



# East Boulder

## Subcommunity Plan

60% Draft  
October 2021

EAST BOULDER



City of Boulder  
Planning & Development Services

## From the...

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Sincerely,

**Insert Signature Image (PNG)**

Name

Title



# Acknowledgements

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The East Boulder Subcommunity Plan process launched in 2019 and has greatly benefited from the generous contributions, passion, and commitment of the community that have navigated complex topics without easy solutions. Community input has been immeasurably valuable to the collaborative process of this project and offers a plan with targeted solutions that can bridge the gap between the citywide policies of the Boulder Valley Comprehensive Plan and the on-the-ground challenges and opportunities of East Boulder. Thank you to all who have contributed!

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## CITY BOARDS AND COMMISSIONS

The City of Boulder would like to thank the members of the City Boards for their ongoing contribution and participation in meetings and the review of the East Boulder Subcommunity Plan.

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## THE BOULDER COMMUNITY

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El Centro Amistad







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Baby Goat Coffeehouse  
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Boulder County  
Boulder Community Health –  
Foothills Hospital  
Boulder Housing Partners  
Boulder Jewish Community Center  
Colorado Department of  
Transportation  
Denver Regional Council of  
Governments  
Eisenhower Elementary  
Habitat for Humanity  
Humane Society of Boulder Valley  
OZO Coffee (on Arapahoe Avenue)  
Palo Park Community Center  
PLAN Boulder  
Rocky Mountain Blueprint  
Thorne Nature Experience  
The Spark: A Performing Arts  
Community  
Spruce Café  
University of Colorado at Denver,  
College of Architecture and  
Planning  
Vision Quest Brewery  
Via Mobility  
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# Table of Contents

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	1. Executive Summary	6
	2. Where We've Been: <b>Background and Process</b>	13
	3. The Vision for East Boulder	19
	4. Evolving Neighborhoods: <b>Land Use</b>	27
	5. Mobility Futures: <b>Transportation</b>	51
	6. Achieving the Vision: <b>Implementation</b>	69



# **1 Executive Summary**

Content Coming Soon  
**Under  
Construction**



Content Coming Soon  
**Under  
Construction**



# **2 Where We've Been**

**Background and  
Process**

## What is a Subcommunity Plan?

A Subcommunity Plan is a tool for residents, land owners, business owners, city officials and city staff that communicates expectations about the future of a subcommunity and guides decision-making about subcommunity resilience and evolution into the future.

There are a couple key deliverables included in this plan document:

### 1. Vision Statements

The 2015 major update to the Boulder Valley Comprehensive Plan (BVCP) identifies key issues that need to be addressed in the community. Subcommunity plans consider how to address citywide issues at a local, neighborhood-level and implement the goals of the BVCP. The East Boulder Vision Statements state how the community would like to see each of these issues addressed in East Boulder. East Boulder Vision Statements can be found on [page XX](#).

### 2. The Land Use Plan

The East Boulder Subcommunity land use plan recommends key changes to the BVCP land use map to in order to achieve the vision statements. These recommended changes are intended to be implemented through amendments to the BVCP, including the land use map and land use map descriptions. The land use plan can also be used to guide changes to the land use code. The BVCP land use map guides future zoning decisions. The East Boulder Land Use Plan can be found on [page XX](#).

### 3. The Connections Plan

To achieve the goals of the vision statements and support future land uses described in the East Boulder Land Use Plan, an East Boulder Connections Plan recommends updates to the Boulder Transportation Master Plan (TMP) including new facilities and key improvements to existing facilities. The East Boulder Connections Plan can be found on [page XX](#).

### 4. The Implementation Matrix

The East Boulder Implementation Matrix identifies key policy, program and project recommendations that will help to implement the other key deliverables listed above. These recommendations represent a collection of community member ideas for implementing the

Vision Statements and making changes to the East Boulder subcommunity that will result in a resilient future. The East Boulder Implementation Matrix can be found on [page XX](#).



*Caption*



*Caption*

**Insert Image - East  
Boulderites**

*Caption*

## How Will This Plan Be Used?

The East Boulder Subcommunity Plan is adopted by the Planning Board and City Council and offers recommendations for realizing city-wide and regional goals at a local, neighborhood scale. The plan serves as a tool for various community members:

### **Boulder Residents, Property Owners and Business Owners**

Subcommunity Plans are created in collaboration with the community and offer Boulder residents, property owners and business owners an opportunity to consider how changes in land use, transportation, policies or programs could impact their local properties, investments or businesses. They also offer community members a commitment from the city to make changes that will implement the vision statements included in the plan.

### **City of Boulder Decision-Makers**

The East Boulder Subcommunity plan will be used by decision-makers and city leadership, such as city Boards and Council to inform a myriad of decisions, from funding for future capital projects to regional collaboration for potential recommended policies, programs or projects.

### **City of Boulder Staff**

As a tool, city staff will refer to the plan to inform staff work plans and department budgets for future programs or projects. Within the city's Planning and Development Services department (P&DS), a subcommunity plan offers guidance for planning staff when considering projects in the development review process and other planning related applications. The East Boulder Subcommunity Plan is intended for implementation and the success of the plan depends on the collaboration of all community members to realize its vision.

# Community Process

## Collaborative Engagement

### How Community Input Drives the Plan

East Boulder Subcommunity planning process operated in the collaborate space of the Boulder Engagement Spectrum with the participation goal: “to partner with the public in each aspect of the process including the development of alternatives and identification of a preferred solution.” This type of engagement requires employing multiple methods for outreach, education, communication and participation to achieve successful outcomes through a transparent and democratic process. This project represents a “pilot” for this level of engagement in a long-range plan. As part of the project close-out phase, following plan adoption, city staff and community participants will evaluate the success of the pilot and identify methods for improving collaborative engagement in long-range planning to inform future processes and continual improvement of citywide engagement practices.

### Objectives of Engagement

The subcommunity planning program includes four objectives for engagement:

1. Build capacity of city stakeholders;
2. Provide inclusive, context-based participation opportunities;
3. Deliver memorable experiences;
4. Offer consistent and clear communication.

To achieve these objectives, the East Boulder Subcommunity Plan was developed over a 30-month period that involved both frequent, continual engagement as well as several significant engagement windows. Key features of the continual engagement strategy included the East Boulder Working Group and Community Connectors.

### East Boulder Working Group

The East Boulder Subcommunity Plan was guided and informed by a 21-person working group of community members, who represent the unique blend of interests. The working group consisted of 20 members, who were chosen through an application process, and a City of Boulder Planning Board member, to serve as a liaison. This dedicated group met monthly for over two years. Members



**Insert the Stats- How many total participants in the process; number of events; number of working group meetings; etc.**



**Insert Image -  
Working Group  
Meeting**

*Caption*

identified areas of change and helped develop the plan's vision statements, land use concepts, final recommendations for land use, urban design, mobility and implementation priorities. Working group members provided leadership for community outreach and were instrumental in generating community interest.

### Community Connectors

As part of the East Boulder Working Group, two Spanish-speaking Promotoras from the local organization, El Centro Amistad, served as Community Connectors. Community Connectors are natural relationship builders who are trusted within their own neighborhoods and partner with the city in connecting with residents from underrepresented communities, sharing the lived experiences of their neighbors, and co-designing programming and materials with the Working Group and city staff. The Community Connectors helped facilitate conversations, share ideas and communicate concerns from community members in the San Lazaro Mobile Home Park, Columbine Mobile Home Park and Vista Village neighborhoods in or near the East Boulder subcommunity. Their work and input throughout the process was extremely valuable and led to key recommendations of the subcommunity plan.

### Citywide Engagement Windows

In addition to some of the continual engagement that took place throughout the engagement process, the planning process also included four significant engagement windows for sharing project information and progress and collecting key feedback from stakeholders citywide.

- East Boulder Inventory : Summer 2019
- Concept Development: Winter 2019-2020
- Scenario Testing and Alternative Futures: Winter 2020-2021
- Draft Plan and Implementation: Fall 2021

Community members dedicated quality time and effort to these engagement windows. Community member ideas and input are incorporated throughout the plan and inspired many of the plan's recommendations.

### Planning in Uncertain Times

#### How the COVID-19 Pandemic Impacted Collaborative Planning

This plan was developed amid the COVID-19 crisis. Concern for safety from COVID-19 required that the engagement process became an entirely virtual, online experience between March 2020 and Fall 2021.

Recognizing that the global COVID-19 pandemic occurred in the middle of this planning process, the Boulder community, and especially the Working Group members, rallied to help shape the future of their community. The Working Group members elected to keep meeting and conducted their monthly meetings virtually after March 2020. Similarly, all community events and meetings transitioned to a virtual space, with options for both English and Spanish speakers.

Participation at virtual events and through online feedback tools was tremendous. The process included high levels of participation from community members who were new to planning processes in Boulder. The plan reflects diverse, yet consistent feedback from residents: city-wide and nearby neighbors including English and Spanish speakers; people who work in East Boulder, business- and property-owners, youth, and many who hope to call East Boulder home in the future.



# **3 The Vision** **for East Boulder**

## East Boulder Today

### Have you been to East Boulder lately?

Community members have described the East Boulder subcommunity today as a collection of “islands;” disassociated and disconnected areas that are generally active during the work week daytime hours and dormant in the evening and on weekends. It is an area of town that many might not have explored yet or ventured beyond the boundaries of some key destinations, like Valmont Bike Park or Foothills Hospital. Many folks probably get here by car for quick appointments or have arrived to work at Flatiron Business Park in the early morning and then headed out at 5:00pm.

What others know, and many are about to learn, is that East Boulder has been quietly humming with activity, ideas and excitement. In East Boulder, scientists, engineers and researchers invent new technology that gets launched into space; chefs and cooks create delicious food that is shipped all over the country; and artists weld incredible sculptures from abandoned treasures found at Resource Central. Visitors are coming to East Boulder to dance, to learn to ski (indoors!?) and even fly from a hanging trapeze. All the while, Boulder Creek and South Boulder Creek flow through and across the subcommunity, providing habitat for diverse plant and animal life and offering natural respite and recreational passage for the locals. East Boulder today is... pretty cool.

**Infographics with  
key stats from IAR**

**Insert great image of EB  
businesses/activity**

*Caption*

**Insert Site Rendering**

*Caption*

## East Boulder Tomorrow

### Vision for the Future

Change is coming and the Boulder community has spoken on what the future of East Boulder should look like. In the future, East Boulder will continue to be a hub for invention, creativity and resourcefulness. It will be a place where a great idea can grow into a small business and that small business can grow into a bigger business. But in the future, you won't have to drive here all alone. You might live here and walk to your favorite tent repair shop on your way to the office. You may continue to live East of town but have started coming to work with a friend on the East Arapahoe BRT, grabbing a locally roasted coffee and hopping on a scooter to meet your team at the plaza. Maybe you're a west-sider and are headed to a disc golf tournament at Valmont City Park. Be sure to hop off the Goose Creek Trail at 48th Street to refuel with a beer on your way home. These methods and more reduce trips and greenhouse gas emissions, improving our environment.

Through the East Boulder Subcommunity plan, city investments, local partnerships and community member initiatives, East Boulder will evolve to be a better place for businesses, a new home for new residents and an artful community that is well connected to the surrounding city and the region.

**Infographics with  
key stats from  
projections**

# Vision Statements



WHAT WE HEARD

The Boulder Valley Comprehensive Plan identifies six Focus Areas that need to be addressed on a citywide level. East Boulder Working Group members drafted a vision statement for how each of these focus areas should be addressed in the East Boulder Subcommunity. Through focus group sessions and an online questionnaire, community members helped shape and revise the statements to align with community expectations about the future of East Boulder. These Vision Statements guide the plan's recommendations and will continue to guide implementation of the plan.



## Housing Affordability & Diversity

East Boulder will be home to new and affordable housing that complements existing uses, includes a diverse mix of housing types and ownership models and extends live-work-play choices to those interested in living in Boulder.



## Arts & Culture

The city will play an active role in supporting East Boulder's development of art spaces and experiences, installations, businesses and venues for professional and amateur creatives that reflect the subcommunity's local culture.



## Access & Mobility

People and goods will easily and safely travel to, from, and through East Boulder by a variety of efficient and affordable modes, employing advanced transportation technology where appropriate.



## Local Business

The city will protect affordable business space, support a wide variety of businesses and deliver attractive neighborhoods for employers, employees and customers in order to help local businesses thrive in East Boulder.



## Resilience & Climate Commitment

Land uses, (re)development and transportation systems in East Boulder will support the city's climate action plan to reduce emissions, become net-zero and carbon-positive, and will be designed to respect and enhance the integrity of the area's natural resources and to minimize impacts of natural disruptions, including flood events. The subcommunity's numerous public and health care facilities will provide a strong network for resilience in the face of future health crises.



## Design Quality & Placemaking

East Boulder will evolve to include walkable neighborhoods, for all ages and abilities, whose aesthetic character reflect the subcommunity's unconventional personality and industrial identity. The area will welcome experimentation in design and construction to build enduring and engaging places.



## Priorities: Big Dreams Rooted in Reality

**The vision for East Boulder includes some bold changes in the built environment, new programs to support those changes and potential updates to city policies to achieve the vision. While the plan is expected to be implemented gradually over a 20-year timeframe, recommendations are constructed from the city's current context and rooted in research-based predictions about the evolution of three key factors in the subcommunity's environment:**

### The Future of Work in East Boulder

The East Boulder Subcommunity Plan was created in the midst of the COVID-19 pandemic, the global spread of a Coronavirus disease. The pandemic has had an immense impact on the way the workforce behaves both across the globe and locally here in Boulder. City staff, local employers and local workers are all negotiating the future of work environments, commutes and expectations. While the future is always unknown, there are a few impacts from life during the pandemic that experts predict will remain in place.

Employers expect that worker demand for remote work and flexible scheduling will remain beyond the pandemic. Although the technology to conduct remote work existed prior to the "work from home" orders during the spread of COVID-19, the pandemic significantly accelerated the adoption of these technologies. It is anticipated that for East Boulder, which is a major jobs center in the city, remote work could impact local traffic patterns and commute times. This shift is also likely to affect employer and employee indoor space needs, as buildings retool workspaces for flexible work shifts and schedules, and outdoor space needs for things like parking. Various city departments, including Public Works – Transportation, will be tracking how these shifts play out over time.

### Pre-COVID Trends

Prior to the pandemic, the local economy was feeling the impact of the following national and global trends.

These trends have informed recommendations for the future of the East Boulder subcommunity.

### The Information Economy

In the last decade, the "Great Transition" from an Industrial economy to an Information economy has taken place. This transition has also played out locally in East Boulder. The subcommunity has seen recent increases in "flex" space jobs, which are typically related to research or technology, and a decrease in "production" jobs, which are typically related to manufacturing. The U.S. manufacturing job market has been on a steady decline since the early 2000s. As industry continues to evolve and incorporate more technology in the manufacturing space (think: robotics and artificial intelligence), this will impact the types of jobs available in East Boulder and the ways East Boulder industrial spaces are used. The Subcommunity Plan considers this in land use and implementation recommendations.

### Outlooks put Premiums on Industrial Space

While users of industrial space are evolving, it is predicted that the value for industrial space will remain high at both national and local levels. The demand for warehouse, storage, manufacturing and high-tech space is outpacing the supply. Because of this, the subcommunity is experiencing low vacancy rates for industrial space and it is anticipated that asking rents will continue to increase, unless new supply and more modest demands can regulate the market. Some key drivers for these space needs include digital sales, which are sparking more e-commerce leasing near population centers that can

**Insert Image: new  
EB storage space**

*Caption*

be used for last-mile logistics. Additionally, third-party logistics providers need warehouse and distribution space. This type of need and space use type may be in contrast to the community’s perception about desired industrial space as more active, local manufacturing or “maker-space.” Because supply is limited and rents for industrial or warehouse space are currently at a premium, the subcommunity plan offers options for managing both the supply and affordability of industrial space in East Boulder.

### Growing the Green Job Sector

According to Bureau of Labor Statistics, Green jobs are “either a) Jobs in businesses that produce goods or provide services that benefit the environment or conserve natural resources; or b) Jobs in which workers’ duties involve making their establishment’s production processes more environmentally friendly or use fewer natural resources.” The definition classifies green jobs into three major categories: renewable energy production (all jobs in the wind, solar, hydro, biomass, geothermal and nuclear supply chain), energy efficiency (heating and air conditioning mechanics and installers, plumbers and pipefitters, roofers, and manufacturers of energy efficient products or recycled products), and environmental management (recycling material collectors, septic and sewer pipe cleaners and remediation, conservation scientists, environmental engineers, water and wastewater treatment operators, forest management and parks workers, environmental educators, regulators, compliance workers and legislators). East Boulder has historically served as a hub for businesses in green industries but also has been a key location for energy production. This legacy continues to evolve in the plan’s recommendations for the future of energy management in East Boulder and identifies opportunities to use industrial space for building a green workforce in the city.

### The Future of Housing in East Boulder

Insert Text

### The Future of Mobility in East Boulder

Insert Text

**Image: Market Info-graphic**

Caption

**Image: Market Info-graphic**

Caption

**Image: EB Green Business**

Caption

## Delivering Equity in East Boulder

East Boulder has long been an area primarily focused on non-residential uses, spaces and activities. The only residents of the subcommunity are those of San Lazaro, a mobile home park that provides relatively affordable housing for a largely Latinx community – but is currently outside city limits. Approximately 17,000 people work in East Boulder and commute to the area daily. This population of existing residents and workforce has very limited, walkable access to goods and services.

Boulder’s [Racial Equity Plan](#) challenges us to examine the city’s past and current plans and practices, to take action to end racial disparities in city services, and to build and maintain trust, expanding the influence of community members of color through including and responsive engagement. The Boulder Valley Comprehensive Plan outlines a vision to promote a healthy community and address social, cultural, racial and ethnic inequities by providing infrastructure and services that will encourage a diverse community to both prosper within and connect to the larger community.

Rising awareness of racial equity provides the city with a contemporary opportunity to scrutinize past decisions through a new lens. Boulder is in a position to consider both socio-economic and racial factors while correcting harms that originated in the past, training a critical eye on past policies and considering their impacts in future decision-making as the city actively promotes measures to help resolve inequity. Recommendations in this plan were evaluated through the lens of racial and socio-economic equity to ensure neighborhoods in the East Boulder area (and their residents or workers) can achieve the BVCP vision of dynamic, inclusive, and complete 15-minute neighborhoods.

Equity considerations in this planning effort were two-fold: focusing on engagement and outcomes.

### Engagement

The Community Connectors model was established in the spring of 2018 to better meet community members where they are. Connectors strengthen the relationship between community and city government by partnering to serve as a trusted voice within their neighborhood or circles. Two Community Connectors

served on the East Boulder Working Group, one of whom is a resident of San Lazaro, the only resident of the East Boulder Subcommunity on the Working Group.

The connectors participated in the working group meetings, bringing the views of the Spanish-speaking community to the group. They co-designed and co-facilitated outreach and engagement opportunities for the San Lazaro, Vista Village and larger Latinx community.

### Outcomes

The existing conditions in East Boulder were evaluated to question if opportunities for change could create better outcomes. The recommendations in the plan are designed to ensure future changes in East Boulder do not further systematic disparities between groups with different levels of underlying social advantage or disadvantage. Plan components and recommendations for investment focus on outcomes that ensure all groups have the opportunity to access wonderful places to live, work, play and visit while supporting climate action.

Outcomes include:

- Expanding opportunity for housing affordability and diversity in East Boulder. This will be achieved by adding residential and mixed-use development options at key, well-connected locations and implementing the annexation of local mobile home parks, allowing residents to gain equitable access to city services and programs.
- Improving access to services that benefit health and wellbeing, such as parks and recreation facilities, transit facilities and mobility hubs, food and retail, health services, schools, and jobs. This will be achieved by both improving access and mobility infrastructure and creating opportunities for new types of services to locate in East Boulder.
- Providing options for residents and businesses vulnerable to involuntary displacement due to increasing property values and rents. This will be achieved by offering new kinds of business and residential spaces in mixed use neighborhoods and implementing key programs that can aid businesses who want to stay in East Boulder.



# **4** Evolving Neighborhoods

## Land Use



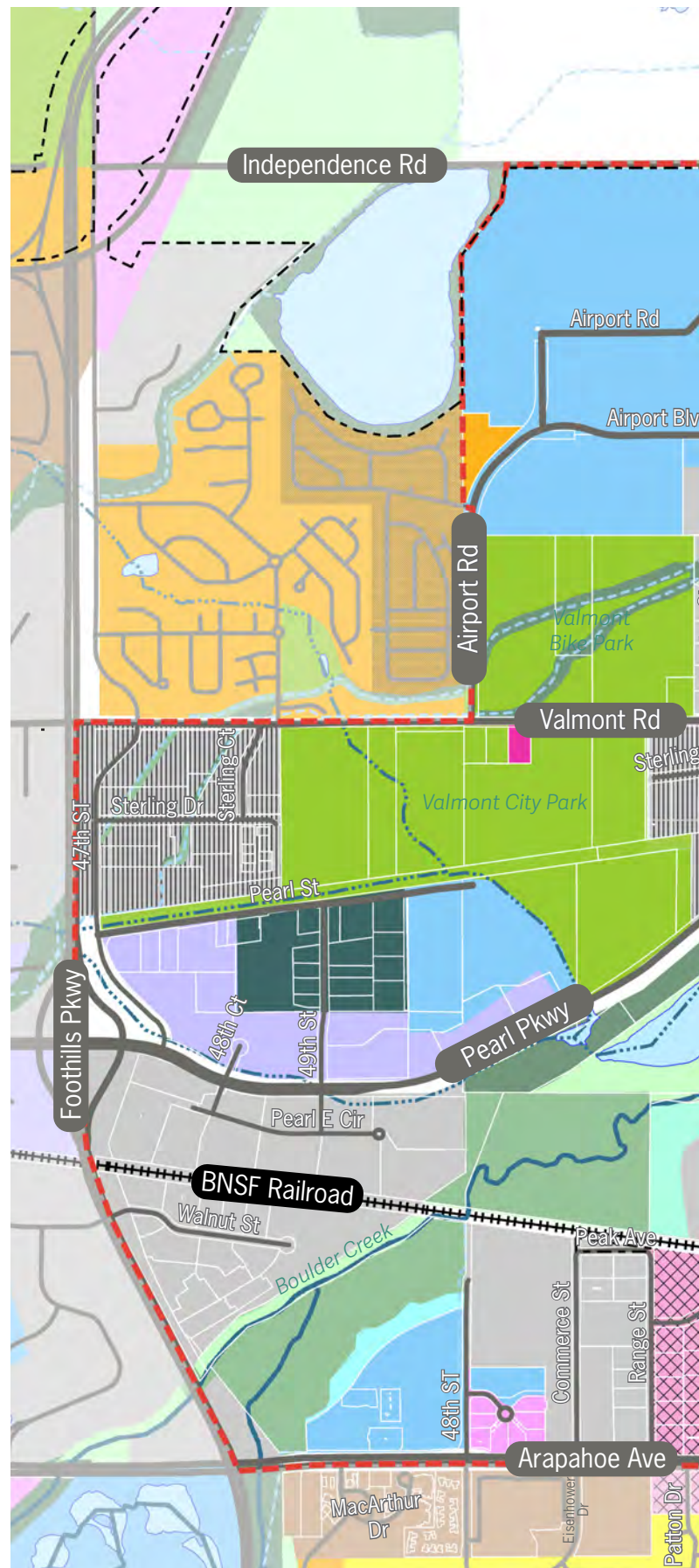
# The Land Use Plan

**How will industry evolve in Boulder? How can the city integrate new residential opportunities without displacing the space for local businesses? How can we move both people and goods through loud, gritty, working areas of the city and keep everyone safe? These challenges were at the heart of the East Boulder planning process and the community wrestled with these topics over the past two years. One of the city's most valuable tools for guiding the future of places is the BVCP Land Use Map. The East Boulder Land Use Plan recommends updates to that map and identifies both a vision for evolving land uses into the future a path to realization for resolution of the subcommunity's great challenges. It all starts with the neighborhood.**

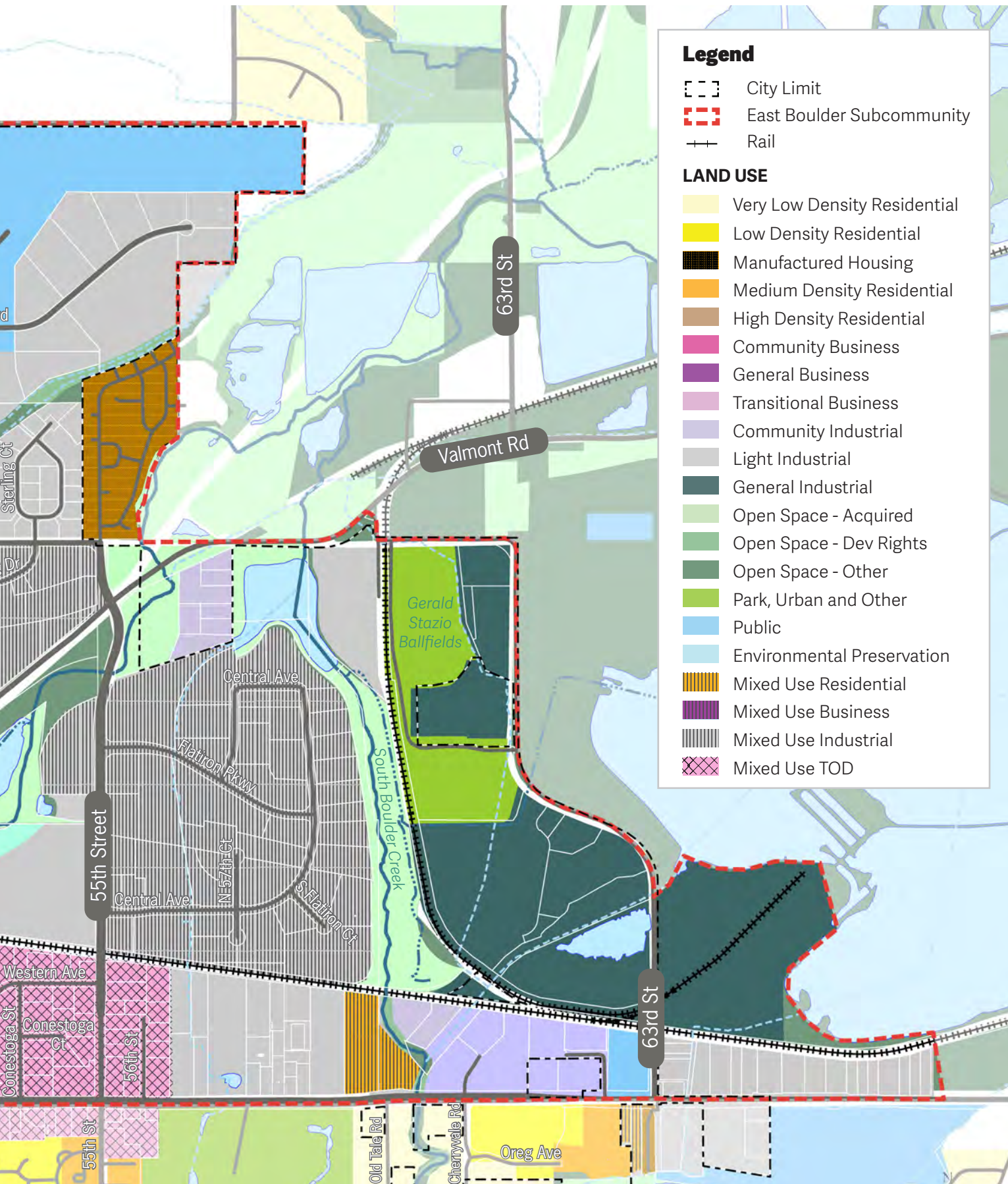
## What is a Land Use Plan?

The Boulder Valley Comprehensive Plan (BVCP) Land Use Map depicts a plan of the desired land use pattern in the Boulder Valley. The map and land use descriptions are used to guide future land use and transportation decisions in conjunction with the policies outlined in the BVCP. These tools are also used to guide future zoning decisions and help interpret the Land Use Code, which dictates the development standards for subcommunity properties.

The East Boulder Land Use Plan recommends changes to the land use map and land use descriptions to help accomplish citywide goals and achieve the vision for East Boulder described in the East Boulder Vision Statements. The changes proposed are strategic: key areas were identified for long-term redevelopment as well-connected, mixed-use neighborhoods where options for living, working or playing are offered within short proximity. Each neighborhood has its own character and unique features that celebrate the subcommunity's industrial past while welcoming new uses and users.







**Legend**

- City Limit
- East Boulder Subcommunity
- Rail

**LAND USE**

- Very Low Density Residential
- Low Density Residential
- Manufactured Housing
- Medium Density Residential
- High Density Residential
- Community Business
- General Business
- Transitional Business
- Community Industrial
- Light Industrial
- General Industrial
- Open Space - Acquired
- Open Space - Dev Rights
- Open Space - Other
- Park, Urban and Other
- Public
- Environmental Preservation
- Mixed Use Residential
- Mixed Use Business
- Mixed Use Industrial
- Mixed Use TOD

# What is Changing?



## Community comments re: land use desires

### Map Changes

The East Boulder Land Use Plan proposes some significant changes to the current BVCP land use map. Approximately 250 acres that are currently designated as “Light Industrial” have been identified for important changes to Mixed Use neighborhoods. This modification will bring new opportunities for integrating residential, commercial and retail spaces and places with existing destinations and cherished subcommunity businesses and workplaces. The plan also makes some modifications that will better align the BVCP land use map with existing conditions, protecting small business space through Community Industrial designations and identifying important natural areas and wetlands with Environmental Preservation designations.

### Expanding Mixed Use Opportunities

The intention of subcommunity planning is to implement citywide goals at a local level. The BVCP includes several policies to encourage, support and realize the development of compact, 15-minute neighborhoods that offer a variety of uses and services. Similarly, community members have described a desire for more convenient, walkable neighborhoods and destinations in East Boulder. Community members have also voiced great concerns that this transition could have unintended consequences – reduction of light industrial space and subsequent displacement of local businesses. To combat these kinds of impacts, the East Boulder land use plan breaks down each proposed mixed use neighborhood into a series of Place Types, siting key locations for different kinds of buildings, spaces and uses and increasing local FARs to allow for more floor area that can be dedicated to business space. See page X to learn about East Boulder Place Types.

**Diagram Highlighting  
all LU Changes**

**Infographic: What is  
changing?**

# Mixed Use Land Use Descriptions

## Mixed Use Industrial

As the land use plan for East Boulder evolved, the Mixed-Use Industrial land use category was determined to be the most appropriate to describe the types of neighborhoods and redevelopment the community desires in East Boulder. The current definition included in the BVCP is relatively vague and leaves much of the character description up to “specific zoning and other standards and regulations.” The recommended plan includes an update to the BVCP Land Use Description for Mixed Use Industrial. See box to the right for revised definition.

Mixed Use Industrial neighborhoods could help Boulder achieve city goals for Sustainable Urban Form outlined in the Boulder Valley Comprehensive Plan by creating: :

- Compact development patterns with density in locations guided by the Land Use Map to create and support a variety of housing types, viable commercial opportunities and high frequency public transit
- A coherent and recognizable structure of paths, edges, landmarks, nodes and centers
- An integrated multimodal transportation system with affordable, accessible and pleasant ways to get around on foot, by bike and by local and regional transit service
- Opportunities for people to connect to nature and each other
- Daily needs met within easy access from home, work, school, services or recreation without driving a car
- A quality of life that attracts, sustains and retains diverse businesses, creative entrepreneurs and investment in the local economy

### Recommended Land Use Definition for Mixed Use Industrial (MUI)

**Characteristics and Locations:** MUI will be encouraged as a transitional use between existing or planned residential or mixed-use neighborhoods and Light, Community or General Industrial land uses. MUI areas should strive to integrate diverse housing, commercial and retail options into industrial areas to create vibrant, walkable, working neighborhoods that offer employers, employees and residents a variety of local services and amenities.

**Uses:** Light-industrial use will be predominate. Supporting uses allowed include residential, retail, service and commercial.

Photo



## Mixed Use TOD (Transit-Oriented Development)

Also included in the recommended East Boulder Land Use Plan is a new land use designation, Mixed-Use TOD (MUTOD). Planned transit and multi-modal facilities for the East Arapahoe corridor present a catalytic opportunity for change that could make significant contributions to the city's goals for compact redevelopment, housing affordability and diversity and local business. When such redevelopment is complimented by excellent access to high-frequency transit and other mobility options, the spaces, urban form and requirements for accessories like parking, can take a different shape than in other mixed-use neighborhoods without that level of transportation access. To take advantage of these future investments and create a place that responds to and interacts specifically with high-access mobility infrastructure, the East Boulder Land Use Plan recommends the creation of a Mixed-Use TOD (MUTOD) designation. Refer to call-out box to the right for a recommended definition.

Beyond East Boulder, as other areas of the city plan for new mobility options and redevelopment opportunities, a MUTOD land use designation will offer guidance about land use expectations for evolving areas that is not currently described in other, existing land use categories outlined in the BVCP.

### Recommended Land Use Definition for Mixed Use Industrial (MUI)

**Characteristics and Locations:** MUTOD areas should be strategically located at regional or local mobility hubs and/or along key transit corridors. MUTOD areas pair existing or planned transit facilities with residential and commercial development opportunities with the goal of transforming existing, disparate uses into mixed-use, transit-oriented, 15-minute neighborhoods.

**Uses:** Uses should be vertically and horizontally integrated in MUTOD areas. Residential will be the predominating use. Supporting uses allowed include office, retail, service, commercial and light industrial.

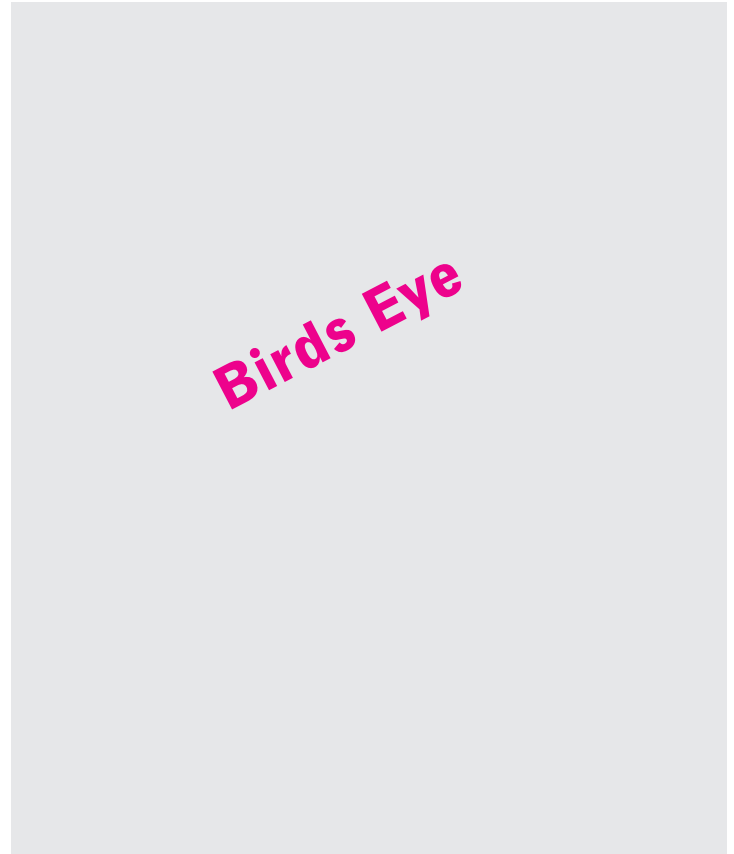
Photo

# The Big Moves: Neighborhoods

## 55th and Arapahoe Station Area

The 55th and Arapahoe Station Area will be an East side hub of activity weaving a variety of new destinations and new housing into the fabric of an important working, industrial area. The corner of 55th and Arapahoe will include a regional mobility hub connecting new residents to places outside of East Boulder and bringing people from other parts of the city and the region to East Boulder by bus, bike, foot, car and even scooter. The neighborhood character will mix high- and low-density buildings with flexible industrial spaces whose doors open to the street, fostering an exchange of people, goods and ideas in this live/work neighborhood.

Grant funding has enabled the creation of the 55th and Arapahoe Station Area Plan, a more detailed and comprehensive study outlining the vision, feasibility, and implementation strategies for this catalytic project. The Station Area Plan is a City of Boulder Area Plan included as a recommendation of the East Boulder Subcommunity Plan and can be found as [Appendix B](#) to this document.



*Caption*



*Vision for Conestoga connection at the 55th and Arapahoe Station Area*

Image Source: MIG, Inc. 55th and Arapahoe Station Area Plan





Image Source: M/G, Inc. 55th and Arapahoe Station Area Plan

**Legend**

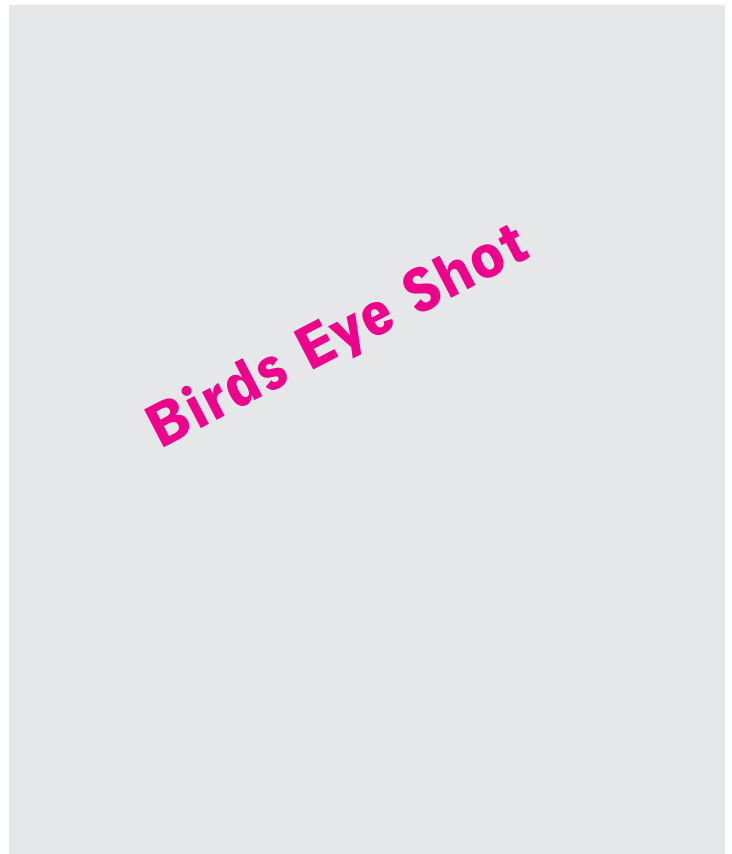
**Base Conditions**

- Core Station Area
- Proposed Facilities
- Existing Facilities
- Railroad
- Pedestrian Paths
- Multi-Use Paths
- Plaza
- Enhanced Intersection
- Parking and Road Pavement
- Structured Parking
- Vegetation

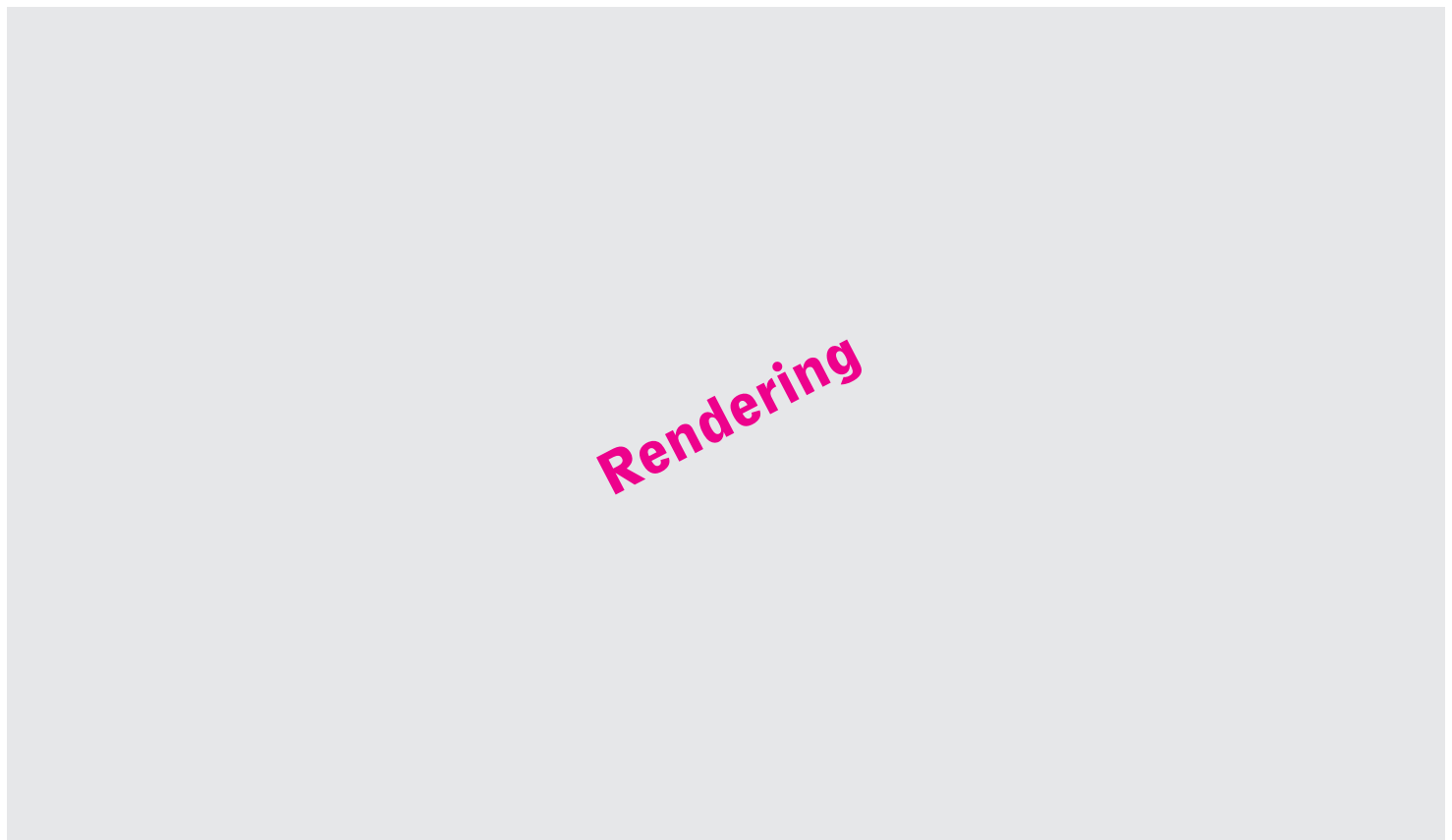
The site plan represents a conceptual layout for how a transit-oriented neighborhood might take shape through buildings, public spaces, and the transportation network.

## Valmont Park West

A mixed-use industrial neighborhood on the west side of Valmont City Park will offer some of East Boulder’s most creative combinations of structures and materials, green spaces and waterways, and streetscapes and corridors. The “Valmont Park West” neighborhood will maintain its industrial character and unique businesses while filling a hole in Boulder’s missing middle housing by offering new live/work options, attached homes and vertically mixed-use buildings. The neighborhood will become much easier to navigate, with new streets and connections that better link the diverse businesses in this area to each other, the surrounding community and an amazing amenity, Valmont City Park. A 2015 Concept Master Plan for Valmont City Park describes new programming, recreation facilities and connections. Investment in this, the city’s largest urban park, will help support the vision for a robust neighborhood and give new residents and workforce access to a beautiful outdoor space with options for both active and passive recreation.



*Caption*



*Caption*

## Valmont Park East

The Valmont Park East neighborhood is all about the views. New mixed-use and residential opportunities in the area will have incredible views across Valmont City Park to Boulder's iconic western landscape. As another opportunity site for missing middle housing, this area may integrate new vertically mixed-use buildings, attached homes and live/work structures. A new east-west connection through the neighborhood will give area residents, workers, and visitors a less common opportunity to take in one of the subcommunity's eastern landmarks: Valmont Butte. This mixed-use industrial neighborhood will evolve to include small, local retail options that better connect the San Lazaro Mobile Home community to goods and services and compliment the existing office and flex users in the area. The neighborhood's topography offers an opportunity to integrate interesting and creative landscape and architectural features that offer vistas from both the indoors and outside social spaces.

**Birds Eye Shot**

*Caption*

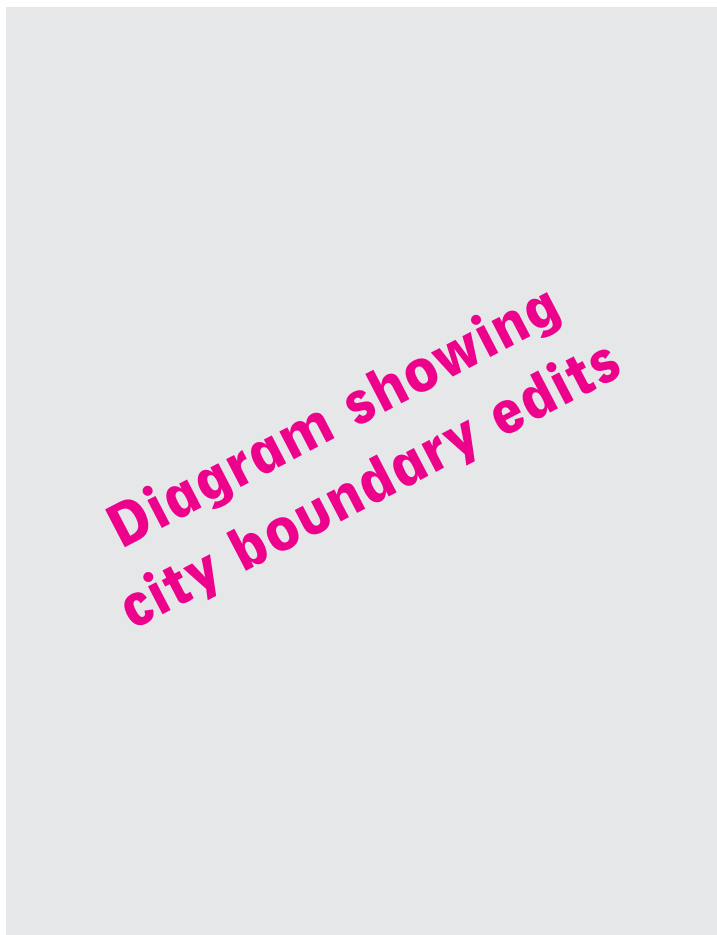
**Rendering**

*Caption*

## San Lazaro Mobile Home Park

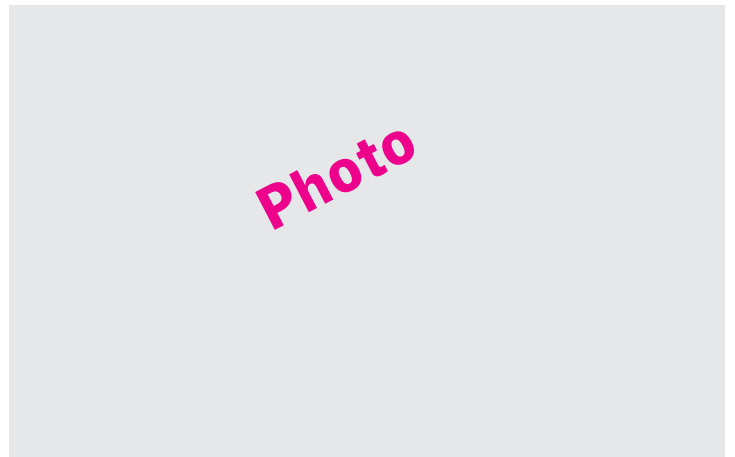
The existing mobile home community located at corner of Valmont Road and 55th Street includes approximately 313 homes and currently lies outside city limits. To include this residential community into the city that surrounds it, deliver San Lazaro residents improved facilities, and grant the community access to important city services and programs, the East Boulder Subcommunity Plan recommends the annexation of the San Lazaro Mobile Home Park.

San Lazaro residents are important contributors to the Boulder community but have remained isolated outside the city. The neighborhood is eligible for annexation and residents have expressed keen interest in joining the city, provided that the area continues to offer an affordable housing option.



**Diagram showing city boundary edits**

Caption



**Photo**

Caption



WHAT WE HEARD

**Community comments in support for Annexation of San Lazaro**

## Flatiron Business Park

The Flatiron Business Park neighborhood will continue to offer high-quality light industrial, flex and office spaces to support local businesses but the neighborhood will also evolve to inspire innovation, encourage active lifestyles and create a local destination district that exemplifies a finely tuned work-life balance. New retail, restaurant and shopping options will support a more active district and allow area workers to walk or bike short distances to meals, drinks and shopping.

Key sites located adjacent to green spaces along Boulder Creek offer opportunities to create new residential homes that are well-connected to not only the Business Park but also regional transit at the 55th and Arapahoe station area to the south and the rest of the city through the subcommunity's robust system of multiuse paths and mobility hubs.



**Birds Eye Shot**

Caption

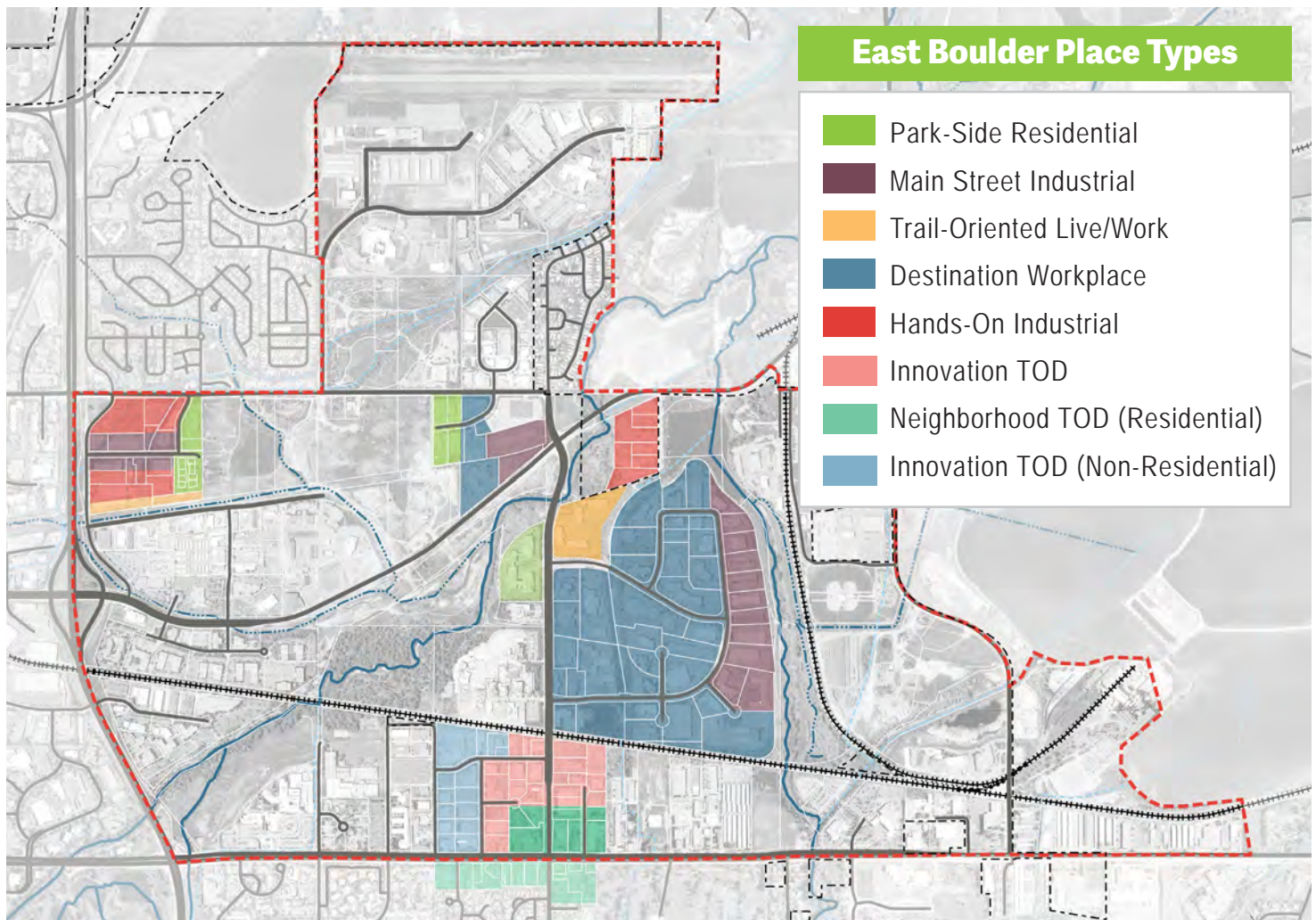


**Rendering**

Caption



# Guiding Redevelopment: East Boulder Place Types



East Boulder Place Types Diagram

## What are Place Types?

While the Land Use Map offers guidance on key characteristics and uses of the subcommunity, community members desired a method for further defining preferred development patterns for evolving neighborhoods. The East Boulder Place Types is a set of tools that provide the community with a way to describe the design intent and performance expectations for these evolving neighborhoods. The Place Type descriptions and performance measures offer a finer-grain level of detail that can be used to guide redevelopment options and help future phases of implementation of the East Boulder Subcommunity Plan, including potential code updates, re-zonings and the creation of new zones.

The Place Type performance standards also describe expectations for elements that tie land use to important mobility features, such as access and parking as well as streetscape character. Enhancing the subcommunity's mobility network in East Boulder to create places that are memorable, inviting, and well-connected can help steer redevelopment towards success and achievement of citywide goals in these new kinds of Boulder neighborhoods.

**EB Place Types  
Comparison Chart**

## PARK SIDE RESIDENTIAL

### Description

The Park-Side Residential Place Type takes advantage of adjacencies to public green space and outdoor recreation sites to provide new/potential residents with the benefits of access to the outdoors without needing to designate precious on-site space for these purposes. These areas are envisioned to accommodate a mix of unit types, provide affordable housing options and integrate visual and physical access to the outdoors as much as possible.

### Predominant Uses

Residential

### Primary Ground-Floor Uses

Residential

### Supported Ground-Floor Uses

Commercial; Retail Sales; Dining and Entertainment;  
Light Industrial

## PERFORMANCE STANDARDS

### Building Heights

3-4 stories

### Density

Residential density anticipates  
15-35 du/ac

### Typical FAR Range

1.0 - 2.0

### Building Material

Buildings should be treated as “four-sided” architecture. Park-side building faces should have similar treatments to street-side building face. Key design features in this place type include a varied roofline and consistent set-backs from the street.

### Street Level Activation

Residential homes should provide “eyes on the street,” facilitate front-porch conversations and offer sense of activity. Buildings with commercial and/or retail on the ground-floor should provide transparency and create social exchange between ground-floor spaces and passers-by.

### Streetscape Character

Streetscapes should offer a park-like atmosphere, with consistent tree canopy and high quality landscape material. Streetscape amenities may include places to “park” with benches, receptacles and dog clean-up stations or bicycle parking.

### Access and Mobility

Side and rear vehicular building access; Transportation connections should offer safe, comfortable pedestrian and bicycle access and slower speed vehicular movement to minimize conflicts with vehicles; centrally placed mobility hubs with high frequency transit should offer micromobility (e-bike, e-scooter) options for first and last mile connections.

### Parking

Promote efficient use of parking areas through unbundled, flexible and shared use



## MAIN STREET INDUSTRIAL

### Description

The Main Street Industrial Place Type intends to create a greater exchange between local Boulder businesses and their customers and workforce by offering a “front-door” off of key streets. These areas are envisioned to include a mix of light-industrial, retail, office and residential uses along active streetscapes.

### Predominant Uses

Light Industrial

### Primary Ground-Floor Uses

Light Industrial; Retail Sales; Dining and Entertainment

### Supported Ground-Floor Uses

Residential

### Primary 2+ Floor Uses

Residential

## PERFORMANCE STANDARDS

### Building Heights

2-4 stories

### Density

Residential density anticipates  
15-25 du/ac

### Typical FAR Range

0.5 - 1.5

### Building Material

Aesthetic choices will be industrial in nature with large ground-floor openings for loading/unloading that may serve multiple purposes.

### Street Level Activation

Building frontages along streets should offer front-door environments, transparency along block-faces and interactive exchanges between buildings and the street, which may include café space, outdoor retail space, market space, etc.

### Streetscape Character

Streetscapes should encourage an active pedestrian environment, including consistent tree canopies, landscaping, seating and designated areas for bike/scooter parking.

### Access and Mobility

Side and rear vehicular building access; Transportation connections should offer safe, comfortable pedestrian and bicycle access and slower speed vehicular movement to minimize conflicts with vehicles; centrally placed mobility hubs with high frequency transit should offer micromobility (e-bike, e-scooter) options for first and last mile connections; curbs should be managed to allow for different uses by time of day and/or loading/drop off based on adjacent land uses.

### Parking

On-street parking for ROWs that can accommodate; rear or alley parking; Promote efficient use of parking areas through unbundled, flexible and shared use

## TRAIL-ORIENTED LIVE WORK

### Description

The Trail-Oriented Live/Work Place Type creates a new environment where new residents have opportunities to live adjacent-to or near workplaces without conflicting with the important industrial and flex-space businesses in Boulder. By orienting buildings and pedestrian spaces towards existing or planned trails, multi-use paths or greenways, this Place Type leaves streets, loading areas and back-of-house uses separate from potential conflicts with pedestrians or cyclists.

### Predominant Uses

Light Industrial; Flex; Residential

### Supported Ground-Floor Uses

Residential

### Primary Ground-Floor Uses

Light Industrial; Retail Sales; Dining and Entertainment

## PERFORMANCE STANDARDS

### Building Heights

2-5 stories

### Density

Residential density anticipates  
15-25 du/ac

### Typical FAR Range

1.0 - 2.0

### Building Material

Buildings in this place-type will orient "front door" facades to adjacent trail spaces. It is anticipated that most street-facing facades are likely to serve "back of house" loading, service and parking.

### Street Level Activation

Primary activation should be on the trail-side of places in this place type creating an opportunity to experience the benefits of adjacencies to greenspace, enjoy people-watching and creating a more dynamic environment along area trails. Streetside activity is prioritized for serving area business and industry.

### Streetscape Character

Streetscapes will support the industrial context of these places and facilitate ease of movement for goods and services in the area. Incorporating tree planting and landscape into streetscapes where possible is strongly encouraged.

### Access and Mobility

Street-side access should balance vehicular access and needs with a supported environment for pedestrians and cyclists. Trail-side access is prioritized for pedestrians and cyclists. Particular attention required to connecting this place type between trail access and on-street networks in the area. Transportation connections should offer safe, comfortable pedestrian and bicycle access and slower speed vehicular movement to minimize conflicts with vehicles; centrally placed mobility hubs with high frequency transit should offer micromobility (e-bike, e-scooter) options for first and last mile connections; curbs should be managed to allow for different uses by time of day and/or loading/drop off based on adjacent land uses.

### Parking

On-street parking for vehicles. Promote efficient use of parking areas through unbundled, flexible and shared use.

## DESTINATION WORKPLACE

### Description

The Destination Workplace Place Type incorporates modern principles of creating flexible, active and engaging work places to serve Boulder business and industry. These places will offer industrial, office and flex space with indoor/outdoor work space, excellent connections to a variety of mobility options and local destinations dining and entertainment. This place also expands opportunities for existing or new industrial businesses to create retail space and engage potential customers in an exciting environment. Flexibility in these neighborhoods also includes allowing for residential infill providing area employees with local housing options.

### Predominant Uses

Light Industrial; Flex; Office

### Supported Ground-Floor Uses

Dining and Entertainment

### Primary Ground-Floor Uses

Light Industrial; Flex; Office

### Supported 2+ Story Uses

Residential

## PERFORMANCE STANDARDS

### Building Heights

2-4 stories

### Density

n/a

### Typical FAR Range

1.0 - 2.5

### Building Material

Buildings should offer modern amenities to Boulder employers and employees that support an indoor/outdoor exchange of air and light. Aesthetic choices should express innovation, creativity and Boulder entrepreneurship. This place type prioritizes energy conservation in both new and re-development.

### Street Level Activation

Transparency along both streets and key pedestrian pathways should create an active ground-floor environment. Work places should offer on-site outdoor space for employee use as work space and non-work space. Streetside dining and entertainment space is encouraged.

### Streetscape Character

Streetscape environments should incorporate high quality landscaping including a consistent tree canopy, offer off-street space for pedestrians and cyclists and provide moments for pause and repose.

### Access and Mobility

Transportation connections should offer safe, comfortable pedestrian and bicycle access and slower speed vehicular movement to minimize conflicts with vehicles; centrally placed mobility hubs with high frequency transit should offer micromobility (e-bike, e-scooter) options for first and last mile connections; curbs should be managed to allow for different uses by time of day and/or loading/drop off based on adjacent land uses.

### Parking

Parking in the Destination Workplace Place Type should strive for consolidation. It is envisioned that parking structures are well-connected to local work places and retail/dining destinations through a network of the highest quality pedestrian environment.

## HANDS ON INDUSTRIAL

### Description

The Hands-On Industrial Place Type are key places for Boulder's makers, artists, mechanics, musicians and fixer-uppers. The place type is envisioned to be a little gritty, a little funky and build opportunities for the collective of local artisans and specialists.

### Predominant Uses

Light Industrial

### Primary Ground-Floor Uses

Light Industrial

### Supported Ground-Floor Uses

Retail

## PERFORMANCE STANDARDS

### Building Heights

1-3 stories

### Density

n/a

### Typical FAR Range

0.5 - 1.5

### Building Material

Aesthetic choices will be industrial in nature

### Street Level Activation

Building facades should have clear "front-door" entries. Creative facades and signage are encouraged.

### Streetscape Character

Streetscape character and local wayfinding should feature and celebrate local businesses, integrate local art and incorporate a pedestrian environment that welcomes customers and visitors to the experience of Boulder's community of makers.

### Access and Mobility

Transportation connections should offer safe, comfortable pedestrian and bicycle access and slower speed vehicular movement to minimize conflicts with vehicles; centrally placed mobility hubs with high frequency transit should offer micromobility (e-bike, e-scooter) options for first and last mile connections; curbs should be managed to allow for different uses by time of day and/or loading/drop off based on adjacent land uses

### Parking

Promote efficient use of parking areas through unbundled, flexible and shared use

## INNOVATION TOD (RESIDENTIAL)

### Description

The Innovation TOD (Residential) Place Type intends to foster active environments for light industrial and flex uses while introducing mixed-income residential options in a transit-supported neighborhood. These areas should strive to integrate public-facing retail along pedestrian walkways for light industrial and flex users.

### Predominant Uses

Light Industrial; Commercial; Residential

### Primary Ground-Floor Uses

Retail; Light Industrial; Flex; Office

### Supported Ground-Floor Uses

Residential; Dining and Entertainment

### Primary 2+ Floor Uses

Residential

### Supported 2+ Floor Uses

Office; Light Industrial

## PERFORMANCE STANDARDS

### Building Heights

2-5 stories

### Density

Residential density anticipates 20-40du/acre

### Typical FAR Range

1.0 - 3.0

### Building Material

Aesthetic choices will be industrial in nature with large ground-floor openings for loading/unloading that may serve multiple purposes. Architecture should express innovation, creativity and Boulder entrepreneurship. This place type prioritizes energy conservation, rewilding and activation in new and re-development.

### Street Level Activation

Building frontages along arterial and collector streets should offer transparent and engaging front-door environments, which will likely include roll-up doors, loading and unloading areas, and outdoor dining.

### Streetscape Character

Streetscapes accommodate truck activity while also encouraging a transit-supportive and active pedestrian and bicycle environment. Consistent elements should include integrated stormwater management best practices, street trees, seating, and designated areas for bike/scooter parking.

### Access and Mobility

Side and rear vehicular building access; Transportation connections should offer safe, comfortable pedestrian and bicycle access and slower speed vehicular movement to minimize conflicts with vehicles; centrally placed mobility hubs with high frequency transit should offer micromobility (e-bike, e-scooter) options for first and last mile connections; curbs should be managed to allow for different uses by time of day and/or deliveries/loading/drop off based on adjacent land uses; pedestrian paseos (especially through larger blocks) enhance pedestrian connectivity.

### Parking

On-street parking for ROWs that can accommodate; rear or alley parking; Promote efficient use of parking areas through unbundled, flexible and shared use.

## NEIGHBORHOOD TOD

### Description

The Neighborhood TOD Place Type reimagines existing auto-oriented commercial and retail neighborhood centers as highly walkable and transit-supportive environments. Active ground floors may have mixed income housing above when development is multi-story.

### Predominant Uses

Retail; Dining and Entertainment

### Primary Ground-Floor Uses

Retail; Dining and Entertainment

### Supported Ground-Floor Uses

Commercial

### Primary 2+ Floor Uses

Residential

## PERFORMANCE STANDARDS

### Building Heights

1-4 stories

### Density

Residential density anticipates 15-25 du/acre

### Typical FAR Range

1.0 - 2.0

### Building Material

Buildings in this place-type will orient “front-door” facades to higher order streets and pedestrian paseos, courtyards or plaza space. Most “back of house” loading, service and parking should be accommodated in the rear of properties.

### Street Level Activation

Building frontages along streets should offer front-door environments, transparency along block-faces and interactive exchanges between buildings and the street, as well as pedestrian-oriented internal circulation.

### Streetscape Character

Streetscapes should encourage a safe and active pedestrian environment, including consistent tree canopies, landscaping, seating and designated areas for bike/scooter parking.

### Access and Mobility

Side and rear vehicular building access; Transportation connections should offer safe and comfortable pedestrian and bicycle access separated and buffered from vehicular movement when possible; curbcuts should be managed and consolidated where possible to limit potential conflicts between vehicles and pedestrians/cyclists; pedestrian and bicycle connections should provide access to nearby housing and employment.

### Parking

Promote efficient use of parking areas through unbundled, flexible and shared use; manage parking supply to encourage use of transit and active transportation.

## INNOVATION TOD (NON-RESIDENTIAL)

### Description

**MIG TO WRITE**

#### Predominant Uses

Insert Text

#### Primary 2+ Floor Uses

Insert Text

#### Primary Ground-Floor Uses

Insert Text

#### Supported 2+ Floor Uses

Insert Text

#### Supported Ground-Floor Uses

Insert Text

## PERFORMANCE STANDARDS

#### Building Heights

Insert Text

#### Density

Insert Text

#### Typical FAR Range

X.X - X.X

#### Building Material

Insert Text

#### Street Level Activation

Insert Text

#### Streetscape Character

Insert Text

#### Access and Mobility

Insert Text

#### Parking

Insert Text





# **5** **Mobility & Connections**

## Transportation Plan

# The Big Moves

A number of “big moves” will create a more safe and walkable area, where people can easily travel by bike, foot, or scooter and access high frequency transit and ridesharing at a number of mobility hubs throughout the area.

**Diagram: Locations of “Big Moves”**

## East Arapahoe Complete Street and Bus Rapid Transit (BRT)

The 2040 vision for East Arapahoe transforms one of our city’s busiest travel corridors into a complete street with better travel options for commuters, as well as for the greater number of people who will be working and living in East Boulder. A cornerstone of this transportation investment will be high frequency, high quality regional Bus Rapid Transit service along Arapahoe/SH7 connecting Boulder to communities to the east and I-25. In the future, East Arapahoe will include the following features:

- Two general-purpose traffic lanes in each direction
- Curbside business access and transit lanes accommodate local and regional transit, right-turning vehicles, high occupancy vehicles and new technologies such as shared autonomous/connected vehicles

- Raised protected bike lanes with a multi-use path create safe, comfortable places for people to walk and bike
- Amenity zones enhance the streetscape and public realm

People will connect to the regional BRT and local transit system via centrally located mobility hubs that provide access to other parts of the community and



2040 Vision for East Arapahoe Avenue

## 55th Street Regional Mobility Hub and Satellite Mobility Hubs

One of the keys to attracting people to transit and other sustainable modes of travel is creating places where a variety of transportation options are centrally located. Designed to connect transit passengers to adjacent neighborhoods and destinations, a regional mobility hub at Arapahoe Avenue and 55th Street will create a convenient, safe and accessible place to access walking and biking paths, shared modes of travel like e-bikes, e-scooters, car share, and other local transit services. This regional mobility hub will be significantly smaller in scale than existing mobility hubs throughout the city, such as Boulder Junction or the Boulder Downtown Transit Center, that offer features such as parking and off-street bus platforms. At this mobility hub, BRT will be accessed via a curbside station that will include a comfortable shelter, seating, lighting and signage for passengers. The station itself will be part of the larger mobility hub and well-integrated with public, commercial, or residential amenities. It will be a place where commuters to Boulder Community Health or

the Flatiron Business Park can get off a bus, grab a shared e-bike or scooter, and reach their destination on comfortable paths. Similarly, it is a place where current and new residents to the area access destinations within East Boulder or throughout Boulder and the region via high frequency transit services.

Throughout the East Boulder subcommunity, and connecting to the larger 55th Street Regional Mobility Hub, will be a network of strategically located mobility hubs offering access to shared e-scooters, e-bikes, car share, and local transit service. These hubs will be distributed throughout East Boulder and located at key intersections, transit stops and at key destinations, either within or adjacent to buildings, parking garages and public spaces. In addition to being points where travelers can access transit and micromobility, these hubs can offer a variety of additional transportation amenities, such as electric car charging, parcel delivery lockers, public Wi-Fi, and signage and wayfinding.



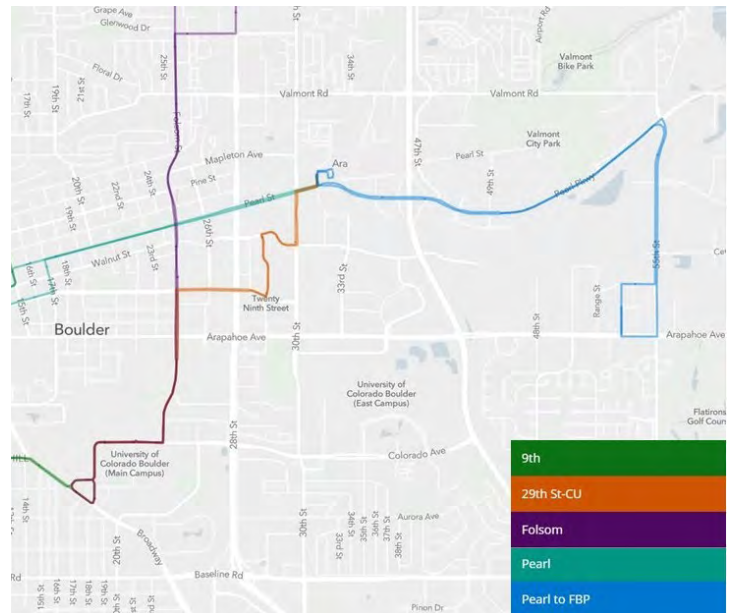
*Vision for 55th and Arapahoe Mobility Hub*

## HOP Transit Service Expansion

The HOP bus service provides frequent and reliable transit connections throughout much of central Boulder today. Plans to extend the HOP into East Boulder are underway, and in the future, residents, employees and visitors can conveniently travel via HOP between East Boulder and destinations throughout the rest of the city. Whether traveling to downtown shopping, dining, or recreation destinations, or connecting to RTD’s airport bus at Boulder Junction, the HOP will provide an easy way for travelers to quickly reach their destinations within and outside East Boulder. The plan to extend the HOP currently calls for extending the 15-minute electric bus service from Boulder Junction, east along Pearl Parkway and south along 55th Street to Arapahoe Avenue in 2022. COVID-19 however, has severely impacted employee travel patterns and transit ridership throughout the city and in particular, East Boulder, given the concentration of office employment. The City, will therefore be closely monitoring travel patterns and ridership, and will evaluate the benefit of fixed route HOP service and/or the concept of extending the HOP as a microtransit service. Microtransit uses a smartphone app to match trip requests in real-time to flexible routes throughout an area. For users, it is similar to using ride-hailing services such as Uber or Lyft with the ability to request a trip within a short timeframe, like 15 minutes or less, and be picked up and dropped off a block or two from their origin and destination. Microtransit typically operates with smaller vehicles, such as cars, vans, or shuttle buses. Whether the HOP is extended to East Boulder as a fixed route, or a more flexible microtransit service, the opportunity to create convenient and reliable HOP service in the area is a key ingredient to supporting the planned mix of new employees, residents and visitors to East Boulder.

## Micromobility

People generally choose to travel by foot, bike or transit when they have safe, convenient options to do so. Today, many of these options are currently lacking in East Boulder. Yet in the future, high frequency regional and local transit, paired with micromobility options such as shared electric scooters and bikes, will offer convenient ways for people to travel to and from transit stops and between local destinations. For example, one of the thorniest problems travelers have when deciding whether to take a bus, is the



HOP Transit Service Expansion will extend to 55th and Arapahoe







## Community comments re: mobility desires

issue with how to get to transit (first mile) and to your final destination (last mile). Or, when deciding how to travel between destinations in East Boulder – for example between the Flatiron Business Park and Ozo coffee – the distance can feel too far to walk. In late-2021, the City of Boulder will be implementing a Shared Micromobility Program to provide community members safe, equitable and sustainable forms of transportation to improve quality of life, provide connections to transit and key destinations; and replace motor vehicle trips to reduce traffic congestion and transportation-related greenhouse gas emissions. These shared devices will be easily accessible and affordable – and are expected to be deployed throughout the East Boulder Subcommunity.

### Curbside Management

As a hub for industrial and commercial facilities, a large number of goods and freight vehicles move through and load/unload in the East Boulder Subcommunity each day. In addition to ensuring freight and goods vehicles can continue to safely navigate the roadway network today and into the future, it will also be important for the city to address the growing competition for curbside space. Conditions in the area are beginning to change as Transportation Network Companies, such as Uber and Lyft, require pick up and drop off areas and on-demand deliveries are on the uptick. Demand for curbside space will only increase as the mix of land uses in the East Boulder Subcommunity change and more people are living, and working.

### Regional Trail Connections

Creating regional trail connections between East Boulder and surrounding communities will expand the range of travel options available to people traveling longer distances to and from East Boulder. Boulder County, in partnership with the City of Boulder and Town of Erie, is currently evaluating options for the creation of a new soft-surface regional trail connection between 61st Street in Boulder, along the RTD-owned rail corridor, linking to County Line Road in Erie. At the same time, the City of Boulder is incrementally designing and building three multi-use path projects to provide a much-needed multimodal connection between Gunbarrel and the city. The projects include the Andrus Road to Airport Road Multi-Use Path Project, Valmont Road Multi-Use Path Project and 61st Street Multi-Use Path Project, at the

# The Mobility & Connections Transportation Plan



## Access & Mobility

Vision Statement

### What is a Mobility & Connections Transportation Plan?

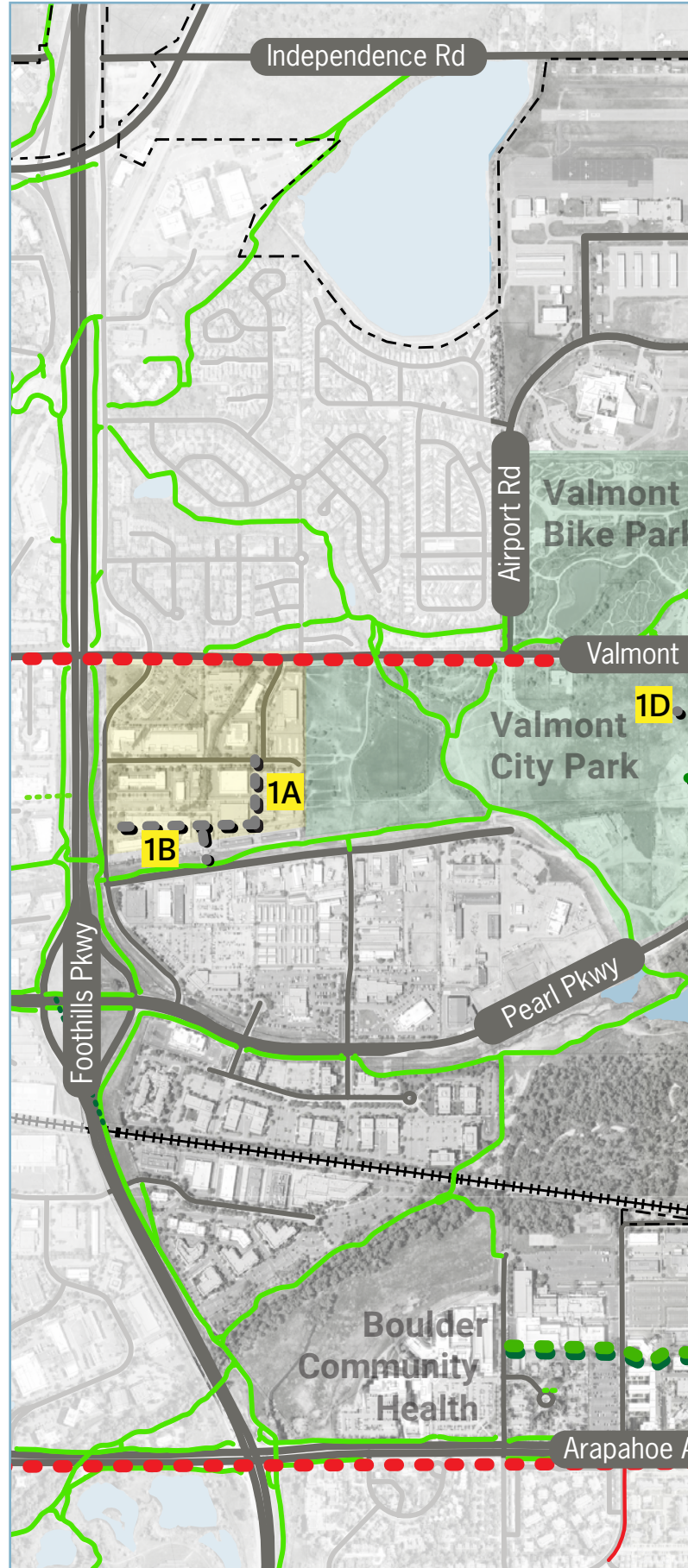
The East Boulder Connections Plan is created alongside the Land Use Plan to support proposed land uses and contribute to citywide goals for access and mobility. The plan includes two key components: (1) New Connections; and (2) System Enhancements. The plan serves as a right-of-way plan that will be administered according to Section 9-9-8 of the Boulder Revised Code (BRC). The plan will be incorporated into the TMP and replace portions of earlier network plans that cover East Boulder. Transportation improvements included in the Connections Plan will be installed by property owners and the city at the time of redevelopment.

### New Connections

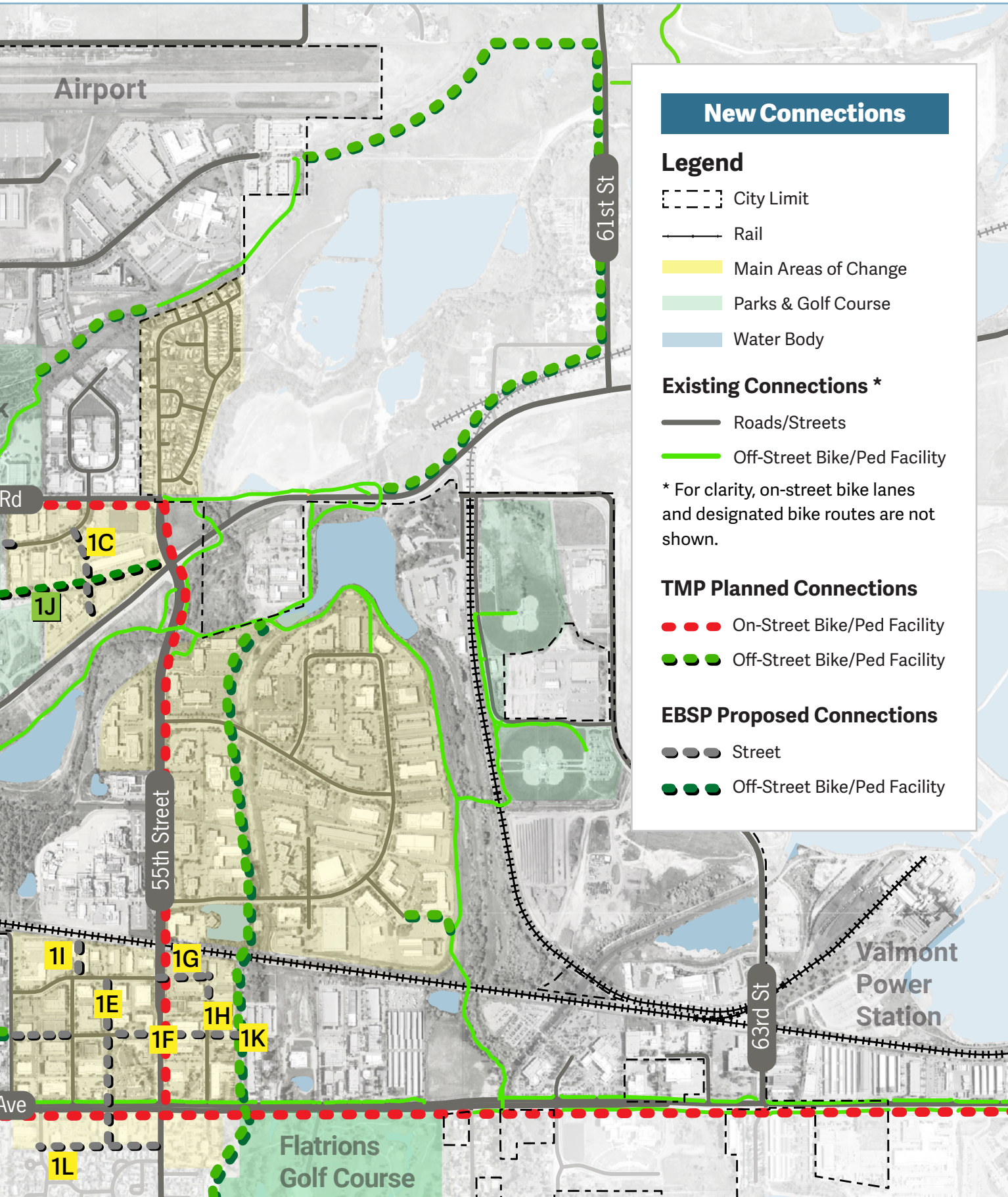
To create new access that supports proposed land uses and build a complete and comprehensive mobility network in East Boulder, the following new connections are recommended:

#### Street/Roadway Connections:

**1A. Southern extension of Sterling Court (Park West).** Sites, buildings and parcels located south of Sterling Drive and north of Pearl Street are currently accessed through a series of parking lots. To support redevelopment, potential residential access and create safe walking/biking/scooting options for existing workers and future residents, Sterling Court should be extended south of Sterling Drive. The proposed connection is located along 4850 Sterling Dr. and 4840 Sterling Dr. The blockface distance between Valmont City Park and the proposed connection is approximately 325 feet, creating an easy-to-walk block size. The proposed street type is Commercial Street.







### New Connections

#### Legend

- City Limit
- Rail
- Main Areas of Change
- Parks & Golf Course
- Water Body

#### Existing Connections \*

- Roads/Streets
- Off-Street Bike/Ped Facility

\* For clarity, on-street bike lanes and designated bike routes are not shown.

#### TMP Planned Connections

- On-Street Bike/Ped Facility
- Off-Street Bike/Ped Facility

#### EBSP Proposed Connections

- Street
- Off-Street Bike/Ped Facility



**1B. New East-West Street (Park West).** Install a new east-west street between 47th Street and Valmont City Park, connecting to recommended extension of Sterling Court described in 3A. Currently three parcels, five buildings and X businesses located in this area can only be accessed through a series of parking lots. There is no pedestrian or bicycle access and parking is haphazard. To support planned land uses in the area, increase access, and provide local businesses with a safe environment for workforce and customers, a Commercial Street should be installed. The proposed connection would connect 2500 N 47th Street, 4840 Sterling Drive and 4843 Pearl Street and create a northern blockface of about 450 feet and a southern blockface of approximately 365 feet.

**1C. New North-South Street (Park East).** Install a new north-south street, connecting Pearl Parkway to Sterling Drive (The street will support surrounding land uses by creating multimodal access to the Park East neighborhood from the south and providing existing workforce and future residents with a safe route to access the neighborhood). The proposed Commercial Street would connect the following parcels: 5378 Sterling Drive, 2935 55th Street, 2907 55th Street, 5401 Pearl Parkway, 5395 Pearl Street to break what is today a large, inaccessible space into walkable blocks.

**1D. Sterling Drive Park Connection (Park East).** A planned north-south connection is included in Phase One of the Valmont City Park Concept Plan. This proposed connection would tie access from the Park East neighborhood into the planned park street. Based on the concept-level drawings for the park improvements, this would require about a 200 foot extension of Sterling Drive to the west. The connection will require additional coordination with Parks and Recreation plans for construction and phasing. Street design for the extension should match the existing right-of-way design for Sterling Drive.

**1E. New North-South Street (STAMP).** A planned new north-south street from Arapahoe Avenue to Western Avenue, between Conestoga Street and 55th Street, is included in the 55th and Arapahoe Station Area. This new connection would support a pedestrian-scale street grid and additional access to the core area businesses and place-making amenities. The

street would provide on-street parking and more connectivity to the planned BRT stations at the corner of 55th Street and Arapahoe Avenue.

**1F. Conestoga Court Extension to the East and West (STAMP).** A planned extension of Conestoga Court west to Range Street and east to 56th Street would be the “main street” of the core TOD area at 55th and Arapahoe. Pedestrian plazas and outdoor restaurant seating are planned along Conestoga Court between Conestoga Street and 56th Street. This street is expected to be a vibrant hub that supports planned land uses and draws residents, employees, and visitors to the area. The 55th Street intersection will be enhanced to provide safe crossing options for all users.

**1G. Western Avenue Extension to 56th Street (STAMP).** The extension of Western Avenue across 55th Street to 56th Street will facilitate mobility options for travelers and redevelopment in the northern portion of the TOD. The intersection with 55th Street will be enhanced to provide safe crossing options for both motorized and non-motorized users.

**1H. 56th Street Extension to Western Avenue (STAMP).** A planned extension of 56th Street to the Western Avenue is included in the STAMP. This short new connection will complete the street grid in the northeastern portion of the TOD. The connection will allow residents, employees, and visitors convenient options to travel to and from the main arterials and through the TOD and support redevelopment.

**1I. Conestoga Street Extension to Rail (STAMP).** This planned extension of Conestoga Street to the northern limits of the TOD area will utilize a 40-foot wide public access easement. The extension of the street will provide connectivity between northern businesses and the core TOD activities and BRT stations.

## Non-Vehicular Connections:

**1J. The Park East Paseo.** There is currently no pedestrian access from 55th Street to the many businesses included in the “Aspen Industrial Park.” Today this area contains a number of small local businesses, breweries, artist workshops and galleries, and other service-oriented businesses. The proposed

Paseo would create a destination and anchor on the north end of 55th Street, giving area workers, existing residents of San Lazaro, potential new residents, and park visitors a place to shop, dine and spend time socially. A Paseo is typically a pedestrian-only passageway. The Park East Paseo should be designed to complement its context and the industrial nature of the neighborhood while also offering new features such as street trees, planting, stormwater control measures, pedestrian-scale lighting and site furnishings. The paseo should highlight the visual connection to Valmont Butte, an important landmark, to the east.

**1K. Conestoga Connector (STAMP)** This pedestrian-bicycle-emergency access road is a planned extension of Conestoga Court from 56th Street east to connect to the planned north-south multi-use path connecting the Flatirons Golf Course to the Flatirons Business Park.

**1L. Patton Connector (STAMP)** A pedestrian-bicycle-emergency access road is planned as an east-west connection along the border of the TOD and Arapahoe Ridge neighborhoods. The connection will provide access to the southern TOD land uses and facilitate connections to 55th Street for the Arapahoe Ridge residents and TOD visitors.

**MIG? Image:**

**MIG? Image:**

**MIG? Image:**

## System Enhancements

In order to improve safety and access for a variety of mobility options in East Boulder, the following projects are recommended for consideration in the next TMP update to improve existing facilities:

### Pedestrian Facility Improvements:

**Complete Missing Sidewalks** To improve pedestrian experience and encourage walking between destinations throughout the subcommunity, missing sidewalks in East Boulder should be completed, particularly in areas of change.

**Enhance Crossings Along Key Corridors** Community members describe the challenges of crossing key corridors in East Boulder, particularly along Arapahoe Avenue and Valmont Road. As redevelopment occurs and opportunities for increasing walkability between existing and redeveloping neighborhoods, pedestrian crossings should be evaluated and enhanced to support ADA-infrastructure and high-quality crossing experiences for all ages and abilities. For example, at signalized crossings, curb bulb-outs, pedestrian refuges, shorter crossing distances and longer walk cycles should be considered.

**Increase Pedestrian Lighting** Today much of East Boulder doesn't experience a great deal of pedestrian activity after daylight hours. As neighborhoods redevelop in the subcommunity, supporting after-dark pedestrian safety should be a key consideration. Lighting along new residential, commercial and activity streets as well along connectors to the regional mobility hub at 55th and Arapahoe should be key features of street redesign or installation efforts.

### Mobility Hubs:

Pilot and deploy mobility hubs as places where people can connect to multiple modes of transportation for safe, convenient, and reliable trips. Bicycle and micromobility parking, car share vehicles, and wayfinding and real time information are all potential components of mobility hubs. The following locations should be considered:

- 2G.** Valmont City Park entry at Sterling Drive
- 2H.** Goose Creek Path entry on Pearl Street
- 2I.** Foothills Parkway Path entry at Sterling Drive
- 2J.** Sterling Drive (East) park entry

- 2K.** East end of Airport Boulevard
- 2L.** TMP Planned transit stop at 55th Street and Pearl Parkway
- 2S.** Central Avenue at KOA Lake Connection
- 2T.** Central Avenue at Flatiron Ct
- 2U.** 55th Street and Pearl Parkway
- 2V.** Stazio Ballfields
- 2W.** Arapahoe and 48th Street

### Street Upgrades:

**Sterling Drive** Sterling Drive in the Park West neighborhood should be considered for redesign as an "Activation Street" to better facilitate exchange between local businesses and an active pedestrian environment.

**Pearl Street** Pearl Street, east of Foothills Parkway should be considered for redesign to better facilitate access for all modes along local businesses, improve on-street parking conditions and enhance safety.

**55th Street** Conduct a corridor study for redesign of 55th Street to improve conditions for pedestrians, cyclists and new area users traveling along 55th Street to and from redeveloped areas at 55th and Arapahoe, Flatiron Business Park and 55th and Valmont.

**Conestoga Court** The existing Conestoga Court in the 55th and Arapahoe Station Area should be considered for redesign as an Activation Street and align with proposed extension of street facilities.

### Bridge Improvements:

**48th Street Bridge** Consider improvements to the 48th Street bridge over Goose Creek between Pearl Street and Park West neighborhood to provide better circulation for pedestrians and cyclists. Safety measures, such as a railing or fencing should be considered. Additionally, the bridge may offer an art intervention opportunity.

**Diagram: Missing  
Sidewalks in EB**

**Image:**

**Image:**

## Implementing the Transportation Master Plan in East Boulder (TMP)

As part of the Concept Development phase of work, Transportation staff evaluated all 87 of the Proposed Transportation Projects identified in the TMP that are located within the East Boulder subcommunity. Projects were evaluated for feasibility, compatibility with proposed land uses and overall value to the network.

The following 'Proposed Transportation Projects' included in the TMP are examples of planned projects that will provide important mobility benefits and options for existing and new users in East Boulder:

### **Foothills Parkway and Valmont Road Transit Stop (TMP Project ID 53,084)**

The land use changes proposed at the "Park West" neighborhood are projected to provide opportunities for approximately XXXX residents and XXX jobs. The proposed transit stop would provide area residents and workforce with a significant connection to X routes serving local and regional connections. A mobility hub type Y should be considered for this site to support first- and last-mile connections and provide a variety of mobility options for nearby residents and workers. The proposed stop would replace the existing stop at 47th and Valmont. Enhanced service along Valmont Road should also be considered to best serve growth in the area.

### **55th and Pearl Parkway Transit Stop (TMP Project ID 51,415)**

The land use changes proposed at the "Park East" neighborhood are projected to provide opportunities for approximately XXX residents and XXX jobs. The proposed transit stop would provide area residents and workforce with a significant connection to X routes serving local and regional connections, included the planned extended HOP service at Pearl Parkway. A mobility hub type Y should be considered for this site to support first- and last-mile connections and provide a variety of mobility options for nearby residents and workers. This project would occur in sync with the extension of the HOP service to East Boulder.

### **Pearl Parkway Missing Sidewalk Link**

Install missing sidewalk along north side of Pearl

### **Connection to Flatirons Business Park (TMP**

**Project ID 10,297)** This connection provides a southern multiuse entry point into and out of Flatiron Business Park from the South Boulder Creek Path, providing commuters and visitors an option for accessing the area from the east.

### **Flatiron Greenway – Flatiron to Boulder Creek Greenway Path (TMP Project ID 10,197)**

The planned Flatiron Greenway provides a direct, off-street, multi-use path option connecting the employment district at Flatiron Business Park to the East Boulder Subcommunity Plan recommended transit-oriented development and regional mobility hub at 55th and Arapahoe. The planned greenway path provides an excellent opportunity for placemaking in the recommended Destination Workplace area in Flatiron Business Park and could offer a variety of benefits beyond mobility, such as providing access to nature encouraging physical fitness and healthy lifestyles.

### **Valmont Park Multi-Use Path (TMP Project ID 10,097)**

The planned multi-use path will complete a connection between the Valmont City Park and the Valmont to Andrus multi-use path. The connection will link commuters to East Boulder from the north.

**Projects list of the TMP** Projects are recommended for removal due to constructability issues, TMP mapping errors, or they had not been fully vetted or accepted by City Council.

**Transportation Map: TMP  
Projects to be Changed -  
Mike Sweeney**

**Transportation Map: TMP  
Projects to be Reviewed -  
Mike Sweeney**



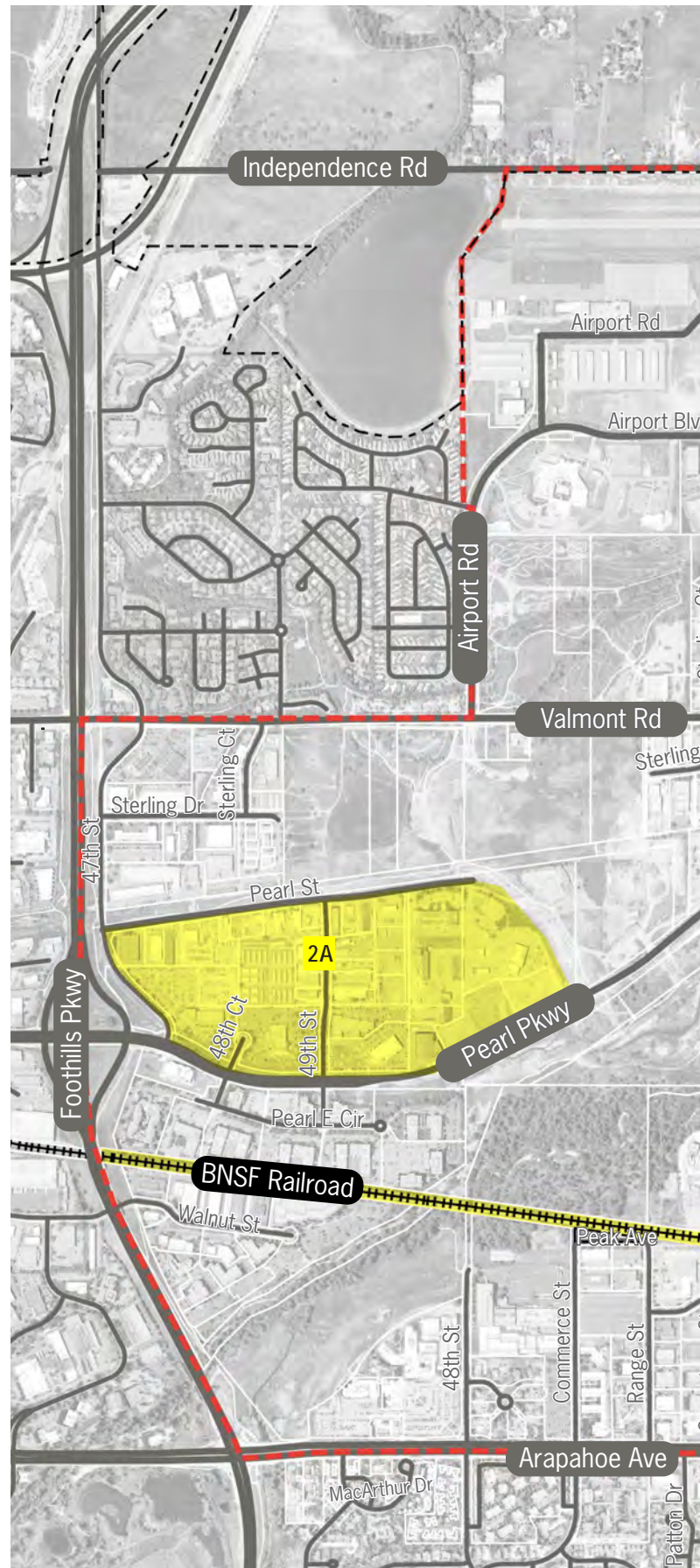
## Projects for Future Study

The following projects may be located outside the areas of change in East Boulder but have been identified by community members through the subcommunity engagement process and city staff as potential projects warranting further study for future consideration or investment. Implementation of the East Boulder Subcommunity Plan should consider when and how these proposed studies are incorporated into future city departments' work plans.

**2A. Network Connectivity between Pearl Street and Pearl Parkway** The area bounded by Pearl Parkway, Foothills Parkway, Pearl Street and Valmont City Park will continue to offer light industrial and public space. Today many of the properties, businesses and city facilities in this area are accessed through a series of parking lots and driveways. Early concepts for a potential "City Hub East" at the existing Municipal Services Center as well as the lack of access in this area warrants future study. A study may include but would not be limited to: new east-west and north-south connections to create greater access, opportunities for non-vehicular access, creating a "front door" entrance to city facilities off of Pearl Parkway and better connecting city facilities to Valmont City Park and the Goose Creek Path. Many community comments support the addition of sidewalks along Pearl Street in this area as well as connecting 48th Court north to Pearl Street.

**2B. Transit Service and Routing to/from Flatiron Business Park** To support the planned "Destination Office" area at Flatiron Business Park and help increase the local and regional ridership to and from this location, high-frequency fixed route HOP service flexible and/or a micro-transit service should be studied. Community feedback indicates that lack of frequency and limited service hours are key factors that have led commuters in the area to choose to drive single-occupant vehicles over riding a bus.




**2C. Northwest Rail Line and Potential East Boulder Station** In recent months, study of a potential for the 2004 voter-approved FasTracks plan commuter rail service between Denver and Longmont (known as the B Line or the Northwest Rail Line) has been re-initiated by RTD. The city should continue to participate in the regional study of this potential commuter option. Early concepts for the rail line included a station at 63rd Street. Future studies





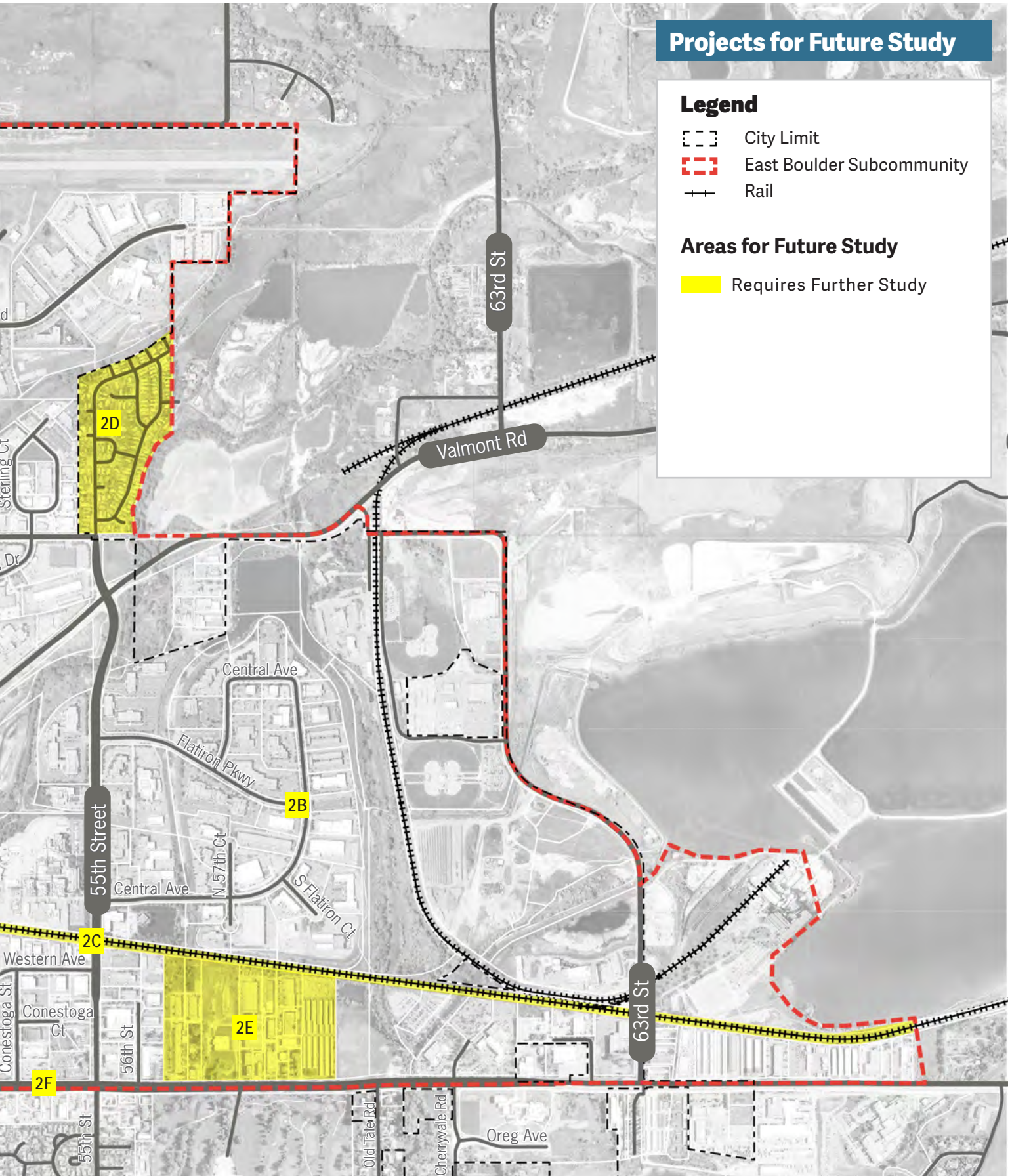
## Projects for Future Study

### Legend

-  City Limit
-  East Boulder Subcommunity
-  Rail

### Areas for Future Study

-  Requires Further Study



should consider moving the 63rd Street station to a location at 55th Street to better align with the Transit-Oriented Development and regional mobility hub included in the recommendations of this East Boulder Subcommunity Plan. Additionally, the Transportation Master Plan (TMP) includes a proposed multi-use path along this rail line. The local and regional need and feasibility for this facility should be studied with attention to the potential duplicative multiuse facilities planned for the East Arapahoe corridor.

**2D. San Lazaro Street Network** With the recommended action for future collaboration and annexation of the San Lazaro Mobile Home Park into the City of Boulder, additional study will be needed to evaluate the potential upgrade of the mobile home park's existing facilities to streets that meet city codes and goals for access and mobility.

**2E. Industrial Access off of East Arapahoe** The East Boulder Subcommunity Plan recommends a continued land use of Light Industrial in the area located between Flatirons Golf Course and the existing rail. The plan also recommends a future for transit-oriented development at 55th and Arapahoe and recognizes the Mixed Use Residential future of the site at 5801 Arapahoe Ave (commonly known as Waterview). To accommodate Light Industrial operations and access in this area as well as increase safety for new residential and mixed use development of surrounding properties, this area should be pursued for further study. Potential issues to evaluate include increased network access through the area and consolidation of curb cuts along E Arapahoe Avenue.

## **2F. State Highway 7/East Arapahoe Preliminary Engineering and Environmental**

In 2022, the Colorado Department of Transportation (CDOT), in coordination with the City of Boulder, will be advancing the East Arapahoe Transportation Plan from a conceptual design to preliminary engineering drawings. The intent of the project will be to advance the key tenets of the East Arapahoe Transportation Plan vision so that the City, in partnership with CDOT and the Regional Transportation District (RTD) can seek funding for the roadway reconstruction. This next phase of the design process will involve robust community engagement

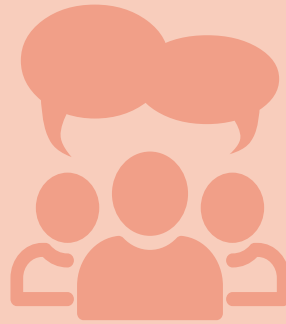




# **6 Achieving the Vision Implementation**

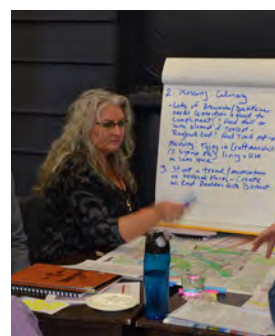


## The Contribution of East Boulder



### WHAT WE HEARD

Creating great neighborhoods in East Boulder is not just about land use and transportation. Over the past two years, community members have submitted hundreds of ideas and recommendations for policies, programs and projects that would help East Boulder contribute to citywide goals in the six focus areas. Throughout the project process, city staff have poured over these incredible and thoughtful concepts to match community innovation with implementable recommendations. The recommendations for achieving the vision of the East Boulder Subcommunity Plan included in the following pages represents the outcome of collaborative planning and the value of civic participation in long-range planning processes.







## Housing Affordability & Diversity

East Boulder will be home to new and affordable housing that complements existing uses, includes a diverse mix of housing types and ownership models and extends live-work-play choices to those interested in living in Boulder.

ID	Type	Recommendation	Key Steps
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Coming Soon & Under Construction: The Implementation Chapter will provide recommendations for actionable policy, programs, and projects to meet the vision of the East Boulder Subcommunity Plan.

**Potential Partners**

**Funding**

**Reference**



## Arts & Culture

The city will play an active role in supporting East Boulder’s development of art spaces and experiences, installations, businesses and venues for professional and amateur creatives that reflect the subcommunity’s local culture.

ID	Type	Recommendation	Key Steps
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Coming Soon & Under Construction: The Implementation Chapter will provide recommendations for actionable policy, programs, and projects to meet the vision of the East Boulder Subcommunity Plan.

**Potential Partners**

**Funding**

**Reference**





## Access & Mobility

People and goods will easily and safely travel to, from, and through East Boulder by a variety of efficient and affordable modes, employing advanced transportation technology where appropriate.

ID	Type	Recommendation	Key Steps
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Coming Soon & Under Construction: The Implementation Chapter will provide recommendations for actionable policy, programs, and projects to meet the vision of the East Boulder Subcommunity Plan.

**Potential Partners**

**Funding**

**Reference**



### Local Business

The city will protect affordable business space, support a wide variety of businesses and deliver attractive neighborhoods for employers, employees and customers in order to help local businesses thrive in East Boulder.

ID	Type	Recommendation	Key Steps
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Coming Soon & Under Construction: The Implementation Chapter will provide recommendations for actionable policy, programs, and projects to meet the vision of the East Boulder Subcommunity Plan.

**Potential Partners**

**Funding**

**Reference**



### Resilience & Climate Commitment

(Re)development in East Boulder will be designed to respect and enhance the integrity of the area’s natural resources and to minimize impacts of natural disruptions, including flood events.

The subcommunity’s numerous public and health care facilities will provide a strong network for resilience in the face of future health crises.

ID	Type	Recommendation	Key Steps
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Coming Soon & Under Construction: The Implementation Chapter will provide recommendations for actionable policy, programs, and projects to meet the vision of the East Boulder Subcommunity Plan.

**Potential Partners**

**Funding**

**Reference**





## Design Quality & Placemaking

East Boulder will evolve to include walkable neighborhoods, for all ages and abilities, whose aesthetic character reflect the subcommunity’s unconventional personality and industrial identity. The area will welcome experimentation in design and construction to build enduring and engaging places.

ID	Type	Recommendation	Key Steps
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Coming Soon & Under Construction: The Implementation Chapter will provide recommendations for actionable policy, programs, and projects to meet the vision of the East Boulder Subcommunity Plan.

**Potential Partners**

**Funding**

**Reference**