

CITY OF BOULDER

ACTION PLAN

NORTH BOULDER SUBCOMMUNITY

UPDATED: OCTOBER 2014



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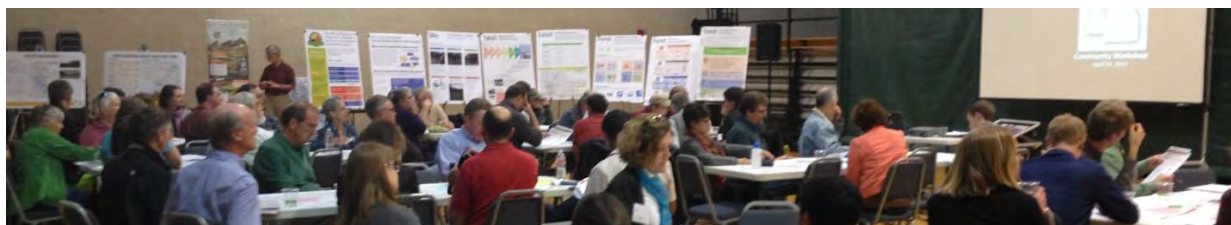


Image from April 24, 2014 North Boulder Community Workshop

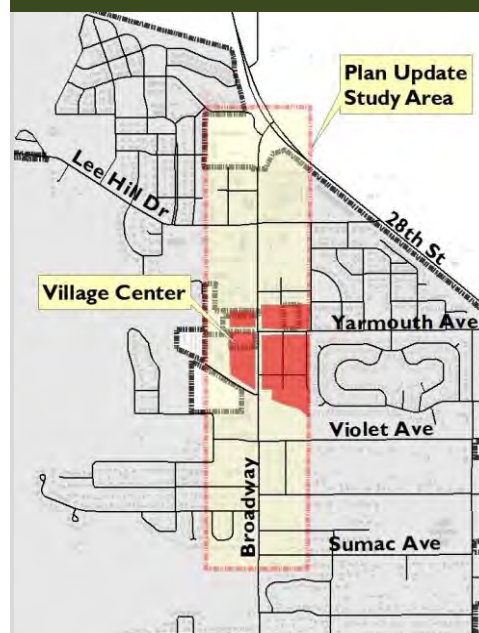
FOCUSED AND ACTION ORIENTED

In August 1995, the city adopted the North Boulder Subcommunity Plan (1995 Plan). The 1995 Plan envisions a “beautiful, diverse, inclusive, and adaptive” North Boulder. This plan has shaped today’s North Boulder.

However, some key elements from the 1995 Plan have not been fully realized. As a result, in 2013, the city launched a plan update with a focus on the North Broadway area (Figure I: Study Area) and invited the community to participate. Because community members indicated strong support for the 1995 Plan’s overarching vision and policies during this process, the purpose of this Action Plan is to advance those items from the 1995 Plan that have not been fully realized and reflect current community values. Some action items are carried forward from the 1995 Plan with refinements and some are new, but all actions are consistent with the 1995 Plan.

This Action Plan does not amend the 1995 Plan. It acts as an implementation guide for the next 5+ years. The city will continue to evaluate the responsiveness of the 1995 Plan and this Action Plan against community priorities and development trends. The city anticipates a future plan update as the outcomes from the September 2013 flood become clearer (see below).

Figure I: Study Area



September 2013 Flood

September 2013 brought unprecedented rainfall to the region and North Boulder, causing significant flooding and extensive damage to both private property and public infrastructure. Full recovery will take years. The flood changed the scope and schedule of the project.

The study area experienced extensive impacts from the flood. Fourmile Canyon Creek flooded most of the properties on the west side of the Village Center and flooded differently than modeled and expected.

The 1995 Plan identifies the Village Center as the “symbolic heart” of the subcommunity and the future neighborhood center. The boundaries of the Village Center area are on both sides of Broadway at Yarmouth Avenue as depicted in Figure I above.

Much of the western portion of the Village Center was already within the 100 year floodplain prior to the September 2013 flood event. Further, most of the west side of the Village Center was and is within the High Hazard Flood zone that has the most restrictive standards for land use and development.

Due to the uncertainty of the forthcoming flood mapping and mitigation process, this Action Plan does not directly address this Village Center area. The city will undertake a future Village Center-focused plan update once the outcomes from this process become clearer (anticipated 2016). This Action Plan reflects those items that can advance outside of this flood mapping and mitigation process.



2013-2014 NORTH BOULDER SUBCOMMUNITY PLAN

UPDATE PROCESS

Like the 1995 Plan, this Action Plan reflects on participation of people with differing viewpoints through a variety of events. Additionally, City Council, Planning Board, the Transportation Advisory Board, and the arts community provided ideas and feedback throughout the project. Figure 2 provides an overview of the different project phases.

What Did the Community Say?

The plan update began with an extensive listening and learning phase in the North Boulder community. These conversations continued throughout the project, along with two well-attended meetings that involved community members, youth, and artists (see Figures 3 and 4).

The following themes emerged from these events. Appendix 2 provides a more detailed summary of those key themes and how the city is addressing them in this Action Plan or in parallel initiatives.

- **Support for a Geographically Targeted, Action-Oriented Plan Update.** The 1995 Plan has shaped (and continues to shape) today's North Broadway with redevelopment and city investments in infrastructure and civic facilities. While conditions have changed, the 1995 Plan's overarching vision and policies are still valid. The community supports a North Broadway-focused, action-oriented plan update.
- **Support the Growing North Boulder Arts Scene and North Boulder as a Distinct, Eclectic Place.** There is strong support for the growing concentration of creative industries in North Boulder and the arts district concept. The Action Plan should foster this trend through arts-oriented placemaking, city support for arts district formation, pursuit of an arts anchor land use, and strategies to preserve affordable artists and service industrial space. All of these strategies support the idea of North Boulder as a distinct, eclectic place that bolsters the economic vitality of the area.
- **Advance the 1995 Plan's Vision for North Broadway as Walkable, Bikeable, Transit-Friendly Main Street.** North Broadway should be a walkable, bikeable, human-scaled main street, as presented in the 1995 Plan. The 1995 Plan's vision for multi-modal connectivity and transit access is on the right track but has not been fully realized. This includes improved connectivity for all modes, particularly east-west intersections across Broadway and north-south bicycle connectivity along or near Broadway.

Figure 2: 2014 North Boulder Subcommunity Plan Update Process



- **Improve Parking Conditions in Redeveloped Areas.** The redevelopment of North Broadway into a more urban place brings parking challenges, particularly for retail and restaurants that depend on patrons finding parking. The city should study the problem and develop responsive solutions that also maintain multi-modal access.
- **Mixed Opinions on the Village Center Concept.** Some community members still support the 1995 Plan’s concept of keeping the retail and mixed use areas concentrated on North Broadway at the Yarmouth intersection on both sides of the street, while others have stated that North Broadway should act more as a corridor.
- **Mixed Opinions on Housing Diversity and a Future Grocery Store.** While many community members agree that large format, or “big box” retail is inappropriate on North Broadway, there is a desire for some type of anchor land use to bolster the economic vitality of the area. There are mixed opinions on the suitability of a neighborhood scale grocery store. Community members also support the mission of affordable and special needs housing types but many have stated there is an overconcentration in North Boulder.

Figure 4: Plan Update Community Engagement

Community engagement informed development of the Action Plan, including:

- **Focused Community Conversations:** Approximately 20 focused interviews with the North Boulder community to identify issues and opportunities this plan update should address
- **October 2013 Project Kickoff Open House** to introduce the project, identify issues, opportunities, and community priorities (approximately 100 in attendance, including an interactive mosaic organized by the NoBo Arts District)
- **Growing Up Boulder** input that reflects children, youth, and parent perspectives (see Appendix 2)
- **April 2014 Community Workshop** (approximately 60 in attendance) with small group discussions around possible action items, and
- **Community Review** of Draft Action Plan (September 2014).

Figure 3: Community Meeting Images



October 2013 Community Open House Images – Top: Open House; Middle: Growing Up Boulder Table; Bottom: NoBo Arts District Interactive Mosaic



April 2014 Community Workshop Images – Facilitated Small Group Conversations

How Will The Action Plan Be Implemented?

This Action Plan reflects items that further advance the 1995 Plan's vision. The 1995 Plan will continue as the adopted subcommunity plan, including goals and objectives, development guidelines, the transportation plan (including required connections), and future land use map.

Each action item will require city resources. The city will prioritize action items against other local and citywide projects. The primary funding sources for the action items that require direct city funding are the citywide Capital Improvements Plan (CIP) and Operating Budget (see graphic below).

Implementation of these action items will take time, particularly with continued competition with other city priorities. This plan assigns each action item an estimated implementation timeline, and in some cases, estimated costs.

The primary purpose of Action Item 3.3 (Explore Improvement District) is to enhance and accelerate the implementation of many of these action items. This and other tools like regulatory incentives for private development (e.g., Action Items 1.3, 3.2) could serve to advance these action items in the competitive prioritization process for city funds and resources.

Tracking Progress

One way to facilitate implementation of these action items is to establish a status update process to Planning Board and City Council. This Action Plan should be evaluated every two years for progress on the implementation of these action items, and any needed refinements to the action plan. This status update may take the form of the example to the right:

Example Template of Action Plan 2 Year Update

Action Item:

Actions Taken:

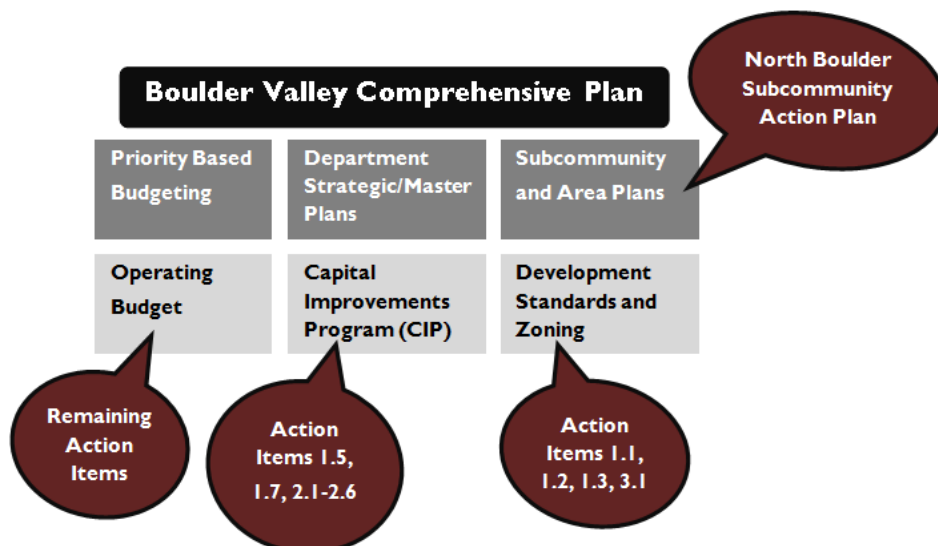
Outcomes:

Completeness:



How Does the City Allocate Resources to Implement these Action Items?

The graphic below illustrates the citywide decision making structure from the 2010 BVCP. The 2004-2019 Capital Improvements Plan (CIP) includes guiding principles and criteria for selecting projects for funding (see CIP Figure I-4). Projects that require city funding or staff resources that do not fit within these criteria are prioritized into the operating budget.



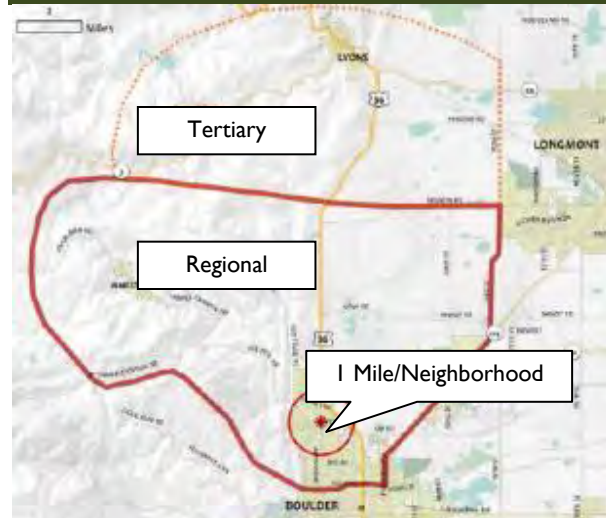
North Broadway Market Study

In 2013, the city completed a North Broadway Market Study that informed the plan update (see Appendix 1 for the full study). The purpose of the market study was to identify the land use and market barriers to realize the 1995 Plan's vision for North Broadway. Also, the market study can inform a future Village Center-focused analysis after flood mapping is complete.

Key market study findings include:

1. **Higher Incomes and Housing Values:** The one mile neighborhood market area (from the intersection of Yarmouth and Broadway) has higher income households and higher housing values than the City of Boulder and Boulder County on average.
2. **Demographics and Employment:** The neighborhood market area has a greater percentage of residents of Hispanic origin and a larger percentage of residents aged 0-17 years than the City of Boulder and Boulder County on average, and 1,200-1,300 full or part time employees.
3. **Current Grocery Store Demand:** The neighborhood market area has unmet neighborhood demand for approximately 17,000-28,000 square feet of grocery store uses, and unmet regional and tertiary area demand for approximately 25,700-42,900 square feet of grocery store uses.
4. **New Grocery Store Impacts:** A new, full service grocery store in the North Broadway area could impact existing area grocery store revenues up to 20-25%.
5. **Forecasted Retail Demand, Non Grocery:** The neighborhood market area has a forecasted demand of approximately 85,000-195,000 square feet of new retail to 2035, in addition to grocery store demand.
6. **Forecasted Office and Industrial Demand:** The North Broadway area has a forecasted demand of approximately 25,000-30,000 square feet of additional office and 30,000-35,000 additional light industrial/flex space to 2035.
7. **New Retail Demand Drivers:** The North Broadway area's retail demand is relatively weak, but can be bolstered by:
 - a. An anchor land use, additional redevelopment activity, or significantly more households; and
 - b. The addition of a significant number of new households in the neighborhood market area, which would also minimize the impact a new grocery store would have on existing stores in the market areas.
8. **Anchor Land Use Potential:** The North Armory site and Village Center areas have the most potential for an anchor land use, although both have constraints. The North Armory site is less centrally located and is not currently zoned to accommodate a major retail (or other) type of anchor. The west side of the Village Center has floodplain issues that must be resolved before any redevelopment is feasible.

Figure 5: North Broadway Market Study Study Areas



ACTION PLAN SNAPSHOT

1. Arts and Placemaking	Action	Responsibility	Cost	Timing
	1.1 Analyze and Adjust Regulations to Allow Desired Live-Work Uses	Community Planning and Sustainability	Staff Time	Short (Underway)
	1.2 Evaluate Strategies for Creative Signs	Community Planning and Sustainability, City Attorneys, Library and Arts through Community Cultural Plan	Staff Time, Legal Support May Be Required	Mid
	1.3 Analyze Public Art Regulations and Incentives	Community Planning and Sustainability, Library and Arts through Community Cultural Plan	Staff Time, TBD Costs for Public Installations	Mid (Underway)
	1.4 Analyze North Broadway Public Art Program	Library and Arts through Community Cultural Plan, Public Works	Staff Time and TBD costs for public art installations	Mid (Underway)
	1.5 Analyze Infrastructure Spending on Arts Policies	Library and Arts through Community Cultural Plan, Public Works-Transportation, Community Planning and Sustainability	Staff Time, TBD Costs for Public Installations	Mid (Underway)
	1.6 Explore Arts-Oriented Anchor Land Use	Library and Arts, Community Planning and Sustainability	Staff Time	Mid
2. Transportation, Access, and Parking	1.7 Initiate Visioning and Design Process for Broadway and US 36 Gateway	Library and Arts, Community Planning and Sustainability, Public Works Transportation	Staff Time, estimated \$50-\$100K consultant fees	Long
	2.1 Enhance North Broadway Pedestrian Connections	Public Works-Transportation, Library and Arts, Community Planning and Sustainability	TBD	Mid
	2.2 Enhance North Broadway Bicycle Facilities	Public Works-Transportation, Library and Arts, Community Planning and Sustainability	TBD	Mid
	2.3 Evaluate Extension of SKIP Terminus North and Mobility Hub at Broadway and US 36	Public Works-Transportation, Community Planning and Sustainability	TBD	Long (Underway)
	2.4 Evaluate US 36 Transit Route	Public Works-Transportation	TBD	Long (Underway)
	2.5 Initiate North Broadway Streetscape Plan	Public Works-Transportation, Community Planning and Sustainability, Library and Arts	Staff Time, estimated \$50-\$100K consultant fees	Mid
3. Land Use and Development	2.6 Conduct Parking Utilization Study for Redeveloped Areas and Develop Related Strategies	Public Works, Downtown and University Management Division/Parking Services, Community Planning and Sustainability	Staff time, estimated consultant fees: \$10,000	Short
	3.1 Evaluate Affordable Service Industrial and Artist's Space Strategies	Community Planning and Sustainability, Library and Arts, Housing Division	TBD	Mid
	3.2 Establish Criteria to Guide Nonresidential Annexations	Community Planning and Sustainability	TBD	Short
	3.3 Explore Improvement District	Community Planning and Sustainability, University Management Division/Parking Services	Staff Time, Estimated consultant budget: \$50,000	Long



Timing: Short: 6 months – 2 Years; Mid: 3-5 Years; Long: 5+ Years **Note:** Map reflects approximate possible locations for implementation of action items. The map does not show those action items with general North Broadway applicability.

DETAILED ACTIONS

This Action Plan has three categories. Each one contains a brief description, goal statement, and policy guidance from the 1995 Plan.

1. **Arts and Placemaking;**
2. **Transportation, Access, and Parking; and**
3. **Land Use and Development.**

The table below summarizes how the detailed action items are presented.

Action Item

Brief description

Timeframe – from October 2014

Summary – What it is and why it is important.

1995 Plan Policies and Objectives – How the 1995 Plan directly or indirectly supports this action item.

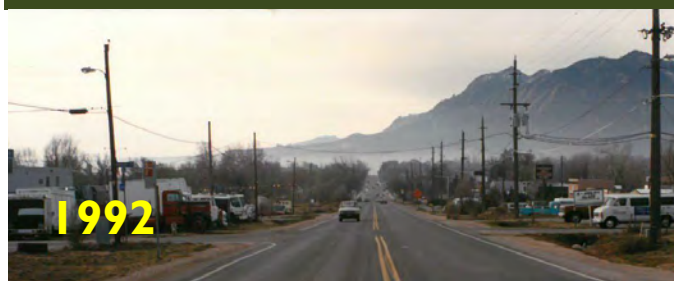
Specific Possible Actions – Specific implementation strategies to advance the action item.

Background – Highlights of any relevant analysis, background, or references to other city initiatives.

Examples – If applicable, examples of how other communities have addressed this issue.

Department Responsible and Cost – Who within the city is primarily responsible for implementing the action item and costs including staff time, capital costs, or other cost estimates.

North Broadway 1992 and 2013





I. ARTS AND PLACEMAKING

In 2014, the North Broadway area has approximately 225 artists and creative industry professionals.¹ Arts-oriented placemaking² has strong community support as a strategy to foster these groups and the concept of North Broadway as a pedestrian friendly, eclectic, main street atmosphere.

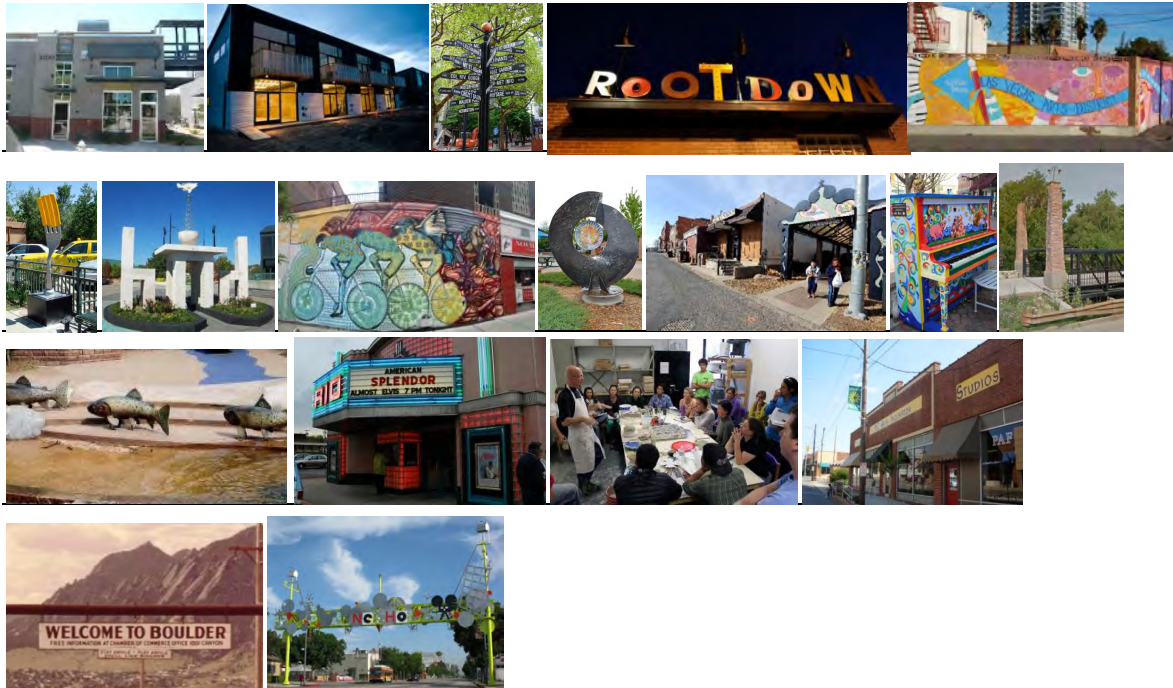
Action Plan Arts and Placemaking Goal

Support and foster the growing number of artists in North Boulder through land use, transportation, and placemaking strategies and investment.

1995 Plan Arts and Placemaking Key Policies

- Create and preserve environments which promote sound and robust physical, mental, emotional, spiritual, economic, and artistic health in our community (Steering Committee Vision Statement)
- A place where artists, crafts persons, and small industrial business owners can live and work within close proximity. (Village Center transition areas to north and west)

Additional 1995 Plan arts and placemaking policies are highlighted in the action items below.



¹ Source: NoBo Arts District

² The Project for Public Spaces defines placemaking as “both an overarching idea and a hands-on tool for improving a neighborhood, city or region” and “how we collectively shape our public realm to maximize shared value and facilitate creative patterns of activities and connections (cultural, economic, social, ecological) that define a place and support its ongoing evolution.”

I.1 Analyze and Adjust Regulations to Allow Desired Live-Work Uses

Support artists, startup businesses, and spaces where people can live and work in close proximity by analyzing and adjusting live-work regulations.

Timeframe: Short (6 months – 2 years)

Summary

The city's land use code defines live-work to only include uses "as allowed in the industrial zoning districts." While combining uses allowed in a zone district is allowed (e.g. a residential and office use), Title 9 should be clearer that the city explicitly allows live-work in some zone districts to avoid the need for case by case interpretations, and provide additional guidance through use-specific standards.

1995 Plan Live/Work Policies and Objectives

- New live/work areas close to the village center where people can live, work, shop, and recreate within close proximity (Executive Summary).
- Live/work units in a vertically and horizontally mixed configuration of office and residential uses along Broadway, 13th, 14th and Yarmouth (Yarmouth North Land Use Concept)
- Office/Light Industrial areas in North Boulder should provide live-work or workshop opportunities (Employment and Retail Centers Objectives)
- Reduce vehicle miles travelled and trip volumes city-wide (Employment and Retail Centers Objectives)

Specific Possible Actions

- I.1.1 Explicitly Allow Live-Work in More Zone Districts:** Analyze zone districts to allow live-work as a by-right use in more areas and adjust Table 6-1 accordingly. The North Broadway area does not have any zone districts that are not also in other areas of the city, so any changes would affect areas outside of North Boulder. Specific zone districts to explicitly allow live-work may include zone districts that already allow both residential and a wide range of nonresidential uses.
- I.1.2 Modify Live-Work Definition** to be more inclusive of a range of live-work types, possibly differentiating between higher and lower impact types of live-work units, remove standards from the definition (see Background below), and adjust reference to "as allowed in the industrial zoning districts".
- I.1.3 Live-Work Performance Standards:** Analyze need for any performance standards for live-work that may address buffering, impacts on surrounding areas, operational characteristics, etc. Ensure any live-work provisions in Title 9 reference the current city building code requirements for live-work units.

Background

- BRC Sec. 9-16-1 defines a live-work unit as "a structure with a combination of uses where work activities occur as allowed in the industrial zoning districts and includes a dwelling unit for the business occupant, but not including a caretaker dwelling unit. Such unit shall have only one kitchen and shall be occupied by either the owner, the tenant, or the owner's or tenant's employee plus any other persons that may be allowed to occupy a dwelling unit pursuant to Section 9-8-5, 'Occupancy of Dwelling Units,' B.R.C. 1981. The live-work unit must be the residence of a person responsible for the work performed on the premises."
- Table 6-1 only explicitly allows live-work by right in MU-4 and IMS zone districts that represent only 4% of the study area. Table 6-1 allows live-work with a use review process in the IS-1 and IS-2 zone districts that represent 19% of the study area
- The 2012 International Building Code addresses Live-Work units with the following requirements:³
 - Handled on case-by-case basis depending on the nature of the nonresidential use
 - 3,000 square foot maximum size for less stringent building code requirements (e.g., sprinklering requirements)
 - 50% maximum floor area for the nonresidential portion
 - ADA accessibility is required for the nonresidential area

Department Responsibility: Community Planning and Sustainability (lead)

Cost: Staff Time

Examples of Live/Work Units



³ 2012 IBC Sec. 419 Live/Work Units

I.2 Evaluate Strategies for Creative Signs

Evaluate strategies that enable creative signage that contributes to the artistic and eclectic character of the North Broadway area.

Timeframe: Mid (3-5 years)

Summary

Creative and artistic signage can be an effective tool to foster an eclectic, distinct place that also enables business and neighborhood identification, particularly as a means to support the growing number of North Boulder artists. The Action Plan and Community Cultural Plan processes have highlighted that the city's sign code can be difficult to interpret for creative and artistic signs and the sign code may be too rigid to enable creative signs.

1995 Plan Signage Policies and Objectives

- Not directly addressed, but numerous plan policies that support a variety of strategies to foster placemaking, such as:
 - Strengthen and support existing neighborhoods
 - Avoid monotonous building designs
 - Preserve and enhance the existing diversity and character of North Boulder's neighborhoods.

Specific Possible Actions

- I.2.1 Evaluate Strategies for Creative Signs:** Through the citywide Community Cultural Plan, evaluate current sign regulations and processes to better enable creative signs. This process should evaluate how the city interprets what is considered art (and thus exempt or subject to the sign code) and how the city can provide more guidance for creative signs that would contribute to North Broadway's artistic and eclectic character.

Background

- Art that does not advertise a business or product is exempt from a sign permit in the sign code and classified as “noncommercial”, however, most works of art in a nonresidential area have the same restrictions as signs with advertising (BRC Sec. 9-9-21 (d)(8)).
- Examples of existing Boulder signs the current sign code prohibits include:
 - Holiday Drive In Sign
 - Boulder Theater Sign
 - The Colorado Shakespeare Festival Sign (extending over Broadway seasonally at 15th Street).

Examples

- City of Pasadena, CA Creative Sign Permit – includes process and design standards that address context, architecture, and impacts on surrounding areas.
- Town of Estes Park, CO Creative Sign Program – includes Design Review Board, purpose is to “provide more flexibility in the application of the sign code”

Department Responsibility: Community Planning and Sustainability (lead), Library and Arts, City Attorneys

Cost: Staff Time, Legal Support May Be Required

Examples of Creative Signs Not Currently Allowed Under Sign Code



(Portland, OR - too tall, lettering too large)



(Denver - extends above roof line)



(Arts District Mural - advertises a product or business)

I.3 Analyze Public Art Regulations and Incentives

Through the citywide Community Cultural Plan, foster public art through private development to contribute to the artistic and eclectic character of the North Broadway area through requirements or incentivizes.

Timeframe: Mid (3-5 years)

Summary

The likelihood of continued private redevelopment in the North Broadway area in the next several years presents an opportunity to encourage public art that contributes to the creative, unique, and eclectic character of the North Broadway area. However, the city does not currently have regulations or policy guidance to address the goal of providing public art in private developments.

1995 Plan Public Art in Private Development Policies and Objectives

- *Not directly addressed, but 1995 Plan Arts and Placemaking Policies on page 10 support this action item.*

Specific Possible Actions

- I.3.1. Public Art Requirement for Larger Private Development:** Utilize tools from the citywide Community Cultural Plan that may include requiring larger private development projects in the North Broadway area to provide public art, contribute to a public art fund, or include an artist on the design team. Private redevelopment may include nonresidential and multifamily projects over a size threshold, TBD during implementation of this action item.
- I.3.2. Public Art Incentives:** Evaluate regulatory incentives for provision of public art in North Broadway area such as density bonuses and expedited development review.

Background

- Title 9 does not address public art directly through development standards, definitions, or any review criteria for development applications.

Examples

- City of Santa Monica, CA – Cultural Arts Program provides incentives for public art in nonresidential projects over 7,500 square feet or more
- City of Tampa, FL – density bonuses for public art

Department Responsibility: Library and Arts (lead), Community Planning and Sustainability

Cost: Staff Time

Examples of Public Art



I.4 Analyze North Broadway Public Art Program

Through the citywide Community Cultural Plan, evaluate a program to foster public art through public and private investment and partnerships to contribute to the artistic and eclectic character of the North Broadway area.

Timeframe: Mid (3-5 years)

Summary

The Action Plan process, the emerging number of North Broadway artists, and the city's Community Cultural Plan process have highlighted a growing community interest in a North Broadway public art program. Community members have cited numerous regional examples that have fostered the arts and placemaking from Longmont (art in alleys) to Lafayette (Public Road rotating art) to Denver (public art on public buildings).

1995 Plan Public Art Program Policies and Objectives

- *Not directly addressed, but 1995 Plan Arts and Placemaking Policies on page 10 support this action item.*

Specific Possible Actions

- I.4.1. North Broadway Public Art Program:** Through the citywide Community Cultural Plan, encourage public and private arts investment to utilize local artists. For instance, encourage sculpture by local artists to be on rotating display in prominent public locations or encourage murals painted by local artists in appropriate places.

Background

- The city is currently launching a Community Cultural Plan that will establish the community's vision for culture and creative industries, including a toolbox and action plan. The city will be considering public art citywide and in the North Broadway area with that planning effort. The city anticipates this plan will be completed by late 2015.

Examples

- City of Lafayette – Public Art Committee whose mission is to “Bringing large-scale, permanently installed public art and an annual art on loan sculpture walk to Lafayette”. Includes an “Art on the Street Program” for South Public Road (see image to right).
- City of Longmont – Alleyscape and Breezeway Project aims to revitalize parking lots, alleyways, and breezeways that “are essential to the growth and development of downtown”. Projects have been prioritized into the city's Capital Improvements Plan and built (see image to right).

Department Responsibility: Library and Arts (lead), Public Works

Cost: Staff Time and TBD costs for public art installations

Examples of Public Art



Public Road Art – Lafayette



Art in Alleys - Longmont

1.5 Analyze Infrastructure Spending on Arts Policies

Through the citywide Community Cultural Plan, foster public art to contribute to the artistic and eclectic character of the North Broadway area through arts investment in infrastructure.

Timeframe: Mid (3-5 years)

Summary

The Action Plan process, the emerging number of North Broadway artists, and the city's Community Cultural Plan process have highlighted a growing community interest in establishing a target arts investment amount for infrastructure projects. This may include transportation (streets, pedestrian crossings, etc.), utilities (e.g., flood mitigation, utility boxes), or civic buildings. While the city has historically integrated public art into some infrastructure projects, there is not an adopted policy or guidelines.

1995 Plan Infrastructure Spending on Public Art Program Policies and Objectives

- *Not directly addressed, but 1995 Plan Arts and Placemaking Policies on page 10 support this action item.*

Specific Possible Actions

- 1.5.1. Analyze Infrastructure Spending on Arts Policy:** Through the citywide Community Cultural Plan, consider a North Broadway-specific policy to invest a target percentage towards public art with major infrastructure projects, with preference towards using local artists. The Community Cultural Plan may also consider related citywide investment targets.

Background

- As a matter of practice, the city has invested an average of 1-1.5% of a project's budget with recent major infrastructure projects⁴. However, the city does not have any adopted policies to ensure this practice is consistent and continues.

Example

- **Fort Collins – Art in Public Places Program (APP)** - Created in 1995 and includes an APP Board, 1% spending towards public art for city construction projects over \$250,000, and a requirement for city construction projects between \$50,000 and \$250,000 to include a city-certified artist in the design process.

Department Responsibility: Library and Arts (lead), Public Works

Cost: Staff Time and TBD costs for public art installations

Examples of Public Art



Fort Collins Art in Public Places Program – Painted Pianos



Public Art with Clear Creek Enhancements – Golden, CO



Public Art with 28th Street Improvements – Boulder

⁴ Major, recent infrastructure projects with this level of public art investment include 28th Street, the Broadway and Euclid project, Skunk Creek underpass, and the 30th Street underpass and bridge replacement just south of Pearl Street.

1.6 Explore Arts-Oriented Anchor Land Use

Identify potential North Broadway arts anchor land uses and implement strategies to foster development of an arts oriented anchor land use.

Timeframe: Mid (3-5 years)

Summary

The Action Plan process and the North Broadway Market Study (see Appendix I) have highlighted a growing interest in a North Broadway anchor land use to enhance the economic vitality of the area. With this Action Plan's emphasis on arts and placemaking, the city should explore opportunities for an arts-oriented anchor land use in the North Broadway area.

1995 Plan Public Art Program Policies and Objectives

- Not directly addressed, but 1995 Plan Arts and Placemaking Policies on page 10 support this action item.

Specific Possible Actions

- 1.6.1. Coordinate with Citywide Community Cultural Plan** to identify desirable anchor land uses and the market for these uses in North Boulder. Specific possible anchor land uses include:
- Arts and/or business incubator to support artists and startups
 - Destination retail or restaurants (e.g., brewpub, music venue)
 - Neighborhood scale, independent movie theater
 - Satellite classrooms for art programs
- 1.6.2. Identify Suitable Locations** for an anchor land use.
- 1.6.3. Anchor Land Use Recruitment Strategy:** Develop an anchor land use recruitment strategy that may include marketing strategies to commercial real estate brokers.

Background

- The North Broadway Market Study indicates some demand for additional retail and office, but that absorption will be slow without an anchor land use (see Appendix I, page 3).
- The North Broadway Market Study indicates that the 1995 Plan's Village Center area and the Armory site have the most potential to accommodate an anchor land use (see Appendix I, page 3).

Examples

- Tech Ranch – Austin: Entrepreneur development programs, startup work space, and team building
- The Crucible – Oakland: Nonprofit education and training in the fine and industrial arts
- University of Missouri-Kansas City Downtown Arts Campus - Moved art classes to a satellite location closer to a growing arts scene.

Department Responsibility: Library and Arts, Community Planning and Sustainability

Cost: Staff Time

Examples of Arts Anchor Land Uses



Independent Movie Theater



Arts Incubator



University Art Class Facility, Satellite Location

I.7 Initiate Visioning and Design Process for Broadway and US 36 Gateway

Engage the community to design a gateway that reflects current priorities.

Timeframe: Long: (5+ years)

Summary

One of the 1995 Plan's action items is a US 36 and Broadway gateway concept. This project has never come to fruition, and the 1995 Plan's design concept may not reflect current community priorities that include arts and placemaking, announcing "you are in Boulder" and a distinct neighborhood, traffic calming, and enhanced transit opportunities.

1995 Plan Public Art Program Policies and Objectives

During the 1995 planning process, the North Boulder community considered several alternatives for the US 36 and Broadway gateway. The favored concept was a gateway that focuses on landform and landscape design rather than on any architectural treatment or "statement."

Specific Possible Actions

- I.7.1.** Initiate community visioning and design process for gateway that integrates with enhanced transit opportunities (see Action Item 2.3). This may include a gateway process as part of larger North Broadway Streetscape Plan process (see Action Item 2.5), developing alternatives and costs, and identifying funding strategies to implement preferred alternatives.
- I.7.2.** Continue to work with CDOT to find alternate suitable locations for maintenance facilities.

Background

- The city completed a draft North Broadway Streetscape Plan (2003) as a 1995 Plan action item that includes some gateway concepts with landscaping. The city never officially adopted this plan but has used it to guide some streetscape improvements along the east side of Broadway north of Violet Avenue as redevelopment has occurred.
- Amount of land in gateway (includes 70' buffer along US 36 and areas designated as gateway): 11.8 acres

Department Responsibility: Library and Arts, Community Planning and Sustainability, Public Works Transportation

Cost: Staff Time, consultant may be necessary, estimated \$50-\$100K consultant fees



US 36 and Broadway Today



Gateway to Arts District



Gateway to Coors Field, Denver



2. TRANSPORTATION, ACCESS, AND PARKING

The 1995 Plan contains a connections plan for cars, bicycles, pedestrians, and transit. The city implemented many of these connections and other related improvements following the 1995 Plan. However, the North Boulder community supports the implementation of several missing connections and new services to enhance access by all modes.

The action items in this section focus on bicycle, pedestrian, and transit connections because the community has indicated they are a priority, and the 2014 Transportation Master Plan ranks them as the second highest priority level behind system maintenance and travel safety. These action items support the goals of the 2014 Transportation Master Plan and are consistent with the direction of the Access Management and Parking Strategy and the city's Climate Commitment. They also support the Arts and Placemaking action items.

Action Plan Transportation, Access, and Parking Goal

Foster a new generation of implementation items that further advance current community transportation, access, and parking priorities reflected in the 1995 Plan.

1995 Plan Transportation, Access, and Parking Key Policies (Chapter 8, page 20)

- Encourage walking, biking, and transit use by providing safe, comfortable and convenient pedestrian and bicycle path connections.
- Determine locations for future transit center.
- Determine methods to calm traffic speeds on neighborhood streets.
- Pursue aggressive strategies to reduce the number and distance of car trips.
- Design a stronger entry/ gateway to the City at Broadway and U.S. 36.
- Inter-connect the street network in new neighborhoods.

Additional 1995 Plan land use and development policies are highlighted in the action items below.



2.1 Enhance North Broadway Pedestrian Connections

Establish and enhance pedestrian connectivity, emphasizing east-west connectivity across North Broadway integrated with placemaking.

Timeframe: Mid (3-5 years)

Summary

Both the North Boulder community and the North Broadway Market Study identified inadequate pedestrian connectivity along and near North Broadway as a barrier towards the 1995 Plan's goal for a walkable, main street concept. The 2014 Transportation Master Plan places pedestrian improvements as a high priority for funding and implementation as the "fundamental way to travel" and the "primary mode of transportation".

1995 Plan Pedestrian Access Policies and Objectives

- New pedestrian and bicycle connections that will connect "missing links" in the overall bicycle/pedestrian network and improve access and safety to schools and other centers. (Executive Summary, primary concept)
- Provide safe and enjoyable pedestrian and bike paths, and transit facilities (Steering Committee Vision Statement)
- Encourage walking, biking, and transit use by providing safe, comfortable and convenient pedestrian and bicycle path connections. (Chapter 8, Transportation Goals)
- The 1995 Plan contains a Bicycle/Pedestrian Improvements Right-of-Way plan that has shaped new connections since the city adopted the plan. In addition to the east-west pedestrian crossings on North Broadway, the 1995 Plan also shows two pedestrian connections from the Boulder Meadows mobile home park to the Uptown Broadway development that have not been implemented.

Specific Possible Actions

- 2.1.1. Boulder Meadows:** Continue to explore establishing a pedestrian connection from Boulder Meadows to the Uptown development and Fourmile Canyon Creek.
- 2.1.2. Arts and Placemaking Enhancements, Signalized Intersections:** Enhance pedestrian crossing experience at existing and future signalized intersections with arts and placemaking that may include public art, signage, or alternative paving designs. Existing and planned signalized intersections in the study area include:
 - Violet and Broadway (existing signalized intersection)
 - Lee Hill and Broadway (existing signalized intersection)
 - US 36 and Broadway (in Boulder County, existing signalized intersection, see Action item 1.7)
 - Yarmouth and Broadway (planned signalized intersection)
- 2.1.3. Arts and Placemaking Enhancements, Uncontrolled Intersections:** Enhance pedestrian experience at existing and future uncontrolled (no traffic signal, includes signed and striped crosswalks) intersections with safety enhancements that integrate arts and placemaking.
- 2.1.4. Establish Target Investment:** Through citywide Community Cultural Plan, establish a target spending percentage at these intersections for public art and placemaking, with preference for local artists on the design team.
- 2.1.5. Fourmile Canyon Creek Broadway Underpass:** Implement safety measures under Broadway at the Fourmile Canyon Creek underpass (e.g., improved lighting).

Background

The city's Pedestrian Crossing Treatment Installation Guidelines (2011) include standards for controlled (signalized) and uncontrolled pedestrian crossings:

- Controlled Pedestrian Crossing are where motorists are required to stop by either a stop sign or traffic signal (including a HAWK beacon). The city has more opportunities for arts and placemaking in the public right-of-way at these intersections than uncontrolled intersections.
- Uncontrolled Pedestrian Crossing are established pedestrian crossings that do not include a traffic signal, a HAWK beacon, or a stop sign that requires motor vehicles to stop before entering the crosswalk. For example, Boulder's crosswalks with signs and/or pedestrian actuated flashing yellow lights are considered "uncontrolled". The city's opportunity for arts and placemaking at these intersections is more limited to the areas that do not interfere with the intersection.

Department Responsibility: Public Works Transportation (lead), Library and Arts, Community Planning and Sustainability

Cost: TBD



Broadway and Fourmile Canyon Creek Underpass

2.2 Enhance North Broadway Bicycle Facilities

Enhance and provide new bicycle facilities with an emphasis on north-south connectivity along and near Broadway.

Timeframe: Mid (3-5 years)

Summary

North Broadway has bicycle lanes, but the North Boulder community has expressed that bicycling feels unsafe due to traffic speeds and a lack of motorist awareness. North Broadway is the most direct north-south bicycle connector linking North Boulder to the rest of the community. The citywide Transportation Master Plan places a high priority on bicycle improvements and creating a lower stress level for this mode of travel, including a citywide grid network that connects different destinations and links bicycling and transit.

1995 Plan Bicycle Access Policies and Objectives

- New pedestrian and bicycle connections that will connect “missing links” in the overall bicycle/pedestrian network and improve access and safety to schools and other centers. (Executive Summary, primary concept)
- Provide safe and enjoyable pedestrian and bike paths, and transit facilities (Steering Committee Vision Statement)
- Encourage walking, biking, and transit use by providing safe, comfortable and convenient pedestrian and bicycle path connections. (Chapter 8, Transportation Goals)
- The 1995 Plan contains a Bicycle/Pedestrian Improvements Right-of-Way plan that has shaped new connections since the city adopted the plan.

Specific Possible Actions

- 2.2.1. Enhanced Bicycle Facilities:** Construct enhanced bicycle facilities along North Broadway, in accordance with the Transportation Master Plan’s priority for a low stress bicycle network. This may include city evaluation of a separated bicycle lane along North Broadway.
- 2.2.2. Target Arts and Placemaking Investment:** Through the citywide Community Cultural Plan, establish a target percentage of spending on North Broadway bicycle enhancements for public art and placemaking, with local artists on the design team.
- 2.2.3. B-Cycle Stations, High Priority:** Work with B-Cycle group to advance stations at Yarmouth and Broadway, Lucky’s, and 19th and Violet (all of which are high priority, but unfunded items in B-Cycle’s master plan).
- 2.2.4. B-Cycle Station @ Gateway Mobility Hub:** Work with B-Cycle group to place US 36 and Broadway B-Cycle station as high priority item in their master plan as US 36 and Broadway gateway/mobility hub progresses (see Action item 2.3).
- 2.2.5. Enhanced Bicycle Facilities and Annexation Community Benefit:** Include funding towards or construction of B-Cycle station in accordance with their master plan and other “above and beyond” bicycle enhancements in the North Broadway area to contribute towards community benefit as part of annexation (see Action Item 3.3).

Background

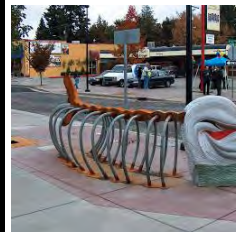
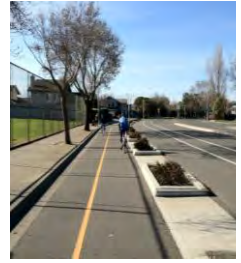
- Since 1995, the city has constructed bicycle lanes on North Broadway, Lee Hill, and Yarmouth. The city has also constructed the Fourmile Canyon Creek trail and Broadway underpass in the study area since 1995.
- The Boulder B-Cycle Master Plan (August 2013) includes station planning principles to prioritize future locations, including:
 - High employment and density areas
 - Proximity to destinations
 - Multimodal access nearby
 - Good visibility, and
 - Proximity to existing stations (i.e., within ½ mile of stations, “clusters of stations are essential”).

Examples

- Boulder Baseline Cycle Track – part of city’s Living Laboratory program from 30th – 35th
- City of Coeur d’ Alene, ID – Public Art Bike Racks, part of the 4th Street/Midtown Placemaking Project, used local artists to construct public art that also functions as bicycle racks. Cities with similar programs include Nashville; Louisville, KY; Columbus, OH; Austin, and Chicago.

Department Responsibility: Public Works Transportation (lead), Library and Arts, Community Planning and Sustainability

Cost: TBD



Coeur d’ Alene, ID Public Art Bicycle Racks

2.3 Evaluate Extension of SKIP Terminus North and Mobility Hub at Broadway and US 36

Evaluate a mobility hub at US 36 and Broadway pursuant to the citywide Transportation Master Plan, and integrate its design with Action 1.7 (US 36 and Broadway Gateway).

Timeframe: Long (5+ years)

Summary

Both the 1995 Plan and the 2014 Transportation Master Plan (TMP) recommend a transit center or mobility hub at US 36 and Broadway. The North Boulder community continues to support this concept, including integration with Action 2.3 (Gateway), and the arts and placemaking strategies set forth in this Action Plan. North Boulder community members also support extending the SKIP terminus north away from its current location at the homeless shelter and connections with other transit routes.

1995 Plan US 36 and Broadway, SKIP Access Policies and Objectives

- Explore possible locations for future transit center(s) (Executive Summary)
- Provide transit centers with shelter from the elements, seating, covered bicycle parking, schedule and fare information, and newspaper racks. (Transportation Objectives, page 20)
- The 1995 Plan contains a Auto/Transit Improvements Right-of-Way Plan that shows a transit route as a future connection to the Dakota Ridge area with a circulator route (page 25)

Specific Possible Actions

- 2.3.1** Continue to work with agency partners (CDOT and Boulder County) to find other suitable locations for any desired maintenance facilities, rather than in the gateway area.
- 2.3.2** Implement mobility hub in accordance with the Transportation Master Plan, including transit, bike share, car share, bicycle parking, and integration with Action 1.7 (Gateway). The city should consider First and Final Mile⁵ solutions to the surrounding community with this process in accordance with the TMP.
- 2.3.3** Extend SKIP terminus and other transit connections north to US 36 and Broadway.

Background

- The TMP identifies the North Boulder Mobility Center to include high amenity bus stop features, including real time passenger information displays, wayfinding, and a bike and car share station (see Action Item 2.2.4 B-Cycle, 2014 TMP Figure 5-8 Transit Facilities and Amenities)

Department Responsibility: Public Works Transportation (lead), Community Planning and Sustainability, and Agency Partners (CDOT, RTD, Boulder County)

Cost: TBD



Existing North Broadway Transit Routes

⁵ First and last mile strategies are typically designed to help transit users access transit or final destinations. Strategies vary widely from infrastructure to policy to education. Successful programs will improve the user experience by supporting intuitive, safe and recognizable routes to and from transit stations/stops (Source: 2014 Transportation Master Plan Action Plan).

2.4 Evaluate US 36 Transit Route

Evaluate a bus route more directly linking the North Broadway area to the 28th Street commercial area and Boulder Junction.

Timeframe: Long (5+ years)

Issue Summary

The 1995 Plan and the citywide Transportation Master Plan both show a proposed transit route from a future mobility hub at US 36 and Broadway that runs along US 36/28th Street into and near the US 36/28th Street regional commercial areas and Boulder Junction. The North Boulder community continues to support this future transit improvement.

1995 Plan US 36 Transit Route Policies and Objectives

- Encourage walking, biking, and transit by providing safe, comfortable and convenient connections (Executive Summary, Connections)
- Provide a transit stop on US 36 (Neighborhood Recommendations, page 14)
- Auto/Transit Improvements Right-of-Way Plan (page 25 – route shown as future connection)

Specific Possible Actions

- 2.4.1** Work with CDOT and RTD to study and implement US 36 transit route, integrated into planning for the US 36 and Broadway gateway area and mobility hub (see Action Item 1.7, Gateway, 2.3)

Department Responsibility: Public Works Transportation (lead)

Cost: TBD



Image from 2014 Transportation Master Plan Showing Proposed US 36/28th Street Transit Connection (in blue)



2.5 Conduct Parking Utilization Study for Redeveloped Areas and Develop Related Strategies

The city should understand and quantify the parking issues first with a parking utilization study and develop responsive strategies.

Timeframe: Short (6 months - 2 years)

Summary

The North Boulder community has identified inadequate parking conditions as a key barrier to the viability of retail and restaurants in the North Broadway area. The community has expressed that these businesses depend on patrons being able to find a parking space as they are often arriving by car. The primary area of concern is the east side of Broadway north of Fourmile Canyon Creek.

1995 Plan Parking Policies and Objectives

- Look for opportunities to experiment with new parking management strategies aimed at reducing the number and distance of car trips, such as shared parking with adjacent public and private users. (Community Facilities Objectives, page 18)

Specific Possible Actions

- 2.7.1 Parking Utilization Study:** Conduct parking utilization study for North Broadway area, with an emphasis on the Uptown and Main Street North areas, but extending to new projects including Violet Crossing (4410 Broadway) and plans for the Armory site (4750 Broadway). This study should also consider future redevelopment on the west side of Broadway.
- 2.7.2 Identify and Implement Parking Management Strategies:** Once the city quantifies any parking issues, evaluate and identify appropriate parking and access management strategies from the forthcoming Access Management and Parking Strategy parking toolkit. Strategies from this toolkit should balance incentives versus requirements and may include:
- Shared parking opportunities
 - Parking reductions by right (e.g., with proximity to transit, enhanced bicycle facilities, etc.)
 - Evaluation of a North Broadway parking and access district
 - Increased enforcement of parking time limits (e.g., 2 hour limits in Uptown and Main Street North areas)
 - Evaluation of underutilized loading areas for parking
 - Evaluation of “edge parking” – storage parking options that can be accessed by transit, or bicycle/pedestrian connections for occasional use of second vehicles.
 - Evaluation of paid parking options



Broadway and Yellow Pine Street Parking



Background

- The Access Management and Parking Strategy is currently underway and will develop a toolkit of best practices to address a variety of parking issues around the city. This will include the “SUMP” principles– shared, unbundled, managed, and paid parking.
- The Travel Demand Management programs that are components of the 2014 Transportation Master Plan (see Sec 4.6) also address parking as one type of TDM strategy. This action item should integrate with Action Item 2.8, TDM.

Department Responsibility: Downtown and University Management Division/Parking Services (lead), Public Works, Community Planning and Sustainability

Cost: Staff time, consultant may be necessary, estimated consultant fees for parking utilization study: \$10,000

2.6 Initiate North Broadway Streetscape Plan

Initiate a comprehensive evaluation and plan for the North Broadway area that addresses the physical aspects of the public realm including streetscaping, placemaking/arts, transit, and access management.

Timeframe: Mid (3-5 years)

Summary

A comprehensive streetscape plan can address many of the action items in this Action Plan as part of one coordinated effort. This would enable a coordinated evaluation and plan that synchronizes all of the elements of the North Broadway public realm together – design, placemaking, access management, the US 36 and Broadway gateway, and transit enhancements.

1995 Plan North Broadway Streetscape Policies and Objectives

- *Develop and implement streetscape improvements (including burying utility lines) along N. Broadway (Employment and Retail Centers Action Plan, page 17)*
- *Development of a North Broadway streetscape plan as one of the first phases of implementing the Plan (Transportation Recommendations, page 22)*
- *Design streetscapes in conformance with the streetscape plans below, or subsequently adopted streetscape plans (e.g., North Broadway) (Transportation Recommendations, page 23)*

Specific Possible Actions

2.6.1 Combined Action Item Implementation: Evaluate a process to implement Action Items 1.4 (Explore North Broadway Public Art Program), 1.7 (Initiate Visioning and Design Process for Broadway and US 36 Gateway), 2.1 (Enhance North Broadway Pedestrian Connections), and 2.2 (Enhance North Broadway Bicycle Facilities) together as part of a comprehensive North Broadway Streetscape Plan.

2.5.1 Access Management Strategies: Initiate process to engage property owners and businesses on west side of Broadway to analyze access issues and management strategies. Strategies may include:

- Evaluate using the current North Boulder Transportation Connections Plan to establish preferred access points (from 1995 Plan).
- Analyze approach and strategies to access management and coordinate with citywide Access Management and Parking Strategy toolkit with items such as access districts.

Background

- The city drafted but never adopted a North Broadway Streetscape Plan in 2003 as a 1995 Plan implementation item. This plan has been used to guide some of the streetscape improvements that have occurred with redevelopment on the east side of Broadway, but has seen limited use outside of a few projects.
- Broadway between Violet Avenue and Lee Hill Drive has five vehicular access points on the east side, with one more anticipated as the Armory site redevelops. This same half-mile stretch on the west side currently has 17 vehicular access points, which creates more points of conflict for pedestrians and bicyclists and interrupts the flow of vehicular traffic.
- Section 9-9-5 of the Boulder Revised Code outlines the City's policy on site access control.
- Section 2.04 (Site Access) from the City of Boulder Design and Construction Standards outlines the design standards for curb cuts.

Department Responsibility: Public Works Transportation, Library and Arts, Community Planning and Sustainability

Cost: Staff Time, consultant may be necessary, estimated \$50-\$100K consultant fees

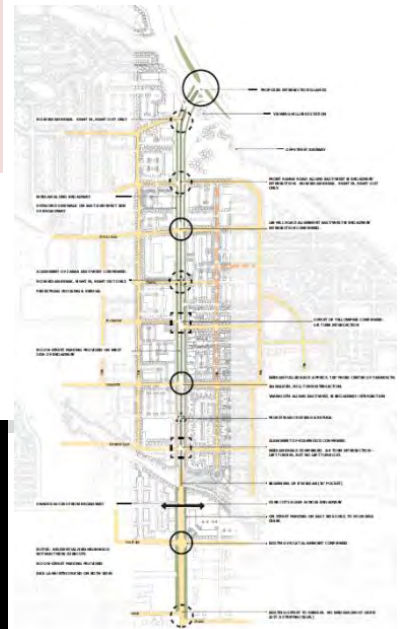


Image from North Broadway Streetscape Plan (2003)





3. LAND USE AND DEVELOPMENT

The overall purpose of these land use and development action items is to:

1) synchronize with the Arts and Placemaking and Transportation, Access, and Parking action items, and 2) to capitalize on land use and development opportunities in the North Broadway area. This Action Plan does not change any existing or future 1995 Plan zoning and land use classifications. Future Village Center-focused analysis may yield future land use map changes.

Land Use and Development Action Plan Goal

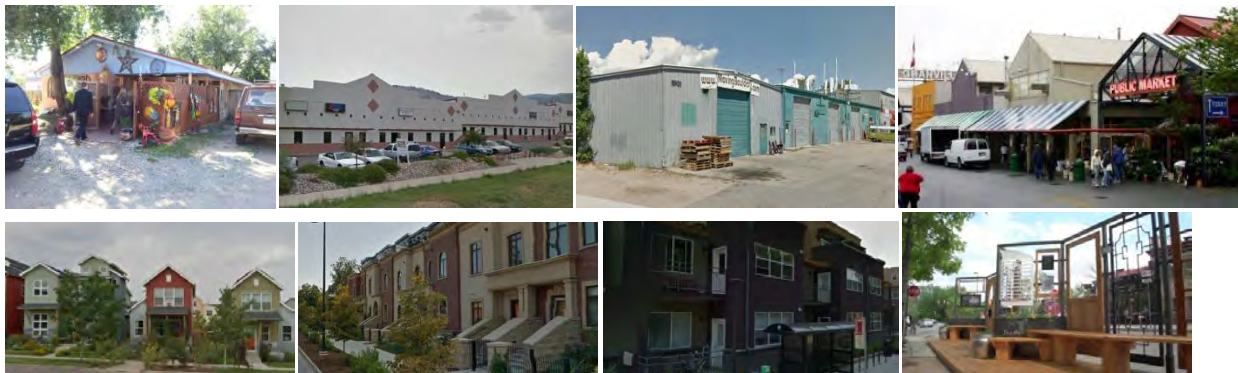
Use land use and development tools to capitalize on opportunities and remove barriers towards realizing the 1995 Plan's vision for the North Broadway area.

1995 Plan Land Use and Development Key Policies

The 1995 Plan categorizes land use and development policies by subcommunity wide and area specific items. Subcommunity wide land use and development policies include (from Executive Summary):

- *Maintenance of existing zoning in established neighborhoods*
- *Mixed density, mixed income housing neighborhoods with good connections to parks, shops, office, and civic uses*
- *An emphasis on design quality and improved site design*
- *An improved land use pattern with a village center acting as the “symbolic heart” and core activity area for North Boulder*

Additional 1995 Plan land use and development policies are highlighted in the action items below.



3.1 Evaluate Affordable Service Industrial and Artist's Space Strategies

Coordinate with the citywide Community Cultural Plan to analyze strategies to preserve and foster new affordable service industrial and artist's space in the North Broadway area.

Timeframe: Mid (3-5 years)

Summary

The North Boulder community, Planning Board, and City Council have expressed concern over erosion of spaces that foster the growing arts scene in North Boulder and service industrial land uses that serve a valuable community need. The primary concern is the increasing lack of affordability of these spaces and that redevelopment will push them out of the area.

1995 Plan Affordable Service Industrial and Artists Policies and Objectives

- Strengthen the established residential and service industrial areas (Executive Summary, Primary Concept)
- Re-write service industrial zoning standards to support the development guidelines for industrial areas (Employment and Retail Centers Action Plan)
- While one of the goals of the Subcommunity Plan is to upgrade the appearance of the Broadway corridor, these businesses are extremely valuable to the area and to the City as a whole and should not be displaced. Most of the rents in this area are low compared to the rest of the city, and the uses that are located in large buildings, generate relatively few vehicle trips per square foot of building area. (Employment and Retail Centers Recommendations)
- Preserve the existing diversity of industrial uses (Employment and Retail Centers Recommendations)

Specific Possible Actions

- 3.1.1 Account for and Allow More Service Industrial and Arts-Related Uses:** Update Title 9 use chart to clarify allowances for desirable service industrial and arts-related land uses that have emerged since last code update (late 1990s).
- 3.1.2 Evaluate Counting Towards Affordable Housing Requirements and Annexation Community Benefit:** Evaluate feasibility of allowing affordable service industrial towards annexation community benefit requirement (see Action Item 3.2) and affordable artist's space to satisfy the city's affordable housing requirements.
- 3.1.3 Industrial Protection Area:** Evaluate mechanism for industrial protection area. This may include strategies such as:
 - Defining the geographic area eligible for this designation in Title 9
 - Requirements or incentives for provision of service industrial or artist's space with redevelopment
 - Additional restrictions on non service industrial and artist's space
 - Allow affordable service industrial and artist's space to count towards affordable housing requirements in these areas (per Action Item 3.1.2 above)

Examples

- City of Portland, Oregon, Guild's Lake Industrial Sanctuary Plan (2001): incorporated into citywide Comprehensive Plan and zoning code, articulates importance of industrial land uses, includes action plan
- City of Chicago: Planned Manufacturing Districts, Industrial Corridor Designations: purpose is to provide clarity and certainty for industrial businesses and that they won't face undue competition from other land uses
- Artist Space Boston: Program through the Boston Redevelopment Authority that works with city departments to develop and acquire affordable spaces permanently dedicated to artists

Department Responsibility: Community Planning and Sustainability (lead), Library and Arts, Housing Division, City Attorneys

Cost: TBD



North Broadway Art Studio



North Broadway Service Industrial



3.2 Establish Criteria to Guide Nonresidential Annexations

Develop North Boulder-specific community benefit criteria to provide more guidance and certainty for nonresidential annexations.

Timeframe: Short (6 months - 2 years)

Summary

Section 1.24 of the Boulder Valley Comprehensive Plan (BVCP)⁶ and page 14 (Neighborhoods Action Plan) of the 1995 Plan identify annexation of Area II properties as a priority. BVCP Section 1.24 also requires that any property requested for annexation that has development potential to demonstrate “special opportunity or benefit to the city”. Properties gain numerous benefits by annexing into the city such as increased development potential and improved access to city services. However, nonresidential Area II properties in the North Broadway area have little guidance or certainty for how to satisfy this community benefit requirement, outside of provision of affordable housing. This Action Plan process has identified several more specific potential community benefits for nonresidential county enclaves in North Boulder.

1995 Plan Annexation Policies and Objectives

- *Annexation of the remaining North Boulder enclaves should occur (Neighborhood Recommendations – County Enclaves, page 10)*
- *Develop annexation package for Area II properties*
- *Help defray the property owners costs of annexation (County Enclave Development Guidelines)*

Specific Possible Actions

- 3.3.1** **Develop North Boulder-Specific Community Benefit Guidelines** to guide annexations for eligible properties that expands on current citywide policies that may include but are not limited to:
- Preservation or provision of affordable artists and/or service industrial space (see Action Item 3.1);
 - Contribution towards the city’s North Broadway arts and placemaking vision;
 - Contribution towards or construction of bicycle facilities beyond those required by city code, such as a Boulder B-cycle station in accordance with their master plan;
 - Provision of senior housing that is consistent with BVCP goals; and
 - Guidelines that are consistent with the city’s residential annexation policies (see Background section below).

Background

- September 2013 Flood Residential Annexations - The city has initiated a process to assist residential property owners with annexing property impacted by the September 2013 flood event (e.g., failing water and sewer infrastructure). The city has offered a special package of incentives for residential properties, some of which are in the North Boulder area that were affected by Fourmile Canyon Creek flooding.
- BVCP Residential Annexation Policies - The city adopted residential annexation guidelines in 2002 that supplements BVCP annexation policies with more detail on applying the city’s community benefit policies (e.g., guidelines for properties in floodplain areas, properties with additional development potential, etc.), but has not adopted any expanded nonresidential policies.
- Annexations Since 1995: Of the approximately 1,848 acres that encompasses the North Boulder Subcommunity, the city has annexed approximately 192 acres since the 1995 Plan (approximately 10% of the subcommunity land area).
- North Broadway County Enclaves - The North Broadway study area has approximately 14 acres of county enclaves. Approximately 7% of the study area is in county enclaves.
- The average timeline for an annexation is approximately 12-16 months based on recent annexation cases processed by the city’s Planning and Development Services Division.

Department Responsibility: Community Planning and Sustainability (lead), City Attorneys

Cost: TBD

North Broadway Nonresidential County Enclaves



County Enclave: 1309 Yarmouth
(1.3 acres)



County Enclave: 4593 Broadway (1
acre)



County Enclave: 4635 Broadway
(2.1 acres)



County Enclave: 975 Rosewood
(2.5 acres)

Other:

4699 Broadway (county enclave - 1
acre)

4949 Broadway (surrounded by
city on three sides – 8.3 acres)

⁶ BVCP Sec. 1.24 states “The city will actively pursue annexation of county enclaves, Area II properties along the western boundary, and other fully developed Area II properties”.

3.3 Explore Improvement District

Analyze feasibility of a North Broadway Improvement District to further Action Plan goals.

Timeframe: Long (5+ years)

Summary

Of the 16 Action Items, at least 9 will likely require direct funding from the city⁷. All of these actions will require either financial or staffing resources to implement. The city has effectively utilized General Improvement Districts to provide revenue that advances specific goals. An improvement district could be an effective mechanism to expedite some of these action items (e.g., arts and placemaking improvements, parking management strategies, etc.) that the city will evaluate against other priorities in a competitive process. The city also has an opportunity to synchronize an improvement district with the evolving NoBo Arts District and the pursuit of official city and state designation in coordination with the citywide Community Cultural Plan. Appendix 4 and the Specific Possible Actions section below provides a more detailed summary of the city's options for establishing an improvement district.



Parklet in University Hill Improvement District

1995 Plan Improvement District Policies and Objectives

- Initiate a process such as an assessment district to develop equitable funding mechanisms to establish the desired pedestrian, street, and bicycle system. (Transportation Chapter, page 22)
- Establish Assessment District to implement library, transit center, and other public facilities' development in the Village Center area (Community Facilities Action Plan)
- In order to fund the public improvements recommended in the Plan, it may be necessary to establish an assessment district or utilize other mechanisms to equitably distribute costs and benefits of the improvements (Implementation, page 33)



Specific Possible Actions

3.4.1. Conduct Stakeholder Outreach, including:

- Identify desired study area and develop property database
- Determine service priorities and support for district
- Identify district management options

3.4.2. Conduct District Feasibility Assessment, including:

- Cost and revenue analysis for different district structures (see Appendix 4 for structural options)
- Business plan with district purpose, boundaries, work program, budget, assessment method, district type, and governance structure

3.4.3. District Formation (depending on results of outreach and feasibility assessment), including:

- Legal and procedural steps for district formation under BRC Chapter 8-4 and Colorado Law
- Mobilizing stakeholders to manage a petition drive
- Preparation for City Council action
- Facilitating an election to approve assessments and taxes



Background

- **Creative Districting:** A group of North Boulder community members and artists are actively working on official state and local designation of a NoBo Arts District through the state's Creative Industries program. The city's Library and Arts Department division is supporting this effort and coordinating closely with this plan update through the citywide Community Cultural Plan.
- BRC Chapter 8-4 (General Improvement Districts) provides the mechanism for the city to establish GIDs

Department Responsibility: Downtown and University Management Division/Parking Services (lead), Community Planning and Sustainability, City Attorneys

Cost: Staff Time, consultant may be required, consultant budget estimate: Approximately \$50,000 (\$25,000 for district feasibility analysis and \$25,000 for district formation, including legal support)

⁷ Action items 1.4, 1.5, 1.7, and 2.1- 2.6 will require direct funding from the city.