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EAST BOULDER

SUBCOMMUNITY PLAN



City of Boulder
Planning & Development Services

ADOPTED OCTOBER 6, 2022
AMENDED DECEMBER 5, 2024

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ACKNOWLEDGEMENTS

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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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

City staff is grateful for the participation, advice and wisdom of many members of the Boulder community, with particular thanks to those working or living in the subcommunity, who generously shared their perspectives on the subcommunity's future in person, online and at community events over the years.

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 Boulder Housing Partners
 Boulder Jewish Community Center
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 Denver Regional Council of Governments
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 Habitat for Humanity
 Humane Society of Boulder Valley
 OZO Coffee
 Palo Park Community Center
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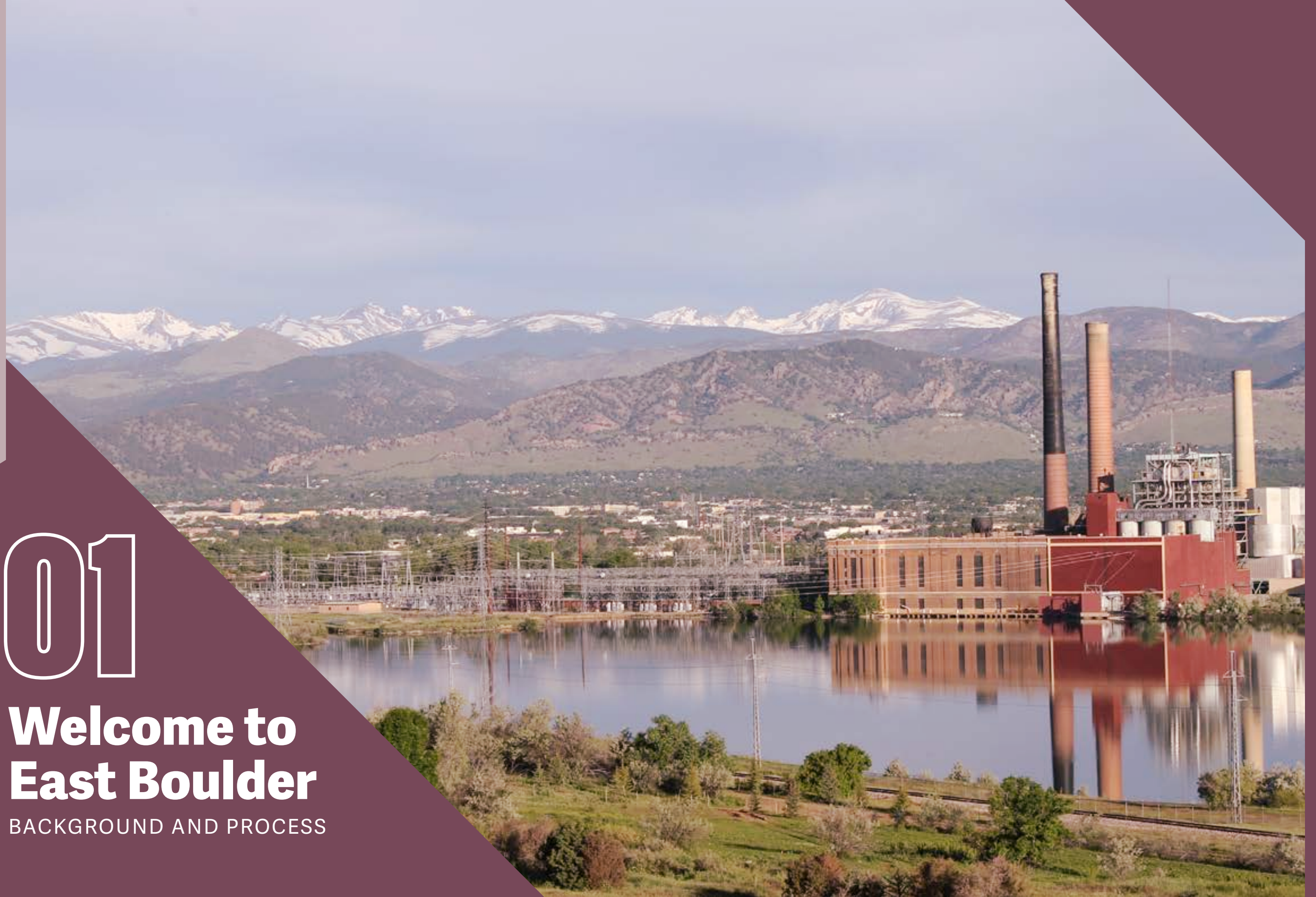
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Welcome to East Boulder

BACKGROUND AND PROCESS



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THE EAST BOULDER SUBCOMMUNITY

Boulder is nationally recognized as one of the best places to live in the United States. Often cited for a high quality of life and incredible access to outdoor resources, Boulder has been able to maintain its status as a highly desirable community because of its commitment to core values and goals.

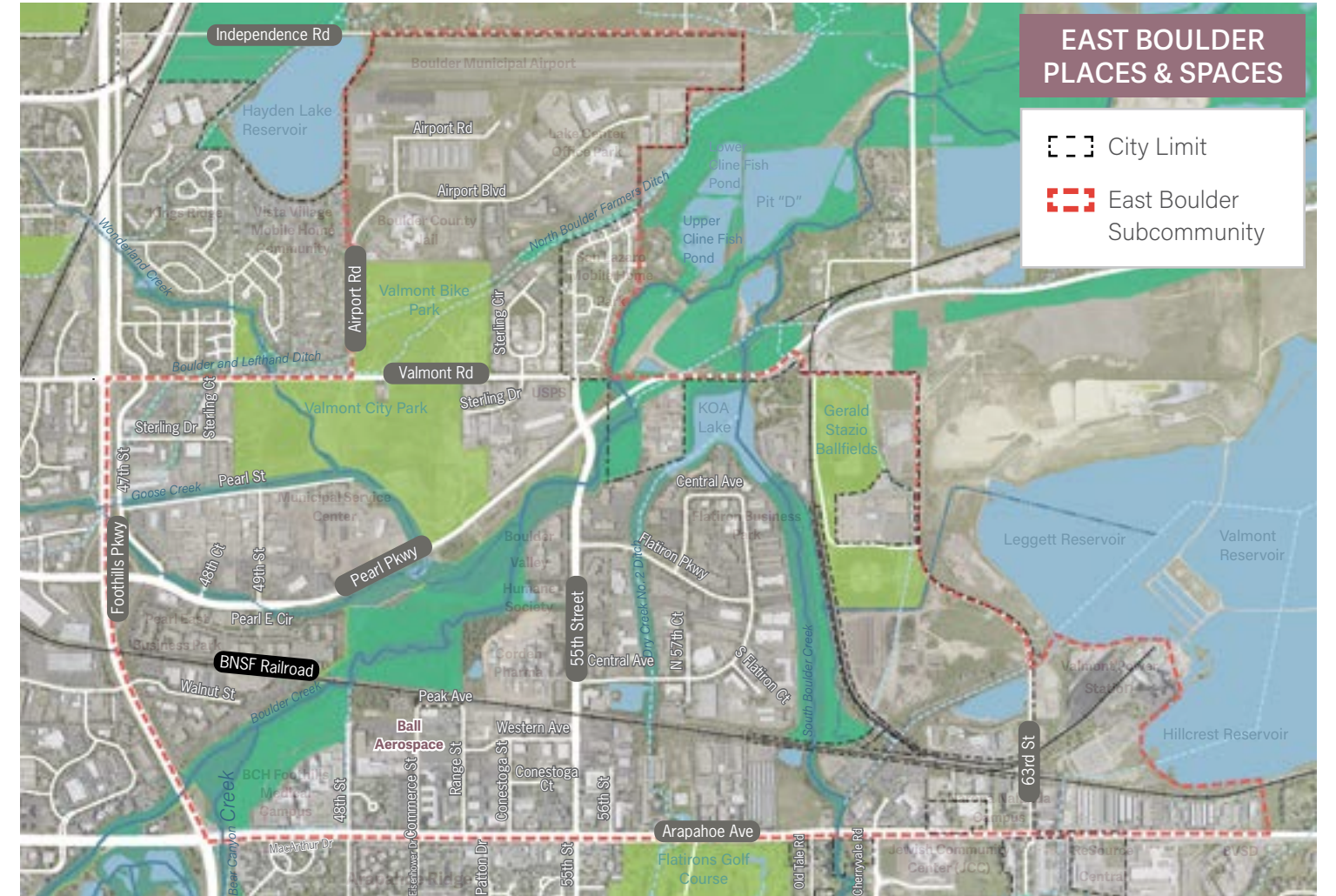
Over the course of two years, community members have been considering how the East Boulder subcommunity can push the city towards its goals for access and mobility; housing affordability and diversity; design quality and placemaking; resilience and climate commitment; arts and culture and local business.

East Boulder encompasses approximately 1,600 acres, generally located east of Foothills Parkway and north of Arapahoe Avenue. The area includes some major community assets, such as Foothills Medical Campus, Valmont City Park, the Eastern City Campus and the Boulder Municipal Airport. It is also home to many local businesses and today, those businesses support approximately 17,000 jobs. There is one residential community in the area, San Lazaro Mobile Home Park, where 460 residents live just outside city limits. This makes East Boulder the least populated subcommunity in the city, although proposals for new developments have begun to recognize the great assets of the area that make it ripe with potential.

The subcommunity is located along Arapahoe Avenue, a state highway, planned for significant investment and bus rapid transit in the future. The subcommunity has a robust jobs market and has historically been home to many local start-ups and a network of diverse businesses. East Boulder is bisected by Boulder Creek and the creek path, which connects to downtown Boulder and beyond. It's also home to the city's largest urban park and the site of the future Eastern City Campus. The East Boulder Subcommunity plan draws on these strengths to define a community vision for the subcommunity and uphold a place worthy of its national reputation.

PROJECT CONTEXT

In January of 2019, City Council identified East Boulder as the first of ten subcommunities to go through an updated subcommunity planning process. East Boulder was selected as a priority for the program to address the high level of change occurring in the area as well as the potential for the plan to improve land use regulations and the quality of public and private improvements, particularly in industrial zones.



A glimpse into activity in East Boulder



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WHAT IS A SUBCOMMUNITY PLAN?

A Subcommunity Plan is a tool for residents, landowners, 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 several 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 these issues at a local, neighborhood-level and implement the goals of the BVCP. The East Boulder Vision Statements describe how the community would like to see each of these issues addressed in East Boulder. East Boulder Vision Statements can be found on page 17.

2. The Land Use Plan

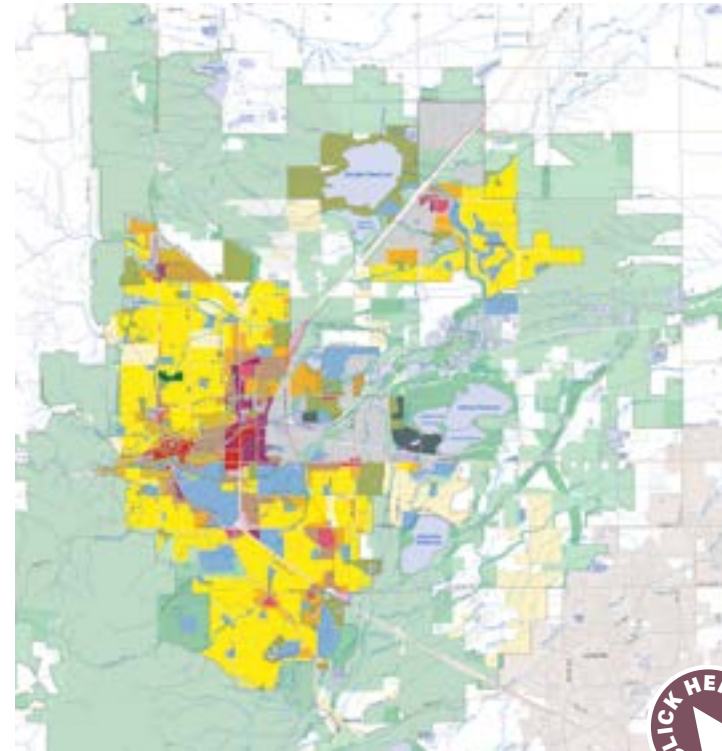
The East Boulder Subcommunity land use plan recommends key changes to the BVCP Land Use Map to achieve the vision statements. These recommended changes are intended to be implemented through amendments to the BVCP, including the land use map and land use map descriptions. The land use plan can also be used to guide changes to the city's land use code. The BVCP land use map guides future zoning decisions. The East Boulder Land Use Plan can be found on page 21.

3. The Connections Plan

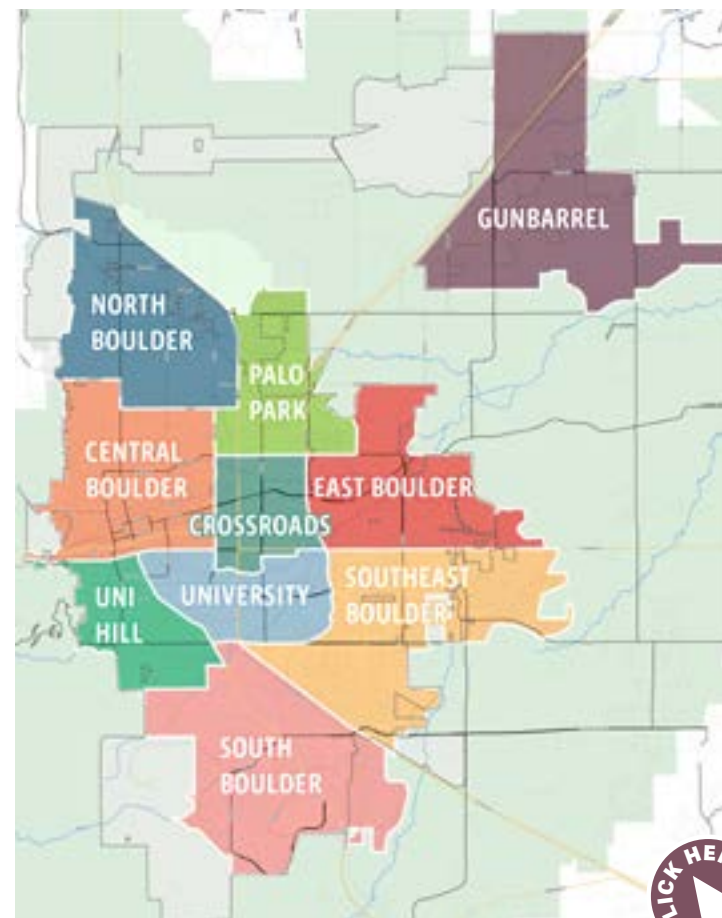
To achieve the goals of the vision statements and support future land uses described in the East Boulder Land Use Plan, an East Boulder Connections Plan recommends updates to the Boulder Transportation Master Plan (TMP) including new facilities and key improvements to existing facilities. The East Boulder Connections Plan can be found on page 51.

4. The Implementation Matrix

The East Boulder Implementation Matrix identifies key policy, program and project recommendations to implement the key deliverables listed above. The matrix represents a collection of community ideas for making changes to East Boulder that will result in a resilient future. The Matrix begins on page 75.



The Boulder Valley Comprehensive Plan Land Use Map



There are ten subcommunities in Boulder

HOW WILL THIS PLAN BE USED?

The East Boulder Subcommunity Plan (EBSP) is intended for implementation and the success of the plan depends on the collaboration of all community members to realize its vision. This plan represents the future vision for the subcommunity. It is not intended, in the near term, to prevent property owners and users from improving or using the property in a manner that is consistent with the underlying zoning until the property is rezoned or redeveloped. Any additional construction will be done in a manner that does not conflict with the Connections plan. The East Boulder Subcommunity Plan is adopted by the Planning Board and City Council. The plan serves as a tool for various community members:

Boulder Residents, Property Owners and Business Owners

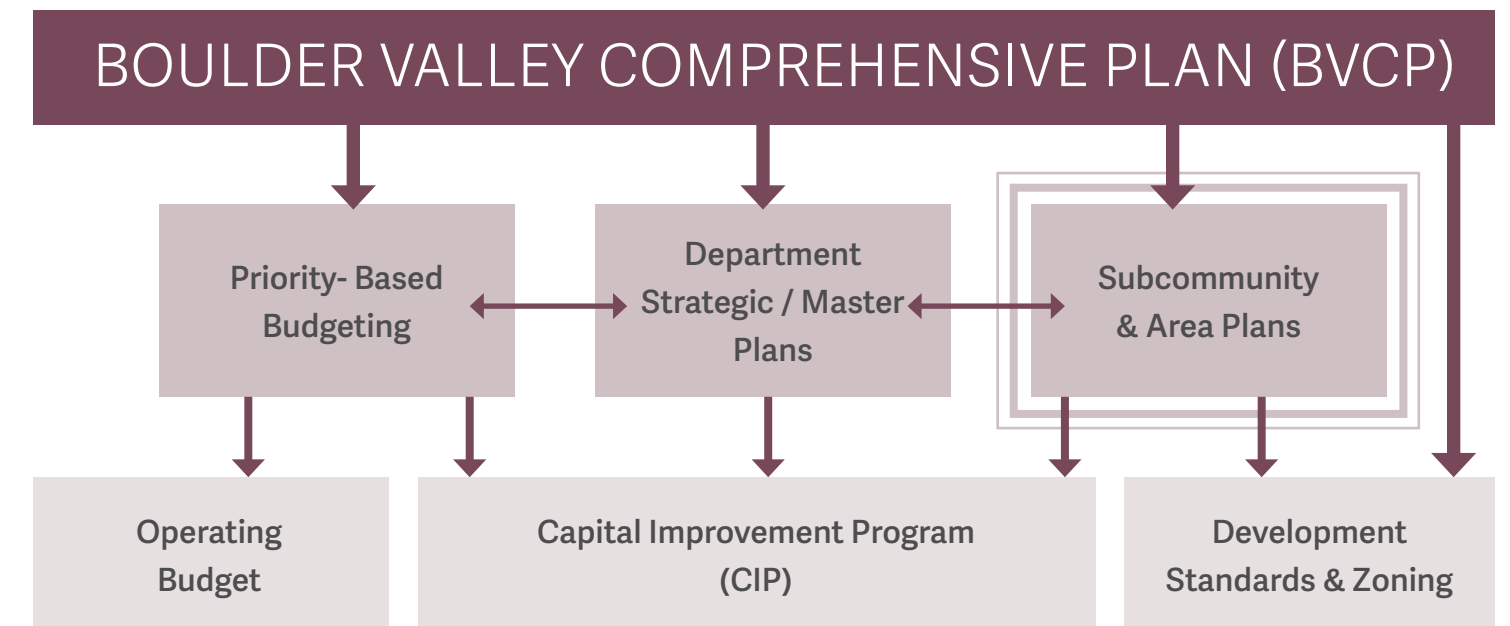
Subcommunity Plans are created in collaboration with the community and offer Boulder residents, property owners and business owners an opportunity to consider how changes in land use, transportation, policies or programs could impact their local properties, investments or businesses. They also offer 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 informed by the BVCP and Department Strategic and Master Plans. The EBSP offers direction for the CIP and Development Standards and Zoning.

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.



The East Boulder Working Group at a meeting in 2019

CLICK HERE To see the full capture of the East Boulder Subcommunity Plan engagement process, check out the **Engagement Scrapbook.**

working group included 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 identified areas of change and helped develop the plan's vision statements, land use concepts, and 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.

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 a unique blend of interests. The

Community Connectors

As part of the East Boulder Working Group, two Spanish-speaking Promotoras from 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. By partnering with El Centro AMISTAD and the leveraging the relationships developed through the Promotoras program, 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 as well as local business owners. 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 five 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
- Plan and Implementation: Fall 2021-Winter 2022
- Draft Plan Review: Spring 2022

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

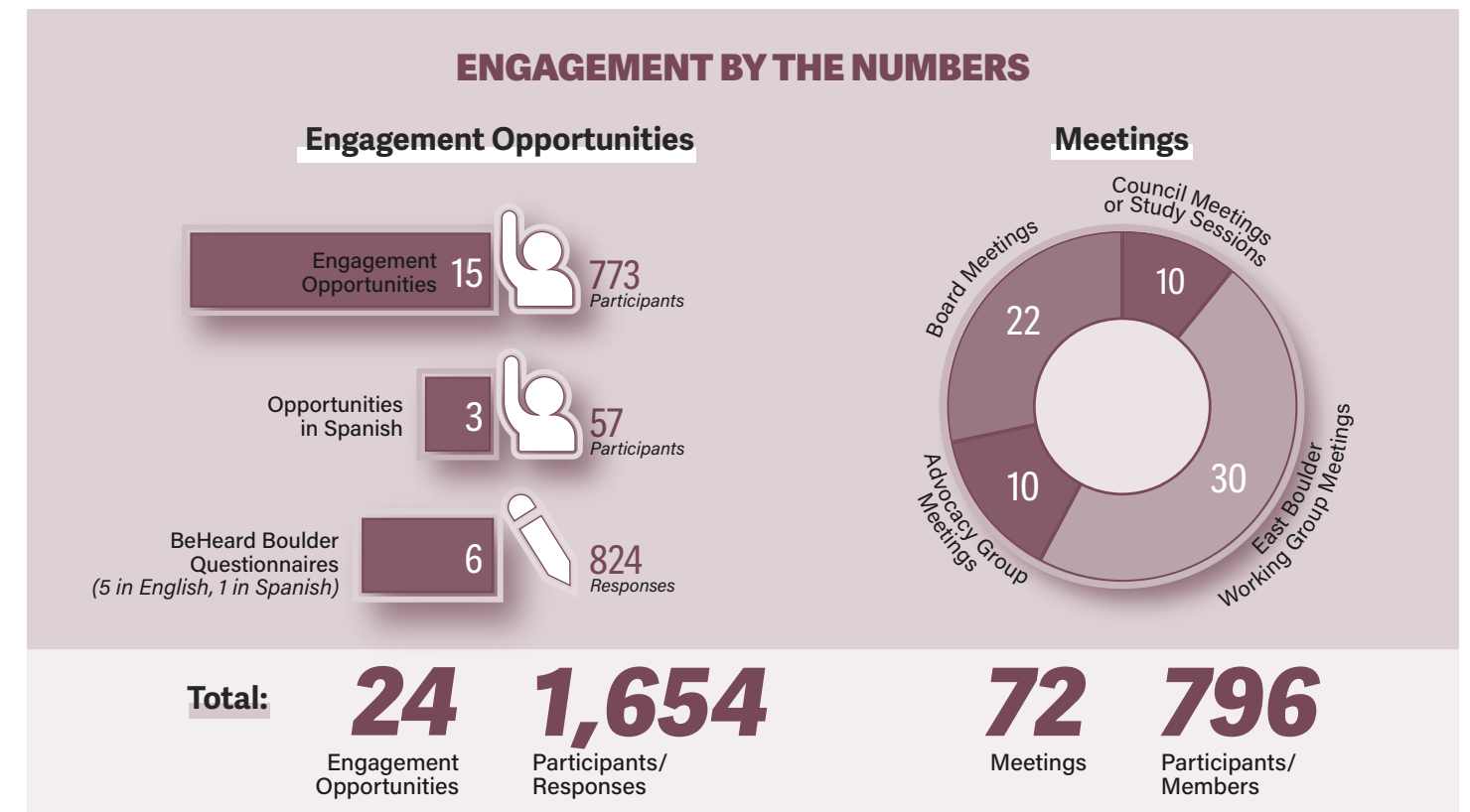
PLANNING IN UNCERTAIN TIMES

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 become an entirely virtual, online experience between March 2020 and Winter 2022.

Recognizing that the global COVID-19 pandemic occurred in the middle of this planning process, the Boulder community, and 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.



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 inclusive 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 assess 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.

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.



A Working Group meeting in 2020

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The Vision for East Boulder



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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 arrive to work at Flatiron Business Park in the early morning and then head 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 entrepreneurs create delicious food that is enjoyed by local customers and 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.



OZO Coffee on Arapahoe



After-school boxing at The Corner



Boulder Creek in East Boulder

EAST BOULDER TOMORROW

LIVE, WORK AND PLAY ON THE EAST SIDE

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 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. The area will evolve to include a mix of uses to support daily living and working, including restaurants, personal services and grocery in a walkable and transit rich environment offering multiple options for mobility. The proximity of services and amenities along with mobility improvements will reduce local trips and greenhouse gas emissions, improving our environment.

Through 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.

OPPORTUNITY BY THE NUMBERS

The subcommunity plan creates the opportunity for more diverse land use in East Boulder. Over a 20-year horizon, the plan offers potential for:



Housing

5,000

New homes in a variety of formats



Jobs

3,000

New jobs in diverse industries

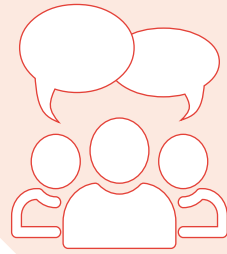


Creating opportunities to live and work in East Boulder

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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 will guide implementation of the plan.



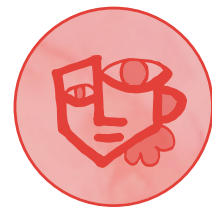
Access & Mobility

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



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 in the community.



Arts & Culture

The city will support the development of art spaces and experiences, installations, businesses and venues for professional and amateur creatives that enhance the subcommunity's local culture.



Local Business

The city will support affordable business space, support a wide variety of businesses and help deliver attractive neighborhoods so local businesses can thrive in East Boulder.



Design Quality & Placemaking

East Boulder will include walkable neighborhoods, for all ages and abilities, whose aesthetic character reflect the subcommunity's industrial identity. Experimentation in design and construction to build enduring and engaging places will be encouraged.



Resilience & Climate Commitment

Development, redevelopment and transportation systems in East Boulder will support the city's climate action plan to reduce emissions, become net-zero and carbon-positive. They will be designed to respect and enhance the area's natural resources and 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.

A COLLECTIVE IDENTITY

The East Boulder Subcommunity Plan maintains and enhances the subcommunity's industrial energy while integrating new uses to prepare for the changing dynamics of a work/life balance in Boulder.

East Boulder is large – the land area makes up ten percent of the city's total. With a disparate series of industrial neighborhoods, office parks and large campuses, community members searched for a unifying theme to connect those East Boulder "islands" under one idea. Reflecting the subcommunity's industrial nature, the businesses that make up the subcommunity and the community's hopes for a future full of creativity and innovation, the concept of East Boulder's S.T.E.A.M. zone was developed.

Science. Technology. Engineering. Arts. Medical. or S.T.E.A.M. is the collective identity intended to unify the subcommunity and create a signal that invention has been and will be the heart of East Boulder.

BOULDER'S S.T.E.A.M. ZONE

SCIENCE.
TECHNOLOGY.
ENGINEERING.
ARTS. MEDICAL.



In the future, East Boulder will include a well-connected network of 15-minute neighborhoods

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Evolving Neighborhoods

LAND USE



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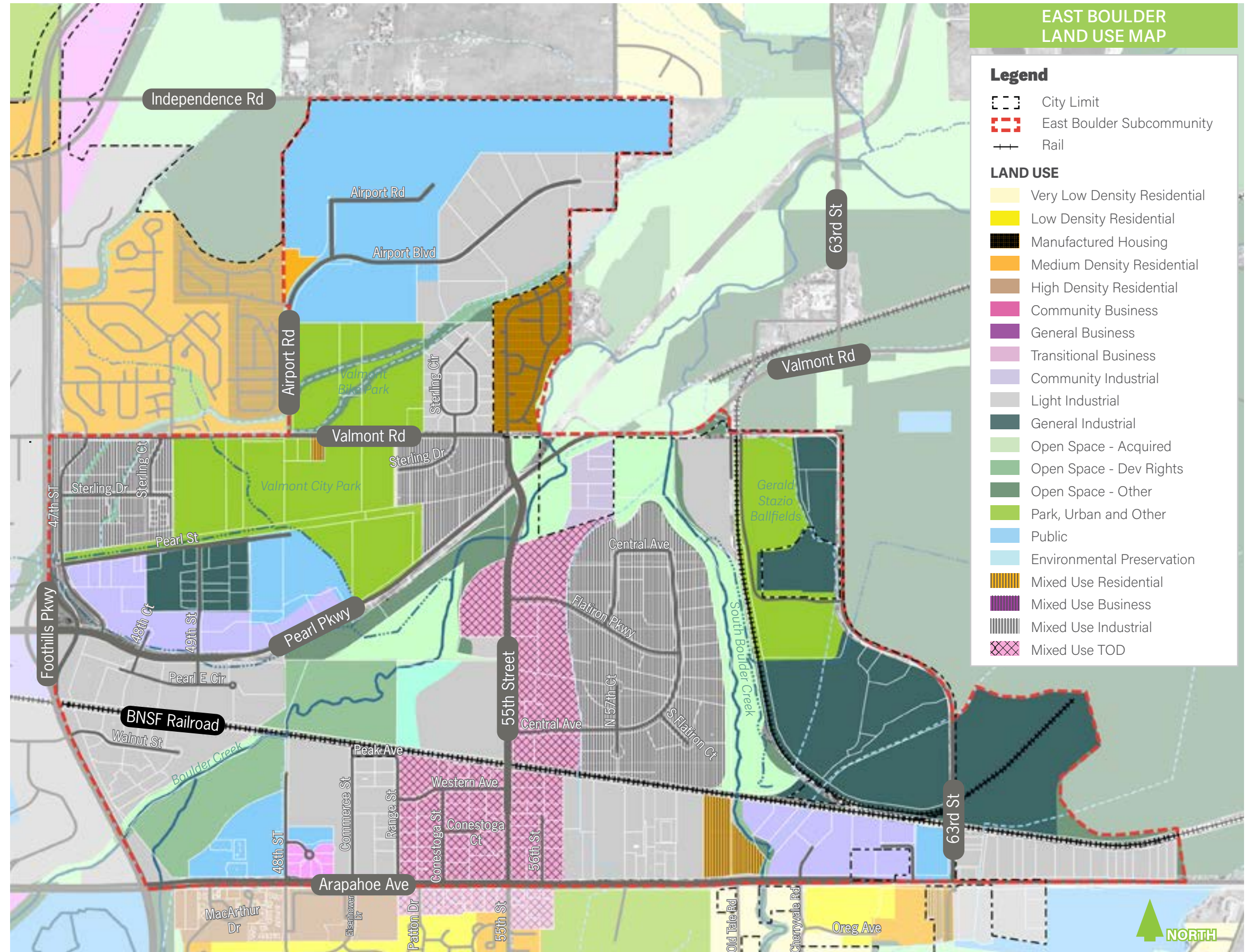
THE LAND USE PLAN

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 working areas of the city and keep everyone safe? These questions were essential to the East Boulder planning process. 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 and a path to progress on some of the subcommunity's great challenges.

WHAT IS A LAND USE PLAN?

The 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.

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



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WHAT IS CHANGING?

What We Heard

"I live in the King's Ridge area, and while it's great, one of the things it lacks is a local shopping district like outlined in the concept for the "main street" area west of Valmont Park. Already, this area is home to a brewery, a bike shop, and a great food truck. It's trending in this direction, but a little nudge would help."



- BeHeardBoulder Participant

"I wholly approve redeveloping with more housing which we need in boulder, and always green spaces are what bring us to Boulder. Lots of residential will help ease the housing shortage and then maybe my family will be able to move to Boulder where we work instead of living in Lafayette and commuting which isn't good for the environment."

- BeHeardBoulder Participant

"I think it is important to preserve the industrial and commercial zones of East Boulder. I realize this must be balanced with providing housing... One thing I love from all the plans is the TOD area around Arapahoe and 55th."

- BeHeardBoulder Participant

MAP CHANGES

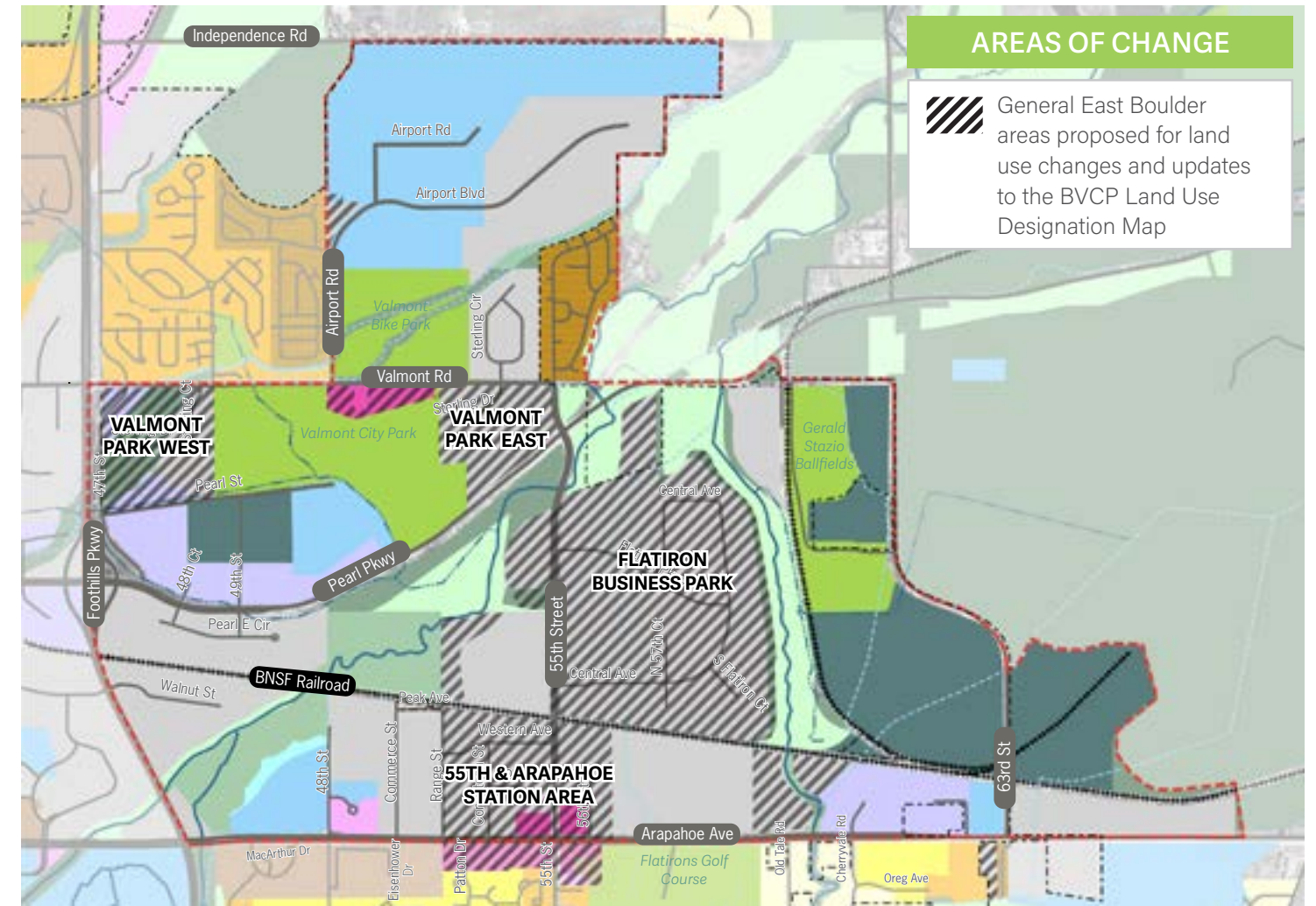
The East Boulder Land Use Plan proposes changes to the current BVCP land use map. Approximately 250 acres that are currently designated as "Light Industrial" are proposed to change to Mixed Use neighborhoods. This modification will bring new opportunities for integrating residential, commercial, and retail spaces and places with existing 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. While map changes will happen in the near-term, redevelopment in East Boulder is anticipated to happen incrementally, over the next 20 years.

EXPANDING MIXED USE OPPORTUNITIES

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. To address concerns about impacts to the loss of light industrial spaces or displacement of local businesses, the Land Use Plan includes the following components:

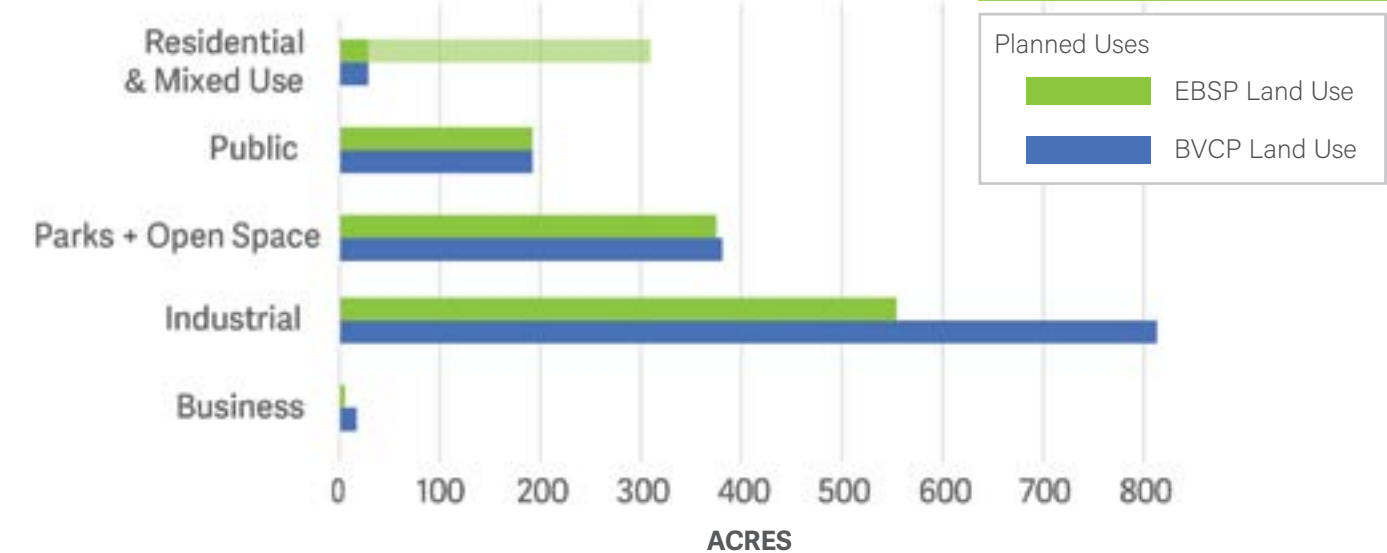
To address these kinds of impacts, the East Boulder land use plan includes the following components:

- **Proposed Updates to the BVCP Land Use Descriptions** for Mixed Use Industrial (MUI) and a new designation, Mixed Use Transit-Oriented Development (MUTOD)
- **Areas of Change: East Boulder Neighborhoods:** illustrative descriptions of what is intended for each unique area
- **Guiding Redevelopment: East Boulder Place Types** fine-grained detail and performance standards to guide redevelopment



The 2021 BVCP Land Use Designation Map and areas recommended for a change in land use by the EBSP

LAND USE CATEGORY



Comparison of BVCP and EBSP planned land uses describes how changes in land designated for industrial and business use is reallocated for residential and mixed uses.

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UPDATES TO BVCP LAND USE DESCRIPTIONS

MIXED USE INDUSTRIAL

The Mixed-Use Industrial land use category describes the types of neighborhoods and redevelopment the community desires in East Boulder. The plan recommends 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, bike and 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

MIXED USE INDUSTRIAL (MUI) LAND USE

Characteristics and Locations: MUI areas should 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. MUI areas will often provide a transition between existing or planned residential or mixed-use neighborhoods and Light, Community or General Industrial land use areas.

Uses: Consists predominantly of light Industrial use on ground floors. Supporting uses include light-industrial, attached residential, retail, service, office and commercial.



Mixed Use Industrial neighborhoods can offer residents and workforce inspiring places for creative exchange

MIXED USE TRANSIT-ORIENTED DEVELOPMENT

Planned transit and multi-modal facilities for the East Arapahoe corridor present an opportunity for changes that 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 Land Use Plan includes a Mixed-Use TOD (MUTOD) designation. Refer to call-out box to the right for a recommended definition.

MIXED USE TOD (MUTOD)

Characteristics and Locations: MUTOD areas pair existing or planned transit facilities with residential and commercial development opportunities. The goal of MUTOD areas is to transform existing, disparate uses into mixed-use, transit-oriented neighborhoods rich with amenities and services. MUTOD areas are located at regional or local mobility hubs and/or along key transit corridors.

Uses: Consists predominantly of attached residential uses. Supporting uses will be allowed include office, retail, service, commercial and light industrial. Uses should be vertically and horizontally integrated in MUTOD areas.



MUTOD neighborhoods give residents and workforce easy access to a myriad of mobility choices

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AREAS OF CHANGE: EAST BOULDER NEIGHBORHOODS

55TH AND ARAPAHOE STATION AREA

The 55th and Arapahoe Station Area will include a variety of new destinations and housing into the fabric of an important working, industrial area. The corner of 55th and Arapahoe will include a 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. The below table presents a scenario that describes the mix of uses that might be located here.

Conceptual Scenario*	
Residential:	100 Townhome/Attached 1,950 Multifamily Unit
Office:	616,000sf
Retail:	136,000sf
Entertainment:	138,000sf
Light Ind/Maker Space:	390,000sf
Light Ind/Production	156,705sf
Structured Parking	645,000sf

The 55th and Arapahoe Station Area Plan, provides a detailed study of the vision, feasibility, and implementation strategies for this catalytic project. The Station Area Plan is an area plan that is part of this plan and can be found in [Appendix B](#).

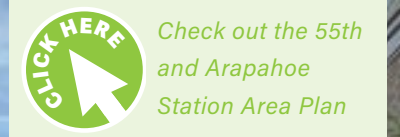


Key Map: 55th and Arapahoe Station Area

KEY ELEMENTS AND RECOMMENDATIONS OF THE 55TH AND ARAPAHOE STATION AREA PLAN INCLUDE:

- Revise zoning in the station area to align with the mix of uses proposed. This may require the development of new zones to accommodate the community vision for the area
- Add form based code standards for the Station Area to the land use code to accommodate the vision for the 55th and Arapahoe Station Area
- Develop an organizational structure, such as a general improvement district or some other type of organization that could provide for some or all, through a public-private partnership that will allow for the following:
 - Ownership and/or management of affordable commercial space
 - Curation of ground-floor activity in station area redevelopment
 - Transportation Demand Management and Parking management
 - The creation of a cohesive branding strategy for the area
- Determine levels and types of financial subsidies and/or incentives to be made available to developers looking to redevelop properties in accordance with the 55th and Arapahoe Station Area Plan
- Establish and operate a Privately Owned Public Space (POPS) program
- Create space for an arts-focused cultural hub
- Increase urban canopy throughout the station area

* Conceptual Scenario metrics provided by consultant team as part of the 55th and Arapahoe Station Area Plan.



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



Vision for the intersection at 55th and Arapahoe

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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 and give neighborhood residents, visitors, and workforce access to a beautiful outdoor space with options for both active and passive recreation.

The below table presents a scenario that describes the mix of uses that might be located here.

Conceptual Scenario	
Residential:	20 Townhome/Attached 20 Live/Work Large Unit 40 Large Apartment 630 Mid-Sized Apartment 600 Small-Sized Apartment
Light Industrial:	320,900sf
Retail and Sales:	103,300sf
Entertainment:	52,850sf



Key Map: Valmont Park West

Project: Goose Creek Greenway

Today, the Goose Creek path is a multi-use path connecting Central Boulder neighborhoods to the East Boulder subcommunity and Boulder Creek Path. The segment between 47th Street and the path’s connection with the Wonderland Creek Path offers a great opportunity to create a beautiful amenity and inviting place in the Valmont Park West neighborhood. The Goose Creek Greenway project envisions this pathway and surrounding landscape as a vegetated greenway to include:

- The creation of a new pollinator corridor
- Places along the pathway to rest and observe the surrounding businesses, architecture, and pedestrian activity
- Improved entrance/exit ramps at the 48th Street bridge

The Goose Creek Greenway could play an important role in the redevelopment of the Valmont Park West neighborhood, offering an important, safe connection to destinations both east and west; as an active green space connecting the neighborhoods north and south of East Pearl Street and as an aesthetic improvement to the community.



Vision for park-side residential along Valmont City Park



Vision for activity and redevelopment along the Goose Creek Greenway in the Valmont Park West neighborhood

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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 multi-use path connection will give area residents, workers, and visitors the opportunity to enjoy a view of one of the subcommunity's eastern landmarks: Valmont Butte.

This mixed-use industrial neighborhood will evolve to include small retail options that better connect the San Lazaro Mobile Home community and the King's Ridge neighborhood 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.

The below table presents a scenario that describes the mix of uses that might be located here.

Conceptual Scenario	
Residential:	55 Live/Work Large Unit 360 Mid-Sized Apartment 160 Small-Sized Apartment
Light Industrial/Flex:	53,800sf
Parking:	90,620sf



Key Map: Valmont Park East

Project: The East Side Paseo

The unique structures and great small local businesses at 55th and Arapahoe offer an excellent opportunity to create a neighborhood paseo connecting 55th Street to the proposed north-south connection in the Valmont Park East neighborhood. This project is proposed as a "POPS," a privately owned public space. The paseo would create both a connection and a pedestrian space to allow local businesses, shops and galleries to connect with the local community and draw customers to this hidden local asset. The paseo should offer these unique businesses space to showcase their talents and products, allow for the movement of people and goods and create a special visual connection, that to the East, towards the geologic and cultural feature of Valmont Butte.



Night time along the East Side Paseo



Community gathering spaces activated by a mix of local businesses and live-work spaces

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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.

The below table presents a scenario that describes the mix of uses that might be located here.

Conceptual Scenario	
Residential:	40 Townhome/Attached 130 Large Apartment 900 Mid-Sized Apartment 100 Small-Sized Apartment
Commercial:	3,864,600sf



Key Map: Flatiron Business Park

Program: East Side Eats

A lack of dining options and a desire to stay local for a quick lunch in East Boulder is a commonly described issue by the area's workforce. Flatiron Business Park is already zoned to allow food trucks in the area, however, there is no central place for people to gather, sit or eat outside. Many workers eat while walking back to the office, carry their food back indoors to eat or try to enjoy their meal while sitting in their car. Outdoor dining offers people an opportunity to spend time outside, creates activity on the street and fosters networking and socialization among diners and passers-by.



The city should collaborate with local property and business owners to identify a centrally located, under-utilized parking area that can accommodate temporary, outdoor dining space to pilot an "East Side Eats" dining plaza. Pending the success of the pilot, future considerations for a permanent plaza installation could provide the business park with a placemaking opportunity and fill a need in the area for outdoor gathering space.

Project: Flatiron Greenway

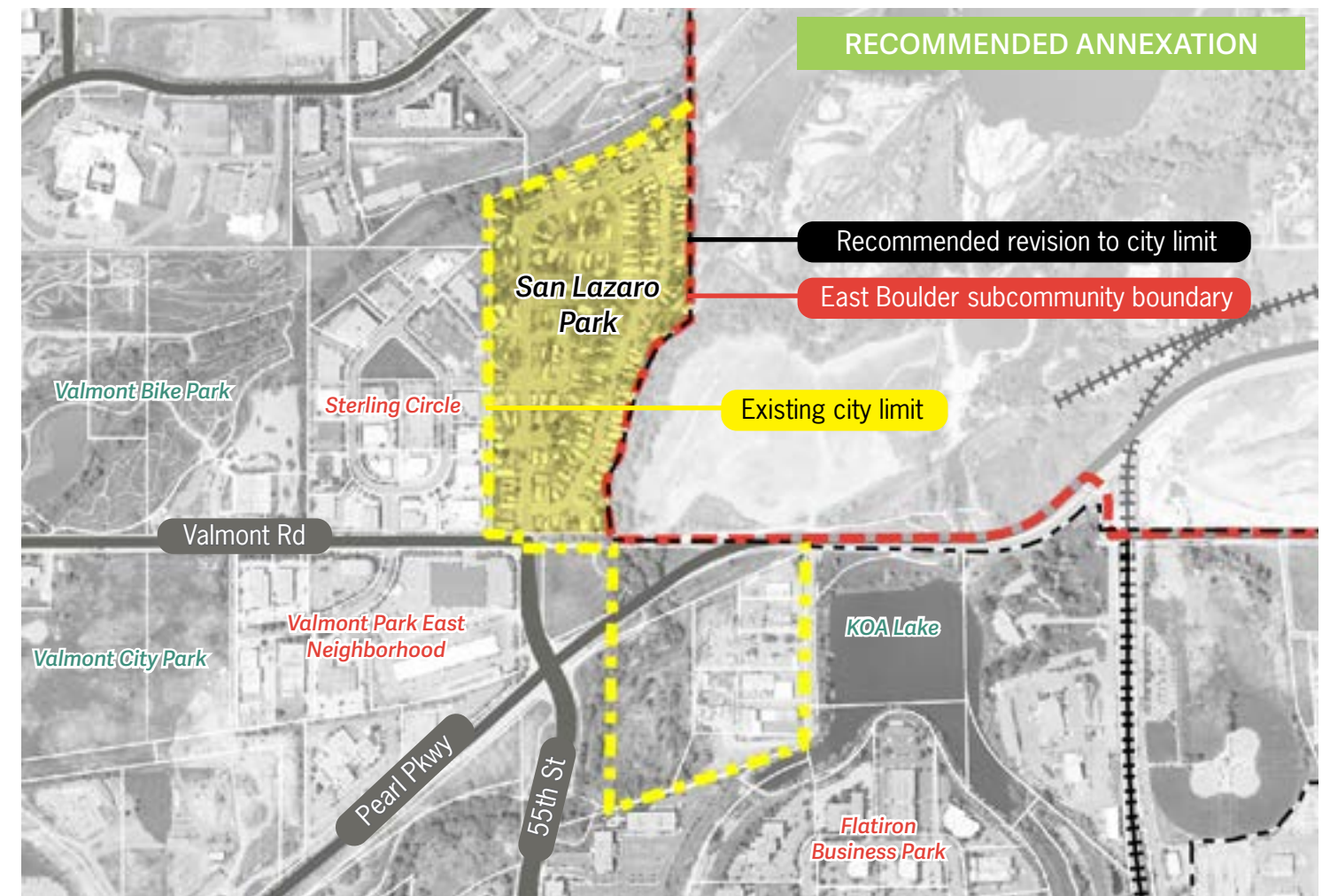
The city's Transportation Master Plan includes a proposed Multi-Use Path, called the Flatiron Greenway (Project ID 10196). This greenway will offer an off-street option to connect new residents and local workforce in East Boulder to the 55th and Arapahoe Station Area along the drainageway through Flatiron Business Park. The project also offers a recreational amenity to the area, improving the quality of life for users and future residents.



SAN LAZARO MOBILE HOME PARK

The existing mobile home community located at the corner of Valmont Road and 55th Street includes approximately 213 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 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 are outside the city limits in the Boulder Valley Comprehensive Plan Service Area II. 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. Future annexation considerations will align with the city's Manufactured Housing Strategy.



Proposed annexation and revisions to city limits

What We Heard

"Include us in Boulder City... Have our children count as part of the city"

- San Lazaro Resident

"We want to belong to the City of Boulder."

- San Lazaro Resident

"We need more housing in Boulder, simple as that... We also need to protect San Lazaro as an essential neighborhood for low-income housing."

- Questionnaire Participant

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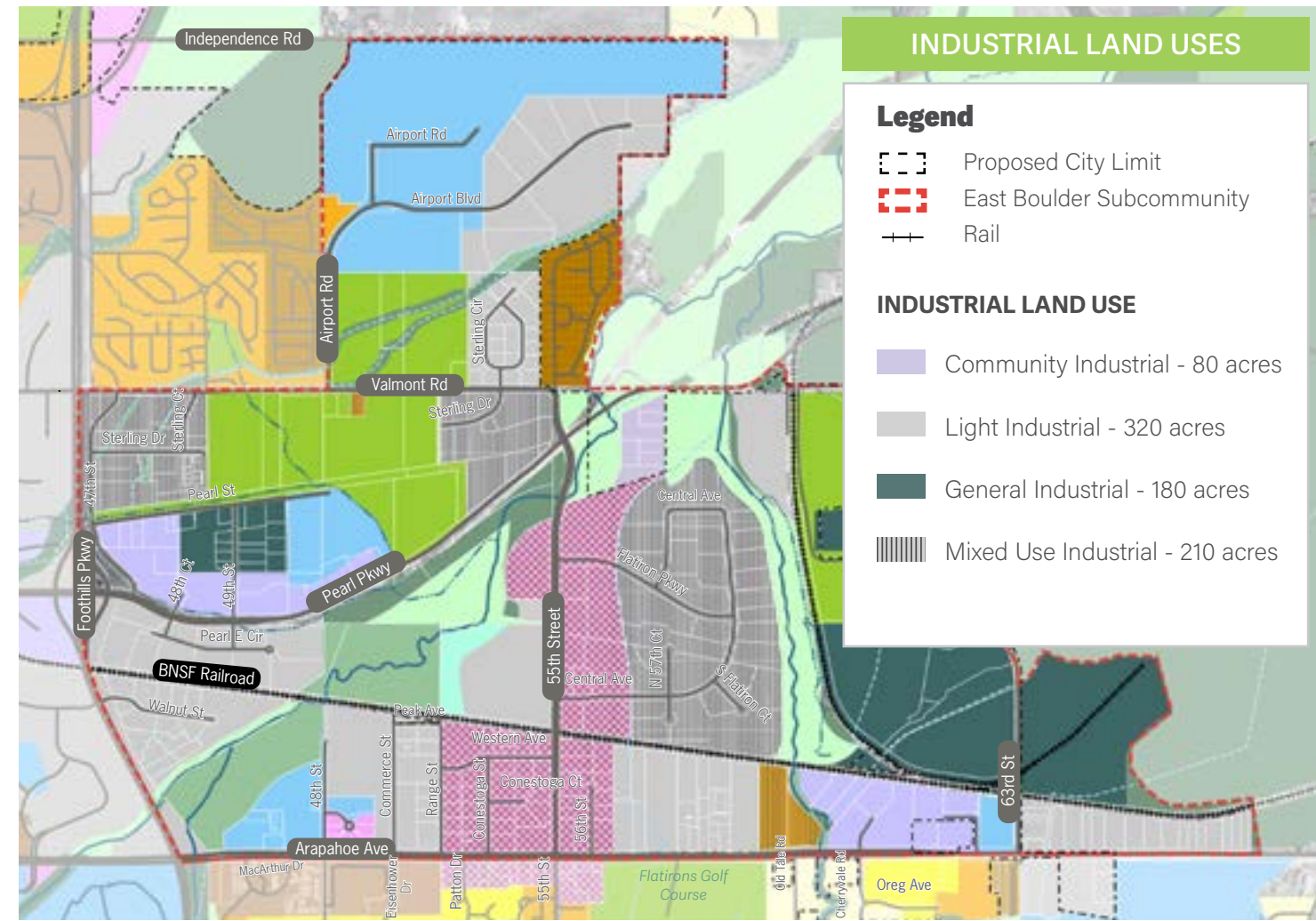
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OUTSIDE AREAS OF CHANGE



Much of East Boulder will remain reserved for industrial land uses

The land use changes proposed in the East Boulder Land Use Plan are intended to guide redevelopment and identify needs for investments in strategic locations of the subcommunity. The land use plan maintains 320 acres of land for Light Industrial use, 80 acres for Community Industrial use and 180 acres for General Industrial use. East Boulder is the only subcommunity in the city with land designated for General Industrial use. As other areas of the subcommunity evolve to more mixed-use environments, the value of the industrial lands and how they continue to contribute to the city becomes more precious.

Today, the uses of these industrial areas offer a wide variety of businesses, including everything from car mechanics to research and development offices. Community members have described the value these places offer to the city as employers, industrial service providers and contributors

to the local economy. As the city continues to evaluate and guide change across the city, future subcommunity and area planning may utilize the Mixed Use Industrial (MUI) land use designation to indicate priority areas for integrating residential uses into industrial neighborhoods, while preserving Community, Light and General Industrial designations for areas of the city that will continue to offer primarily industrial, manufacturing, flex, and supporting service uses. Directing residential density to key areas of the city that can be well served with amenities and transportation options will help to balance housing and jobs in the community while still offering local business the space to operate.

Boulder Toyota, located along Pearl Parkway (top left) | Boulder Valley Humane Society located off of 55th Street (top right) | Pearl East Office Park (middle) | Office sites in Lake Center Office Park (bottom left) | Naropa Nalanda Campus (bottom right)



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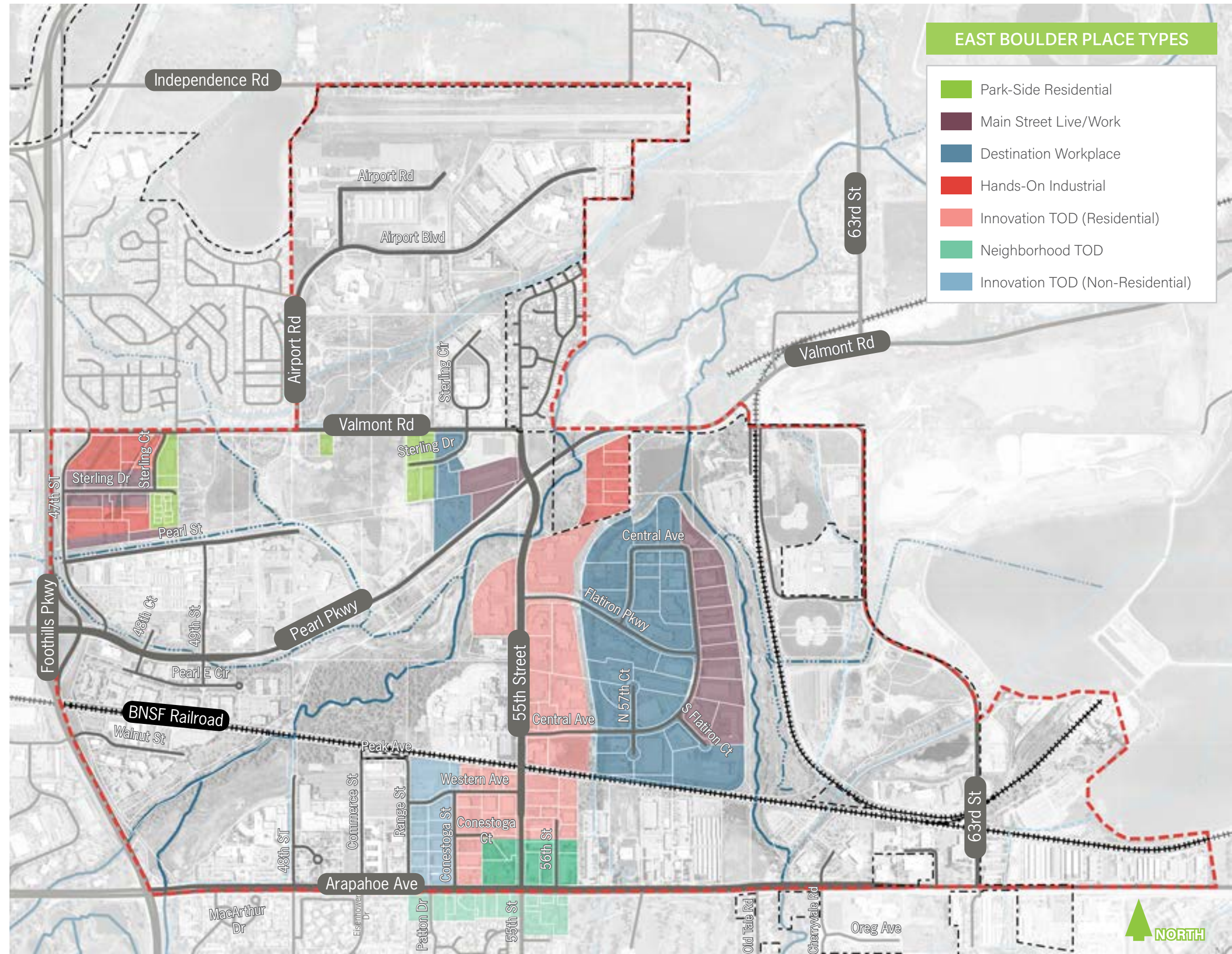
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GUIDING REDEVELOPMENT: EAST BOULDER PLACE TYPES

WHAT ARE PLACE TYPES?

What are Place Types? The East Boulder Place Types describes the design intent and performance expectations for these evolving neighborhoods.

The Place Type descriptions and performance measures can be used to guide redevelopment options and help future phases of implementation of the East Boulder Subcommunity Plan through the adoption of potential land use code amendments, re-zonings and the creation of new zones. The Place Type performance standards also describe elements that tie land use to important mobility features, such as access and parking and streetscape character.



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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. This adjacency allows for a reduction in on-site open space requirements. Park Side Residential neighborhoods will accommodate a mix of unit types, provide affordable housing options and integrate visual and physical access to the outdoors as much as possible. Density allowances are intended to offer new opportunities for a mix of unit types and income levels great access to a city park.

Appropriate Ground Floor Uses

- Residential such as townhomes, triplex and fourflex, courtyard apartments and multiplex units;
- Dining and Entertainment that would support local neighborhood and park users such as restaurants, coffee shops, deli, icecream shop
- Retail Sales and Personal Services that would support local neighborhood and park users such as gyms, dog wash/grooming, recreation-oriented shops (bikes, disc golf, etc.), barber shops, alcohol sales;
- Commercial Service

Non-residential ground-floor uses should provide an active and transparent environment that visually engages pedestrians. Mix of uses is allowed.

Alternative Ground Floor Uses

Retail must be street-facing or park-facing; Uses must be engaging to users of the park and residents in the neighborhood; Encourage ground floor uses that will be open in evenings and on weekends to contribute to neighborhood vitality

Appropriate Uses Above Ground Floor

Attached residential

Useable Open Space

Minimum 10% of total land area

Building Character

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 contributing to stormwater management. Streetscape amenities may include places to “park” with benches, receptacles and dog clean-up stations or bicycle parking.

Access + 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

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

MAIN STREET LIVE/WORK



Description

The Main Street Live/Work Place Type creates opportunities for a greater exchange between local Boulder business customers and workforce by infusing new residential opportunities into working, light industrial neighborhoods. Adaptive reuse of existing buildings and redevelopment should offer new living and office spaces as well as a “front-door” to great, local businesses located along key streets, trails or greenways in East Boulder. These areas are envisioned to include a mix of light-industrial, retail, arts studios and education spaces, office and residential uses along active passageways.

Appropriate Ground Floor Uses

- Light Industrial such as arts studio and maker space, performance, breweries or distilleries, coffee roasters and small-scale manufacturing;
- Dining and Entertainment such as restaurants, cafes and taverns;
- Service uses such as autobody repair, computer repair, and bicycle mechanics;
- Personal services such as salons, indoor recreational or athletic facilities;
- Professional office

Alternative Ground Floor Uses

The following uses should not exceed 4,000sf in floor area: Retail sales; Professional Office

Appropriate Uses Above Ground Floor

Residential (attached); Office; Personal services; Retail Sales;

Useable Open Space

Minimum 10% of total land area

Building Character

Aesthetic choices will be industrial in nature with large ground-floor openings for loading/unloading that may serve multiple purposes. Buildings should orient “front-door” facades to adjacent trails or greenways, when present. Expect tall ground floor ceiling heights to accommodate industrial uses. Accommodate height flexibility to allow for residential above the ground floor.

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. When development is adjacent to trails or greenways, prioritize the trail-facing sides of buildings for activation.

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 that will make positive climate impacts into streetscapes where possible is strongly encouraged.

Access + 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 ROWs that can accommodate; Promote efficient use of parking areas through unbundled, paid, flexible and shared use.

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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 and office 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.

Appropriate Ground Floor Uses

- Office such as technical, financial, professional;
- Light Industrial such as small-scale manufacturing, flex-space, breweries, distilleries, coffee roasting;
- Dining and Entertainment such as restaurants, cafes and taverns;
- Retail sales such as on-site retail for manufacturing businesses or other industrial businesses

Alternative Ground Floor Uses

n/a

Appropriate Uses Above Ground Floor

Office; Light Industrial; Attached Residential

Useable Open Space

Minimum 20% of total land area

Building Character

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 and green infrastructure, offer off-street space for pedestrians and cyclists and provide moments for pause and repose.

Access + 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. Adaptive reuse and redevelopment should provide affordable commercial space when possible and provide an interactive ground floor environment that contributes to neighborhood character.

Appropriate Ground Floor Uses

- Light Industrial such as manufacturing, maker space, performance, breweries or distilleries, coffee roasters
- Vehicular Services and Auto-related businesses
- Personal services
- Indoor recreation
- Retail sales
- Arts/Performance Studio
- Maker Space

Alternative Ground Floor Uses

Greenhouse and plant nurseries

Appropriate Uses Above Ground Floor

Accessory or administrative office

Useable Open Space

Minimum 10% of total land area

Building Character

Aesthetic choices will be industrial in nature. Smaller scale buildings are anticipated. Expect tall ground floor ceiling heights to accommodate industrial uses.

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, increase

canopy and incorporate a pedestrian environment that welcomes customers and visitors to the experience of Boulder's community of makers.

Access + 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, paid, flexible and shared use.

What is Unbundled Parking?

Unbundled parking is the practice of selling or leasing parking spaces separate from the purchase or lease of a commercial or residential use. Detaching the cost of a home or commercial space from associated parking spaces allows buyers or renters to pay for parking only if they need it.

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INNOVATION TOD (RESIDENTIAL)



Description

The Innovation Transit-Oriented Development (TOD) Residential Place Type intends to maintain opportunities for light industrial and flex uses while integrating public-facing retail and providing transit supportive, attainable housing options. The area should prioritize energy conservation, urban rewilding strategies and creativity in new and re-development.

Appropriate Ground Floor Uses

- Dining and Entertainment;
- Light Industrial;
- Residential such as attached dwellings, townhomes, and live-work units;
- Retail;
- Personal services

Appropriate Uses Above Ground Floor

Attached Residential; Structured parking

Alternative Uses Above Ground Floor

Second stories may incorporate a mix of office (including medical office) and residential; third, fourth and if plausible, fifth stories, should be reserved for residential uses

FAR Range

1.0 - 3.5

Useable Open Space

Minimum 20% of total land area

Building Character

Buildings may have large ground-floor openings for loading/unloading that may serve multiple purposes. Architecture should express innovation, creativity and Boulder entrepreneurism. This place type prioritizes energy conservation and activation.

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, outdoor dining, etc. Traditional window displays should be limited in favor of sharing what is happening inside the spaces.

Streetscape Character

Streetscapes accommodate small, medium and some large sized delivery trucks while also encouraging a transit-supportive and active pedestrian and bicycle environment. Consistent elements should include landscape with integrated stormwater elements, street trees, seating, and designated areas for bike/scooter parking.

Access + 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 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 structured parking and transition away from large surface parking lots; Promote efficient use of parking areas through unbundled, paid, flexible and shared use.

INNOVATION TOD (NON-RESIDENTIAL)



Description

The Innovation TOD (Non-Residential) Place Type prioritizes opportunities for light industrial and commercial uses. These areas are envisioned to integrate public-facing retail for light industrial, office, and commercial users.

Appropriate Ground Floor Uses

- Light industrial;
- Office;
- Dining and Entertainment

Alternative Ground Floor Uses

Retail uses should be accessory to on-site businesses

Appropriate Uses Above Ground Floor

Light industrial; Office; Structured Parking

FAR Range

1.5 - 4.0

Useable Open Space

Minimum 15% of total land area

Building Character

Aesthetic choices will be both of industrial in nature with large ground-floor openings for loading/unloading that may serve multiple purposes and/or more commercial with active office, retail, lobby or studio space on on ground floor. Architecture should express innovation, creativity and Boulder entrepreneurism. This place type prioritizes energy conservation, building rehabilitation and adaptive reuse of existing buildings.

Street Level Activation

Building frontages along arterial and collector streets should offer transparent and engaging front-door environments. Street facing ground floor space prioritize active use. 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

Streetscapes accommodate small, medium and some large sized delivery trucks while also encouraging a transit-supportive and active pedestrian and bicycle environment. Consistent elements should include high quality landscape treatments with integrated stormwater management features, street trees, seating, and designated areas for bike/scooter parking.

Access + 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 should offer micromobility (e-bike, e-scooter) options for first and last mile connections; pedestrian paseos (especially through larger blocks) enhance pedestrian connectivity

Parking

On-street parking for ROWs that can accommodate; rear or alley parking; Promote structured parking and transition away from large surface parking lots; Improve remaining surface lots with landscape stormwater features and pedestrian pathways; Promote efficient use of parking areas through unbundled, paid, flexible and shared use.

What is FAR?

Floor area ratio (FAR) means the ratio of the floor area of a building to the area of the lot on which the building is situated.

B.R.C. 9-16-1

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NEIGHBORHOOD TOD



Description

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

Appropriate Ground Floor Uses

- Dining and Entertainment such as restaurants, taverns, cafes, performance space;
- Neighborhood-serving retail such as grocery store, convenience store, pharmacy;
- Residential such as attached dwellings, townhomes, condos and apartments
- Neighborhood-serving public or institutional uses such as daycare, nonprofit offices

Appropriate Uses Above Ground Floor

Attached residential; Retail sales; Office

FAR Range

1.0 - 3.0

Useable Open Space

Minimum 10% of total land area

Building Character

Building facades should have a high level of articulation and transparency, especially facing pedestrian and bicycle facilities (sidewalks, pathways, paseos and breezeways). Building materials may be eclectic, but of high quality. Varied rooflines and architectural detail are important design considerations to align with community vision for the area.

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. Buildings in this place-type will orient "front door" facades to higher order streets and pedestrian paseos/courtyards. It is anticipated that most "back of house" loading, service and parking are provided in the rear of properties.

Streetscape Character

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

Access + 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 residents and employees.

Parking

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

FUTURE OPPORTUNITIES

East Boulder is home to a number of unique sites within the city that offer future opportunities for implementing citywide goals. In concert with the proposed land use changes described for East Boulder, the following areas have been identified by community members as important sites for continued discussion:

Boulder Municipal Airport

This is a general aviation airport that began operating in 1928. The airport serves business, private, recreational and emergency aviation services to the City of Boulder and surrounding communities. The airport facilities include runways, underground fuel storage tanks, hangar space and tie-down space for aircraft. The City's relationship with the Federal Aviation Administration (FAA) and the Boulder Municipal Airport includes periodic access to grant funding from the FAA and the Colorado Department of Transportation (CDOT) for capital funding or for the historic purchase of land at the airport. Contracts with the FAA and CDOT for capital funding requires a legal agreement to keep the airport open for the useful life of the improvements, designated as 20 years. If actions were taken by the City which denied the public access to the airport, then the contract requires that the City must repay the FAA or CDOT for the unused useful life of the funding on a pro-rata basis.



Key Map: Boulder Municipal Airport

Valmont Butte

Valmont Butte is a basalt dike that runs east-west above Valmont Road. The ridge and rocky outcrops are a unique natural feature in the area. The site is located in Area III of the BVCP's Comprehensive Planning areas. In 2000, the City purchased the land.

The city recognizes the significant spiritual, cultural and historical importance of Valmont Butte and intends to discuss the future of the site in consultation and collaboration with the community including American Indian Tribal Nations, Indigenous community members, Valmont community descendants and the local historic community.



Valmont Butte

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Valmont Power Station

The Valmont Power Station is located outside city limits, in Area II, and currently serves Xcel Energy's overall electric grid through a high-voltage switch yard. This site will continue to operate as a power station beyond the planning horizon of the East Boulder Subcommunity Plan, however, many community members have expressed interest in exploring the future of the site as a gateway feature of East Boulder and community cultural resource. The following recommendations were generated by community members for near-term consideration:

- Work with the property owner to develop a site master plan
- Work with the property to implement a long-term remediation program
- Explore the potential for annexation of the site into city limits



Key Map: Valmont Power Station



The Valmont Power Station as seen from Legion Park

Eastern City Campus and Valmont City Park

In 2021, Boulder City Council adopted the Facilities Master Plan, which recommends a consolidation of roughly 15 city buildings to an Eastern City Campus at the current Municipal Service Center (MSC) site. The MSC is located at the end of Pearl Street and 50th Street, just south of Valmont City Park. The creation of an Eastern City Campus will provide eastern residents with closer access to city services. There is also a great opportunity to understand the site in proximity to the recreational opportunities at Valmont City Park. As the park considers new programming and redevelopment, city departments should plan for close coordination to evaluate opportunities for shared resources, such as parking, mobility access, and district energy. Site design and redevelopment should identify opportunities for exchange between the two city-owned sites and consider how the overall city campus can holistically offer multiple benefits for users, visitors and city operations.

The vision for the proposed Valmont Park West and Valmont Park East neighborhoods is dependent on high quality recreational programming, facilities and landscapes at Valmont City Park. Access to these amenities and resources will be an important component of developing 15-minute neighborhoods in East Boulder. Funding for the design and development of the city's only city park should be prioritized to help realize this vision in the near-term.



Key Map: Eastern City Campus and Valmont City Park

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Mobility and Connections:

TRANSPORTATION



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THE CONNECTIONS PLAN

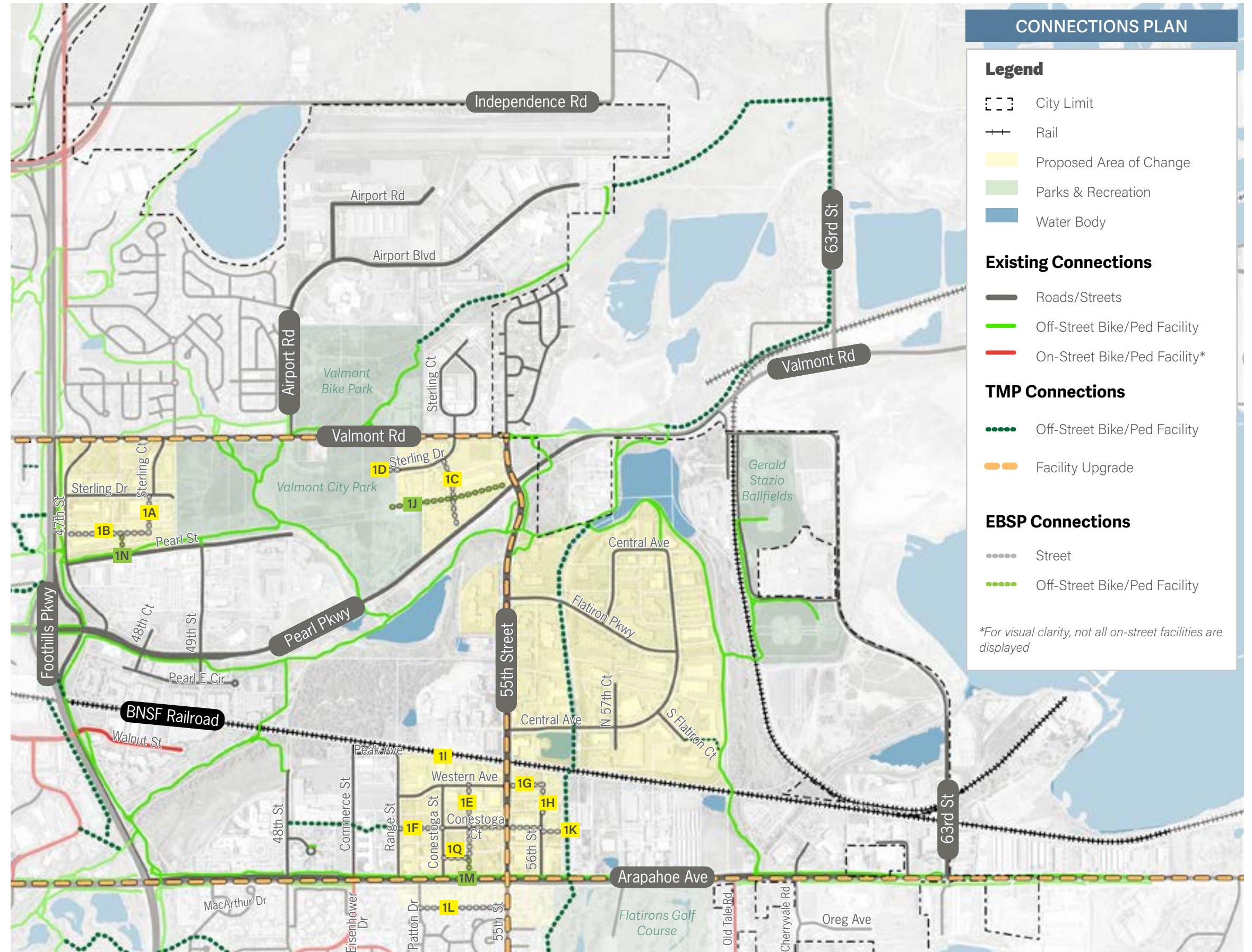
A hallmark of any great city is that its transportation system is designed with consideration for all people and designed in support of community values. Mobility is not a means in and of itself, but rather a function that supports a vital, healthy, and sustainable community.

Today, East Boulder is an area that, over the years, has largely been designed for motor vehicles. Options to travel by any mode other than a vehicle are limited. Dispersed patterns of development have grown up around the car and street blocks are typically long and disconnected. As land uses change, and infill and redevelopment bring a greater mix of jobs and housing to the area, the transportation network and the mobility options will evolve to support this transformation and offer safe mobility choices.

In the future, traveling in East Boulder will look remarkably different than what it does today. East Boulder residents, employees and visitors of all ages and physical abilities will safely navigate multi-use paths, public transit, protected bike lanes, and roadways as they make their way around the community. Future infill and redevelopment will enhance streetscapes to create places where people want to be, while businesses have reliable access to move goods and freight through the subcommunity.

WHAT IS A CONNECTIONS PLAN?

The East Boulder Connections Plan is created alongside the Land Use Plan to support proposed land uses and contribute to citywide and local 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 land development and transportation connections as described in the Boulder Revised Code Section 9-9-8. 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 built by property owners as part of redevelopment and through city projects or a combination of the two.



*For visual clarity, not all on-street facilities are displayed

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NEW CONNECTIONS

To create new access that supports proposed land uses and build a safe, complete and comprehensive mobility network in East Boulder, the following provides a detailed explanation and rationale for each new connection. It will be used to help interpret the Connections Plan for capital improvement planning and review of individual development review applications:

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 residents and visitors, Sterling Court will be extended south of Sterling Drive and connect to the new 1B. 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 Local as described in the Design and Construction Standards (DCS).

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 a variety of 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 Local Street (refer to DCS) should be installed. The connection will 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 Commercial Street (refer to DCS) will create walkable blocks and connect the following parcels: 5378 Sterling Drive, 2935 55th Street, 2907 55th Street, 5401 Pearl Parkway, 5395 Pearl Street.

* Refer to Appendix A for proposed street design

1D. Sterling Drive Park Connection (Park East) A north-south connection is included in Phase One of the Valmont City Park Concept Plan. This connection will tie access from the Park East neighborhood into that planned connection through the park. Based on the concept-level drawings for the park improvements, this will require an about 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 (Station Area)* A new north-south street from Arapahoe Avenue to Western Avenue, between Conestoga Street and 55th Street, consistent with the 55th and Arapahoe Station Area Plan. This connection supports a pedestrian-scale street grid and additional access to the core area businesses and place-making amenities. The street will provide on-street parking and better connectivity to the planned BRT stations at the corner of 55th Street and Arapahoe Avenue.

1F. Conestoga Court Extension to the East and West (Station Area)* An extension of Conestoga Court west to Range Street and east to 56th Street will be the “main street” of the core TOD area at 55th and Arapahoe. Pedestrian plazas and outdoor restaurant seating will be accommodated along Conestoga Court between Conestoga Street and 56th Street. This street will 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 (Station Area)* 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 (Station Area)* This extension of 56th Street will connect to Western Avenue. This short new connection will complete the street grid in the northeastern portion of the Station Area. The connection will allow residents, employees, and visitors convenient options to travel to and from and around the area and support redevelopment.

1I. Conestoga Street Extension to Rail (Station Area). This extension of Conestoga Street to the northern limits of the station area will utilize a 40-foot wide public access easement. The extension of the street will provide

connectivity between northern businesses and the core station area activities and BRT station.

1Q. Conestoga Street Alley. This is intended to serve as an alley connection, providing east-west access at the midblock between Conestoga St and 1E.

Non-Vehicular Connections

1J. Park East Multiuse Path The undeveloped 12-foot trail easement connecting 55th Street and Valmont City Park offers an excellent opportunity to provide area residents and visitors with a walking or cycling option to move through their neighborhood and connect to other parts of the subcommunity. It may also foster greater connectivity between park visitors and the emerging neighborhood.

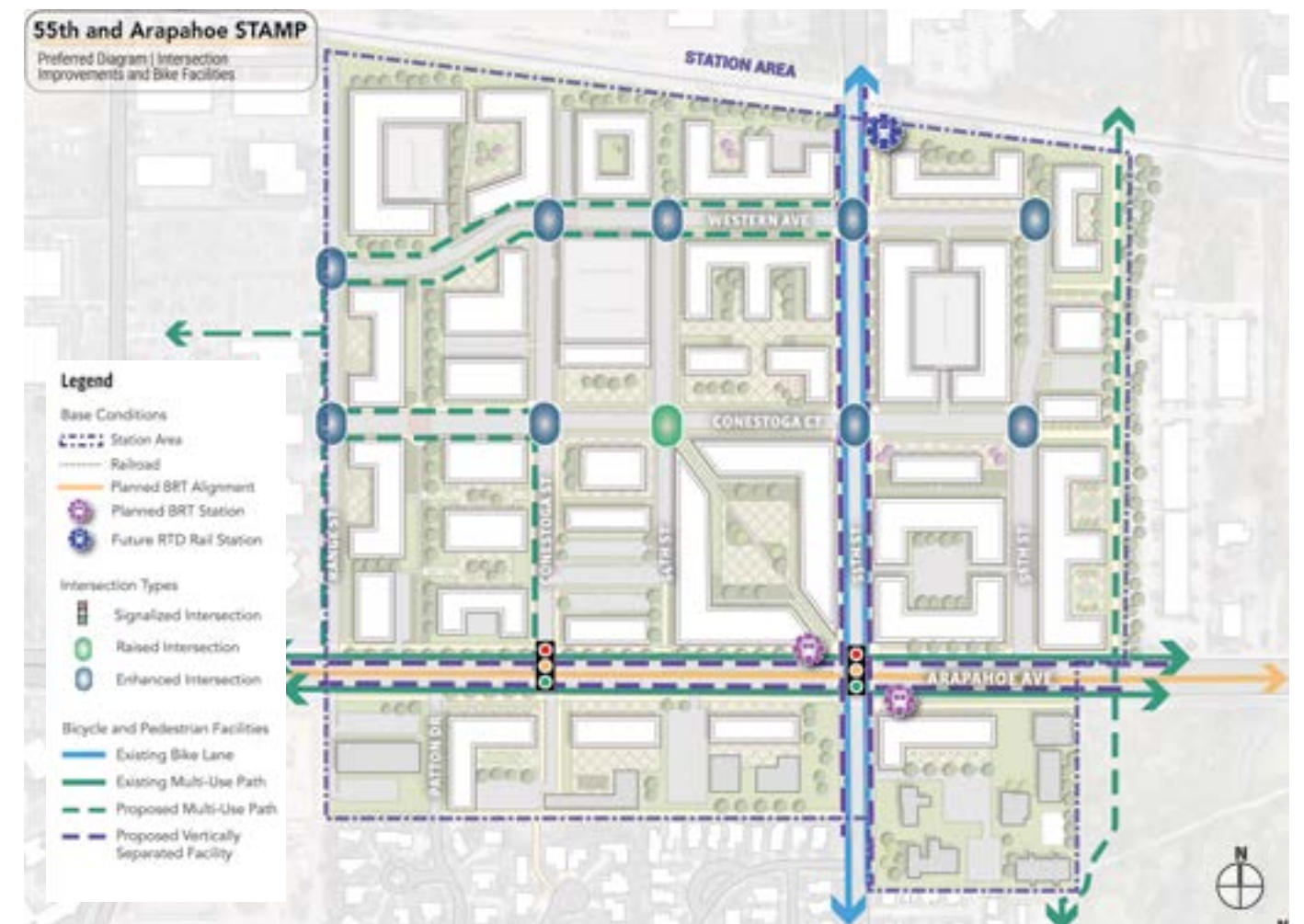
1 K. Conestoga Connector (Station Area) This pedestrian-bicycle-emergency access road is an extension of Conestoga Court from 56th Street east to connect to the planned north-south multi-use path connecting the Flatirons

Golf Course to the Flatirons Business Park.

1L. Patton Connector (Station Area) A pedestrian-bicycle access road is an east-west connection along the border of the station area and Arapahoe Ridge neighborhoods. The connection will provide pedestrian and bicycle access to uses on the south side of Arapahoe and facilitate connections to 55th Street for the area residents and visitors. The connection will accommodate emergency access if necessary.

1M. Arapahoe Connector (Station Area) A pedestrian-bicycle access is provided along 54th creating a non-vehicular access option at a walkable distance from the BRT station at 55th.

1N. Non-Vehicular Bridge The existing bridge connecting the Valmont West neighborhood over Goose Creek to the south at Old Pearl Street will be converted for non-vehicular use. Vehicular access to the Valmont Park West neighborhood from the south will be redirected to 47th St.



Proposed connections for the 55th and Arapahoe Station Area. The graphic represents a conceptual layout for how a transit-oriented neighborhood might take shape.

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SYSTEM ENHANCEMENTS

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 Missing sidewalks in East Boulder should be completed, particularly in areas of change.

Enhance Crossings Along Key Corridors Pedestrian crossings, especially along Arapahoe Avenue and Valmont Road, should be evaluated and constructed to support ADA-infrastructure and high-quality crossing experiences for all ages and abilities during redevelopment. 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. Lighting along new residential, commercial and activity streets as well along connectors to the regional mobility hub at 55th and Arapahoe should be features of streets.

Street Upgrades

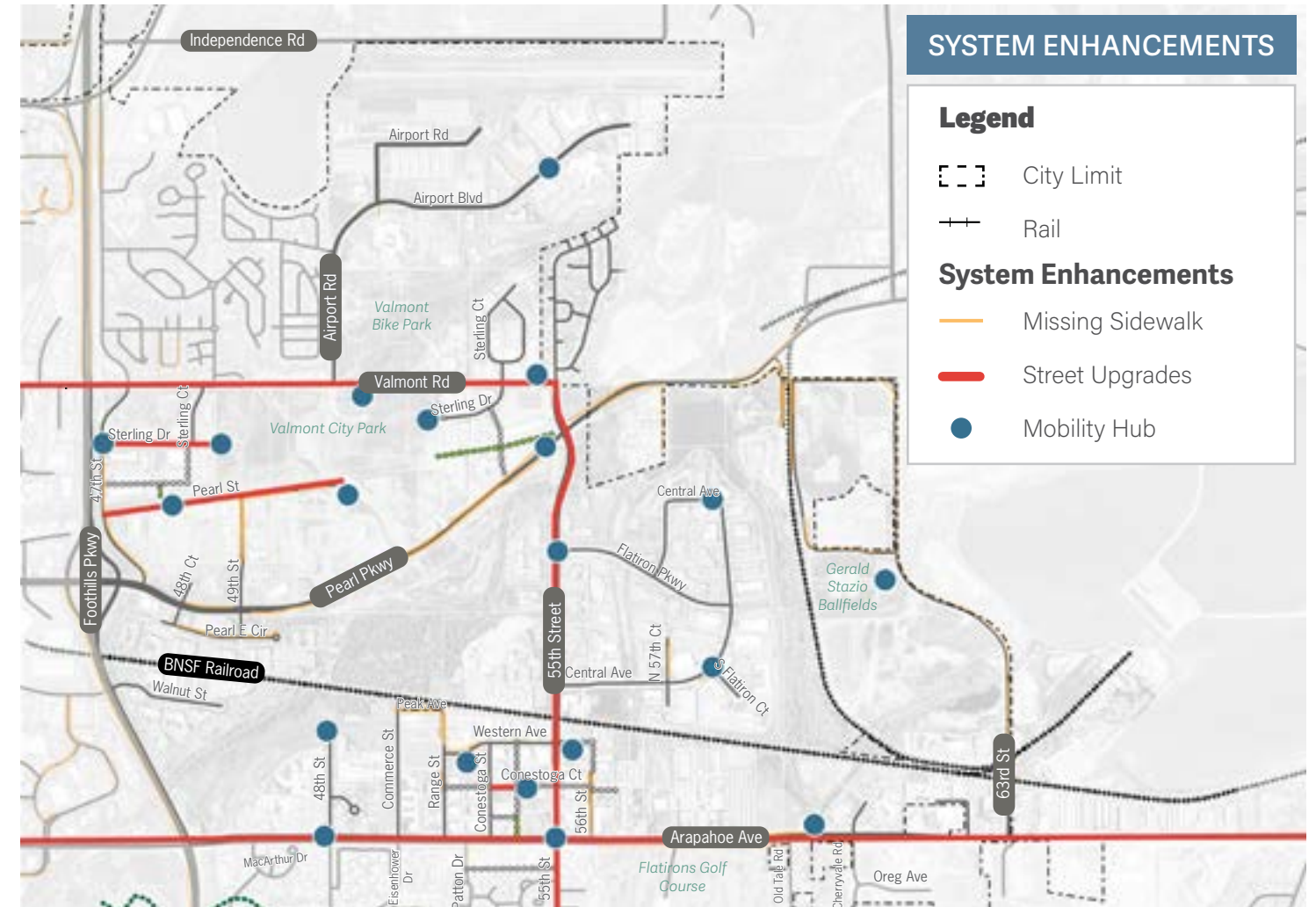
Sterling Drive Sterling Drive in the Park West neighborhood will be redesigned as an Activation Street (refer to conceptual diagram below) to facilitate exchange between local businesses and an active pedestrian environment.

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

Conestoga Court The existing Conestoga Court in the 55th and Arapahoe Station Area will be redesigned as an Activation Street and align with proposed extension of street facilities.

55th Street Redesign 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.

Valmont Road Valmont Road is identified in the Transportation Master Plan for improvements, including a protected bike lane.



Mobility Hubs

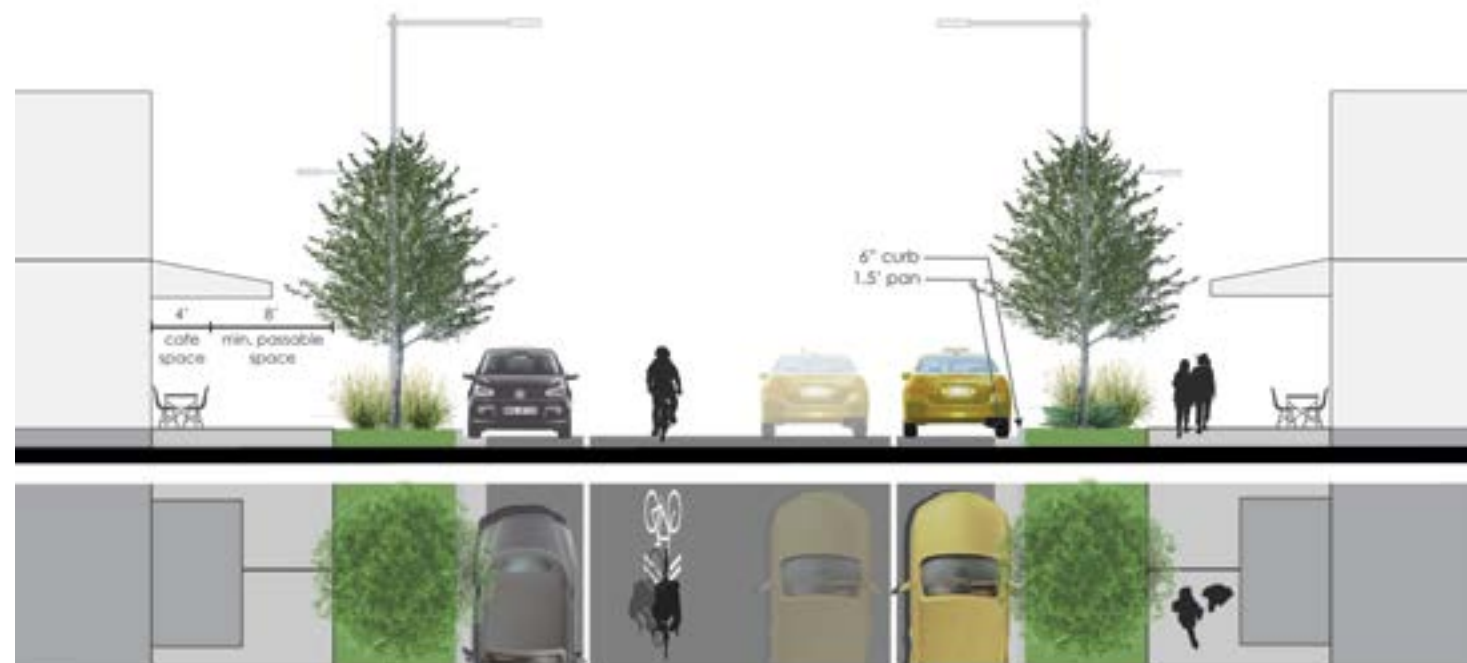
Pilot and deploy mobility hubs as places where people can connect to multiple modes of transportation for safe, convenient, and reliable trips. Bicycle and micromobility parking, car share vehicles, and wayfinding and real time information are all potential components of mobility hubs. The following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

- 55th St and Arapahoe Ave
- Conestoga Ct and Conestoga St intersection
- Western Ave between Range St and Conestoga St
- Arapahoe Ave and 48th St
- Boulder Creek Path access at 48th St
- Northern entrance to Valmont City Park off of Valmont Rd
- Valmont City Park entry at Sterling Dr (Park West neighborhood)
- Goose Creek Path entry on Pearl St

- Foothills Parkway Path connection at Sterling Dr
- Sterling Dr park entry (Park East neighborhood)
- At a central location along Airport Blvd
- 55th St and Valmont Rd near San Lazaro entrance
- Planned transit stop at 55th Street and Pearl Pkwy
- Central Avenue at KOA Lake Connection
- Central Avenue at Flatiron Ct
- Stazio Ballfields
- 55th St and Flatiron Pkwy
- Near Arapahoe Ave and South Boulder Creek path

Bridge Improvements

48th Street Bridge Improve 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.



The Activation Street type includes two lanes of traffic, on-street parking, a landscaped buffer with trees and wide sidewalks

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IN THE WORKS

There are exciting projects already in the works to create a more safe and walkable East Boulder, where people can easily travel by bike, foot, or scooter and access high frequency transit and ridesharing at a number of mobility hubs.

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, visitors and residents 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 to 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 street character and improve urban canopy

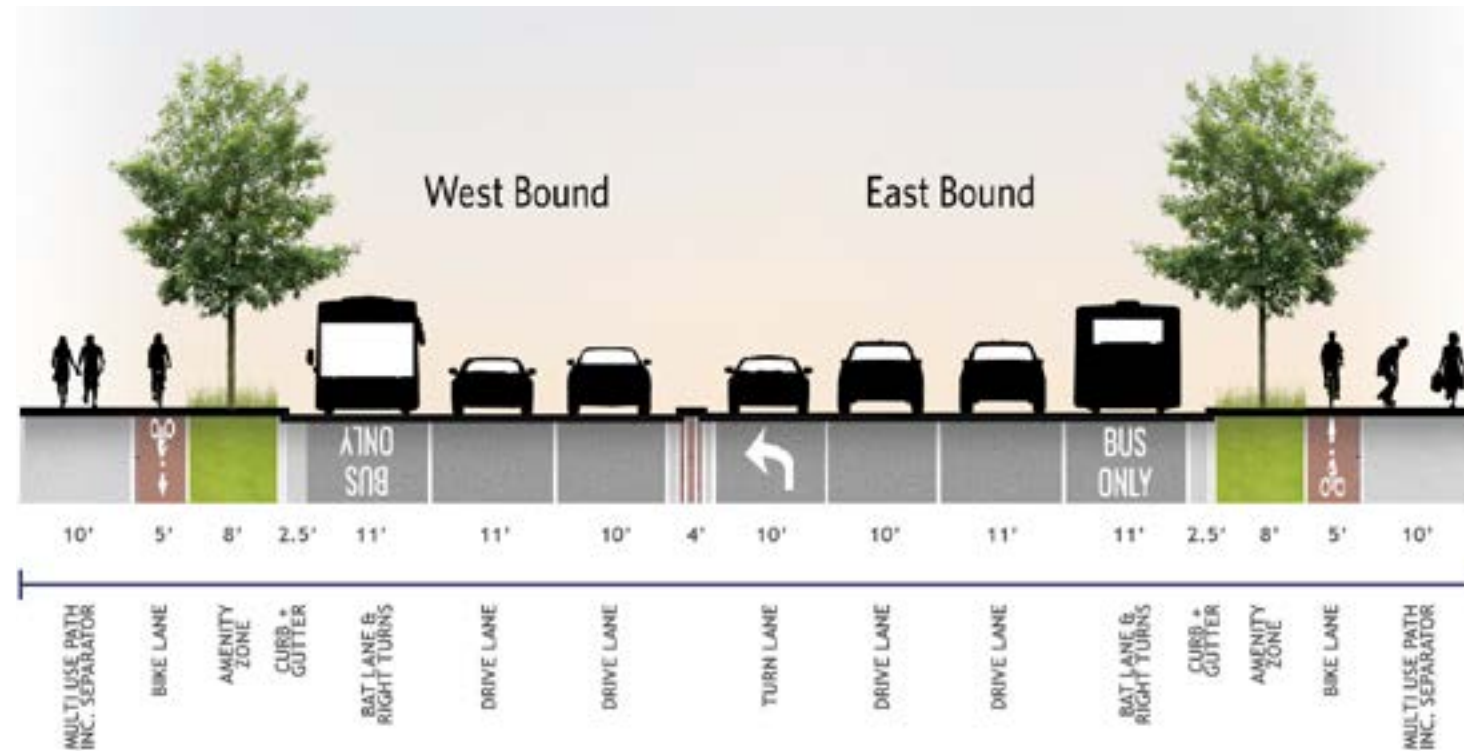
People will connect to the regional BRT and local transit system via centrally located mobility hubs that provide access to other parts of the community and region. The regional mobility hub at 55th and Arapahoe is envisioned to incorporate many options for first- and last-mile connections. Neighbors can anticipate enhanced bus stations with micro-mobility options and pick-up and drop-off zones for public and private service providers at this hub.

55TH STREET REGIONAL MOBILITY HUB AND SATELLITE MOBILITY HUBS

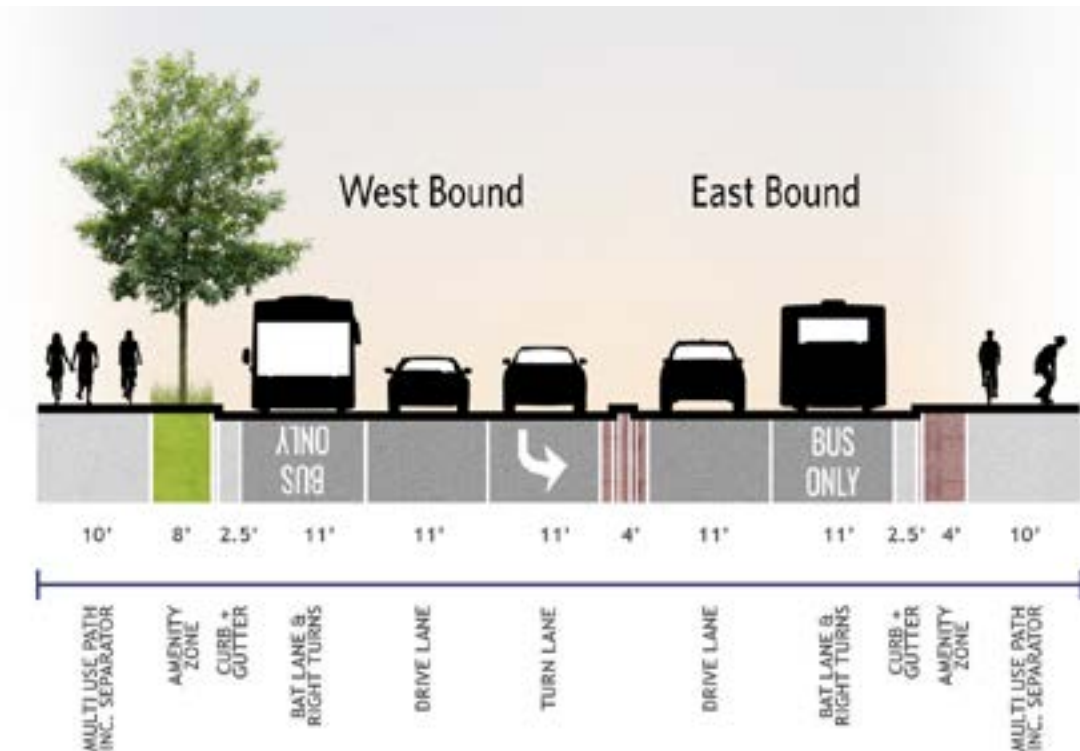
One of the keys to attracting people to transit and other sustainable modes of travel is creating places where a variety of transportation options are centrally located. Designed to connect transit passengers to adjacent neighborhoods and destinations, a regional mobility hub at Arapahoe Avenue and 55th 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, residents will be able to conveniently get to destinations in East Boulder, throughout the city 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 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. Refer to page 64 for a list of potential mobility hub locations.



15% Design: East Arapahoe Avenue at 55th Street



15% Design: East Arapahoe Avenue east of 63rd Street.

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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. 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.

What is Microtransit?

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.

MICROMOBILITY

People generally choose to travel by foot, bike or transit when they have safe, convenient options to do so. Today, these kinds of facility options are 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 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 2021, the City of Boulder began 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.

What We Heard

“We need e-scooters, e-bikes, and lots of micro-mobility options that are affordable.”
- Focus Group Participant

“It must be recognized that roads are the backbone for moving goods. Keeping roads in good shape is a priority.”
- BeHeardBoulder Participant

“I’ve worked in east Boulder for 8 years (Conestoga & Central) and would love the area to become less car-dependent and for solid neighborhoods to be able to grow up in the area.”
-BeHeardBoulder Participant



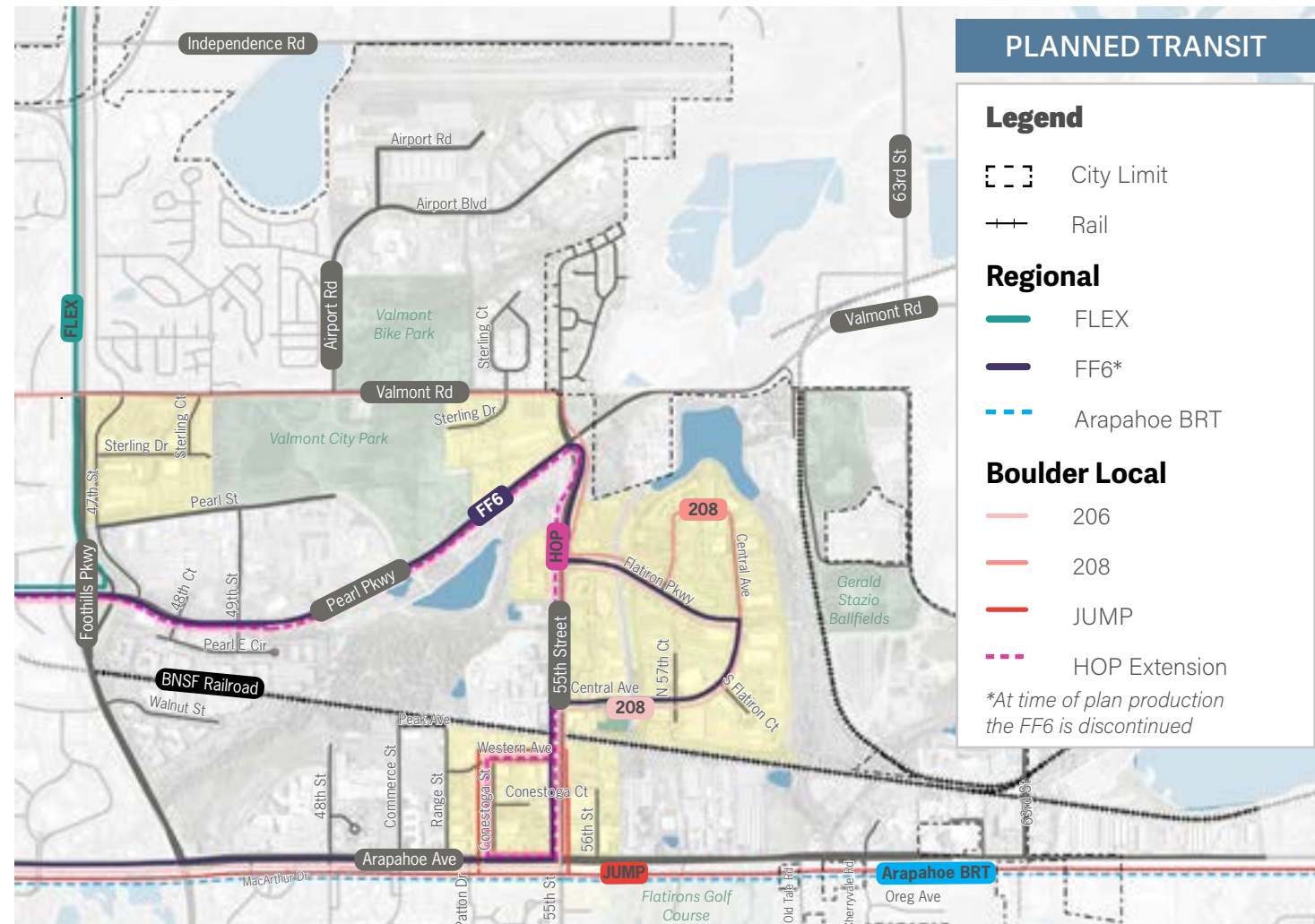
CURBSIDE MANAGEMENT

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. Learning from early pilots in the city's general improvement districts, best practices for curbside management should be applied to East Boulder as the subcommunity experiences redevelopment.

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 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 confluence of Boulder Creek and South Boulder Creek and Boulder Creek and Fourmile Canyon Creek.



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IMPLEMENTING THE TRANSPORTATION MASTER PLAN IN EAST BOULDER

As part of the Concept Development phase of work, Transportation staff evaluated all 87 of the Proposed Transportation Projects identified in the city's 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 new homes and jobs. The transit stop would provide area residents and workforce with a significant connection to three routes serving local and regional connections. A mobility hub at this site will support first- and last-mile connections and provide a variety of mobility options for nearby residents and workers. The 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 transit stop will provide area residents and workforce with a significant connection to three routes serving local and regional connections, included the planned extended HOP service. A mobility hub type at this site will 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.

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.



EBWG Member and city transportation intern learning more about biking and busing in East Boulder



Considering connections during a 2019 EBWG meeting



The future Flatiron Greenway will run alongside Dry Creek No. 2 Ditch through Flatiron Business Park

Flatiron Greenway - Flatiron to Boulder Creek Greenway Path (TMP Project ID 10,197) The Flatiron Greenway provides a direct, off-street, multi-use path option connecting the employment district at Flatiron Business Park to the transit-oriented development and regional mobility hub at 55th and Arapahoe. The greenway path provides an excellent opportunity for placemaking in the recommended Destination Workplace area in Flatiron Business Park and will 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 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.

Elements Removed from the TMP Thirty elements are recommended for removal due to constructability issues, TMP mapping errors, or they had not been fully vetted with the community or accepted by City Council. See Appendix C for the complete list.

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PROJECTS FOR FUTURE STUDY

The following projects may be located outside the areas of change in East Boulder but have been identified 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. The need for safer and more legible access to these businesses warrants future study. Additionally, as the city expands its presence at the future Eastern City Hub, identifying access management strategies and easy navigation for community members and public service workers will be a key effort for the future success of the area. 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.

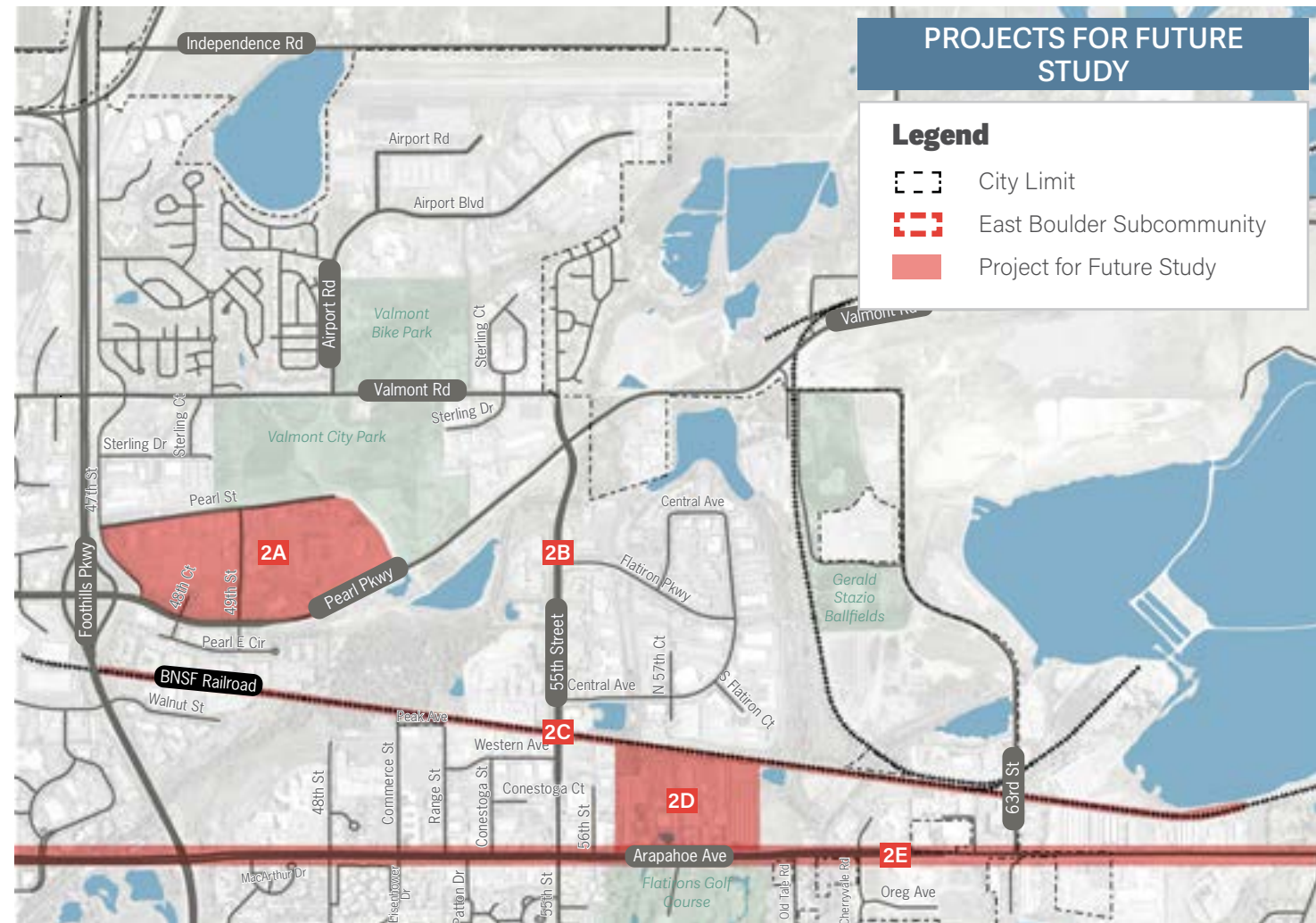
2B. Transit Service and Routing to/from Flatiron Business Park To support the Destination Office area at Flatiron Business Park and increase the local and regional ridership to and from this location, high-frequency fixed route HOP service flexible and/or a micro-transit service should be studied. Community 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 Recently, 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 will 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 will consider moving the 63rd Street station to a location at 55th Street to better align with the Transit-Oriented Development and regional mobility hub. 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. 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 Arapahoe Avenue.

Transit Futures
The Regional Transportation District provides most of the public transportation in the Boulder area. Today, the organization is facing serious financial constraints. The city will continue to explore, in coordination with RTD, as well as with other regional and state partners, way to deliver regional Bus Rapid Transit service between I-25 and Boulder. This may include operators other than RTD.

2E. 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.



East Arapahoe Avenue 15% Design: Rendering depicting CO7 BRT Station

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05

Achieving the Vision

IMPLEMENTATION



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What We Heard

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.



TERMS TO KNOW

Policy

A policy is a deliberate principle or course of action that the city uses to make decisions on topics or issues. Policy recommendations of the East Boulder subcommunity plan are context-sensitive to East Boulder but may influence citywide policy in the future.

Program

A program is a set of activities or actions with a long-term goal. Program recommendations of the East Boulder subcommunity plan are context-sensitive to East Boulder but may influence or be applicable for citywide implementation or use in the future.

Project

A project is a specific action requiring investment by private or public entities or implementation through a partnership of public and private entities.

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ACCESS & MOBILITY

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

Policies

Policy M1 In East Boulder areas of change, the city will work with property owners to ensure the installation of new connections and street upgrades deliver high-quality facilities that will improve access and mobility in the subcommunity.

Policy M2 The city will work with property owners and developers, business owners and residents to develop Transportation Demand Management (TDM) programs suited to the unique needs of East Boulder neighborhoods and align with the city's principles for shared, unbundled, managed, and paid parking (SUMP).

Policy M3 The city will work with mobility service providers and East Boulder property and business owners to develop a network of mobility hubs throughout the subcommunity to provide multimodal travel options and provide safe and convenient first- and last- mile pedestrian and bicycle connections to transit.

Policy M4 The city will continue to advocate for East Boulder access to transit that can provide area workforce and residents with high-quality, reliable and frequent trip options.

Policy M5 The city recognizes the value and importance of freight access to commercial and industrial areas of the city. Future coordination between land use and transportation will safely and efficiently accommodate the movement of goods into, out of, and around East Boulder and support local business.

Policy M6 Redevelopment in East Boulder will be done in accordance with the city's Airport Influence Zone and FAA rules that guide safe and compatible development near an airport.



Improvements to the 55th Street corridor will improve safety, provide mobility options for travelers and create pleasant travel experiences.



Planes, trains and automobiles (and buses and bikes and scooters and feet!) Transportation in East Boulder will accommodate many ways of moving

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ACCESS & MOBILITY

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

Prioritizing Recommendations

Each recommendation includes a priority ranking. Priority 1 indicates near-term implementation, in the next 5 years. Priority 2 plans for implementation in the next 5-10 years. Priority 3 anticipates implementation in the next 10-20 years.

ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
M7	Program	Update the Transportation Master Plan to align with recommendations of the East Boulder Connections Plan	The recommendations of the East Boulder Connections Plan identifies key connections and facility improvements to offer area users more options and improved experiences for traveling in the subcommunity.	(1) Consider implementation of the East Boulder Connections Plan in the next update of the TMP (2023-4)	COB: P+DS and Transportation & Mobility; TAB	1	Transportation Master Plan
M8	Program	Implement the East Arapahoe Transportation Plan	The East Arapahoe Transportation Plan sets a long-range vision that will be implemented over time with safety, access and mobility improvements that can be phased incrementally to improve conditions for people working and living in the corridor. The city will continue to work with state and regional partners and local property owners to improve corridor streetscape, install raised, seperated bike lanes and multiuse paths and implement Bus Rapid Transit facilities and stations along Arapahoe Avenue.	(1) Collaborate with CDOT, RTD and local property owners to complete preliminary engineering for the East Arapahoe Transportation Plan (2) Continue to pursue funding opportunities to implement the East Arapahoe Transportation Plan	COB: P+DS and Transportation & Mobility; TAB; CDOT RTD Property Owners	1	East Arapahoe Transportation Plan TMP Initiative 7: Connecting to the Region
M9	Project	Complete Missing Sidewalks in East Boulder	The city will continue to look for opportunities to install missing sidewalks in East Boulder, including working with property owners and developers to incorporate missing links into redevelopment plans.		COB: Transportation & Mobility Property Owners	3	BVCP policy 6.17 Complete Missing Links TMP Initiative 4: Prioritizing the Pedestrian
M10	Project	Develop Access Management Plans for East Arapahoe and 55th Street	Today, many community members describe one of the biggest challenges of traveling these major streets by bike or by foot as a lack of continuity along facilities and conflicts with vehicles. Frequent driveway cuts interrupt travel. Access management plans for Arapahoe Avenue and 55th Street can identify safe, convenient ways to consolidate access, reduce curb cuts and improve safety along the corridor.	Produce access management plans for East Arapahoe and 55th Street in conjunction with further design and preliminary engineering for the corridors.	COB: Transportation & Mobility; CDOT Property Owners	1	East Arapahoe Transportation Plan TMP Initiative 1: Making Travel Safe in Boulder

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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
M11	Project	55th Street Design	As the only continuous north-south street through the East Boulder subcommunity, 55th Street serves as a key link in subcommunity connections. To better align street conditions with envisioned land uses and encourage a more active streetscape, the city will pursue a 55th Street corridor design plan to evaluate potential re-design options with the community. The city's preferred design for 55th Street should be implemented over time and include transportation green infrastructure approaches.	(1) Include a 55th Street Design project as a workplan item for Transportation Planning (2) Develop a project scope and community engagement strategy (3) Complete the corridor design for approval by the Transportation Advisory Board and adoption by City Council	COB: Transportation & Mobility; TAB	1	55th Street is identified as a priority transportation landscape for improvement in the 2020 Boulder Green Infrastructure Plan 55th Street is identified as a priority stormwater quality basin in the 2016 Stormwater Master Plan
M12	Project	Develop Mobility Hub standards	A mobility hub is a convergence point that seamlessly integrates various modes with a focus on improving traveler experience through high-quality infrastructure and amenities. While these hubs should provide context-sensitive solutions that are adaptable to a variety of locations, the city should establish standards for the design and operation of mobility hubs to ensure hubs provide safe, equitable access to facilities and enhance the public realm.	(1) Include Mobility Hub standards as a workplan item for Transportation Planning (2) Develop a project scope and community engagement strategy (3) Coordinate with local and regional service providers, business and property owners to identify standard and optional features	COB: Transportation & Mobility; Community Vitality Mobility Service Providers	2	BVCP Policy 6.21 Mobility Hubs TMP Initiative 5: Shaping Innovation and New Forms of Mobility
M13	Program	Phase in shared parking in East Boulder business areas	Identify surface parking lots in key distributed locations through the subcommunity and work with owners to establish shared parking agreements as part of the shared parking phasing in advance of construction of parking garages in locations like the 55th and Arapahoe Station Area and the Flatiron Business Park.	(1) Identify underutilized parking lots in East Boulder (2) Coordinate with property owners to establish shared parking agreements	COB: Community Vitality; Transportation & Mobility Property Owners	2	
M14	Program	Update parking code requirements and establish parking maximums	Update off-street parking standards to create less complicated parking requirements that meet, but do not exceed, the parking needs of area uses. Parking requirements for some uses in East Boulder are disproportionate to their parking needs. Establishing parking maximums can offer a better balance of off-street parking needs with the market while promoting the use of more sustainable forms of transportation and more efficient use of land.	(1) Include parking code updates in the P&DS workplan	COB: P+DS; Transportation & Mobility	1	City of Boulder Access Management & Parking Strategy

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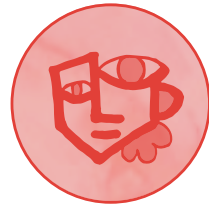
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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
M15	Project	HOP Extension to East Boulder	The plan to extend the HOP currently calls for extending the 15-minute electric bus service from Boulder Junction, east along Pearl Parkway 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.	(1) Monitor East Boulder travel patterns and ridership as the community develops new commuting patterns coming out of COVID-19	COB: Transportation & Mobility	1	BVCP Policy 6.02 Equitable Transportation BVCP Policy 6.04 Renewed Vision for Transit TMP Initiative 6: Delivering Transit in New Ways
M16	Project	Explore updates to the Boulder Revised Code to align the updated BVCP land use map with FAA requirements for the Boulder Municipal Airport.	Code updates may include a revised airport influence zone and consideration of avigation easements for redevelopment in the subcommunity.	(1) Conduct a level of noise study or a Part 150 study (2) Consider whether any changes to BRC section 9-3-10 Airport Influence Zone or other parts of the Boulder revised code are necessary to ensure compatible land use. Changes to the Airport Influence Zone must consider and should seek to minimize adverse impacts to the goals of the East Boulder Subcommunity Plan to establish the planned residential and mixed land uses identified in the Plan.	COB: Transportation & Mobility and P&DS	1	BRC section 9-3-10 Airport Influence Zone City of Boulder Airport Master Plan

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ARTS & CULTURE

The city will support the development of art spaces and experiences, installations, businesses and venues for professional and amateur creatives that enhance the subcommunity's local culture.

Policies

Policy A1 The city will consider updates to the Public Art Policy to allow for more flexibility on siting installations for pieces that are funded by the percent for art program.

Policy A2 The city will consider additional funding opportunities and public-private partnerships for the installation and/or performance of art in public spaces in East Boulder.

Policy A3 Considerations for Public Art acquisitions or installations in East Boulder should reflect the community identity described in the East Boulder Subcommunity Plan.

Policy A4 The city supports and encourages arts events and activity in East Boulder.

Policy A5 The city will support the development of live/work mixed use development projects that will accommodate the needs of the working artist and entrepreneurial community. .

Make Space to Make Art

Like other small and local businesses in East Boulder, art-makers are challenged to find the right space at an affordable price. See page 93 for recommendations about affordable commercial programs.



The Boulder Potter's Guild is located on Sterling Circle, an area maintaining current land use designation

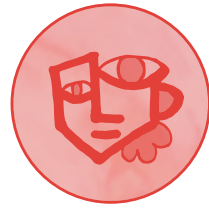


Local East Boulder businesses incorporate art into work spaces, activating neighborhoods with vibrant colors, visual interest and beauty.



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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
A1	Project	Design and install an artistic feature or signage to identify entry into and out of the City of Boulder along East Arapahoe Avenue	Many community members requested a gateway feature be incorporated into eastern city limits along Arapahoe Avenue. The intention is for the feature to welcome travelers to Boulder, celebrate views to the west and feature local artisans.	(1) Work with CDOT and local property owners to identify potential sites (2) Identify funding source (3) Work with the office of Arts and Culture to plan and commission the work	COB: Arts & Culture Transportation & Mobility;	2	BVCP Policy 8.23 Public Art
A2	Program	Offer cultural and spanish-language programming at Valmont City Park	As Parks and Recreation considers updates the Parks and Recreation Master Plan and plans for the future design and programming for Valmont City Park and Valmont Bike Park, offerings for cultural programming, and spanish-language programming should be considered for East Boulder parks with an emphasis on youth and after-school activities, such as the Youth Services Initiative programs.		COB: P&R Local residents	1	
A3	Program	Develop privately owned public space (POPS) program	Redevelopment will play an important role in providing new residents as well as workforce with access to gathering spaces to socialize, eat a meal, see a performance, attend a market or engage with nature. A variety of publicly-accessible outdoor spaces will be important to the success of future 15-minute neighborhoods in East Boulder.	(1) Identify key characteristics to define POPS in Boulder (2) Pilot a POPS program in East Boulder by identifying and mapping existing POPS (3) Create a hierarchy of POPS (4) Work with local property owners and developers to contribute to the East Boulder POPS network	COB: Arts & Culture; Community Vitality; P&R; P&DS Property Owners	2	BVCP Policy 2.41 Enhanced Design for All Projects BVCP Policy 5.10 Role of Arts, Cultural, Historic & Parks & Recreation Amenities
A4	Program	Expand the Creative Neighborhood Mural Program to the business community in East Boulder	Industrial buildings and uses in East Boulder provide large, often windowless, facades. Today, many of these buildings are not accessible or oriented to the street so passers-by are faced with non-transparent, faceless buildings. The city should consider expanding the Creative Neighborhood Mural Program to the business community and work with local owners to identify potential sites for new murals in East Boulder.	(1) Identify key corridors in East Boulder that would offer the best opportunities for mural integration (2) Invite business and property owners along key corridors to participate (3) Work with local owners to select artist and fund mural	COB: Arts & Culture Local Arts Community	1	BVCP Policy 8.22 The Arts & Community Culture

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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
A5	Project	East Boulder Arts and Artists event	There are a wide variety of artists making, selling, collecting and sharing art in East Boulder but it is somewhat unknown to those outside the community that artistic life is so vibrant in East Boulder. The city should consider a future event to showcase and celebrate the East Boulder arts community.	(1) Expand the Creative Neighborhoods program to East Boulder to collaborate with local artists and neighborhoods to establish event.	COB: Arts & Culture; CV Local Arts Community	2	BVCP Policy 8.22 The Arts & Community Culture BVCP Policy 5.10 Role of Arts, Cultural, Historic & Parks & Recreation Amenities
A6	Project	Increase the amount of public art in East Boulder by considering city-owned sites for future permanent and/or temporary artwork installation	Today, there three public art installations in East Boulder. The city may consider the following city-owned locations as potential sites for future installations, using the percent for art allocation during capital improvements: 48th Street Vehicular Bridge over Goose Creek, Valmont City Park, Boulder Municipal Airport, the future Flatiron Greenway and the future Eastern City Campus.	(1) Share project with Arts Commission for inclusion in the Public Art Implementation Plan	COB: Arts & Culture; P&R Arts Commission	2	City of Boulder Public Art Policy; 2020-2022 Public Art Program Implementation Plan https://boulderarts.org/wp-content/uploads/2021/12/CMO-Memo_2021-PA-Imp-Plan-Updates.pdf
A7	Project	Include art enhancements along the future SH7/Arapahoe Ave corridor and a site-specific piece at the 55th and Arapahoe bus stations	RTD's Art-N-Transit program is based on RTD's belief that public art helps provide a stronger connection between neighborhoods and transit. Installing artwork at transit facilities creates a sense of community and provides opportunities to celebrate the diverse cultural, ethnic and historical richness of the many communities RTD serves. Work with CDOT and RTD to incorporate "Art in Transit" along the SH7/Arapahoe Ave Bus Rapid Transit corridor.	(1) Share project with Arts Commission for inclusion in the Public Art Implementation Plan	COB: Transportation & Mobility; Arts & Culture RTD CDOT	1	BVCP Policy 2.41 Enhanced Design for All Projects section g: Human scale and art in public places

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DESIGN QUALITY & PLACEMAKING

East Boulder will include walkable neighborhoods, for all ages and abilities, whose aesthetic character reflect the subcommunity's industrial identity. Experimentation in design and construction to build enduring and engaging places will be encouraged.

Policies

Policy D1 East Boulder is open and accessible to everyone. Subcommunity structures, streetscapes and public spaces will balance the needs of users and offer high quality design, materials, and construction to create welcoming environments.

Policy D2 Future redevelopment will catalyze a more active public environment through the installation of new connections and activated streetscapes to create walkable blocks.

Policy D3 Development and design in East Boulder will reinforce the subcommunity's identity as a creative, working and industrial area. The design of future structures, streetscapes and public spaces should reference the subcommunity's history and culture of innovation and entrepreneurialism.

Policy D4 Public space, both public and privately owned, will be programmed to encourage socializing, play and respite. Public spaces in East Boulder should be oriented to maximize physical comfort (consider solar exposure and shade, wind and noise), provide seating or active elements such as play features, and incorporate landscape and trees.

Policy D5 Redevelopment in East Boulder will preserve Boulder's quintessential views to the west from key corridors and the public realm. Designs for future structures should consider impacts to view corridors from public spaces. New buildings may consider providing publicly accessible roof areas to exhibit the western skyline.

Policy D6 Redevelopment should strive to restore, enhance and celebrate the natural features of East Boulder, such as waterways, water bodies, wetlands and geologic features. Support for the natural environment contributes to local management of climate impacts and provides site users with visual and physical connections to nature.



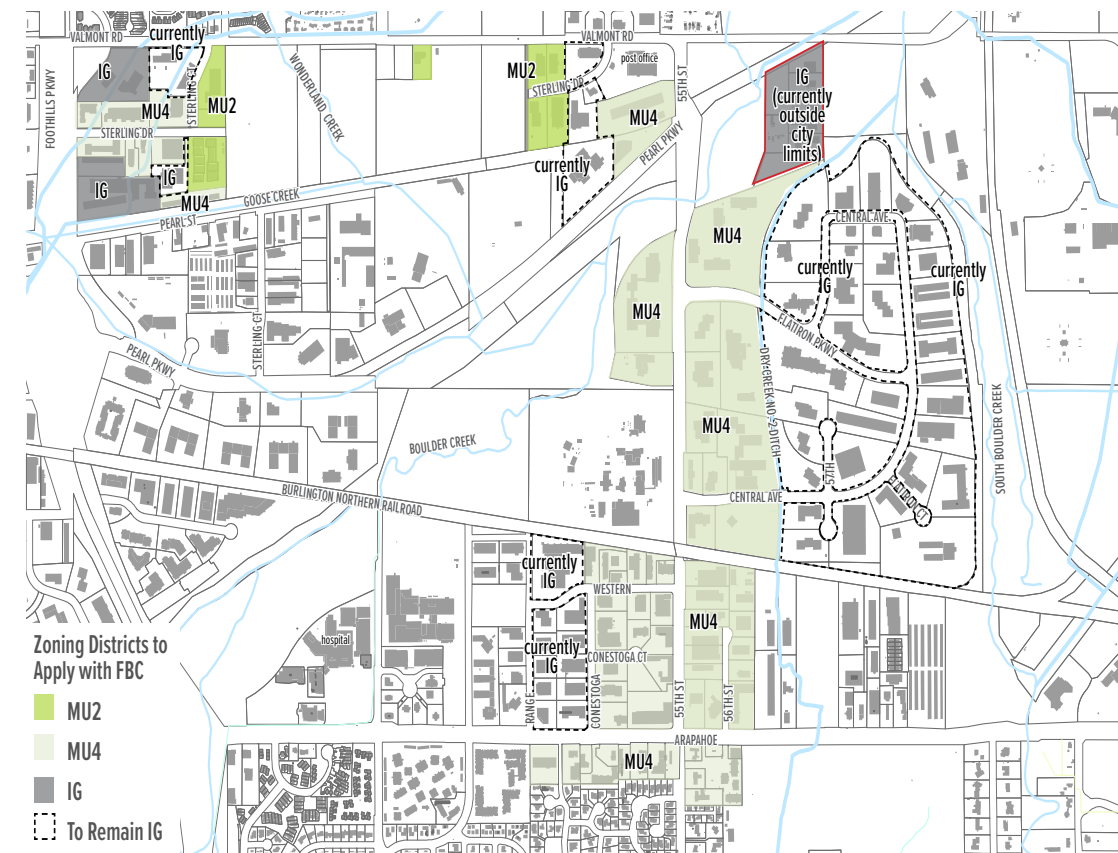
Comfortable spaces in the public realm

Policy D7 Structures in East Boulder should offer varied rooflines. Building roofs inform the image of the city from afar and shape the experience from the street. Roof forms should be integral to the building's overall composition. When possible, rooftop utilities and mechanical equipment should be minimized and integrated into the overall building architecture or screened.

Policy D8 Structures in East Boulder should respond to climatic and environmental factors. The city will support innovation in architecture and work with development teams to advance the potential of new materials and methods that will contribute to the citywide goals for climate resilience.



Maintaining an industrial heritage while incorporating new uses



Recommended Zoning Diagram describes appropriate zone districts that are consistent with the recommended land use and place types of the East Boulder Subcommunity Plan.

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DESIGN QUALITY & PLACEMAKING

East Boulder will include walkable neighborhoods, for all ages and abilities, whose aesthetic character reflect the subcommunity’s industrial identity. Experimentation in design and construction to build enduring and engaging places will be encouraged.

ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
D9	Project	East Boulder Zoning and Form Based Code Study	Implementing the vision of the East Boulder land use plan will require code updates, zoning changes and possibly, the creation of new zones. The East Boulder Place Types Map and Place Type Performance Standards will be used as a guide to develop code recommendations to implement the plan and deliver design quality and placemaking described in the EBSP. Form-based code will be considered as an implementation option.	(1) Include code study in the P&DS workplan (2) Develop scope of work, schedule and community engagement strategy (3) Propose revisions to Title 9 and the BVCP Zoning Map	COB: P&DS	1	B.R.C. Title 9 Land Use Code
D10	Program	Establish a 55th and Arapahoe Station Area General Improvement District	Given the growth potential of the 55th and Arapahoe Station Area, there is an opportunity to engage public financing mechanisms for infrastructure and services that benefit more than one property to support the goals of the EBSP and the 55th and Arapahoe Station Area Plan.	(1) City staff works with property owners petition city council to form the district, establish district boundaries and authorize any property taxes or debt (2) City council holds a public hearing on the petition	COB: CV and P&DS Property Owners	1	BVCP Policy 5.01 Revitalizing Commercial and Industrial Areas
D11	Project	Goose Creek Greenway revitalization	Improve landscape character and quality of the Goose Creek Greenway from Foothills Parkway to Valmont City Park. Greenway should strive to improve habitat quality and diversity, provide shade for travelers of the multi-use path and create a landscape that acts as a centerpiece between the neighborhoods north and south of Pearl Street.	(1) Consolidate maintenance of the Goose Creek greenway area under one department (2) Develop a scope, schedule and engagement plan (3) Develop a design concept (4) Identify potential funding sources	COB: Parks and Recreation; Transportation; Public Works/ Greenways; OSMP	2	BVCP Policy 2.23 Boulder Creek, Tributaries & Ditches as Important Urban Design Features
D12	Project	Flatiron Greenway	This TMP project would offer an off-street option to connect new residents and local workforce in East Boulder to the 55th and Arapahoe Station Area along the drainageway through Flatiron Business Park. The project also adds a recreational amenity to the area, improving the quality of life for users and future residents.	(1) Develop a scope, schedule and engagement plan (2) Obtain permission from Dry Creek No. 2 ditch company (3) Develop a design concept (4) Identify potential funding sources	COB: Transportation; Public Works/ Greenways	2	BVCP Policy 2.23 Boulder Creek, Tributaries & Ditches as Important Urban Design Features

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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
D13	Project	Park East Paseo	This project is proposed as a "POPS," a privately owned public space. The paseo would create both a connection and a great pedestrian space to allow local businesses, shops and galleries to connect with the local community and draw customers to this hidden local asset. The site for this project is on privately-owned land. Implementation would require support and guidance from the city to implement this concept as redevelopment occurs in the area.	(1) Work with local property owners to gauge interest in project implementation, timeline and investment (2) Develop a design concept	Community members Property owners	3	
D14	Program	East Side Eats	The city should collaborate with local property and business owners in Flatiron Business Park to identify a centrally-located, under-utilized parking area that can accommodate temporary, outdoor dining space to pilot an "East Side Eats" dining plaza. Pending the success of the pilot, future considerations for a permanent plaza installation could provide the business park with a placemaking opportunity and fill a need in the area for outdoor gathering space.	(1) Work with local property owners to gauge interest in program implementation, timeline and investment (2) Explore regulatory implications (3) Identify a potential site	Property owners Local business community COB: CV	1	
D15	Project	Conduct a city-wide industrial lands study	As the city continues to evaluate and guide change across the community, a comprehensive study of industrial uses, trends, culture and needs in the City of Boulder would offer decision-makers a tool to inform updates to the Use Standards of the Boulder Land Use Code (B.R.C. 9-6) and future updates to the Boulder Valley Comprehensive Plan.	(1) Add study to the P&DS work plan (2) Develop scope and schedule for the project (3) Identify funding to support the study	COB: P&DS and CV	1	BVCP Policy 2.21 Light Industrial Areas
D16	Project	Communicate with Valmont Power Plant property owner to explore the potential future site	While Valmont Power Plant will continue to operate beyond the horizon of the EBSP, initiating conversations about the site's future should begin to establish common understanding of site operations, timeline and other potential uses.		COB: Climate Initiatives and P+DS	3	
D17	Project	Valmont Park West Pilot Project	Use the West Valmont Park area as a pilot study for how the city can work with communities in the midst of change, helping them evolve such that the social infrastructure that has developed around unique place types can be sustained and thrive in the future.	(1) Add pilot project to the P&DS Work Plan (2) Develop scope of work and engagement plan for study (3) Identify community partners (4) Complete a pilot study report	COB: P&D; CV; Arts & Culture	1	

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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 in the community.

Policies

Policy H1 Support the development of new housing in East Boulder. The East Boulder subcommunity presents an opportunity to create new housing options for residents and workforce in Boulder to improve the jobs to housing imbalance, reduce commuter impacts and increase housing options in Boulder. Opportunities for the development of housing in strategic locations will be supported through land use and zoning updates.

Policy H2 Support the development of a range of attached housing types and styles in East Boulder. New housing in East Boulder should contribute to the city's overall diversity of housing types. Housing diversity will be supported through zoning updates.

Policy H3 Support the development of family-sized units in East Boulder. To support residential diversity in the subcommunity and address the need for "missing middle" housing, some new development should include units that will meet the needs of families, with two or more bedrooms. Building form will be supported through zoning updates.

Policy H4 Incentivize redevelopment that incorporates affordable housing units in East Boulder. To increase the overall supply of housing in East Boulder and encourage a mix of new uses in the subcommunity that includes permanently affordable housing options, an incentive program should be established in concert with future zoning updates.

Policy H5 Support mixed-use redevelopment to provide future residents with access to 15-minute neighborhoods. Allowing for a mix of uses in East Boulder will help create walkable neighborhoods that offer residents live-work-play options the subcommunity. Mixed-use redevelopment will be supported through land use and zoning updates.



Integrating housing into mixed use industrial neighborhoods

Housing Investments in East Boulder

In 2020, a consultant team completed an economic profile report for the 55th and Arapahoe station area and surrounding area. Combining data analysis with feedback from brokers and developers active in the area, the report outlines economic and real estate trends that impact market activity to characterize the economic context and opportunities for growth in the area. The report identifies one of the major challenges to developing new housing in East Boulder: "with high demand for [existing] space and tenants willing to pay high lease rates, there is little incentive for new and/or redevelopment in the area."

The community engagement process for the East Boulder Subcommunity Plan has consistently described a strong desire for a diversity of new housing options in the subcommunity. To see this kind of change in the near future, the city should explore options that would incentivize local property owners and developers to provide new housing development. The city should explore a full package of incentives as a way to invest in housing and provide affordable low- and moderate housing choices and market-rate middle-income housing choices.



Attached housing with varied rooflines and outdoor space

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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 in the community.

What is Missing Middle Housing?

Missing Middle Housing describes a range of multi-unit or clustered housing formats. Middle income households indicated they would choose missing middle housing types in a 2014 Housing Choice Survey.

ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
H6	Program	Update the BVCP Land Use Map to align with the recommended East Boulder Land Use Plan	The recommendations of the East Boulder Land Use Plan expand opportunities for new residential and mixed use development in the East Boulder Subcommunity	(1) Notice East Boulder properties (2) Schedule	COB: P+DS; Information Resources	1	BVCP Exhibit B: Amendment Procedures
H7	Program	Amend Title 9 Appendix L - Form-Based Code Areas and Appendix M - Form-Based Code of the Boulder Revised Code to include areas of change identified	Appendix L identifies areas of the city where a Form-Based Code Review process is used instead of Site Review criteria. The EBSP Place Types Map, Descriptions and Performance Standards should be used to amend the city's Form-Based Code. This will provide a diversity of housing types and form in area redevelopment that is in line with the community's vision for the areas of change.	(1) Identify funding for code revision project (2) Add project to the P+DS Work Plan (3) Engage community in code update process (4) Propose Amendments to Appendices L and M of Title 9 of the BRC to Planning Board and City Council for adoption.	COB: P&DS	2	Section 9-2-16 B.R.C. 1981
H8	Project	Annex San Lazaro Mobile Home Park	The existing mobile home community located at corner of Valmont Road and 55th Street includes approximately 213 homes and currently lies outside city limits. Annexation of San Lazaro to the City of Boulder will preserve the housing provided by this local mobile home park, 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.	(1) San Lazaro Park Property submits application for annexation (2) City of Boulder and property owner negotiate terms of annexation agreement (3) Planning Board Ordinance recommendation (4) City Council Readings 1 and 2 of Ordinance	San Lazaro Park Property Owner COB: HHS; P+DS; PW; Finance; CAO	1	BVCP Policy 1.17 Annexation and BVCP Policy 7.09 Preservation & Development of Manufactured Housing; Manufactured Housing Strategy
H9	Program	Expand the Community Benefit Program	Develop a menu of incentives to encourage private developers in East Boulder to provide affordable low- and moderate-income housing and market rate middle-income housing options as part of new residential and mixed-use projects. The program could serve as a pilot for housing redevelopment in other transitioning areas of the city. Developers may negotiate a package of incentives with the city to allow the city, future residents and the existing community mutual benefits.	(1) P&DS works with HHS to develop a suite of options (2) Community engagement process to weigh options and understand what existing and potential residents are comfortable/not comfortable with (3) P&DS and HHS collaborate on a recommendation to the Housing Advisory Board, Planning Board and City Council	COB: HHS; P+DS;	1	BVCP Policy 2.16 Mixed Use & Higher Density Development; BVCP Policy 7.01 Local Solutions to Affordable Housing; BVCP Policy 5.02 Regional Job Center
H10	Project	Homeownership Incentive Programs	Explore programs to incentivize homeownership for low, moderate, and middle-income households in East Boulder Subcommunity.	(1) Add project to city work plans (2) Engagement process to weigh options and identify tools attractive to future potential homeowners and the development community (3) P&DS and HHS collaborate on a recommendation to the Housing Advisory Board, Planning Board and City Council	COB: HHS; P+DS; CV Boulder Chamber	2	BVCP Policy 7.01 Local Solutions to Affordable Housing

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LOCAL BUSINESS

The city will support affordable business space, support a wide variety of businesses and help deliver attractive neighborhoods so local businesses can thrive in East Boulder.

Policies

Policy B1 Commercial redevelopment in East Boulder that should strive to incorporate the City will pursue strategies to incentivize the incorporation of ground-floor spaces suited to small business, shared business space and mixing of business uses to caters to customers with a mix of incomes, and the rentention of existing industrial space.

Policy B2 The city will allocate space for local businesses in city-owned redevelopment projects in East Boulder.

Policy B3 The city will pursue an affordable commercial strategy for city-owned commercial space through the provision of shared spaces and demising existing spaces into smaller units.

Policy B4 The city will support the development of

new retail, dining, and personal service uses in Mixed Use neighborhoods of East Boulder. These kinds of local businesses can help to (1) create 15-minute neighborhoods where new residents and existing workforce can access goods and services; (2) reduce the number of daily trips into and out of East Boulder; and (3) provide job opportunities in the subcommunity that may not require advanced degrees.

Policy B5 The city recognizes the value and importance of freight access to commercial and industrial areas of the city. The city will support businesses in the subcommunity by designing and building streets that will accommodate the movement of goods into, out of, and around East Boulder as necessitated by the land use plan.



The city's primary employers, like BCH, will continue to play an important role in the success of East Boulder



New mixed use districts in East Boulder will offer opportunities to widen the local customer base and grow with the neighborhood



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LOCAL BUSINESS

The city will support affordable business space, support a wide variety of businesses and help deliver attractive neighborhoods so local businesses can thrive in East Boulder.

ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
B6	Program	Update the Community Benefit program	Update the community benefit program to allow redevelopment projects to work from a suite of community benefit options. This allows for a negotiation that would offer context-sensitive benefits to community members, including the provision of affordable commercial space.	(1) Establish scope, schedule and engagement plan (2) Identify planning board and council sponsors	COB: P&DS and CV	1	BVCP Policy 1.12 Enhanced Community Benefit
B7	Project	Create incubator space at city-owned sites.	The city owns significant sites in East Boulder, including the municipal services center (site of the future Eastern City Campus) and the Boulder Municipal Airport. As these sites evolve in the future, the city should consider programming incubator space to offer local entrepreneurs affordable commercial space.	(1) Evaluate opportunity for incubator space in the next iteration of the Eastern City Campus design study	COB: FAM	3	
B8	Program	Create a facade improvement program	Develop an incentive program to encourage property owners and businesses to improve the exterior appearance of their buildings and storefronts. Can provide financial incentives such as a matching grant or loan, a tax incentive and design assistance. Design assistance enables and helps ensure that building modifications comply with any design goals for the area.	(1) Develop Face Improvement Guidelines (2) Establish program in P+DS or Community Vitality? (3) Identify funding source (4) Establish program administration, application, etc.	COB: P&DS; CV; Arts & Culture Boulder Chamber	2	
B9	Program	East Boulder Business Retention Program	Existing businesses in East Boulder provide great value to the community and have contributed to the subcommunity's history and culture. An East Boulder Business Retention program would evaluate methods of retaining local businesses through redevelopment processes and develop recommendations for standardizing approaches to businesses facing issues of displacement.	(1) Work with Boulder Chamber to develop scope of program	Boulder Chamber COB: CV	1	BVCP Policy 5.05 Support for Local Business & Business Retention

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LOCAL BUSINESS

The city will support affordable business space, support a wide variety of businesses and help deliver attractive neighborhoods so local businesses can thrive in East Boulder.

ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
B6	Program	Establish a General Improvement District for the 55th and Arapahoe Station Area	The growth potential of the Station Area presents an opportunity to use public financing mechanisms for infrastructure and services that benefit more than one property to support the goals of the EBSP and the 55th and Arapahoe Station Area Plan. Public financing through a GID can leverage the strong market demand to address community needs.	(1) City staff works with property owners petition city council to form the district, establish district boundaries and authorize any property taxes or debt (2) City council holds a public hearing on the petition	COB: CV and P&DS	1	BVCP Policy 5.01 Revitalizing Commercial and Industrial Areas

Why a General Improvement District (GID)?

- A GID is a separate governmental entity
- Creates revenues through mill levies on properties in the district or rates, fees, tolls and charges for use of GID improvements and to construct and maintain common infrastructure and amenities, that in turn benefit the immediate area as well as the larger community.
- Employs a tool that has been proven within Boulder (e.g. CAGID, BJAGID), utilizing the GID structure for governance, revenue tools, and partnerships.
- Provides on-going and scalable funding for TDM programs and management of shared structured or on-street parking.
- Provides common set of services that are relevant to tenants and owners within the area that are not provided citywide.
- Can tailor to needs and resources of the area.
 - Adaptable (e.g. can expand micromobility and art beyond immediate station area).

What would a GID do?

- Centralized, shared parking: enable developers to buy into shared parking within the district, reducing the parking required to be constructed on individual sites.
- This would involve constructing a parking structure within the district.
- Developers would join the district and buy into this parking structure; in exchange for joining the district, they would receive lower parking requirements (e.g. through parking maximums) and increased FAR on their development site.
- In addition to parking, this structure could be designed to accommodate affordable housing as well as first-floor affordable commercial space (similar to the City's approach to parking structures it owns).
- Micromobility and Transportation Demand Management (TDM): subsidize e-bike and e-scootershare, carshare, as well as transit benefits, such as the EcoPass and other TDM programs, and provide bicycle parking within the district.
- Art: curate and fund public art throughout the district, and potentially include artist space within the first floor of the district parking structure, within the overall program for affordable commercial space.
- Manage funds: depending on the depth of funding sources that are available for this district (i.e. the size of membership and value of member properties), the district would manage these funds and deploy them at times when specific partnership opportunities emerge.
- Affordable commercial space: similar to the City's approach to first floor space in its parking garages, the district can develop dedicated affordable commercial space as a first floor use in the district parking structure.

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RESILIENCE & CLIMATE COMMITMENT

Development, redevelopment and transportation systems in East Boulder will support the city’s climate action plan to reduce emissions, become net-zero and carbon-positive. They will be designed to respect and enhance the area’s natural resources and 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.

Policies

Policy R1 To combat the impacts of climate change, the city will work to integrate living, natural systems with the built environment by working with property owners to implement green infrastructure strategies.

Policy R2 The city will continue to invest in technology that can assess and help manage the community’s climate risks.

Policy R3 The city will protect critical habitat in East Boulder from human disturbance by working with property owners and development teams to implement mitigation measures through design that will: minimize lighting encroachment to open space, minimize impacts to the viewshed, include fencing to discourage trespass including pets accessing open space, providing enhanced climate preparedness and opportunities for floodplain restoration.

Policy R4 The city will continue to work with local partners, employers and potential districts to expand access to mobility programs and services to reduce GHG emissions from single-occupant-vehicle trips.

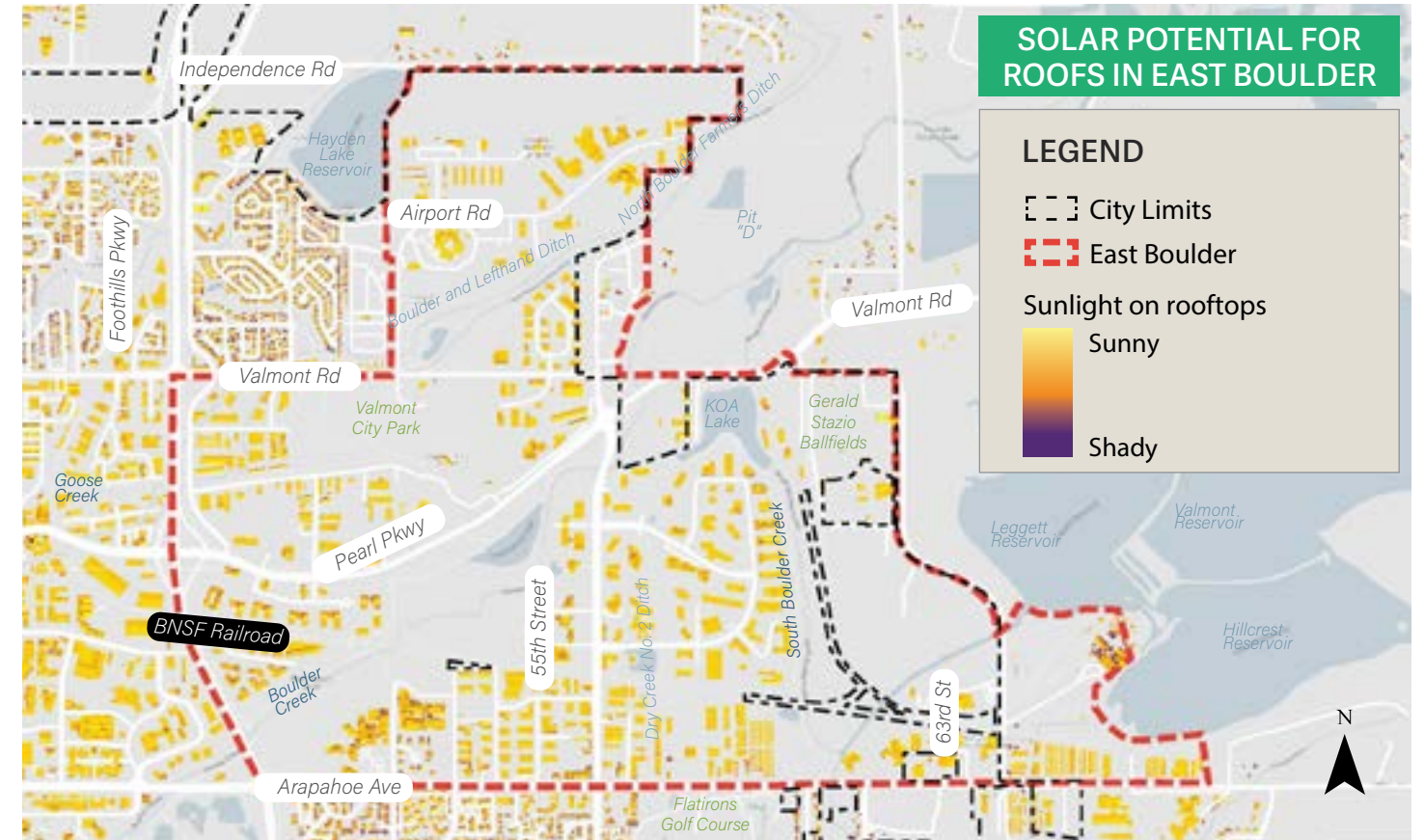
Policy R5 The city will support pilot projects in East Boulder to implement energy system resilience strategies such as microgrid development, active islanding, on-site energy generation and energy storage, and ground source heating and cooling services.

Policy R6 The city will stabilize and improve terrestrial and aquatic ecosystems by protecting natural and riparian areas and restoring native vegetation; connect to urban plantings designed and maintained to support biodiversity, improve soils and drawn down carbon into living systems.

Policy R7 The city’s Design and Construction Standards require the implementation of green infrastructure where feasible based on the potential to infiltrate stormwater runoff locally. The city will support designers and development teams in implementing effective and site appropriate stormwater control measures for East Boulder through the development of local guidelines for design, construction, and maintenance, and collaboration on green infrastructure/ low impact development pilot projects, potentially including underground, right-of-way, or adjacent properties.

Making Positive Change

The East Boulder Subcommunity Plan offers a multitude of opportunities to manage emissions in Boulder. Once key element of the plan is reducing vehicle miles travelled in Boulder and the associated emissions. By creating mixed use neighborhoods, increasing opportunities for Boulder area workforce to live in East Boulder and providing multiple options for mobility, the plan anticipates a 28.3% reduction in per capita GHG emissions from the current condition. Today, per capita GHG emissions (mtCO2 equivalent) is 3.70mt. per person. Under the proposed conditions of the East Boulder Subcommunity Plan, estimated per capita GHG emissions lowers to 2.65mt.



Source: Project Sunroof data explorer (November 2018)



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RESILIENCE & CLIMATE COMMITMENT

Development, redevelopment and transportation systems in East Boulder will support the city’s climate action plan to reduce emissions, become net-zero and carbon-positive. They will be designed to respect and enhance the area’s natural resources and 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	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
R8	Program	Establish an Adaptive Reuse Incentive Program and incentivize the deconstruction requirement.	The reuse of existing building materials saves a high percentage of embodied energy. It reduces the energy consumption associated with demolishing a structure and building a new one to replace it. A large portion of a building’s carbon emissions comes from its materials, fabrication and delivery to assemble it.	(1) Establish targets for adaptive reuse that balance the effects of demolition and construction with costs for adaptive; (2) Create guidelines for adaptive reuse; (3) Update building code	COB: Climate Initiatives and P&DS	1	
R9	Project	East Boulder Canopy Improvement Project	East Boulder’s urban canopy coverage today is less than five percent. To achieve the needed increase in canopy coverage, the city should plan for new tree plantings and long-term tree maintenance along corridors planned for future investment and neighborhoods identified in the EBSP as “areas of change.”	(1) Use the EBSP Areas of Change to assess opportunities for near- and long- term canopy investments (2) Work with local property owners to provide high-quality growing conditions for new tree installations to ensure long-term health of the canopy (3) Identify funding source for long-term maintenance and irrigation of trees	COB: Urban Forestry; P&DS	1	BVCP 2.38 Importance of Urban Canopy, Street Trees & Streetscapes
R10	Project	East Boulder Pollinator Loop	Design and implement a focused pollinator planting project along the Foothills multiuse path to Goose Creek Greenway and north along Wonderland Creek in Valmont City Park	Scale and rate of implementation depends on securing grant and Xerces Society support.	COB: Climate Initiatives; Parks & Rec; PW; Transportation and Mobility	2	
R11	Program	Expand the Commercial Tree Program (CTP) to East Boulder	The city’s Urban Forestry Strategic Plan recommends expanding the CTP beyond downtown to maintain and increase the urban tree canopy, protect property and better manage public safety issues.	(1) Reinstate funding for Commercial Tree Program	COB: Urban Forestry	1	BVCP 3.12 Urban Forests

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ID	TYPE	RECOMMENDATION	DESCRIPTION	KEY STEPS	CHAMPION	PRIORITY	REFERENCE
R12	Program	East Boulder office parks conversion to organic grounds management	Work with local business parks to reduce/eliminate lawn chemicals and convert landscape maintenance to organic grounds management practices. This will help eliminate runoff contamination into creek systems and protect insects,.	(1) Identify eligible sites and present options to property owners	COB; Ecological Planning; Climate Initiatives; PACE	1	

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AMENDING THE EAST BOULDER SUBCOMMUNITY PLAN

AMENDMENT PROCEDURES

Amendments to the East Boulder Subcommunity Plan will be reviewed and approved by City Council and Planning Board as described in the Boulder Valley Comprehensive Plan. Significant changes to the Subcommunity Plan's vision statements, policies, programs or projects are anticipated to involve a community engagement process that is consistent with the city's [Engagement Strategic Framework](#). Consistent with the East Boulder Subcommunity Plan, a future engagement process should operate under the "Collaborate" space of the Engagement Spectrum.

Amendment Procedures for the East Boulder Connections Plan

Specific approval authority for relocations, additions and eliminations of connections in the East Boulder Connections Plan are identified in Table A. Amendments under the process identified in Table A are subject to the review criteria set forth below and subject to City Council call-up. If called up by City Council, Council becomes the approval authority.

Amendment requests can be processed in conjunction with a Site Review or Form-Based Code Review, as applicable. Where the Planning Board has approval authority for an amendment request that is processed in conjunction with a Site Review or Form-Based Code Review, the City Council automatically becomes the approval authority for such amendment request when City Council calls up and becomes the approval authority for the Site Review or Form-Based Code Review.

Any amendment to the Connections Plan under Table A will be permitted upon a finding that one of the following criteria has been met:

1. The amendment is due to a physical or practical hardship that would prevent construction of the connection;
2. The connection is made in a manner that is equivalent to the connection shown on the Connections Plan; or
3. The amendment is consistent with the intent of the applicable New Connection or System Enhancement described in the Connections Plan on page 51.

In those instances where the standards above cannot be met or if the amendment is not identified in Table A, the amendment will be considered legislative in nature and requires approval by the Planning Board and City Council.

Table A: Approval Requirements for Amendments to the East Boulder Connections Plan

	Relocation greater than 50' or onto an adjacent property	Relocation less than 50'	Addition	Elimination
New Connections				
Street	Planning Board	Administrative	Planning Board	Planning Board
Off-Street Facility	Planning Board	Administrative	Planning Board	Planning Board