

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

The 4 major components of the plan include:

- **The Land Use Plan** – *Chapter 3*
- **The Connections Plan** – *Chapter 4*
- **Implementation** – *Chapter 5*
- **55th & Arapahoe Station Area Master Plan** – *Appendix A to the plan*

Topics of interest are listed below with information on where to look for more about them.

1. Where are the land use changes going to be located?

See the **Areas of Change Map** in Chapter 3 or you can look up land use changes for East Boulder properties by using this online tool: <https://maps.bouldercolorado.gov/websites/pds/east-boulder>

2. Interested in new housing and housing affordability?

Check out the Evolving Neighborhoods in Chapter 3 to learn about the vision for a mix of new housing types in different neighborhoods of East Boulder.

As required by Boulder Inclusionary Housing Program, at least 25% of new units must be affordable to low- and middle-income households. There are several policies and programs in Chapter 5 under Housing Affordability and Diversity that describe actions to support a mix of unit types suitable to a range of household and income types. Strategies including zoning changes and expansion of the community benefit program.

3. Curious how the plan incorporates diversity of housing types, including housing to serve the “missing middle”?

The plan includes “East Boulder Place Types” - a set of tools to describe the design intent and performance expectations for evolving neighborhoods. The Place Types Map and performance standards are found in Chapter 3 and describe the locations and types of housing allowed in each of the areas of change.

Building on the recommendations in Boulder’s [Middle Income Housing Strategy](#) to “provide a greater variety of housing choices for middle-income families and Boulder’s workforce”, the plan proposes several steps that aim to result in new housing to serve this need. These include:

- Enabling more middle-income housing options on land currently zoned industrial
- Expanding the Community Benefit Program to further develop a menu of incentives to encourage private developers to provide units that are affordable low- and moderate- income housing and market rate middle-income options.
- Encouraging a mix of unit types and sizes, including units that will meet the needs of families, with two or more bedrooms.

4. How does the plan maintain space for service industrial uses?

Chapter 3 describes areas that are changing and also includes information about places “Outside Areas of Change” (p 33). “The land use plan maintains 300 acres of land for Light Industrial use, 75 acres for Community Industrial use and 180 acres for General Industrial use.” Areas that are changing to mixed-use neighborhoods will maintain an industrial character that includes ground floor space for light industrial uses while expanding the area’s inclusion of neighborhood-serving retail and housing.

Implementation recommendations for Local Business include policies to enable ground floor spaces suited to small businesses and programs to develop new spaces, potentially as partnerships in city-owned facilities for small-business incubators.

5. What’s happening around 55th & Arapahoe?

As part of the subcommunity planning process, detailed planning for the area around 55th Street & Arapahoe Avenue was also completed and is described in the **55th & Arapahoe Station Area Master Plan (STAMP), a companion document to the EBSP**. This area has been identified for transit-oriented development (TOD) to complement future Bus Rapid Transit investment and service. TOD is compact, walkable, mixed-use development located close to high-capacity transit. While this intersection and area is currently served by a handful of local and regional bus routes, in the future, it will be the location of a State Highway 7 Bus Rapid Transit (BRT) station – connecting Boulder to I-25 and beyond with high-quality, high-frequency service.

6. How will changes impact traffic?

Today East Boulder is an area that has largely been designed for motor vehicles. Chapter 4 Mobility and Connections outlines new connections and system enhancements. The Connections Plan shows the location of improvements to build a complete and comprehensive multimodal transportation network in East Boulder.

Many of the new connections, street sections and streetscapes, system enhancements, and the parking and access district are described in more detail in the 55th & Arapahoe Station Area Master Plan.

7. How does the plan contribute to climate action and management of natural resources?

Building on the amazing natural resources in East Boulder, the vision includes sensitive redevelopment that is respectful of Boulder’s natural assets, such as Boulder and South Boulder Creeks. The plan also recommends improvements to East Boulder’s urban canopy as a key strategy to reduce urban heat island, contribute to stormwater management and improve air quality. Check out the Resilience and Climate Commitment section of Chapter 5 for more information.

Also, by allowing for a mix of uses and densities that create walkable 15-minute neighborhoods served by transit, the plan helps to create more travel options, thereby reducing automobile dependence and associated greenhouse gas emissions and pollution.