



Community Planning & Permitting

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Staff Memo for Docket BVCP-25-0001

BOULDER COUNTY PLANNING COMMISSION

January 21, 2026, 1:30 p.m.

All public hearings and meetings will be offered in a hybrid format where attendees can join through **Zoom** or **in-person** at the Boulder County Courthouse, 3rd Floor, 1325 Pearl Street, Boulder.

Public Hearing – Public Testimony will be taken

Staff: Hannah Hippely, Long Range Planning Division Manager

Docket BVCP-25-0001: Boulder Valley Comprehensive Plan Major Update

Consideration of community change requests made as part of the ten-year major update to the Boulder Valley Comprehensive Plan.

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Community Change Request

The Intergovernmental Agreement (IGA) includes the amendment procedures for the Boulder Valley Comprehensive Plan (Attachment A). The Schedule & Process of Updates section states “the process will include an opportunity for landowners and the general public to submit requests for changes to the plan”. This opportunity for direct requests to be made is referred to as the Community Change Request Process.

Community Change Request Process

The process consists of three steps. First an application and application process and timeline were developed and communicated through press releases, project newsletters,

Claire Levy County Commissioner *Marta Loachamin* County Commissioner *Ashley Stolzmann* County Commissioner

website, and email distribution lists. The request window opened on August 11, 2025, and closed on October 3, 2025. Community members, property owners, and organizations throughout the Boulder Valley submitted a total of 34 change requests.

Screening of the requests is the second step described in the amendment procedures. City and county staff review all submitted requests and develop a recommendation for each request and if it should go forward for further consideration or if it should receive no further consideration. All requests received and the staff recommendation for each request is to be considered by City and County approval bodies at a public hearing. Each approval body will decide (as applicable) which of the proposed changes will be considered further.

Following the approval bodies' vote on which requests should proceed for further evaluation, the City Planning and Development Services Department, in coordination with the County Community Planning and Permitting Department, will conduct additional analysis and develop a final set of recommendations regarding the proposed changes. Staff will incorporate appropriate changes into the draft Comprehensive Plan and Future Land Use Map, scheduled for public release in March 2026. Approval of the changes will ultimately be considered by the four approval bodies (as applicable) during the Comprehensive Plan adoption process in Summer 2026.

Role of Planning Commission

The four approval bodies identified in the Boulder Valley Comprehensive Plan determine which community change requests advance for further analysis. However not all bodies weigh in on all the proposals as decision making (described in the amendment procedures) roles for the 4 bodies vary based on location and type of change. Planning Commission has a decision making role in land use change requests in Area III-Rural Preservation, policy proposals that include both the City and County in the policy, and planning area adjustments (Area III-Rural Preservation to Area II) exceeding five acres.

Community Engagement

Information about the change request process and the application window was shared with the community via a city and county press release, the July 2025 Planning and Development Services Newsletter, and distribution to the BVCP email listserv. Staff hosted two drop-in office hour sessions to provide guidance and answer questions related to the process. The opportunity has also been referred to in multiple broader Plan update events throughout the year. An [online map](#) displaying all submitted requests was made available for community review in December 2025. Moving forward, opportunities for community members to comment on requests that are selected for further consideration will be provided during the review period for the draft Comprehensive Plan, planned for public release March 2, 2026.

Change Requests for Consideration by Planning Commission

Attachment B includes the full details of each request that falls within the Planning Commission's sphere of consideration including the specific text changes as proposed and

the screening analysis and staff recommendation specific to each request. The following are a summary of the community change requests and the staff recommendation for each request.

Policy & Text Change Requests:

Request number 26 is a request for a vision-level, funded regional wildfire mitigation program addressing ignition sources, fuel management, structural hardening, and emergency response, which extends beyond the vision level scope of Comprehensive Plan policy and into implementation and programmatic actions. Staff does not recommend further consideration of this request.

However, the topic of wildfire mitigation is a core focus of the draft Boulder Valley Comprehensive Plan, including emphasis on resilience at the urban-wildland interface, hazard awareness, and regional coordination. This request highlights the importance of reducing wildfire risk, which aligns with the Plan's broader intent to prioritize safety, climate resilience, and protection of the community.

While the Comprehensive Plan already addresses wildfire mitigation at a vision level, the specific operational elements suggested in the request such as parcel-level targeting, human ignition mitigation, fuel management, structural hardening, and emergency response improvements are implementation strategies that fall outside the policy level scope of the Comprehensive Plan update. These operational steps would be more appropriately considered in coordinated City and County programs, funding initiatives, and multi-agency wildfire mitigation strategies. Staff recognizes the alignment of this request with the Comprehensive Plan vision for wildfire safety, while also recognizing that the detailed, programmatic components are inappropriate for the Plan's policy-level framework.

Request number 27 is a request for additional City and County partnership with local farmers, ranchers, and ditch companies to pursue infrastructure upgrades and operational programs for agricultural water delivery systems, including specific actions that extend beyond the vision-level scope of Comprehensive Plan policy and the Boulder Valley planning area. Staff does not recommend further consideration of this request.

The proposed policy addition addressing sustainable agricultural water use and modernization of irrigation infrastructure aligns broadly with the draft Boulder Valley Comprehensive Plan's emphasis on supporting viable agriculture, efficient water use, and climate resilience. The request highlights important challenges facing agricultural water systems under changing climate and water supply conditions, which are already reflected in existing and draft comprehensive plan policy direction.

However, the specific elements of the request such as funding mechanisms, partnerships with ditch companies, infrastructure upgrades, and on-site farm irrigation improvements are implementation strategies that fall outside the scope of the Comprehensive Plan's

vision-level framework. Additionally, for Boulder County, policies related to supporting private ditch infrastructure are more appropriately considered at a countywide scale rather than within the geographically limited Boulder Valley Comprehensive Plan planning area.

As the draft Comprehensive Plan already addresses sustainable water use and agricultural viability at a high level, there is no need to advance this specific policy addition further. The detailed actions described in the request are better addressed through existing water management programs, capital planning, grant programs, and interagency implementation efforts and are inappropriate for the Plan's policy-level framework.

Request number 30 is to clarify that future annexation of Area II lands requires resident interest and initiation. Established rural character should be maintained in Area II and act as a buffer between Area I and Area III lands. Staff does not recommend further consideration of this request.

Annexation into the City of Boulder requires property owner initiation through a property owner petition; under state law the City cannot forcibly annex an Area II property. Existing Comprehensive Plan policy already reflects this principle; however, staff recognizes that this could be further clarified and that community concerns regarding forced annexation may be relieved by doing so but does not support the text as specifically proposed.

The Comprehensive Plan does not anticipate rural character preservation in Area II as these lands are already developed at a suburban scale. Lands intended for long-term rural preservation are specifically designated as Area III Rural Preservation. Staff does not recommend the policy be changed to consider Area II a Rural Preservation Area.

Request number 32 proposes to establish that future annexation of Gunbarrel must be initiated by residents and remove language about the City and County "continuing to support" eventual annexation of Gunbarrel. Staff does not recommend further consideration of this request.

The City and County continue to support annexation of Gunbarrel. Gunbarrel contains major employment centers and already adjoins city-served infrastructure, including water, sewer, and multimodal transit corridors, making it a logical candidate for service integration. Annexation would remain entirely contingent on initiation by the residents of Gunbarrel. This approach maintains the Plan's long-term aspirational guidance for urban expansion while respecting the community's character and the principle of voluntary annexation.

Request number 33 is to evaluate and revise land use map designations for accuracy, focusing on Open Space classifications, and enhance land use designation map legibility. Staff does not recommend further consideration of this request.

The draft Comprehensive Plan consolidates open space into a single designation and removes separate classifications including the Open Space categories previously

referenced by the applicant, such as Open Space (Acquired), Open Space (Development Rights), and Open Space (Other). Because these classifications are not carried forward in the draft Comprehensive Plan, staff does not recommend they be considered further as part of this request. Further, land use map accuracy and legibility improvements, including color updates, are already underway through the drafting of the new Future Land Use Map.

Request number 34 proposes revisions to transportation policies 6.01–6.22 in Section 6: Transportation and recommends updating the Land Use & Transportation Map to reflect combined land use and transportation guidance, replacing the existing land-use-only map. Staff recommends further consideration of this request.

The request demonstrates strong alignment with the Boulder Valley Comprehensive Plan 2025 Update goal to prioritize equitable, multimodal transportation, safety, emissions reduction, and reduced single-occupancy vehicle travel. The request identifies meaningful opportunities to strengthen active mobility outcomes and reflects strong familiarity with the existing plan framework.

However, because the comprehensive plan policies are undergoing substantial revision – including consolidation, modification, and removal of some policies – not all proposed language edits can be evaluated or incorporated in a direct, one-to-one manner.

Additionally, portions of the request that call for funded or operational programs (e.g., creation of a dedicated TDM fund, development of a Transit Strategic Plan, updates to the Design and Construction Standards) fall outside the vision-level scope of the Comprehensive Plan update and are more appropriately addressed through future implementation, budgeting, or operational planning processes. Staff recommends consideration of applicable vision-level policy direction within the submitted request.

Recommendation

Staff recommends that Planning Commission find that only request number 34 related to transportation be considered for further consideration.

Appendix B: Boulder Valley Comprehensive Development Plan Intergovernmental Agreement with Amendment Procedures (Exhibit B)

THIS INTERGOVERNMENTAL AGREEMENT ("IGA") between the City of Boulder, a Colorado home-rule city ("Boulder" or "City"), and the County of Boulder, a body politic and corporate of the State of Colorado ("County" or "Boulder County") shall become effective as of the "Effective Date" listed below. The City and the County are together referred to as the "Parties."

RECITALS

A. The Parties have a shared history of cooperative planning beginning in 1977, and previously entered into intergovernmental agreements on June 21, 1978, December 13, 1990 and most recently on July 15, 2002. The Parties desire to extend this relationship through an updated comprehensive development plan and intergovernmental agreement.

B. The most recent intergovernmental agreement, effective as of July 15, 2002, (the "Previous IGA") expires, by its terms, on December 31, 2017. The Parties desire to adopt this IGA to supersede and replace the Previous IGA in order to adopt the most recent updates to the plan.

C. C.R.S. § 29-20-101 *et seq.*, as amended, authorizes the Parties to enter intergovernmental agreements to plan for and regulate land uses in order to minimize the negative impacts on the surrounding areas and protect the environment, and specifically authorizes local (i.e., municipal and county) governments to cooperate and contract with each other for the purposes of planning and regulating the development of land by means of a "comprehensive development plan."

D. The County is the ultimate governmental authority regarding land use control and development in the unincorporated areas of the County, which areas include the Boulder Valley, as defined in the plan attached as Exhibit A (the "Plan" or the "BVCP").

E. The City is the only significant potential source of adequate urban facilities and services required for the orderly urban development of the Boulder Valley, where desired.

F. Under C.R.S. §§ 30-28-106, -108 and -110, as amended, the County Planning Commission and the Board of County Commissioners have made and adopted a master plan for the physical development of the unincorporated area of the County, the Boulder County Comprehensive Plan.

G. Under C.R.S. § 31-23-202, as amended, the Boulder Planning Board and the Boulder City Council have adopted the goals, policies, programs and supportive data of the Boulder Valley Comprehensive Plan.

H. Under C.R.S. § 30-28-106(2)(a), as amended, the master plan shall not be effective inside the boundaries of any incorporated municipality within the region unless such plan is adopted by the governing body of the municipality.

I. To ensure that the unique and individual character of Boulder and of the rural area within Boulder County outside Areas I and II of the BVCP are preserved, the Parties believe that a comprehensive development plan that recognizes the area of potential urbanization within the BVCP that would not be interrupted by Boulder County open space, accompanied by a commitment by Boulder for the preservation of the rural character of lands surrounding Areas I and II within the Boulder Valley and Boulder County, is in the best interest of the residents of each of the Parties.

J. The Parties acknowledge that this IGA may control or limit the County's authority over some properties within the County's jurisdiction but that such control or limitation is justified due to the fact that such properties are currently served by City owned municipal utilities, are bound by service agreements between the property owners and the City, and/or such properties are located within areas specially affecting the City's interests, including but not limited to entry corridors and areas of special impact upon City resources.

K. The Parties find that providing for the area outside Areas I and II of the Boulder Valley Comprehensive Plan within Boulder County to remain as rural in character through the term of this IGA for the purpose of preserving a community buffer through the limitation of annexation by Boulder serves the economic and civic interest of their residents and meets the goals of the Boulder County Comprehensive Plan.

L. Consistent with the municipal annexation, utility services, and land use laws of the State of Colorado, this IGA including, specifically, the annexation and open space portions hereof, is intended to encourage the natural and well-ordered future development of each Party; to promote planned and orderly growth in the affected areas; to distribute fairly and equitably the costs of government services among those persons who benefit therefrom; to extend government services and facilities to the affected areas in a logical fashion; to simplify providing utility services to the affected areas, to simplify the governmental structure of the affected areas; to reduce and avoid, where possible, friction between the Parties; and to promote the economic viability of the Parties.

M. The functions described in this IGA are lawfully authorized to each of the Parties, which perform such functions hereunder, as provided in Article XX, § 6 of the Colorado Constitution, and C.R.S. §§ 29-20-101, *et seq.*; 30-28-101, *et seq.*; 31-12-101, *et seq.*; and 31-23-201 and -301, *et seq.*, as amended.

N. C.R.S. § 29-1-201, *et seq.*, as amended, authorizes the Parties to cooperate and contract with one another with respect to functions lawfully authorized to each of the Parties, and the people of the State of Colorado have encouraged such cooperation and contracting through the adoption of Colorado Constitution, Article XIV, § 18(2).

O. The Parties have each held hearings after proper public notice for the consideration of entering into this IGA and the adoption of a comprehensive development plan for the Boulder Valley.

P. The Parties desire to enter into this IGA in order to plan for the use of the lands within the Boulder Valley through joint adoption of a mutually binding and enforceable comprehensive development plan.

AGREEMENT

NOW THEREFORE, in consideration of the above and the mutual covenants and commitments made herein, the Parties agree as follows:

1. Boulder Valley Comprehensive Development Plan. This IGA, including the Boulder Valley Comprehensive Plan text and Map attached to this IGA as Exhibit A, is hereby adopted by the Parties as a comprehensive development plan as provided in C.R.S. § 29-20-105, to be known as the "Boulder Valley Comprehensive Plan" (hereinafter "the Plan"). The Plan shall govern and control the Plan Area as shown on Exhibit A, or as subsequently amended in accordance with Section 6, below.
2. Consistency with BVCP in Planning, Zoning, and Other Land Use Regulations and Actions Required. The City and the County, respectively, within their constitutional and statutory geographic jurisdictions, shall exercise their planning, zoning, subdivision, building and related land use regulatory functions consistent with the plans and policies of the Plan, to the end of attaining the goals and objectives of the Plan.

3. Compliance with BVCP for Annexations Required. The City shall exercise its annexation policies and capital improvements plan consistent with the plans and policies of the Plan, to the end of attaining the goals and objectives of the Plan.
4. Term.
 - 4.1 Term. This IGA shall extend through December 31, 2037.
 - 4.2 Schedule for Plan Reviews. The City and the County agree that the Plan will be reviewed at least every five years for possible amendments to reflect changes in circumstances and community desires. This Agreement shall extend to all revisions and amendments of the Plan that are jointly approved from time to time by the City and the County. As part of the mid-term and major updates, each Party agrees to hold a duly noticed public hearing to determine, among other things, if the term of this Agreement should be extended an additional five years from the date of termination.
5. Amendments to the Intergovernmental Agreement. This IGA may be amended from time to time upon a majority vote of the Boulder City Council and the Board of County Commissioners. This Intergovernmental Agreement will be reviewed by the Parties during the periodic plan reviews.
6. Amendments to the Plan, Referral Process, Notices, and Errors. The procedures for Plan amendments, referrals, notices, and errors are incorporated into the Intergovernmental Agreement and are attached hereto as Exhibit B.
7. Preservation of Legislative Discretion. It is recognized that all provisions of the Boulder Valley Comprehensive Plan that require appropriation of public funds are qualified by the availability of appropriations for those purposes, and the legislative discretion inherent in the appropriation process is not limited by the adoption of the Plan.
8. Severability. If any portion of this Plan is held by a court in a final, non-appealable decision to be per se invalid or unenforceable as to any Party, the entire Agreement and the Plan shall be terminated, it being the understanding and intent of the Parties that every portion of the Agreement and Plan is essential to and not severable from the remainder.
9. Beneficiaries. The Parties, in their corporate and representative governmental capacities, are the only entities intended to be the beneficiaries of the Agreement and the Plan, and no other person or entity is so intended or may bring any action, including a derivative action, to enforce the Agreement or the Plan.
10. Enforcement. Either of the Parties may enforce this Agreement by any legal or equitable means including specific performance, declaratory and injunctive relief. No other person or entity shall have any right to enforce the provisions of this Agreement or the Plan.
11. Defense of Claims. If any person allegedly aggrieved by any provision of the Plan and who is not a Party to the Plan should sue any Party concerning such Plan provision, all Parties shall be notified promptly by any party served; any Party served shall, and any other Party may, defend such claim. Defense costs shall be paid by the Party providing such defense.
12. Governing Law and Venue. This Agreement shall be governed by the laws of the State of Colorado, and venue shall lie in the County of Boulder.

THIS AGREEMENT is made and entered into to be effective on the later of the dates of approval by the City of Boulder or Boulder County (the "Effective Date").

Dated: 9/26/2017

CITY OF BOULDER


Suzanne Jones
Mayor

ATTEST:


City Clerk

APPROVED AS TO FORM:


City Attorney's Office

**BOARD OF COUNTY COMMISSIONERS
OF BOULDER COUNTY:**




Deb Gardner, Chair


Cindy Domenico, Vice Chair


Elise Jones, Commissioner

ATTEST:


Clerk of the Board

APPROVED AS TO FORM:


County Attorney's Office

Exhibit B: Boulder Valley Comprehensive Plan - Amendment Procedures

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Intro

The Boulder Valley Comprehensive Plan is a joint policy document legislatively adopted by the City of Boulder and Boulder County. The plan is updated periodically to respond to changed circumstances or community needs. Changes to the comprehensive plan fall into four categories:

- Changes that may be considered at any time
- Changes that may be considered during a map-only update
- Changes that may be considered during a mid-term update
- Changes that may only be considered during the major update

The table below summarizes the different types of changes, when they may be considered, and the decision-making bodies that approve them. When the table refers to the decision-making bodies that approve changes:

- "city" means Planning Board and City Council;
- "county" means the County Planning Commission and Board of County Commissioners; and
- "city and county" means Planning Board, City Council, County Planning Commission, and Board of County Commissioners.

Summary Matrix

Type	WHEN				WHO		HOW
	Map Only	Mid-term	Major Update	Any-time	Approval Bodies	Who may Initiate ¹	Criteria
LAND USE MAP							
All types of Land Use Map changes	X	X	X	-	City (Area I & II Call-up to BOCC for Area II) City and County (Area III)	All	Sec. A.1.
Land Use Map changes related to rezoning, subcommunity/area plan or annexation only	-	-	-	X	City (Area I & II Call-up to BOCC for Area II) City and County (Area III)	City, Prop. owner	Sec. A.1.
PLANNING AREAS MAP - AREA II/III BOUNDARY							
Service Area Expansion (Area III to Area II) or Contraction (Area II to Area III)							
MINOR ADJUSTMENTS: Area III – Rural Preservation to Area II	X	X	X	-	Under 5 acres: City Over 5 acres: City, call-up to BOCC	All	Sec. A.2.a.i
SERVICE AREA EXPANSION: Area III - Planning Reserve to Area II	-	X	X	-	City and County	City	Sec. A.2.a.ii
SERVICE AREA EXPANSION: Reinstatement of Area III - Rural Preservation back to Area II	-	X	X	-	City and County	Prop. owner	Sec. A.2.a.ii
SERVICE AREA CONTRACTION: Area II to Area III Rural - Preservation	-	X	X	-	City and County	All	Sec. A.2.a.iii
Rural Preservation Expansion or Contraction							
RURAL PRESERVATION EXPANSION: Area III - Planning Reserve to Area III - Rural Preservation	-	-	X	-	City and County	All	Sec. A.2.b.i
RURAL PRESERVATION CONTRACTION: Area III - Rural Preservation to Area III - Planning Reserve	-	-	X	-	City and County	All	Sec. A.2.b.ii
Planning Area Expansion or Contraction							
Expansion or contraction of Area III outer boundary	-	X	X	-	City and County	City and County	Sec. A.2.c.i
POLICIES							
Minor edits	-	X	-	-	City and/or County	All	Sec. A.3.
Major edits	-	X	X	-	City and/or County	All	Sec. A.3.
TEXT							
Plan and Program Summaries; Urban Service Criteria and Standards; Subcommunity and Area Plan section	-	X	X	X	City	All	-

¹ All: Members of the public, property owners, city staff, county staff, city approval bodies (Planning Board, City Council); county approval bodies (Planning Commission, Board of County Commissioners)

City: city staff and approval bodies

County: county staff and approval bodies

Public: Members of the public including, but not limited to, property owners

Property Owners: Owners of property subject to proposed change

A. Types of Changes

1. Land Use Map Changes

Description

The Land Use Map is not intended to be a zoning map. Instead, it provides policy direction and definition for future land uses in the Boulder Valley.

Criteria

To be eligible for a Land Use Map change, the proposed change:

- a) on balance, is consistent with the policies and overall intent of the comprehensive plan;
- b) would not have significant cross-jurisdictional impacts that may affect residents, properties or facilities outside the city;
- c) would not materially affect the land use and growth projections that were the basis of the comprehensive plan;
- d) does not materially affect the adequacy or availability of urban facilities and services to the immediate area or to the overall service area of the City of Boulder;
- e) would not materially affect the adopted Capital Improvements Program of the City of Boulder; and
- f) would not affect the Area II/Area III boundaries in the comprehensive plan.

Decision-making

Land Use Map changes in Area I & II are a city decision, with call-up to the county as described in the referral & call up procedures. Changes in Area III are a city and county decision.

2. Area II/III Boundary Changes

a. Service Area Expansions and Contractions

i. Minor Adjustment to the Service Area (Area III-Rural Preservation to Area II)

Description

A minor adjustment to the service area boundary is a small, incremental service area expansion that creates a more logical boundary. A change in designation of land from Area III to Area II may be eligible to be approved as a minor service area boundary adjustment based on the following criteria:

Applicability

- a) **Maximum size:** The total size of the area must be no larger than ten acres. Residential areas larger than 10 acres may be considered if the area consists of substantially developed properties below the Blue Line along the western edge of the service area.
- b) **Minimum contiguity:** The area must have a minimum contiguity with the existing service area of at least 1/6 of the total perimeter of the area.

Criteria

- a) **Logical Service Area boundary:** The resulting Service Area boundary must provide a more logical Service Area boundary (Area III/II), as determined by factors such as:
 1. more efficient service provision,
 2. a more identifiable edge to the urbanized area or neighborhood,
 3. a more functional boundary based on property ownership parcel lines or defining natural features.

- b) **Compatibility with the surrounding area and the comprehensive plan:** The proposed change of Area III to II must be compatible with the surrounding area as well as on balance, the policies and overall intent of the comprehensive plan.
- c) **No major negative impacts:** It must be demonstrated that no major negative impacts on transportation, environment, services, facilities, or budget will result from an expansion of the Service Area.
- d) **Minimal effect on land use and growth projections:** The proposed change of Area III to II change does not materially affect the land use and growth projections that were the basis of the Comprehensive Plan.
- e) **Minimal effect on service provision:** The proposed change of Area III to II does not materially affect the adequacy or availability of urban facilities and services to the immediate area or the overall Service Area of the City of Boulder.
- f) **Minimal effect on the city's Capital Improvements Program:** The proposed Area III to II change does not materially affect the adopted Capital Improvements Program of the City of Boulder.
- g) **Appropriate timing:** The proposed Area III to II change will not prematurely open up development potential for land that logically should be considered as part of a larger Service Area expansion.

Decision Making

Minor Adjustments to the Service Area boundary are a city decision for areas five acres and under. For areas greater than five acres, the Board of County Commissioners may call-up a city decision for its review under the procedures described below.

ii. Service Area Expansions: Planning Reserve (Area III-Planning Reserve to Area II)

Description

The Area III-Planning Reserve is identified on the Area I, II, III map and includes approximately 500 acres of land outside the existing service area of the City of Boulder. The Area III-Planning Reserve is not currently eligible for urban services or annexation. This area was established at the conclusion of a comprehensive analysis of Area III; when city and county determined that only a small amount of Area III should be contemplated for future urban expansion, and then only if detailed planning for the area indicates community benefits exceed potential negative impacts. The area was chosen for its location and characteristics based upon the apparent lack of sensitive environmental areas, hazard areas and significant agricultural lands, the feasibility of efficient urban service extension, and contiguity to the existing Service Area, to maintain a compact community.

The Area III-Planning Reserve is that portion of Area III where the city intends to maintain the option of Service Area expansion for future urban development in response to priority community needs that cannot be met within the existing Service Area.

While Service Area expansion into the Area III-Planning Reserve may occur over time in several separate actions, it must result in a logical expansion of the Service Area. The needs of future generations should be considered any time a Service Area expansion of the Planning Reserve is contemplated.

Baseline Urban Services Study Required

The City of Boulder will complete a baseline urban services study of the Area III-Planning Reserve prior to considering a service area expansion. The purpose of the study is to learn more about the feasibility and requirements to provide urban services to the area, and to understand potential phasing and logical areas of planning and potential expansion. The city may undertake preparing the baseline urban service study at any time for all or a portion of the Planning Reserve, and should include, but is not limited to an analysis and inventory of the existing infrastructure and service capacity (such as needed upgrades to the water, wastewater, and stormwater or facilities and distribution system, additional fire stations or

vehicles and police protection needs, transportation network connections, capacity of existing schools, urban parks), inventory of existing uses in the Area III-Planning Reserve, and identification of logical Service Area expansions (areas and/or phasing). The completed study will be reviewed by the Planning Board and accepted by the City Council.

Service Area expansion process

a) Service Area expansion consideration

The city may consider a service area expansion into the Area III-Planning Reserve following acceptance of the baseline urban services study. Service Area expansion may occur at a mid-term or major update to the BVCP. At the beginning of each BVCP update, the Planning Board and City Council will hold a public hearing to determine if there is interest in considering a Service Area expansion as part of that update. If the city is interested in considering a Service Area expansion, a planning effort to solicit and identify priority community needs will begin. The city will hold public hearings and decide whether the identified needs are of sufficient priority based on the eligibility criteria below to warrant preparation of a Service Area expansion plan. Prior to the public hearings by the city, the identified needs will be referred to the county.

Criteria for Initiating a Service Area Expansion Plan

In order to initiate a service area expansion plan there must be sufficient community need. In determining whether there is sufficient community need, the city will consider the following factors:

- a. **Community Value:** Expansion will address a long-term community value as articulated in the Comprehensive Plan.
- b. **Capacity:** The need for a service area expansion cannot be met within the existing Service Area because there is not suitable existing or potential land/service capacity.
- c. **Benefit:** Expansion will benefit the existing residents in the Boulder Valley and will have a lasting benefit for future generations.

b) Service Area Expansion Plan

An expansion plan for priority community needs is anticipated to be similar in scope to an Area Plan, as described in the Comprehensive Plan and will be developed by the city in coordination with the county. If the city initiates preparation of a service area expansion plan, it will include, but not be limited to the following information:

- a. The location and amount of land area needed;
- b. Other uses that are needed or desired based on the identified needs;
- c. Conceptual land use and infrastructure plans, to ensure adequate facilities and services can be provided;
- d. General annexation requirements to further comprehensive plan goals and policies;
- e. Requirements and conditions for the city and the private sector for development, including on-site and off-site mitigation of impacts; and
- f. Anticipated development phasing.

Approval of a Service Area Expansion Plan

A service area expansion plan approval and change from Area III-Planning Reserve to Area II will consider the following:

- a. **Minimum size:** In order to cohesively plan and eventually annex by neighborhoods and to build logical increments for infrastructure, it is encouraged that the minimum size of the parcel or combined parcels for Service Area expansion be at least forty acres.
- b. **Minimum contiguity:** The parcel or combined parcels for Service Area expansion must have a minimum contiguity with the existing service area of at least 1/6 of the total perimeter of the area.

- c. **Provision of a community need:** Taking into consideration an identified range of desired community needs, the proposed change must provide for a priority need that cannot be met within the existing service area.
- d. **Logical extension of the service area:** The resulting service area boundary must be a logical extension of the service area. Factors used in making this determination include but are not limited to an efficient increment for extending urban services; a desirable community edge and neighborhood boundary; and a location that contributes to the desired compact urban form.
- e. **Compatibility with the surrounding area and comprehensive plan:** The proposed Area III-Planning Reserve area to Area II change must be compatible with the surrounding area and on balance, the policies and overall intent of the comprehensive plan.
- f. **No major negative impacts:** The Service Area Expansion Plan must demonstrate that community benefits outweigh development costs and negative impacts from new development and that negative impacts are avoided or adequately mitigated. To this end, the Service Area Expansion Plan will set conditions for new development, and it will specify the respective roles of the city and the private sector in adequately dealing with development impacts.
- g. **Appropriate timing for annexation and development:** A reasonable time frame for annexation is projected within the planning period after Area III-Planning Reserve area land is brought into the service area.

Decision-making

Initiating a service area expansion plan is a city decision. Approval of a service area expansion plan and change from Area III – Planning Reserve to Area II will be decided by the City and County.

iii. Service Area Contractions (Area II to Area III-Rural Preservation Area)

Description

A Service Area contraction removes land from the city's Service Area, due to a change in circumstances.

Applicability

- a) **Minimum size:** No minimum or maximum size.
- b) **Minimum contiguity:** No contiguity required.

Criteria

Proposed changes from Area II to Area III-Rural Preservation Area must meet the following criteria:

- a) **Changed circumstances:** Circumstances have changed that indicate either the development of the area is no longer in the public interest, the land has or will be purchased for open space, or, for utility-related reasons, or the City of Boulder can no longer expect to extend adequate urban facilities and services to the area within 15 years.
- b) **Compatibility:** Any changes in proposed land use are compatible with the surrounding area and on balance, the policies and overall intent of the comprehensive plan.

Decision-making

Changes from Area II to Area III – Rural Preservation are a city and county decision.

iv. Service Area Reinstatement (Area III – Rural Preservation Area back to Area II – Service Area)

The owner of property that has been moved from Area II to Area III may request that the change be reevaluated under the same procedures and criteria that were used to make such a change for a period ten years after the change was made. Thereafter, such properties will be subject to all of the procedural requirements of this section.

b. Area III Rural Preservation Expansions and Contractions

i. Area III-Rural Preservation Area Expansions (Area III-Planning Reserve to Area III-Rural Preservation)

Description

An Area III – Rural Reservation expansion removes land from the Area III – Planning Reserve, due to a change in circumstances.

Applicability

Land to be considered for a change from Area III-Planning Reserve to Area III-Rural Preservation must have a minimum contiguity with the Area III-Rural Preservation area of at least 1/6 of the total perimeter of the area.

Criteria

Expansion of the Area III-Rural Preservation Area must meet the following criteria:

- a) **Changed Circumstances:** There is a desire and demonstrated need for expansion of the Area III-Rural Preservation Area due to changed circumstances, community needs, or new information on land use suitability (e.g., environmental resource or hazard constraints, feasibility of efficient extension of urban services, and compact and efficient urban form).

Decision-making

Changes from Area III-Planning Reserve to Area III-Rural Preservation are a city and county decision.

ii. Area III-Rural Preservation Contractions (Area III-Rural Preservation Area to Area III-Planning Reserve)

Description

An Area III – Rural Preservation contraction results in land being removed from rural preservation and identification as Area III – Planning Reserve, for potential future inclusion into the service area.

Applicability

Land to be considered for a change from Area III-Rural Preservation Area to Area III-Planning Reserve must have a minimum contiguity with the Area III-Planning Reserve area or the existing service area (Area I or Area II) of at least 1/6 of the total perimeter of the area.

Criteria

Contraction of the Area III-Rural Preservation Area must meet the following criteria:

- a) There is a demonstrated need for contraction of the Area III-Rural Preservation Area due to changed circumstances, community needs, or new information on land use suitability (e.g., environmental resource or hazard constraints, feasibility of efficient extension of urban services, and compact and efficient urban form)

Decision-making

Changes from Area III- Rural Preservation to Area III- Planning Reserve are a city and county decision.

c. Planning Area Expansions and Contractions

i. Boulder Valley Planning Area Expansions or Contractions

Description

A Planning Area boundary expansion or contraction changes the outer boundary of the area of joint planning between the city and county.

Applicability

An Area III outer boundary change may be initiated by the city or the county.

Criteria

A Planning Area Boundary change must meet the following criteria:

- a) There is a demonstrated need that either expansion or contraction of the planning area is necessary due to changed circumstances or past error in determining the boundary.

Decision-making

Changes to the Planning Area Boundary are a city and county decision.

3. Policy & Text Changes

Description

The policies of the Boulder Valley Comprehensive Plan are contained within Chapter III of the plan.

Decision-making

- a) Where the "county" alone is referred to in the policy, the policy may be amended by the county, after referral to the city.
- b) Where the "city" alone is referred to in the policy, the policy may be amended by the city, after referral to the county.
- c) All other policies will be construed to be joint city and county statements of policy, and are to be amended by joint action.
- d) Where a particular "area" is not specified in the policy text, the policy will apply to all areas.

B. Procedures for changes

This section describes the process and procedures for approving proposed changes to the BVCP. There are four types of procedures for changing the plan:

1. Changes that may be considered at any time
2. Map-only Update
3. Mid-Term Update
4. Major Update

1. Changes that may be considered at any time

i. Scope:

Changes that may be considered at any time include:

- Changes to the Land Use Map concurrent with rezoning, annexation, or adoption/amendment of a subcommunity or area plan
- Changes to the Subcommunity and Area Plan section (Ch. V)
- Changes to the Master Plan and Program summaries (Ch. VI)
- Changes to the Urban Service Criteria and Standards (Ch. VII)

ii. Schedule and Process

A request initiated by the property owner concurrent with a rezoning, development application, or annexation application must be submitted in writing to the city's Planning Department and must address the criteria for processing the request separately from a plan update. All other changes must be initiated by the city or county.

iii. Referrals

The city will make a referral with preliminary comments to the county Land Use Department for comment. For land use changes the county will have 30 days after receipt of the referral to provide written notice to the city as to whether the proposed change meets the criteria.

2. Map only update

Changes to the comprehensive plan Land Use Map and Area I, II, III Map may be proposed as otherwise provided for in this plan or in a map only update. A map only update may be initiated between mid-term and major updates as needed. The purposes of the map only update are to provide an opportunity for the city and county, as well as the public to request changes to the plan that do not involve significant city and county resources to evaluate, to clean up mapping discrepancies and to make minor adjustments to the service area boundary. The map only update is not intended to be a time to consider significant Land Use Map changes, or any policy changes.

Changes that may be considered during a map only update include:

- Changes to the Land Use Map in Area I or II.
- Minor Adjustments to the Service Area Boundary.

3. Mid-term Update

A mid-term update will be initiated at some point between major updates. The purposes of the mid-term update are to address objectives identified in the last major update and review progress made in meeting those objectives, provide an opportunity for the public to request changes to the plan that do not involve significant city and county resources to evaluate, and make minor additions or clarifications to the policy section. The mid-term update is not intended to be a time to consider major policy changes.

Changes that may be considered during a mid-term update include:

- Changes to the Land Use Map.
- Changes to the Area I,II,III Map.
- Planning Area boundary changes.
- Minor edits to the policy section (Ch. III).
- Minor text edits.

- Changes to the Subcommunity and Area Plan section (Ch. V).
- Changes to the Master Plan and Program summaries (Ch. VI).
- Changes to the Urban Service Criteria and Standards (Ch. VII).

4. The Major Update

The comprehensive plan will be reviewed at least every 10 years for potential amendments to reflect changes in circumstances and community desires.

Changes that may be considered during a major update include:

- Changes to the Land Use Map.
- Changes to the Area I,II,III Map.
- Rural Preservation Area Expansions or contractions.
- Planning Area boundary changes.
- Edits to the policy section (Ch. III).
- Edits to the plan text.
- Changes to the Subcommunity and Area Plan section (Ch. V).
- Changes to the Master Plan and Program summaries (Ch. VI).
- Changes to the Urban Service Criteria and Standards (Ch. VII).

5. Schedule & Process of Updates

- Schedule:** Prior to the beginning of each update, the city Planning Department and the county Land Use Department will establish a process and schedule for the update. The schedule and process will be revised as needed during the review process. The process will include an opportunity for landowners and the general public to submit requests for changes to the plan. During major updates, policy changes should precede map changes.
- Screening:** Proposed changes from the public, staff and approval bodies will be reviewed by the city Planning Department, which will prepare a recommendation in consultation with the county Land Use Department on which proposals should go forward and which proposals should receive no further consideration. The bodies will consider all requests for changes together with the staff recommendations at initial public hearings and will compile a list of proposed changes to be considered during the update based upon:
 - consistency with the purposes of the update as described above,
 - available resources to evaluate the proposed change (city and county staffing and budget priorities),
 - consistency with current BVCP policies, and
 - compatibility with adjacent land uses and neighborhood context.
- Further study & initiation of hearings:** After a list of proposed changes to be considered during the update has been determined, the city Planning Department and county Land Use Department will study, seek appropriate public input, and make recommendations concerning proposed changes. Requests for changes to the comprehensive plan that affect an area designated Open Space will be reviewed by the city Open Space Board of Trustees and the county Parks and Open Space Advisory Committee. The board of trustees will make a recommendation prior to any action on that change. The bodies will then initiate the hearings on whether to approve, modify or deny any of the proposed changes.

C. Referral & Call-up Process

As part of the cooperative planning process, the City of Boulder and Boulder County have established the following referral process for certain types of land use and public improvements activity within the Boulder Valley. A referral is a written communication from the Planning Department of either the city or the county to the Planning Department of either the county or the city, respectively, in which there is contained either a request for or a response to a request for review and comment on the above-described.

Responses to all referrals will be based upon the Boulder Valley Comprehensive Plan, including all applicable policies, maps, and implementation documents, and applicable codes, agreements, ordinances, and resolutions of the respective jurisdictions.

All referral requests and responses of departments of the city and the county will be received, reviewed and communicated through the respective planning departments, with the understanding that referral responses may be reviewed by the Planning Board or Planning Commission and/or the City Council or Board of County Commissioners at the referee's discretion.

Complete referral responses will be made within 30 days of receipt. The referrer will consider all referral responses or the fact that there have been no responses before proceeding with the activity proposed.

The city will not grant or deny applications for out-of-city water and sewer permits for development activities in Area II unless it has first received a referral response from the county.

The Board of County Commissioners may call up the following city decisions:

- Minor adjustments to the service area boundary over 5 acres in size.
- Area II Land Use Map changes over 5 acres in size.

The call up provisions do not apply to enclaves, city-owned land, and properties along the western edge of the service area below the blue line. After approval of a city decision that is eligible for a call-up, the city planning department will notify the county planning department of the decision. If the Board of County Commissioners chooses to call-up the decision within 30 days of the final city decision, it will hold a public hearing to approve or deny the change within 60 days of the call-up decision. The Board of County Commissioners may approve or deny the change or approve and request the city modify the approval. Any change to the comprehensive plan that is a result of a call up by the county will be final upon approval by both the city and the Board of County Commissioners.

D. Notification

Any property owner whose property would be affected by a proposed change in land use designation or by service area expansions, contractions or boundary changes will receive timely written notice that such change or changes will be considered. Planning staff will exert its best efforts to provide such notice within 30 days of receiving a request that is to be considered. However, no hearing to approve or deny any such proposal will be held unless planning staff notified the affected property owner in writing at least 30 days prior to the date set for the hearing on the proposed change.

To provide general public notice, the city Planning Department will publish a Comprehensive Plan map indicating where the proposed changes are located and a description of each change at least ten days prior to the first public hearing to consider the proposed changes.

E. Errors

If a discrepancy is found to exist within the Boulder Valley Comprehensive Plan that is clearly a drafting error, mapping discrepancy or a clerical mistake, either the city or the county, after a referral request to the other agency, may correct such error.

Request #26

Request Type:	Policy or Text Change
Current Policy # or Text Section:	N/A
Staff Recommendation:	No, do not consider further




Applicant Narrative:


I actually cannot accurately answer the above existing policy and text fields so I just used "yes" on both. And will take this opportunity to add my concern.

We and the BVCP should have a high-level requirement for a comprehensive commitment and approach to wildfire threat remediation. I am *well* aware of the current state of things esp. within the city of Boulder; my 5.3.25 Daily Camera opEd summarizes my journey since mid 2024, culminating in getting OSMP to formally add and operationalize (to what degree tbd) our wildfires' root cause, human ignition (hereinafter "HI"), and its mitigation and deterrence—which had been totally absent from both the city and county CWPPs, even though HI is prominently featured throughout the website and documents hosted by the National Wildfire Cohesive Strategy upon which at least the city CWPP is based. (<https://www.dailycamera.com/2025/05/03/guest-opinion-bart-windrum-its-time-for-a-yellow-line-and-a-boulder-valley-wildfire-summit-2/>)

I'm calling for a Vision-level expressed regional commitment to combat this existentially threatening issue with its focus on the parcels and areas from which the threat primarily emanates. For cities that means urban-adjacent upwind. "Vision" level means a formalized, named, funded, and operationalized multi-pronged and sustained effort that produces meaningful results. "Meaningful" means data-driven and experientially-driven reduction of risk to all the relevant aspects: human ignition (root cause of nearly all our threatening fires), fuel loads, widespread structural hardening with equity aspects accounted for, and continued development of agencies' safe/effective response.

Screening Analysis:

	CRITERIA #1 – CONSISTENCY WITH COMPREHENSIVE PLAN GOALS	Yes	No
	Accessible & Connected, Economically Vital, Environmentally Sustainable, Healthy and Socially Thriving, Livable, Responsibly Governed, Safe	X	
	CRITERIA #2 – WITHIN THE POLICY LEVEL SCOPE OF THE COMPREHENSIVE PLAN	Yes	No
	Is the request within the policy level scope of the Comprehensive Plan?		X
	CRITERIA #3 – CAPACITY FOR TIMELY ANALYSIS	Yes	No
	Can the scope of the impact of the potential change be accommodated within the Comprehensive Plan update process and timeline?		X

	CRITERIA #4 – CONSISTENCY WITH PROPOSED PLAN DIRECTION	Yes	No
	Is the request consistent with the latest Comprehensive Plan policy and new draft Future Land Use Map direction?	X	

Staff Recommendation: No, do not consider further

Staff does not recommend further consideration of this request. However, the topic of wildfire mitigation is a core focus of the draft Boulder Valley Comprehensive Plan, including emphasis on resilience at the urban–wildland interface, hazard awareness, and regional coordination. This request highlights the importance of reducing wildfire risk, which aligns with the Plan’s broader intent to prioritize safety, climate resilience, and protection of the community.

While the Comprehensive Plan already addresses wildfire mitigation at a vision level, the specific operational elements suggested in the request such as parcel-level targeting, human ignition mitigation, fuel management, structural hardening, and emergency response improvements are implementation strategies that fall outside the policy level scope of the Comprehensive Plan update. These operational steps would be more appropriately considered in coordinated City and County programs, funding initiatives, and multi-agency wildfire mitigation strategies. Staff recognizes the alignment of this request with the Comprehensive Plan vision for wildfire safety, while also recognizing that the detailed, actionable components are inappropriate for the Plan’s policy-level framework.

Request #27

Request Type:	Policy or Text Change
Current Policy # or Text Section:	9.01 Support for Agriculture
Staff Recommendation:	No, do not consider further

Applicant Narrative:

Proposed addition to BVCP text in Section 9, Food and Agriculture:

“Section 9.01A: Sustainable Water Use: Boulder’s Ag-water delivery system depends on 160-year-old legacy irrigation ditches, which present many opportunities for system upgrades to minimize water loss and maximize the yield of dwindling water supplies. The City and County will partner with local ditch companies, farmers and ranchers to upgrade our Ag-water delivery systems to maximize Ag-water efficiencies, and to ensure the survival of viable agriculture in the Boulder Valley.”

Explanation:

Supplemental irrigation is imperative for successful agriculture on Boulder’s arid Front Range. Boulder Valley Ag-water supplies are under pressure from both climate change and stressors to the Colorado River and C-BT water. At the same time as droughts and increasing summer heat indexes require additional water for crops, diminishing snow packs and downstream demands on the Colorado River are reducing available water for agriculture.

Boulder’s non-profit ditch companies maintain their ditches on shoe-string budgets, with limited capacity for infrastructure upgrades. Upgrades to watering systems are also out of reach of many OSMP and BCPOS lessees as they have only 3 to 5-year-long lease contracts. Our Ag-water users and providers need the City’s and County’s help to make Ag-water upgrades. Some of the ways the City and County could jump-start Ag-water upgrades include:

1. Increase OSMP & BCPOS investment to Ag-water delivery systems supplying OSMP & BCPOS lands
2. Increase the use of volunteer, AmeriCorps and Ready-to-Work crews to maintain ditches
3. Provide grant writing assistance to ditch companies and lessees for EQIP and CWCB grants and loans.
4. Fund a grant program for ditch companies to make Ag-water delivery system upgrades

This proposed addition to the BVCP ensures that agriculture remains viable in the Boulder Valley in the face of looming water shortages by building on current BVCP policies, such as:

- Section 3.13: “The city and county will promote the conservation of water resources through...policies that promote efficient water usage”
- Section 3.27: “Water resource planning efforts will...consider climate change and incorporate the goal of water...conservation”
- Section 9.01: “The city and county will emphasize the importance of sustainable water use” and “will support farmers and ranchers in this area as they negotiate the challenges of operating in a semi-arid environment”.

Possible Ag-water upgrades which will maintain local agriculture in the Boulder Valley by maximizing the beneficial use of every drop of our Ag-water include:



- installing pivots or other more efficient sprinkler irrigation
- switching from flood irrigation to drip systems or gated irrigation pipe where appropriate
- installing irrigation ponds and pumps for farms to extend their water season
- solarizing electric & diesel pumps
- lining sections of leaking earthen ditches
- installing telemetry on water measuring flumes
- rebuilding headgates
- metering water flow to direct users
- installing divider boxes
- maintaining tail water ditches for return flows.


We must keep our rural lands in green cover, with living roots, to provide their full ecosystem benefits to Boulder Valley residents, and to mitigate climate change by sequestering CO2 in soils. Without supplemental irrigation, our Ag-lands will rapidly desertify, losing CO2 to the atmosphere as climate change intensifies, and will produce more dust storms, grass fires, soil erosion and reflected heat. The future benefits which well-irrigated Ag-lands can provide to our citizens - local food, cooling of neighboring heat islands, wildlife habitats, soil carbon sequestration and pastoral view-scapes - all depend on increasing the efficiency of our Ag-water delivery systems.

Working in partnership with Boulder farmers, ranchers and irrigation ditch companies, the City and County can contend with our future Ag-water supply challenges and ensure the survival of local agriculture and all its ecosystem benefits.

For background information on Colorado River shortages which will affect Boulder Valley municipal and Ag-water supplies, go to <https://gcrq.us18.list-manage.com/track/click?u=b2ce3363654c27c81b37333a7&id=9dec8fd895&e=dbcefe57ba>. This report says that if both precipitation and California & Arizona water withdrawals stay the same as in 2025, by the end of 2027, Lakes Mead and Powell will both reach functional “Dead Pool”. California & Arizona will then strong-arm Colorado to send more of its water downstream to them. Boulder uses Colorado River water in Gross Reservoir, South Boulder Creek, and as CB-T shares, which fill Boulder Reservoir, supply summer water to city residents, and keep our farms and rural lands irrigated and green. I strongly urge you to read this report and consider its implications carefully for all the agricultural and ecosystem services which the Boulder Valley so carefully stewards.

Screening Analysis:

	CRITERIA #1 – CONSISTENCY WITH COMPREHENSIVE PLAN GOALS	Yes	No
	Accessible & Connected, Economically Vital, Environmentally Sustainable, Healthy and Socially Thriving, Livable, Responsibly Governed, Safe	X	
	CRITERIA #2 – WITHIN THE POLICY LEVEL SCOPE OF THE COMPREHENSIVE PLAN	Yes	No
	Is the request within the policy level scope of the Comprehensive Plan?		X

	CRITERIA #3 – CAPACITY FOR TIMELY ANALYSIS	Yes	No
	Can the scope of the impact of the potential change be accommodated within the Comprehensive Plan update process and timeline?		X

	CRITERIA #4 – CONSISTENCY WITH PROPOSED PLAN DIRECTION	Yes	No
	Is the request consistent with the latest Comprehensive Plan policy and new draft Future Land Use Map direction?	X	

Staff Recommendation: No, do not consider further

Staff does not recommend further consideration of this request. The proposed policy addition addressing sustainable Ag-water use and modernization of irrigation infrastructure aligns broadly with the draft Boulder Valley Comprehensive Plan’s emphasis on supporting viable agriculture, efficient water use, and climate resilience. The request highlights important challenges facing agricultural water systems under changing climate and water supply conditions, which are already reflected in existing and draft comprehensive plan policy direction.

However, the specific elements of the request such as funding mechanisms, partnerships with ditch companies, infrastructure upgrades, and on-site farm irrigation improvements are implementation strategies that fall outside the scope of the Comprehensive Plan’s vision-level framework. Additionally, for Boulder County, policies related to supporting private ditch infrastructure are more appropriately considered at a countywide scale rather than within the geographically limited Comprehensive Plan planning area.

As the draft Comprehensive Plan already addresses sustainable water use and agricultural viability at a high level, there is no need to advance this specific policy addition further. The detailed actions described in the request are better addressed through existing water management programs, capital planning, grant programs, and interagency implementation efforts.

Request #30

Request Type:	Policy or Text Change
Current Policy # or Text Section:	2.07 Delineation of Rural Lands
Staff Recommendation:	No, do not consider further

Applicant Narrative:

Under Community Identity & Land Use Pattern 2.07 Delineation of Rural Lands -

Change: "The Boulder Service Area includes urban lands in the city and lands planned for future annexation and urban service provision." to: "The Boulder Service Area includes urban lands in the city and lands that may be annexed into the city in the future if there is an interest by the residents of those Area II areas."

Also under 2.07 add this paragraph:



"c) Area II


Area II lands provide a buffer between Rural Area III lands and Urban Area I lands. The majority of the residences in Area II are zoned County Rural Residential with either Low Density Residential or Very Low Density Residential Land Use Designations in the Boulder Valley Comprehensive Plan. The rural character of these Area II land will be preserved."


Reason:

There has been very low interest in annexation into the City of Boulder from residents in Area II over many years. The residents in Area II prefer a more rural, less dense community and not a busy, dense, urban way of life that is confined to city living. This is why many of them have chosen to live outside City of Boulder boundaries in more rural, quiet, and less bustling neighborhoods. If the City of Boulder needs or wants to grow it should do so within its own boundaries and not impose that growth on surrounding unincorporated areas. Also, Area II lands provide a buffer between urban Area I lands and rural Area III lands.

Screening Analysis:

	CRITERIA #1 – CONSISTENCY WITH COMPREHENSIVE PLAN GOALS	Yes	No
	Accessible & Connected, Economically Vital, Environmentally Sustainable, Healthy and Socially Thriving, Livable, Responsibly Governed, Safe		X
	CRITERIA #2 – WITHIN THE POLICY LEVEL SCOPE OF THE COMPREHENSIVE PLAN	Yes	No
	Is the request within the policy level scope of the Comprehensive Plan?	X	

	CRITERIA #3 – CAPACITY FOR TIMELY ANALYSIS	Yes	No
	Can the scope of the impact of the potential change be accommodated within the Comprehensive Plan update process and timeline?		X

	CRITERIA #4 – CONSISTENCY WITH PROPOSED PLAN DIRECTION	Yes	No
	Is the request consistent with the latest Comprehensive Plan policy and new draft Future Land Use Map direction?		X

Staff Recommendation: No, do not consider further

Staff does not recommend further consideration of this request. Annexation into the City of Boulder requires the property owner’s initiation through a property owner petition; under state law the City cannot forcibly annex an Area II property. Existing Comprehensive Plan policy already reflects this principle; however, staff recognizes that this could be clarified and that community concerns regarding forced annexation may be relieved by doing so.

The Comprehensive Plan does not anticipate rural-character preservation in Area II as these lands are already developed at a suburban scale. Lands intended for long-term rural preservation are specifically designated as Area III-Rural Preservation. Staff does not recommend the policy be changed to consider Area II a Rural Preservation Area.

Request #32

Request Type:	Policy or Text Change
Current Policy # or Text Section:	1.17 Annexation
Staff Recommendation:	No, do not consider further

Applicant Narrative:

Under 1.17 i.




Change the following sentences: "Although interest in voluntary annexation has been limited, the city and county continue to support the eventual annexation of Gunbarrel. If resident interest in annexation does occur in the future, the city and county will negotiate new terms of annexation with the residents." to:


"Although interest in voluntary annexation has been limited, if resident interest in the annexation of Gunbarrel does occur in the future, the city and county will negotiate new terms of annexation with the residents."

Reason:

Over many decades, the interest from residents of unincorporated Gunbarrel for annexation into the City of Boulder has been very low to none. The protection of the rural character of the Gunbarrel area is very important to the citizens of Gunbarrel and higher density and urbanization are of little interest to them. The Area II and Area III lands in Gunbarrel do not need to be annexed into the City of Boulder. The Gunbarrel community can work together with the City of Boulder and Boulder County to further the policies of the Boulder Valley Comprehensive Plan while also protecting the rural character of Unincorporated Gunbarrel. Requests for annexation of Unincorporated Gunbarrel into the City of Boulder should come from the citizens of Unincorporated Gunbarrel and not be dictated by the City of Boulder.

Screening Analysis:

	CRITERIA #1 – CONSISTENCY WITH COMPREHENSIVE PLAN GOALS	Yes	No
	Accessible & Connected, Economically Vital, Environmentally Sustainable, Healthy and Socially Thriving, Livable, Responsibly Governed, Safe		X
	CRITERIA #2 – WITHIN THE POLICY LEVEL SCOPE OF THE COMPREHENSIVE PLAN	Yes	No
	Is the request within the policy level scope of the Comprehensive Plan?	X	
	CRITERIA #3 – CAPACITY FOR TIMELY ANALYSIS	Yes	No
	Can the scope of the impact of the potential change be accommodated within the Comprehensive Plan update process and timeline?	X	

	CRITERIA #4 – CONSISTENCY WITH PROPOSED PLAN DIRECTION	Yes	No
	Is the request consistent with the latest Comprehensive Plan policy and new draft Future Land Use Map direction?		X

Staff Recommendation: No, do not consider further

Staff does not recommend further consideration of this request. The City and County continue to support the eventual annexation of Gunbarrel. Gunbarrel contains major employment centers and already adjoins city-served infrastructure, including water, sewer, and multimodal transit corridors, making it a logical candidate for service integration. Annexation would remain entirely contingent on initiation by the residents of Gunbarrel. This approach maintains the Plan’s long-term aspirational guidance for urban expansion while respecting the community’s character and the principle of voluntary annexation.

Request #33

Request Type:	Policy or Text Change
Current Policy # or Text Section:	Land Use Map accuracy
Staff Recommendation:	No, do not consider further

Applicant Narrative:




On the previous question I could only provide one designation, however this request is for more than one property and more than one designation - therefore other designations are requested in this Change in Land Use Request. I made this request during the 2020 Boulder Valley Comprehensive Plan (BVCP) mid-term update. Staff recommended at that time that my request not be considered further as part of the 2020 BVCP Mid-Term Update and wrote: "While this effort is not within the scope of the mid-term update, staff is anticipating this effort to be completed in the next major update to the comprehensive plan." We are now at the next major update of the BVCP during this 2025 Update.

More details on my 2020 BVCP mid-term update request can be found on pages 107-115 at <https://documents.bouldercolorado.gov/WebLink/DocView.aspx?id=172861&dbid=0&repo=LF8PROD2> as well as pages 22-26 at <https://pub-bouldercounty.escribemeetings.com/FileStream.ashx?DocumentId=3044>

Page 26 of this document lists additional open space-related changes to be addressed prior to or during the next BVCP Major Update. These and other properties need to be updated for accuracy in this 2025 BVCP Major Update.

Please review my 2020 BVCP mid-term change of land use request as well as city and county documents associated with that request. During this 2025 major update of the BVCP, I am resubmitting my 2020 BVCP midterm change in land use request which requested for the review of land use designations in the unincorporated areas (and possibly some in the City of Boulder boundary) of the BVCP to ensure their accuracy and also to a change in the range of colors used on the BVCP Land Use Map for Open Space (Acquired), Open Space (Development rights), and Open Space (Other) to improve readability.

Screening Analysis:

	CRITERIA #1 – CONSISTENCY WITH COMPREHENSIVE PLAN GOALS	Yes	No
	Accessible & Connected, Economically Vital, Environmentally Sustainable, Healthy and Socially Thriving, Livable, Responsibly Governed, Safe	X	
	CRITERIA #2 – WITHIN THE POLICY LEVEL SCOPE OF THE COMPREHENSIVE PLAN	Yes	No
	Is the request within the policy level scope of the Comprehensive Plan?	X	
	CRITERIA #3 – CAPACITY FOR TIMELY ANALYSIS	Yes	No
	Can the scope of the impact of the potential change be accommodated within the Comprehensive Plan update process and timeline?	X	

	CRITERIA #4 – CONSISTENCY WITH PROPOSED PLAN DIRECTION	Yes	No
	Is the request consistent with the latest Comprehensive Plan policy and new draft Future Land Use Map direction?		X

Staff Recommendation: No, do not consider further

Staff does not recommend further consideration of this request. The draft Comprehensive Plan consolidates open space into a single designation and removes separate classifications including the Open Space categories previously referenced by the applicant, such as *Open Space (Acquired)*, *Open Space (Development Rights)*, and *Open Space (Other)*. Because these classifications are not carried forward in the draft Comprehensive Plan, staff does not recommend they be considered further as part of this request. Further, land use map accuracy and legibility improvements, including color updates, are already underway through the drafting of the new Future Land Use Map.





Request #34

Request Type:	Policy or Text Change
Current Policy # or Text Section:	Section 6 Transportation; policy 6.01 to policy 6.22
Staff Recommendation:	Yes, consider further

Applicant Narrative:

Provided Below

Screening Analysis:

	CRITERIA #1 – CONSISTENCY WITH COMPREHENSIVE PLAN GOALS	Yes	No
	Accessible & Connected, Economically Vital, Environmentally Sustainable, Healthy and Socially Thriving, Livable, Responsibly Governed, Safe	X	
	CRITERIA #2 – WITHIN THE POLICY LEVEL SCOPE OF THE COMPREHENSIVE PLAN	Yes	No
	Is the request within the policy level scope of the Comprehensive Plan?	X	
	CRITERIA #3 – CAPACITY FOR TIMELY ANALYSIS	Yes	No
	Can the scope of the impact of the potential change be accommodated within the Comprehensive Plan update process and timeline?	X	
	CRITERIA #4 – CONSISTENCY WITH PROPOSED PLAN DIRECTION	Yes	No
	Is the request consistent with the latest Comprehensive Plan policy and new draft Future Land Use Map direction?	X	

Staff Recommendation: Yes, consider further

Staff recommends further consideration of this request. The request demonstrates strong alignment with the Boulder Valley Comprehensive Plan 2025 Update goal to prioritize equitable, multimodal transportation, safety, emissions reduction, and reduced single-occupancy vehicle travel. The request identifies meaningful opportunities to strengthen active mobility outcomes and reflects strong familiarity with the existing plan framework.

However, because the comprehensive plan policies are undergoing substantial revision – including consolidation, modification, and removal of some policies – not all proposed language edits can be evaluated or incorporated in a direct, one-to-one manner. Additionally, portions of the request that call for funded or operational programs (e.g., creation of a dedicated TDM fund, development of a Transit Strategic Plan, updates to the Design and Construction Standards) fall outside the vision-level scope of the Comprehensive Plan update and are more appropriately

ATTACHMENT B

addressed through future implementation, budgeting, or operational planning processes. Staff recommends consideration of applicable vision-level policy direction within the submitted request.

Section 6

TRANSPORTATION

The vision is to create a safe, accessible and sustainable multimodal transportation system connecting people with each other and where they want to go. The system should be safe, equitable, reliable, comfortable, and provide travel choices and support ~~clean air and~~ the city, county, and state's air quality and climate commitment.

The transportation system should accommodate increased person trips by providing travel choices and by reducing single-occupant automobile trips and vehicle miles traveled (VMT). Plans should also prepare the community for future technology changes, such as electric/low emission vehicles, autonomous vehicles, and demographic and social shifts, such as an aging community, and increasing bicycle use, micromobility and car sharing.

A mature community like Boulder has little opportunity, desire or ability to add road capacity, as widening streets and building new roads ~~would~~ have significant negative environmental, ~~community character and~~ financial and societal impacts. Consequently, the strategies of all the city's strategic plan~~the city's Transportation Master Plan (TMP)~~ center on maintaining a safe, comfortable, attractive and efficient system for all modes of transportation.

A reimagined transportation system is not built in response to the current conditions, but is designed to shape public travel choices by providing options to single-occupancy vehicles that are at least as efficient, safe, comfortable, and cost-effective as driving. This policy goal requires a commitment of money, road space, and time to implement, and must be a vision shared across jurisdictions and departments.

The policies in this section generally reflect the focus areas of the city's TMP and the adopted Boulder County Transportation Master Plan (TMP), including:

- Complete Transportation System;
- Regional Travel;
- Funding & Investments;
- Integration of Land Use & Transportation with Sustainability Initiatives; and
- Other Transportation Policies.

Complete Transportation System

6.01 All-Mode Transportation System & Safe and Complete Streets

The Boulder Valley will be served by an integrated all-mode transportation system, developed cooperatively by the city and county. The city's and county's transportation system focuses on moving people, and is based on complete streets reflecting the unique contexts of urban~~er~~

[urban](#), suburban, and rural areas. These streets include completed networks for each mode, making safe and convenient connections between modes, providing seamless connections between the city and county systems and promoting access and placemaking for the adjacent land uses and activities. Improvements to urban travel corridors will recognize pedestrian travel as the primary mode of transportation and preserve or improve the safety of all modes of transportation. For more suburban and rural parts of the Boulder Valley, the transportation system is focused on sustainable mobility through development of a safe, multimodal system, [enabling creating](#) the complete trip [regardless of mode](#) and investing in key regional transportation corridors.

6.02 - Equitable Transportation

The city and county will equitably distribute transportation investments and benefits in service of all community members, particularly vulnerable populations, ensuring that all people benefit from expanded mobility options. Providing more transportation options - like walking, biking, transit and shared options - in areas where people are more reliant on various modes will have a greater benefit to overall mobility. New transportation technologies and advanced mobility options provide Boulder with an opportunity to expand affordable transportation choices to those who need them the most, including those who cannot use existing fixed route transit such as service and shift workers. [Investments and policies will also consider modal equity, prioritizing modes that have historically received less investment and physical space.](#)

6.03 Low Stress Walk and Bike Network

The city and county will create a connected walking and cycling network for people of all ages and abilities to travel along and across streets safely and comfortably. [The safe network shall include providing safe access to destinations within a development such through parking lots.](#) The county has a goal to develop a low stress, [-direct, and all-season](#) bike network between communities within the county. Low stress walk and bike networks will attract a broader population of people [because walking and bicycling will be more safe, comfortable, efficient, and fun, as confident and comfortable pedestrians and cyclists.](#) These walk and bike networks also support the city and county Vision Zero safety goals.

6.04 Renewed Vision for Transit

The city and county will integrate transit investments and improvements to address service, capital infrastructure, policies, programs and implementation [through a Transit Strategic Plan.](#) These [activities](#) will expand the Community Transit Network (CTN) and improve regional transit service and connections outside the city, such as bus rapid transit (BRT) along state highways and regional key [corridor](#)~~searrier~~, as identified in the Northwest Area Mobility Study.

6.05 Reduction of Single Occupancy Auto Trips

The city and county will support and promote the greater use of multimodal travel options to reduce vehicle miles traveled (VMT) and single-occupancy automobile travel. The city will continue progress toward its specific objective to reduce vehicle miles of travel (VMT) 20 percent from 1994 levels through the year 2030 within the Boulder Valley to achieve transportation and GHG reduction goals. The county's goal is to reduce VMT to 2005 levels,

and to achieve regional air quality goals and state greenhouse gas reduction targets. The city and county will include other communities and entities (especially [trip](#) origin communities such as Longmont, Lafayette, Louisville and Erie) in developing and implementing integrated travel demand management (TDM) programs, new mobility services, [all-season bicycle commuting facilities](#), and improved local and regional transit service. The city will require TDM plans & [enforcement](#) for [all applicable](#) residential and commercial developments within the city to reduce the vehicle miles traveled and single-occupant vehicle trips generated by the development [and will develop and adopt strategies and incentives for VMT reduction for existing residential properties and businesses in the appropriate Departmental Strategic Plans](#).

6.06 Transportation System [Priorities Optimization](#)

The transportation system serves people using all modes, and maintaining [safety is its highest priority](#). [Other goals including GHG reduction and VMT reduction are also to be considered, but will always be secondary to safety. Its efficient and safe operation benefits all users. The city and county will monitor the performance of all modes as a basis for informed and systematic trade-offs supporting mobility, safety, GHG reduction and other related goals.](#)

6.07 Integrated Transportation Demand Management (TDM) Programs

The city and county will cooperate in developing comprehensive Transportation Demand Management (TDM) programs for residents and employees, which include incentives, such as developing a fare-free local and regional transit system; promoting shared-use mobility, ridesharing, bikesharing, carsharing, vanpools and teleworking; and supporting programs for walking and biking, such as secured long-term bike parking ([including retroactively-applied bike parking requirements](#)). The city will employ strategies such as shared, unbundled, managed and paid parking (i.e., "Shared Unbundled, Managed, and Paid" - "SUMP" principles) to reflect the real cost of Single Occupancy Vehicle (SOV) travel. The city will require TDM plans for applicable residential and commercial developments. [In order to optimize return on TDM investment, the city will implement an optional TDM cash-in-lieu program, to allow investments to be made where they are most effective.](#)

6.08 Accessibility and Mobility for All

The city and county will continue development of a complete all-mode transportation system [equitably](#) accommodating all users, including people with mobility impairments, youth, older adults, non- English speakers and low-income persons. This will include increased support for mobility services for older adults and people with disabilities, reflecting the expected increases in these populations. Efforts should focus on giving people options to live well without a car and may include prioritizing affordable [& frequent](#) public transportation and transit passes, [youth fares](#), new technologies such as electric bikes, [addressing barriers to using mobility devices in public spaces](#), [on-demand](#) mobility services and prioritizing connections between multimodal transportation and affordable housing to facilitate affordable living.

6.09 Transportation Safety

The city and county recognize safety for people of all ages using any mode within the transportation system (i.e., walking, bicycling, transit riding and driving) as a fundamental goal.

The city's and county's Vision Zero policies aim to eliminate traffic ~~deaths~~ and severe injuries involving people using all modes of travel, focusing on crash trends and mitigation strategies identified in the Safe Streets Boulder Report and on-going local, regional and statewide safety assessments. Improving travel safety is based on a holistic pre-emptive application combination of a Safe System approach, the four E's: Engineering, Education, Enforcement, Evaluation and relies upon our whole community to keep people safe. To achieve Vision Zero, improvement of our infrastructure is critical in achieving safety and shall be referenced in all of Boulder's applicable Strategic Plans. ~~the four E's approach helps ensure we are addressing travel safety from all angles. This means dangerous travel behaviors, such as distracted and impaired travel, can be countered through enforcement efforts and safety education outreach, while engineering treatments and innovative street design can help prevent intersection conflicts for example. Applying all four E's is the most comprehensive way to help prevent crashes.~~

Regional Travel

6.10 Regional Travel Coordination

Local transportation and land use decisions have regional transportation impacts. The city and county will work to develop regional consensus for multimodal improvements to regional corridors through working with the Colorado Department of Transportation, the Regional Transportation District (RTD), Denver Regional Council of Governments (DRCOG), Northwest Mayors and Commissioners Coalition and other providers to develop high-quality, high-frequency regional transportation options, including improvements identified in the Northwest Area Mobility Study (NAMS), FasTracks arterial bus rapid transit (BRT) service, managed lanes and commuter bikeways between communities; and to set land use policies that will focus development around these improvements in order to maximize their benefits for the region. The city and county will continue development of first- and last-mile connections to local systems and longer-term transit planning.

6.11 Regional Transit Facilities

The city will develop and enhance the regional transit anchors that serve the primary attractors and employment centers, including ~~of~~ Downtown Boulder, the University of Colorado campuses and Boulder Junction adjacent to the Boulder Valley Regional Center. In particular, Boulder and Boulder County shall prioritize amenity-rich development along existing and projected transit routes, emphasizing goods and services for residents and employees in emerging transit-oriented development projects. Developing "Mobility Hubs" and first and last mile connections to these facilities is a priority to support employees commuting into and throughout Boulder and Boulder County and to reduce single-occupancy auto travel and congestion on regional roads.

Funding & Investment

6.12 Investment Priorities

To protect previous investments and ensure safe and efficient use of existing travel corridors, the city will prioritize investments for travel safety for people using all modes, such as Vision

Zero improvements; system maintenance, such as street and bridge repair; and system operations, such as signal enhancements. The city will give medium priority to system efficiency and optimization, such as enhancement of pedestrian, bicycle and transit systems; ~~electrical vehicle charging infrastructure and electrification of streets; neighborhood roadway~~ speed management, and person-carrying capacity improvements (rather than adding capacity for vehicles). ~~Where possible, investments will be designed to minimize lower long-term maintenance costs, such as by narrowing motor vehicle travel routes streets, directing larger or heavier vehicles to restricted routes, and accommodating smaller, lighter vehicles where possible when repaving or reconstructing.~~ Lower priority will be given to investments in quality of life improvements, such as sound walls. The county will prioritize transportation investments based on several criteria, including, multimodal operational efficiency, safety, partnership opportunities, maintenance, and resilience. The city and county will manage and price any additional significant regional single-occupancy vehicle road capacity to provide reliable and rapid travel times for transit, high-occupancy vehicle lanes and other carsharing options.

Integration of Land Use & Transportation with Sustainability Initiatives

6.13 Access Management & Parking

The city considers vehicular and bicycle parking as a component of a total access system for all modes of transportation (bicycle, pedestrian, transit and vehicular). Such parking will be consistent with the desire to reduce single-occupant vehicle travel, balance the use of public spaces, consider the needs of residential and commercial areas and address neighborhood parking impacts. The city will accommodate parking demands in the most efficient way possible with the minimal necessary number of new spaces and promote parking reductions through a variety of tools, including parking maximums, shared parking, unbundled parking, parking districts and transportation demand management programs. ~~The city will implement appropriate pricing on all publicly-owned parking, both off-street and on-street, to avoid externalizing the costs of pricing and raise revenue from a valuable city resource. Any such pricing will be crafted in such a way as to be equitable and progressive, to the extent feasible. The city will expand and manage parking districts based on SUMP principles (shared, unbundled, managed and paid) to support transportation and GHG reduction goals as well as broader sustainability goals, including economic vitality and neighborhood livability.~~

6.14 ~~Safety~~ Transportation Impacts Mitigated

~~Safety~~ Transportation or traffic impacts from a proposed development ~~that cause unacceptable transportation or environmental impacts, or parking impacts, to surrounding areas~~ will be mitigated. All development will be designed and built to be multimodal and pedestrian-oriented and include TDM strategies to reduce the vehicle miles traveled generated by the development.

Supporting these efforts, new development will provide continuous multimodal networks through the development and connect these systems to those surrounding the development. The city and county will provide tools and resources to help businesses manage employee access and mobility and support public-private partnerships, such as transportation management organizations, to facilitate these efforts.

6.16 Integrated Planning for Regional Centers & Corridors

Land use in and surrounding the three intermodal regional centers (i.e., Downtown Boulder, the University of Colorado and the Boulder Valley Regional Center, including at Boulder Junction) will support their function as anchors to regional transit connections and Mobility Hubs for connecting a variety of local travel options to local and regional transit services. [Community Hubs shall be integrated into the planning of these services.](#)

The land along multimodal corridors, the major transportation facilities that provide intra-city access and connect to the regional transportation system, will be designated as multimodal transportation zones where transit service is provided on that corridor [and the highest intensity of land use is allowed.](#) In and along these corridors and centers, the city will plan for a highly connected and continuous transportation system for all modes, identify locations for mixed-use and higher-density development integrated with transportation functions, emphasize high-quality urban design and pedestrian experience, develop parking maximums and encourage parking reductions.

6.17 Complete Missing Links

The city's and county's goal is to complete missing links in trails, paths and sidewalks, including connections to all transit stops. The city and county will work to complete missing links throughout the transportation grid through the use of connection plans and at the time of parcel redevelopment, ~~as appropriate.~~ Of particular interest are missing bicycle facilities and sidewalk links that connect to transit stops, recognizing that for some members of the community and workforce, transit is the primary travel option. [As city streets or County roads are maintained, achieving complete streets must be mandatedaddressed.](#)

6.18 Transportation Facilities in Neighborhoods

The city will strive to protect and improve the quality of life within city neighborhoods while developing a balanced multimodal transportation system. The city will [improve neighborhood prioritize improvements to](#) access by [walking and rollingall modes](#) and [increase](#) safety within neighborhoods by controlling vehicle speeds and [prioritizingproviding](#) multimodal connections over vehicle mobility. The city and county will design and construct new transportation facilities to minimize noise levels to the extent practicable. Neighborhood [access to transit, walking, and biking facilities will be prioritized, needs and goals will be balanced against the community necessity or benefit of a transportation improvement.](#) Additionally, the city will continue its neighborhood parking permit (NPP) programs to seek to balance access and parking demands of neighborhoods and adjacent traffic generators.

6.19 Transportation Infrastructure to Support Walkable 15-Minute Neighborhoods

The city will [identify 15-Minute Neighborhood centers and develop specific plans for each to ensure that they are easily and safely accessible by foot, bicycle, and where applicable, transit. Such plans will provide direct linkages to the existing and planned cycling and pedestrian networks that permit seamless access to central amenities without a decrease in real or perceived user safety. These plans will extend continue to build improvements to transportation](#)

~~facilities in neighborhoods that create a variety of neighborhood supporting activities and infrastructure~~ within approximately a one-quarter-mile ~~walk~~ radius where residents and employees can fulfill more of their daily needs through safe, healthy and convenient walking and biking. Such infrastructure also has health and fuel consumption-reducing benefits. The city will require private development to support walkable and bikeable neighborhood access through its TMP, development code, and review processes.
The city and county will amend zoning rules to allow small “bodega” types of retail and professional businesses within residential neighborhoods so that residents can easily walk or use other non-automobile mobility devices to acquire basic necessities and simple amenities of common life.

6.20 Neighborhood Streets & Alleys Connectivity

The city recognizes neighborhood streets and alleys as part of the public realm and will plan a well-connected and fine-grained pattern to facilitate public access, promote safe and convenient travel for all, disperse and distribute vehicle traffic and maintain safe street characteristics character and community cohesion. The city recognizes alleys in historic districts as particularly important for maintaining the permeability of such neighborhoods by and character and providing travel routes for pedestrians and bicycles.

6.21 Mobility Hubs

As guided by the TMP, the city will establish Mobility Hubs that provide seamless integration between transit and pedestrian and bicycle facilities, car/ridesharing and a context- appropriate parking supply for people of all physical abilities. The city will encourage Mobility Hubs associated with neighborhood centers to emphasize excellent pedestrian infrastructure within a quarter mile –to-half-mile walk shed, connections to the bicycle network and high-quality urban amenities design of structures and public spaces.

Other Transportation Policies

6.22 Improving Air Quality & Reducing Greenhouse Gas Emissions

Both the city and county are dedicatedecommitted to reductions in GHG emissions, with the city committing to an 80 percent reduction from 2005 levels by 2050 and the county committing to a 45% reduction by 2030 and a 90% reduction by 2050. The city and county are also committed to reducing emissions that lead to ozone and particulate matter levels that currently exceed EPA air quality standards. The city and county will design the transportation system to minimize air pollution and reduce GHG emissions by incentivisingpromoting the use of active transportation (e.g., walking and bicycling) and low-emission transportation modes and infrastructure to support them, reducing auto traffic, and encouraging the use of fuel-efficient and clean-fueled vehicles that demonstrate air pollution reductions and maintaining acceptable traffic flow.

6.23 Municipal Airport

Boulder Municipal Airport is a general aviation airport that has been in existence since 1928. The airport will continue to ensure it meets the needs of the community by providing a safe

environment for ~~aviation business and business-related travel~~, scientific and research flights, recreation and tourism, flight training and vocational education, aerial fire-fighting, emergency medical flights as well as flood and other disaster-related support for the city and county. The city will seek to mitigate noise, safety and other impacts of airport operation while assuring that new development in proximity will be compatible with existing and planned use of the airport. At the time of the next Airport Master Plan, the city will work with the community to reassess the potential for developing a portion of the airport for housing and neighborhood-serving uses, with multimodal transportation options.

6.24 Emergency Response Access

The city and county will continue to assess and develop solutions to coordinate transportation policies, infrastructure planning and response plans in the event of a disruption or emergency. The city and county will balance the need for efficient emergency services response times with the imperative for street designs that increase overall resident safety and access, and reduce the rate of traffic crashes that directly impact residents and visitors on a regular basis, outside of emergency or disaster conditions.

Additional policies

1. In order to improve safety, comfort, and efficiency for pedestrians, the city will update its Design and Construction Standards to widen sidewalk standards, specify that intersection corner radii be minimized, and require bulbouts or neckdowns at all pedestrian crossings where on-street parking is present or lane width allows.
2. Recent private and public developments have avoided creating public streets because the DCS allowable street designs are not consistent with current desires for safe, calm, people-centric streets. The city will update its DCS to allow much greater flexibility in street design in achieving these goals.
3. The city will create a Transportation Demand Management fund and an in-lieu payment schedule for new development, and allow the option for development to meet its TDM requirements via a fee in lieu of on-site TDM implementation. The fund will be used to reduce SOV trips and meet other Transportation Master Plan goals by the most efficient means necessary.
4. By dramatically reducing the time cost of driving, the advent of autonomous vehicles threatens to significantly increase motor vehicle congestion. The city will proactively implement regulations and incentives to ensure that streets remain usable by all, and in particular to ensure that transit remains an efficient and desirable choice.
- 4-5. The city departments of Transportation, Public Works, and Parks and Recreation will create a program to repurpose underutilized street space and parking as green infrastructure such as bioswales, micro-parks, and stormwater absorbers. These will be designed to reduce stormwater runoff, mitigate the urban heat island effect, add green space, and calm traffic.
- 2-6. The city will create a comprehensive traffic signals policy, in order to ensure consistency of signals decisions with BVCP, TMP, and Vision Zero; transparency of decision-making regarding signals; and equity of signals treatment for all modes, locations, and populations. The policy will address signals warrants (where signals are,

and where signals are not, to be used for traffic control); signal design; and signal operation (including conditions under which signals should be coordinated versus free-running, signal cycle length and progression speed, use of pushbuttons for pedestrian service versus automatic pedestrian service, and transit priority policy).

3.7. As e-bikes become cheaper and facilities like the Highway 119 MUP come online, planning should anticipate and accommodate a major shift toward individual e-mobility devices over car use.

Map A-2 (Land Use Map)

Historically and currently, the land use map has, as its name suggests, exclusively shown land use designations, with no regard for transportation facilities. However, transportation and land use are inextricably linked, and the best planning results from considering them in concert, each affecting the other. We therefore suggest that a land use and transportation map should replace the exclusively-land use map. Not every street and sidewalk need be featured, but major transportation facilities (streets, transit routes, pedestrian and bicycle facilities) should be shown so that the relationship between those and the land use is more apparent and easily understood. (See also current policy 6.15)