautauqua Collaborative Stewardship Framework.

The framework’s purpose is to provide a stewardship process for balancing visitor enjoyment and resource protection at Chautauqua while supporting the missions of Chautauqua’s multiple interests (the Colorado Chautauqua Association, the City of Boulder Open Space and Mountain Parks and the City of Boulder Parks and Recreation) and respecting the character of adjacent neighborhoods. The process does not supersede any of the city’s regulatory processes. Rather than focus solely on CCA’s building vision, the framework seeks to lay the foundation for continued success of the Colorado Chautauqua NHL and adjacent Chautauqua Open Space through better coordination of use and stewardship efforts between the city and CCA.

### PROJECT NEED

Each year, approximately 630,000 visitors come to Chautauqua and the contiguous open space to experience Chautauqua’s many programs and events, rent its cottages and lodges, hold meetings or retreats and ‘life memory’ events, dine, explore nature and casually enjoy the park. Much of this use is concentrated within the summer months when scores of outdoor and Auditorium activities are scheduled, and open space use is at its peak.

The resultant congestion near Chautauqua’s entrance, throughout the study area and spilling into adjacent neighborhoods frustrates users, detracts from Chautauqua’s rustic character, and promotes the perception of an area that is “loved to death.” Conversely, during other times of the year, as has been the case historically, some of Chautauqua’s resources are less used. Balancing peak and off peak activity is a central theme in this framework.

As with any organizations in the public realm, Chautauqua’s three partners need to have the flexibility to foster their missions while considering the various interests of its visitors and neighbors. In order to do so, the managing partners, (the CCA and the City of Boulder - active departments Parks and Recreation and Open Space and Mountain Parks), must continue to work collaboratively. This framework provides a process and possible tools to facilitate communication and to assist in coordinated management among Chautauqua’s stewards.

## 1.2 EXECUTIVE SUMMARY

In September of 2011, the City of Boulder and the CCA began a collaborative process to craft a stewardship framework for the long-term management of Chautauqua. Three public meetings and numerous discussions with stakeholders of the study area helped form the framework's organization and content. The intent of the framework is to formalize a process through which issues and ideas for the study area may be discussed and coordinated in support of proper decision-making and successful management.

Founded on analysis of current and recent user data that included traffic, parking, lodging, event, Dining Hall and other visitor statistics, the framework's strategies are calibrated to address current conditions while recognizing that user trends are subject to change over time. A summary of the user data is presented in section 7: Appendix but salient points include the following:

- Approximately 630,000 visitors come to Chautauqua each year.
- Over half (+330,000) visit Chautauqua Open Space; the balance visit the Chautauqua campus.
- Chautauqua's busy season is generally from mid-May to mid-September, with 70% of the busy season experiencing 800 to 1,600 users on-site at one time; the peak period is in the afternoon (noon to 5:00 p.m).
- 80% of visitors arrive by car; approximately 35% live in Boulder.
- Chautauqua has approximately 378 parking spaces on site (and another 80 set aside on Baseline Road) which accommodate parking needs for 74% of the year.
- Most Chautauqua facilities (Auditorium - not tempered, lodging, Dining Hall, meeting spaces) are at or near capacity during the busy season; but operate significantly below capacity at other times of the year.

Implementation of the Colorado Chautauqua Collaborative Stewardship Framework focuses on the preservation, perpetuation and improvement of the study area for continued active use as some of the city's most unique and prized cultural and natural resources. Components of the framework include a management structure, a process for considering proposed changes, and a palette of tools to assist in responding to the dynamic conditions of Chautauqua and its neighbors.

1. Management Structure
  - a. Coordination Team - periodic coordination meetings
  - b. Management Zones
  - c. Guiding Principles
  - d. Criteria for Consideration
  - e. Existing Management Agreements
2. Collaborative Process with the Chautauqua Coordination Team serving in a review and advisory capacity (this process does not supersede any of the city's or other governing bodies' review processes).
  - a. Idea/issue brought forward
  - b. Review and discussion by Coordination Team (includes discussion of when it is appropriate to bring in other city agencies for consultation)
    - i. Does the proposed change comport with the principles?
    - ii. How well does the proposed change respond to the criteria?
    - iii. Are there management measures, campus improvements, building changes or other strategies that can mitigate issues associated with the idea/issue? (See "Tools")
  - c. Idea or issue is shaped collaboratively into a proposal and then moves through the appropriate review process (normal, i.e. regulatory review, with public input) or is implemented directly if no formal review process is required or merited.

### 3. Tools

Included are many possible tools that could be considered in support of the successful stewardship of Chautauqua. While the list represents best management practices of today and aligns with applicable standards and codes, it is intended to serve as a palette of ideas for consideration, as appropriate, rather than a catalogue of "should do's." The list of tools is not all-inclusive and will evolve as some are implemented and new strategies emerge. Tools are organized into the following categories:

- a. Management
- b. Campus
- c. Architecture/Buildings

The framework and its processes will require periodic review to evaluate effectiveness and will need adjustment to address Chautauqua's evolving programs, visitor use and general needs.

## 1.3 GUIDING PRINCIPLES

Guiding principles represent the ideals to be met by any proposed significant physical or programmatic modification at Chautauqua.

1. Appropriately preserve Chautauqua's historic character, taking into consideration current and future needs.
2. Support programming and management ideas and decisions that honor and enhance the missions of Chautauqua's three governing entities.
  - a. CCA's Mission: To preserve, perpetuate and improve the site and spirit of the historic Chautauqua by enhancing its community and values through cultural, educational, social and recreational experiences to benefit visitors, residents and the greater Boulder community.
  - b. P&R's Mission: To provide safe, clean and beautiful parks and facilities and high-quality leisure activities for the community. These services shall enhance resident's health and well-being and promote economic vitality for long-term community sustainability, and will be accomplished through creative leadership, environmentally sustainable practices and the responsible use of available resources.
  - c. OSMP's Mission: To preserve and protect the natural environment and land resources that characterize Boulder. OSMP fosters appreciation and uses that to sustain the natural values of the land for current and future generations.
3. Balance user access and enjoyment with the protection and preservation of Chautauqua's unique resources.
4. When addressing issues at Chautauqua, look first to management (vs. constructed) solutions.
5. Support economically, environmentally and socially sustainable solutions.
6. Recognize and balance the interests of the multiple jurisdictions at Chautauqua: the CCA and its leasees and the City of Boulder including Parks and Recreation and Open Space and Mountain Parks.

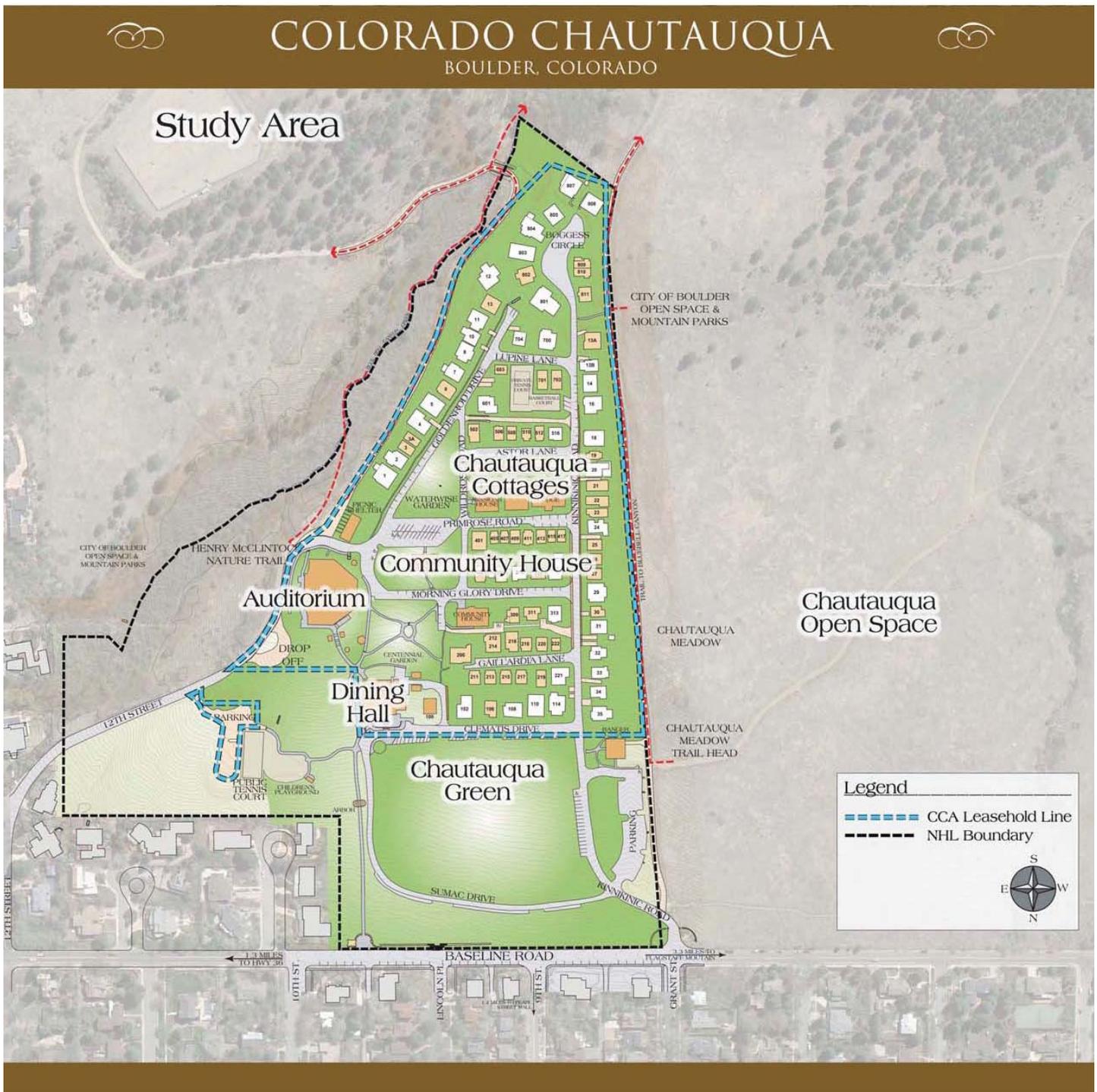


Figure 2-1: Study Area

## 2 CONTEXT

### 2.1 STUDY AREA

For the purpose of this study, the study area for the framework is collectively identified as Chautauqua, which includes the Colorado Chautauqua National Historic Landmark,<sup>1</sup> a portion of the adjacent open space (Chautauqua Open Space) and portions of Baseline Road bordering the northern property limits (which provide primary access into these two properties). All lands within the study area are owned by the City of Boulder and all ownership decisions ultimately rest on the City of Boulder City Council.

The Colorado Chautauqua National Historic Landmark (NHL) encompasses approximately 40 acres of the study area on land owned by the City of Boulder. The Colorado Chautauqua NHL includes lands leased and managed by the Colorado Chautauqua Association (CCA) and the Chautauqua Green and playground area, which are operated and managed by the City of Boulder Parks and Recreation department (P&R).

Chautauqua Open Space is immediately adjacent to the east and west, and includes approximately 2,000 acres of open space lands operated and managed by the City of Boulder Open Space and Mountain Parks (OSMP). Baseline Road includes the segment between 10th Street and 6th Street.

Three entities share management responsibilities for Chautauqua—the CCA and two City of Boulder departments, P&R and OSMP.

- The CCA, a nonprofit organization, serves as primary steward for approximately 26 acres containing 67 historic buildings. The CCA has leased the land and three buildings from the City of Boulder, pursuant to a series of leases dating to 1898, when the land was initially acquired by the city for the purposes of establishing a chautauqua. CCA's mission is to provide an active year-round center for culture, education and recreation in keeping with the original mission of the 1898 chautauqua. The area managed by the CCA is defined by a leasehold boundary, and includes the Auditorium, Dining Hall, Academic Hall, Community House, 99 cottages, and two lodges. This area is identified as the Chautauqua core in the framework.
- Use provisions within the City/CCA lease that are germane to the framework include the following:
 

"Use of Facilities: The Association shall have year-round use of all the real property described in Exhibit A, and it is the intent of the parties that the leased facilities be given the widest practicable use in terms of scope and time. At a minimum, the Association shall schedule a summer entertainment program in the Auditorium annually beginning no later than June 15 and extending to at least August 31. Such programming shall include at least 15 live performances." (-Lease)
- The Chautauqua Green is the front door of the study area, as well as a valued community and neighborhood park. The Chautauqua Green, playground area, lower tennis court, and nearby landscape areas (totaling approximately 8 acres) are managed by the City of Boulder's Parks and Recreation department.

<sup>1</sup> For the purposes of the framework, the locally and nationally designated historic district is identified as the Colorado Chautauqua National Historic Landmark. The local and national designations share the same boundary, and as a City of Boulder historic district, this area is subject to review and guidance by the City of Boulder Landmarks Board.

- Chautauqua Open Space is one of the most popular trailheads in the city, and is managed by the City of Boulder Open Space and Mountain Parks department. A portion of the open space lands fall within the Colorado Chautauqua NHL including the Ranger Cottage, the Ranger Cottage Lot (parking area) and the McClintock trailhead.

## 2.2 OPEN SPACE AND PARKS CONTEXT

In 1898, Boulder voters approved a \$20,000 bond to purchase 171 acres for the explicit purpose of developing a chautauqua. The community effort to preserve land and create a space for gatherings was initiated by the chautauqua movement's emphasis on nature and education, both prominent in Boulder then and now.

In 1903, the value of Chautauqua as a public asset took hold with the development of a parks improvement group that worked to create the northern portion of the chautauqua as park land. This group, initially organized in 1890, planted trees in the new Chautauqua Park (today known as Chautauqua Green) with \$400 donated by the Women's Club of Boulder. Boulder's first park ranger was hired in 1911, and citizens groups and the city provided maintenance for this park and others, as well as for natural lands. The Parks and Recreation department of the city was established in 1962, and provided management of all city mountain park natural lands and developed parks, including Chautauqua Mountain Parks and the Chautauqua Park (the Green and playground area).<sup>2</sup> Today, Chautauqua Green remains under the management of the Parks and Recreation department and is an important neighborhood and community park with a significant role in the city system of parks.

The role of the natural open space surrounding the Chautauqua core has become increasingly more important since 1898. Open space lands adjacent to the Chautauqua NHL include Chautauqua Meadow with access to many trails, including those in the meadow such as Bluebell Trail and those that connect to Saddle Rock and Royal Arch. To the east, open space lands of Enchanted Mesa provide similar trail access including the McClintock Nature Trail. These open space lands—Chautauqua Meadow and Enchanted Mesa—are managed as passive recreation areas by the OSMP in manner consistent with their importance as natural, ecological, educational, and recreational resources to be preserved for future generations.

## 2.3 NATIONAL HISTORIC LANDMARK AND LOCAL LANDMARK CONTEXT

The Colorado Chautauqua was designated a City of Boulder Landmark Historic District on September 5, 1978 by City Ordinance No. 4382. In the same year, the district was listed in the National Register of Historic Places. The historic district encompasses the entire site from Baseline Road to the south and is bordered to the east and west by Chautauqua Open Space. Any exterior alteration to a building or site within the district requires approval through Boulder's Landmark Alteration Certification Review Process. Alterations to the Green also require Boulder's Parks and Recreation Advisory Board review.

In 2006, the National Park Service designated the Colorado Chautauqua a National Historic Landmark (NHL), recognizing it as one of the nation's fewer than 2,500 most significant historic properties. NHL status does not accord special protection to a property, however, a higher standard of preservation is typically held in the review of alterations to and changes within an NHL. According to the landmark nomination:

"The Colorado Chautauqua in Boulder stands out as an exceptional representative of the Chautauqua Movement....the property is the only site of its kind: an independent institution established and continuously operating as a chautauqua open to the general public....The Colorado Chautauqua is a living document of the Movement's ideals: learning for all, uplifting entertainment, and useful leisure in a natural and inspiring setting. The Colorado Chautauqua displays more historic integrity than any extant Chautauqua property, including those

2 In 2001, Mountain Parks and the Open Space department merged to create the Mountain Parks and Open Space department. Since 2001, OSMP has been responsible for the management of natural lands adjacent to Chautauqua Park (Chautauqua Green).

already designated National Historic Landmarks. Adding to its national significance is the fact that the Colorado Chautauqua survives as a unique, western expression of the Movement.”

The landmark nomination documents a total of 137 resources within the District, 102 of which are contributing to its historic significance. Of the 137 resources, 87 are contributing buildings, and 20 are noncontributing. It is one of only 22 NHLs designated within the state of Colorado.

## 2.4 NEIGHBORHOOD CONTEXT

To the north and east of Chautauqua is the West University Hill neighborhood, one of the core neighborhoods identified as the central area of Boulder Valley in the Boulder Valley’s Comprehensive Plan. The plan acknowledges the value of established Boulder neighborhoods, including West University Hill and promotes preserving neighborhood character including mix and density of use.

The neighborhood immediately surrounding Chautauqua is primarily residential in low-density residential zoning districts (RL-1) from 7th Street to the east including the neighborhood on the east side of Chautauqua, and residential estate (RE) from 7th Street to the west. The two zone districts are low-density, detached, residential. For the majority of the West University Hill neighborhood near the study area, the RL-1 zone district allows a density of 6.2 units on a minimum 7,000 square foot lot. The neighborhood directly north of Chautauqua Open Space, with the zoning district of RE, has a lower density of 2.9 units on a minimum 15,000 square foot lot. Both zone districts have the same requirements for form and setbacks.

Baseline Road connects the neighborhood to the adjacent residential and commercial districts of University Hill to the east and to the foothills and open space of the Flatirons and Flagstaff Mountain to the west. The primary north-south vehicular connection is 9th Street, which connects the neighborhood and Chautauqua to downtown Boulder, approximately 1.5 miles to the north.

## 2.5 USE AND ACTIVITY CONTEXT

As a vibrant open space, community and neighborhood park, national cultural institution and historic site and important educational and resort destination, Chautauqua has a wide variety of uses and activities that occur throughout the year. Activities range from hiking and climbing in the open space to picnics and weddings on the Green. Events occur in the Auditorium and other facilities as well as lodging in the core. The core is also a residential neighborhood.

To better understand the range of activities and the level of use that occurs throughout the year and on individual days, each agency provided data for the number of users by place and activity by time of day. This consisted of the most recent available data for each management zone.

- Data from September 2010 through August 2011 was analyzed for the Chautauqua core (Auditorium, Cottages, Community House, and Dining Hall).
- Data from 2004/2005 for September through August was analyzed for Chautauqua Open Space.
- Estimated day-to-day use for Chautauqua Green and Playground was analyzed, along with the 2010 to 2011 data for permitted events.

- Parking and access data and shuttle use for Baseline Road and the study area are from August 2010.

The data was analyzed by day for the entire year and by time of day: morning (8 a.m. to noon), afternoon (noon to 5 p.m.), and evening (5 p.m. to 11 p.m.).

### CURRENT USE AND ACTIVITY SUMMARY (2011)

The following data findings have helped inform the nature of usage at Chautauqua over a one-year period and the creation of possible solutions as detailed in Section 5 Tools.

Chautauqua is a highly popular destination for a variety of users and activities year-round. In all, the study area has approximately 628,500 users annually (figure 7.2-2). Of these, approximately half (331,000+) visit Chautauqua Open Space and the other half (297,000+) visit the Chautauqua NHL.

Overall, the busiest time of day occurs in the afternoon with an annual cumulative total of approximately 361,000 users on-site between the hours of noon and 5 p.m. (figure 7.2-3).

- A review of individual days for the 2010 to 2011 season showed the afternoon (noon to 5 p.m.) as typically the busiest time frame.
- The majority of these afternoon users (195,000 +/-) are visiting Chautauqua Open Space throughout all seasons with the busiest season occurring in mid-summer.

Chautauqua has defined low, shoulder and busy seasons.

- The low season generally occurs from November through February for approximately 120 days.
- The shoulder season occurs in the spring and fall and is approximately 92 days in the months of October, March and April.
- The busy season occurs during the warmer weather months and is approximately 153 days in the months of May, June, July and August. Of these 153 days, approximately 45 have the busiest use with user numbers of between just under 1600 to a peak use of 2343 (one day).
- Building usage data (Auditorium, Cottages, Dining Hall, Community House) generally parallels the low, shoulder, busy season patterns identified by the site data and indicates under usage of these resources, through much of the year (see 7.3 *Building Analysis* for figures).

Chautauqua has approximately 378 available parking spaces within the study area and an additional 80 that are consistently available on Baseline Road.

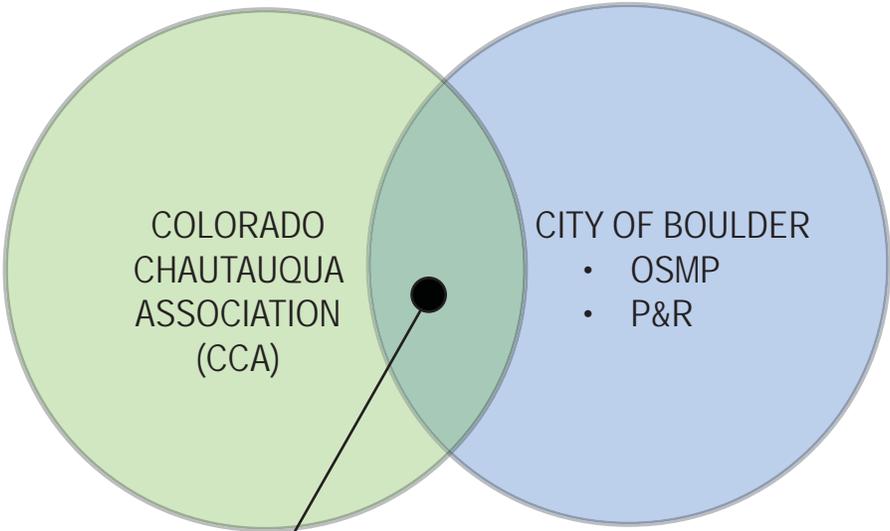
- These 450 parking spaces accommodate the current parking demand 74% of the year.
- For Auditorium event evenings, the CCA and Colorado Music Festival provide a shuttle service. At times, this service has accommodated 10% or more of the visitors for the busiest time period.

### 3 MANAGEMENT

#### 3.1 COORDINATION TEAM

Representatives from each of Chautauqua’s managing interests - OSMP, P&R and the CCA - comprise the framework’s Coordination Team. The team will continue to meet at least once a year and as needed to coordinate day-to-day management issues and to address management concerns that arise.

The role of the team is to serve in an advisory capacity, working together to manage changing use patterns, consulting other experts and agencies when needed and coordinating the many overlapping interests so that Chautauqua and its resources may be protected and enjoyed. Maintaining the same team members over time will result in better institutional memory and consistency. Shared responsibilities of the team are as listed below.



CITY OF BOULDER

- OSMP
- P&R

COLORADO CHAUTAUQUA ASSOCIATION (CCA)

- Advisory/Regulatory:
- Historic Preservation
  - Transportation Staff
  - Planning Staff
  - Others

- Responsibilities:
- Maintain coordinated program calendar
  - Update agreements as necessary
  - Review management issues and proposed modifications
  - Engage advisors
  - Coordinate framework implementation
  - Jointly develop future plans for Chautauqua

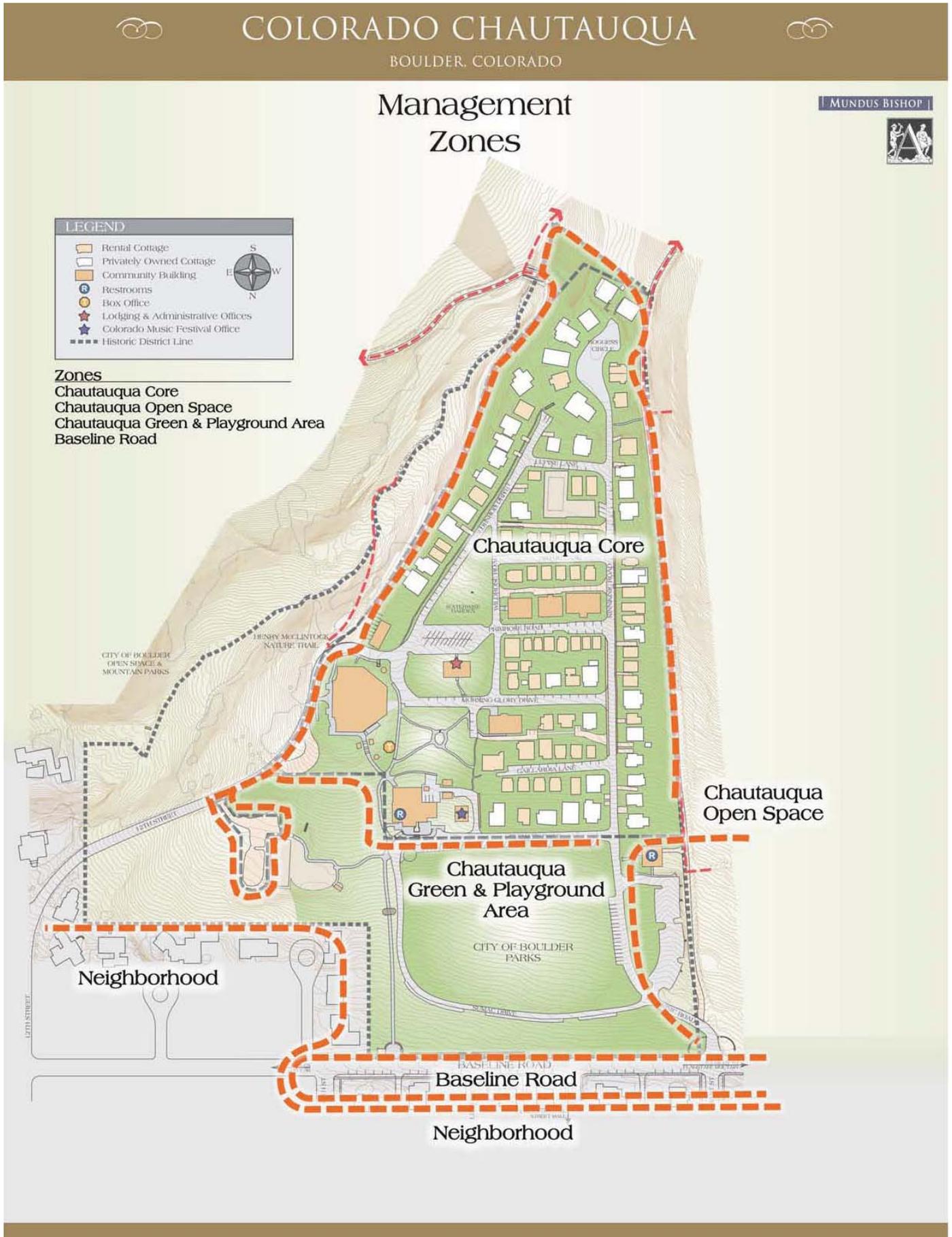


Figure 3-1: Management Zones

## 3.2 MANAGEMENT ZONES

The framework study area is organized into four management zones: Baseline Road, Chautauqua core, Chautauqua Green and playground area, and Chautauqua Open Space (figure 3-1). The use of management zones allows for ease in analyzing user data and programmatic needs and provides a format for presenting recommendations.

Each management zone has its own individual character with unique uses and activities, specific management approaches accomplished by its associated agency, significant natural and cultural resources, specialized programmatic activities and approaches and individualized future needs. By organizing these qualities into management zones, each area can continue to be managed by the agency currently responsible for it, while also adhering to the recommendations of this Stewardship Framework.

The following describes the location of each management zone within the study area.<sup>3</sup>

- Baseline Road is the portion bordering the north edge of the Chautauqua NHL and Chautauqua Open Space. Baseline Road is a collector roadway which carries approximately 3,000 vehicles per day in this section. Baseline Road is managed and maintained by the City of Boulder and is the primary access for all modes of travel to the NHL and the adjacent open space. The primary access point is the driveway across from Grant Place. There is a secondary pedestrian access in the block between Lincoln and 10th Street. There are pedestrian crossing treatments in place at both of these locations. Another vehicular access into the NHL exists at the intersection of 12th Street and Columbine. The south side of Baseline Road, adjacent to the NHL, provides approximately 30 on-street parking spaces. Another approximate 50 on-street parking spaces are provided on the south side of Baseline, west of the entrance to the NHL and adjacent to the open space. In addition, during the summer months (June through August) from 6:30 p.m. to 11:00 p.m., parking is allowed in the bicycle climbing lane on the north side of Baseline Road. There is no sidewalk along the south side of Baseline so persons parking in those spaces must walk in the street until they reach one of the two entrances to the NHL.<sup>4</sup>
- Chautauqua Green and playground area is the area within the Chautauqua NHL that is managed by the City of Boulder Parks and Recreation department as a community and neighborhood park. The area includes the Chautauqua Green on the north portion of the study area, immediately adjacent to Baseline Road. This area includes the grassy area bordering the north side of the Auditorium and the playground and tennis court to the southeast of the Chautauqua Green.
- Chautauqua core is the area of the Chautauqua NHL that is leased from the city and managed by the non-profit CCA (CCA leasehold from the City of Boulder), as it has been since 1898. The core is the area south of Clematis Drive and includes the small parking area near the tennis court adjacent to the playground. The Chautauqua core includes the grounds of approximately 26 acres and 67 historic buildings, among them the Auditorium, Dining Hall, Academic Hall, 99 cottages, the Community House and two lodges.
- Chautauqua Open Space is located to the west and east of the core, and includes approximately 2,000 acres of significant open space lands. Chautauqua Open Space shares the vehicular and pedestrian access at Grant Street. Chautauqua Open Space is managed by the City of Boulder OSMP department.

<sup>3</sup> The Historic District straddles each of the managing agency zones. As such, any exterior physical changes requires review by the Landmarks Board as well as CCA's Building and Grounds Committee.

<sup>4</sup> Parking supply in other management areas includes: the Ranger Lot in Chautauqua Open Space; the Clematis loop (circling the Green); the Chautauqua Green and playground area; and a variety of locations within the leasehold area in the Chautauqua core.

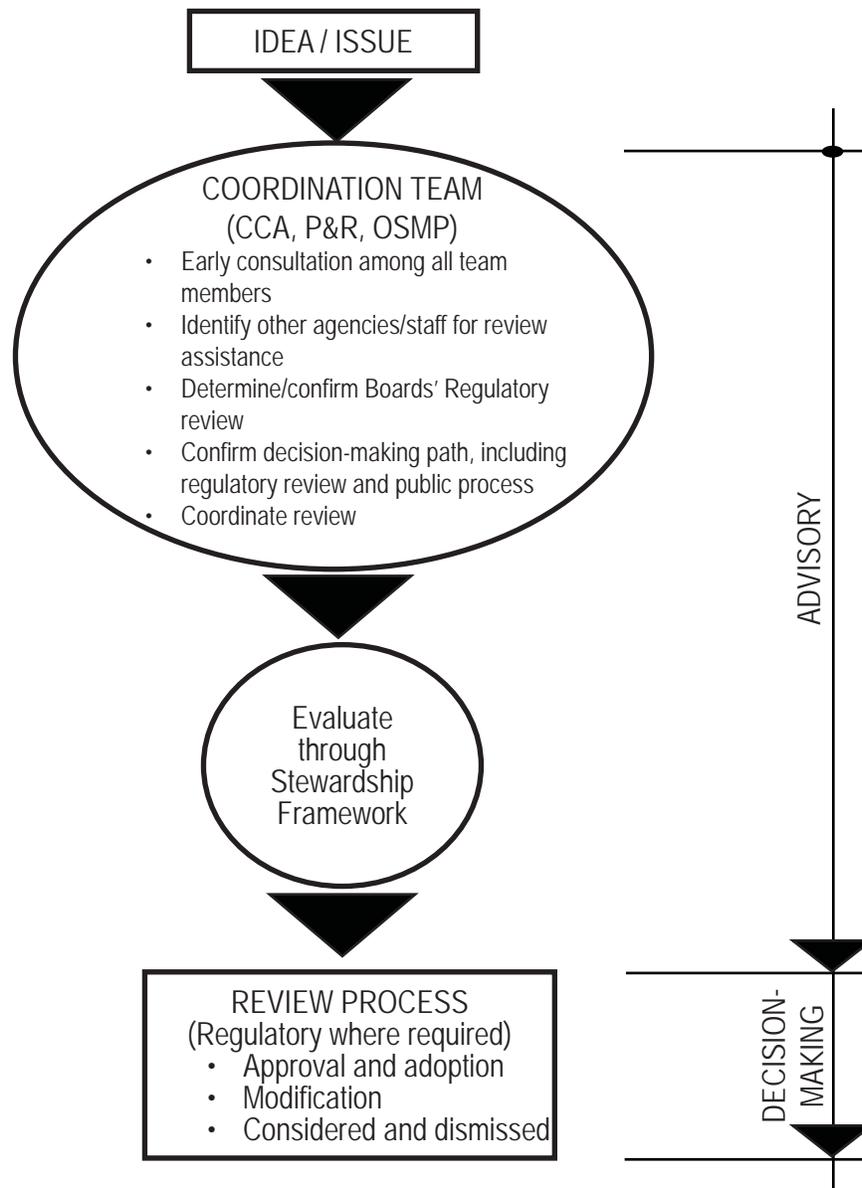


# 4 COLLABORATIVE PROCESS FOR PROPOSED MODIFICATIONS

## 4.1 FLOW DIAGRAM

### WHAT IS THE PROCESS?

The process is a collaborative approach for reviewing issues or developing ideas that could require a significant physical change to the study area or that represents a significant change to events, programs, services or policies that could have an impact on the adjacent neighborhoods or on the CCA's, OSMP's or P&R's existing operations.



The Coordination Team's responsibility is to initiate the review of ideas and/or issues by determining the appropriate decision-making path, bringing in other advisors, consulting with associated agencies and their staff and generally facilitating the review process. If a proposal for change takes shape, the process proceeds into consideration (through the framework's principles and criteria) and the application of tools determined appropriate to the idea/issue. All of the work to this point is of an advisory nature, with the intent to strengthen and filter. From here, the proposal moves into the review phase - where it enters Boulder's formal regulatory and public process, where required, or is adopted.

## 4.2 CRITERIA FOR CONSIDERATION

There are several metrics that can help protect the overall quality of the Chautauqua experience and although these do not individually rise to the “must comply” level of the principles, they merit serious consideration when weighing a proposal’s benefits. The collaborative process employs criteria as topics for discussion with the aims of strengthening a proposal and highlighting issues that should be addressed, where applicable. The criteria are:

1. Minimize and/or mitigate impact to adjacent lands and neighbors
2. Assure treatments consistent with the Secretary of the Interior’s (SOI) Standards and local historic preservation guidelines and ordinances
3. Efficient use of existing infrastructure
4. Encourage use of multi-modal systems
5. Demonstrate the city’s and CCA’s sustainable ethic and goals
6. Minimize or mitigate vehicular traffic and parking impacts within the Chautauqua campus
7. Improve health and/or life safety (code compliance)
8. Guide any new programming ideas toward “off peak” versus “peak” periods
9. Minimize impacts to historic character and fabric
10. Support future rehabilitation
11. Address deferred maintenance
12. Minimize impacts to natural resources
13. Minimize impacts to other uses
14. Implementability
15. Benefits the greater Boulder Community

## 5 TOOLS

The tools represent a menu of possible management actions and infrastructure improvements or changes that could be undertaken within the study area to address issues or needs related to Chautauqua's visitor use and activities. Only those tools which are appropriate to a given proposal are meant to be considered. The tools incorporate current best management practices and are consistent with applicable codes and standards. Serious consideration of any tool will require additional planning and design.

These possible actions and improvements have been developed with input from the community, the City of Boulder and the CCA.

The tools are organized into three general sections: Management, Campus, and Architecture/Buildings. A summary of the overall approach to the section is presented first, followed by an outline of possible tools for each of the four management zones, where applicable.

### 5.1 MANAGEMENT

Managing use and activity at Chautauqua is an on-going endeavor and when implemented effectively, management can greatly reduce conflicts, solve issues and generally provide for a more pleasurable experience for all users.

The following management tools are a series of possible approaches that can be used individually or in combination to address visitor and parking issues at Chautauqua. These tools are intended to provide a menu of options that can be used by all city agencies and the CCA.

#### USER AND VISITOR MANAGEMENT

The following tools include measures to assist with the coordinated management of busy time periods and days, and identify opportunities for additional use within certain zones and facilities during times of the day or the year that currently experience low to moderate use.

- **Coordinated Program Calendar:** A coordinated monthly calendar will assist the Coordination Team with scheduling major events. This practice currently occurs informally, and could be built upon to plan for permitted or scheduled events in each management zone throughout the year.
- Consider opportunities for fuller use of the lodging within Chautauqua (cottages and two lodges) during low and shoulder seasons, such as providing additional meeting space. Cottages and lodging are currently below capacity during low and shoulder seasons. The ratio of available meeting space to lodging is low, resulting in times and days when meeting space is unavailable to groups desiring lodging (which is available).
- Consider improving visitor amenities for year-round use, including providing convenient restrooms, wayfinding and interpretation.
- Consider opportunities for fuller use of the Auditorium during its limited weather-related availability (early May to late September), primarily during the shoulder seasons of early May and September, and the busy season of early June to late August. Management tools such as extending the use of the shuttle system could be a part of this.
- Consider opportunities for fuller use of the Dining Hall during low and shoulder seasons, including opportunities for greater amenities for daily visitors to all management zones.

## EVENT MANAGEMENT

The lease between the City of Boulder and the CCA authorizes the CCA to deny or regulate motor vehicle entry into the Chautauqua area when available parking is full or close to full. The intent behind this allowance was to control parking in the Chautauqua area during special events. For the last three years, the CCA has worked with the City of Boulder's special event committee to develop and implement a plan to close the Chautauqua area to general access on Auditorium event nights (approximately 45 – 60 nights/summer). This closure occurs at approximately 5 p.m. on Auditorium event nights via staffed temporary barricades at the two entrances to the Chautauqua area. The City of Boulder, the Colorado Music Festival and the CCA jointly fund the "Hop to Chautauqua" service which is a free shuttle service from downtown and the 23rd Way Park'n'Ride per a contract. This service provides a good alternative to parking in the Chautauqua vicinity for these events. During the summer of 2010, approximately 8,600 event participants used the shuttle service, resulting in thousands of cars not trying to park in and around the Chautauqua area on event nights. This has reduced the number of vehicles trying to enter the Chautauqua area as well as parking on neighborhood streets adjacent to the Chautauqua area.

## PARKING ACCESS MANAGEMENT

It is estimated that there are over 628,500 visitors to the Chautauqua area each year. The majority of these visitors arrive by automobile and seek to park as close to the Chautauqua area as possible. There is some parking within the Chautauqua area, both in the Ranger lot and surrounding the green on Clematis Circle. However, the demand for parking is frequently greater than the supply in these areas and this results in visitors parking within the leasehold area, on Baseline Road, and in the surrounding neighborhoods north and east of the Chautauqua area. This occurs most frequently on Auditorium event nights but the high demand for open space access, use of the green space and access to the Dining Hall ensure that this situation exists at other times as well. The framework has sought to identify possible parking management approaches which shall be considered in determining how best to mitigate this disparity between demand for access and parking supply. These possible parking management approaches include:

### Chautauqua core (CCA)

- Do nothing (no parking management in lease area).
- Voluntary restriction (formalized but otherwise similar to 2010 signing).
- Standard NPP (permits for cottage residents and CCA, CMF and CDH employees with time restricted parking for the rest of the community).
- Modified NPP (permits for cottage residents and CCA, CMF and CDH employees for certain times/days with time-restricted access for the rest of the community during the rest of the time).
- Modified NPP (permits for cottage residents and CCA, CMF and CDH employees with unrestricted parking available for the rest of the community through a "paid parking" system).
- Designated cottage resident and CCA, CMF and CDH employees (permit) parking spaces with access for the rest of the community to the remaining spaces.
- Restricted use of key parking areas (i.e. Chautauqua Academic Hall parking lot) with access for the rest of the community in remaining spaces.
- All parking in the lease area restricted for historic core parking for historic core users and guest use only.

### Chautauqua Green (P&R)

- Do nothing (no parking management around Chautauqua Green).
- Voluntary time restriction (please do not park longer than X hours).
- Unpaid time restricted parking.
- Paid (meter/kiosk) time restricted parking.

### Chautauqua Open Space (Ranger Lot)

- Do nothing (no parking management in Ranger Lot).
- Voluntary time restriction (please do not park longer than X hours).
- Unpaid time restricted parking.
- Paid (meter/kiosk) time restricted parking.

### Baseline Road

- Do nothing (no parking management along the south side of Baseline adjacent to Chautauqua).
- Time restricted parking (possibly for portions of the day and/or portions of the year).
- Standard NPP (not sure who would receive permits...time restricted for other users).

### Surrounding Neighborhood

- Do nothing (no parking management in surrounding neighborhood)
- Standard NPP (permits for residents with time restricted parking for the rest of the community).
- Modified NPP (same as standard except limited to time of day and/or time of year).

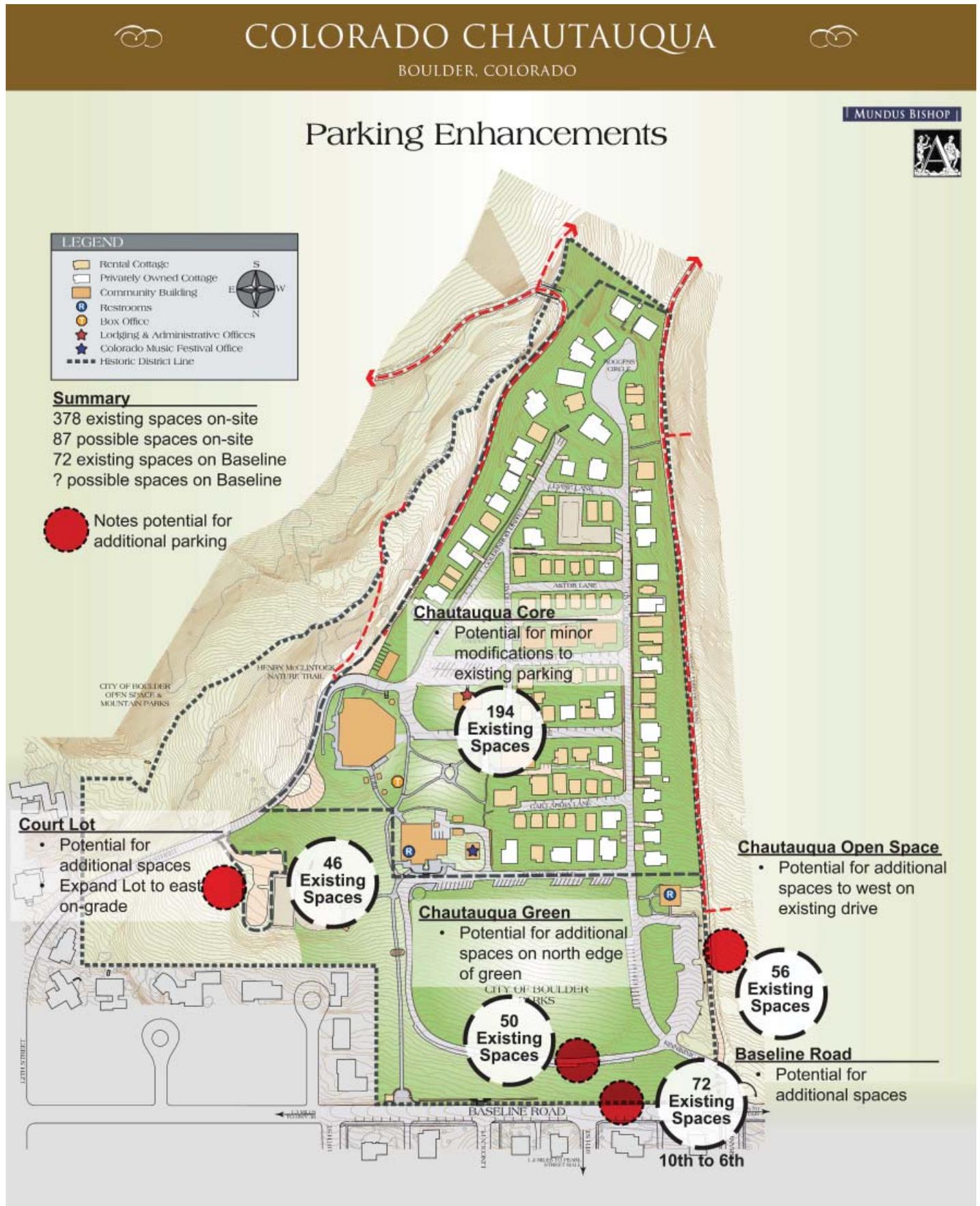


Figure 5.2-1: Parking Enhancements Diagram

## 5.2 CAMPUS

### GENERAL

The following describes possible modifications to site infrastructure that are available for consideration to assist with the improvement and management of Chautauqua. The strategies include tools that would enhance the pedestrian and user experience, address necessary infrastructure upgrades and improve circulation including parking and access.

It is intended that the campus be addressed in a holistic manner with these tools being available to promote this goal. The campus tools are intended to be accompanied by management strategies that can be used individually or in combination with one another.

Each approach is possible when undertaken in a manner that preserves the historic character and integrity of the Colorado Chautauqua and that protects park land and open space. Chautauqua has a distinct campus setting that exhibits a 'camp-like' quality, created by its placement of buildings along the regular grid of Chautauqua's roads and alleys, contrasted by the openness of the Chautauqua Green and the spaces around Chautauqua's public buildings. This distinct arrangement provides a definitive character to Chautauqua's urban form.

Just as important are the open space qualities and natural resources of the Chautauqua Open Space. These include open views to the foothills, the Flatirons and the Chautauqua Meadow, preservation of trees and vegetation that contribute to Chautauqua Open Space and preservation of the open space presence along Baseline Road.

The following describes each type of site infrastructure approach. This section is followed by a more detailed description of how each approach is possible within each management zone.

- Pedestrian Enhancements are intended to improve the user experience at Chautauqua by identifying approaches to promote a pedestrian-friendly environment. These modifications include new walkways, easily accessible routes, pedestrian crossings, and ADA compliant routes where needed, all appropriate to the historic character.
- Vehicular Enhancements are intended to improve vehicular circulation including access, while also assisting in providing a pedestrian-friendly environment. Possible modifications include minor road realignment, reorganization or alignment of vehicular entrances and a possible new entrance into Chautauqua Open Space.
- Parking Enhancements (Figure 5.2-1) are intended to provide adequate parking for visitors and staff within the study area during busy periods (not busiest periods). Possible modifications include the addition of surface parking spaces in areas where new parking would not adversely affect the historic character, diminish the integrity of the NHL or negatively impact park land or open space. Only those areas that would allow the compatible addition of surface parking are possible, including additional spaces at the Court Lot, along Sumac Road at Chautauqua Green and west of the Ranger Lot. The number and possible configuration of new surface parking spaces is specific to each management zone.
- Traffic control and calming enhancements are intended to assist with the management and flow of multi-modal circulation within the study area. Possible enhancements include changes in traffic control (i.e. stop signs, signals, etc) and traffic calming (i.e. median islands, curb extensions, etc).
- Transit Enhancements are those modifications related to improving the use and access to existing or possible transit routes and include infrastructure related to transit stops.

## CHAUTAUQUA CORE (CCA)

These site infrastructure approaches are specific to the Chautauqua core and are intended to improve the visitor/user experience by addressing known or potential issues related to site elements and their role in vehicular access, pedestrian mobility and parking.

**Vehicular Access Enhancements** are intended to improve vehicular access to and from and within the Chautauqua core in a manner consistent with its role as an important cultural, educational, social and visitor destination, and respectful of its designation as part of the National Historic Landmark and local landmark district.

- Refer to Chautauqua Green and playground for the realignment of the entrance drive for historic views and improved traffic flow.
- Turn-around for shuttles at Auditorium.
- Repair road surfaces and drainage (Kinnickinnic Road, Lupine Road, Golden Rod Road, Aster Road, Primrose Road, Morning Glory Drive).

**Pedestrian Enhancements** are intended to provide a pedestrian-friendly environment within the Chautauqua core, as well as providing easily accessible pedestrian routes into the core from Baseline Road and from other parts of the study area. These enhancements are compatible with those recommended for the Chautauqua Green, Chautauqua Open Space and Baseline Road.

- Consider an accessible route between the Auditorium and restrooms within the Dining Hall, and/or between the Auditorium and new restrooms. Refer to the CLA for approaches to accessibility at Kings Gate and Queens Gate.

**Parking Enhancements** are intended to provide adequate parking for visitors during busy periods, and to accommodate staff use while protecting the visitor experience, in a manner consistent with Chautauqua's historic character and its stature as a National Historic Landmark.

- Consider minor modifications within existing parking areas to better serve visitors, guests and staff.
- Consider the possibility of adding a parking area (surface lot). Note: structured parking is not included in the "Campus" tools, as it is not needed (for capacity) and would negatively impact the NHL.

## CHAUTAUQUA GREEN (P&R)

These site infrastructure tools are specific to the Chautauqua Green and are intended to improve the visitor/user experience by addressing known or potential issues related to improving the pedestrian experience and circulation.

**Pedestrian Enhancements** are intended to provide easily accessible pedestrian routes into the Chautauqua Green from Baseline Road and from other parts of the study area, and to provide a pedestrian-friendly environment for the Green. These enhancements are compatible with those recommended for Chautauqua Open Space and Baseline Road.

- Refer to Baseline Road for potential infrastructure for pedestrian routes along Baseline Road and into the Chautauqua Green from Baseline Road (addition of new walkway on south edge of Baseline Road from Kings Gate to Grant Street).
- Consider improvements to existing pedestrian access points on the north edge of the Green to coincide with those allowed along Baseline Road. Access points include Kings Gate, Queens Gate and a potential new location in alignment with 9<sup>th</sup> Street.

**Parking Enhancements** are intended to provide adequate parking for visitors during busy periods, while ensuring the continued use of the Green as a key recreational area and in a manner consistent with the historic character as part of the Colorado Chautauqua NHL.

- Consider adding angled parking spaces along the north edge of Chautauqua Green in the area with parallel spaces. This area is also known as Sumac Road and could provide up to twelve (12) additional parking spaces. New spaces would be consistent and compatible with Chautauqua's form and character. Existing spaces could also be modified to be head-in.
- Consider adding parking spaces at the existing Court Lot that is adjacent to the playground. This area is within the Chautauqua core management area. This area could provide a gain of approximately forty-five (45) parking spaces, for total of ninety (90) spaces. New spaces would be compatible with Chautauqua's historic character and, as a good neighbor, this addition would be integrated into the hillside with the addition of a topographic berm (screen) on the west and north edges.

**Vehicular Access Enhancements** are intended to improve vehicular access to and from and within Chautauqua Green in a manner consistent with its use as a recreational space, community/neighborhood park and as part of the Chautauqua NHL.

- Consider realignment of the entrance drive to improve vehicular traffic flow into the site, while also reestablishing the original historic views into the Chautauqua Green and towards the Dining Hall.
- Consider improvement of the entrance to provide a clear, separate drive and circulation to serve the Chautauqua Green, separate from the Ranger lot (and open space visitors).
- Consider separation of egress/ingress into Chautauqua Green (and Chautauqua core) from egress/ingress into Chautauqua Open Space. Refer to Chautauqua Open Space for additional guidance. Consider moving the open space entry from Grant Street west to be a separate drive from Baseline, aligned with a north-south street.

## CHAUTAUQUA OPEN SPACE (OSMP)

These site infrastructure approaches are specific to the Chautauqua Open Space and are intended to improve the visitor/user experience by addressing known or potential issues related to the site and their role in vehicular access, pedestrian mobility and parking.

**Vehicular Access Enhancements** are intended to improve vehicular access to and from and within Chautauqua Open Space in a manner consistent with its use as an important open space within the city.

- Separate traffic flow on-site – one egress/ingress from Ranger Parking area to the Chautauqua entry/Grant Street.
- Separate the egress/ingress point from the Chautauqua entry. Consider moving the open space entry from Grant Street, west, to be a separate drive from Baseline. Align the entry with a north-south street.
- Provide a bus pull-out/visitor orientation, near entry.

**Pedestrian Enhancements** are intended to improve a pedestrian-friendly environment within Chautauqua Open Space, as well as to provide easily accessible pedestrian routes into the open space from Baseline Road and the study area. These enhancements are compatible with those recommended for Chautauqua Green, open space and Baseline Road. The enhancements are also consistent with the West TSA.

- Consider a pedestrian trail along the north edge of Chautauqua Open Space from Baseline Road as part of the re-routing and repair of trails within Chautauqua as identified by the West TSA.
- Refer to Baseline Road for approaches to allow a new walkway on the south edge of Baseline Road along the frontage of Chautauqua Open Space.
- Refer to Baseline Road for approaches to pedestrian crossings on Baseline Road that would serve Chautauqua Open Space.
- Consider pedestrian crossings associated with a separate egress/ingress drive if this drive is implemented.

**Parking Enhancements** are intended to provide adequate parking for visitors during busy periods and to accommodate staff use while allowing for a rich visitor experience.

- Consider new parking spaces (surface lot) to the west of existing, previously disturbed land (originally a drive/road and now a grassy level area).
- Refer to Baseline Road for approaches for parking along the north side of Baseline Road (now only allowed during events).

## BASELINE ROAD

The following site infrastructure tools are specific to Baseline Road (adjacent to Chautauqua) and include potential improvements to address identified issues associated with multi-modal access.

**Pedestrian Enhancements** are intended to provide safe and efficient pedestrian access across and along Baseline Road adjacent to Chautauqua (both the NHL and Open Space).

- Consider constructing a new sidewalk along the south side of Baseline Road between 10th Street and Grant Place (the main Chautauqua entrance). This new walkway should include entry points onto the Chautauqua Green and into the Ranger Lot at existing access points. Consider adding additional access points to connect to on-site circulation (possibly at 9th Street).
- Consider constructing a new sidewalk along the south side of Baseline Road between Grant Place (the main Chautauqua entrance) and 6th Street. Consider new access point(s) onto adjacent open space in addition to the existing access point at Grant Place.
- Enhance existing pedestrian crossing treatments across Baseline at Grant Place and at the King's Gate, to improve driver compliance with yielding to pedestrians and to create clear and logical pedestrian connection between Chautauqua and the neighborhood to the north of Baseline. Consider installing an additional crossing treatment at 9th Street, associated with possible traffic control changes at this intersection.
- Enhance the King's Gate crossing and access onto the Chautauqua Green to be ADA compliant.

**Parking Enhancements** would provide additional parking supply for Chautauqua visitors during the busiest times of the year, to minimize on-site circulation and intrusion into the surrounding neighborhoods. Baseline Road is a popular parking location to access the Chautauqua area. Parallel parking is provided on the south side of Baseline. Parking is also allowed in the existing bike climbing lane on the north side of Baseline during the summer months (June through August) from 6:30 p.m. to 11:00 p.m.

- Consider widening Baseline Road between Grant Place (the main Chautauqua entrance) and 6th Street to convert existing parallel parking into diagonal parking.
- Consider expanding the time period that parking is allowed in the bike climbing lane on the north side of Baseline Road.

**Traffic Control and Calming Enhancements** are intended to safely and efficiently manage the flow of traffic on Baseline Road as a collector roadway, while addressing the access needs of the Chautauqua area.

- Consider installation of median refuge islands and/or curb extensions at the existing pedestrian crossing treatment locations, to both enhance pedestrian crossing and to act as traffic calming to slow travel speeds on Baseline Road.
- Investigate the speed limit on Baseline Road and consider the possibility of a "Variable Speed Limit" to account for different situations on Baseline Road.
- Consider changes to traffic control (stop signs, traffic signal, etc) at the intersection of 9th and Baseline to more efficiently control traffic and to slow traffic on Baseline Road.

### Transit Enhancements

- Consider enhancements to existing "HOP to Chautauqua" transit stops on Baseline Road.
- If new transit service is provided, consider new transit stop locations on Baseline Road.

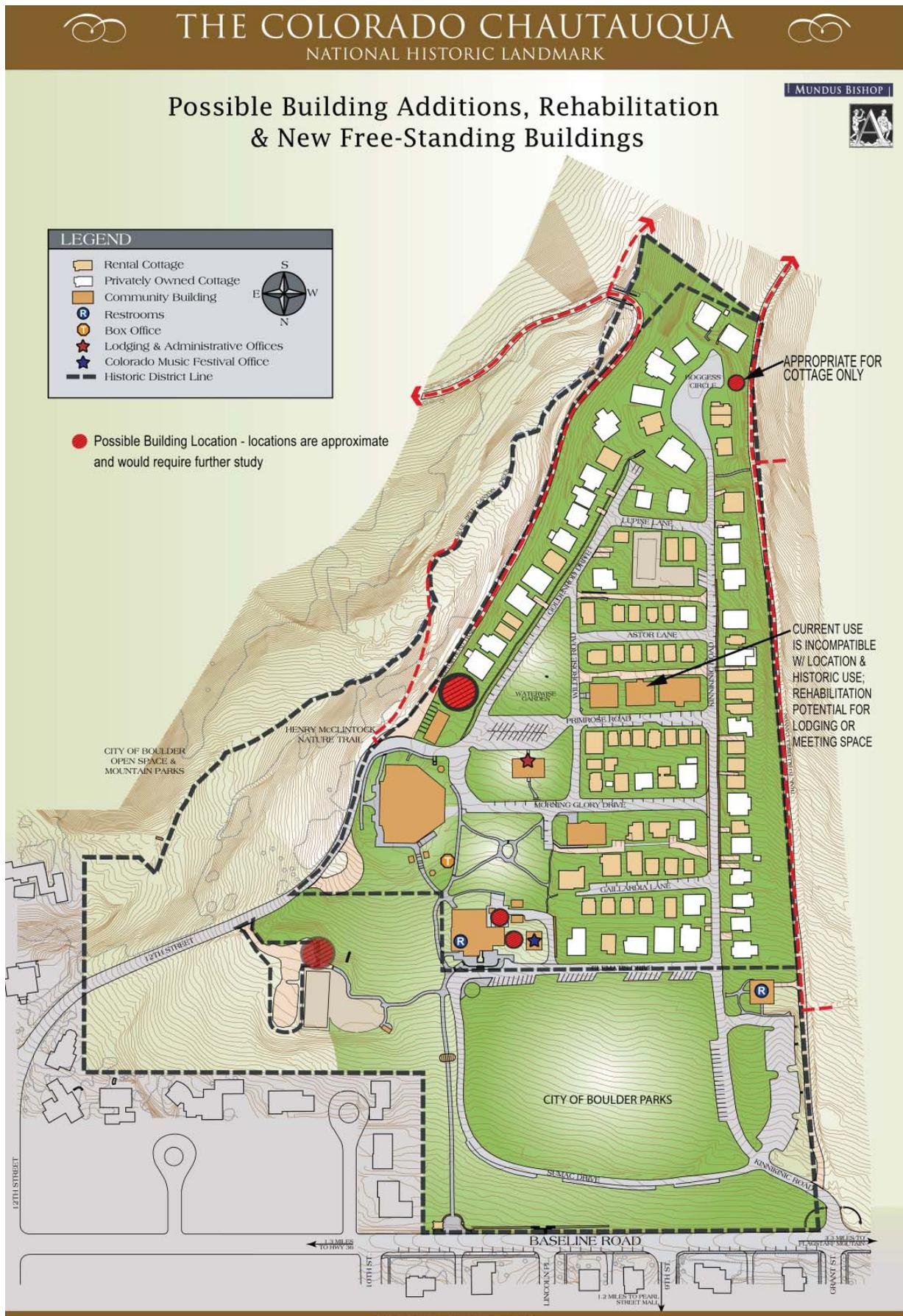


Figure 5.3-1: Possible Building Additions and New Free-Standing Buildings Diagram\*

### 5.3 ARCHITECTURE/BUILDINGS

Chautauqua has a unique pattern language that defines the buildings' relationships to each other and to the site and that describes the character of the forms, materials and designs of its built environment. The patterns date back to Chautauqua's earliest development, when significant public buildings like the Auditorium and Dining Hall anchored the site and set the stage for Chautauqua's eclectic and vernacular architecture. Chautauqua's grid of streets, common setbacks, building spacing, purposefully-placed gardens and "breathing space" around certain public buildings form the basis of its site character. These are the character-defining building and site elements that should be respected and preserved as part of Chautauqua's intrinsic nature and historic significance.

Within those patterns, there is potential for change in the form of small additions and modestly scaled new construction (as noted below) that would fit Chautauqua's historic character. The intent of this tool is to identify where new construction might be considered. It is not advocating for new construction. Note that while the Colorado Chautauqua is a National Historic Landmark (NHL), the National Park Service (NPS) has no regulatory role at Chautauqua unless federal funding is involved. There is no federal prohibition on change in an NHL and there are no standards or guidelines pertaining specifically to NHLs. The stewards of NHLs and national parks must constantly exercise management discretion in balancing resource protection and public use. The NPS recommends looking to best practices per the Secretary of the Interior's (SOI) Standards for guidance. The General Design Guidelines for Boulder's Historic Districts and Individual Landmarks and the Chautauqua Design Guidelines are both consistent with the SOI guidelines.

The following describes possibilities for additions and new free-standing buildings within and adjacent to the core. This document is not recommending new construction but when, or if, it is proposed, new construction should be limited to the identified locations. A description of appropriate size and scale is also provided, given adjacent precedents and available space.

- Building rehabilitation potential: Primrose (assuming maintenance and housekeeping functions are relocated) would be appropriate for lodging (matching its historic use) or medium size meetings (compatible in scale to its historic use) similar to the Rocky Mountain Climbers' Club room in the Community House (the building would not be appropriate for large events as the structure does not lend itself to an open floor plan).
- New free-standing building possibility on Boggess Circle (appropriate for a cottage only, due to its location in a solely-residential area and the size of the available space).
- New building addition possibility behind the Dining Hall (where an event tent is typically set up) would need to consider ADA parking, service access to the Dining Hall and avoid Centennial Garden infringement; this addition would be situated on the Dining Hall's tertiary facade - preferred per NPS and CoB's general design guidelines).
- New modestly-sized free-standing building possibility in the area of the tennis court/playground/court parking lot; would need to respect views to and from the Auditorium. Adjacency to the playground and tennis court would need to be considered if both features were to remain. Could be suitable for a medium scale building (approximately 2,500 sf footprint and up to two-stories; for reference and inclusive of porches, Missions House is +/-2,100 sf with two-stories and the Community House is +/-2,800 sf with three-stories) with a public or service use. Lodging use would not be recommended as it would break with the residential collective pattern and would not be suitable for ADA restrooms to serve the Auditorium due to a lack of proximity and the grade change.
- New modestly-sized free-standing building possibility south of (across the street from) the Auditorium and/or north of Cottage 1 would be ideally suited for needed ADA restrooms (to serve the Auditorium); could also be suitable for a public and/or service use (the area would not be suitable for lodging due to its proximity to other public uses and noise generating areas); would need to consider impacts if 10 parking spaces are lost.

- New free-standing building possibility between the Dining Hall and Cottage 100 reminiscent of the historic “breezeway” structure in this location or an actual reconstruction as there is existing documentation to support reconstruction. A sympathetic addition that does not confuse the historic record would need to be subservient to both structures and avoid any appearance of trying to make Cottage 100 an extension of the Dining Hall, as there is no historic precedent for shared functions or the two buildings acting as one.

To guide the design of any contemplated new building or addition, the “Chautauqua Design Guidelines” (Guidelines) should first be updated or amended. Issued in 1989, the Guidelines provide an excellent history of Chautauqua and its significance and provide guidance for both site and building work. The Guidelines were created with the best available information at the time but could now benefit from since-discovered information about Chautauqua’s history (e.g., the Guidelines propose flagstone paving, whereas recent documentation has revealed that concrete was the historic material) and twenty additional years in the evolution of preservation philosophy. Recommendations for updating or amending the Guidelines include the following.

- Description of Chautauqua’s character and a general vision to guide future considerations regarding physical change.
- Review of the Cultural Landscape Assessment and incorporate relevant landscape recommendations from that document into an update or amendment of the Guidelines.
- Provide a philosophy/overview regarding managing “change” within Chautauqua. In some instances, change can be accommodated within a national historic landmark as long as it is undertaken in the context of a clearly-articulated statement, including:
  - Historic integrity;
  - Definition of character-defining features;
  - Compatibility;
  - Distinctiveness (i.e. that which respects its own time and does not confuse the historic record); and,
  - Appropriate opportunities.
- Provide additional description of building typologies, including:
  - Graphic illustrations and narrative text describing the following:
    - Building massing and form;
    - Scale;
    - Setbacks;
    - Spacing and Urban Form;
    - Fenestration;
    - Type of design, i.e. traditional vs contemporary; and,
    - Materials.
- Guidelines should be descriptive rather than prescriptive to allow flexibility.

## 6 IMPLEMENTATION

The following are initial next steps and future implementation actions.

### On-Going

Convene Coordination Team	Yearly, or more frequently as needed
Update User Numbers, Activities, Preferences	As needed

### 2012

Pilot Program for Access and Parking in Leasehold	Summer 2012
Update Chautauqua Design Guidelines	2012

### Short-Term (five years)

Development of Chautauqua Access Management Plan (CAMP)

## 7 APPENDICES

## 7.1 EXISTING AGREEMENTS

The following is a list of existing agreements and practices, both formal and informal, among Chautauqua stakeholders, which guides operations and management. The Coordination Team is responsible for reviewing, enforcing and updating these, as necessary. It is recommended that the “unwritten” agreements be recorded for clarity, consistency and institutional memory.

Existing Agreements	City	CCA	AUD	Dining Hall (DH)	P&R	OSMP	39 Cottage Owners
Lease (20 Yr – 2018) •\$4,500/yr (CCA) •Bldg. maintenance (CCA)* •Lower DH RR (City) •Police, fire, etc. (City) •Street, utility & park maintenance (City) •15 Audience performances (CCA) •Access control (CCA)** •Residential permit plan	●	●					
Auditorium Use (Multi-Year) •26 performances/ +/- 45 Rehearsals (CMF) •NIPP – 20 Performances		●	●				
Shuttle Service (Annual) •On all Auditorium Event Nights (CMF)	●	●	●				
DH Shuttle Service (Unwritten) •Wedding shuttle req. on Aud. Event nights		●		●			
End Green Events by 5pm in Summer (Unwritten)		●			●		
Green Booking 2 Years in Advance (Unwritten)		●		●	●		
Add’t Lower DH RR Cleaning by CCA on Event Nights (Email Agreement)		●		●	●		
Meadow Music on Monday Nights (Unwritten)		●			●	●	
Cottage 100 Agreement (with CMF; lease through 2012)		●					
Cottage Sublease Agreement		●					●
Irrigation and plant maintenance in landscape beds in front of Dining Hall		●			●		
Snow removal and other road maintenance on Clematis		●			●		

NIPP = Nobody In Particular Presents

## 7.2 USE AND ACTIVITY ANALYSIS

### OVERVIEW

As a vibrant open space, community and neighborhood park, and important educational and resort destination, Chautauqua has a wide variety of uses and activities that occur throughout the year. Activities range from hiking and climbing in the open space to picnics and weddings on the Green, along with daily park use. Events occur in warm weather in the Auditorium, and in other Chautauqua facilities year-round. Lodging occurs year-round in the cottages, Missions House and Columbine Lodge and the Dining Hall provides a restaurant for all users. In addition to these activities that attract users daily, Chautauqua has residents who reside in the cottages.

To assist in crafting a stewardship framework that will adequately address the day-to-day and special event needs of Chautauqua, an analysis of the number of users who frequent the area each day was undertaken. This task was essential in providing data to describe the level of use and when and where it occurs.

### DATA

To better understand the level of use that occurs at Chautauqua throughout the year and on individual days, the city and the CCA provided their best available data for analysis.

The CCA provided data for the leasehold area that includes the Auditorium, cottages, Community House and Dining Hall.

OSMP provided data for Chautauqua Open Space and P&R provided data for the Chautauqua Green and playground.

The data was organized into each day of the year by time periods: 8 a.m. to noon, noon to 5 p.m., and 5 p.m. to 11 p.m.

- CCA data: for September 2010 to August 2011, including the number of users (including staff and guests) for the cottages, Auditorium, Community House, lodging and the Dining Hall.
- OSMP data: for summer 2004/05 for September 2004 through August 2005, including counts for daily users and numbers for events for Chautauqua Open Space.
- P&R data: for permitted events for September 2010 to August 2011 and an estimated number of users for each period of the day for the Chautauqua Green and playground by season.
- OSMP data included actual number of users for events by time period. Data for daily use included actual counts of users and numbers and was organized into the three time periods using 30% morning, 60% mid-day, and 10% evening for warm seasons; and 50% morning, 50% mid-day, and 0% evening for winter.
- P&R data included actual number of users for permitted events by time period. Data for daily use included an estimate of users by time period: 300 morning, 300 mid-day, 0 evening for May, June, July, August and September; 100 morning, 100 morning, 0 evening for March, April and October; and 50 morning, 50 mid-day, 0 evening for November, December, January and February.

The City of Boulder Public Works Department, Transportation also provided data for the study area and the immediate surrounding neighborhood related to parking and shuttle use. To alleviate the need for parking within the study area during concerts and similar events, the CCA employs a shuttle to transport users to and from the site.

The task of collecting accurate parking utilization is on-going. The most current and best available data is for summer and fall of 2005, and includes the following.

- Parking inventory noted 378 existing parking spaces in the study area and more than 2000 in the adjacent neighborhood (figure 5.2-1).
- Parking utilization was documented in the study area and surrounding neighborhood for 2005 including Saturday, July 2nd; Wednesday, July 20th; Friday, August 5th; Saturday, August 6th and Saturday, November 19th, 2005.
- Parking utilization was documented in the study area and surrounding neighborhood for 2010 including Wednesday, August 4th; Saturday, August 7th and Saturday, August 14, 2010.
- Shuttle ridership was documented for Wednesday, August 4th; Saturday, August 7th and Saturday, August 14, 2010.

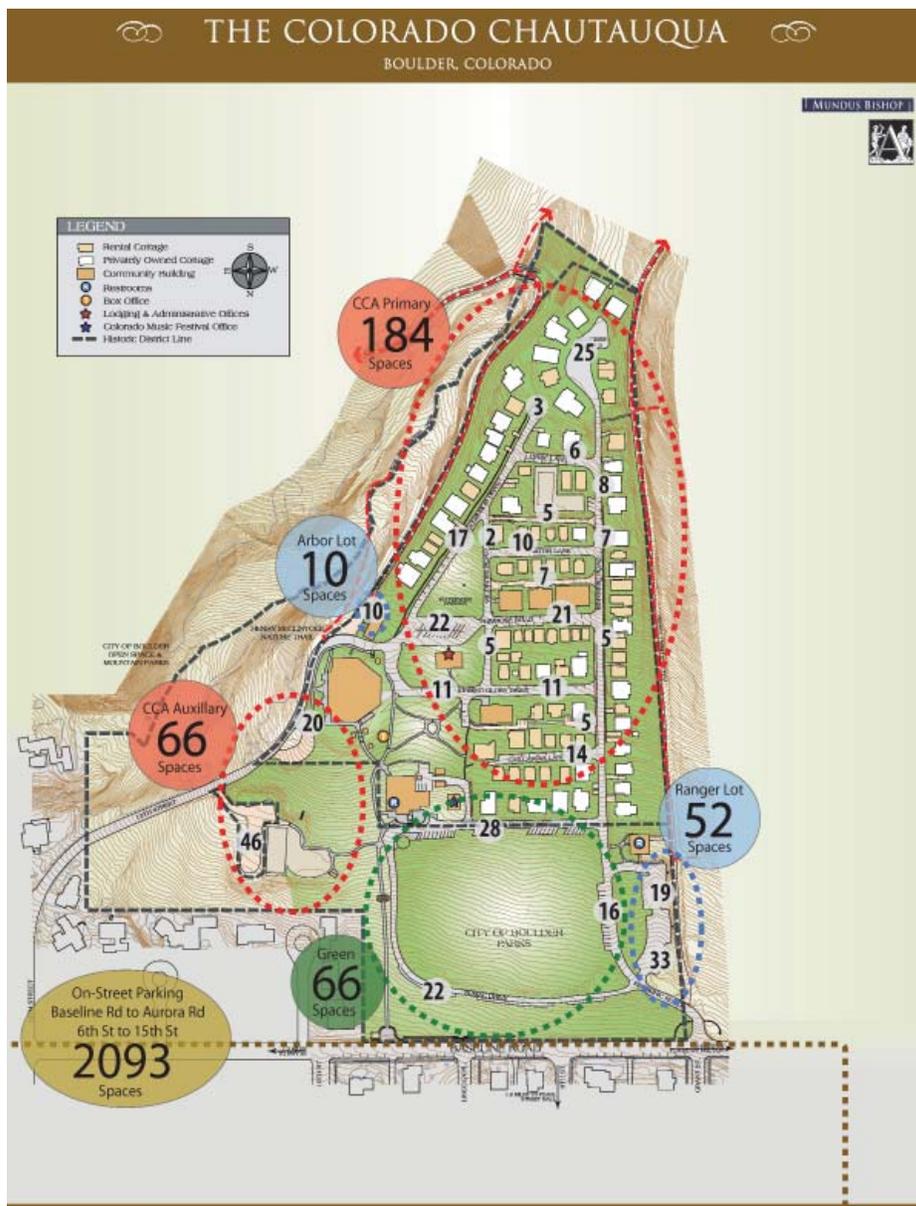


Figure 7.2-1: Parking Inventory

**ANALYSIS**

Chautauqua is a highly popular destination for a variety of users and activities. In all, it is estimated that the study area has approximately 628,500 users annually (figure 7.2-2).

Of these users, approximately half (or more than 330,000) visit the Chautauqua Open Space and the remainder, more than 297,000, visit the Chautauqua National Historic Landmark (the Green, playground and leasehold area).

- CCA users are those who access amenities within the leasehold area. These users include staff, approximately 56,000 lodging visitors to the cottages, Missions House and Columbine Lodge; 44,000 Auditorium users including those attending concerts in the evening and events during the day; and 36,000 users of the Dining Hall.
- OSMP users are overwhelmingly daily visitors who access Chautauqua Open Space from either Baseline Road or the Ranger Cottage Lot. In addition to the xx,000 daily users, approximately xx,000 users attended events in Chautauqua Meadow.
- P&R users include those who attend permitted events in Chautauqua Green (more than xx,000 users), and the daily users who visit the Green and the playground.

**Yearly Activity by Destination Summary**



Figure 7.2-2: Yearly Activity by Destination Summary

Chautauqua offers many diverse cultural, educational and recreational experiences year-round. Several of which are experienced as primarily interior activities including events at the Community House, lodging in the cottages or one of the lodges and dining in the Dining Hall. These activities result in a relatively steady stream of users year-round to the leasehold area.

However, those experiences that rely on favorable weather result in the majority of use at Chautauqua as a whole. This results in the study area experiencing different levels of use by time of year with defined low, shoulder, and busy seasons.

- The low season is approximately 120 days, generally occurring from November through February. The number of users on-site averages 520 during the busiest time of day, which is the afternoon. The number of users on-site during one time period ranges from low of 400 (29 days) to between 600 and 1,000 (94 days). 78% of the low season has 600 to 1,000 users on-site during one time period (at the busiest).
- The shoulder season is approximately 92 days, occurring in the spring and fall, in the months of October, March and April. The number of users on-site during one time period in these seasons range from a low of 400 (2 days) to 1,200 (10 days) with 87% of the shoulder season having over 1,000 users on-site during one period (at the busiest).
- The busy season is approximately 153 days, occurring during the warmer weather months. These are the months of May, June, July and August. During the busy season, use on-site during one time period ranges from 800 (1 day) to more than 1,600 (45 days) with 70% of the busy season having 800 to 1,600 users on-site at one time (at the busiest period).
- Of the 153 days in the busy season, approximately 45 days are the busiest use with user numbers of 1,600 to 2,343 users, which is a peak (occurred on one day in 2011).

## Number of Users during One Period (by day)

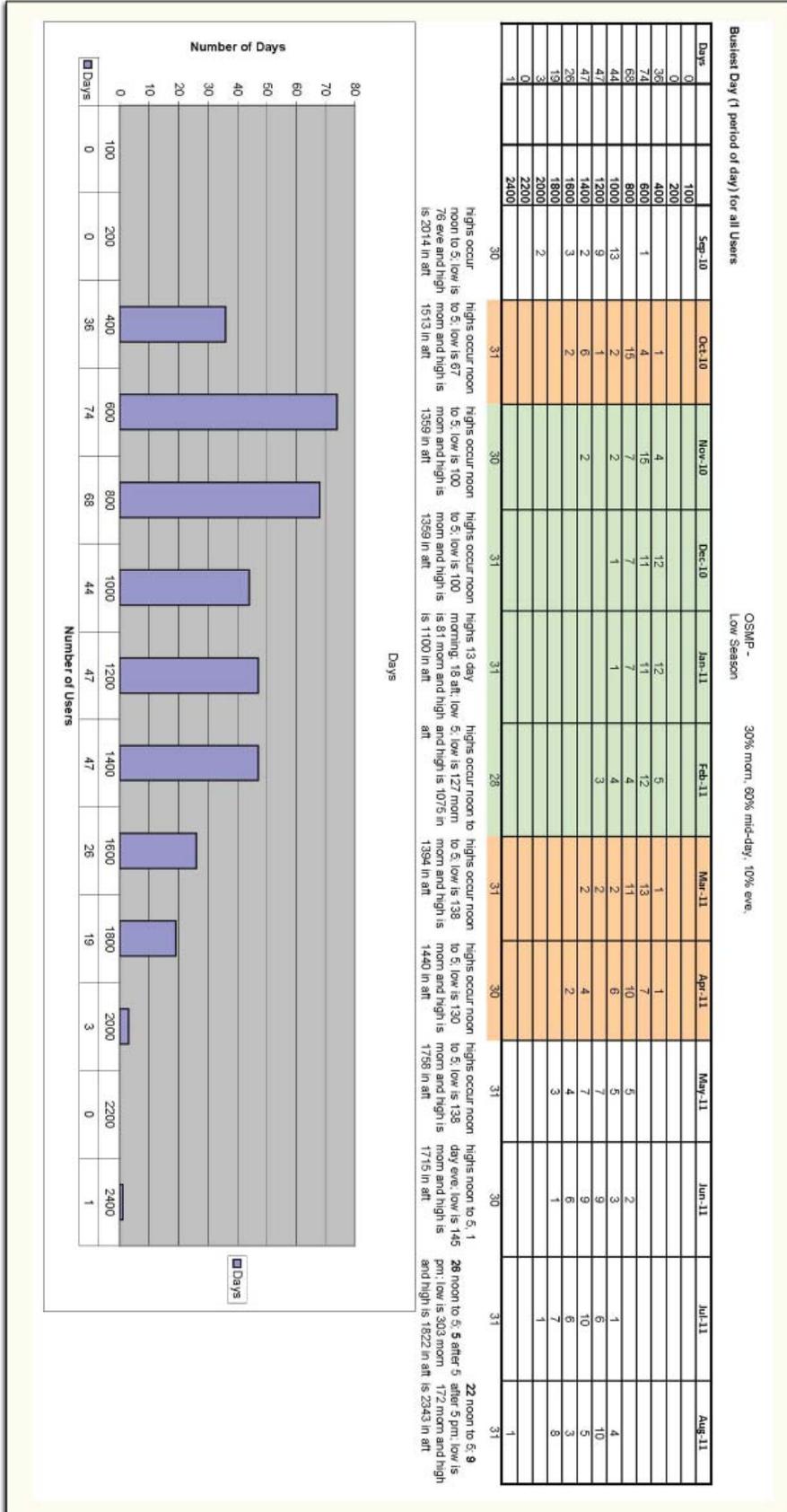


Figure 7.2-3: Number of Users during One Period (by number of day - busiest time of day)

Chautauqua also experiences different levels of use by time of day (figure 7.2-4.). Afternoons are the busiest time of the day for xx% of the year. Mornings have the least use. On xx days of the year (xx in 2011), the evening was the busiest.

- The busiest time of day occurs in the afternoon with an annual cumulative total of 361,000 +/- users on-site between the hours of noon and 5 p.m. During the 2010 to 2011 season, the afternoon was the busiest for xx days.
- The majority of the afternoon users (195,000 +/-) are visiting Chautauqua Open Space throughout all seasons with the busiest time occurring in mid-summer.

**Yearly Activity by Destination**

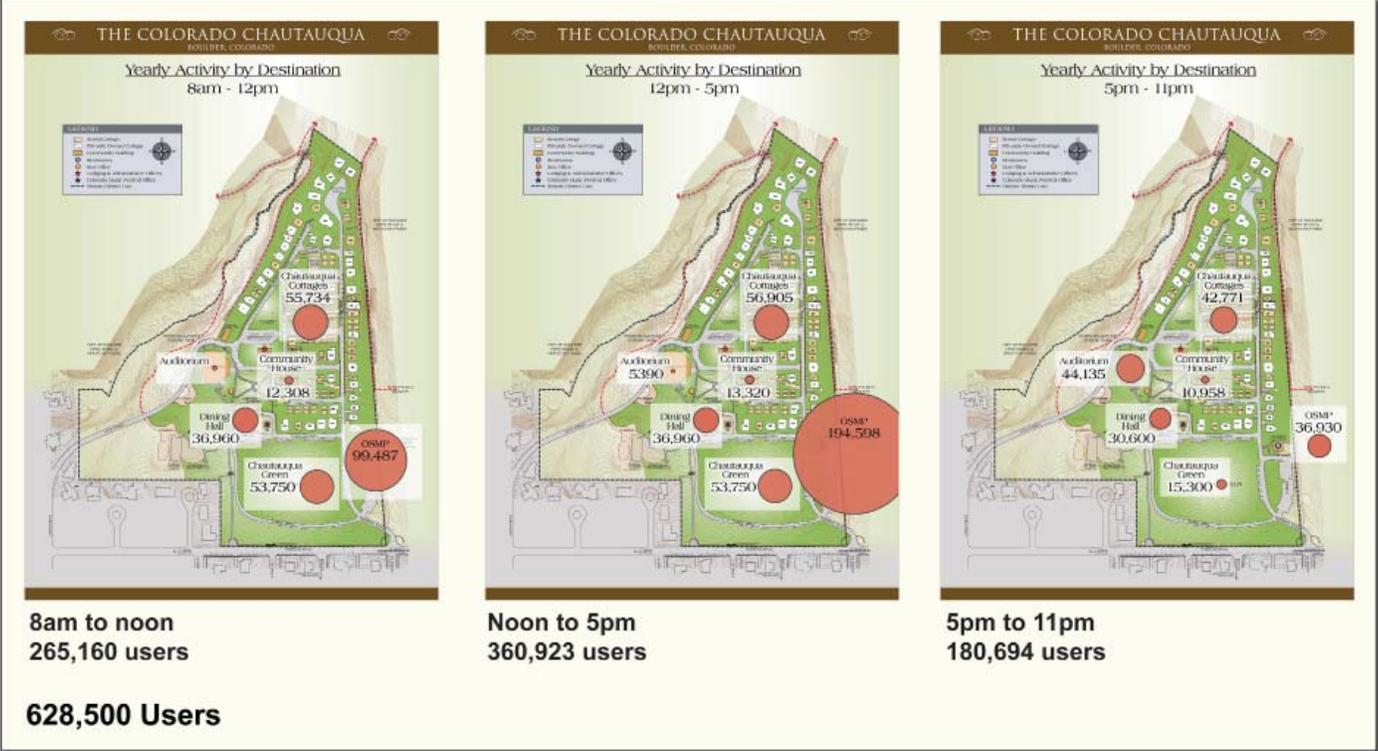


Figure 7.2-4: Hourly User Activity

### 7.3 BUILDING ANALYSIS

Auditorium use includes day-time rehearsals and evening events. For purposes of the following usage chart, it was assumed that a daytime rehearsal (not thoroughly documented) and an evening performance constituted one (1) use. Therefore, total possible usage corresponds with the number of days in the associated month. Auditorium capacity for May and September is fifteen (15), as early May and late September weather is typically too fickle to allow event scheduling.

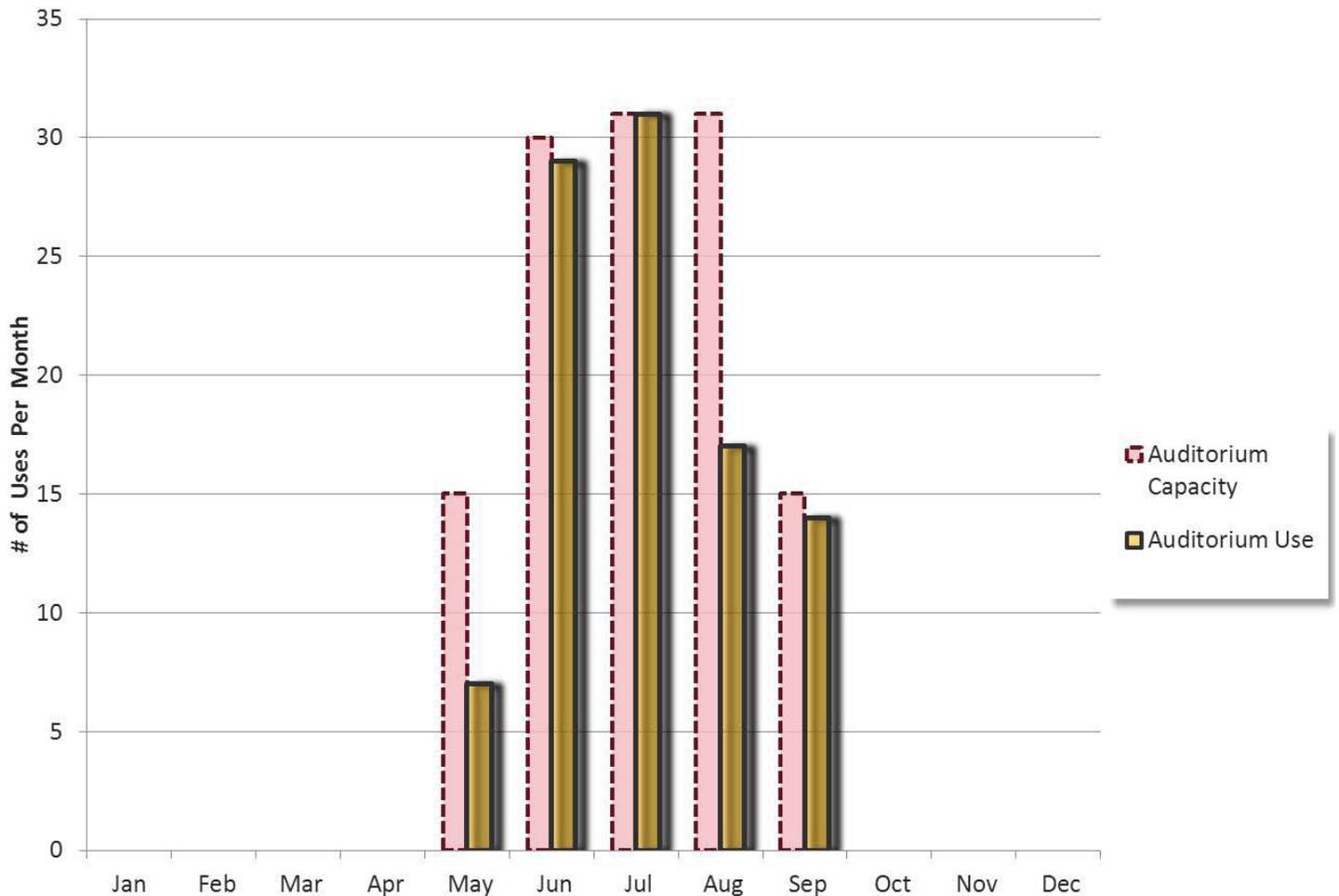


Figure 7.3-1: Auditorium Usage

Chautauqua has eighty-one (81) overnight rental units (60 cottages and 26 lodging units). All of its lodging is tempered (heated) and usable year-round. There are thirty-nine (39) cottages in private ownership. Of these, approximately fourteen (14) are tempered for year-round use, with the balance, approximately twenty-five-five (25), only occupiable in the more temperate months.

The following graph illustrates the CCA rental capacity (81) in pink and accurate, actual use in blue. Private cottage use capacity, in green, is approximate and anecdotal. As the data illustrates, there is significant, unused rental capacity in all but the busiest time of the summer.

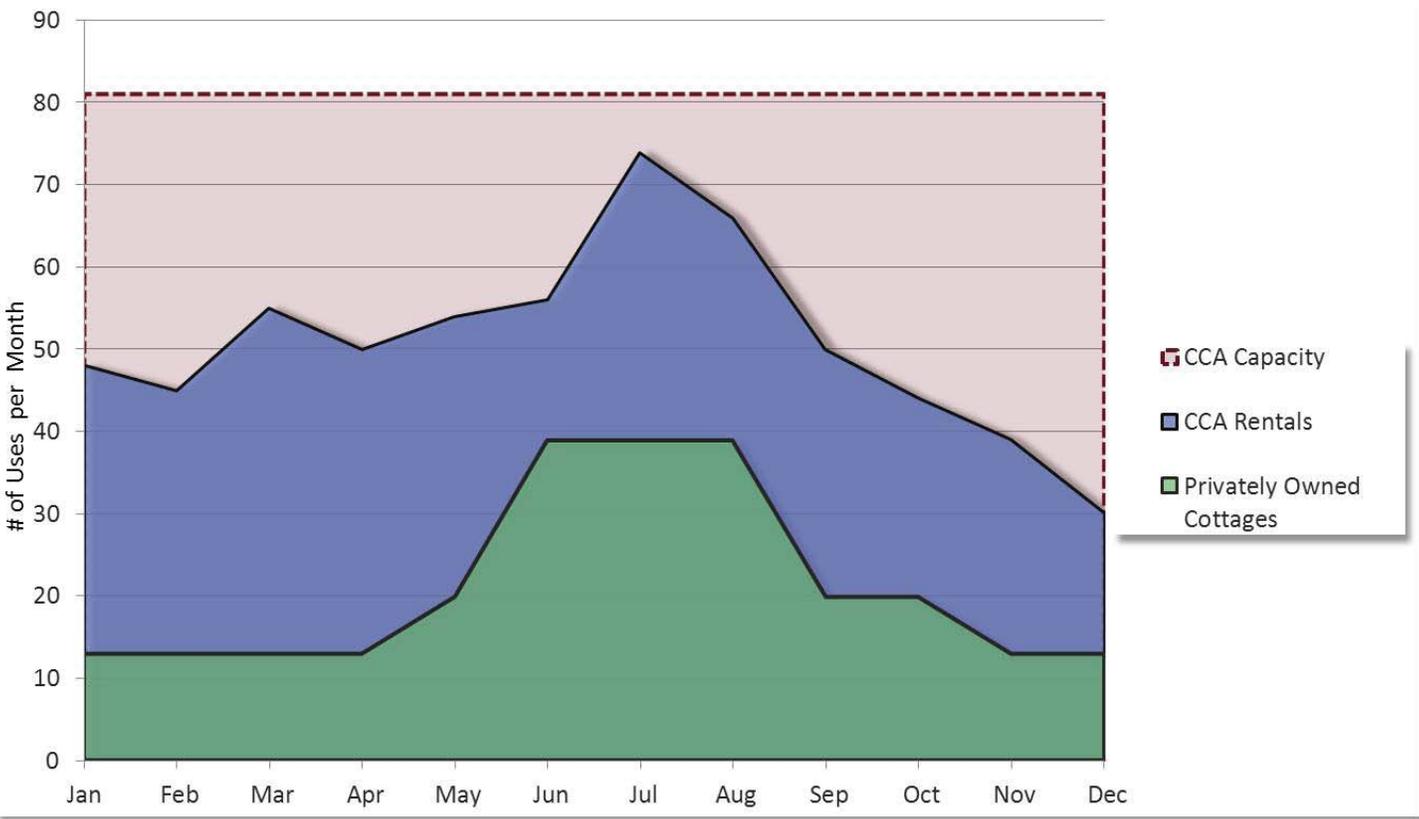


Figure 7.3-2: CCA Rental and Privately Owned Cottage Usage

The Community House contains Chautauqua's primary meeting space; the Grand Assembly Hall (capacity 100, theater style), Rocky Mountain Climbers' Club (capacity 60, theater style) and the Meadows Room (capacity 12-30, seated). Of these three, the Grand Assembly Hall is the most sought after due to its size, adjacent catering kitchen, flexibility and above-grade location.

Although the three spaces can occasionally support two uses in one day, in general they are one-use-per-day spaces. The following graph is an accurate depiction of aggregate (all three spaces) usage that assumes a total of three uses for the entire building per day times the number of days in the month. As illustrated, there are usage spikes and valleys that indicate below usage periods.

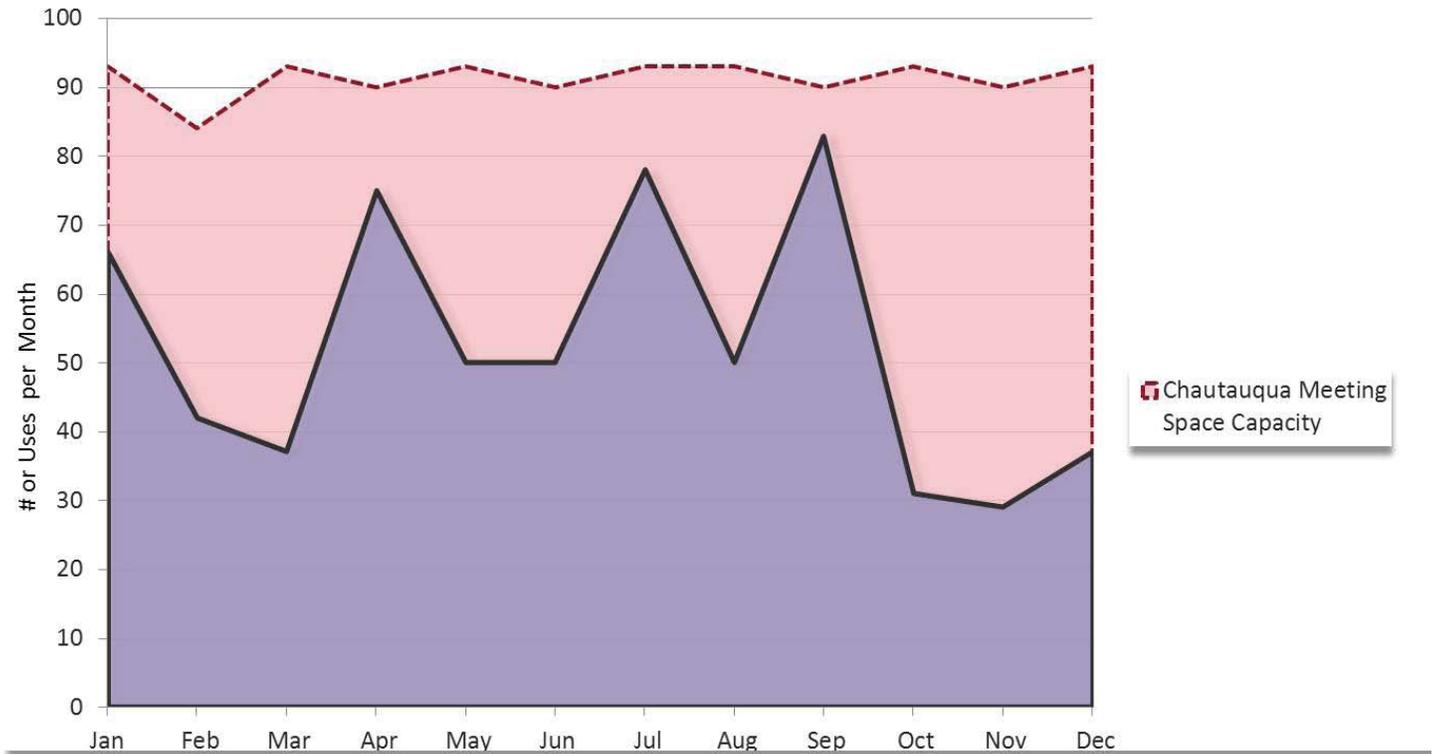


Figure 7.3-3: Meeting Room Combined Usage

Eighty (80) seats accommodate Dining Hall diners year-round, but usage is focused on access to the very popular porch dining (capacity 120). With winter and shoulder season (interior) usage averaging about 3,000 per month (capacity is 7,200 during this same period) and summer season (interior and exterior) usage averaging about 11,000 per month (capacity is 18,000 per month during this same period), the Dining Hall is operating significantly below capacity. The Dining Hall's current offerings and interior ambience may contribute to these statistics, but the excess capacity also mirrors that of other Chautauqua assets.

The Dining Hall is currently open from April through October for breakfast, lunch and dinner, Monday through Saturday, 8 a.m. to 9 p.m., and for Sunday brunch and dinner, 9 a.m. to 2 p.m. and 5 p.m. to 9 p.m., respectively. From November to April, the Dining Hall serves breakfast and lunch on Tuesdays through Saturdays, from 8 a.m. to 3 p.m., and Sunday brunch from 9 a.m. to 2 p.m.

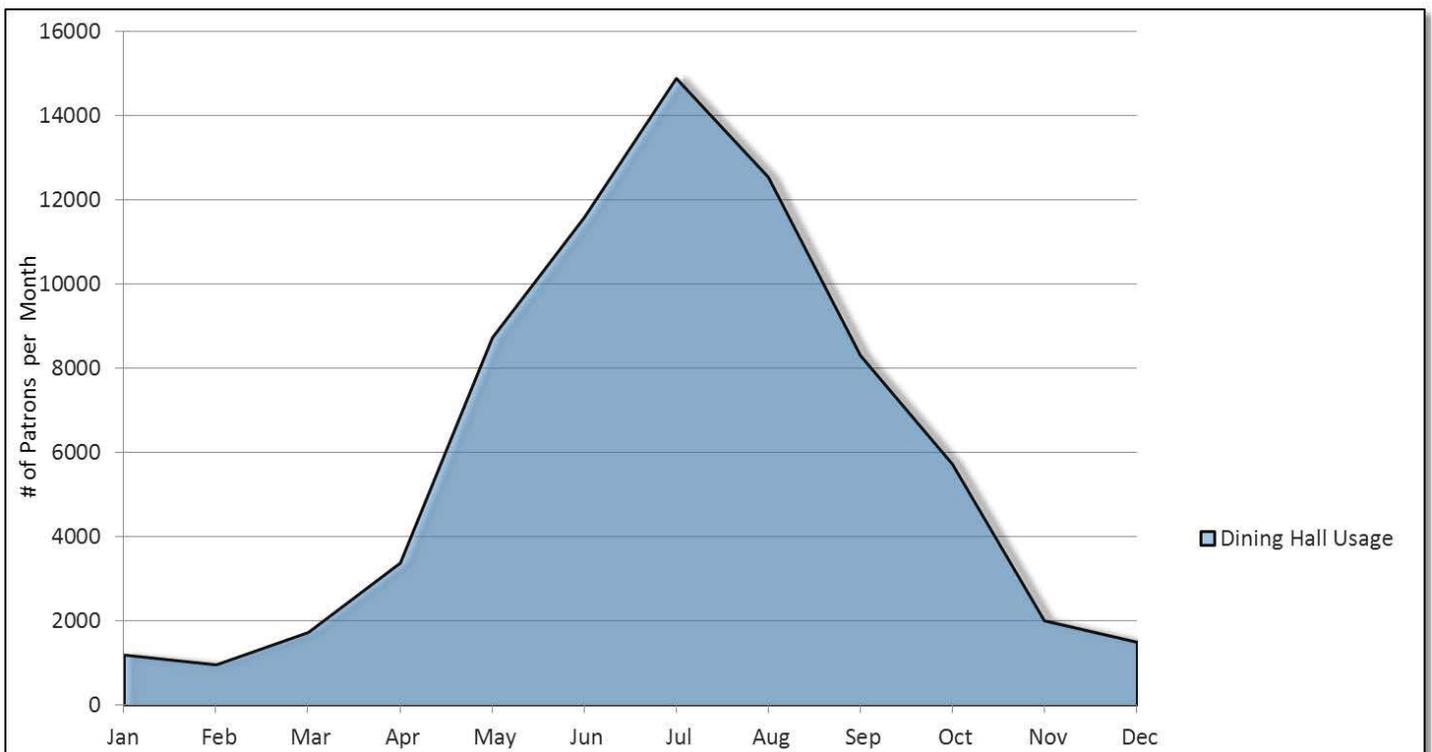


Figure 7.3-4: Dining Hall Usage

**CITY OF BOULDER  
CITY COUNCIL AGENDA ITEM**

**MEETING DATE: April 3, 2012**

**AGENDA TITLE:** Consideration of a motion to accept the summary of the February 28, 2012 Study Session on Chautauqua.

**PRESENTERS:**

Jane S. Brautigam, City Manager  
Paul J. Fetherston, Deputy City Manager

**City Attorney's Office**

Tom Carr, City Attorney

**Community Planning and Sustainability**

David Driskell, Executive Director  
Susan Richstone, Deputy Director  
Louise Grauer, Senior Planner  
James Hewat, Historic Preservation Planner  
Molly Winter, Director, DUHMD/Parking Services

**Open Space and Mountain Parks Department**

Mike Patton, Director  
Dean Paschall, Communications and Public Process Manager

**Parks and Recreation**

Kirk Kincannon, Director  
Lisa Martin, Urban Parks Manager

**Public Works**

Maureen Rait, Executive Director  
Tracy Winfree, Director for Transportation  
Bill Cowern, Traffic Operations Engineer

**EXECUTIVE SUMMARY:**

This agenda item provides a summary of the Feb. 28, 2012 City Council study session on two Chautauqua items in response to council direction given April 12 and June 7, 2011:

1. The draft Chautauqua Collaborative Stewardship Framework (CCSF); and
2. The draft summer pilot parking and access management program.

The study session provided background on the consultant team, the two draft proposals, and the Colorado Chautauqua Association (CCA)-City of Boulder lease. The purpose of the study session was for council to ask questions and to provide feedback to staff about the draft CCSF and the parking and access management program.

The study session was a joint effort between multiple city departments: Community Planning and Sustainability (CP&S), Open Space and Mountain Parks (OSMP), Parks and Recreation (P&R), the City Attorney's Office, and Public Works as well as CCA. A summary of the study session is included with this agenda item as **Attachment A**.

**STAFF RECOMMENDATION:**

Staff requests City Council consideration of this matter and action in the form of the following motion:

**Suggested Motion Language:**

Motion to accept the summary of the February 28, 2012 Study Session on Chautauqua.

**NEXT STEPS:**

Transportation and Downtown University Hill Management Division and Parking Services (DUHMD/PS) staff will review the matrix of possible parking management strategies that were originally considered for summer 2012 at Chautauqua, along with an analysis of the pros and cons of each, in response to council feedback. An update will be provided to council in April.

The pedestrian-oriented improvements to Baseline Road will be further refined for possible construction/implementation this summer. Council members had an interest in exploring a “Shared Street” in this section of Baseline Road. Shared streets are a relatively new and innovative treatment that requires considerable evaluation to determine its feasibility. Staff does not believe that a shared street would be an appropriate “short-term” (summer 2012) option and will evaluate the feasibility of a shared street option for the long-term condition in the development of the Chautauqua Access Management Plan (CAMP)

The Framework Plan and the short term parking and access management program were both revised based on council input at the Feb 28 study session. A community meeting for the public to ask questions and provide feedback on both revised elements was held on March 21. During March and April, several boards will review the two draft proposals at public hearings and will make recommendations to City Council including the Transportation Advisory Board (TAB), the Open Space Board of Trustees (OSBT), the Parks and Recreation Advisory Board (PRAB), the Landmarks Board (LB), the Planning Board (PB), and the CCA Board of Directors. A revised Framework and short-term parking and access management program and possible improvements to Baseline Road will come back to council for consideration in May.

Approved by:

\_\_\_\_\_  
Jane S. Brautigam, City Manager

**ATTACHMENTS:**

**A:** February 28, 2012 Study Session Summary

**Attachment A**  
**February 28, 2012**  
**City Council Study Session**  
**Chautauqua**

**City Council:** Suzy Ageton, Mayor Matt Appelbaum, KC Becker, Macon Cowles, Suzanne Jones, George Karakehian, Deputy Mayor Lisa Morzel, Tim Plass, Ken Wilson

**Staff:** Jane Brautigam, City Manager; David Driskell, Executive Director of Community Planning & Sustainability; Susan Richstone, Deputy Director Community Planning & Sustainability; James Hewat, Historic Preservation Planner; Louise Grauer, Senior Planner; Bill Cowern, Traffic Operations Engineer, Public Works (Transportation); Molly Winter, Director, DUHMD/Parking Services; Tom Carr, City Attorney; Dean Paschall, Communications and Public Process Manager, Open Space and Mountain Parks Department; Lisa Martin, Urban Parks Manager, Parks and Recreation Department.

**Colorado Chautauqua Association (CCA):** Susan Connelly, Executive Director

**Consultants:** Nan Anderson, Anderson Hallas Architects; Tina Bishop, Mundus Bishop

**PURPOSE:** The purpose of the study session was to request council feedback on two draft work items: the Chautauqua Collaborative Stewardship Framework and the draft summer pilot parking management program. These two items are in response to council direction from April 12 and June 7, 2011 to develop a streamlined and collaborative approach to decision-making at Chautauqua, focusing on three areas: access and parking management, program management and coordination, and facilities and grounds planning and management. The consultant team of Anderson Hallas Architects and Mundus Bishop was selected to work with the staff/Colorado Chautauqua Association (CCA) team to develop the Framework, and the transportation consultants Fehr & Peers in conjunction with the Transportation and Parking Services staff/CCA developed a draft short-term pilot program for access and parking management at Chautauqua for the summer of 2012.

**OVERVIEW OF THE PRESENTATION:**

Staff and the consultants presented an overview of these two components. City Council was asked for feedback on the following five items:

1. The data, graphs, and charts presented on the analysis of one year usage and visitation at Chautauqua? (see page 30-39 CCSF **Attachment E**)
2. The collaborative process for addressing future change at Chautauqua? (see page 13, CCSF **Attachment E**)
3. The tools to address management, the Chautauqua campus, and architecture and buildings? (see pages 15 – 26 CCSF **Attachment E**)
4. The proposed development of a Chautauqua Access and Management Plan (CAMP) and the proposed short-term improvements to access and parking management? (see below pages 6-9)
5. The proposed guidance on changes to the *Chautauqua Design Guidelines*? (see page 26 CCSF **Attachment E**.)

**COUNCIL RESPONSE TO STUDY SESSION QUESTIONS:**

Summary of Council feedback:

1. ***The data, graphs, and charts presented on the analysis of one year usage and visitation at Chautauqua?***
  - a. The data shows that usage is low during low and shoulder seasons and the existing parking supply within and adjacent to Chautauqua is adequate for parking demand 74 percent of the year. Some council members indicated it makes sense to encourage people to come when use is below capacity. Others questioned the need or desirability of fully utilizing facilities.
2. ***The collaborative process for addressing future change at Chautauqua?***
  - a. The Framework makes a lot of sense; it creates a way to handle future requests for future change at Chautauqua. Concern that it reflects a bias in the direction of more growth.
  - b. Meeting the mission of Chautauqua should be the most important criteria for reviewing ideas and proposals. (There are actually multiple missions of the entities at Chautauqua: the Colorado Chautauqua Association (CCA), the Parks and Recreation Department, and the Open Space and Mountain Parks Department.)

- c. A concern was expressed that the thrust of the draft Framework is “more”, based on filling up facilities as a goal. Need to tie better to the mission. Questions were raised whether we really want more growth in the shoulder and low seasons and whether we want to “fully utilize facilities”?
- d. A collaborative process makes sense to vet new ideas; the steward needs to find out if an idea has legs. However, the community may not want to see more people at Chautauqua. Should address the mission.
- e. It is very important to have a clear process or roadmap for the future. Some council members thought it could be helpful to increase use in the shoulder and low seasons. The language of the City-CCA lease states the “*widest practicable use*” :

5. “Use of Facilities: The Association shall have year-round use of all of the real property described in Exhibit A, and it is the intent of the parties that the leased facilities be given the widest practicable use in terms of scope and time. At a minimum, the Association shall schedule a summer entertainment program in the Auditorium annually beginning no later than June 15 and extending to at least August 31. Such programming shall include at least 15 live performances.” (Lease)

- 3. ***The tools to address management, the Chautauqua campus, and architecture and buildings?***
  - a. The tools seem to call for more growth: it is a problem if the Framework creates the assumption that new construction is okay.
  - b. Concern with adding tools which would encourage more growth. Concern with expanding capacity at Chautauqua thus generating increased visitation.
- 4. ***The proposed guidance on changes to the Chautauqua Design Guidelines?***
  - a. Concern with adding language in the Guidelines to address new buildings which would reflect encouragement of new buildings.
- 5. ***The proposed development of a Chautauqua Access and Management Plan (CAMP) and the proposed short-term improvements to access and parking management?***
  - a. Concern about limiting public access to parking. There were different opinions expressed by council members about the severity of the parking problem at Chautauqua. Some council members were concerned about pushing more people to park in the adjacent neighborhood.
  - b. Support for people to access the open space system at Chautauqua (vs. encouraged to go to other trail access points) since there is infrastructure already in place, i.e. the Ranger Cottage, parking, signage.
  - c. The lease allows CCA to charge for parking and requires a solution similar to an NPP. But no other NPP requires permits for all access.
  - d. Support expressed for continuing the special events parking/shuttle implementation on special event evenings.
  - e. Council members expressed support to consider different options with fewer restrictions allowing more open parking time. Options included providing a space for each cottage that does not have an off-street parking space or for CCA to manage parking around the cottages. Preference for “pilot light” rather than a large permit parking plan.
  - f. Suggestion to create a “bike to hike” program.
  - g. Several council members expressed support for making Baseline a “shared street” from 12<sup>th</sup> to the start of the Flagstaff road.

## **NEXT STEPS**

Consultants and the staff /CCA team will revise the Framework and the proposal for short term parking and access management to address Council feedback.

The third community meeting was held March 21. During March and April, the following boards will review the two revised work items at public hearings: the Transportation Advisory Board (TAB), the Open Space Board of Trustees (OSBT), the Parks and Recreation Advisory Board (PRAB), the Landmarks Board (LB), and the Planning Board. In May staff expects to return to Council with a revised Framework and a recommendation for a short-term parking and access management plan for summer 2012 at Chautauqua

**Chautauqua March 21, 2012 Public Comments**

**Comment Forms**

**Comments on:**

**Draft Chautauqua Collaborative Stewardship Framework, including the proposed process and tools:**

No buildings at picnic area- preserve it. If I worked here I would be proud and make the best of what is here. Enhancing to me is to keep it in good shape, possibly renovate. If staff is getting bigger, perhaps more efficiency not more growth in an area that doesn't allow it- thank goodness. Preserve, preserve, preserve.

**Short term parking and access improvements:**

During busy seasons advertise shuttles, trolleys, buses, electric golf carts, bicycles, NO vehicles- really push no driving to Chautauqua. Perhaps push with one free drink or something if you don't drive. The shuttles, etc. would make Chautauqua more nostalgic, too.

**Improvements on Baseline:**

See short term ideas. Keep in mind that U.S. is nowhere near on cutting carbon emissions- this would help that and our environment and continue to enhance what Boulder is about.

**Other topics/Ideas for Future Consideration:**

Building not necessary at picnic area because majority of citizens of Boulder don't want anyone to mess with tax paid Chautauqua- really. Staff, developers can enjoy something successful and learn from it. Less is more!

Elvia E. Allen

**Improvements on Baseline:**

Very good- Diversions, etc.- slow down E bound bikes

**Other topics/Ideas for Future Consideration:**

Open space/Parks is major contributor- they should address overuse of parking within CCA.

**Draft Chautauqua Collaborative Stewardship Framework, including the proposed process and tools:**

When analyzed critically, the "tools" are merely a series of "alternatives" and by using words like "enhance" and "improve" are somewhat pejorative and imply Chautauqua isn't quite good enough. The framework is a predetermined agenda. The tools also don't do enough to assure that the historic integrity of this NHL will be protected. There is a mistaken impression that "the same standards apply" whether a locally designated historic district or a nationally significant historic landmark that retains a high degree of integrity. I remain concerned that the CCA Board doesn't respect or understand what they have.

Also, the focus on one new building to meet three programmatic needs may not be the most appropriate or best solution. Could a new maintenance building be tucked into the hill on the south side of the dirt parking lot south of the tennis courts and toilets provided elsewhere?

As pointed out, the CLA was completed in 2004- the National Historic Landmark designation was awarded in 2006- some of the recommendations in the CLA might have been appropriate for a local historic district, but are not appropriate for an NHL.

What studies of usage have been completed to demonstrate that additional meeting space is needed. I understand it may be desired, but is it required for Chautauqua to meet its mission?

Because Chautauqua is an NHL, why is the Landmarks Board (or preservation planner) not on the coordination team? None of the identified 3 entities , CCA, P&R and OSMP has historic preservation/protection of the integrity of the NHL as their primary focus.

**Short term parking and access improvements:**

The parking issues, to some extent, are caused by visitors to the city's open space. The city should help find a solution rather than put it solely on Chautauqua.

**Other topics/Ideas for Future Consideration:**

The existing Design Guidelines give clear guidance that new buildings at Chautauqua would not be appropriate. It's not clear why they need to be "rewritten" except that CCA is focused on new construction.

Es Cole

**Short term parking and access improvements:**

I'm glad that you are already aware of the need to monitor the neighborhood parking changes during your pilot program in Chautauqua this summer. My main concern as a neighbor living in the 800 block of Grant is that any permitting in Chautauqua would bump more of the visitors (for events, hiking) parking down into our block. Currently, we have no problems parking in front of our house in the 800 block during the busy season, although I see that the 900 block of Grant absorbs lots of overflow parking for Chautauqua in the summer. If the 900 block ever requested to be in a permit zone, (like a lot of blocks east of us on the Hill are) then I worry that the 800 block would then develop parking congestion. Thanks for all your careful research/attention to these issues!

**Improvements on Baseline:**

As a neighborhood family, we frequently come to the park (for picnics, concerts, hiking, playground) with our stroller, but there is no safe or convenient way to enter the park with a stroller. We either have to bump our stroller up the steps at the Lincoln entrance or take a harrowing ride briefly in the street at the Grant entrance. Please change this access issue.

Bridget Carlin

**Draft Chautauqua Collaborative Stewardship Framework, including the proposed process and tools:**

- Bicycle station
- Need more bus services daily
- Head in parking along Sumac
- Add parking along Clematis

**Short term parking and access improvements:**

- Add time circuits on Clematis to promote turnover for Dining Hall
- Question of Dining Hall employees and where they park

Anonymous

**Other topics/Ideas for Future Consideration:**

Traffic and parking: should focus on increasing the use of mass transit and reduction of parking needs. Increasing the available parking spaces may alleviate short term needs, but over time the demands for parking will increase. We have experienced this over the past 20 years. Better to fix the problem now than to increase the problem long term.

There is a field at New Vista High School that has been converted to a parking lot. A shuttle system can transport concert-goers from this lot. Another lot that can be used is the CU dorms on Baseline.

Anonymous

**E-Mail Comments**

name: Ingrid Swords

comments: I understand Chautauqua is still considering building an event center and I'd like to voice my strong objection! Chautauqua is a park where the focus is outdoor activity restaurant eating and concert going. An event center-

7000 sq. feet would not fit it at all. The traffic of cars (and people) would grow considerably and the atmosphere of the whole park would completely change negatively.

Please do not approve of ANY event center now or in the future!

Please make sure there are no hidden clauses in the framework that would allow for future buildings such as this.

name: Pamela

Comments: I think building any large structure at Chautauqua especially the proposed events center is a horrible idea. It would destroy the integrity of this historic site limit the view to and from the beautiful gardens further limit trail access create a parking nightmare for events held there and for the adjacent neighborhood and conflict with the use and enjoyment of the existing buildings.

If the city or other entity has money to spend on a building I strongly suggest needed repairs be made to the existing auditorium.

name: Ruth

Comments: I don't see the point at all in changing the charming recreation-oriented Chatauqua area. Don't pave paradise. It's not meant to be a convention center and serves the community well as an area for outdoor recreation performances and small community gatherings. Let it thrive as it it meant to.

name: Nancy

Comments: The establishment of a new structure in the Chautauqua Landmark area seems excessive expensive and more importantly not in the best interest of Chautauqua or Boulder. Rather it would seem that focus on updating the current facilities e.g. the Concert Hall which is perfect for additional education however lacking in appropriate lighting and heating. The dining facility could be at least 4 star and a year-round coffee shopping for the never-ending fitness Boulderite would provide revenue as well as at least a summer gift shop with local fare. In addition even a small deli available or cabin renters or hikers would be well utilized.

The last thing Chautauqua needs is the addition of a 7000 sq. ft. building which requires parking will cause congestion regardless of time of year and will totally affect what is now one of the most impressive Landmarks in the Country.

name: Marjorie Leggitt

Comments: I don't think Chautauqua is the place for an event center. Chautauqua is a National Landmark we need to protect and preserve. There are many other places in Boulder that can house such a center - how about the old Daily Camera location.

name: Bill Mooz

Comments: I am deeply concerned about the proposal to build additional buildings in the Chautauqua area. The park is the crown jewel of Boulder's open space experience and already suffers from significant overuse. Tearing down the picnic area south of the auditorium to construct a 7000 building will only reduce the amount of open area and increase traffic. This is not what our open space and parks should be about. I strongly recommend that you place a moratorium on all new construction in Chautauqua Park.

name: Ann Tagawa

Comments: Dear Council Members

I am writing to urge you NOT to allow any new construction or any events centers on the Chautauqua grounds. I am very concerned that this nearly-perfect space of ours could be changed. It is just wonderful the way it is. Please don't allow any new buildings! Thank you.

Ann Tagawa, resident of Lower Chautauqua

name: Joyce Davies

Comments: It comes as no surprise that I am opposed to any new construction in our landmarked Chautauqua Park. Forty years ago we fought the battle of hotels zoos and other changes to the Park. It has evolved slowly and beautifully into something Boulder residents are proud of. To change the historic picnic shelter and build a new structure on this ground is really a fundamental change not desired or compatible with the mission of Chautauqua. Let's not have the need for rest rooms be taken over by inappropriate construction.

name: Deb van den Honert

Comments: I attended the public meeting at the Chautauqua Community House on March 21 2012. I have comments on the proposed pilot parking program for Summer 2012. I am a full-time resident of Chautauqua and a CCA Board member.

1. I think Alternative 2 (or 3) better meets the needs of Chautauqua than Alternative 4 because it better assures parking for residents and means less risk to pedestrians who must walk on the streets.
2. No matter which Alternative is chosen for the pilot to enhance access for the public in the future (which CCA believes is VERY important) I hope CCA and the City can work toward better public transit.
3. If Alternative 4 is chosen for the pilot I urge the City and CCA to work out a good data collection plan for the pilot program (including parking utilization for all zones including E; parking violations; in/out traffic data; impact on Chautauqua residents' ability to find parking; safety of pedestrians walking on streets within Chautauqua).
4. If Alternative 4 is chosen I prefer a 3-hour limit in Zone A; and extending the time-limit period from 9am-9pm including weekends. I also urge the City to rigorously enforce the parking limits.

name: Diane Curlette

- comments: 1. page 8 states Chautauqua has approximately 378 parking spaces within the study area and 80 on Baseline. Do these include spaces at the cottages?
2. Page 14 -- first on the list is concern for the neighborhoods; greater Boulder welfare is last on the list. This reflects an unhealthy exclusivity which should be guarded against in all this decision-making.
  3. I would support a good new parking lot on OSMP land containing restrooms bus transit loop better (safer) new entrance to that lot and charging fees to Non-Boulder residents to pay for the improvements and for access to the open space. Regular transit service should be available there also during peak summer usage.
  4. I would support new sidewalk along south side of Baseline so visitors can park there and access their cars more safely. Also turning parking on the Green to diagonal spaces.
  5. I would support some traffic calming measures along Baseline.
  6. Neighborhood streets are a model of sustainability -- parking on them should continue. They have access to huge publicly financed amenities and can share these streets with the rest of us.
  7. I am against any building of new buildings on the Chautauqua area pending the results of a careful utilization and need study. Also the parking situation has been improved for auditorium events using the shuttle. That should be continued and enhanced.
- In short I think we have traffic problems that can be addressed by adding more OSMP parking and other smaller modification plus transit. I remain unconvinced that we have a lack of buildings on the Chautauqua site.

name: Jill Marce

comments: I would like to express my concern and opposition to building any sort of meeting and/or convention facility at Chautauqua. This is an historic site and was never intended to be a venue for corporate functions. As a Boulder citizen I already find it difficult to locate places to park at Chautauqua when I go there for a meal at the dining hall a picnic on the lawn or a hike. Adding more people (who aren't from Boulder) and their cars will make that even worse for Boulder citizens. For me one of the gifts of Chautauqua is feeling that I can leave the frenzie of my corporate work and retreat to an incredibly special place that's been protected as a National Landmark. I'd like that protection to remain.

name: Warren Smadbeck

comments: An additional building with additional activities is not needed on or near this site. It accommodates a large number of people as it is and does not need to be used for additional activities.  
phone:

name: Laura Osborn

comments: I stand strong against NEW construction of a multi-use event center in Chautauqua a National Landmark we need to protect and preserve. This area has been loved to death. Having lived 2 blocks away since the late 70's I have observed the degradation of the natural habitat to the extend there are no longer breeding birds in the meadow. The entire area is overwhelmed by too many visitors parking is a neighborhood nightmare. The entire mess that the Chautauqua Association has created is driven by greed and complete lack of attention to the natural surrounding beauty. It is time for the City of Boulder to exercise their right to stand-up to these people and tell them that enough is enough. Also the City needs to put limits on what has become a carnival-like atmosphere that daily assaults the surrounding habitat and nearby neighbors.

name: Gwen Dooley

comments: Construction of a new huge building anywhere in Chautauqua flies in the face of the historical value of Chautauqua -- one of only 2 left standing in the country. And taking out the picnic shelter south of the auditorium would remove a valuable part of the ambiance we find in Chautauqua not to mention removing a much-used and loved low profile parking access to OSMP land.

The Chautauqua Association needs to find other means for ensuring their economic stability.

name: Risa

comments: Please prevent the building of an event center at Chautauqua. Not only will it desecrate the park but the issue of parking is already such a problem this would only compound it. Chautauqua is such a special place and we are so fortunate to have this gem in our city. There are many other more appropriate locations for an event center: Diagonal Plaza the area north of the Millennium Hotel 13th St adjacent to Central Park. This is just a bad idea.

name: Cathy

comments: I do not think Chautauqua is in any way the appropriate setting for an events center and certainly hope this historic gem within our city is not allowed to be altered in such a way. I feel this would not be consistent with the function Chautauqua has historically served and continues to serve and would be a travesty.

**OPEN SPACE BOARD OF TRUSTEES**

Minutes

Meeting Date March 22, 2012

**BOARD MEMBERS PRESENT**

John Putnam                      Allyn Feinberg                      Tom Isaacson                      Shelley Dunbar                      Frances Hartogh

**STAFF MEMBERS PRESENT**

Mike Patton                      Jim Reeder                      Dean Paschall                      Eric Stone                      Ronda Romero                      Leah Case

Kesha Robitaille

Guests: Susan Connelly                      Bill Cowern

**CALL TO ORDER**

The meeting was called to order at 4:04 p.m.

**AGENDA ITEM 1 – Director’s Updates**

None

**AGENDA ITEM 4 – Matters from the Board**

John Putnam presented Frances Hartogh with an Oath of Office which she read aloud and signed (on file in the Board book), making her a member of the Open Space Board of Trustees (OSBT) for the term of 2012-2017.

**AGENDA ITEM 5 –****Continued Discussion on the Open Space Board of Trustees briefing and request for input regarding development of a Chautauqua expansion proposal, Chautauqua Access Management Plan (CAMP) and possible 2012 actions including a Pilot Permit Parking Program in the Chautauqua leasehold area.\***

Dean Paschall, Communications and Public Process Manager, gave a power point presentation (presentation and handouts on file in the Board book as well as electronically S:OSMP\OSBT\Minutes 2012\March\ rev 2 28 2012 CCSF and Parking access CC SS). Dean introduced Susan Connelly from the Chautauqua Association and Bill Cowern with Public Works, Transportation. The presentation continued to highlight the review of the draft Collaborative Stewardship Framework as well as the proposed short-term improvements to access and parking.

Allyn Feinberg asked where in the Framework process does public participation come in, she wants to be sure the public has input. Dean Paschall said the public will be brought in early and will be able to participate with each of the affected departments. He also pointed out that there have been three public meetings regarding this so far. Allyn noted that building the Ranger Cottage took 18 public meetings and she wanted to be sure there is a formal attempt to involve the public. Dean said it will definitely be noted as a priority to emphasize this discussion to the public.

Allyn Feinberg asked where the access point to Chautauqua Green will be if it is decided to have the entrance come from Bluebell Rd. Bill Cowern said they have not gone into specifics on that and will not until it is considered as an option. Dean said this is an example of something that needed the Board’s feedback. Allyn asked if the entrance would be moved to Bluebell Rd. Bill said if this is considered there potentially would be two entrances. Shelley Dunbar asked if the two entrances would be connected. Dean said these ideas have not been fleshed out yet. Bill said the concept of two entrances came from the idea that people would go in one entrance for the Green and one entrance for the Cottage. Frances Hartogh asked if Dean is presenting specifics. Dean clarified these are just ideas or solutions to some of the current issues that exist. Frances said it would be helpful to have maps of where the additional pavement will go. Dean said currently, the idea is to simply utilize space that is already there. Allyn asked what other issues there are with the Ranger lot. Dean said one-way traffic through the Ranger lot has been in discussion for quite a while. Tom Isaacson asked if people often go in both directions. Dean said yes.

John Putnam asked what the level and type of feedback the management for this project is seeking. Dean said support or opposition of current ideas presented in the Framework is important. Bill noted short-term parking would be something that would be important to get feedback on as well.

Tom Isaacson asked if there can be steps on the south side of Baseline Rd. by the Green. Dean Paschall said that is something Transportation has been looking at. Bill Cowern said there is some value to the landscaped area and that value would be considered while looking at that option. Tom said if the city is willing to put in a sidewalk, it seems it would be just as much of an intrusion to have steps instead.

Susan Connelly gave a presentation (saved in the Board book as well as electronically in S:OSMP\OSBT\Minutes 2012\March\CCA\_ppt\_OSBAT\_03\_22\_12\_Final) which highlighted the purpose and priorities of the Chautauqua area. The 2020 Plan/Vision focuses on visitor experience, congestion and safety, and infrastructure and safety enhancements.

Shelley Dunbar asked where the new picnic area would be reconstructed. Susan Connelly said the proposal is for it to be close to the tennis courts. Dean called attention to the map on page 51. Frances Hartogh asked if the potential new building would affect anyone's view. Susan said no. Tom Isaacson asked if there has been an attempt to estimate the user numbers in the system. Susan said the goal is to utilize the cottages mid-week in the off peak months, adding a few groups (30-50 people) a month will help with revenue, but the numbers are still low. She said the auditorium and porch are not usable in the winter. Bill Cowern added the city has robust planning standards and adding a new building or redoing an existing building would go through a very structured process. Susan reiterated that the map Dean referenced is an idea, but other recommendations are welcome. Dean encouraged the Board to take a tour, especially to see the Primrose building. Shelley asked if the structure of the picnic shelter is historic. Susan said it is a contributing structure; they would rather relocate than rebuild that structure.

Bill Cowern gave a presentation (saved in the Board book as well as electronically in S:OSMP\OSBT\Minutes 2012\March\PP presentation\_OS Board\_3.22.12\_Final) about the Chautauqua Access Management Plan (CAMP). He highlighted the access issues associated with Chautauqua including bus fumes, access from the south side of Baseline Rd., parking safety, and parking.

Mike Patton asked if in Alternative 4, lots A and B, there would be permits for residents and employees, or if the public could park for a limited timeframe. Bill said yes. Tom Isaacson asked when the timeframe for parking is. Bill said 9 a.m. to 6 p.m. and all violations will be ticketed.

Allyn Feinberg asked if once there are designated parking spaces for the cottages, would there be a significant amount of parking for the public. Dean Paschall said there are 15 spaces available after the cottages get the spaces they require. Bill said those 15 spaces could be available on the west side so they would be usable by those going to Open Space. Allyn asked if there is a way to place them so they can be available to all users. Bill said there is no way to make everyone happy. Allyn said something that caught her attention is the fact that cars would have to circle to find a space. Bill said that is listed as a concern.

Frances Hartogh asked what the advantage of extending the curb on Baseline Rd. is and what can be done about outdoor lighting after concerts. Bill said curb extensions narrows the roadway and that will slow down traffic. He said street lighting can be evaluated, but it will NOT be evaluated in the short-term plan because it is expensive. Shelley Dunbar asked if there are other areas in the city that have curb extensions. Bill said there is nothing that mirrors curb extensions except traffic circles; he said having a permanent median refuge island would be a good entry feature for Chautauqua. Tom Isaacson asked why the curb extensions or median refuges are better than a speed bump. Bill said they will slow people down and it will shorten the crossing distance for pedestrians. Also, Baseline Rd. is a critical roadway, so the fire department will be very concerned with slowing traffic down.

Allyn Feinberg asked if Baseline Rd. will be a shared street. Bill said it is not something that fits well with the short-term summer plan, it may be appropriate to evaluate in the long term. He clarified a shared street is for pedestrians and cyclists, vehicles are guests and have to drive very slowly and carefully.

Frances Hartogh asked if this discussion is just for short-term improvements. Bill said yes, particularly the parking management issues. She said the curb extension and island make sense. In the long term she wants to talk about parking off the meadow and the fact that it only provides 80 spots; it does not really seem worthwhile. Bill said

there are enough negatives to flipping the parking in the short-term summer program, but in the long term the plan is making it such that pedestrians are not walking in the street.

Shelley Dunbar asked if the worst parking situations are on the weekends. Bill Cowern said the worst parking situations are during the afternoon. Dean clarified Saturday and Sunday afternoons are the worst. Bill added that parking resources are lightest on the weekends.

### **Public Comment**

Deb Van den honert, Boulder, is a full-time resident at Chautauqua speaking on the difficulty of finding parking after going to the store and how she does not feel safe because of how crowded it is. She said many children walk in the streets and the safety of access on Grant St. is very concerning to her. She encouraged the Board and staff to use the pilot program to collect data.

John Kenyon, Boulder, full time resident at Chautauqua, said he shares Deb's feelings. He said one thing is missing in these conversations and that is a discussion about pedestrians. He said Chautauqua is an example of shared street. He said people are welcome, but he does not want Chautauqua to become a big parking lot.

Josh Taxman, Boulder, President of the Chautauqua Association thanked OSMP and the Board for their time.

Susan Vallent, Boulder, said this discussion about the framework has been going on for much longer than this plan and she thinks OSMP should have much more involvement. She said the purpose of the sidewalks is to increase safety. She said the city's proposal for medians and curb extensions are critical to making things safer. She said during the hours of 10 a.m. to 2 p.m. on Saturday and Sunday there is a huge parking issue for the neighborhood. Regarding parking enhancements that would mitigate the entrance and exit, she suggested perhaps creating a parking area similar to that on Canyon Rd. by the Municipal building. For noise and fumes, she said there should be a requirement that any diesel engine is not to idle for more than 5 minutes. She said the users survey was problematic because it was only filled out by users, not by neighbors. She said user do not have a problem parking because they block the residents' driveways and walkways and on Saturday and Sunday she cannot find parking to get to her home.

Pat Billig, Boulder, said she agrees with most of what has been said. She said when she went through the plan, what she thinks is really lacking is the interface between Open Space and parking. She said she would look back at the D parking area rather than having a lot west of the Ranger Cottage. She said enhancements to the trailhead area would be beneficial. In the criteria for the Framework, she would like to see enhancement to the natural resources. She said the central garden is a good example. As for timing, the E parking area is more of a two-hour area and parking by the trail is more of a three-hour area. Parking area D has 40 spaces and the two areas by the picnic shelter and the auditorium combined have 25; that trailhead is heavily used. She asked if musicians could be moved to the 25 spaces by the shelter and the auditorium.

### **Return to the Board**

Allyn Feinberg said the more spaces that are made the more people will come. She said the common problem between OSMP and Chautauqua is parking. Trying to keep the leasehold area functional is important. Having cars circulating through the leasehold area does not make sense. She said organizing circulation in the Ranger lot makes sense, and Dean's solution to have traffic go one way makes sense. Pedestrians should cross by Grant St. and pedestrian safety there should be considered. Furthermore, a stop sign by 9<sup>th</sup> St. would be beneficial. She thinks solving the Ranger lot problem would be the primary beneficial change, with a focus on the peak time on the weekends. She said the parking permit program could benefit the neighborhood; it would solve some of the issues in the Chautauqua area. Dean asked if it should be for the summer or long-term. She said maybe just for the time when it impacts the neighborhood, the weekends. Bill Cowern said this is a long-term strategy and should be year round, not just summer. Allyn said the Stewardship Framework should try to limit or constrain growth. Providing suggestions for other trails for open space users might help. Dean said this

is sort of related to the zone management suggestion. Allyn said this is why it is so important that all user groups have a say in what is going on.

Frances Hartogh said for the short term, what was proposed makes sense. The 15 parking spots by the cottages do not make sense. The safety features on Baseline Rd. make sense and they should be visible at night.

Shelley Dunbar said she agrees a lot with Allyn Feinberg. She said lot D is often missed as parking. She would like better or clearer signage. She thinks permits should just be required on the weekends. Bill Cowern said that is within the city's capability.

Tom Isaacson suggested a three hour time limit on parking for all days of the week. He thinks finding some way to make the Ranger lot a one way makes sense. He agrees that the public should stay out of the leasehold area as much as possible. He would like parking on Baseline Rd. to be long term and the Ranger lot to be shorter term. He thinks an auxiliary lot and shuttling people in is the long-term solution.

John Putnam said OSMP could do better communicating information to users, especially about peak times and other trails so people know there are other places to visit during those peak times. He would like to encourage people to bike to the bus, maybe putting it in the paper. A bike valet would be a good way to encourage it and giving incentives to do so. He agrees with changes to Baseline Rd., the curb extension is a great idea. He likes the idea of Alternative 4.

The Board discussed how long visitations last. Dean Paschall clarified the average visitation is 2.7 hours. Tom Isaacson noted people could come at 4 p.m. and parking enforcement would stop at 6 p.m. enabling them to stay past 6 p.m. for as long as they want. Bill said agreed. Frances Hartogh said Sunday brunch and a hike could take longer. Dean clarified this program would not change parking regulations at the Ranger lot or Baseline Rd. Tom said he would include the Ranger lot in the Alternative and make it short-term parking and use Baseline Rd. for long-term parking. Bill said most of the parking occurs in the E area, if they do things to change the way people park there, it will impact the surrounding areas even more. Allyn asked if they are NOT thinking about changing the E area for the summer. Bill said yes. Mike Patton said folks could plan their trip for the end of the day. Bill said there is that or parking along 9<sup>th</sup> St. for extended stays. Allyn said collecting information on the ripple effect of the program could really change how this plan works long-term. She asked if parking lot D is full because of the music shows. Susan said yes. Bill said for those six weeks, lot D is restricted, but there are two options for that area; either musicians and employees or musicians and everyone else when the programs are not in session. Dean said educational signs could direct people where to go if the lot is full in conjunction with time restricted parking. John Putnam agreed with this idea.

Frances Hartogh asked if Alternative 4 talks about the 15 leasehold spots. Bill Cowern said Alternative 5 talks about the leasehold spots, Alternative 4 talks about everything in lots A and B being permitted areas for residents and available on a limited time basis for users. John Putnam asked if those 15 spots could be moved to lot D. Bill said there are advantages and disadvantages either way, the spots are either filled by a time restricted visitor or a musician who will be there all day. Allyn said she would prefer going through with Alternative 4 the way it is and collecting data, then asking the residents if it worked and tweaking it thereafter. Shelley Dunbar asked if the musicians utilize all 40 spaces all days. Susan Connelly said they have rehearsal six days a week and they would like more than 40 spaces.

John Putnam clarified there is support for Alternative 4, seven days a week and three hours at a time. All Board members affirmed this. Tom Isaacson clarified he would not like to encourage people to go hiking somewhere else; he would like signage to tell people to park somewhere else. Dean Paschall suggested putting up signage for folks to go to the NCAR lot; it is less crowded and goes to the same general destinations. Shelley Dunbar said signs with suggestions, nicely worded, would be good. John Putnam said OSMP can implement this. Shelley said the Board should include signs inside Chautauqua about where to park in their

suggestions for enhancements to the Framework. Frances Hartogh asked about bus services. Bill Cowern said it is in the discussion, but it gets caught up because it is very expensive. Mike Patton brought up the transit plan, noting that it had very little use. Susan Connelly said they are working on an event shuttle and they are looking at natural fuel verses diesel vehicle options.

John Putnam asked for a short break, and then asked the Board to give their thoughts on the Framework.

Framework and long-term suggestions:

Frances Hartogh said, regarding Attachment C on page 41, she is concerned about #12 the word “minimize,” she would like it to be worded as avoiding. She said the Ranger lot should have angled parking and be one way. The bus parking needs a little more clarification. She said the concept proposed at the north edge of Chautauqua meadow does not seem like a minimal impact. She would like a diagram of the parking left of the Ranger Cottage because her impression is that it is not avoiding impacts on natural resources. She wants to know how many people north of the area have parking. Susan Vallent, from the public, said 75 percent do not. She wants something brought up about adding lighting and ADA considerations.

Shelley Dunbar said she is concerned about the involvement the Trustees have had. She would like the Board to be in on the communications regarding this process.

Tom Isaacson said for the long term, he likes the shuttle idea and slowing down traffic on Baseline Rd. seems like a low cost solution. He does not want the management of the Framework to look at building a sidewalk or some expensive alternative; he thinks slowing traffic would work.

Allyn Feinberg said the collaborative decision-making process could use some work and who is being brought in should be addressed. Reframing the decision-making process would be beneficial too. She agrees with Tom Isaacson about slowing traffic on Baseline Rd. She does not want a new trail at the north end of the meadow. Dean Paschall said there are recommendations in the West Trail Study Area about cleaning up those access points. She said the bike lane is good and putting parking on the north side will interfere with that.

John Putnam said he agrees with Allyn Feinberg on the bike lane issue. He said the Framework will need more Board and public involvement. He said the Board should have a designated person to focus on this. Allyn Feinberg asked John to describe the Greenways Advisory Committee’s (GAC) structure for others to reference. John explained it is a group that has a representative from each Board that come together on issues of common interest. Dean Paschall said that arrangement could be beneficial for Chautauqua and for the Board. John would like to have a “priorities discussion” set aside in the next meeting or two. Mike Patton noted the Board retreat is coming up. John said in terms of long-term issues; he agrees there is no way to build a way out of the parking situation. He would like equal billing between demand management and capital construction.

## **MOTION**

**Allyn Feinberg moved to appoint John Putnam as the chairperson for the Open Space Board of Trustees, Tom Isaacson seconded the motion. John Putnam moved to appoint Allyn Feinberg as the vice chair, Shelley Dunbar seconded the motion. Allyn Feinberg moved to elect Mike Patton as the secretary, Tom Isaacson seconded the motion. All motions passed unanimously by acclamation.**

**ADJOURNMENT** – The meeting adjourned at 7:12 p.m.

*Draft minutes were prepared by Kesha Robitaille.*

**Attending PRAB Members:**

**Kelly Wyatt**  
**Myriah Conroy**  
**Mike Conroy**

Others in attendance:

Kirk Kincannon, Director Parks and Recreation  
Jeff Dillon, Parks and Planning Superintendent  
Lisa Martin, Urban Parks Manager  
Molly Winter Director of Downtown and University Division and Parking Services  
Bill Cowern, Transportation Engineer  
Louise Grauer, Project Planner  
Susan Connelly, Executive Director of the Colorado Chautauqua Association (CCA)  
Bill Patterson, CCA Board Member and cottage owner  
Deb van den Honert, CCA Board Member, cottage owner and full-time resident

Presentation by Martin, Winter, Cowern

**PRAB Comments/Questions:**

- Conroy (Mike): Tennis Court lot should be signed better so more people know to park there.
- Conroy (Mike): Boulder Bike Share and Transit questions – Cowern explained that these are part of the longer term CAMP
- Conroy (Mike) Asked if there was any data showing resident verses non-resident parking. Cowern answered that the summer 2011 user survey gathered that information from users of the park areas and we can get specific parking information during the 2012 temporary parking program.
- Conroy (Myriah) How would the 2012 parking change affect the cottage owners? Winter explained that resident gets a permit and can park anytime. There would be a time limit of 2 or 3 hours for others. This is to provide balance and to gather data for the longer-term CAMP. Cowern explain it was a step to a more comprehensive plan.
- 2012 Alternative 4 questions: Conroy (Mike), Conroy (Myriah), and Wyatt (Kelly) agreed that 3 hours is best and 7 days per week.
- Connelly: CCA concerned that the 2012 alternative 4 may bring in more cars to the lease area. There are no sidewalks and drivers are already trolling the area.
- Van den Honert: Lives at top of hill on the south side of the lease area. Stated that the 2012 parking permits won't guarantee her a parking spot near her house which can be difficult for her especially with groceries, etc. Safety concerns if there are more cars since there are narrow streets, no walks, and a high amount of pedestrian activity in the leasehold area. Cars cycling through provide more access but she has concerns. It is important to have the public visiting Chautauqua but not the cars. Should we use the area for public space or parking lot?
- Connelly: Not to be exclusive or exclusionary, but trying to fit 15 pounds in a 5 pound bag by trying to accommodate public, too.
- Conroy (Myriah): The best is no change or TDM strategy to manage the parking.
- Conroy (Mike): Agrees with Conroy (Myriah). Would like to sign the tennis court lot to get drivers out of the leasehold area.
- Wyatt: Leaning toward no change. Alternative 4 may not change the situation there. Winter stated that the idea is to get facts, get better data to create the long-term CAMP.
- Conroy (Mike) left

- Conroy (Myriah), Wyatt (Kelly): Alternative 4 best to get data with 3 hour parking limit and 7 days per week.
- Wyatt: Chautauqua's history needs to be remembered. How it got here. Needs to sustain itself. Recently National Historic Landmarked and is precious. Likes the national attention. Teachers came to Chautauqua in the past to escape.
- Conroy (Myriah); Keep Chautauqua open and accessible. Concerned that the cottages will be transformed into something different. Wants access for the teachers to escape as in the past, not affluent business men. Challenges the CCA to demonstrate a need for a new building. First need to figure out current needs, take care of what we have. Carrying capacity is a concern and is worried about growth. Preserve but still use.
- Wyatt: NHL was a big change for Chautauqua
- Conroy (Myriah): Need to take time, don't want to change composition of users.
- Wyatt/Conroy (Myriah) agrees with Framework.
- Conroy (Myriah) agrees with Conroy (Mike) that there should be better signage to the tennis court lot.

**Landmarks Board Meeting, April 4, 2012**  
**Discussion of Historic Preservation Issues in the**  
**Draft Chautauqua Collaborative Stewardship Framework**

**Purpose:**

Provide feedback to relevant sections of the draft *Chautauqua Collaborative Stewardship Framework* prior to the City Council's discussion of the document at its May 15, 2012 meeting.

**Background:**

The draft *Framework* is the result of a collaborative process to develop a stewardship process for the long-term management of Chautauqua. Anderson-Hallas architects were retained in September of 2011 to coordinate the project. Since then, they have conducted three public meetings, engaged in discussions with Chautauqua stakeholders and produced a number of drafts of the document for the public's review and comment. This input has informed the *Framework's* organization and content.

**Comments:**

The following summarizes comments made by the Landmarks Board on at its April 4, 2012 meeting:

**New Construction, Additions, and Relocations**

- The map of possible new construction locations on p. 24 (Figure 5.3-1) presupposes that new construction will happen, even with a disclaimer in the text. People will just focus on the map and assume new construction is approved at these locations. Remove the map and provide guidelines for determining appropriate locations for new construction (if any) instead.
- Entire section on new construction (section 5.3 on p. 25-26) has a very different tone from the Chautauqua Design Guidelines; it seems to advocate for new construction. The current Chautauqua Design Guidelines provide clear direction on new construction (not appropriate in most cases), and this is still valid. Section 5.3 sends the wrong message and should be completely rewritten or removed.
- Section 5.3 should begin with the Chautauqua design guideline regarding new construction and this should be the primary guiding principle for change at Chautauqua. This section should articulate what's appropriate in terms of change and why. The Landmarks Board would like to be involved in articulating that.
- First, articulate under what conditions new construction could be considered. Second, articulate where it could be considered, with criteria or guidelines, not a map. Third, refer to or repeat what's in the Chautauqua Design Guidelines.
- The bar should be high for considering new construction – it must benefit the whole community, not just Chautauqua and prospective users of a new building. This should be also added to the Guiding Principles in section 1.3 (p.3) and the Purpose section.
- It would be good for the Framework to emphasize management rather than physical change to address issues. This should be reflected in process diagram on p. 13, which seems to presume review of physical changes to resolve issues.
- Discuss in document why there is a need for new construction.
- Section 5.3 is more specific in some places than it should be for a framework.
- Instead of having a blanket statement about new construction, would prefer to look at specific buildings proposed at specific locations (e.g., a new maintenance building by the tennis courts).
- Would like more background on all of the locations that were considered for new construction and how they were evaluated, and what the logic was behind the selected locations on the map.

### **Potential Revision of Chautauqua Design Guidelines**

- Design Guidelines pre-date National Landmark designation and so now the bar for development is higher and the guidelines need to be tightened.
- Guidelines could be elaborated to address when and how new construction could be considered. However, adding guidelines on new construction might not be a good idea, since it might imply that new construction is sanctioned.
- A preamble should be added describing Chautauqua's character and nature and social and historic context. The recommendations for amending the guidelines on p. 26 of the Framework should emphasize the importance of adding this.
- The public nature of Chautauqua distinguishes it from historic neighborhoods, where most property is privately owned. This public nature should be reflected in the guidelines.
- Need guidelines for demolition – whether or when it's appropriate to consider. These were needed when the board considered proposed demolition of a cottage.
- Need guidelines for considering new cottages.
- Existing building typologies should be added to guidelines.
- Public vs. private buildings should be differentiated in the guidelines.
- In second bullet on p. 26, landscape recommendations from Cultural Landscape Assessment should be selectively added to the guidelines, not "incorporated."
- Something should be added about the National Historic Landmark status and higher standard for change, as well as suggestion for input on specific changes by the Colorado Historical Society and/or the National Park Service.
- Second bullet on p. 26 should not include recommendation to adopt "relevant landscape recommendations" from that document as it was never adopted by the city, is nearly ten years old, and predates 2008 designation of Chautauqua as a National Historic Landmark.
- In third bullet on p. 26 about change, need to articulate justification or need for change –what would be compelling reasons, not just *how* to evaluate change.

### **Character and Role of Chautauqua**

- Criteria for Consideration of Proposals (section 4.2) should not be numbered and should clearly state that criteria are not in any particular order. Good not to prioritize the criteria.
- Chautauqua could become too developed from the community's and city's perspective. Need to define the appropriate balance of development.
- Historic use of Chautauqua has been seasonal – Framework should state whether (and if so, why) it should become more year-round. The document seems to assume that off-peak use should be increase, even though it's already "loved to death," without explaining why. It should also discuss whether or not peak use should be decreased or how to balance use.
- Chautauqua should continue to focus on its historic philosophy of "voluntary simplicity". It should be kept rustic and simple, not become upscale.
- Words like "preserve" and "protect" should be used more throughout the Framework and reflect in the spirit of the document. Use of the words "enhance" and "improve" implies something is wrong that needs to be fixed and is flimsy justification for change.
- Guiding Principles (section 1.3): Remove "appropriately" before "preserve Chautauqua's historic character".

### **Other Suggestions**

- Provide historic data on facility use over time. Is use increasing with growth of Front Range? Also, on p. 33, clarify what is meant by "steady stream of users year-round."
- Remove additional meeting space as a management tool on p. 15.
- Explore using Dining Hall as meeting space during portion of year when it's not in use for dining (p.15).
- Do not add parking – it would be impossible to add enough parking to meet need without destroying Chautauqua's character.

- Correct first bullet on p. 5 – original mission was not year-around; it was summer.
- In diagram on p. 9, add roles/involvement for National Park Service and Colorado Historical Society.
- Also on p. 9, the role of Historic Preservation as “regulatory/advisory” seems too subservient.
- Framework should address three major topics – resource protection, visitor experience and community benefit.

CITY OF BOULDER  
BOULDER, COLORADO  
BOARDS AND COMMISSIONS MEETING  
**DRAFT** MINUTES

<b>Name of Board/ Commission:</b> Transportation Advisory Board	
<b>Date of Meeting:</b> 9 April 2012	
<b>Contact Information Preparing Summary:</b> Laurel Olsen-Horen 303-441-3203	
<b>Board Members Present:</b> Andria Bilich, David Driscoll, Matt Moseley, Zane Selvans, Jessica Yates <b>Board Members Absent:</b>	
<b>Staff Present:</b> Tracy Winfree, Director of Public Works for Transportation Mike Gardner-Sweeney, Transportation Planning and Operations Coordinator Molly Winter, Executive Director; Downtown and University Hill Management Division and Parking Services Department Bill Cowern, Traffic Operations Engineer Stephany Westhusin, Engineering Project Management Coordinator Chris Hagelin, Acting GO Boulder Manager Randall Rutsch, Senior Transportation Planner Fred Kellam, Budget / Financial Analyst Laurel Olsen-Horen, Board Secretary <b>Noted attendees present:</b> Susan Connelly; Chautauqua Association Bill Fox, Fox Tuttle	
<b>Type of Meeting:</b> Advisory/ Regular	
<b>Agenda Item 1: Call to Order</b>	<b>[6:01 p.m.]</b>
The meeting was called to order at 6:01 p.m.	
<b>Agenda Item 2: Swear in New Board Member</b>	<b>[6:01 p.m.]</b>
New Board Member; Zane Selvans was sworn in as a member of the Transportation Advisory Board.	
<b>Agenda Item 3: Approval of minutes from 12 March 2012</b>	<b>[6:03 p.m.]</b>
Motion to approve minutes as presented from the 12 March 2012 TAB meeting Moved by: Yates Seconded by: Moseley <b>Motion passes: 4:0, Selvans abstained as the April meeting is his first on the board.</b>	
<b>Agenda Item 4: Public Participation</b>	<b>[6:04 p.m.]</b>
<b>Preston Padden:</b> Thank you to the TAB for their service. Mr. Padden moved to Boulder two years ago. He has very serious concerns about the proposed alternative for the Boulder Transit Center. The closing of 14 <sup>th</sup> Street will cause major issues for people that live in his building. Also of concern is the air quality in the immediate area of the Transit Center. Residents cannot open their windows or use their balconies due to the heavy use of diesel and the constant idling of buses.  <b>Steve Henry:</b> Also a resident of the Transit Center Campus. The buses continue to run their vehicles no matter how long they stand. The fumes generated impacts the quality of life for the residents.  <b>Paul Eklund:</b> Mr. Eklund was part of the development team for One Boulder Plaza. The curved access on 13 <sup>th</sup> Street was an integral part of the design in that area. The traffic flow on 13 <sup>th</sup> is going to be very negatively impacted if 14 <sup>th</sup> is closed to traffic. The buses have a no idling policy on the south side of the 1301 complex, which helps, but unfortunately, the drivers are not complying with the policy. The proposed landscaping is going to be nice in assisting with the stated issues.  Bill Fox's response to the public comment: <ul style="list-style-type: none"> <li>• Can traffic be removed, and have the remainder of the grid function? Fox Tuttle looked at both ends of the block to see where the traffic would go if 14<sup>th</sup> were closed. It was deduced that the overall traffic could be diverted to other streets with help from re-timing the signals at the ends of 14<sup>th</sup>.</li> </ul> City Staff response to public comment: <ul style="list-style-type: none"> <li>• RTD staff member was at tonight's open house and heard the concerns about idling and is going to take that back to RTD to ensure that drivers comply with the current policy.</li> </ul>	

**Agenda Item 5: Public hearing and TAB consideration of a recommendation regarding the Chautauqua Access Management Plan** [6:16 p.m.]

Bill Cowern and Molly Winter presented item to the board

**Executive Summary from Packet Materials:**

Staff briefed the TAB concerning these issues at their March 12, 2012 meeting. The briefing included background on the Chautauqua area; the access related issues associated with this area; and the types of mitigation being considered. The memo introduced the DRAFT Chautauqua Collaborative Stewardship Framework (CCSF) document which included a tool box of possible mitigation to be considered for the Chautauqua area, which would be evaluated as part of the future development of a Chautauqua Access Management Plan (CAMP). The memo also included an outline of short-term improvements proposed for the summer of 2012, including a proposed temporary seasonal parking management plan for the Chautauqua leasehold area, a group of physical improvements on Baseline Road, adjacent to Chautauqua, which would improve the pedestrian orientation of this roadway. Please see the March 12, 2012 TAB memo for the background information concerning these topics. The memo can be found at the following link:

[http://www.bouldercolorado.gov/index.php?option=com\\_content&task=view&id=101&Itemid=1203](http://www.bouldercolorado.gov/index.php?option=com_content&task=view&id=101&Itemid=1203)

In May, 2012 City staff will request that the City Council enact an ordinance authorizing the parking management strategies outlined in this proposal. The purpose of this agenda item is to request a recommendation from the TAB regarding the proposed temporary seasonal parking management plan for the Chautauqua leasehold area. In addition, staff seeks to solicit feedback from the TAB on the proposed pedestrian oriented improvements to the Baseline corridor, adjacent to Chautauqua, as well as the revised DRAFT Chautauqua Collaborative Stewardship Framework (CCSF) document. The revised CCSF document can be found at the following link:

[www.bouldercolorado.gov/files/Chautauqua\\_Framework.pdf](http://www.bouldercolorado.gov/files/Chautauqua_Framework.pdf)

**Public Comment: 55:15**

**Susan Connelly:** Ms. Connelly understands that this issue is hard and thus is one of the reasons it was written into the 1998 lease. The Chautauqua Association would prefer Alternative 3 primarily because it adds a contained amount of public parking. Alt. 4 formally invites the public to the areas in the park that are primarily residential. Allowing for a large number of public parking in that area will increase trolling for parking spaces along already narrow roads, causing unnecessary safety hazards for the residents. The advent of potential safety issues for the residents affects some part of the overall Chautauqua experience that is the driving force behind Chautauqua's draw. The Chautauqua Association would like to make sure everyone understands that they are not trying to be exclusionary in any way, but it may not be reasonable to bring public parking into already confined spaces around the residential area. The board would like to see visitor parking kept to the periphery of the park.

**Deb van den Honert:** What is the relative merit of each row in the evaluation criteria spreadsheet? Giving weight to the spreadsheet would help. Ms. van den Honert is a year-round resident. Alternative four does not help the residents in guaranteeing a parking space within reasonable distance to the cabins. The residents also understand the importance of welcoming people to Chautauqua. Cars pose a safety risk and compromise the experience. Chautauqua is a community resource.

**Catherine Long-Gates:** Ms. Gate's family has been associated with Chautauqua for over 100 years. The Gates family has a cottage in Chautauqua. In the beginning there was a street car. Public transit needs to be an integral part of the plan. Alt two appears to offer the best options for all. In lieu of alternative two, staying with the status quo would be better than the staff proposal. Parking anywhere close to her cabin is not possible most times throughout the year.

**Ben Gilbert:** Mr. Gilbert's family cottage is near the dining hall and thus they can never find parking near their residence. Back in the 1970s Chautauqua almost became non-existent due to the park becoming run down and the residential cabins started to become dilapidated. However, the City Manager stepped in and created a new lease with the city. Over the past 30 years, that has allowed for Chautauqua to get back on its feet. One of the items discussed in the lease was that Chautauqua would have some control over the parking as it impacts the livelihood of the residents. Mr. Gilbert would hate to see the demise of the park return to its status in the '70s.

**Josh Taxman:** Mr. Taxman is the current president of the Chautauqua board. The Chautauqua experience – a large part of the parking issues are not due to the historic areas, but rather due to the individuals coming to have an open space experience. Trolling negatively impacts the overall experience. The notion of 85% occupancy being full; This experiment may push us over the brink in terms of access.

**Board discussion and comments on staff proposal included:**

**[6:58 p.m.]**

- No. 4 appears to have the similar applications as the Neighborhood Parking Program especially in regards to time restrictions. What did we learn from those time restrictions? Staff response: the downtown area is three hours to help accommodate shoppers, whereas the University Hill area has two hour time restrictions to mirror closer to class schedules.
- Do the variables take into account the summer evening events? Staff response: the special event parking program as it exists today will not be impacted by the proposed pilot.
- Has staff looked into using speed strips or speed bumps? Staff response: there are many different options, however Baseline is classified as a critical emergency response corridor, with no impediments to the road surface that could endanger the possibility for prompt emergency response.
- How effective is current enforcement. Is it currently affective in the Uni Hill NPP, and if so, how is that measured? Staff response: There are many ways to rate the effectiveness of the NPP. Some of the residents love that the PCOs are in their neighborhoods (Parking Services has been receiving more requests for installation of more NPP neighborhoods. Parking Services does not receive a lot of complaints. Party now due to the fact that parking services now has license plate recognition software. When there are issues, residents seem to call the parking services department.
- What does the city want to see in utilization? Staff response: at around 80% occupancy, the facility is considered full. This would be a good topic of discussion for the parking services staff group. Staff will also be looking into parking distribution, not just utilization. Staff will also look into the affects of parking in the surrounding neighborhoods.
- Why enforcement only during 9a.m. - 6 p.m.? Staff response: part of it is because of the special events. There are also staffing resources that come into play. Parking Services is not hiring more parking control officers to help with the new enforcement.
- The scope of what is being discussed seems very small overall. There is a balance between finding a solution and not creating a problem for the residents and employees.
- The board is very appreciative that the city is proposing this new program on an experimental basis which would allow for them to scrap the entire program if it doesn't work out.
- Some access to the cabins for the public is appropriate to allow for those visitors to see the entire history of the park.
- The solution to the access issue does not appear to fall in the realm of the lease areas, but rather for the public coming to use the public resource. Gathering data is the key component to this pilot.
- Automobiles and access do not necessarily need to go hand in hand. It would be a true tragedy if more parking spaces were built to accommodate more users.

**Board discussion and comments on Baseline Road included:**

- From the installation, management and cost perspective, the proposed improvements seem relatively minor. Refuge Island and the curb extensions seem reasonable. However, the proposed changes at 9<sup>th</sup> Street may be too large of a change. One has to be careful not to confuse regular traffic calming measures with regular intersection control and safety measures for pedestrians.
- The three-way stop option from a cyclist's point of view, the city may see huge backlash and enforcement issues from cyclists. Attempting mitigation measures first would be better than installing a stop at Baseline and 9<sup>th</sup>.
- Any type of traffic calming would be better than the status quo.
- The south side of Baseline needs paid attention to.

**Motion: Moved by: Yates; Seconded by: Selvans – Move that TAB recommend to City Council the staff recommended Alternative Four with enforcement seven days a week.**

**Vote: 5:0 – motion passes**

**Agenda Item 6: TAB workshop on TMP Assessment and New Tools**

**[8:00 p.m.]**

Randall Rutsch presented item to the board

**Executive Summary from Packet Materials:**

The City of Boulder's Transportation Master Plan (TMP) is a mature plan, having undergone major updates in 1996 and 2003 and an incremental update in 2008 to reflect the Complete Streets investment program. The development of the TMP has evolved through the application of available technology, utilization of the Web and the belief that the TMP should be a "living document" actively reflecting the needs and issues affecting the community. In the January 9, 2012 memo to the Transportation Advisory Board (TAB), staff proposed a rolling update process for the TMP beginning with an assessment phase in the first part of 2012. The TAB has a prominent and ongoing role in this update, serving as the

conveners of the process with portions of most TAB meetings used as working sessions and for public discussion on updating the TMP.

This agenda item provides the products of the 2003 assessment process, some initial assessment results for this update, and an introduction to several Web tools to enhance community participation that are being considered for this process. The 2003 assessment results are contained in Attachment A while initial assessment materials are in Attachment B. Attachment C contains materials on the Web tools that will be demonstrated at the TAB meeting. This item is intended to be a working session to solicit ideas and suggestions from the TAB and the public. The board is asked to consider what additional materials are needed for the assessment process.

**Board discussion and comments included:**

- What kinds of levels of community engagement do the other cities see?
- Staff needs to be sure that the data collected is multi-layered and in-depth enough to be able to extract pertinent data that is useful for our community.
- The city's current use of social media is dismal, and may not be the best way to gather data.
- What are the city's other options if the highly graphic option doesn't work? Staff response: we would go more in the direction of text.
- The GIS tools; there's too much information on the maps to be useful.
- VMT needs to be looked into more in depth in order to get more detailed, habitual data to discover where we need to focus on behavior changes.
- An update on how we are using our current tools may be helpful.
- An annual on-line survey could be very effective and low cost to gather solid data from the community.
- The actual plan in context of the TMP is hard to read. It gets changed whenever an area plan is changed, and having a place to note which areas have been changed would be a useful tool for the community.

**Agenda Item 7: Staff briefing and TAB input regarding the 2013-2018 Transportation Capital Improvements Program (CIP) – Part I** [8:45 p.m.]

Fred Kellam and Mike Sweeney presented item to the board

**Executive Summary from Packet Materials:**

The city goes through an annual budget process creating a six-year planning budget, this year for the time period of 2013 through 2018. Within this process, funds are appropriated for the first year, 2013. The Transportation Advisory Board (TAB) role in this process is defined in the Boulder Revised Code (BRC) TITLE 2 GOVERNMENT ORGANIZATION, Chapter 3 Boards and Commissions, Section 14 - Transportation Advisory Board; “. . . to review all city transportation environmental assessments and capital improvements.” It is within this context that the board is asked to hold a public hearing and provide a recommendation on the Capital Improvements Program (CIP) to Planning Board and the City Council. This agenda item is intended to initiate this process by providing:

- Background information;
- A tentative schedule; and,
- Key issues for this year.

**Board Discussion Included:**

- Is it appropriate to bring up the TMF at the next City Council Study Session on Funding? Staff response: 24 April will be the next study session and staff will keep it on the list for consideration in the future.

**Agenda Item 8: Matters** [8:56 p.m.]

**Matters from the Board Included:**

Board member Bilich brought up the below matter(s):

- Thanks to Stephany for her work with the gas item in the CEAP.

Board member Driscoll brought up the below matter(s):

- Driscoll will work with Tracy to start an agenda for this year's annual retreat.

**Matters from staff included:**

[9:00 p.m.]

- **Capital Bond Initiative progress briefing** (handout given) – Stephany Westhusin gave a brief update of the Capital Bond projects. Transportation has hired three fixed term employees to help out with the bond projects.
- **Transportation Finance Update** – Chris Hagelin gave a brief update on transportation finances. Staff is working on two Information Packet items; one is on Loveland, CO and their implementation of at

Transportation Maintenance Fee. The second will look at the Peer City Review and will also include input from the City Attorney’s office on whether the TMF can be called a fee or a tax.

- **CAP / TMP Action Plan Update** – The Climate Action Plan is going through a review process, and transportation staff will be helping with explaining how the CAP is implemented through the TMP. How can the city incorporate our CAP goals into our TMP? How are the matrixes measured? Staff response: Looking at VMT and emissions seems to be a basic approach that is easily understandable.
- **Regional studies update** –
- **Project Updates/Closure (i.e. progress, Council action, “after” studies)** – RTD did endorse a hybrid option for earlier implementation of BRT in the full NW corridor. A segment of NW Rail extending to the Church Ranch Station in Westminster would be the first phase, and the remaining would be phased in over the next couple of decades.
- **Other matters** – staff will be working on setting up this year’s bike tour in the next few weeks.

**Agenda Item 9: Future Schedule Discussion:** **[9:20 p.m.]**  
 There will be a community environmental assessment program review for the multi-use path along the north side of Pearl which will be forthcoming in June with a public hearing in July. The Junction Place bridge will also come at the June meeting.

**Agenda Item 7: Adjournment** **[9:21 p.m.]**  
 There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 9:21 p.m.  
Motion: moved to adjourn; Yates seconded by: Moseley  
**Motion passes 5:0**

**Date, Time, and Location of Next Meeting:**  
 The next meeting will be a regular work meeting on Monday, 14 May 2012 in the Council Chambers at 6 p.m.; unless otherwise decided by staff and the Board.

APPROVED BY:

ATTESTED:

\_\_\_\_\_  
 Board Chair

\_\_\_\_\_  
 Board Secretary

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Date

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An audio recording of the full meeting for which these minutes are a summary, is available on the Transportation Advisory Board web page.