

COMPREHENSIVE PLAN 2016



COMPREHENSIVE
Plan

2016 UPDATE

.....
CITY AND COUNTY OF BROOMFIELD

ADOPTED NOVEMBER 1, 2016
RESOLUTION NO. 2016-194



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Introduction

A decade has passed since the 2005 Comprehensive Plan was adopted, and it has been updated and modified a number of times with the adoption of various sub-area plans, neighborhood plans, and urban renewal plans. Over a dozen additional urban renewal plans and neighborhood plans were created to support the redevelopment growth of important areas within Broomfield. One of the objectives of this planning effort is to incorporate the relevant portions of these documents into one—the 2016 Comprehensive Plan. In addition to merging these various documents into one, the 2016 Comprehensive Plan recognizes and addresses the changes that have affected the community over the past 10 years, through a series of City Council-identified focus areas and overarching themes.

The focus of this Plan extends beyond the physical components of the community, unlike most comprehensive plans. Broomfield’s status as a city and county has expanded the scope and responsibilities of the administration, and the 2016 Comprehensive Plan reflects that broader perspective.

A variety of efforts are required for the vision in this Plan to become a reality. Some of the actions or efforts identified in this Plan are clearly within the realm of government agencies, while many others will require collaboration between the public and private sectors.

A. PURPOSE OF THE PLAN . . .

Citizens may look to this Plan for guidance regarding the goals and commitments aimed at ensuring a sustainable future for Broomfield. The Plan’s policies and action steps are tools with which Broomfield will control its future. The Mayor, City Council, and City and County of Broomfield departments will also use this Plan to guide their decisions, actions, and relationships with other cities, counties and state agencies.

The 2016 Comprehensive Plan is a 20-year (2016-2036) policy document designed to meet state regulatory requirements and to articulate a vision for the community. The Plan is intended to be a dynamic document—the policies of which are applied on a consistent basis. For the Plan to remain valid and effective, it must be reviewed and amended to remain current with changing conditions occurring within and outside the community. Broomfield’s local economy depends on not only regional but also national and global economic conditions. The assumptions and conditions used to shape the decisions made within this Plan should be evaluated periodically. The evaluation should examine the relevancy of the Plan’s goals and policies in light of current fiscal, market and demographic conditions; the status of the Plan’s implementation; and changes in the community’s values.

“THE PLAN SHALL BE MADE WITH THE GENERAL PURPOSE OF GUIDING AND ACCOMPLISHING A COORDINATED, ADJUSTED, AND HARMONIOUS DEVELOPMENT OF THE CITY AND ITS ENVIRONS WHICH WILL BE IN ACCORDANCE WITH PRESENT AND FUTURE NEEDS; BEST PROMOTE HEALTH, SAFETY, MORALS, ORDER, CONVENIENCE, PROSPERITY AND GENERAL WELFARE, AS WELL AS EFFICIENCY AND ECONOMY IN THE PROCESS OF DEVELOPMENT, INCLUDING AMONG OTHER THINGS, ADEQUATE PROVISION FOR TRAFFIC, THE PROMOTION OF SAFETY FROM FIRE, FLOOD WATERS, AND OTHER DANGERS, ADEQUATE PROVISION FOR LIGHT AND AIR, THE PROMOTION OF HEALTHFUL AND CONVENIENT DISTRIBUTION OF POPULATION, THE PROMOTION OF GOOD CIVIC DESIGN AND ARRANGEMENT, WISE AND EFFICIENT EXPENDITURE OF PUBLIC FUNDS, THE PROMOTION OF ENERGY CONSERVATION, AND THE ADEQUATE PROVISION OF PUBLIC UTILITIES AND OTHER PUBLIC REQUIREMENTS.”
(ORD. 1072 1, 1994)

The City Council identified an additional series of overarching themes for the 2016 Comprehensive Plan update to specifically emphasize and address:

- Changing demographics and the related demands placed on City and County government and the community over the next decade. The update will look at the changing demographics and growth projections and analyze the implications for the community.
- Transitioning from a growth-oriented community to a community focused on maintaining and improving existing facilities and neighborhoods while continuing to accommodate anticipated growth.
- Enhancing multimodal transportation throughout the community.
- The impact of technology and the information it provides and how this information affects how residents live, work, play and move.

Furthermore, to ensure that the Plan is updated to reflect community values, changes, and emerging trends, the City Council recognized eight focus areas:

1. Housing
2. Transportation
3. Economic Development
4. Land Use
5. Historic Preservation
6. 120th Avenue Corridor
7. Services
8. Open Space, Parks, Recreation and Trails

B. PLAN ORGANIZATION

The 2016 Comprehensive Plan contains five sections:

- Section I: Introduction
- Section II: Vision
- Section III: Goals, Policies and Action Steps
- Section IV: Implementation
- Section V: Appendices

For the purposes of this Comprehensive Plan, the following concepts and terminology apply:

GOAL:

A GOAL IS AN END TOWARD WHICH EFFORT IS DIRECTED AND THAT PROVIDES THE COMMUNITY WITH A DIRECTION. A GOAL IS A DESIRED IDEAL AND A VALUE TO BE SOUGHT.

POLICY:

A POLICY IS A STATEMENT OF PRINCIPLE OR A COURSE OF ACTION THAT PROVIDES A BROAD FRAMEWORK FOR GUIDING GOVERNMENTAL ACTION AND DECISION-MAKING.

ACTION STEP:

ACTION STEPS ARE SPECIFIC ACTIONS NECESSARY TO IMPLEMENT OR SUPPORT THE SPECIFIC IDENTIFIED POLICY.

Contained within each topic area or Plan element are discussions regarding existing and future trends and summaries of issues and opportunities related to that particular topic. This information has been collected from citizen surveys, Citizen Task Force members, City Council, City and County staff, consultants and third-party analyses.

C. RELATIONSHIP TO OTHER PLANS AND DOCUMENTS,

The 2016 Comprehensive Plan is the official statement of Broomfield’s vision. Though the goals and the implementation policies in this Comprehensive Plan cover a broad range of subject matter, the Plan does not provide the specific level of detail required or desired for all topics, issues or geographic areas within Broomfield. The Plan, therefore, is intended to be used in conjunction with several other concurrent plans and documents, both regulatory and functional, as discussed below. The concurrent plans are integrated into the 2016 Comprehensive Plan. Additionally, the Comprehensive Plan and each of these concurrent plans and documents are intended to work in a cohesive and supportive fashion. However, should they conflict with one another in any way, the provisions of the [Municipal Code](#) would prevail.

The 2016 Transportation Plan was updated concurrently with the 2016 Comprehensive Plan update to grow Broomfield’s existing network of roads, sidewalks, bike and trail infrastructure into a robust multimodal system. By evaluating land use and transportation policies together, both plans are able to support and anticipate the needs of a changing population, maximize opportunities for enhanced multimodal mobility, and align new or redevelopments with appropriate transportation infrastructure.

The 2016 Comprehensive Plan process updated the goals, policies and action steps from the [2011 Sustainability Plan](#), and integrated them across multiple topic elements. As such, this Plan will replace the Sustainability Plan.

REGULATORY DOCUMENT

While the Comprehensive Plan provides the framework for making land use and other community-related decisions, the City and County of Broomfield’s regulatory documents provide specific criteria and requirements governing land use and development within Broomfield. These

regulations, therefore, provide the most direct means for implementing the vision, goals and policies in this Plan. The following provides a more detailed description of the regulations controlling land use and development.

BROOMFIELD MUNICIPAL CODE

The [Broomfield Municipal Code](#) is a critical implementation tool for the Comprehensive Plan. The Municipal Code regulations control the allowable uses of land within Broomfield, as well as the physical standards of a development’s size, shape and form.

The Municipal Code should correspond to the goals and policies of the Comprehensive Plan to ensure that incremental development decisions reflect the community’s vision. Privately owned, vacant land within Broomfield will

develop and redevelop over many years with different owners, developers, investors, urban designers and architects. The Comprehensive Plan provides a framework for making responsible decisions that reflect the desires of the community and encourage continuity and compatibility among neighborhoods. All land use applications should be reviewed not only for conformance with specific zoning requirements but also for consistency with the direction and guidance provided by the Comprehensive Plan.

FUNCTIONAL PLANS

The Comprehensive Plan is the principal planning document addressing Broomfield’s goals and policies related to land use and other key community issues. A number of other “functional” plans and documents have been or may be adopted by Broomfield to address specific topics or government functions. The City and County of

Broomfield intends the Comprehensive Plan as a guide for updating current plans and formulating concurrent and future functional plans. As these plans are adopted, they will provide a detailed framework for future land use and growth management decisions.

EXISTING FUNCTIONAL PLANS

- Transportation Master Plan (updated 2016)
- Hazard Mitigation Plan (2015)
- Creative Broomfield - A Master Plan for Cultural Development (2015)
- Long-Range Financial Plan (Updated 2013)
- Water Conservation Plan (2011)
- Open Space, Parks, Recreation and Trails Master Plan (2005)
- Sheridan Vision Plan and Streetscape Design Guidelines (2004)
- Public Art Master Plan (2004)
- Residential Design Guidelines (2003)
- Treated Water Utility Master Plan (2003)
- Reuse Water Master Plan (2003)

NEIGHBORHOOD PLANS

- Westlake Neighborhood Plan (2009)
- Civic Center Master Plan (2008)
- Original Broomfield Neighborhood Plan (2008)
- Broomfield Heights Neighborhood Plan (2002)

SUB-AREA PLANS

- Metzger Farm Open Space Master Plan (2010)
- West 120th Avenue Gateway Sub-Area Plan (2004)
- Broomfield County Commons Management and Master Plan (2004)
- Broomfield Interchange Sub-Area Plan (2000)
- 96th Street/Northwest Parkway Sub-District Master Plan (1999)
- Interstate 25 Sub-Area Plan (1999)
- U.S. 36/Wadsworth Interchange Sub-Area Plan (1997)

URBAN RENEWAL AREAS

- Broomfield Amended West 120th Avenue Corridor Urban Renewal Plan (2013)
- Broomfield Plaza-Civic Center Urban Renewal Plan (2013)
- Lowell Gateway Urban Renewal Plan (2013)
- Original Broomfield Urban Renewal Plan (2013)
- US 36 West Corridor Urban Renewal Plan (2013)
- Hoyt Street Urban Renewal Plan (2012)
- North Park Urban Renewal Plan (2009)
- Wadsworth Interchange Urban Renewal Plan (2005)
- North Park West Urban Renewal Plan (2004)
- Villager Square Urban Renewal Plan (1997)
- 96th Street Gateway Urban Renewal Plan (1993)

INTERGOVERNMENTAL AGREEMENTS

- City of Westminster regarding Metzger Farm (2005)
- Boulder County Open Space (2002)
- City of Dacono Regarding Future Growth Areas (1999)
- Southeast Boulder County, South 96th Street, Dillon Road, and U.S. 287 Area Comprehensive Development Plan (Northwest Parkway) (1999)
- Town of Erie and the County of Weld (1998)
- City of Thornton Regarding the I-25 Corridor Comprehensive Development Plan Area, Joint Planning, and Service Provision in the Area (1998)
- City of Thornton Regarding the I-25 Corridor Comprehensive Development Plan Area (1998)
- City of Thornton Concerning Phase One of a Two Phase Alternative Analysis Highway Intersection Study for the Reconfiguration of the Intersection and Associated Highway Access Location at Interstate 25 and State Highway 7 (1998)
- Southeast Boulder County Comprehensive Development Plan (Lafayette) (1997)

D. PLANNING PROCESS

The 2016 update process for the 2005 Comprehensive Plan included two community surveys—(1) a broad survey of City and County services and issues and (2) a focused survey addressing issues specific to the preparation of the Plan update. The results of the survey responses, which were presented to the Citizen Task Force and Broomfield staff, directed the efforts and scope of work for the update. Additionally, individual interviews with a cross section of community leaders and representatives were held at the beginning of the process. These initial conversations focused on Broomfield’s greatest challenges and opportunities.

The Task Force began updating the 2005 Comprehensive Plan document in early 2015. The 18-member Task Force (see the Acknowledgments for a roster of members) included representatives from advisory boards, such as Open Space and Health and Human Services; from City Council; and from local residents and employees. The Task Force met every month on average and more frequently as the document neared completion. Extensive and spirited discussions took place regarding the Plan vision; each topic element; and the goals, policies and action steps contained within each section. A website, along with social media posts and public events, communicated updates and notifications regarding the planning process.

E. COMPREHENSIVE PLAN MAPS

LAND USE PLAN

[Map 1, Land Use](#) establishes preferred development patterns by designating land use categories for specific geographical locations. The land use designations implement the overall goals and policies described throughout the Comprehensive Plan document. However, these designations do not preempt the City’s zoning regulations, and they are not intended to depict either parcel-specific locations or exact acreage for specific uses. Since the adoption of the 2005 Comprehensive Plan and Land Use Map, Broomfield has undertaken a number of detailed sub-area and neighborhood planning efforts in many areas that have or have had pressure for development or potential significant changes in land use. As a result, the 2005 Land Use Plan has been updated significantly over the last 10 years.

The Land Use map reinforces and supports the Comprehensive Plan’s following primary themes:

- Maintaining fiscal sustainability
- Enhancing environmental stewardship
- Enhancing Broomfield as a community of neighborhoods and gathering places
- Supporting existing neighborhoods and facilities
- Planning for areas of change and stability
- Strengthening an interconnected system of open lands and the “Green Edge”
- Enriching community services and facilities
- Ensuring a walkable and bikeable community
- Adapting to changing demographics

- Enhancing multimodal transportation
- Anticipating the impact of technology

The City and County of Broomfield Comprehensive Plan and Land Use Map were adopted on October 25, 2005, by Resolution No. 2005-164.

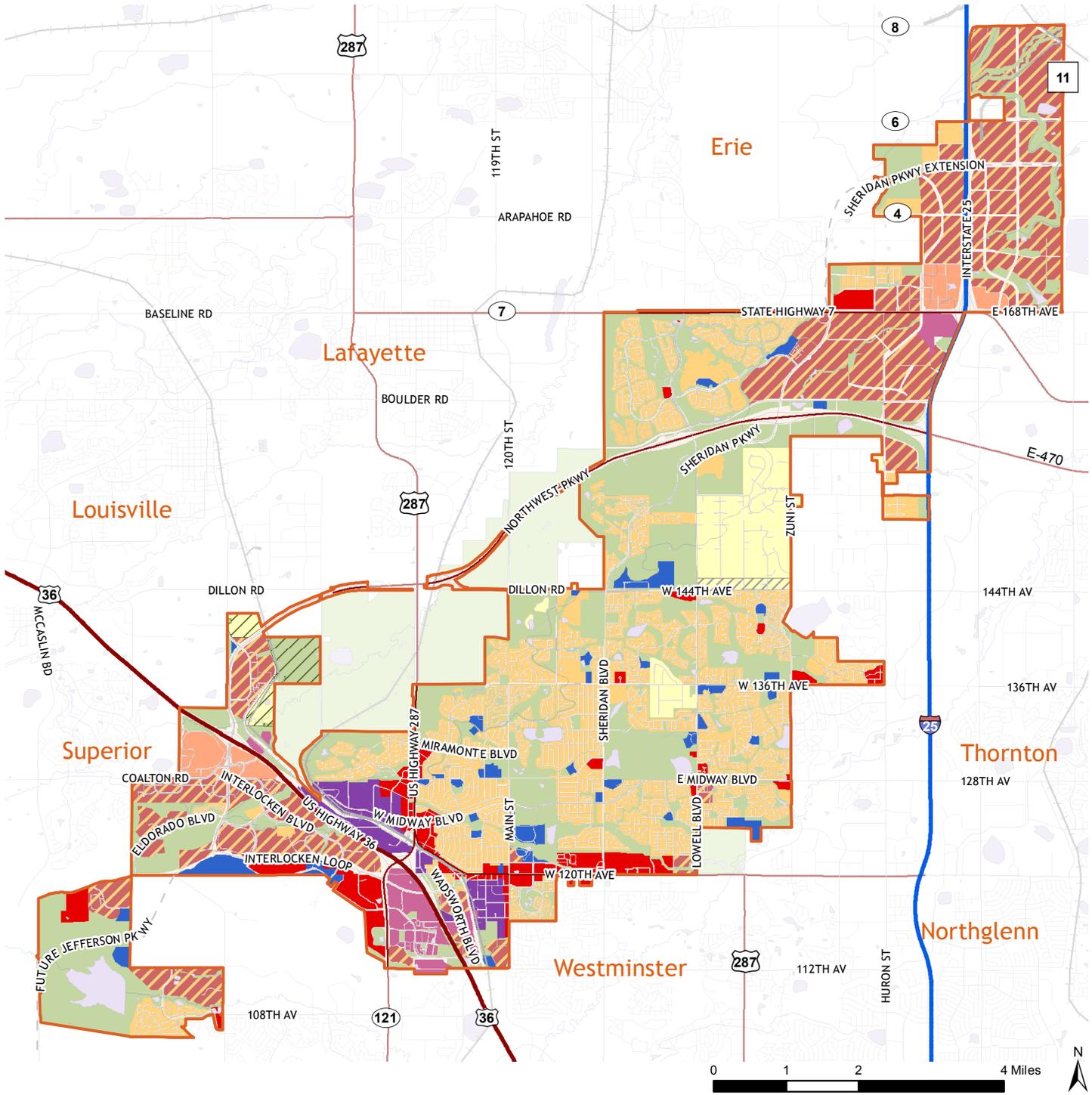
A review of the updated 2005 Land Use Map during the Comprehensive Plan update process resulted in 28 land use categories being consolidated to 8 to provide more flexibility and clarity. These changes reflect a number of recently approved land development projects, open land preservation efforts, and planned-unit developments (PUDs).

The Land Use Map is the basis for the financial analysis and models within the City and County of Broomfield’s Long-Range Financial Plan. Because clarifications and updates made as part of this planning process were limited, the Land Use Map remains consistent with the Long-Range Financial Plan.

Additionally, the Land Use Map includes the Boulder County Rock Creek Farm Open Space located along Broomfield’s western boundary, and the Metzger Farm to the southeast. The inclusion of open space is consistent with two intergovernmental agreements (IGAs) with Boulder County and the City of Westminster, allowing Broomfield to include this property in the Comprehensive Plan and ensuring perpetual access to the open space for Broomfield residents.

Map 1. Land Use

For most updated version please click [here](#).



Source: Broomfield GIS Department; CDOT; Broomfield Community Development Department

LEGEND

- | | | | | | | | |
|--|-------------------------------|--|------------------------------|--|---------------------------------|--|---|
| | City and County of Broomfield | | Regional Commercial | | Residential | | Business & Residential Transitional Overlay |
| | Interstate | | Commercial | | Rural Residential | | Conservation Easement Overlay |
| | Highways | | Mixed-Use Commercial | | Public/Quasi Public | | Waterbody |
| | Streets | | Industrial | | Open Lands | | Creeks, Ditches and Canals |
| | Railroad | | Transit-Oriented Development | | Open Space (outside Broomfield) | | |

LAND USE DESIGNATION DEFINITIONS



REGIONAL COMMERCIAL

Primary uses permitted within areas designated for Regional Commercial include regional shopping areas, discount/big-box retailers, travel commercial uses such as gas stations and hotels, auto-related uses, entertainment, and residential. These areas should allow for the most flexibility in uses and site design to spur innovation and economic development at key regional nodes. Heavy industry is not appropriate for these areas. Secondary uses allowed include Public/Quasi-Public and Open Land uses.



COMMERCIAL

Commercial is an appropriate designation for areas with retail, employment, commerce/service, research and development, and office uses. These areas should offer high-quality design, attractive architecture, and landscaping with visual interest and should be compatible with existing and proposed surrounding uses. They should be designed and developed/redeveloped to support multimodal transportation and offer attractive gathering spaces (public and private) to enhance the working environment and add value to the community. Secondary uses allowed include Public/Quasi-Public and Open Land uses.



MIXED-USE COMMERCIAL

Primary uses within Mixed-Use Commercial areas include commercial, employment and multifamily or single-family attached residential uses. Single-family detached uses may be allowed in limited areas through the PUD review and approval process. As a guide, no more than 30 percent of the land area within the Mixed-Use Commercial district should be utilized for residential uses unless approved through the PUD process. Residential built above first-floor retail should be considered a bonus in excess of this maximum. Secondary uses allowed include Public/Quasi-Public and Open Land uses.



INDUSTRIAL

Industrial areas are characterized by light and heavy industrial, office, manufacturing, research and development, warehousing, outside storage, and some commercial uses. These areas are generally located close to regional transportation networks. Industrial uses should be adequately buffered from incompatible uses. A stricter standard may be imposed for more intense industrial uses. Secondary uses allowed include Public/Quasi-Public and Open Land uses.



TRANSIT-ORIENTED DEVELOPMENT

These areas are appropriate locations for a mix of uses that cater to the needs of area residents and transit commuters. Examples of allowed uses include moderate and high-density residential, employment-generating uses, convenience and specialty commercial, and support commercial uses. The configuration of uses within this district should support transit ridership, promote walking and hiking for midday trips, link the citywide greenway system, and allow those who wish to live and work in the same neighborhood to do so. The design and orientation of new buildings should be pedestrian-oriented and special streetscape improvements should be considered to create rich and enjoyable public spaces. A strong physical relationship between the commercial and residential components to adjacent transit centers (park-n-rides and commuter rail stops) is critical. Residential densities can be concentrated in multistory projects. Secondary uses allowed include Public/Quasi-Public and Open Land uses.



RESIDENTIAL

Residential land encompasses neighborhoods covering a mix of housing types to meet both current and future residents’ changing needs and conditions. This includes single-family homes, multifamily units, mobile homes, and senior communities within neighborhoods that vary in character and density from rural or suburban to urban. Residential areas should have access to recreation, education, and community facilities, as well as paved paths connecting to these facilities and the local and regional trail system. The land use designation is intended to protect existing residential areas while providing flexibility in the development of future residential areas.



RURAL RESIDENTIAL

Rural Residential areas should include a mix of 1- to 10-acre lots with building sites clustered to maximize open lands. Smaller lot sizes down to one-half acre may be appropriate for new development with urban services.



BUSINESS AND RESIDENTIAL TRANSITIONAL OVERLAY

Transitional Overlay areas encompass neighborhoods that are designated Rural Residential and located 660 feet north of the centerline of West 144th Avenue between Lowell Boulevard and Zuni Street. These areas are appropriate for office, personal service, and other residential and nonresidential uses as identified in the Broomfield Municipal Code.



PUBLIC/QUASI PUBLIC

Public/Quasi-Public Lands include government offices, service centers, major utility infrastructure such as water and wastewater treatment facilities, community and senior centers, libraries, fire stations, schools, hospitals, churches, and other large public/quasi-public facilities.



OPEN LANDS

Open Lands are those public and private lands acquired or preserved in the public interest. They serve a variety of functions including conserving and protecting natural, cultural, historic or scenic resources; providing opportunities for recreation; shaping the pattern of growth and development; and preserving agricultural resources.

Open Lands may encompass park and recreation areas, open space, and other open lands. Park and recreation areas are the most intensively developed and used type of open lands. They may contain open turf areas for passive recreation, playing fields, hard courts, picnic areas, restroom facilities, and other improvements. Open space areas are parcels intentionally protected from development and set aside for primarily unstructured recreation and the appreciation of natural surroundings. Open space areas may contain trailheads and trails, fishing facilities, wildlife viewing areas, and other facilities that support uses compatible with site resources and conditions. Other open lands include golf courses, detention areas, and other facilities that are maintained by the City and County of Broomfield. The Open Lands designation also includes conservation easement areas and agricultural lands used primarily for agricultural purposes with single-family homes on a minimum of five acre lots.



OPEN LANDS OUTSIDE BROOMFIELD

This designation includes open lands jointly managed or owned with other jurisdictions adjacent to Broomfield’s boundary.

FRAMEWORK MAP

[Map 2, Framework](#), is intended to be used in conjunction with the Land Use map (Map 1) to illustrate key community design policies contained in the 2016 Comprehensive Plan and to guide the overall vision for Broomfield’s community form and identity. The Framework map is not intended to direct specific land use planning. Rather, it is intended to define relationships among designated land uses to create a meaningful and logical structure for future development. The map also provides a starting point for development proposal submittals by illustrating how specific land use proposals fit into the overall community framework.

Overall Comprehensive Plan principles highlighted in the Framework map include:

- Network of open lands
- The Broomfield trail network linking the community
- The location of the three civic and town center districts
- Mobility hubs that provide intermodal connectivity
- Key rail and street corridors

URBAN GROWTH BOUNDARY MAP

The City and County of Broomfield recognizes the Denver Regional Council of Governments (DRCOG) growth boundary, as indicated on [Map 3, Urban Growth Boundary](#). The Urban Growth Boundary map depicts the pattern of urban development reasonably expected by the year 2040 for those areas currently within the DRCOG jurisdictional boundary. The urban growth boundary is intended to

provide predictability so that infrastructure can be planned in advance and constructed more cost efficiently. The boundary also encourages a more compact pattern of development by directing growth inward, stimulating infill and redevelopment activity and encouraging the use of existing infrastructure.

SUSCEPTIBILITY TO CHANGE MAP

Broomfield’s future growth areas generally are identified on [Map 4, Susceptibility to Change](#). Those areas, shown in orange and red, are the areas that are most likely to experience development and/or redevelopment in the foreseeable future. Areas in orange have approved PUD plans defining proposed land uses. Some of these areas are currently being developed, while others have older PUD plans in place that may see changes in proposed land uses before development. The areas in red are properties that do not have approved planning documents or are very likely to see either new developments or redevelopment, along with possible changes in land use.

The primary area for future growth is in the northern part of the community around Interstate 25 and State Highway 7. Additional areas where change is anticipated to occur are along West 120th Avenue, along U.S. Highway 36 south of West 120th Avenue, vacant parcels within Interlocken and development of properties along South 96th Street north of U.S. Highway 36.

Finally, this map should be used as a guide depicting areas that are at different stages of development. The map, therefore, should not literally be used for preparing a financial analysis of individual properties.

Red areas of change are identified due to one of two factors: (1) The area is currently undeveloped and/or is being used for agriculture with no approved planning documents in place to dictate a more intensive land use; or (2) The value of current improvements on the land are low enough compared with the value of the land itself that the property is considered underutilized and ripe for redevelopment.

SUB-AREA AND NEIGHBORHOOD PLANS MAP.....

[Map 5, Sub-Area and Neighborhood Plans](#), depicts all approved sub-area plans and neighborhood plans for the City and County of Broomfield. Each of these plans covers a specific geographic area and typically identifies desired uses, building types and other urban design elements for these areas. Sub-area plans and neighborhood plans are a tool to implement the goals of the Comprehensive Plan by providing a more detailed level of expectations for a specific area.

URBAN RENEWAL AREAS MAP.....

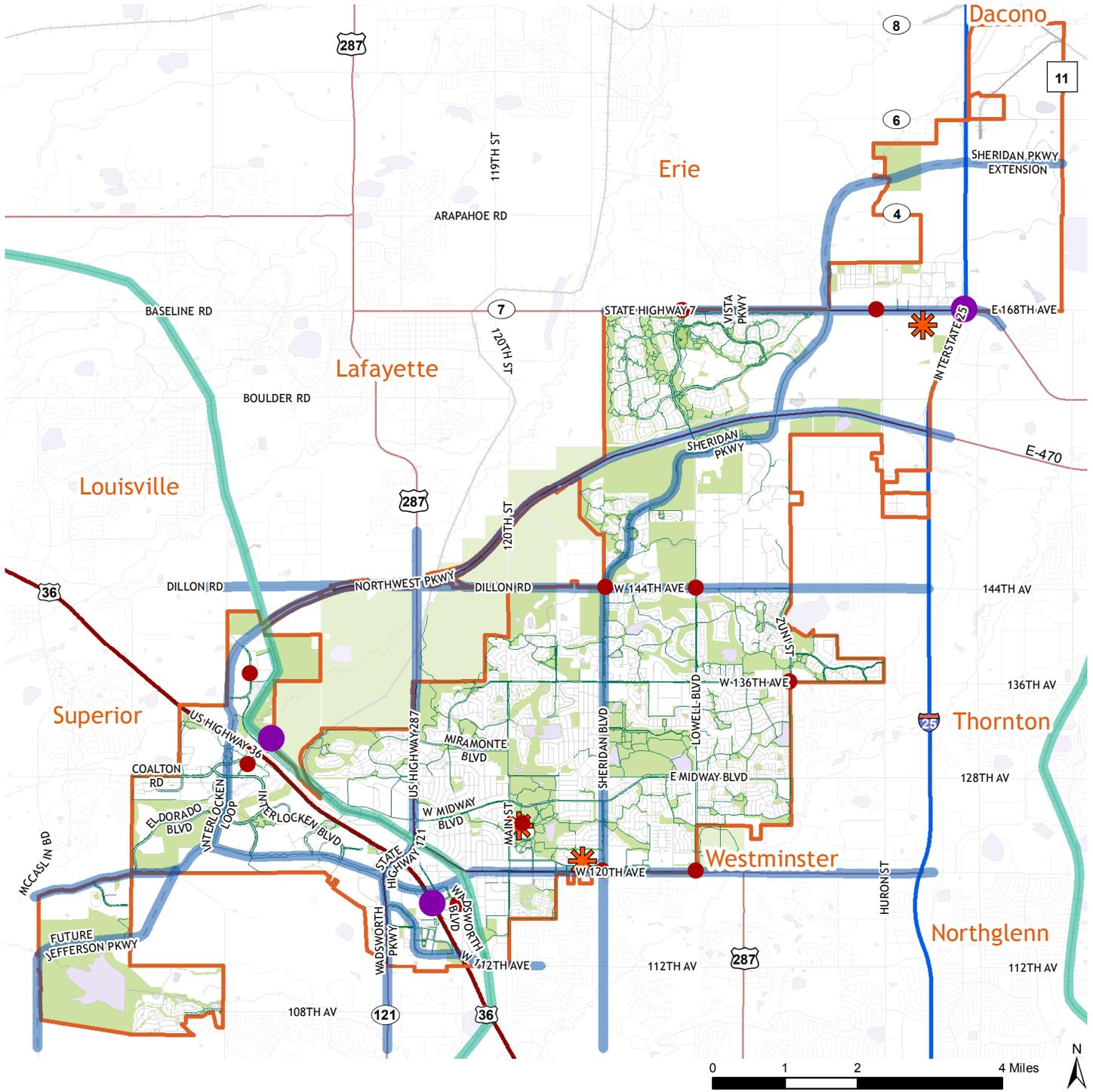
[Map 6, Urban Renewal Areas](#), depicts all currently approved urban renewal areas in the City and County.

ADJACENT COMMUNITIES' LAND USE MAP.....

[Map 7, Adjacent Communities' Land Use Map](#), illustrates the Comprehensive Plan land use categories of adjacent communities. The map helps provide context for what is occurring or will occur in adjacent communities. It is especially useful when looking at proposed land uses along Broomfield's borders. The map helps to identify and understand the likely impact on Broomfield from land uses in adjacent communities.

This map is for information and reference purposes only and is assumed to be accurate only from the date of adoption of this Comprehensive Plan. For up-to-date information and details about proposed land uses outside Broomfield's jurisdictional boundary, the adjacent community in question should be contacted.

Map 2. Framework

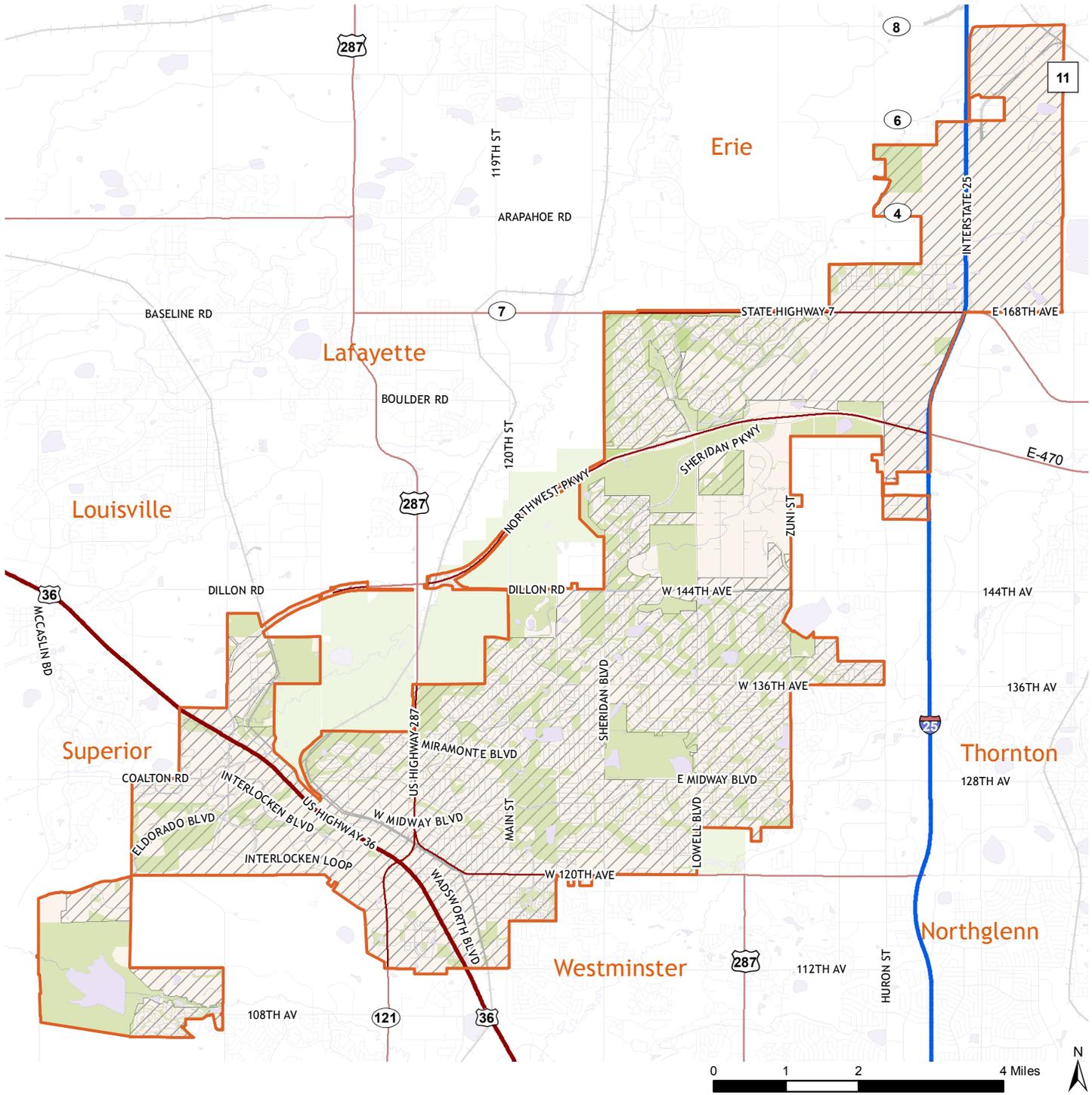


Source: Broomfield GIS Department; CDOT

LEGEND

- | | | | |
|-------------------------------|----------------------------|---------------------------------|----------------------|
| City and County of Broomfield | Creeks, Ditches and Canals | Civic and Town Center Districts | Key Rail Corridor |
| Interstate | Waterbody | Mobility Hub | Key Roadway Corridor |
| Highways | Open Lands | Micro-Mobility Hub | |
| Streets | | | |
| Railroad | | | |

Map 3. Urban Growth Boundary

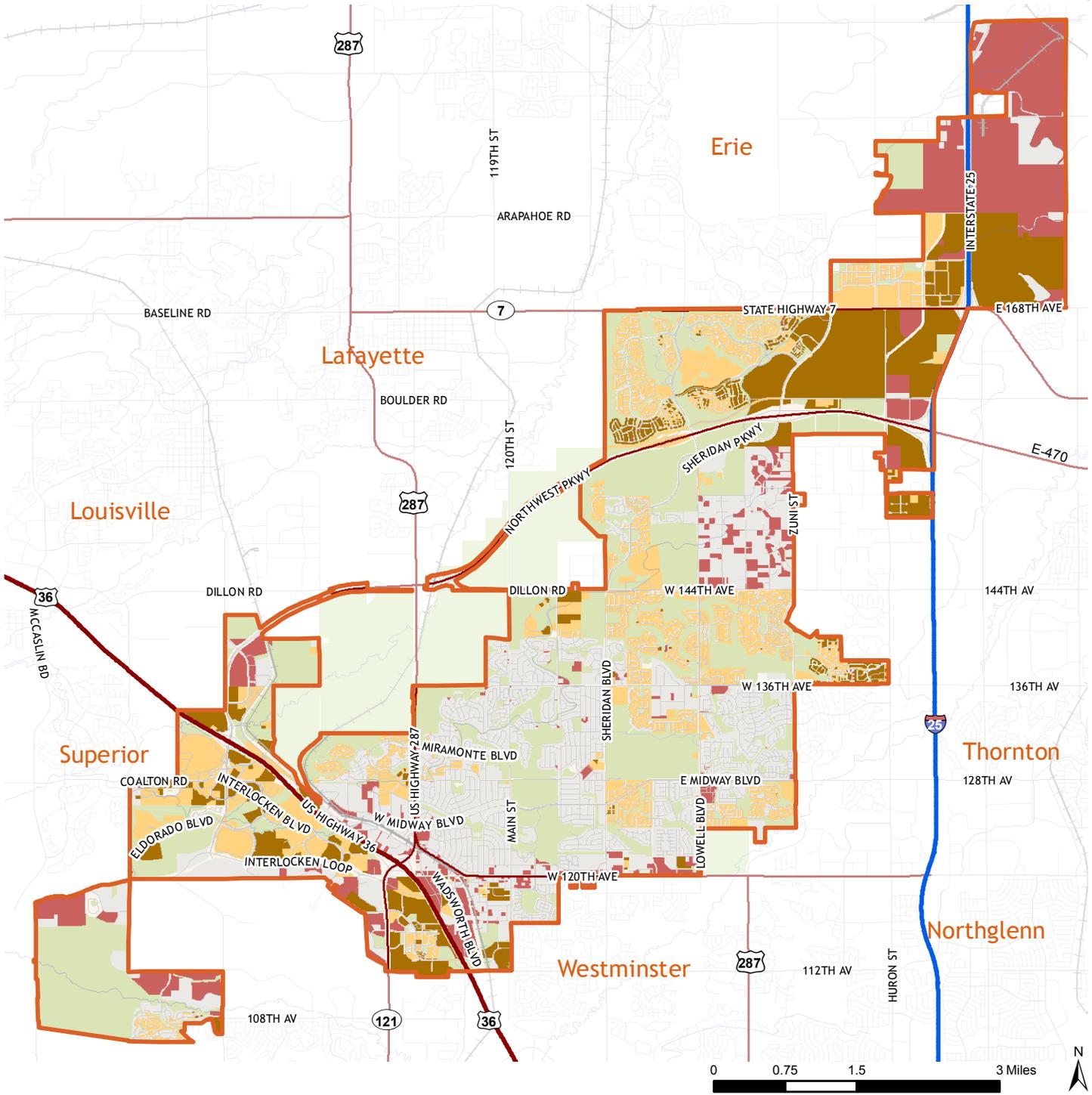


Source: Broomfield GIS Department; CDOT

LEGEND

-  City and County of Broomfield
-  Interstate
-  Highways
-  Streets
-  Railroad
-  Creeks, Ditches and Canals
-  Waterbody
-  Open Lands
-  Urban Growth Boundary

Map 4. Susceptibility to Change

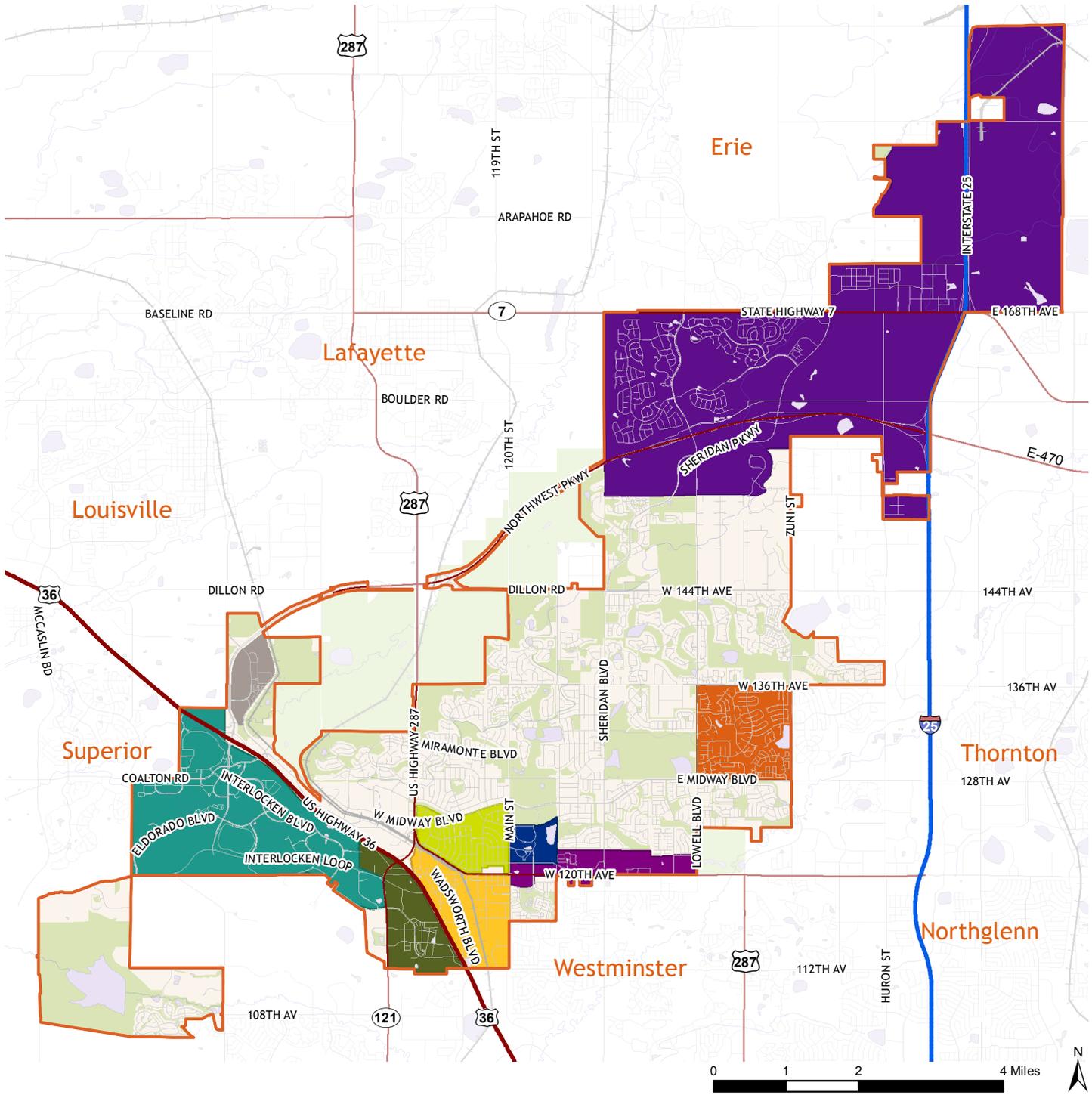


Source: Broomfield GIS Department; CDOT

LEGEND

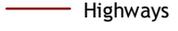
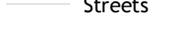
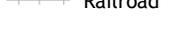
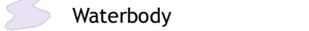
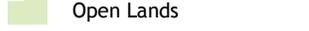
-  City and County of Broomfield
-  Interstate
-  Highways
-  Streets
-  Railroad
-  Creeks, Ditches and Canals
-  Waterbody
-  Open Lands
-  Planned Unit Development (PUD) Developed
-  Planned Unit Development (PUD) not yet Developed
-  Areas of Stability
-  Areas of Change (Vacant or Underutilized)

Map 5. Sub-Area and Neighborhood Plans



Source: Broomfield GIS Department; CDOT

LEGEND

-  City and County of Broomfield
-  Interstate
-  Highways
-  Streets
-  Railroad
-  Creeks, Ditches and Canals
-  Waterbody
-  Open Lands

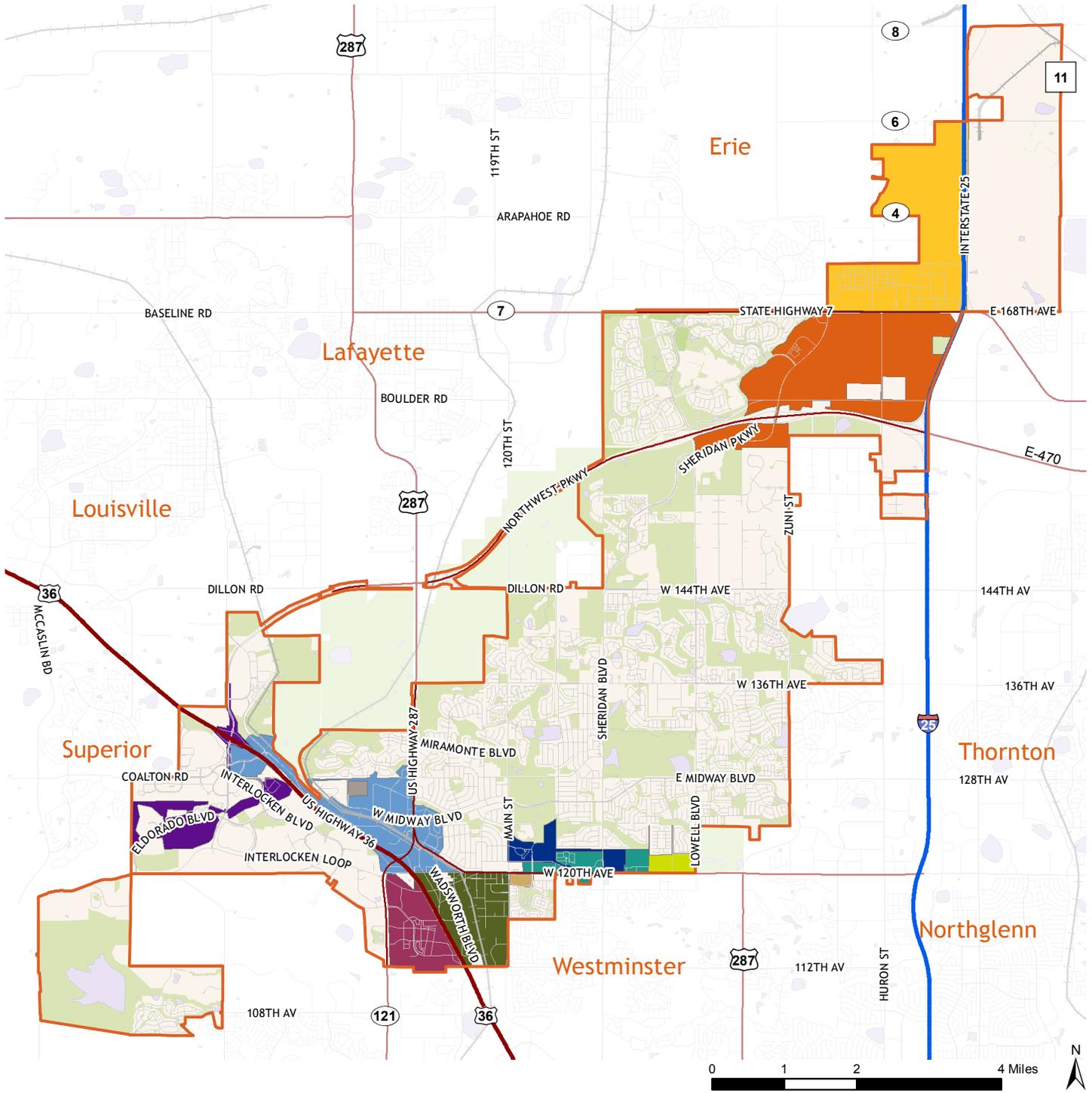
Sub-Area Plans

-  U.S. 36 Sub-Area
-  96th St. / NW Parkway Sub-Area
-  Interstate 25 Sub-Area
-  Broomfield Interchange Sub-Area
-  West 120th Ave. Gateway Sub-Area

Neighborhood Plans

-  Broomfield Heights
-  Civic Center Master Plan
-  Original Broomfield
-  Westlake

Map 6. Urban Renewal Area Plans

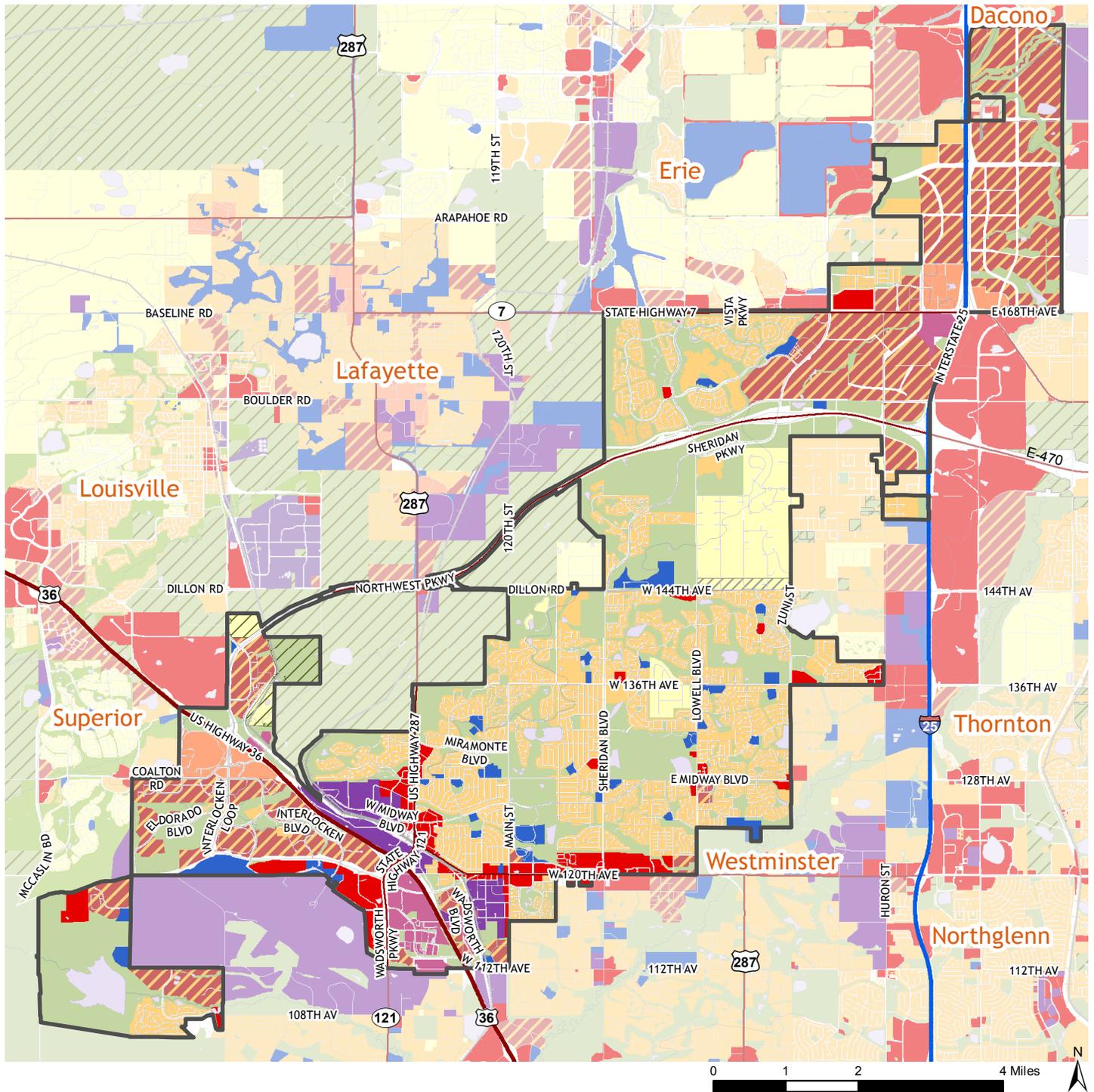


Source: Broomfield GIS Department; CDOT

LEGEND

- | | | | | | | | |
|--|-------------------------------|--|-----------------------------------|--|-------------------------|--|---------------------------|
| | City and County of Broomfield | | Amended West 120th Ave URA | | North Park URA | | Villager Square URA |
| | Interstate | | Broomfield Plaza Civic Center URA | | North Park West URA | | Wadsworth Interchange URA |
| | Highways | | Hoyt Street URA | | Original Broomfield URA | | 96th Street Gateway URA |
| | Streets | | Lowell Gateway URA | | US 36 West Corridor URA | | Open Lands |
| | Railroad | | | | | | |
| | Waterbody | | | | | | |

Map 7. Adjacent Communities' Land Use



Source: Broomfield GIS Department; CDOT; Weld County; Adams County; Boulder County; Louisville; Westminister; Dacono; Superior; Lafayette; Erie; Jefferson County

LEGEND

	City and County of Broomfield		Regional Commercial		Residential		Business and Residential Transitional Overlay
	Interstate		Commercial		Rural Residential		Conservation Easement Overlay
	Highways		Mixed-Use Commercial		Public/Quasi Public		Agriculture (Surrounding Community Land Use)
	Railroad		Industrial		Open Lands		
	Creeks, Ditches and Canals		Transit-Oriented Development				
	Waterbody						



Vision

A. COMMUNITY VISION STATEMENT

“BROOMFIELD: A CITY AND COUNTY OF DIVERSE NEIGHBORHOODS THAT INSPIRE IDENTITY AND UNITY; WHERE ITS CULTURE OF EXCELLENCE, LEADERSHIP, SELF-DETERMINATION, AND INNOVATION IS NURTURED AND PRACTICED; AND WHERE ITS BUSINESSES THRIVE AND ITS CITIZENS OF ALL AGES ARE PROUD TO LIVE.”
 - BROOMFIELD COMPREHENSIVE PLAN TASK FORCE

B. TOWARD A SUSTAINABLE BROOMFIELD

“Sustainability” refers to the long-term social, economic and environmental health of our society. A sustainable culture thrives without compromising the ability of future generations to meet their needs. The 2016 Comprehensive Plan’s core values—social responsibility and equity, environmental stewardship, and economic security and opportunity—are key components of sustainability. Separately, they are necessary but insufficient; collectively, they become a solid foundation upon which to build a sustainable future for current residents and for the generations to follow.

Sustainability requires the integration of both policy and political goals. Economic development, affordable housing, public safety, environmental protection, and

mobility are interrelated and must be addressed in a holistic way. Similarly, Broomfield’s future is inextricably linked to that of the region, state, nation, and world. Sustainability depends on bringing together different stakeholders to identify common values and goals and to work to achieve them. It also means thinking long term—how to meet the needs of the community today, while taking into consideration impacts on future generations—as well as focusing on quality rather than quantity.

While it is unlikely that a small city can be completely and absolutely sustainable in this age of global economy, it is easy to imagine that cities can become more sustainable than they are now. This sustainability is not just within the realm of possibility; it is a necessity.



Much of the leverage for making sustainability happen lies within cities, where government is in closest contact with individuals and communities. Cities can carry out their responsibilities for protection of public health and public safety, land use control, strategic capital investment, and the provision of public services with a goal of increasing their contributions toward sustainable behavior.

Sustainable cities use resources efficiently and effectively. They can reuse and recycle. They use local resources where they can. They provide physical and economic security, and they distribute these and other benefits evenly. They balance the need for growth with the needs for stability and prudent use of resources.

How does this 2016 Comprehensive Plan move Broomfield toward sustainability? The Plan's sections on land use, transportation, housing, and the like together make up a strategy for increased sustainability based on Broomfield's core values:



STEWARDSHIP OF THE ENVIRONMENT THROUGH:

Sustainable and integrated land and water use, waste reduction, energy efficiency, use of renewable energy, efficiency in transportation to decrease reliance on single-occupancy vehicles, and fiscal policies and practices based on a holistic understanding of long-term costs and benefits. Environmental sustainability includes stewardship enhanced through increasing citizens' appreciation of and involvement with the natural environment.

ECONOMIC SECURITY AND OPPORTUNITY THROUGH:

Maintaining a balanced mix of land uses to ensure that revenues support costs as the community absorbs the finite land supply. Continue sustainable capital and utility planning that use innovative financing and capital investments to achieve the Plan's goals.

COMMUNITY LIVABILITY THROUGH:

Diverse cultural, educational, and recreational opportunities, and an equitable distribution of human services and amenities. Support housing that conserves resources, fosters social engagement, and is affordable for a range of income levels. Social sustainability ensures that citizens, businesses, and government work together to create a safe, healthy, and desirable community where people feel at home and connected with each other, the past, and future generations.



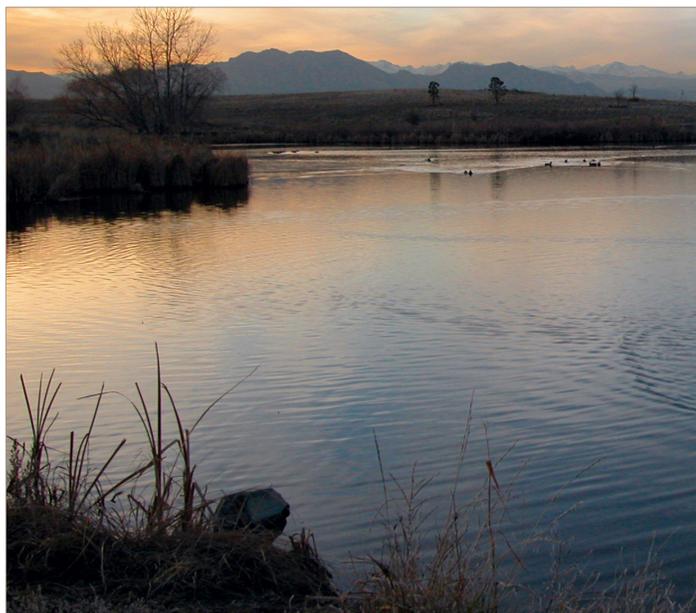
SUSTAINABILITY AS A GOAL MUST BE ADDRESSED IN ECONOMIC AND SOCIAL GOALS, AS WELL AS IN THE MORE FAMILIAR ENVIRONMENTAL TERMS. LOCAL GOVERNMENT HAS A ROLE IN ENCOURAGING AND PROMOTING—THROUGH INCENTIVES, REGULATION, EDUCATION AND ITS OWN BEHAVIOR AS A RESPONSIBLE COMMUNITY MEMBER—MORE SUSTAINABLE BEHAVIOR. THIS PLAN MOVES BROOMFIELD IN THIS DIRECTION.

C. PLAN THEMES

Completion and update of Broomfield’s 2016 Comprehensive Plan evolved through extensive community discussions and debate. Several themes are continuations of ideas carried forth from the 2005 Comprehensive Plan; many are new, identified by City Council and arising from concerns about Broomfield’s future quality of life. The following major themes of the Comprehensive Plan play a critical role in establishing priorities and a framework for future growth.

FISCAL SUSTAINABILITY

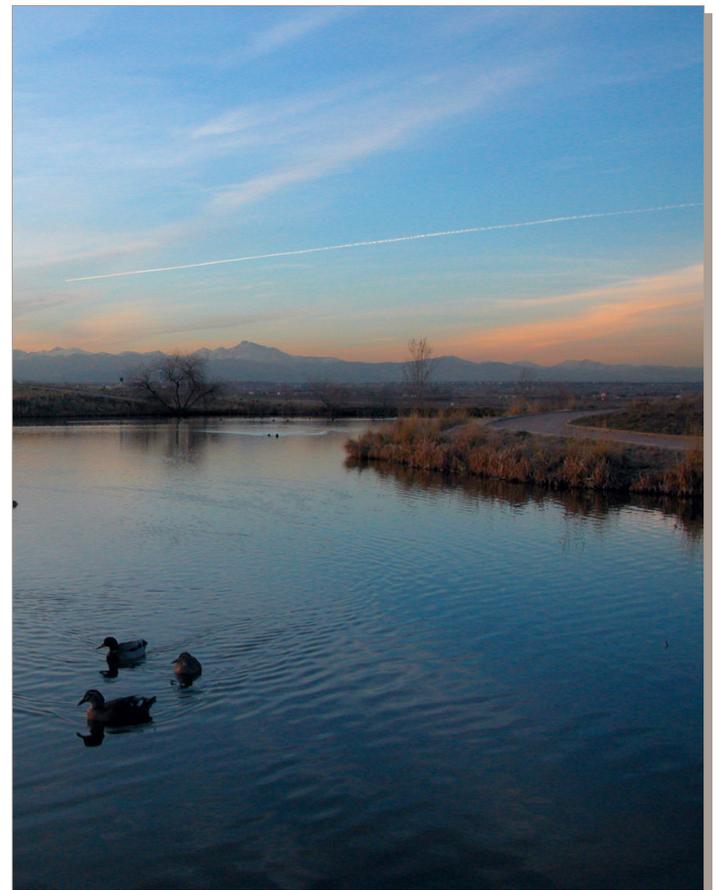
The primary role of government is to protect public health, safety and welfare through the provision of a myriad of services. To finance these services, Broomfield primarily depends on sales and property taxes (which represent approximately 37 percent of the revenue the City and County receives) and fees for services (which constitute the second-largest category of revenue). These figures highlight the importance of maintaining and enhancing the value of private property and the viability of retail facilities throughout the community. Expenditures are the other side of the financial equation, and government must balance the provision of services with the costs of delivering the desired services at an appropriate level of quality. As land is developed or redeveloped, and as specific land uses are proposed, an ongoing fiscal analysis is conducted that evaluates those proposals against costs/ expenditures and revenues to ensure that the community’s quality of life is maintained. Fiscal sustainability requires a holistic review and understanding of short- and long-term costs and benefits.



ENVIRONMENTAL STEWARDSHIP

As with fiscal sustainability, the government’s role in environmental stewardship is to protect public health, safety and welfare. We understand that natural resources are finite and are enhanced, maintained, or diminished by our actions, and we are increasingly aware of how choices in living affect quality of life for current residents and future generations. While debate about global and national environmental policies continues, people on a regional and local scale express concern about the loss of open lands and plant and animal habitats, increased demand for water in a semiarid climate prone to droughts, and the health impacts of air and water pollution.

Residents of Broomfield, like many other Coloradans, highly value the natural environment for a variety of reasons, including health, enjoyment of natural beauty, recreation, and economic opportunities. It has a crucial role in contributing to quality of life. The environmental stewardship element guides the community in maintaining and enhancing natural resources.



BROOMFIELD AS A CITY OF NEIGHBORHOODS AND GATHERING PLACES..

Desirable neighborhoods and opportunities to connect with others are critical to quality of life and social sustainability. Although much of Broomfield has been developed or planned, we can continue to focus on old and new developments so that neighborhoods have a sense of identity and are integrated into the overall community fabric of being a friendly, safe and enriching place. Citizens are supported in having opportunities for creative expression; learning; recreation; and connecting with others, nature and the arts.

Neighborhood and community identities are enhanced by defining and refining boundaries and character and by providing amenities and opportunities for social

connection and health. Gathering places range from informal settings to more formal and intentional small and large venues. Developing gathering places depends on up-front cost and many other factors, such as accessibility, safety, convenience, walkability, attractiveness, comfort and upkeep.

Examples of already-established community-scale gathering places include the retail, residential, and office districts located in Broomfield’s southwestern, southern and northeastern quadrants; the interconnected system of trails, sidewalks, greenways and parks; recreation and senior centers; Broomfield County Commons; the Civic Center campus; and the 1STBANK Center.



SUPPORT OF EXISTING NEIGHBORHOODS AND FACILITIES

While continuing to grow, Broomfield recognizes the need to maintain and improve existing facilities and neighborhoods so that citizens can continue to enjoy quality of life. This need includes support of private investment so that people can earn a decent living; public and private support of adequate housing and food; ongoing code compliance and

incentives for land and building upkeep; and the provision of high-quality police, fire, and human services, as well as high-quality libraries, schools, parks and utilities. Broomfield understands that vibrant residential areas are necessary to support vibrant retail districts.



AREAS OF CHANGE AND AREAS OF STABILITY.....

Most of Broomfield is developed, with the majority of the remaining undeveloped areas located in the northeastern quadrant of the community. While some changes may occur in the developed areas, such as intensification or reuse of a few select places, much of Broomfield will remain as it is today. The Task Force identified areas of

Broomfield where stability of the neighborhood fabric is important, but it also identified areas of Broomfield where development and redevelopment are both appropriate and desirable, such as the U.S. Highway 36 and West 120th Avenue corridors.

INTERCONNECTED OPEN LANDS SYSTEM AND THE “GREEN EDGE”.....

A comprehensive network of greenways, linking important natural features, neighborhoods, schools, parks and community facilities, will weave its way throughout Broomfield and provide every resident with a connection to open lands. These greenways will include trails for walking and bicycling. They will protect sensitive environmental habitats, steep slopes and waterbodies. The Broomfield Trail, one of the many greenways, creates a continuous linkage through the community, ultimately linking to regional trails. Complementing the internal open space network is the “Green Edge”—a greenbelt around

the community. It comprises environmentally constrained lands, steep slopes, creek corridors and purchased open lands. It will create a permanent buffer to growth in adjacent communities, and will reinforce Broomfield’s identity. The successful realization of the Green Edge along Broomfield’s western boundary has set the stage for cooperation with adjacent jurisdictions to continue the Green Edge around the southern and eastern areas of the community. In key areas aiming for higher density or mixed-use development, this may take the form of a highly landscaped edge and connections to regional trails.



COMMUNITY SERVICES AND FACILITIES.....

Broomfield’s community services and facilities directly contribute to the quality of life enjoyed by Broomfield’s residents. Broomfield strives to ensure that its services and facilities are not only adequate to meet current needs and desires but also are poised to respond to the community’s anticipated future needs and desires. Providing quality services and facilities reflects Broomfield’s commitment to making investments in the community that are a catalyst for private investment (social and financial).

Maintaining desired levels of service in the face of continued growth and new state and federal mandates is a continual challenge. In response to these challenges, Broomfield continually seeks to develop means and methods to integrate the departments, agencies and facilities serving the community in order to uphold the highest standards of quality, character, support, and efficiency.

WALKABLE AND BIKEABLE COMMUNITY

Walkability and bikeability are cornerstones to a healthy and thriving community. The benefits from walking and biking include reduced air pollution and crime, and increased physical and social health. A pedestrian and bike-oriented community makes walking and biking easy,

safe and enjoyable, and in Broomfield, this is accomplished through an interconnected system of on- and off-street paths, safe street crossings, and support of school and business efforts to promote walking and biking.



CHANGING DEMOGRAPHICS

Broomfield is home to a wide range of residents, from seniors to families to younger individuals. Addressing the needs of such a diverse population will be critical, especially because demographics are changing and will place new demands on the City and County over the next decade. For instance, addressing seniors' desires to "age in place" (the ability to live in one's own home and community safely, independently and comfortably) will be important in Broomfield, and capturing Millennials (born between 1982-2004) will be key to retaining and expanding industry. Millennials are also likely to dominate

future markets, and they show a preference for lifestyle communities that emphasize walkability and a true sense of place.

The demand for new types of housing, including multifamily housing, will continue in Broomfield, as evidenced by new developments along the U.S. Highway 36 corridor (Harvest Station and Interlocken). It is important to understand housing needs and to find the correct mix of housing types. Balancing this mix is critical for supporting existing industries and, in some cases, for replacing underperforming retail areas.



MULTIMODAL TRANSPORTATION

Transportation is a basic human need that affects our daily quality of life. Broomfield residents require transportation to get to work, school, medical facilities, recreational amenities, shopping, and other community and social activities. A well-connected and efficient transportation network allows for access to higher-paying and varying job types, a wider selection of housing options, and more convenient health and human services. An integrated multimodal transportation system allows Broomfield’s residents, employees and visitors the freedom of personal mobility and choice of how to travel—whether it’s walking, biking, driving, carpooling or riding public transportation. Increasingly, cities that thrive economically have an extensive and expanding transportation network which includes integrated transit, biking, and walking facilities in addition to efficiently operated and maintained roads.

A number of emerging trends and technologies that are beginning to affect transportation in Broomfield and the Denver metropolitan area. These trends can influence the

demand for travel, travel patterns, mode choice and route selection. Mobile technology continues to evolve at a rapid pace and has changed the way that people live, work, travel, shop, and socialize. Broomfield must understand these trends and stay abreast of how local transportation decisions and investments can adapt and impact our ever-mobile society.

Across the United States, older adults (65+) are putting more emphasis on how and where they choose to age. While many older adults want to “age in place,” many are also now making purposeful decisions about where they want to spend their retirement years based on the availability of public transportation and access to goods and services. When older adults can easily and safely access alternative modes of transportation, they can continue to meet their basic needs such as medical appointments, shopping, socializing, and recreation without having to drive or to rely on others.



IMPACT OF TECHNOLOGY

Broomfield will continue to be a center for creative industry. Business retention must focus on creating a quality-of-life environment that is supportive of innovation, entrepreneurs and a wide range of industries. Providing necessary infrastructure, such as transportation options, fiber optics, and amenities are necessary for this retention. Creative industries and those looking to

open new high-tech businesses often choose areas that cater to quality-of-life factors. Broomfield already has a number of amenities, such as high-quality open spaces and access to medical and health services. Understanding and responding to technology’s impact on how residents live, work, play and move will be critical.

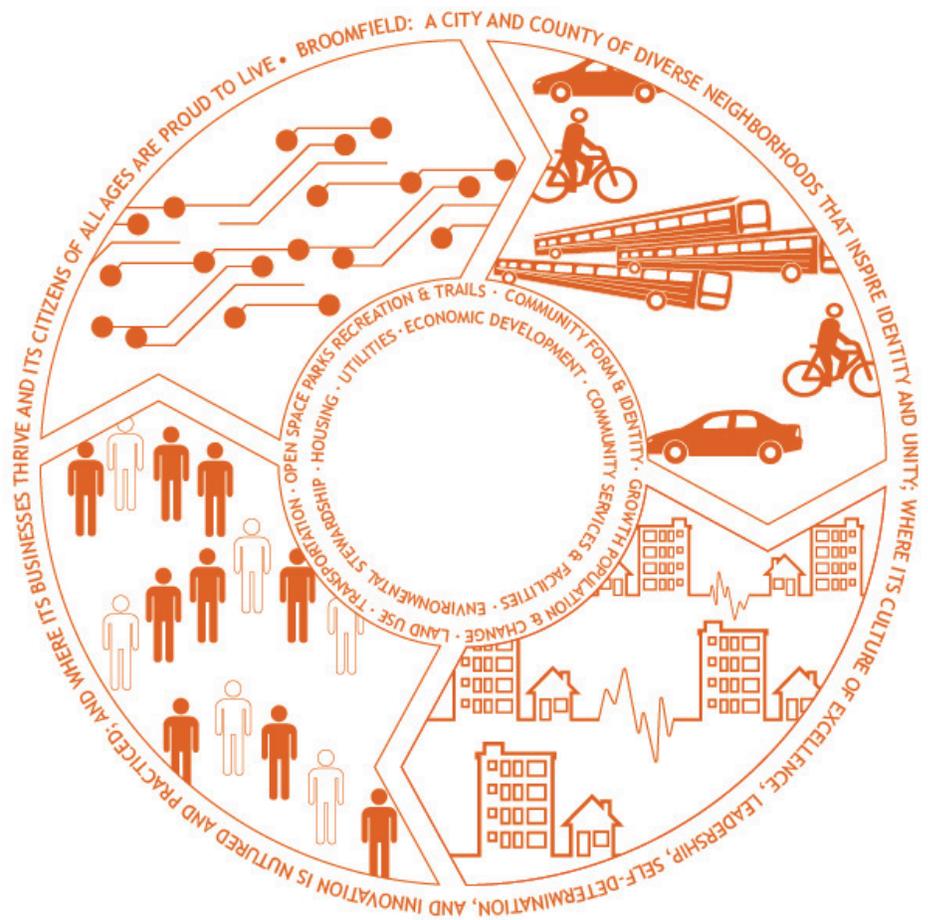
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Goals & Policies

The following sections of the 2016 Comprehensive Plan discuss the 10 topic elements of the Plan. Each topic section begins by defining the broad vision for that particular element followed by a narrative detailing the existing situation and trends that influence policy direction. Each section then identifies several goals for the given topic element, along with broad policies and specific action steps to accomplish the goals. These elements are interconnected; the goals and policies have been developed together with the plan themes, and they often cross-reference goals from other elements.

The 10 topic elements in order are:

1. COMMUNITY FORM & IDENTITY
2. GROWTH, POPULATION & CHANGE
3. LAND USE
4. TRANSPORTATION
5. OPEN SPACE, PARKS, RECREATION & TRAILS
6. ECONOMIC DEVELOPMENT
7. COMMUNITY SERVICES & FACILITIES
8. ENVIRONMENTAL STEWARDSHIP
9. HOUSING
10. UTILITIES



1

COMMUNITY FORM & IDENTITY

A. COMMUNITY FORM & IDENTITY VISION

BROOMFIELD IS BOTH DESTINATION AND PLACE TO CALL HOME. INCLUSIVE, CREATIVE AND SAFE, WE SKILLFULLY CONNECT PEOPLE WITH EACH OTHER, SERVICES, THE ENVIRONMENT, AND HISTORICAL ROOTS. BEAUTIFUL LANDSCAPES, GAINFUL EMPLOYMENT, AND ATTAINABLE HOUSING ARE COMPLEMENTED BY EVOLVING TRANSPORTATION OPTIONS, TRAIL SYSTEMS, RECREATIONAL OPPORTUNITIES, AND THE ARTS. A SPIRIT OF GENEROSITY AND COLLABORATION MAKES US A SOUGHT AFTER PLACE TO LIVE, WORK, AND PLAY.

B. CURRENT SITUATION & FUTURE TRENDS

COMMUNITY FORM¹

Broomfield is strategically situated between Interstate 25, Northwest Parkway, U.S. Highway 7, and U.S. Highway 36 on rolling, high-plains prairie lands with striking views of the Rocky Mountain Front Range. Its human history can be traced back to Native American tribes who circulated throughout the area from the 1500s to the 1800s as they hunted migrating animals. Its agricultural origins began in the mid-1800s, in conjunction with the California and Colorado gold rushes. The Cherokee Trail, named after Cherokees who joined the rush, passed through the area and roughly corresponds with U.S. Highway 287. Although there are currently 40 tribes in the metro area, most Native Americans were pushed out with the influx of Europeans and easterners. Settlers, supported by the Homestead Act of 1862, began farming, ranching, and providing services. The area became a railroad hub as tracks north and west of Denver were established to more efficiently transport mining products, farm goods, and people. Reportedly, it was named “Broomfield” by the U.S. Postal Service due to the broomcorn that was raised here and shipped to a broom factory in Denver.

¹ Historical material in this section largely comes from Sylvia Pettem’s book, *Broomfield, Changes through Time* (2001, *The Book Lode, Longmont, Colorado*). Other sources were the *Broomfield Enterprise*; historians Jacqui Ainlay-Conley and Charles Hanson, and Janet Justice-Waddington, a relative of some of the early settlers.



Adolph Joseph Zang



Percheron Draft Horse



Crawford Bee Business at Zang Spur Park



Historic Depot Museum at Zang Spur Park

In 1885, Adolph Joseph Zang, heir to Denver’s Zang Brewery who made his wealth through mining and real estate investments, decided to make the area a “model farm” to raise grain for the brewery and to breed prize-winning draft horses. Zang was known as a philanthropist and forward-looking developer who loved beauty and literature. The Broomfield area was sometimes called “Zang’s Spur” due to a railroad spur developed to transport farm goods. He and his partners Huober and Nissen used local help to create reservoirs/lakes and irrigation ditches to support this farm. The lakes are now gone except for Nissen Reservoir No. 2 at Eagle Trace Golf Course. They explain the name of Broomfield’s first cemetery, Lakeview Cemetery, which contains tombstones of some of the early settlers as well as cremation remains of more recent residents. Besides the cemetery, vestiges of this agricultural time are still evident: the railroad depot and Crawford bee business relocated to Zang Spur Park, the Brunner farmhouse relocated to open space near the Civic Center, and the Crescent Grange and grain elevators in the oldest part of town. Farther north is the Weldford dance hall and barn. Zang’s country home has been remodeled but still stands.



Brunner Farmhouse near Midway and Main

Broomfield became a bedroom community in the 1950s with development of the Denver-Boulder Turnpike (home to the tollbooth dog, Shep) which is now known as U.S. Highway 36, and the neighborhood “Broomfield Heights,” also known as “First Filing,” which was the first subdivision plat. Developers strove to make a “model city” for commuters with wide streets, garbage disposals, and modern appliances. The area became popular to World War II veterans who started families and used Veterans Affairs guaranteed loans through the GI bill to buy houses. It was considered “Hometown USA.” After half a century, the oldest parts of Broomfield now need repair and replacement of utility lines and street upgrades.



Shep, the Tollbooth Dog

Broomfield incorporated as a city in 1961 so that services, such as a police force, were readily available. As it grew, it still relied on public services in Jefferson, Boulder, Weld, and Adams counties. In 1989, a model business park, Interlocken, was established, and Broomfield was recognized as an innovator and risk taker in urban renewal and development. Interlocken includes high-tech businesses such Oracle and Level 3 Communications and other large businesses and is comparable to the Denver Tech Center. Flatiron Crossing mall was constructed in 2000 and drew in sales regionally. Both Interlocken and Flatiron Crossing are in the southwestern edge of the area known as the “Creative Corridor” along U.S. Highway 36.

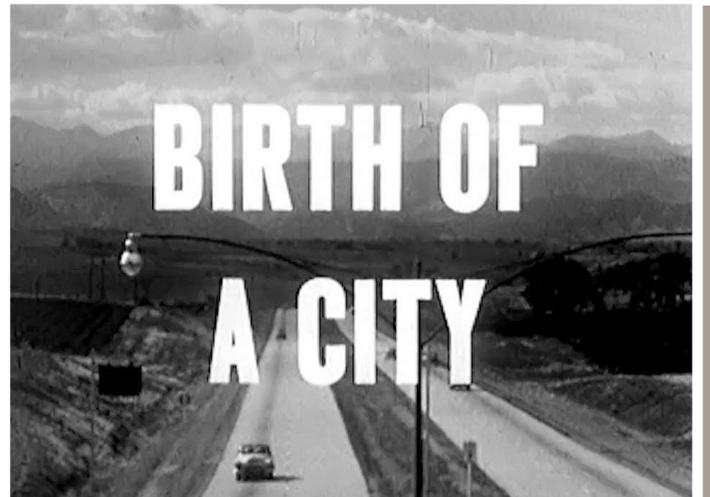
Given the increase in tax base, annexation of land, and a desire to consolidate public services, the City moved to become a county through amendment of the state constitution. The City and County of Broomfield became official in 2001. A Civic Center was developed that now includes City and County offices, police and fire headquarters, a library, an auditorium, a senior/ community center, and a health and human services building. Also developed was Arista, a high-density, transit-oriented community along U.S. Highway 36 that includes the 1STBANK Center, an entertainment venue that accommodates up to 6,500 people. Upscale residences were also developed in the northeast during this period of rapid growth.

It was noted in the 2005 Comprehensive Plan that Broomfield’s form was mostly set in terms of boundaries and amount of land available for expansion. Underused land now encompasses approximately 27 percent of Broomfield’s boundaries. Broomfield was characterized by low-density single-family residential neighborhoods. With a population of about 60,000 in 2015, which is expected to increase to about 100,000 at buildout, there is a trend toward providing more densely populated and mixed-use housing given limited land, rapid transit development, and an increased need for affordable housing. Two populations that are expected to grow faster than others, not only in Broomfield but also throughout the entire metro area: people over 65 years old and young adults. Both groups will have particular needs and preferences. [Maps 8](#) and [9](#) show Broomfield’s residential neighborhoods and economic districts.

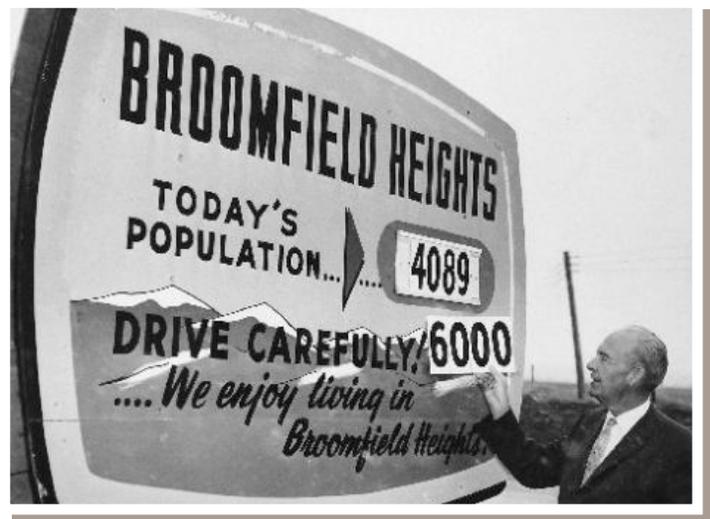
Besides neighborhoods and businesses, Broomfield established parks and open space as a defining quality of its form, and this is considered its “heart and soul” within and outside the community through a “green edge” boundary. As of 2015, 33 percent of land is designated as open lands interconnected by trails with proximity to residential and commercial areas. Public art is finding its way to some of these open spaces and is further defining Broomfield’s heart and soul.



Broomfield Center Sign



Film about Broomfield as a “Model City” (circa mid-1950’s)



Population Expectation in 1959



Interlocken Business Park



Broomfield Bank



Historic Railroad Depot

COMMUNITY IDENTITY

Broomfield’s identity is multifaceted. Physical location and form, history, businesses, government, and residents make it an appealing and sustainable place for a diverse group of people. Its location and transit system have always provided convenient access to and connection with the larger metro area. Its relatively small size and emphasis on service and neighborhoods support small-town friendliness and safety. The availability of open space, parks, trails, and recreation promotes health, and social and environmental engagement. A multitude of educational and cultural opportunities enhance enjoyment of learning and the arts. The community’s official website (Broomfield.org) provides information about Broomfield’s resources, including recreation, library, and art programs (see, for example, the webpage “A Walk in the Art”).



Lotus Bench at Tom Frost Reservoir

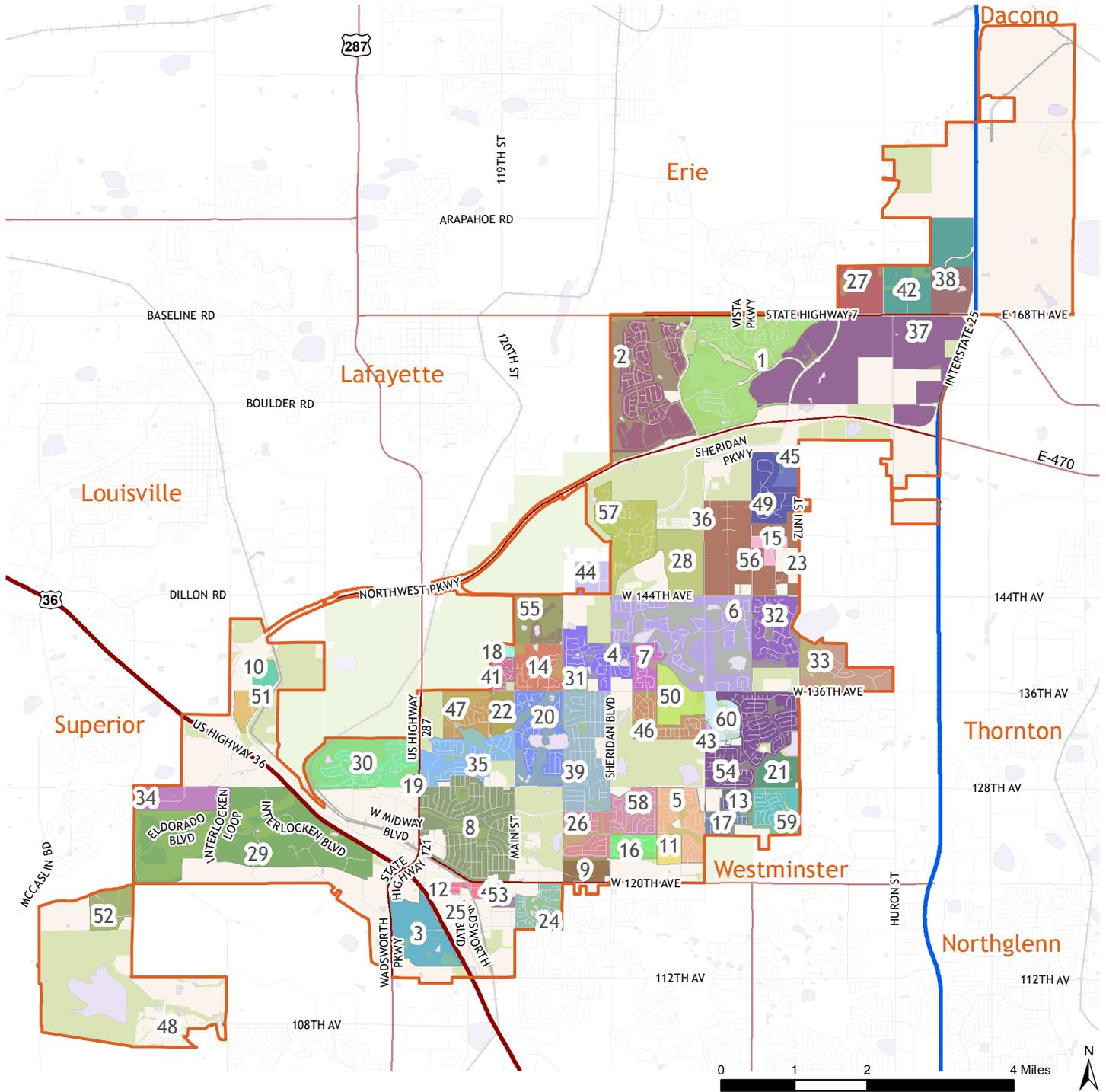
History also points to a unique can-do attitude involving hard work and striving for the good of the community through entrepreneurship, conservation of natural resources, planned innovation, and philanthropy. The “Broomfield Way” involves residents who are often passionately involved with community affairs and reliant on responsive government. The government in turn encourages and responds to citizen input in a transparent and fiscally responsible way. Citizens and government are also involved in interregional affairs to promote well-being in Broomfield and the region as a whole. An important aspect of Broomfield’s current identity is “sustainability” accomplished through increased awareness and support of social, economic, and environmental health for the sake of future generations.

LEGEND

Broomfield Residential Neighborhoods

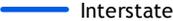
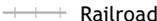
- | | | |
|----------------------------|----------------------------------|------------------------|
| 1, ANTHEM HIGHLAND | 20, EAGLE TRACE | 41, OUTLOOK |
| 2, ANTHEM RANCH | 21, FRONT RANGE MOBILE COMMUNITY | 42, PALISADE PARK |
| 3, ARISTA | 22, GATE N GREEN | 43, PINNACLE NORTH |
| 4, ASPEN CREEK | 23, STELLA'S MEADOW | 44, PONY ESTATES |
| 5, BRANDYWINE | 24, GREENWAY PARK | 45, RED HAWK ESTATES |
| 6, BROADLANDS | 25, HARVEST STATION | 46, RED LEAF |
| 7, BROADLANDS WEST | 26, HIGHLAND PARK SOUTH | 47, RIDGEVIEW HEIGHTS |
| 8, BROOMFIELD HEIGHTS | 27, HIGHLANDS | 48, SKYESTONE |
| 9, BROOMFIELD TOWN CENTRE | 28, HOOPES | 49, SPRUCE MEADOWS |
| 10, CATANIA | 29, INTERLOCKEN | 50, SUNNYSLOPE |
| 11, CIMARRON VILLIAGE | 30, LAC AMORA | 51, TERRACINA |
| 12, COLMAN'S LAKEVIEW | 31, MARKEL | 52, THE RIDGE |
| 13, COLUMBINE MEADOWS | 32, MCKAY LANDING | 53, VISTA POINTE |
| 14, COUNTRY ESTATES | 33, MCKAY SHORES | 54, WESTLAKE |
| 15, COUNTRY MEADOW ESTATES | 34, MIDCITIES | 55, WHISTLEPIG |
| 16, COUNTRY VISTA | 35, MIRAMONTE | 56, WILCOX |
| 17, CROFTON PARK | 36, SILVERLEAF | 57, WILDGRASS |
| 18, CRYSTAL PINES | 37, NORTH PARK | 58, WILLOW PARK |
| 19, DEPOT HILL | 38, NORTHLANDS | 59, WILLOW RUN |
| | 39, NORTHMOOR ESTATES | 60, TRAILS AT WESTLAKI |
| | 40, ORIGINAL BROOMFIELD | |

Map 8. Residential Neighborhoods

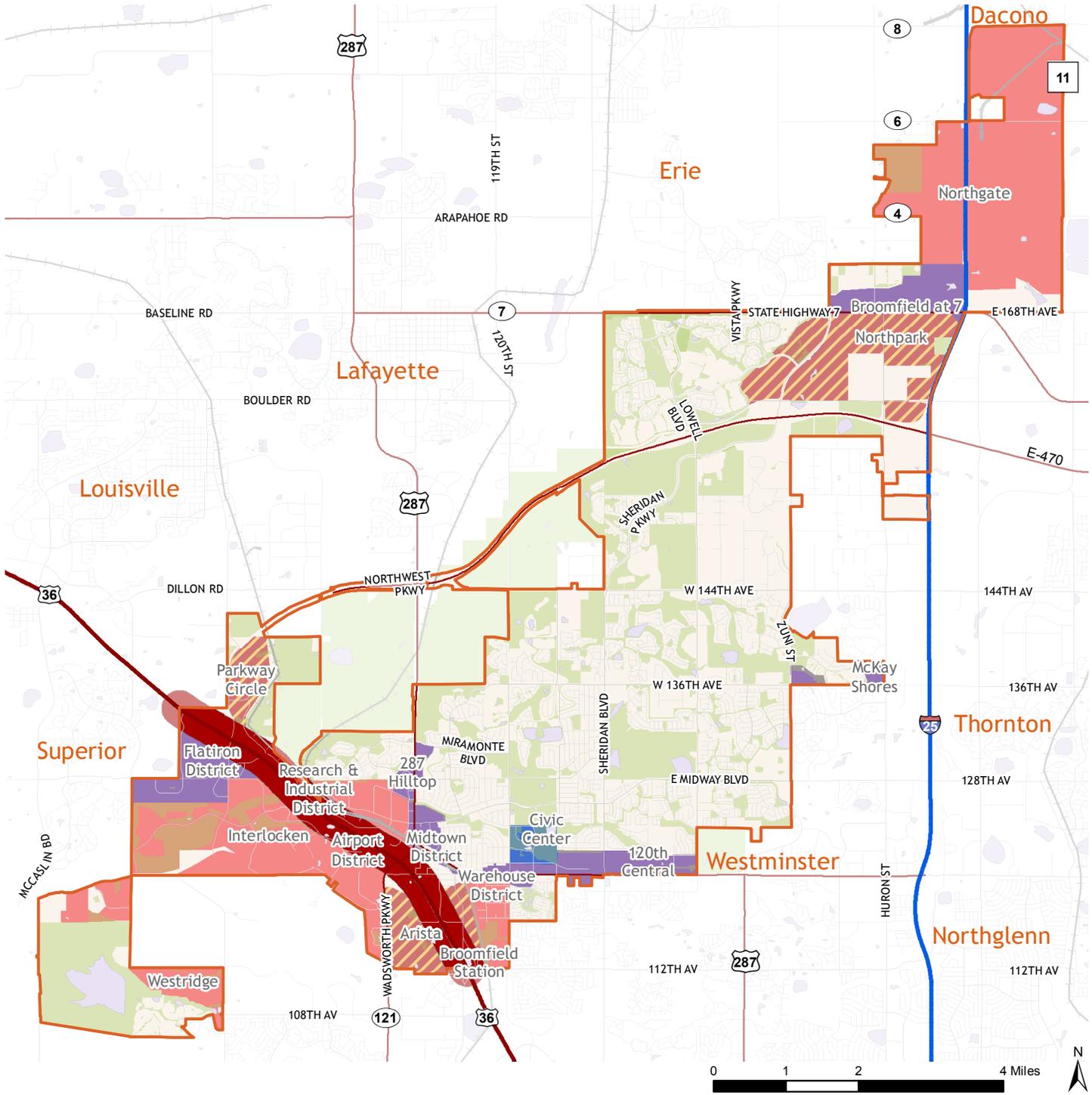


Source: Broomfield GIS Department; CDOT; Broomfield Community Development Department

LEGEND

-  City and County of Broomfield
-  Interstate
-  Highways
-  Railroad
-  Waterbody
-  Open Lands

Map 9. Economic Districts



Source: Broomfield GIS Department; CDOT; Broomfield Economic Development Department

LEGEND

- | | | | | | |
|--|-------------------------------|--|------------|--|------------------------|
| | City and County of Broomfield | | Waterbody | | Civic Center/Mixed Use |
| | Interstate | | Open Lands | | Retail |
| | Highways | | | | Commercial |
| | Streets | | | | Mixed Use |
| | Railroad | | | | Hwy 36 Commercial |

C. GOALS & POLICIES

Goal CF-A: Community Form and Identity

Build on the established physical framework to strengthen Broomfield's sense of community identity by identifiably connecting neighborhoods, open lands, and residential and commercial areas, and by enhancing natural and human-made features.

Rationale:

Because Broomfield is often viewed from the vantage point of streets, bikeways, sidewalks and trails, passageways play an important role in enhancing community image and establishing boundaries. Gathering places can also define Broomfield through public art and attractive landscaping and signage. It is important to make passageways safe to generally improve the appearance of neighborhoods, commercial areas, and open lands.

Policy CF-A.1: Establish coherent and consistent images for popular areas and major entrances to Broomfield that create a unique and welcoming sense of the community.

Action Step CF-A.1.1: Develop design standards for all major roadways that use a similar or consistent palette of streetscape elements (e.g., landscape materials, architectural elements, lighting standards, paving patterns, crosswalks and signage) but in varied ways. Each hierarchy of street classification (e.g., arterials, collectors) should have some similarity in design. Encourage standards for all street signs with consistent color and lettering to add to Broomfield's identity.

Action Step CF-A.1.2: Consider adding low-maintenance and xeric plants such as native plants, broomcorn, Echinacea, sunflowers, and hop-looking origanum as defining features to connect with history and to also suggest current fiber-optic and brewery industries. Beehives placed in open space near prominent entrances, in cooperation with local beekeepers, may also set a historical agricultural tone.

Action Step CF-A.1.3: Support and collaborate with local artists and businesses through cultural affairs, the Public Art Committee and Broomfield Council on the Arts and Humanities in developing more public art. Draft horses and brooms could be possible motifs, placed strategically.

Policy CF-A.2: Strengthen Broomfield's identity along the community's edges and borders with adjacent communities.

Action Step CF-A.2.1: Examine the feasibility and appropriateness of expanding the "Green Edge" concept (introduced in the 1995 Master Plan) around Broomfield's southern, eastern, and northern boundaries.

Action Step CF-A.2.2: Create boundary definition with neighboring communities that also generate a sense of regional cooperation.

Action Step CF-A.2.3: Develop signage to guide walkers and bikers using trails and to announce location in Broomfield. In cooperation with nearby communities, develop a computer/smartphone app for this as regional trails become connected.

Action Step CF-A.2.4: To increase a sense of safety, promote biking and walking etiquette through publicity and signage.

Policy CF-A.3: Reinforce and/or enhance the individual character of Broomfield's neighborhoods and business districts with signage at major district or neighborhood entries. Enhance definition and character of distinct neighborhood and business areas by making them more visible with signage and other means of demarcation.



Broomfield Sign



Public Art Motif

Action Step CF-A.3.1: Do a visual survey of current areas to consider what is possible and appropriate.

Action Step CF-A.3.2: Encourage citizens and businesses to work together to develop a creative identity for and ownership of their neighborhoods, retail and transit areas, and Broomfield as a whole with “scenic route” processes. An online search for “creative placemaking” can provide ideas and grants.

Policy CF-A.4: Equally support businesses of every size by understanding the values of attracting diverse businesses. (Larger businesses can potentially increase tax revenue and job opportunities relatively quickly while smaller businesses can generate more local circulation of resources and, in the case of nonfranchised small businesses, a sense of unique identity. Medium-sized businesses can potentially enhance all of these aspects.)

Action Step CF-A.4.1: Consider developing the Civic Center District with small nonfranchised businesses selected to complement one another and to provide unique services that encourage community connection through science, engineering, the arts, and food and beverage offerings.

Policy CF-A.5: Continue to preserve and advance Broomfield’s historic resources when feasible and to connect historical motifs and themes to Broomfield’s form and identity.

Action Step CF-A.5.1: Continue to research, inventory, and register Broomfield’s historic resources and to consider development of new sites, such as highlighting a grain elevator to project an image of Broomfield’s past easily seen from U.S. Highway 36. This, along with support of the Crescent Grange, could boost interest in the oldest part of Broomfield. Also, consider also doing more with the Weldford barn and dance hall as a way to connect the northeast with history.

Action Step CF-A.5.2: Continue to promote education and programs that increase public awareness of Broomfield’s historic resources and any potential programs or other efforts to protect those resources. Continue to involve interested students at local schools in enhancing awareness and preserving historical sites.

Action Step CF-A.5.3: Preserve, reuse, rehabilitate or enhance Broomfield’s historic resources through the possible adoption of legislation, regulatory reform, financial incentives or all of the above.

Action Step CF-A.5.4: Consider researching and planning for local production of food in creative ways (e.g., low-cost energy-efficient greenhouses, permaculture additions to parks and open space; promotion of “victory gardens,” and coordinated work with local farmers, businesses, schools, and food banks) to connect with Broomfield’s agricultural past and to promote health, affordability, and self-sufficiency. Promote intergenerational engagement in this endeavor.

Action Step CF-A.5.5: Consider how to weave historical themes into public art and landscaping in community areas where they would fit. Some examples could include using broomcorn and native plants; supporting beekeeping and beer brewing; and using grain elevator, broom and draft horse motifs. Consider whether to sponsor a festival, in addition to Broomfield Days, to honor something from our unique history.

Action Step CF-A.5.6: Given Broomfield’s history of beekeeping, consider publicizing and supporting pollinators such as butterflies and honey bees (e.g., by using pollinator-friendly plants and maintenance in public areas or by encouraging residents, through educational support, to use pollinator-friendly plants or to produce honey).



Elevators and Crescent Grange along W. 120th Avenue in oldest part of Broomfield.



Use of Plant Motif at Arista

Policy CF-A.6: Maintain key views to the mountains and other significant scenic vistas from public areas such as major roadways, parks and public buildings.

Action Step CF-A.6.1: Consider conducting a view corridor study that identifies significant view elements (human-made and natural), view corridors and panoramas, and view sites within the community for possible preservation.

Goal CF-B: Community Character

As Broomfield grows, encourage community unity and interaction to maintain and enhance a sense of identity as a friendly and vibrant small city that includes a diversity of people and responds to a diversity of needs.

Rationale:

Social sustainability is at the heart of every community. It involves residents' well-being and interaction with one another, work, and the human-made and natural environments. Well-being includes physical and mental health and provision of services to support those. Opportunities for interaction include: city-led or supported gatherings, such as Broomfield Days; educational and cultural events; recreational centers and areas; and other formal and informal gatherings supported in various settings by churches, schools, and other community organizations.

Policy CF-B.1: Continue to develop a multitude of community activity centers in various locations throughout Broomfield. These centers should be of varying scales and types, reflective of land uses, character and scale of adjacent properties, and needs of residents. They can range from city-supported centers (e.g., Civic Center campus, recreation centers and areas, and parks) to office, entertainment, retail, and mixed-use centers to transit-oriented centers.

Action Step CF-B.1.1: Consider working with the Asian business community near 120th and Main to create a distinct area connected to the Civic Center District as a way to promote a sense of diversity and inclusion. Look for other opportunities to connect with other ethnic groups.

Action Step CF-B.1.2: Consider integrating and connecting more of the original Broomfield (grange, grain elevators, Heart of Broomfield sign) into the Civic Center District and Arista developments to connect old and new.

Action Step CF-B.1.3: When developing new residential and commercial areas, include activity centers and convenient access to parks and open space.

Action Step CF-B.1.4: Identify areas with the most population, and conduct a needs assessment that includes input from residents. Consider multiuse areas and structures (e.g., meeting spaces with some kitchen amenities, virtual offices, music/visual art spaces, and sports spaces). Also, consider shade structures and other amenities to make these areas safe and comfortable.

Policy CF-B.2: Make streetscapes safe and livable to capitalize on opportunities for spontaneous social interaction and gathering.

Action Step CF-B.2.1: Develop design guidelines or standards for livable streets, urban parks, and plazas that define the quality of these areas.

Action Step CF-B.2.2: Continue to update sidewalks in accordance with Americans with Disability Act (ADA) standards and find other ways to make streets safe for walking and biking.

Action Step CF-B.2.3: Support more public and private options for transportation so that older citizens and carless citizens can easily access activity centers.

Policy CF-B.3: Encourage citizen input and engagement in civic affairs.

Action Step CF-B.3.1: Continue and improve governmental outreach to citizens and businesses through multimedia means. Continue efforts to increase the speed and ease of using Broomfield’s website.

Action Step CF-B.3.2: Continue governmental support of opportunities for education; the arts and beauty; and social, economic, and environmental sustainability in general. Continue seeking collaborative opportunities for sustainability involving residents, businesses, and nonprofit organizations.

Action Step CF-B.3.3: Continue to seek and consider public input on major governmental decisions and to transparently and clearly publicize decisions and their rationale.

Policy CF-B.4: Promote social sustainability by planning attractive and safe housing options that meet diverse needs and generate a sense of neighborhood identity and pride. Also, consider planning and implementing more programs that support physical and mental health.

Action Step CF-B.4.1: Continue to research, adopt, and refine plans based on successes of other communities in promoting health and social sustainability.

Action Step CF-B.4.2: Consider moving in the direction of researched and integrative approaches to deal with public health issues, including mental health and substance abuse (e.g., mindfulness-based programs).

Action Step CF-B.4.3: When it comes to health promotion and disease prevention, continue leading by example and being agents of health in helping residents and staff to live well (e.g., through the “B Healthy” initiative; go to Broomfield.org for more information).

Policy CF-B.5: Support opportunities to provide live/work housing and studio space for artists.



Broomfield Days 2015



Fourth of July at the Commons

Goal CF-C: Community Form and Identity Implementation

Implement the vision and the policies relating to Broomfield's physical form and identity.

Rationale:

The Comprehensive Plan Land Use map is, in many instances—particularly as it relates to land use and the location of public facilities and improvements—the only reference to which many interested parties refer.

Policy CF-C.1: Continue to use and update the [Land Use Map](#), along with the Broomfield [Framework Map](#), to direct future zoning, land use and development decisions. The map illustrates the approximate locations of:

- An interconnected system of greenways and trails
- Sites within the planning area that make up greenways and trails
- Locations for community facilities and schools
- Sites for commercial uses, including a new City Center District designation, as well as additional village activity centers and regional commercial and transit-oriented development sites
- Designation of residential neighborhoods that maintain the predominantly single-family character of Broomfield; designation of other neighborhoods that allow for more mixed-use and higher density to adjust to an increase in population and housing needs
- A community-wide circulation system designed (1) to tie various neighborhoods together physically while encouraging safe walking and bicycling (2) minimize congestion and increase efficiency in travel and (3) connect people through technology that increases communication.



2

GROWTH, POPULATION & CHANGE

A. GROWTH, POPULATION & CHANGE VISION,

BROOMFIELD SUPPORTS A TRAJECTORY FOR SUSTAINABLE AND DESIRABLE RESIDENTIAL AND COMMERCIAL GROWTH, WHICH IS RELEVANT TO AND INCLUSIVE OF ITS CITIZENS; ENHANCES AND PROMOTES BROOMFIELD'S TRANSPORTATION NETWORK ADVANTAGES; AND ELEVATES AND CELEBRATES OUR UNIQUE PHYSICAL CHARACTERISTICS AND AMENITIES.

B. CURRENT SITUATION & FUTURE TRENDS

Understanding the implications of changing demographics on national and regional scales enables a community to anticipate and effectively plan for future market conditions and how best to meet its residents' future needs. Another key component of determining for whom Broomfield should plan is to recognize the importance of developing a diverse community in terms of income, age, race and culture. Diversity adds to a community's ability to adapt to change, enhances the richness and vibrancy of a community's social fabric, and facilitates an environment of tolerance and acceptance.

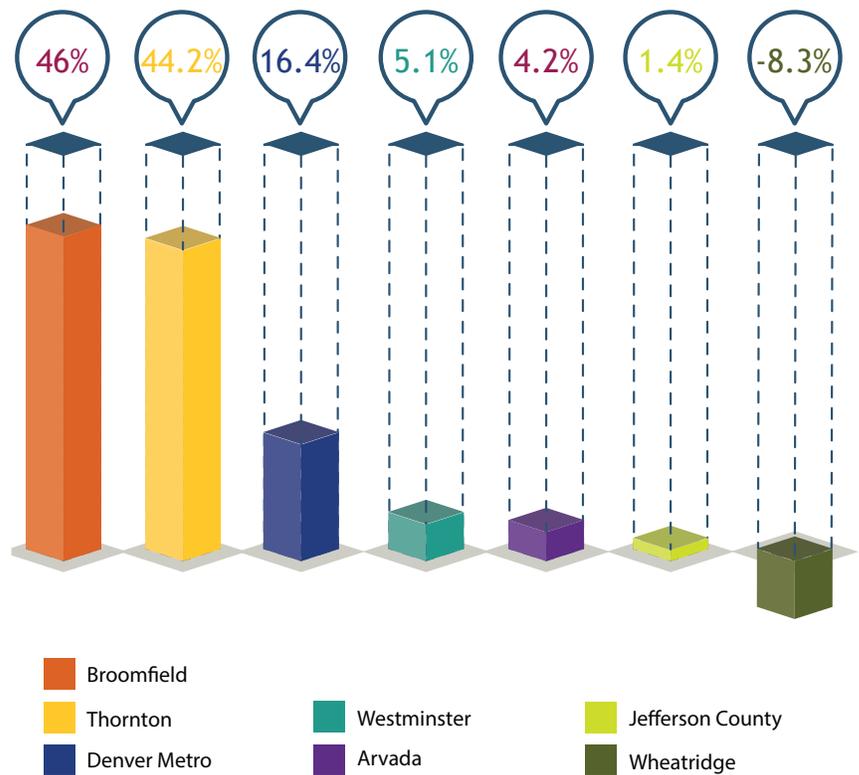
In the coming decades, Broomfield will experience growth pressure similar to the Front Range and nearby cities and counties. The population will age and become more

diverse racially and ethnically, and household size will decrease. These phenomena have implications for land use planning and all other elements of this Plan.

REGIONAL POPULATION GROWTH

Among a subset of nearby Denver metro cities, Broomfield grew the most from 2000 to 2010—except for Thornton, which had a similar growth rate as Broomfield. Much of this growth was from boundary expansion when Broomfield became a county, but is significantly higher than surrounding communities during the same time.

Chart 1. Comparative Population Growth (2000-2010)



Source: Colorado State Demography Office

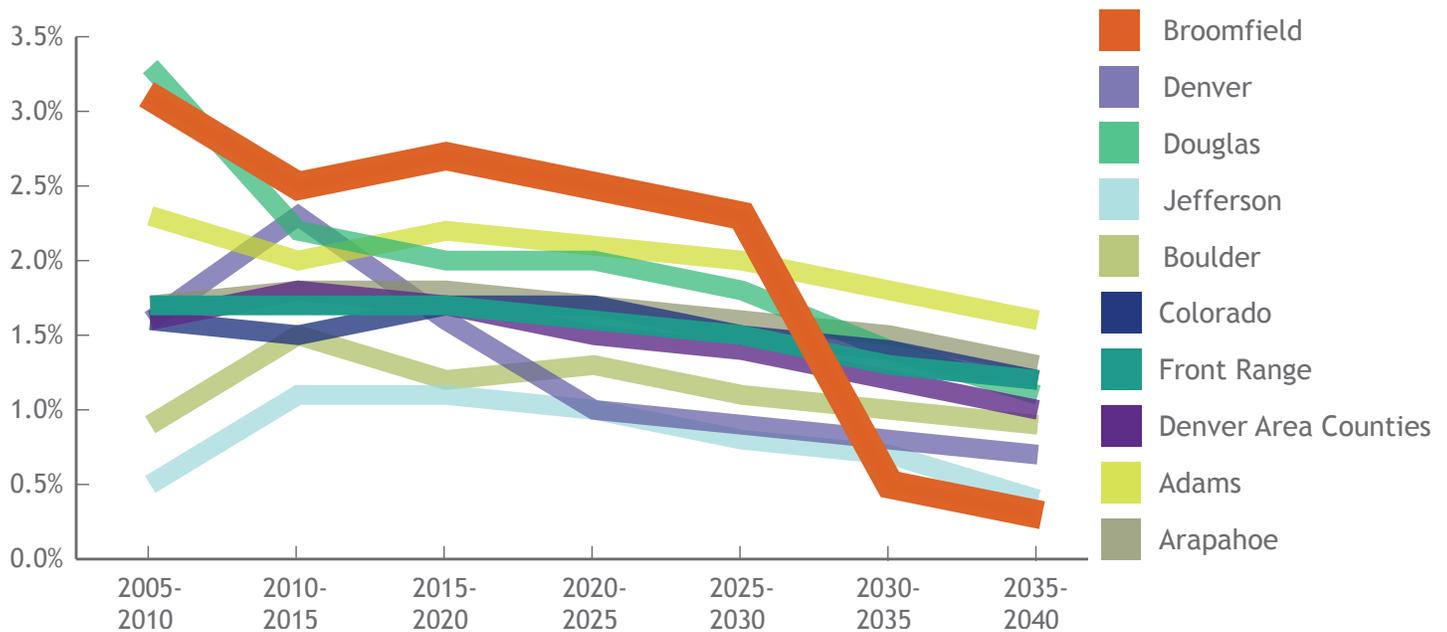
The Denver-Boulder region will continue to exhibit strong yet declining growth rates out to 2040. In fact, Broomfield, given its desirability, is projected to be among the fastest-growing areas until 2030. Broomfield's growth rate is projected to decline significantly after 2030 due to geographic buildout limitations.

Colorado will grow from a 2015 population of about 5 million to a 2040 population of nearly 8 million, and Broomfield from 63,000 in 2015 to over 95,000 in 2040. This growth will come from both natural increase and immigration. The [2005 Comprehensive Plan](#) estimated that

the buildout population would be 83,300, but the [2013 Long-Range Financial Plan Update](#) estimates buildout at 95,500 residents, in line with the State Demography Office's projected 2040 population. The 2005 Comprehensive Plan stressed that the buildout estimate did not constitute a policy cap on population.

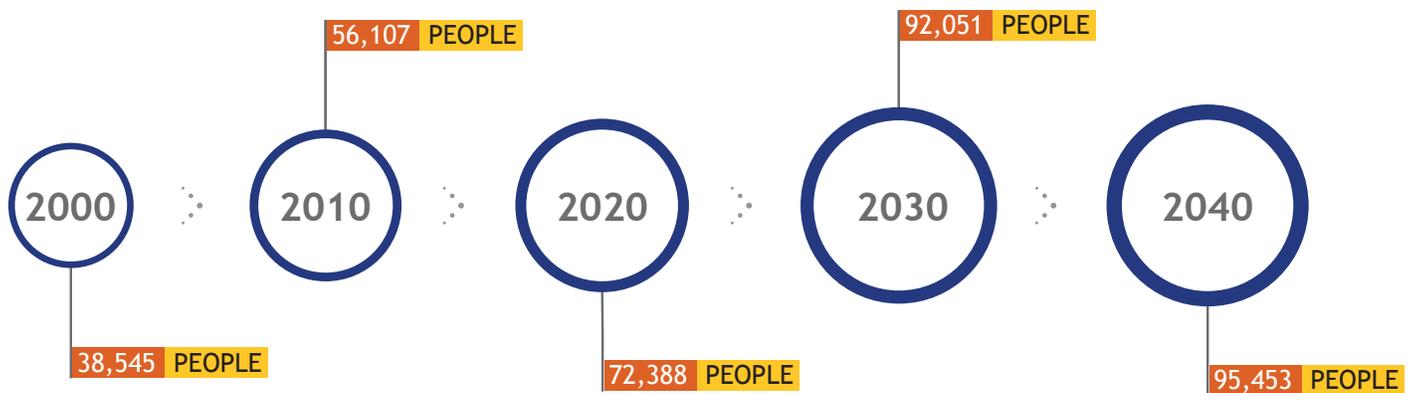
The [2005 Comprehensive Plan](#) stated, "This means that a greater emphasis will need to be placed on education and training to develop a capable workforce for the regional economy." This holds true in 2016 and will remain true for the foreseeable future.

Chart 2. Regional Population Growth Rate (2005 and 2040)



Source: Colorado State Demography Office

Chart 3. Broomfield Population Projection Timeline

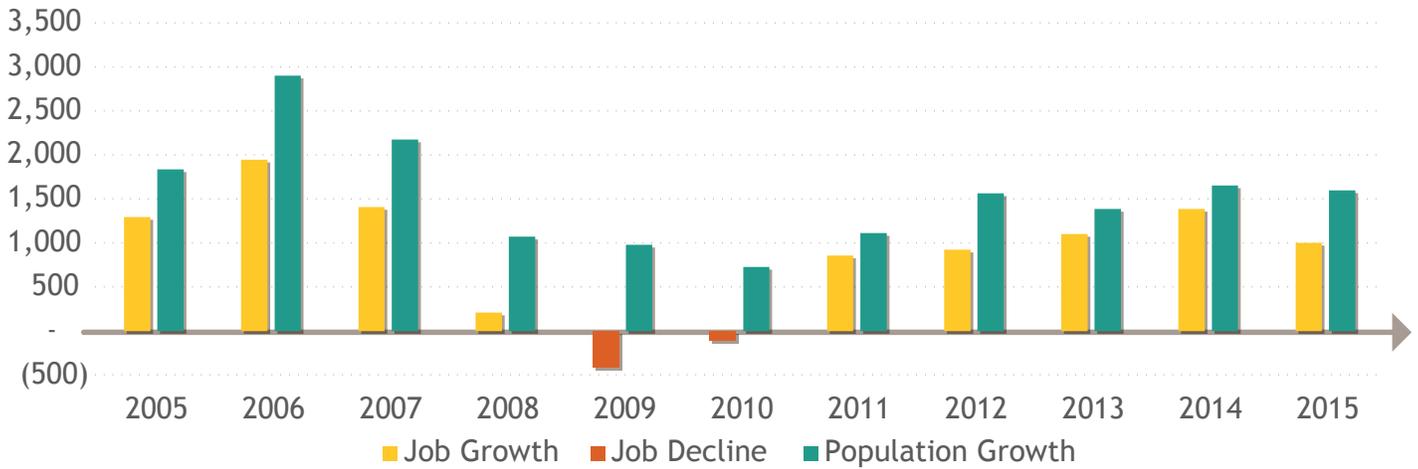


Source: Colorado State Demography Office

POPULATION AND JOB GROWTH

The [2005 Comprehensive Plan](#) projected significant job growth out to 2030. However, the Great Recession (2008-2009) changed that. While population and households have grown steadily in the past decade and a half, job growth declined during the recession and resumed again in 2012. Even with significant job decline between 2008 and 2010, people still moved to Broomfield, indicating that Broomfield was an attractive community to relocate to despite the unavailability of secure jobs. This trend can be found throughout Colorado, and is normally attributed to the high quality of life and recreation opportunities along the Front Range. (County-level job projections are not available. The State Demography Office forecasts population and job growth for the Denver region only, and DRCOG’s most recent projections are from 2010.)

Chart 4. Change in Broomfield Employment and Population



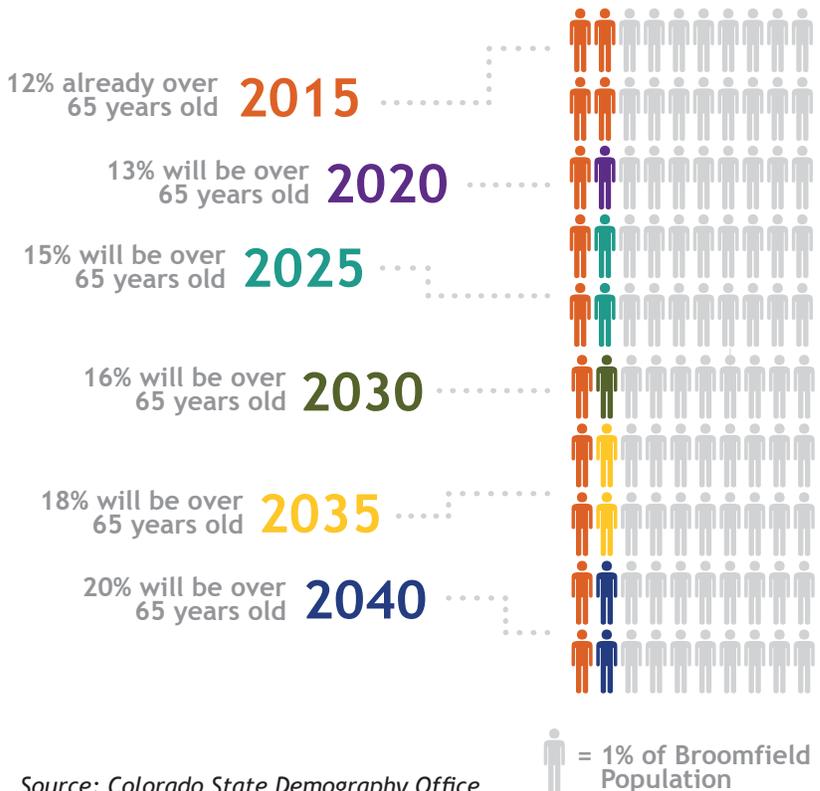
Source: Colorado State Demography Office

AGING POPULATION, HOUSEHOLD SIZE, RACE AND ETHNICITY

Aging has been a high-profile topic for many years. It has implications for health care, accessibility, transportation, public safety, housing, retail trade, and land use planning. All three geographical areas—state, regional and local—are aging.

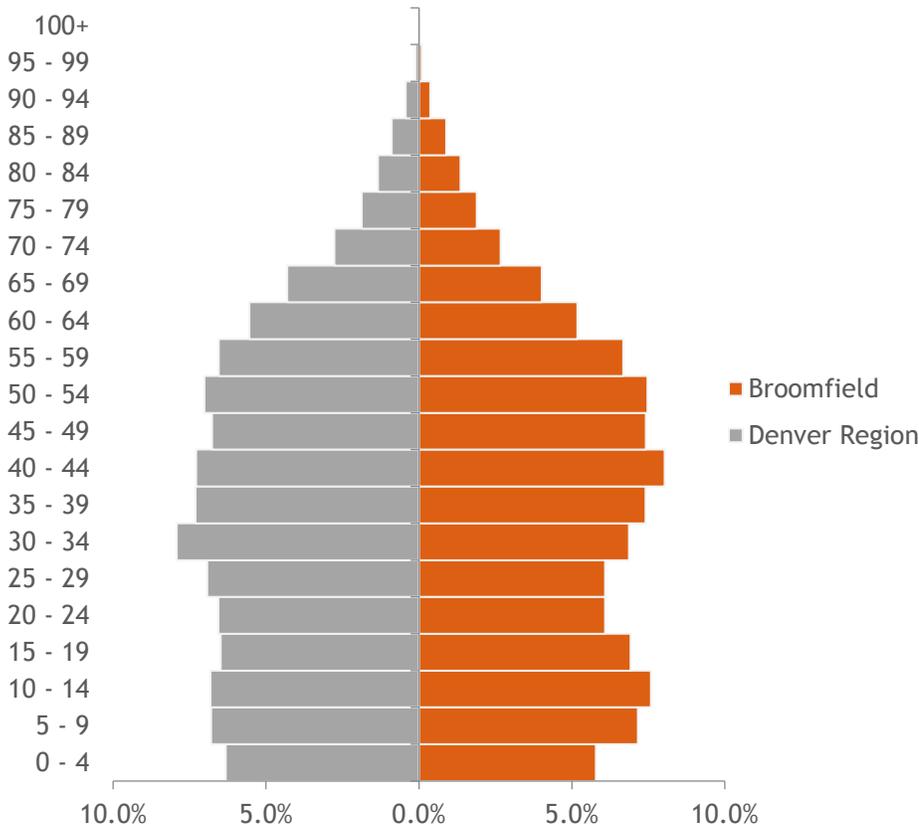
Broomfield’s population over 65 years old will increase from 7,388 in 2015 (12% of the population) to 19,472 in 2040 (20% of the population).

Chart 5. Broomfield Population over 65 Years Old



Source: Colorado State Demography Office

Chart 6. Broomfield and Denver Region Age Distribution 2014

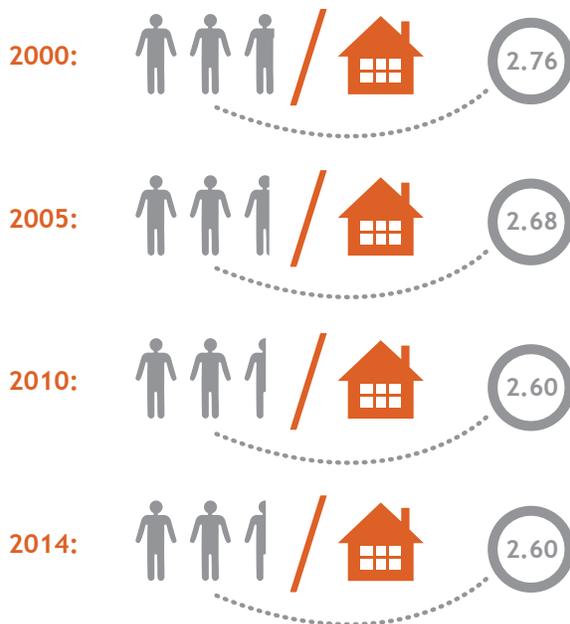


Broomfield’s age distribution in 2014 was very similar to that of the Denver region, but with slightly fewer younger people in the 20 to 39 age groups and slightly more people in the 40 to 59 age groups. Broomfield is very similar to the region in the 65 to 100+ age groups. As Broomfield grows, it will continue to resemble the demographics of the Denver region.

There are pockets of younger households, mostly concentrated along U.S. Highway 36. This younger population is often attracted to multifamily housing options and access to regional transportation.

Source: Colorado State Demography Office 2015

Chart 7. Broomfield Residents per Household



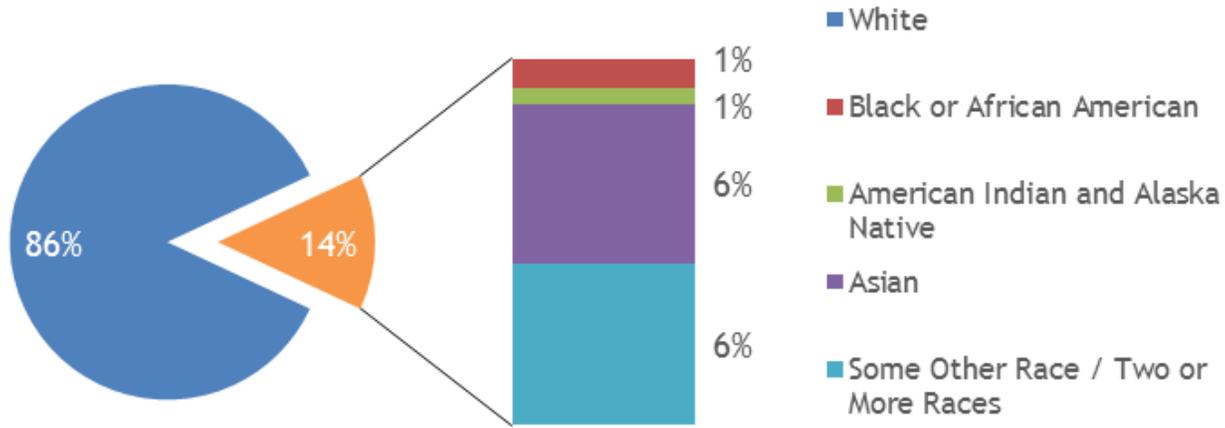
The Broomfield household size has decreased. Much of this is the result of aging. Children grow up and leave traditional households. Married couples divorce or one of the partners dies. It is also true that younger people just don’t form households like they used to. Smaller households indicate a trend toward a more mobile population due to an increasing rental population and improved transportation networks.

Along with the trend toward aging and shrinking household size, the proportion of the population that is non-Hispanic white is decreasing, though not dramatically. This may partially counteract the shrinking household size trend. Communities of color and Hispanic households tend to be larger.

Source: Colorado State Demography Office

The majority of Broomfield residents identify as white. The second largest single racial group is currently Asian, at roughly 6 percent in 2010. This percentage is twice as much as Colorado on average, with only 2.8 percent Asian. Another 6 percent of Broomfield residents identify with two or more races or with a race not specified in the U.S. Census. The percentage of people of color has not changed significantly since 2010.

Chart 8. Percentage of Broomfield Population by Race



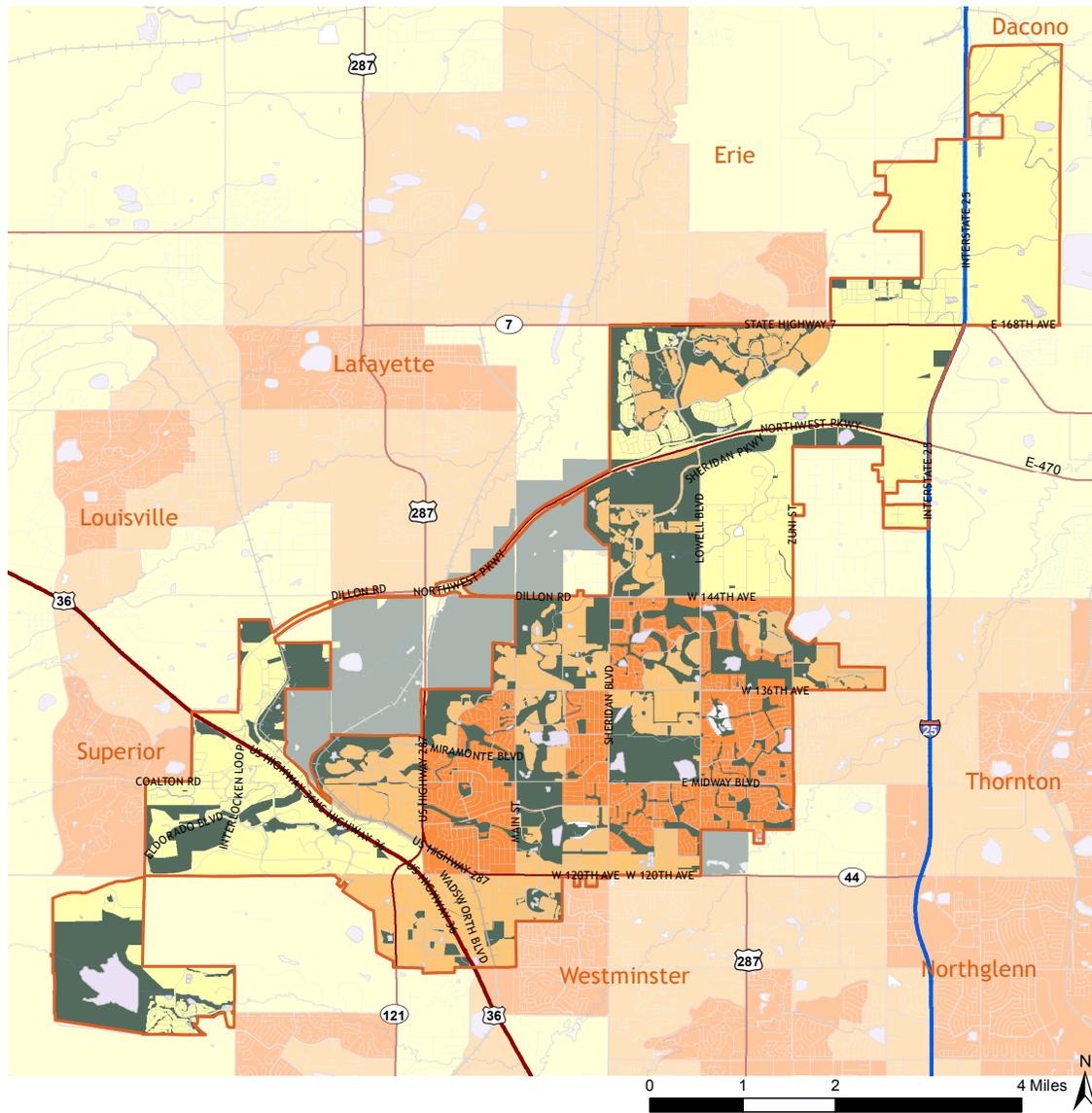
Source: 2010 US Census

MAPPING DEMOGRAPHIC CHANGE IN BROOMFIELD

The maps on the following pages exhibit data taken from ESRI 2014 and 2016 data. These maps detail data at the block-group level, which are redrawn by the U.S. Census Bureau between censuses to ensure a similar number of people in each block group as the population grows.

These maps focus on residential densities; so, sparsely populated areas may yield results that are difficult to interpret. Specifically, demographic characteristics can seem to change more quickly in areas that are predominantly commercial or industrial, as well as in undeveloped areas such as in northeastern Broomfield. Community limits are clearly marked, and areas outside of these limits are “masked” to make Broomfield more visible. Areas outside the community, therefore, do not correlate directly to the colors of the map legend.

Map 10. Population per Square Mile (2014)



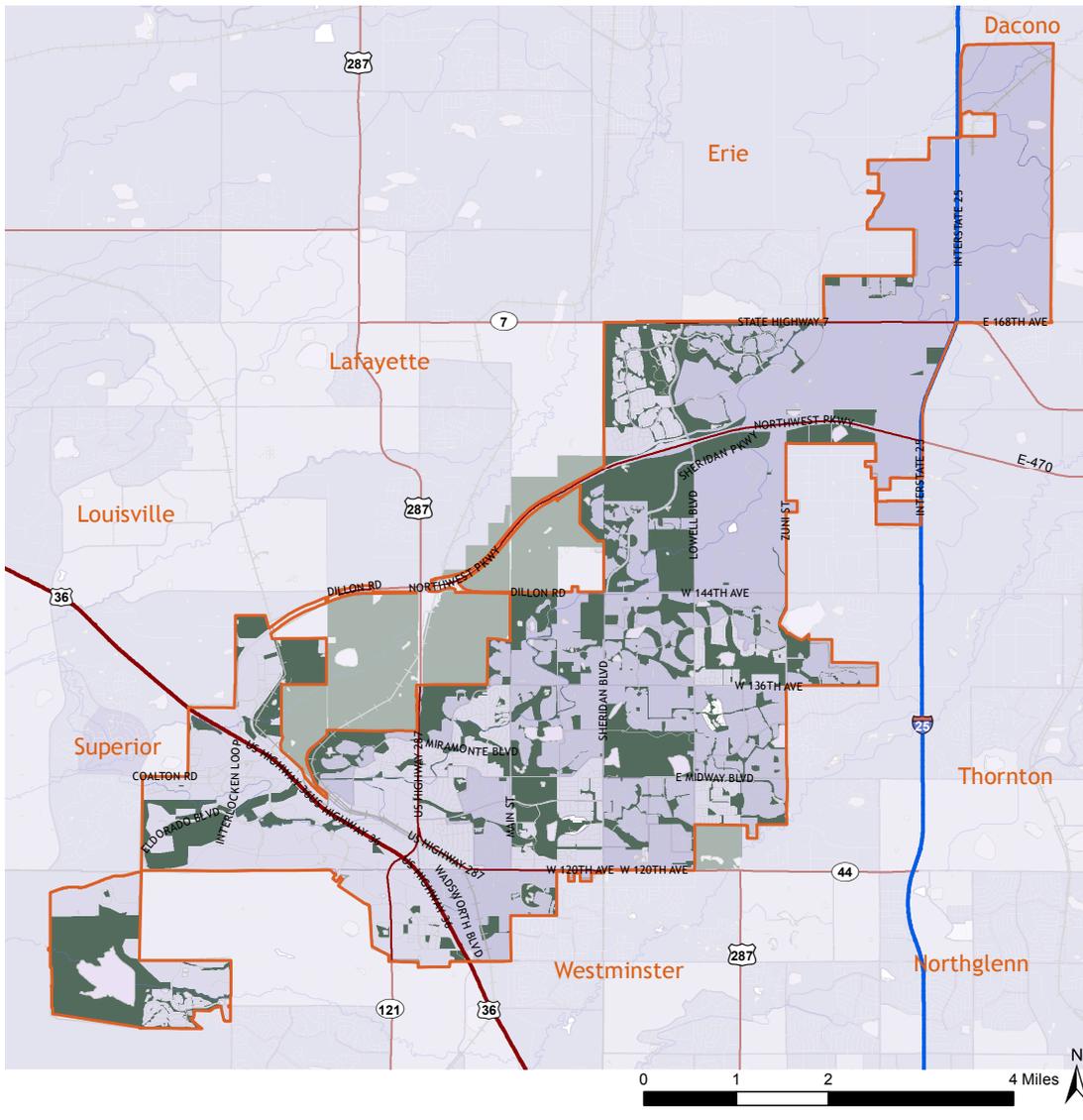
LEGEND

	City and County of Broomfield		Creeks, Ditches and Canals		0 - 1,000 people per sq mi
	Interstate		Waterbody		1,000 - 4,000 people per sq mi
	Highways		Open Space and Parks		4,000 - 22,000 people per sq mi
	Streets				22,000 - 116,000 people per sq mi
	Railroad				116,000 - 618,125 people per sq mi

POPULATION PER SQUARE MILE

In 2000, most of Broomfield’s population was relatively low density (0-2,000 people per square mile). Only the east end of Midway Boulevard had 10,000 to 15,000 people per square mile. By 2014, the denser areas (in red) had spread outward from the middle. Densification is expected in a community with fixed boundaries.

Map 11. Average People per Household (2016)



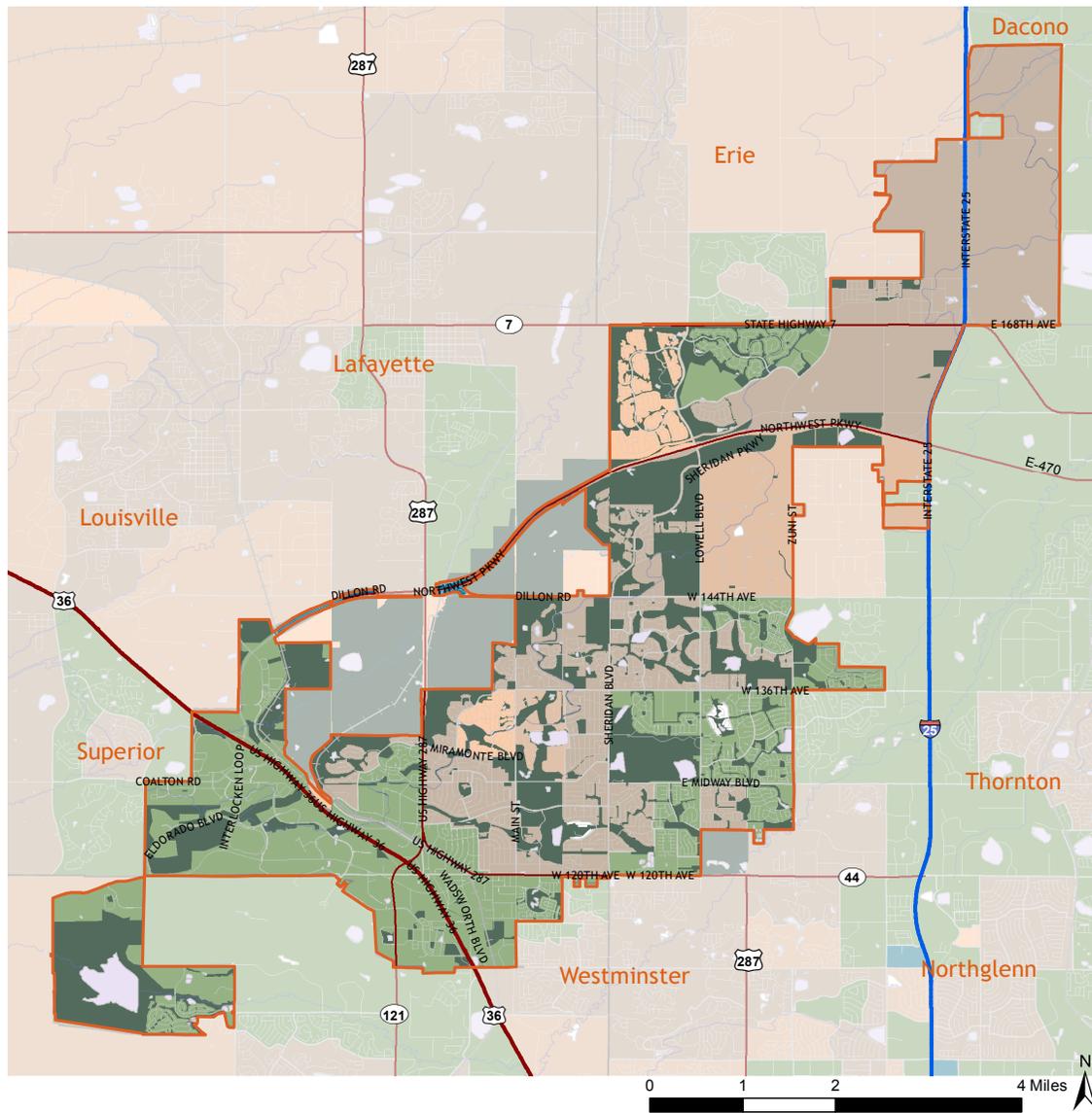
LEGEND

- | | | |
|-------------------------------|----------------------------|--------------------------------|
| City and County of Broomfield | Creeks, Ditches and Canals | 1 person or less per household |
| Interstate | Waterbody | 2 people per household |
| Highways | Open Space and Parks | 3 people per household |
| Streets | | 4 people per household |
| Railroad | | 5 people per household |

AVERAGE PEOPLE PER HOUSEHOLD

In 2000, most of Broomfield had 2.25 to 2.75 people per household, which is typical for single-family households. The northern portion of Broomfield, north of 144th, and had a slightly larger household size of 3-3.25 people per household. The area between Dillon Road and 136th had a larger household size of 3.5 to 4 people per household. In 2016, both smaller household sizes (shown in light gray on the map) and larger household sizes (in purple) have spread. This could be because aging households tend to shrink, due to children moving out and loss of spouses due to death or divorce. Increasing household sizes could also be due to younger families moving in or children moving back in with parents.

Map 12. Median Age (2015)



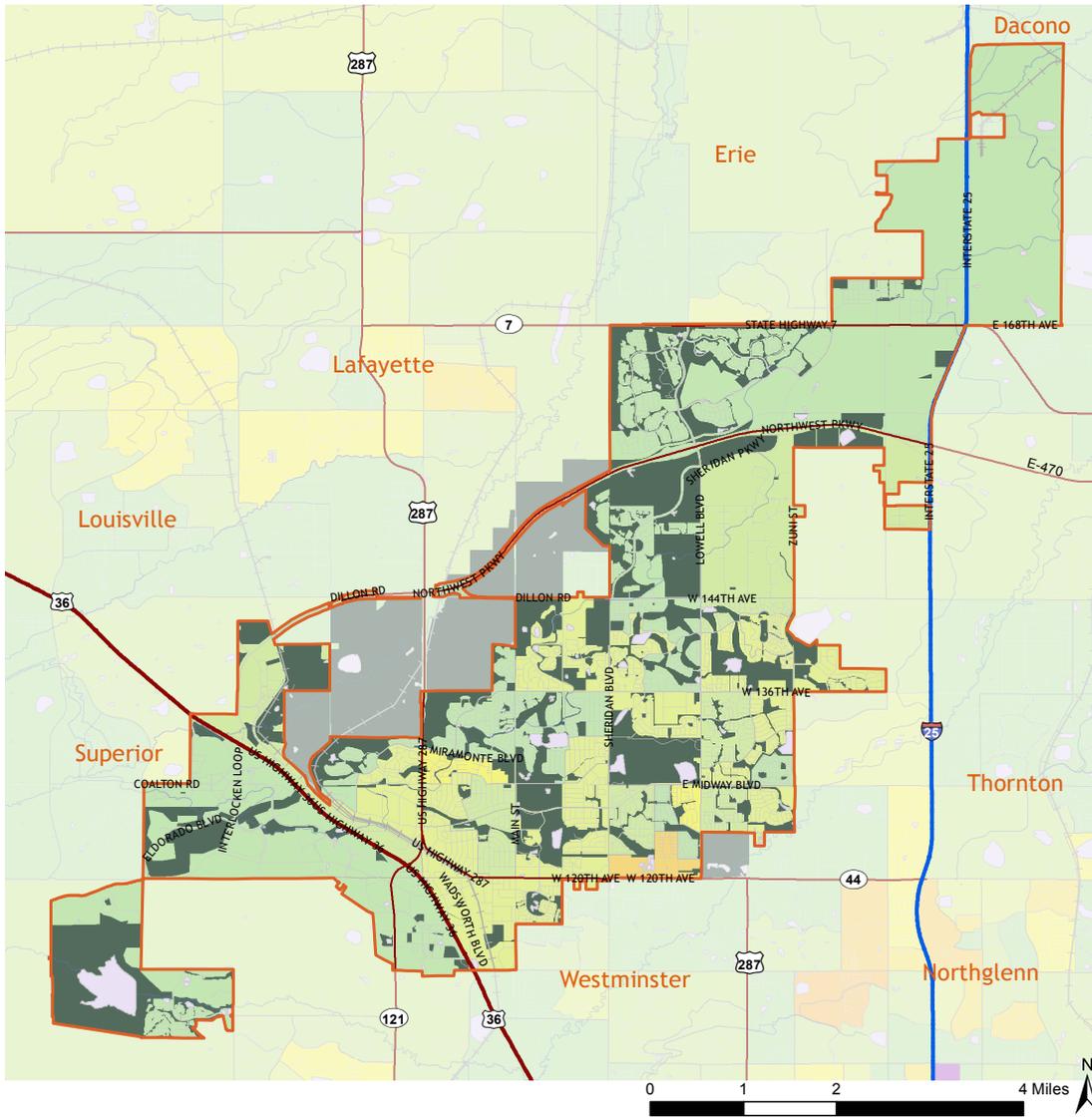
LEGEND

	City and County of Broomfield		Creeks, Ditches and Canals		0 - 18 years of age
	Interstate		Waterbody		18 - 27 years of age
	Highways		Open Space and Parks		27 - 36 years of age
	Streets				36 - 44 years of age
	Railroad				44 - 53 years of age
					53 - 86 years of age

MEDIAN AGE

Broomfield is a relatively young community. In 2000, Broomfield generally had median ages between 19 and 45 years old. This young working-age population is indicated on the map in varying shade of blue to green. By 2015, there is a noticeable aging of many areas, indicating older median ages of 46-60 and a jump in median age north of the Northwest Parkway.

Map 13. Below Poverty Level (2014)



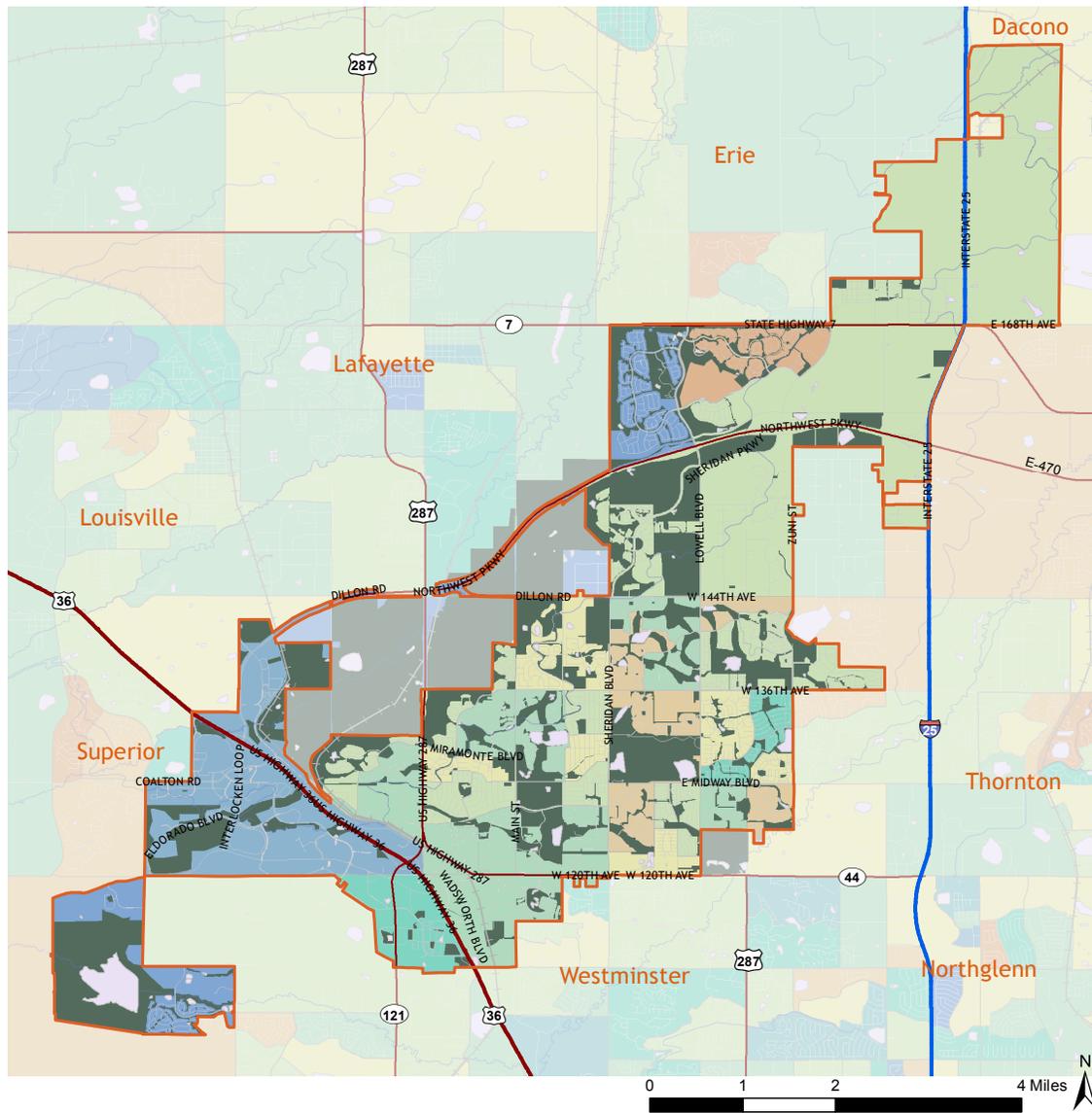
LEGEND

	City and County of Broomfield		Creeks, Ditches and Canals		0% - 1%		20% - 25%
	Interstate		Waterbody		1% - 5%		25% - 30%
	Highways		Open Space and Parks		5% - 10%		30% - 35%
	Streets				10% - 15%		35% - 40%
	Railroad				15% - 20%		40% - 45%

BELOW POVERTY LEVEL

In 2000, which was right before the high-tech economic crash, Broomfield had a few areas with 10 to 20 percent below the poverty line (shown in yellow on the map), but most of the community was still 0 to 5.1 percent below the poverty line. By 2014, after two serious recessions (high tech and housing crash), the yellow and orange areas spread, indicating 10 to 25 percent below poverty level. As the economy improves, this trend may start to reverse.

Map 14. Residents 18 and Younger (2014)



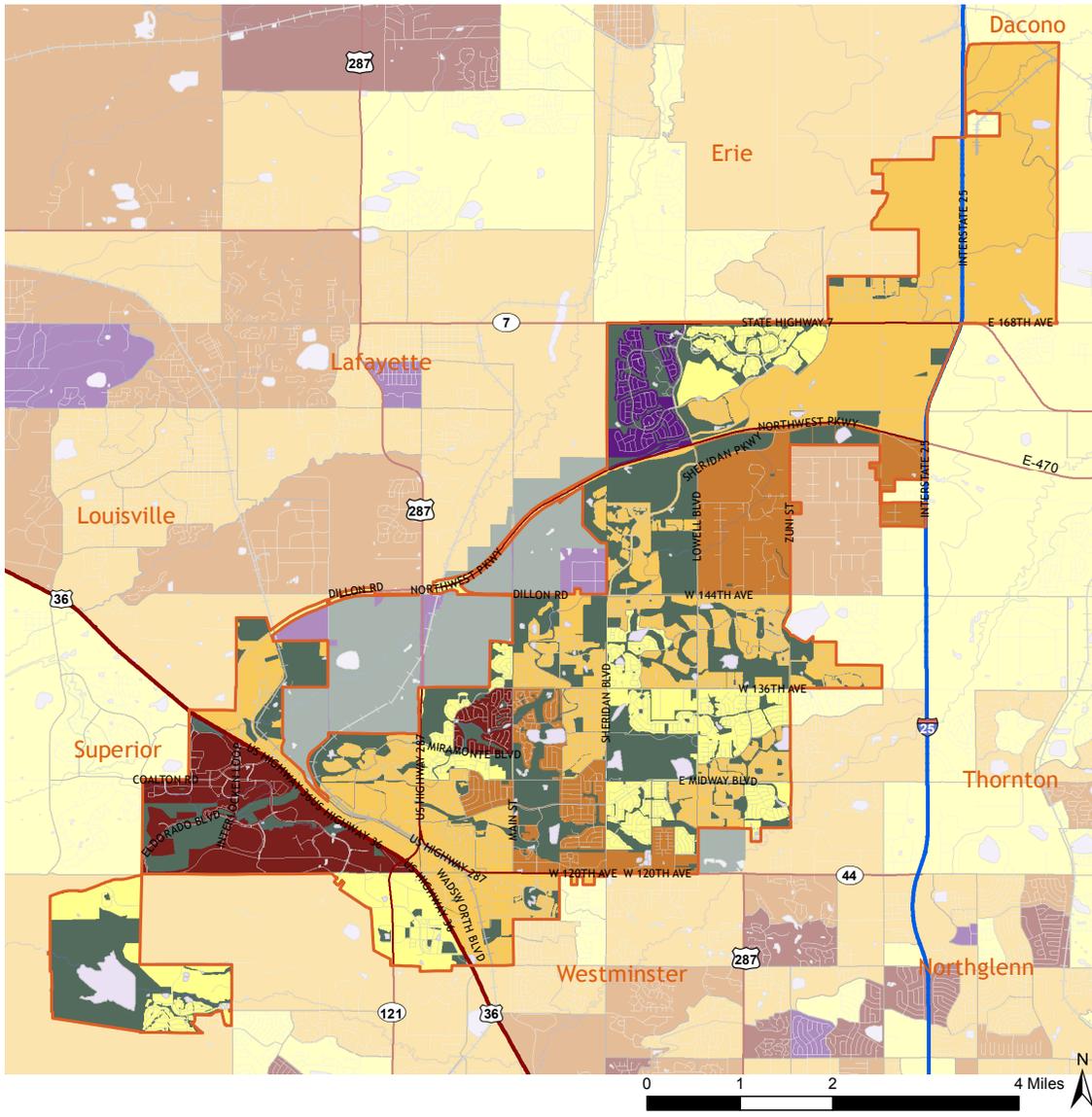
LEGEND

	City and County of Broomfield		Creeks, Ditches and Canals		0% - 5%		25% - 30%
	Interstate		Waterbody		5% - 10%		30% - 35%
	Highways		Open Space and Parks		10% - 15%		35% - 40%
	Streets				15% - 20%		40% - 45%
	Railroad				20% - 25%		45% - 55%

RESIDENTS 18 AND YOUNGER

In 2000, the preschool and school-aged population was distributed fairly evenly across the community, with a concentration just south of Dillon Road. In 2014, the concentration of the younger population shifted east of Sheridan Boulevard, as well as into the Anthem development north of the Northwest Parkway (shown on the map in yellow and brown).

Map 15. Residents 65 and Older (2014)



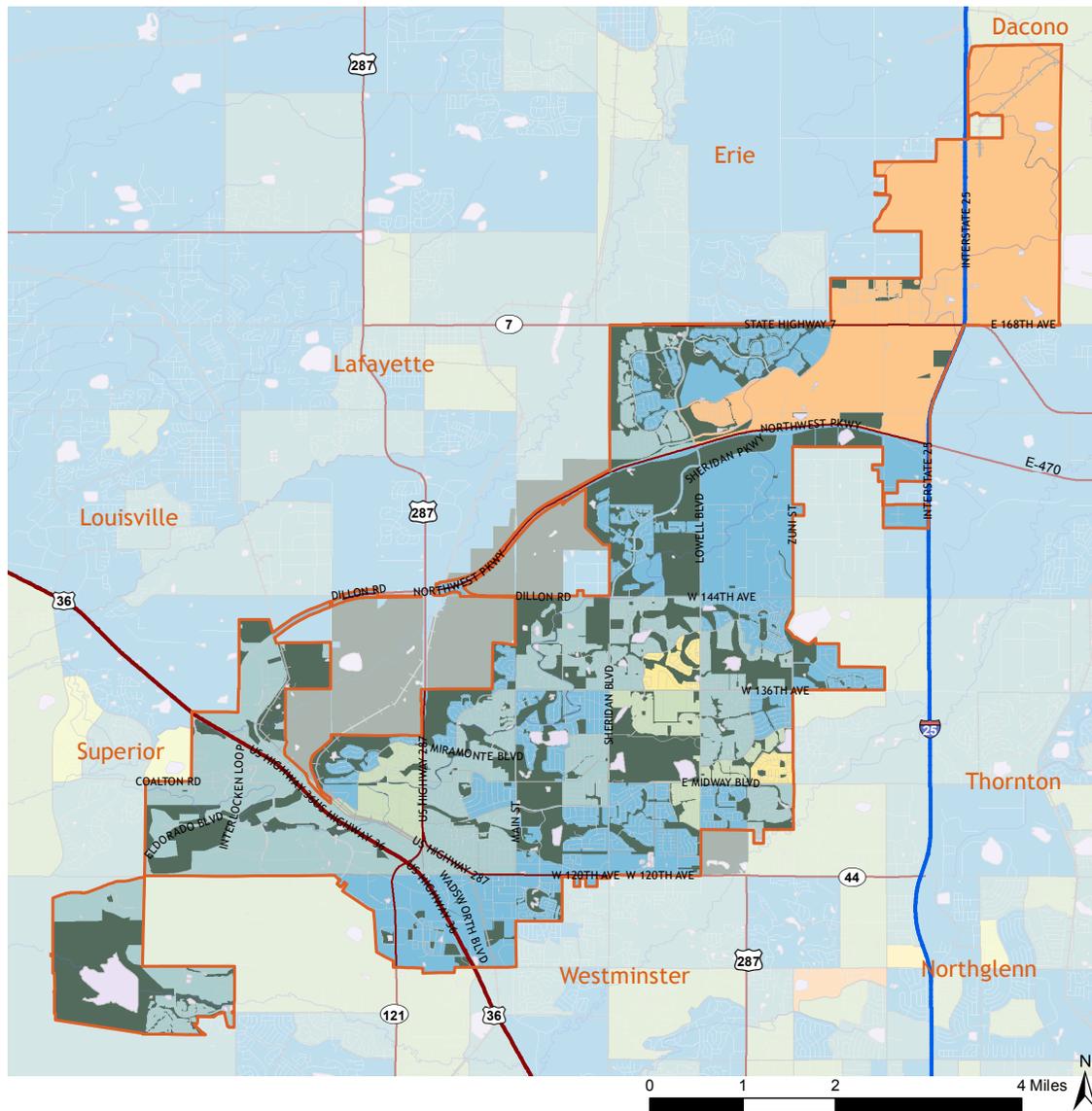
LEGEND

	City and County of Broomfield		Creeks, Ditches and Canals		0% - 10%
	Interstate		Waterbody		10% - 20%
	Highways		Open Space and Parks		20% - 30%
	Streets				30% - 40%
	Railroad				40% - 90%

RESIDENTS 65 AND OLDER

In 2000, the central area of Broomfield was the oldest part of the community. In 2014, a significant portion of the community aged in place or attracted additional older residents, as indicated with darker yellow, red, and purple areas on the map. A significant portion of the population in an isolated portion of the Anthem development is 65 and older (shown in purple).

Map 16. People of Color (2014)



LEGEND

	City and County of Broomfield		Creeks, Ditches and Canals		0% - 10%		40% - 50%
	Interstate		Waterbody		10% - 20%		50% - 60%
	Highways		Open Space and Parks		20% - 30%		60% - 70%
	Streets				30% - 40%		70% - 80%
	Railroad						

*Non-white residents does not include individuals who identify as white in race with hispanic or latino ethnicity

PEOPLE OF COLOR

Broomfield was racially mixed in 2000 and by 2014, those racially mixed areas spread; two areas (in yellow) with 40 to 50 percent nonwhite people appeared. This map does not include individuals who identify racially as white with Hispanic or Latino ethnicity. In 2014, the population of white Hispanics was just over 8 percent of the total Broomfield population.

C. GOALS & POLICIES

Goal GPC-A: Balanced Rate of Growth

Support population growth that ensures continuity of Broomfield's desired community identity and characteristics, while recognizing that trends and changes in net migration, transportation networks, household compositions, and economic growth may require flexibility in adapting and approving future residential and commercial development.

Policy GPC-A.1: Ensure that the Land Use Map maintains consistency with the Long-Range Financial Plan, balances infill and greenfield development, and reflects demographic changes in housing needs and land use mix.

Policy GPC-A.2: Use results of the 40 percent open space study to identify areas for future household growth and densities.

Policy GPC-A.3: Support a diverse population composed of individuals of different ethnic groups, ages, economic status, cultural backgrounds, and educational attainment levels.

Action Step GPC-A.3.1: Plan for a variety of housing types and neighborhoods that encourage a diverse population in terms of age and income.

Action Step GPC-A.3.2: Through community functions and entertainment venues such as Broomfield Days and the Auditorium, encourage a variety of entertainment functions that are suitable for different age groups, economic groups, races and cultures.

Policy GPC-A.4: Encourage a variety of commercial centers that will provide varied employment opportunities and businesses that cater to different age, income, racial, and cultural groups.

Goal GPC-B: Jobs

Create a quality, working atmosphere to include amenities such as urban villages, telecommunications and transportation infrastructure, mobility options, urban agriculture gardens, open space and recreational opportunities.



Goal GPC-C: Municipal Services

Provide public and support private services throughout Broomfield in a timely manner. (See [Community Services and Facilities](#))

Rationale:

In Broomfield, municipal services are related to, yet distinct from community-wide privately provided services such as internet access, waste recycling, and private recreation centers. In general, basic services related to health, safety, and infrastructure are almost always provided directly by the municipality, while services related to quality of life are more likely to be provided by the private sector.

Policy GPC-C.1: Ensure high-quality and timely delivery of public services.

Policy GPC-C.2: Support and encourage private-sector community-wide services as solutions to common problems as well as opportunities for enhanced quality of life and citizen engagement.

Policy GPC-C.3: Support increases in public- and private-sector service levels throughout Broomfield with regional outlook and cooperation (see [Goal GPC-E: Regionalism](#)).

Goal GPC-D: Pace of Growth

Encourage a pace of growth that parallels the appropriate rate of investment in desirable attributes such as parks, open spaces, and other identifiable characteristics of Broomfield as a community.

Policy GPC-D.1: Encourage regular balance of expansion and growth to the investment and value placed on useful and desirable amenities such as open space, trails, parks, recreation centers, and other identifiable community features.

Policy GPC-D.2: Ensure that all new development provides adequate consideration of and commitment to usable open space, parks and open lands consistent with Broomfield’s already-established identity.

Goal GPC-E: Regionalism

Actively direct and influence regional plans for growth and development.

Rationale:

The term “regionalism” refers to looking beyond Broomfield’s borders for solutions to Broomfield issues and quality-of-life enhancement of Broomfield citizens. However, there is a dual nature to regionalism: soliciting cooperation from other governments and agencies on different topics (e.g., transportation improvements and open space/green edge) also involves competition with them when it comes to site selection for desirable features (e.g., corporate headquarters, specific transportation improvements). Thus, Broomfield elected officials, staff, and citizens must learn to both collaborate and advocate.

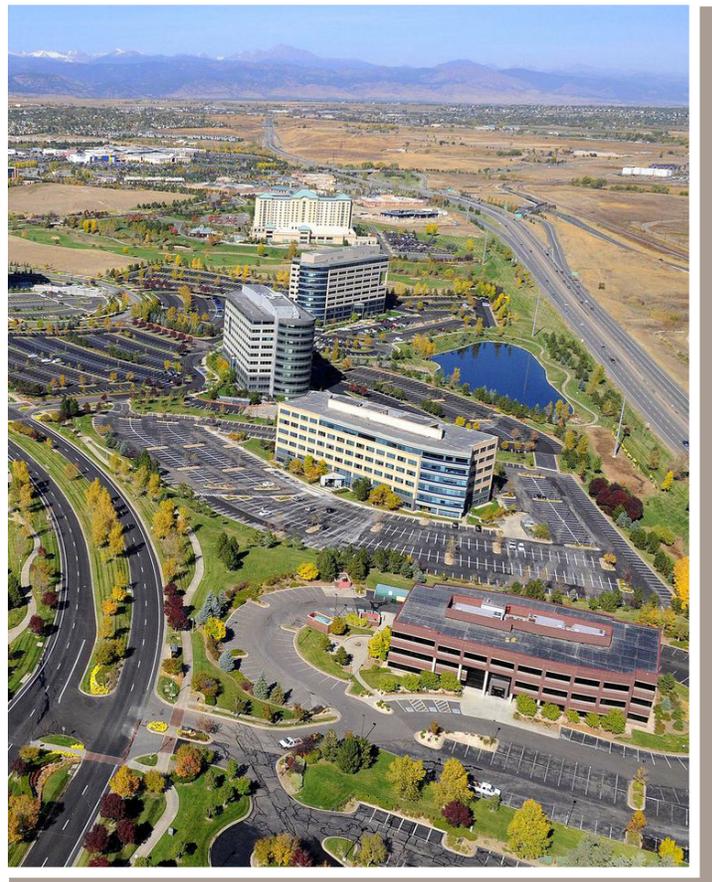
Policy GPC-E.1: Collaborate with outside jurisdictions, agencies, districts, and organizations to address areas of mutual concern in implementing Broomfield’s Comprehensive Plan.

Action Step GPC-E.1.1: Designate additional DRCOG urban activity centers adjacent to State Highway 7 west of Interstate 25 and within the Interlocken and Flatiron regional commercial and employment area.

Action Step GPC-E.1.2: Incorporate the additional land area that was annexed into Broomfield County from Weld County as part of the DRCOG regional growth boundary.

Action Step GPC-E.1.3: Participate with other nearby communities on regional growth management efforts.

Policy GPC-E.2: Provide resources and promote Broomfield to fiercely compete for geographically limited site selection of desirable features.



3 LAND USE

A. LAND USE VISION

BROOMFIELD CONTINUES AN APPROPRIATE AND SUSTAINABLE LAND USE PATTERN ANCHORED BY GREAT NEIGHBORHOODS AND VIBRANT COMMUNITY ACTIVITY CENTERS THAT ARE LINKED TO CREATE AN ECONOMIC AND ENVIRONMENTALLY SUSTAINABLE COMMUNITY.

B. CURRENT SITUATION & FUTURE TRENDS

A community land use plan that is programmed in a deliberate manner, with an understanding of market, financial, and physical realities, can help foster a healthy balance of land uses and minimize uncertainty for its officials, staff, residents and other interests. Leveraging and preserving the natural features, recreational resources, and neighborhood character that contribute to the high quality of life in Broomfield is important in attracting and retaining the residents, businesses, and visitors that sustain the community's economy.

In general, land uses should be efficient and sustainable; support a multimodal transportation network; provide housing choices conveniently located near jobs, schools, shops, and parks; minimize conflicts between incompatible uses; and integrate development with existing and planned infrastructure. The Comprehensive Plan and Land Use map are the primary tools that Broomfield uses to influence the mix of land uses; therefore, it is important to continually evaluate what changes are needed to ensure that the community grows the way it desires.

The [Land Use map \(Map 1\)](#) is also the basis for the financial analysis and models within the City and County of Broomfield's [Long-Range Financial Plan](#).

The Land Use Map reinforces and supports the Comprehensive Plan's following primary objectives:

- Maintaining fiscal sustainability
- Enhancing environmental stewardship
- Enhancing Broomfield as a community of neighborhoods and gathering places
- Supporting existing neighborhoods and facilities
- Planning for areas of change and stability
- Strengthening an interconnected system of open lands and the Green Edge
- Enriching community services and facilities
- Ensuring a walkable and bikeable community
- Adapting to changing demographics
- Enhancing multimodal transportation
- Anticipating the impact of technology

FUTURE LAND USE

Broomfield's land area covers approximately 34 square miles, the vast majority of which either is developed or has approved development plans. The predominant land use of developed land is low-density residential, which will continue to be the case into the future. These residential areas are mostly located in the interior, or core, of

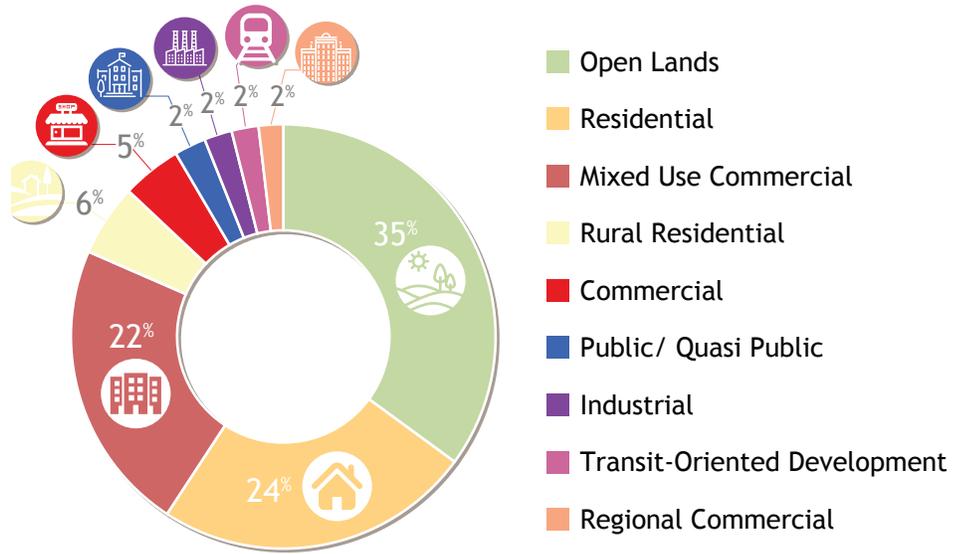
Broomfield, though residential development has continued its growth pattern northward into vacant agricultural land in a planned and phased expansion as utilities are extended.

Existing commercial development is concentrated along Broomfield's southern regional roadways (U.S. Highway 36 and West 120th Avenue). There are infill and redevelopment opportunities concentrated in these areas as well. Future commercial development is generally being directed northward to areas adjacent to the Interstate 25 and State Highway 7 interchange.

The [Land Use Map](#) establishes preferred development patterns by designating land use categories for specific geographical locations. The land use designations work to implement the overall goals and policies described throughout the Comprehensive Plan document. Land use designations do not preempt the Broomfield's zoning regulations. The land use designations also are not intended to depict either parcel-specific locations or exact acreage for specific uses. A review of the updated 2005 Land Use Map during the Comprehensive Plan update process resulted in 28 land use categories being consolidated to 8 to provide more flexibility and clarity. These changes reflect a number of recently approved land development projects, open land preservation efforts, and planned-unit developments (PUDs).

Additionally, the [Land Use Map](#) includes the Boulder County Rock Creek Farm Open Space along Broomfield's western boundary, and the Metzger Farm to the southeast. The inclusion of open space is consistent with two intergovernmental agreements (IGAs) with Boulder County and the City of Westminster, allowing Broomfield to include this property in the Comprehensive Plan and ensuring perpetual access to the open space for Broomfield residents.

Chart 9. Future Land Use Mix by Category



Source: City and County of Broomfield 2016 (*This does not include IGA open lands)

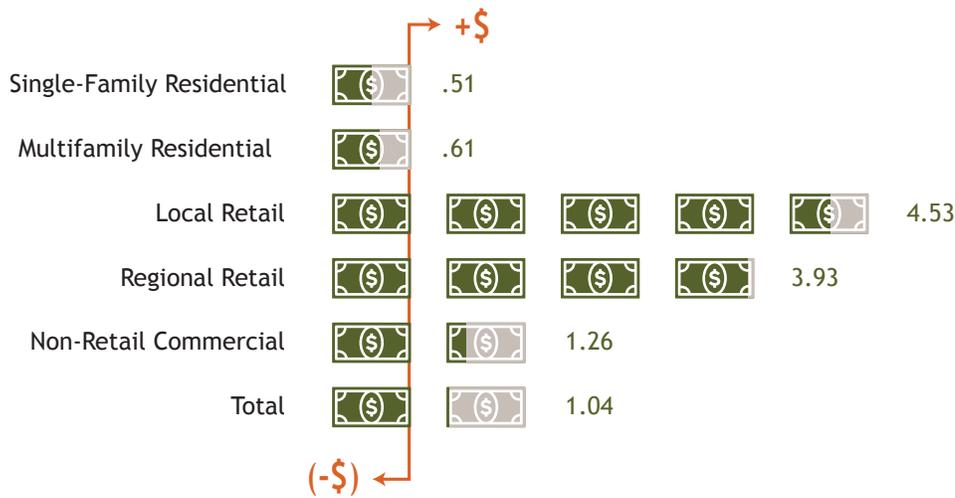
LAND USE & FINANCIAL HEALTH

One aspect originally incorporated into the 2005 Comprehensive Plan is the interrelationship of land use and financial planning. A key function of the Land Use Plan, along with population projection, is to provide the foundation for the City and County of Broomfield's [Long-Range Financial Plan](#). Because land uses have different net impacts on Broomfield's finances, a healthy mix of land use types is needed to build a sustainable community. To model revenues and costs, land uses are consolidated into Residential, Commercial, and Open Lands categories. Within these categories, residential land use is further broken into Single-Family and Multifamily categories, and commercial land use is divided into Local Retail, Regional Retail, and Non-Retail Commercial categories.

The analysis conducted in the [2013 Long-Range Financial Plan Update](#) was used to determine whether the type and the amount of land uses, existing and proposed, generate enough revenue to support the provision of services necessary to sustain them. As an example, shown in [Chart 10](#), for each \$1 spent on supporting multifamily residential areas, Broomfield receives 61 cents in revenue. A community composed entirely of residential land uses would find itself in financial distress if it were not balanced with other nonresidential uses that generated net-positive revenues.

To maintain financial health, the goal is to maintain a ratio of revenue to costs of over 1.00, in order to provide a small reserve fund for those years when costs are greater than revenue, but also to remain efficient and to not generate a significant revenue surplus. [Chart 10](#) indicates which land uses generate more revenues than the cost of services allocated to that land use.

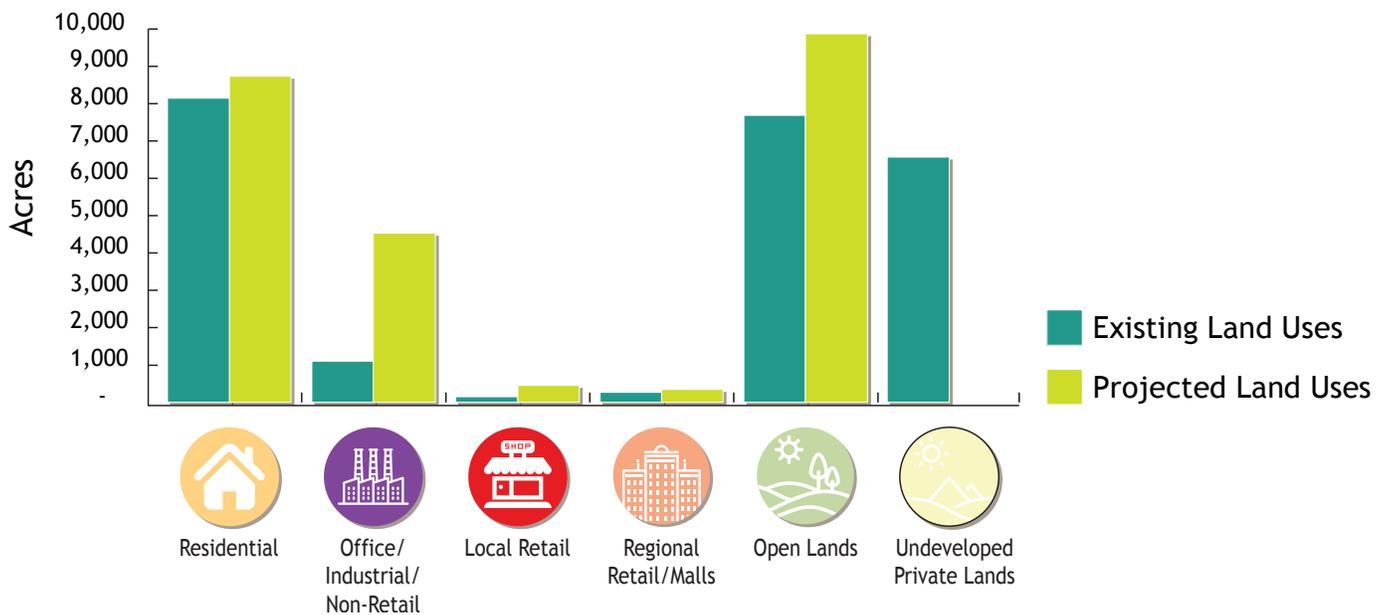
Chart 10. 2012 Net Impact of Land Use Types on Broomfield’s Financial Outlook



[Chart 11](#) summarizes the acres for each of the major land uses in 2013 and at buildout. The calculations include the Boulder County IGA Open Lands. Since 2013, Broomfield has collaborated with Westminster in open space acquisition of Metzger Farm. The categories below are a compilation of similar land uses from the [Land Use Map](#). For example, the Residential category is a combination of the Neighborhood and Rural Residential land use categories, as well as a percentage of the Mixed-Use and Transit-Oriented Development categories.

Source: City and County of Broomfield Long-Range Financial Plan Update 2013

Chart 11. Existing (2013) vs. Projected Land Use (buildout)



Source: City and County of Broomfield Long-Range Financial Plan Update 2013

As can be determined from [Chart 11](#), the [Long-Range Financial Plan](#) projects a significant increase in the proportion of land (expressed in acres) for the Office/Industrial/Non-Retail and Open Lands designations, compared with the proportion of land for residential use. Residential use is anticipated to grow from 34 percent to 37 percent of total land uses, while commercial land uses are expected to increase from 7 percent to 23 percent. This analysis indicates that the open lands goal of 40 percent of total land use can be met at buildout.

TAKING ADVANTAGE OF AREAS OF CHANGE

Given that few undeveloped areas or areas lacking proposals for development remain, identifying appropriate areas for redevelopment, along with identifying areas where stability in land use or pattern is desirable, is now an important focus.

Continued attention and planning is needed for specific areas to address either opportunities for development and redevelopment or changing conditions within Broomfield. An assessment of land values and elements influencing future land use patterns identified areas within Broomfield that are susceptible to change in their current land use conditions or use. This assessment, shown in [Map 4](#)

(Susceptibility to Change) determined that the areas most susceptible to change generally were concentrated in the following four locations:

1. The commercial area along 120th Avenue;
2. The transit-oriented development (TOD) and mixed-use areas along U.S. Highway 36 and Interstate 25;
3. The areas adjacent to the Interstate 25 and State Highway 7 interchange; and,
4. Broomfield's northernmost areas on either side of Interstate 25.

PRESERVING AND ENHANCING AREAS OF STABILITY

Many areas within Broomfield are well established either as existing residential neighborhoods or supporting commercial areas. Though these areas face comparatively limited pressures for new development and/or change, land use planning techniques and policies are needed to preserve these areas' existing valued characteristics and to

ensure that these areas remain vital and functional areas within the community. Furthermore, it is essential not only that adjacent new development and redevelopment are compatible but also that they enhance these existing neighborhoods and commercial areas.



C. GOALS & POLICIES

Goal LU-A: Mix of Land Uses

Plan for an appropriate mix of land uses that ensures connectivity, livability, flexibility, environmental sustainability, and economic vitality.

Policy LU-A.1: Promote infill development and redevelopment that contribute to the desired mix of land uses.

Policy LU-A.2: Accommodate locations for industrial land uses that support Broomfield's economy but that are often seen as incompatible and difficult to locate near existing neighborhoods.

Goal LU-B: Mixed-Use Development

Encourage and support mixed-use developments that provide the benefits of more compact, denser development with a mix of living, shopping and working environments.

Policy LU-B.1: Encourage and support pedestrian connections within mixed-use development areas to adjacent development and to existing and proposed trails.

Policy LU-B.3: Encourage and support an acceptable minimum level of development compactness and density within mixed-use developments to increase opportunities for shared parking facilities, the creation of public gathering spaces and open lands.

Policy LU-B.2: Encourage and support structures and site layout within mixed-use developments that are more adaptable to changes of use over time.

Policy LU-B.4: Focus new development surrounding State Highway 7 on Mixed-Use Commercial and TOD land uses, including industrial, commercial and residential.



Goal LU-C: Residential Neighborhoods

Continue to encourage and support community of neighborhoods containing a variety of housing types, while maintaining existing single-family residential areas of Broomfield.

Policy LU-C.1: Encourage and support neighborhood-serving activity areas, accessible by a sidewalk or greenways and located along a connector or arterial street. These activity areas may contain some or all of the following: retail; a daycare center; a village green or plaza; small parks; and civic uses, such as places of religious worship, public facilities, a recreation center or an elementary school. The activity areas should create an identity for individual neighborhoods and be a social gathering place where residents can meet and interact.

Policy LU-C.2: Enhance residential neighborhoods by providing an interconnected network of tree-lined local streets that provide direct access to parks, community focal points, local destinations, and trails.

Policy LU-C.3: Encourage and support development of a well-planned mix of housing types to accommodate a range of affordability levels within a neighborhood.

Policy LU-C.4: Encourage and support clustered development in areas that create such benefits as open lands conservation, energy efficiency, reduced traffic and more efficient use of utilities and infrastructure.

Policy LU-C.5: Encourage and support neighborhood streetscapes to be safe and walkable and to accommodate bicycling. Streetscapes within neighborhoods should be lined with building entries, porches and living spaces to encourage neighbors to get to know one another and to offer opportunities for community interaction and neighborhood monitoring. Efforts should be made to work within the Transportation Element policies of the [Goal TS-B: Alternative Modes](#), to ensure that safe, livable streets are designed in all neighborhoods.

Policy LU-C.6: Support existing neighborhoods and new neighborhood design to create a sense of identity for that neighborhood.

Action Step LU-C.6.1: Tailor landscaping, streetscape, public facilities, cultural features, signage and other programs to heighten the individual identity of distinct neighborhoods.

Policy LU-C.7: Every effort should be made to protect the character of existing established neighborhoods, to improve the facilities at existing neighborhood parks, and make enhancements to local streets.

Action Step LU-C.7.1: Continue to enhance code compliance activities to protect existing neighborhood value and character.

Policy LU-C.8: Vary lot sizes and patterns while maintaining an overall desired density within a neighborhood.

Policy LU-C.9: Locate neighborhood parks within convenient walking distance (one-quarter mile) of all homes within a neighborhood.

Policy LU-C.10: Reasonably mitigate the effects of new development on existing development.



Goal LU-D: Transit-Oriented Development (TOD)

Encourage and support development focused around major transportation areas that form vibrant pedestrian-oriented urban centers.

Policy LU-D.1: Encourage and support TOD in designated areas at U.S. Highway 36, at approximately W 116th Avenue, at U.S. Highway 36 and West Midway Boulevard, and at the southwestern corner of State Highway 7 and Interstate 25 (I-25), or as other opportunities arise.

Action Step LU-D.1.1: Continue to implement the [Original Broomfield Sub-Area Plan](#) and guide development to designated Mixed-Use and TOD areas.

Action Step LU-D.1.2: Continue to advocate in regional forums for the construction of transit along the Interstate 25 corridor, with a major transit stop at State Highway 7.

Action Step LU-D.1.3: Ensure that the necessary pedestrian and bicycle infrastructure will be built to connect existing and future transit stops to surrounding neighborhoods, especially where roadways/railroads and other barriers impede mobility.

Policy LU-D.2: Ensure that TOD areas are designed appropriately through the zoning/planned unit development approval process by implementing the following principles:

- Appropriate mix and intensity of land uses
- Effective pedestrian and bicycle-oriented design
- Effective site design and street pattern that facilitate the operation and the use of transit
- Creation of an interesting commercial, entertainment, civic and/or residential core that encourages vibrant community life for residents, employees and visitors
- Use of quality site planning, landscape and architectural design
- Encourage a variety of commercial uses adjacent to transit facilities to increase convenient shopping opportunities for residents, visitors, and employees.



Goal LU-E: Commercial Areas

Encourage and support commercial development that contributes to a diverse community image and to a vibrant character that provides increased choices and services.

Policy LU-E.1: Allow appropriate transitions between commercial and residential areas within the neighborhood to limit impact.

Policy LU-E.2: Balance corporate development themes with the appearance of the development. Appropriate marketing elements should be allowed to promote business success, but they should not dominate or detract from Broomfield’s overall character and image.

Policy LU-E.3: Encourage and support building architecture and site design to be adaptable to a changing use over time.

Policy LU-E.4: Encourage and support commercial centers that provide opportunity for local businesses in Broomfield.

Policy LU-E.5: Encourage and support commercial centers to be unique in design, uses and architecture to help reinforce Broomfield’s vision and community identity.

Policy LU-E.6: Make convenience shopping accessible to residents while limiting impacts on the neighborhood.

Action Step LU-E.6.1: Provide small neighborhood and commercial areas to serve distinct residential areas with convenience shopping and amenities to allow for social gathering spaces—for example, well-designed plazas, neighborhood greens and community centers.

Policy LU-E.7: Maintain, enhance and expand economic opportunities in Broomfield.

Action Step LU-E.7.1: Outline funding priorities through the Broomfield Economic Asset Protection Plan to further protect Broomfield’s commercial assets.

Action Step LU-E.7.2: Plan for a high-quality economic development at the State Highway 7 and Interstate 25 interchange.

Policy LU-E.8: Encourage and support a variety of entertainment uses in larger community-wide hubs.

Policy LU-E.9: Encourage and support transportation and utility networks that adequately support areas designated for regional commercial development.

Policy LU-E.10: Encourage and support the development of significant employment centers in those locations that minimize the impact of in-migrating workers.

Action Step LU-E.10.1: Direct employment uses into the areas adjacent to major transportation corridors.

Action Step LU-E.10.2: Direct high-intensity, mixed-use developments adjacent to employment centers.

Action Step LU-E.10.3: Plan for and require appropriate transportation and utility infrastructure to support designated employment areas.

Policy LU-E.11: Protect planned employment areas by restricting residential uses in such areas and by limiting retail and commercial uses.

Policy LU-E.12: Ensure that appropriate transitions/buffers are provided between nonemployment and existing or future employment designated lands.

Policy LU-E.13: Encourage and support a variety of business employers and industries.

Policy LU-E.14: Ensure that future employment centers do not negatively impact adjacent existing or planned land uses.

Policy LU-E.15: Ensure that existing and future employment areas along major transportation corridors include high-quality architecture and site design and building materials that will enhance Broomfield’s desired image.



Goal LU-F: Industrial Areas

Encourage and support a variety of industrial land use types and intensities in designated areas that are both supported by and compatible with surrounding land uses.

Policy LU-F.1: Encourage and support the development of industry in locations that minimize the overall impact.

Policy LU-F.2: Maintain existing light industrial employment areas.

Action Step LU-F.2.1: Continue public planning and financial investment to ensure long-term viability of existing industrial areas.

Policy LU-F.3: Protect planned industrial areas by restricting residential uses in such areas and by limiting retail and commercial uses.

Policy LU-F.4: Ensure that appropriate transitions/buffers are provided by nonemployment uses when they are developed adjacent to future employment designated lands.

Policy LU-F.5: Support a variety of scales of business employers, from small local businesses to corporate office and headquarters.

Policy LU-F.6: Ensure that existing and future industrial areas along major transportation corridors include appropriate architecture and site design that will enhance Broomfield's image.

Goal LU-G: Civic Center Districts

Create a Civic Center District that serves as a key focal point for community and civic activities.

Policy LU-G.1: Support completion of current Civic Center Master Plan project and continue to partner with the private sector to develop the Civic Center property into Broomfield's Civic Center District.

Action Step LU-G.1.1: Use the Civic Center Master Plan as a guide for development of the Civic Center property.

Action Step LU-G.1.2: Bring local transit to and through the Civic Center property to strengthen the area as an activity hub for residents from surrounding neighborhoods.

Action Step LU-G.1.3: Prioritize desired public improvements at the Civic Center property, such as the expansion of the amphitheater, construction of formal gardens, and inclusion of public art and memorials.

Action Step LU-G.1.4: Ensure that the Civic Center Master Plan integrates commercial uses or potential for commercial uses in the future.



Goal LU-H: Town Center District

Create Town Center District in northeast area of Broomfield to serve as an entertainment, cultural, business and auxiliary civic services hub.

Policy LU-H.1: Create a northern Town Center District for Broomfield that will serve as an entertainment, cultural, and business hub. This may include auxiliary civic center uses.

Action Step LU-H.1.1: Support complementary transit-oriented development for the northern Town Center District. A well designed, vibrant community-gathering area facilitating community-based events should form the central focal point of this Town Center District.

Action Step LU-H.1.2: Bring local transit and community trails to and through the northern Town Center District property to strengthen the area as a hub for activity by providing easy multimodal access for Broomfield residents.

Goal LU-I: Development Standards

Use development standards and guidelines to help realize the community's overall vision and goals.

Policy LU-I.1: Utilize clear design/development guidelines and standards to direct redevelopment and new development activities.

Action Step LU-I.1.1: Evaluate, within the development review process, the potential benefits and costs of community-wide minimum development standards that are aimed at providing increased certainty and consistency of requirements versus the potential benefits and costs of flexible development standards. Consider standards for such things as architectural design, landscape, desired patterns of land use, site planning and urban design.

Action Step LU-I.1.2: Evaluate the usefulness and appropriateness of the existing functional plans' design standards to determine whether these various design standards can and should be consolidated and simplified.

Action Step LU-I.1.3: Evaluate the cost and benefits of existing design and development guidelines and standards on housing affordability to identify possible modifications that would lessen the economic impact of the enforcement of these provisions without significantly compromising their intent or objectives.

Action Step LU-I.1.4: Utilize environmental standards as part of the development review process (such as tree protection requirements, green build programs, energy-efficient site design requirements, and inclusion of transit).

Action Step LU-I.1.5: Utilize community-wide minimum landscaping standards that are more appropriate for Broomfield's arid climatic conditions yet maintain the community's aesthetic expectations.

Policy LU-I.2: Use Broomfield's existing design guidelines and standards as a basis for reviewing development applications, updating Broomfield codes and regulations and, in general, implementing the goals and policies of the 2016 Comprehensive Plan.

Action Step LU-I.2.1: Review existing design guidelines and standards and refine and/or codify where necessary.

Policy LU-I.3: Support the phasing out of legacy zone districts and standards and incorporate them into the simplified Broomfield regulations.

Goal LU-J: Impact of Development

Evaluate and mitigate the impact of each development project on the system at the time of build.

Policy LU-J.1: Determine the change in impact on the City and County's [Long-Range Financial Plan](#) when the [Land Use Map](#) is modified, and, if necessary, consider the lost revenue capacity of the changed land use elsewhere on the Land Use Map to maintain Broomfield's balance of land uses and the integrity of the Financial Plan.

Action Step LU-J.1.1: Periodically review the processes used to figure and evaluate development impact on long-range financial planning.

4 TRANSPORTATION

A. TRANSPORTATION VISION

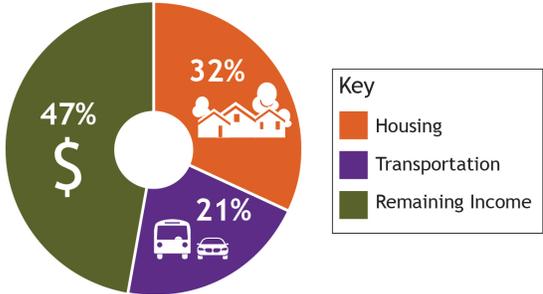
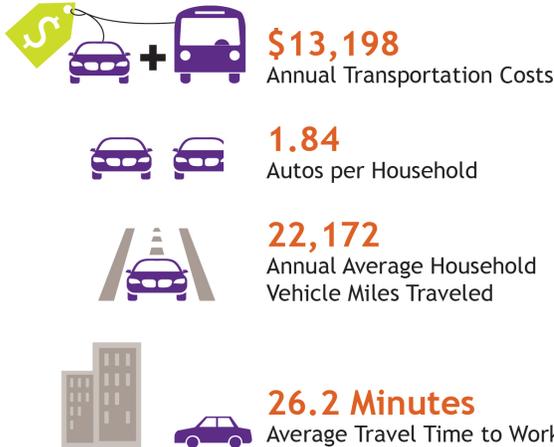
BROOMFIELD PROVIDES A WELL CONNECTED AND WELL MAINTAINED MULTIMODAL TRANSPORTATION SYSTEM THAT SAFELY AND EFFECTIVELY ACCOMMODATES ALL MODES (PEDESTRIAN, BICYCLE, AUTOMOBILE, BUS, RAIL AND FREIGHT) PROVIDING MOBILITY FOR GOODS AND PEOPLE OF ALL AGES AND ABILITIES WHILE SUPPORTING ECONOMIC DEVELOPMENT, REDUCING DEPENDENCE ON THE SINGLE OCCUPANT VEHICLE, AND MINIMIZING ENVIRONMENTAL IMPACTS.

B. CURRENT SITUATION & FUTURE TRENDS

Transportation is a basic human need that affects daily quality of life. Broomfield residents require transportation to get to work, school, medical facilities, recreational amenities, shopping, and community and social activities. A well-connected and efficient transportation network allows for access to higher-paying and varying job types, education, a wider selection of housing options, and more convenient health and human services. An integrated multimodal transportation system allows residents, employees and visitors of Broomfield the freedom of personal mobility and choice of how to travel—whether it’s walking, biking, driving, carpooling, or riding public or private transportation. Increasingly, thriving cities have an extensive and expanding transportation network that includes integrated transit, biking, and walking facilities in addition to efficiently operated and maintained roads and trails.

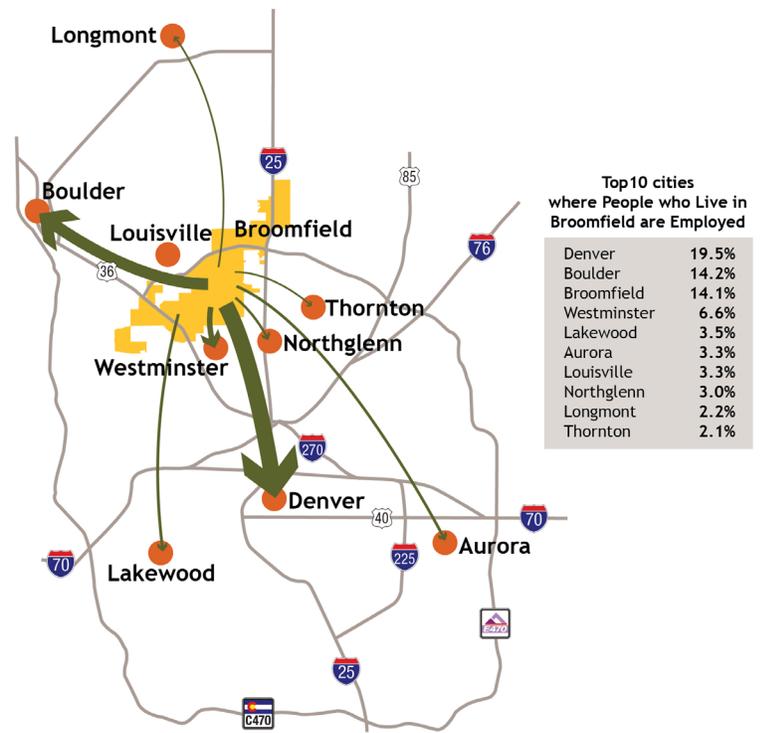
Broomfield residents pay approximately 53 percent of their household income to cover the cost of their housing and transportation. The Center for Neighborhood Technology’s research indicates that these costs should remain below 45 percent of the household income to be affordable.

Transportation in Broomfield

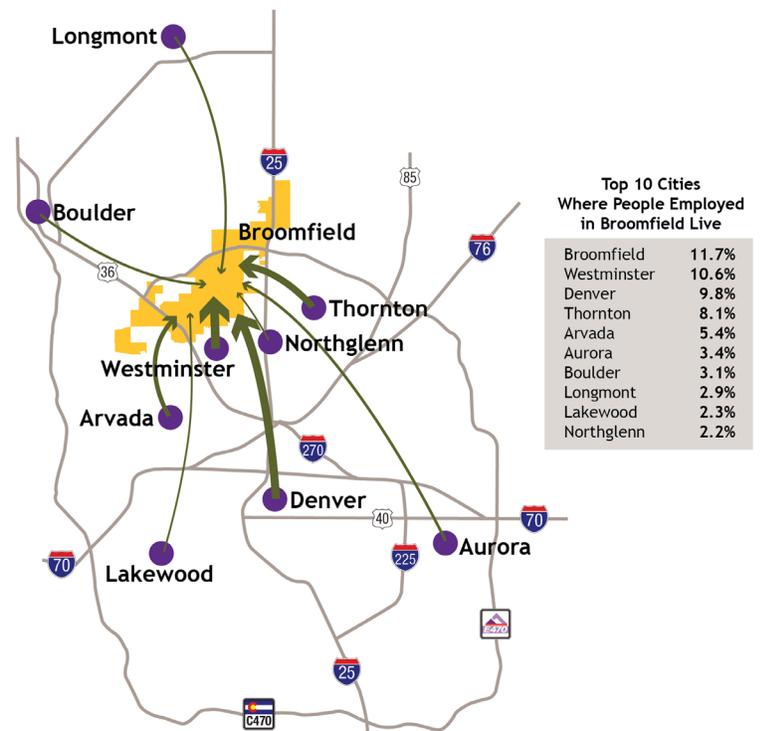


Source: Center for Neighborhood Technology H+T Fact Sheet

There are a number of emerging trends influencing transportation in Broomfield and the Denver metropolitan area. Trends influencing the demand for travel include travel patterns, mode choice, and route selection. Colorado's vehicle miles traveled (VMT) per capita decreased by over 11 percent between 2005 and 2012. This decrease has been, in part, attributed to the lower auto ownership rates by the Millennial generation and the increase in their preference for living in an urban, car-optional environment, favoring travel modes of walking, biking, and riding transit. Mobility hubs and shared-use mobility options (e.g., Uber and Lyft) are growing in popularity and serve a valuable role in closing first- and last-mile connectivity gaps. Mobility hubs are specific locations created in a community providing intermodal connectivity. Successful mobility hubs create a sense of place, provide a high-quality user experience, and seamlessly integrate all modes.



85.9 percent of employed Broomfield residents work outside of Broomfield.



88.3 percent of Broomfield employees reside outside of Broomfield.

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics Tool

Across the United States, older adults (65+) are putting more emphasis on how and where they choose to age. While many older adults want to “age in place,” many are also now making purposeful decisions about where they want to spend their retirement years based on the availability of public transportation, mobility options and access to goods and services. While traditional mobility options of biking, walking and transit are often considered, planning for the future also requires consideration of emerging trends such as shared-use mobility, autonomous vehicles and electric bikes. When older adults and other vulnerable populations are able to easily and safely access public transportation, they are able to continue to meet their basic needs, medical appointments, shopping, social and recreational activities without having to drive or rely on others.

REGIONAL CONTEXT

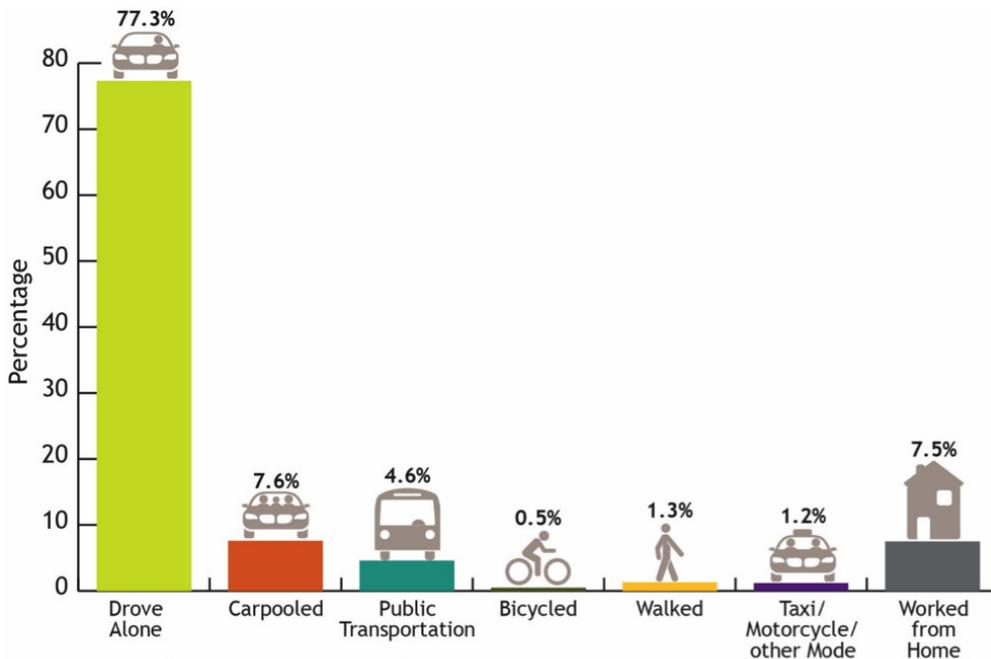
The City of Broomfield was founded in its current location in part because of the regional transportation system. The original homes were built along U.S. Highway 287 near the junction of two railroad lines. Broomfield grew significantly after the Boulder-Denver Turnpike (now known as U.S. Highway 36) was constructed in the 1950s. The Turnpike’s only interchange and tollbooth were located in Broomfield. Equidistant from Denver and Boulder, Broomfield continues

to have strong ties to both communities, and Broomfield has emerged as a destination for regional employment and shopping. As in the past, the future health of Broomfield will depend on the quality of the transportation system serving the area. As Broomfield and the Denver metro area continue to experience population and employment growth, traffic and mobility needs will also increase. Many parts of Broomfield are not adequately served by Regional Transportation District (RTD) routes, and evening and weekend service is minimal. Alternatives to driving are critically important to members of the community who have difficulties with mobility, including older adults, persons with disabilities and young people. Regional growth is creating pressure on roadways internal to Broomfield, as well as on the state highway system serving the Broomfield area. Broomfield and Weld County are two of the fastest-growing counties in the nation, creating significant traffic impacts on our regional highways.

MODE SPLIT

The automobile remains the predominant means of travel to work for Broomfield residents - over 77 percent drive alone to work and 7.6 percent carpool. Alternative travel modes account for 6.4 percent of work trips—4.6 percent by public transportation, 0.5 percent by bike, and 1.3 percent by foot. Regional growth is creating pressure on roadways internal to Broomfield, as well as on the state highway system serving the Broomfield area. Broomfield and Weld County are two of the fastest-growing counties in the nation, creating significant traffic impacts on our regional highways.

Chart 12. Means of Travel to Work (2009-2013)



Source: US Census Bureau - American Community Survey

SAFETY

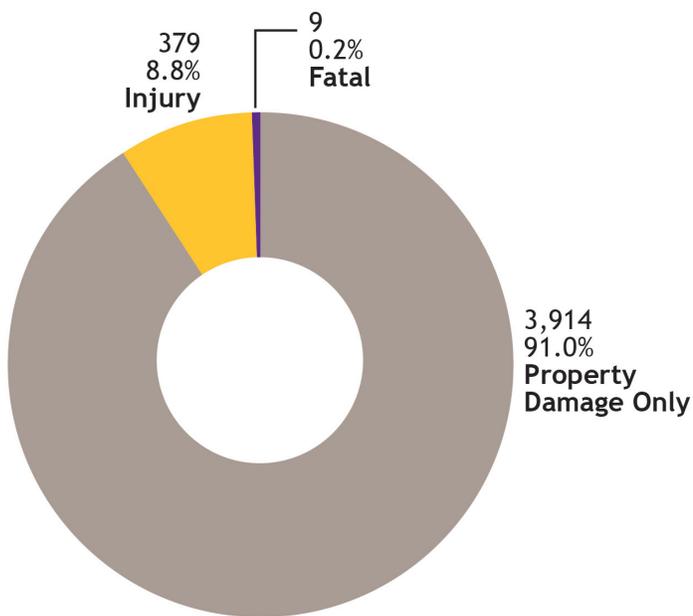
Over the past three years, there have been over 4,300 crashes in Broomfield. The vast majority of these crashes (over 90 percent) have resulted in property damage only. However, nearly 380 crashes have resulted in injury, and nine crashes were fatal.

Broomfield’s engineering staff regularly monitors the crash rates and patterns throughout the City and County to identify counter measures to improve roadway safety for drivers, bicyclists, and pedestrians. Over the 3-year time period, the intersections with the highest crash rates were:

- U.S. Highway 36 & Wadsworth Boulevard
- 160th Avenue & Huron Street
- 136th Avenue & Zuni Street
- 120th Avenue & Wadsworth Boulevard
- U.S. Highway 36 & Flatiron Crossing Drive



Chart 13. Crash History in Broomfield (2012-2014)



Source: City and County of Broomfield 2015

Crashes Involving Bicyclists or Pedestrians (2012-2014)

16 Crashes involved a pedestrian
27 Crashes involved a bicyclist
7% of injury crashes involved a bicyclist or pedestrian
22% of fatal crashes involved a bicyclist or pedestrian

VEHICULAR MOBILITY

In the [2015 Broomfield Citizen Survey](#), 81 percent of residents rated the ease of travel by car as “good or excellent.” As Broomfield experiences residential and employment growth over the next 25 years, traffic volumes are expected to increase. Today, approximately 13 miles (16 percent) of the arterial street system are congested (over capacity). By 2040, approximately 20 miles (roughly 20 percent) of the arterial street system is expected to be congested with the anticipated local and regional growth. Street segments that are over capacity may indicate a need for widening, operational improvements, and/or increased investment in alternative modes.

Conversely, 45 miles of arterial streets have excess capacity and will remain well under capacity in 2040. These street segments represent a potential opportunity for repurposing to better accommodate alternative travel modes—bicycling, walking, and transit. [Map 17](#) shows the future Roadway Plan.



BICYCLE AND PEDESTRIAN SYSTEM

The current bicycle system in Broomfield includes multiuse paths, on-street bike lanes, and unpaved trails. The community trails are extensive, well used, and highly valued by the community. The trail system includes many grade-separated crossings of major roads, enabling safe and efficient crossings for bicyclists. The recently constructed U.S. Highway 36 Bikeway extends from Boulder to Westminster, providing a regional “highway for cyclists” parallel to US 36. The Broomfield Trail is the spine of the trail system. Ultimately the Broomfield Trail will provide connections from the southwestern to northeastern areas of Broomfield. The alignment follows the community ditch corridor and offers scenic and wildlife viewing opportunities. Access to the major shopping centers, employment centers, schools, city hall, parks, recreation centers and open space are provided along the route (22 miles upon completion). The extensive trail network in Broomfield (as envisioned in the [Open Space, Parks, Recreation, and Trails Master Plan](#)) presents an opportunity to create a cohesive bicycle network that integrates on-street bikeways with the trail system, serving bicyclists of all ages and abilities. Other major community trails include the Lake Link Trail, which connects water features throughout Broomfield (10.5 miles completed) and the Southeast Community Loop Trail, which connects the Civic Center to the southwestern edge of the city and to the new neighborhoods to the north (11 miles upon completion).

Seventy-one percent of Broomfield’s arterial street system includes bike lanes providing excellent point A to B opportunities for travel. Broomfield looks for opportunities to expand the on-street network during construction of new roads and when repaving existing roads to create new and improved lanes. Broomfield’s current street standards include bike lanes for minor and major arterial streets, and connector streets through multifamily residential and commercial areas. Interest from diverse cyclists will help develop new options to provide opportunities for families and more tentative cyclists to travel in the community. Wayfinding signage and connections between the existing bike and trail network can create seamless and fun travel.

Broomfield’s Bicycle Network

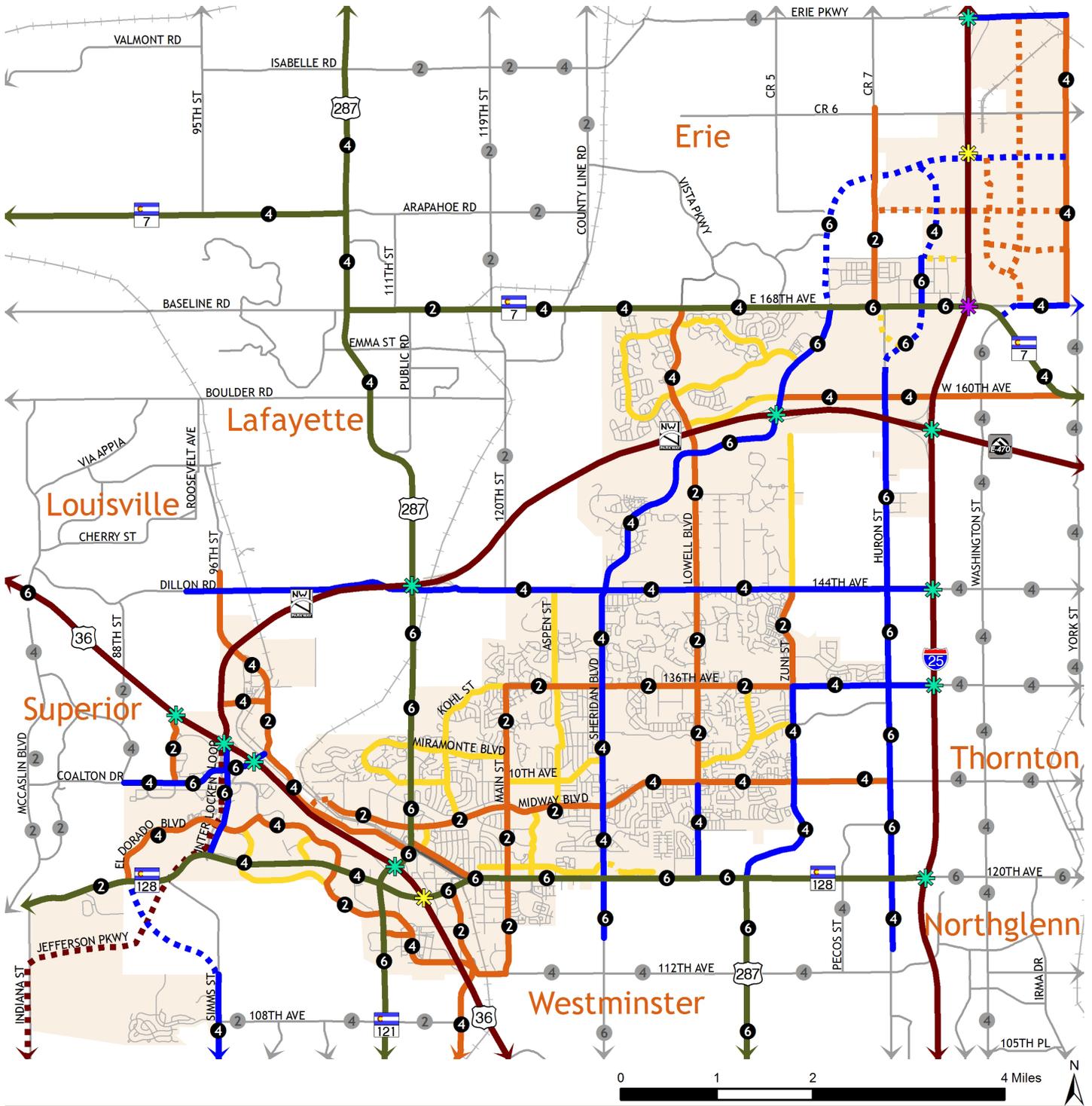
72 miles of on-street bike lanes

88 miles of multiuse paths

26 miles of soft surface trails

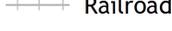
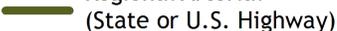
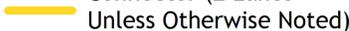
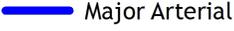
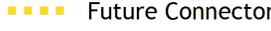
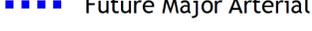
36 grade-separated trail crossings

Map 17. Roadway Plan



LEGEND

Source: Broomfield GIS Department; CDOT; FHU GIS Department

- | | | | | | | | |
|---|--|---|---|--|--|---|-------------------------------|
|  | Existing Interchange |  | Freeway/Tollway |  | Minor Arterial |  | Streets |
|  | Future Diverging Diamond Interchange (DDI) |  | Future Freeway/Tollway |  | Future Minor Arterial |  | Railroad |
|  | Future Interchange |  | Regional Arterial (State or U.S. Highway) |  | Connector (2 Lanes Unless Otherwise Noted) |  | City and County of Broomfield |
|  | No. of Lanes |  | Major Arterial |  | Future Connector | | |
| | |  | Future Major Arterial | | | | |

Broomfield’s pedestrian network includes multiuse trails and sidewalks and is used for recreation, as a means of transportation, and as a way to access transit. As Broomfield continues to grow, development standards are guiding new development to ensure adequate pedestrian infrastructure is included. These requirements have successfully created more walkability and connectivity in residential and commercial areas, improving the overall mobility for residents and employees. The existing and proposed trail and on-street bike networks, shown on [Maps 18](#) and [19](#) are complementary networks.

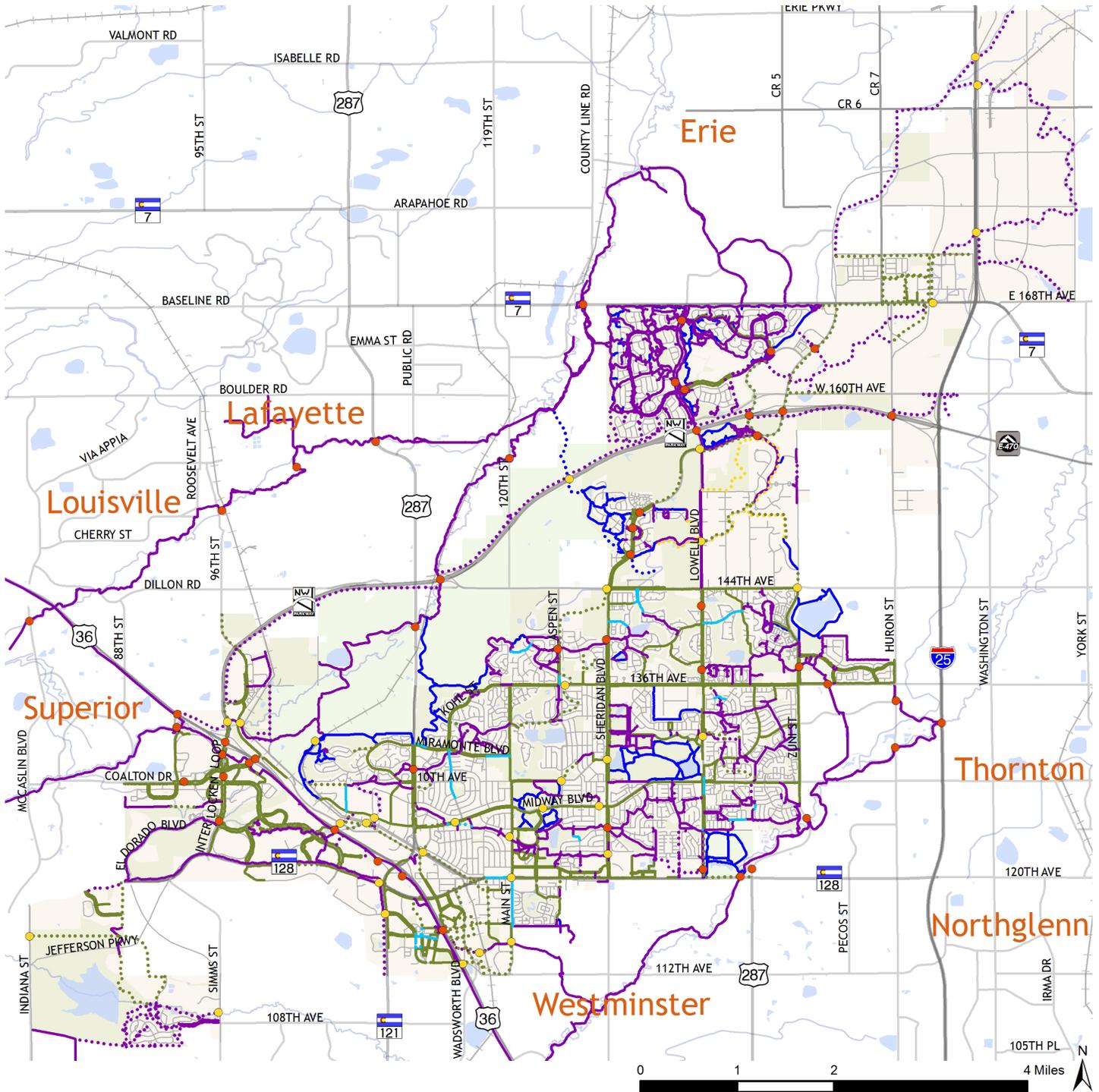


TRANSIT

The public transit system in Broomfield is provided by RTD and consists of a variety of service delivery models, including Bus Rapid Transit (BRT) along U.S. Highway 36 (which is operated in the express lane), traditional fixed-route transit, and the more flexible Call-n-Ride providing transport to destinations within specific geographic areas. Seventy-one percent of Broomfield is served by Call-n-Ride. The City and County of Broomfield operates the Easy Ride service, providing quality transportation for all Broomfield residents 60 years and older and residents with disabilities. The Seniors’ Resource Center provides access to additional transportation resources. The addition of the Flatiron Flyer BRT service along U.S. Highway 36 connects Broomfield to our neighboring communities to the west, and to Denver Union Station’s FasTracks rail hub, taking people to the airport and throughout the Denver metro area.



Map 18. Existing and Proposed Trail Network (Excluding On-Street Bike Lanes)

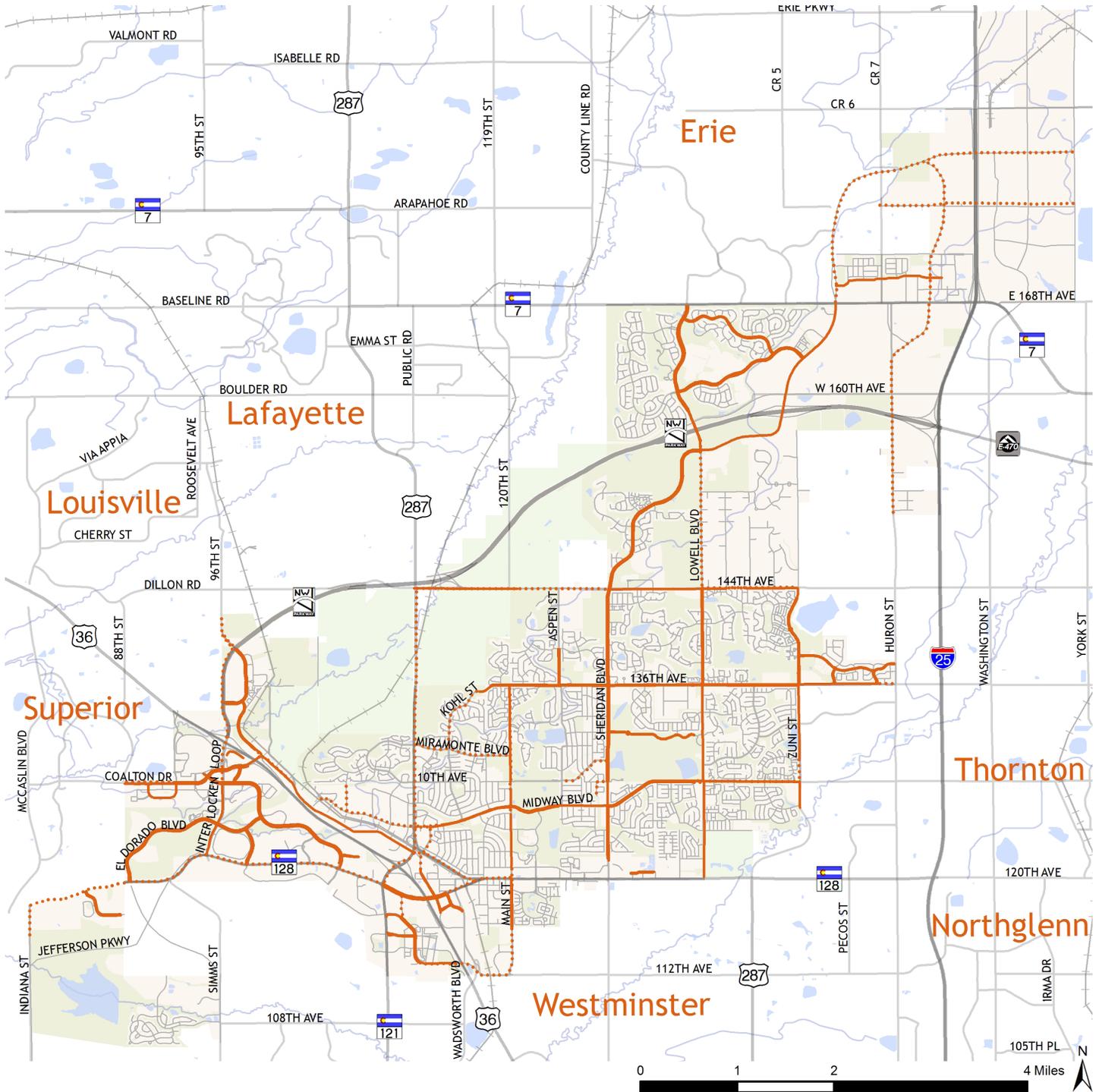


LEGEND

- Existing Bike/Ped Underpass/Overpass
- Proposed Bike/Ped Underpass/Overpass
- Existing 8ft Attached Sidewalk
- Proposed 8ft Attached Sidewalk
- Existing 8ft Detached Sidewalk
- Proposed 8ft Detached Sidewalk
- Existing Multi-Use Path
- Proposed Multi-Use Path
- Existing Soft Surface Trail
- Proposed Soft Surface Trail
- Existing Equestrian
- Proposed Equestrian
- Railroad
- Creeks, Ditches, and Canals
- Waterbody
- Open Lands
- City and County of Broomfield
- Highways
- Streets

Source: Broomfield GIS Department; DRCOG; CDOT

Map 19. Existing and Proposed On-Street Bike Network



LEGEND

-  Existing On-street Bike Lane
-  Proposed On-street Bike Lane
-  Highways
-  Streets
-  Railroad
-  Creeks, Ditches, and Canals
-  Waterbody
-  Open Lands
-  City and County of Broomfield

Source: Broomfield GIS Department; DRCOG; CDOT

currently unfunded. Similarly, RTD’s North Metro Rail line (commuter rail) is under construction and will open from Denver Union Station to Northglenn in 2018. The FasTracks Plan continues the North Metro Rail line north to State Highway 7, but it is currently unfunded. Developing areas in northeastern Broomfield would benefit from extending rail service to employment hubs and connecting to regional activity in the northern part of the state.

RTD’s [North Area Mobility Study](#), identifies potential BRT corridors in the northern metro area to increase transit access locally and regionally. BRT is a high-frequency, high-quality transit service that is travel-time competitive and that can use a variety of rights-of-way—including mixed traffic, dedicated lanes, and separate busways. Within Broomfield, BRT is identified for three major corridors: U.S. Highway 287, 120th Avenue, and State Highway 7. Each of these lines serve existing and emerging activity centers key to Broomfield’s future. The future transit framework is shown on [Map 20](#).

Transportation alternatives are especially important for young people, older adults, people with disabilities, and low-income individuals in Broomfield. As of 2013, approximately 10 percent of the population is 65 years and older, but this number is expected to double by 2040. Preparing for the Millennials’ shift to using alternative modes and the need for alternative transportation for older adults in the decades to come will be critical to Broomfield’s success. Currently, there are seven specialized transportation providers operating in Broomfield that offer provide transportation services for older adults, low-income individuals, people with disabilities, and young people. [Map 21](#) shows the future human services transportation framework.

Transit Services

- 1** Bus Rapid Transit Route
- 10** Fixed-Routes
- 3** Call-n-Ride Areas
- 7** Human Services Providers



Transit Dependency Indicators

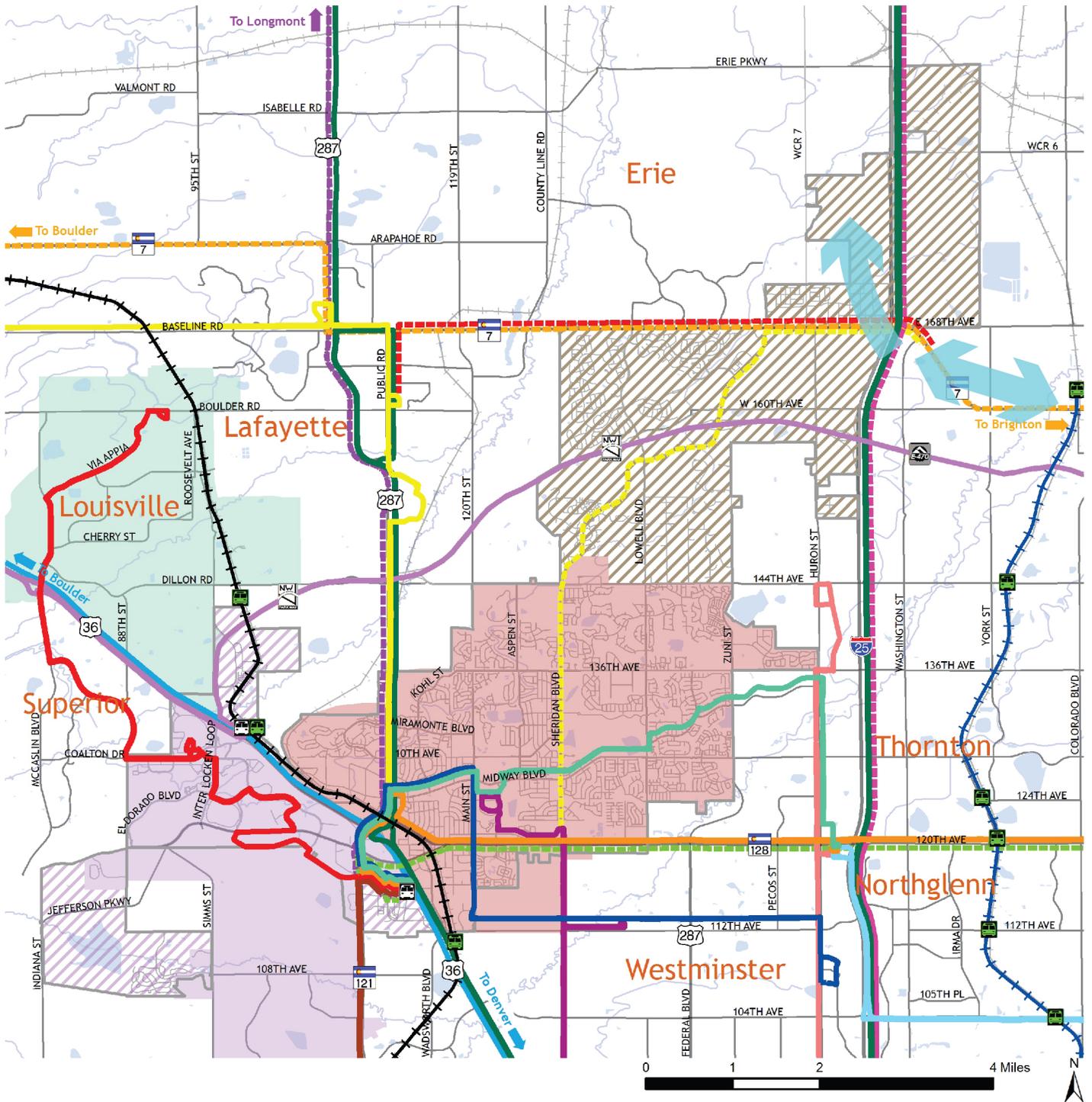
- 3.6%** of population without a vehicle
- 7.8%** of population with a disability
- 10.4%** of population 65 years and older
- 7.1%** of population living below 150% of poverty

Source: U.S. Census American Community Survey - 2009-2013

KEY CORRIDORS AND MOBILITY HUBS.....

As Broomfield continues to grow and evolve, several key transportation corridors will be important to realizing the community’s transportation, land use, housing and economic goals. The key corridors will be complemented by mobility hubs and micro-mobility hubs (shown on [Map 22](#)), which should be designed to provide a high-quality user experience to create a sense of place, to focus development activities around transit, and to seamlessly integrate all transportation modes.

Map 20. Future Transit Services Framework

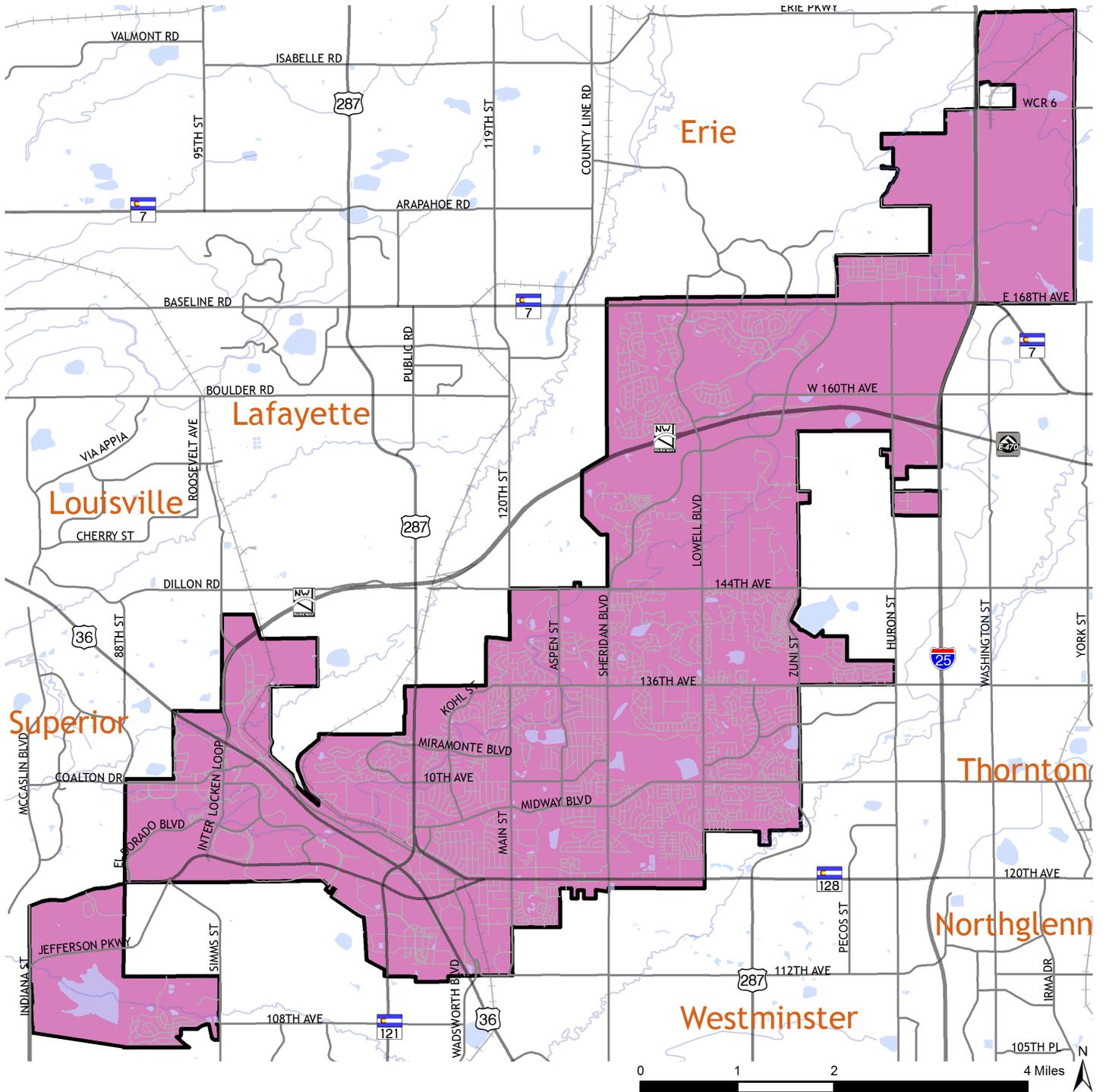


Source: Broomfield GIS Department; CDOT; RTD; FHU GIS Department

LEGEND

- | | | | | |
|-----------------------|-----------|-------------------------------|--|---------------------------------|
| Existing BRT Station | Route 120 | I-25 Express Lanes/BRT | Potential 120th Avenue BRT | City and County of Broomfield |
| Future Rail Station | Route 128 | Future I-25 Express Lanes/BRT | Potential US 287 BRT | Call-n-Ride Areas |
| RTD Bus Routes | Route 225 | Flatiron Flyer BRT (FF1-FF6) | Potential Route 51/Sheridan Blvd Extension | Broomfield |
| Route 8 | Route 228 | Potential SH7 BRT | Potential SH 7 Local Bus Route | Interlocken/Westmoor |
| Route 51 | Route AA | Future North Metro Rail | Future North Metro Rail Extension | Interlocken/Westmoor Expansion |
| Route 76 | Route AB | Future Northwest Rail | Louisville | Future Shared-Use Mobility Area |
| Route 112 | Route L | | | |

Map 21. Future Human Services Transportation Framework



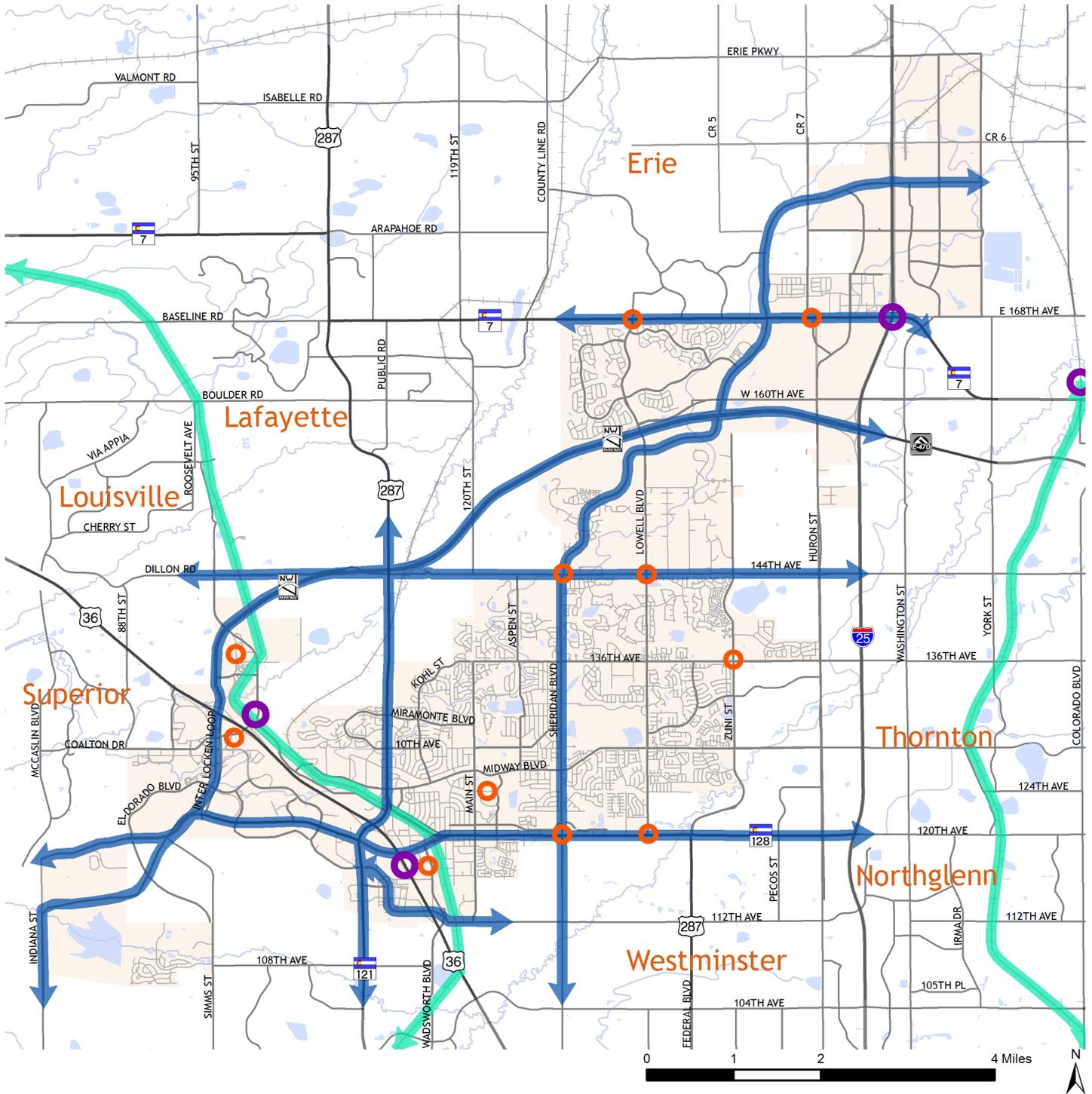
LEGEND

- Highways
- Streets
- Railroad
- ~ Creeks, Ditches, and Canals
- Waterbody
- Easy Ride/Seniors' Resource Center Service Area
- City and County of Broomfield

Source: Broomfield GIS Department; CDOT

NOTE:
 Easy Ride is operated by the City and County of Broomfield and serves Broomfield residents age 60+ and/or those with disabilities. Easy Ride operates within the County boundaries and provides limited service for medical trips outside of Broomfield.

Map 22. Key Corridors and Mobility Hubs



LEGEND

- Mobility Hub
- Micro-Mobility Hub
- Key Corridors
- Key Rail Corridors
- Highways
- Streets
- Railroad
- Waterbody
- Creeks, Ditches, and Canals
- City and County of Broomfield

Source: Broomfield GIS Department; CDOT; FHU GIS Department

C. GOALS & POLICIES

Goal TS-A: People and Goods Moving Capacity

Optimize the capacity of the multimodal transportation system to handle existing and projected travel demands associated with moving people and goods.

Policy TS-A.1: Evaluate and influence the need for additional multimodal capacity on Broomfield’s streets to improve mobility and relieve congestion. Additional capacity could include general-purpose lanes, bus-only lanes, tolled lanes, bike lanes, sidewalks, or shared-use paths.

Action Step TS-A.1.1: Engage the community to identify priorities for improvement.

Action Step TS-A.1.2: Anticipate future transportation needs in undeveloped areas of Broomfield.

Action Step TS-A.1.3: Developers should fund and construct transportation improvements with new development.

Action Step TS-A.1.4: Seek and coordinate federal and state funding to pay for or offset Broomfield costs for improvements and to accelerate construction of such improvements.

Policy TS-A.2: Consider the impacts that emerging technologies in transportation (e.g., autonomous cars and online goods delivery by trucks or by drones) may have on the future capacity needs of the transportation network.

Action Step TS-A.2.1: Assess existing regulations that may be incompatible with driverless cars and identify regulations needed to support emerging technologies.

Action Step TS-A.2.2: Ensure Broomfield’s infrastructure is compatible with driverless-car technology.

Action Step TS-A.2.3: Participate in regional and state discussions related to driverless-car regulations and integration of driverless cars into the transportation network.

Action Step TS-A.2.4: Proactively plan for the social and land use implications of driverless cars such as increased drop-off/pick-up space requirements, and complementary housing options.

Policy TS-A.3: Minimize and mitigate the barriers presented by major transportation corridors such as Interstate 25, U.S. Highway 36, and railroad corridors by providing safe and convenient multimodal crossings.

Policy TS-A.4: Maximize the existing capacity through operational improvements such as state-of-the-art traffic signal systems and communication and emerging trends.



Goal TS-B: Alternative Modes

Promote and develop transportation alternatives to provide travel choices and mobility for people of all ages and abilities.

Policy TS-B.1: Continue working with the RTD and neighboring jurisdictions to implement commuter rail and BRT to serve Broomfield’s major corridors and employment centers.

Action Step TS-B.1.1: Partner with RTD to plan and implement bus feeder service, and pedestrian and bike connections serving the existing and future Park-n-Rides and future commuter rail and BRT stations.

Policy TS-B.2: Advocate for additional and/or expanded transit services that support the mobility needs of young people, older adults, and people with disabilities including Call-n-Ride, Access-a-Ride, Broomfield’s “Easy Ride” and other community-based and private transportation services.

Action Step TS-B.2.1: Integrate transit, pedestrian and bikeway improvements into existing and new streetscape improvements.

Action Step TS-B.2.2: Work with RTD and other transit providers to ensure continuing Call-n-Ride and Access-A-Ride services. Advocate for expansion of Call-n-Ride services, which serve both general and special-needs populations.

Action Step TS-B.2.3: Continue to finance and expand city services like “Easy Ride,” providing mobility options for transportation-disadvantaged populations.

Action Step TS-B.2.4: Leverage opportunities to improve efficiencies and use of local and regional transit systems.

Action Step TS-B.2.5: Evaluate and explore options to provide public, private, and emerging technology-based transportation options to areas of Broomfield that are not currently served (southwestern and northeastern Broomfield).

Policy TS-B.3: Evaluate the viability and partnership potential for privately sponsored shuttle routes (e.g., Lone Tree’s public/private shuttle route).

Policy TS-B.4: Leverage transportation network companies (TNCs) such as Uber and Lyft to meet community mobility needs.

Policy TS-B.5: Support transportation demand management (TDM) strategies and policies, including carpooling, vanpooling, telecommuting and flexible work schedules to reduce demands on the transportation system.

Action Step TS-B.5.1: Encourage the use of alternative modes by partnering with regional organizations to promote options and incentives to driving alone. Support and promote web sites providing information on carpooling and vanpooling and regional campaigns to encourage people to try alternatives to driving alone.

Action Step TS-B.5.2: Consider a pilot project to encourage and support employee use of alternative modes, telecommuting and flexible work schedules.

Action Step TS-B.5.3: Consider reducing parking requirements for businesses instituting TDM policies and actions.

Action Step TS-B.5.4: Encourage carpool, car-share, and ride-share programs such as those provided by DRCOG and the private sector.

Action Step TS-B.5.5: Consider incentive programs (such as subsidizing EcoPasses) for young people and older adults.

Policy TS-B.6: Encourage biking by creating a network that takes advantage of the trail system, streets with low traffic volumes and low speeds, wayfinding signage, and existing connectivity to provide options for less confident riders.

Action Step TS-B.6.1: Provide and integrate electric-assist options for disabled cyclists into the bike network.

Policy TS-B.7: Evaluate and prepare for the effect that new technologies (such as TNCs and autonomous vehicles) will have on parking demands in Broomfield.

Policy TS-B.8: Enhance community information about the availability and benefits of alternative travel modes.



Goal TS-C: A Connected Transportation System

Create and collaborate on an interconnected transportation system that facilitates safe travel for all modes, allows for seamless connections between modes, and provides linkages between neighborhoods and to neighboring communities.

Policy TS-C.1: Identify and complete “missing links” in the bike and pedestrian infrastructure.

Action Step TS-C.1.1: Annually assess opportunities and community support to complete “missing links” in the bike and pedestrian infrastructure identified in the Open Space, Parks, Recreation and Trails Master Plan and the Transportation Plan Update.

Action Step TS-C.1.2: Provide sidewalk and trail connections to facilitate quick access to bus service or mobility centers, explore retrofitting existing neighborhoods, and require connections for new developments.

Action Step TS-C.1.3: Evaluate how to provide accessibility and infrastructure that supports the use of electric carts for older adults and people with special-needs.

Policy TS-C.2: Utilize existing natural or human-made corridors (e.g., drainage ways, ditch corridors, and utility corridors) to provide trail connections where feasible. Where off-street trail connections are not feasible, create safe and user-friendly on-street connections that maximize separation between pedestrians/cyclists and vehicles.

Policy TS-C.3: Ensure connectivity between the trail system and on-street bicycle facilities and sidewalks by providing physical connections, implementing way-finding signage, and using technology (e.g., smartphone app) for trail information and routing.

Action Step TS-C.3.1: Enhance regional trail connectivity.

Action Step TS-C.3.2: Work with the Open Space and Trails Advisory Committee to consider and implement policy changes that allow electric bikes on trails to enhance mobility options.

Policy TS-C.4: Facilitate connections between travel modes and improve first- and last-mile access to transit.

Action Step TS-C.4.1: Provide covered and secured bike parking at transit stations, integrate bike share and work with RTD to ensure adequate space for bikes on buses.

Action Step TS-C.4.2: Implement mobility hub and micro-mobility hub concepts at identified locations.

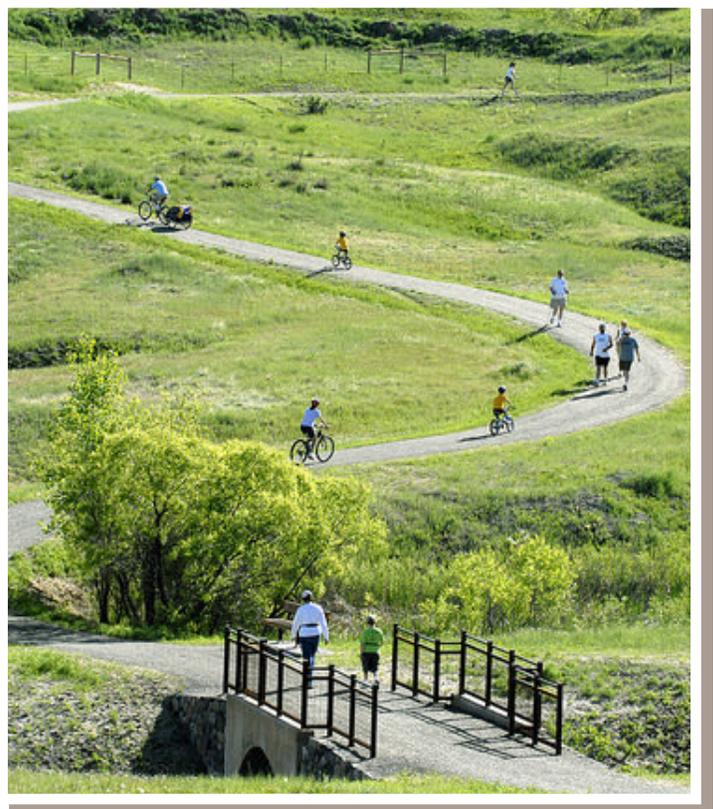
Action Step TS-C.4.3: Utilize and consider public/private partnerships for shared-use mobility options (e.g., Uber and Lyft) to provide access in areas that currently do not have transit service.

Action Step TS-C.4.4: Leverage new technologies at transit stations and mobility hubs to provide access to real-time passenger information and to improve wayfinding.

Action Step TS-C.4.5: Evaluate opportunities to encourage the use of alternative vehicles such as electric neighborhood vehicles, electric bicycles and other technologies.

Policy TS-C.5: Enhance connectivity for existing neighborhoods by investing in multimodal improvements and requiring connections for new developments; work with affected residents/property owners to plan for transportation improvements.

Policy TS-C.6: Provide leadership to collaborate with neighboring jurisdictions to ensure compatibility between multimodal transportation improvements and connectivity of the regional trail and transit networks.



Goal TS-D: Livable Streets

Encourage livable streets that are accessible, safe, efficient, and enjoyable for all people.

Policy TS-D.1: Design streets to be safe for all modes of transportation. Minimize traffic volumes and unsafe travel speeds on neighborhood streets through traffic management and traffic mitigation.

Action Step TS-D.1.1: Continue to review and enforce appropriate speed limits along neighborhood streets.

Action Step TS-D.1.2: Continue to review and maximize the capacity and functioning of the existing transportation system by timing traffic signals to facilitate safe travel conditions and smooth traffic flow and by adding right- and left-hand turn lanes where warranted.

Policy TS-D.2: Encourage property owners to use a grid system for the street network that distributes traffic, provides routing options, and enhances walkability in new developments.

Policy TS-D.3: Incorporate best practices into streetscape design for existing and new streets, including the integration of transit, pedestrian and bikeway improvements.

Policy TS-D.4: Consider current national innovations for safe and efficient bike travel such as protected bikeways, buffered bike lanes, and bike boulevards. Target streets with underutilized capacity to expand the on-street bike network with high-quality bike facilities.

Policy TS-D.5: Tailor landscaping, streetscape, public facilities, cultural features and other programs to heighten the individual identity of distinct neighborhoods.

Policy TS-D.6: Anticipate and require bike and pedestrian facilities in new development and between new and existing development and adjacent communities, through mechanisms that include crosswalks, raised crossings, overpasses and underpasses and signalized intersections.

Action Step TS-D.6.1: Work with developers and business owners to ensure bicycle and pedestrian amenities (such as bike racks, benches, and pedestrian-scaled lighting) are incorporated into development plans and current business locations.



Policy TS-D.7: Connect existing neighborhoods and activity centers with streets, trails and pedestrian ways and bikeways where the community supports these investments.

Action Step TS-D.7.1: Review opportunities to repurpose streets in existing neighborhoods to better accommodate all modes of transportation.

Policy TS-D.8: Increase understanding among different transportation mode users through education to create a culture of courtesy.

Action Step TS-D.8.1: Continue and enhance the implementation of the Open Space, Parks, Recreation, and Trails Master Plan wayfinding signage for trails to increase understanding and ease of use.

Action Step TS-D.8.2: Continue to provide and expand online community information regarding the trail system.

Action Step TS-D.8.3: Develop an educational program (e.g., brochure, signage) related to the rules of the road for bicyclists, pedestrians, and others, and encourage bicycle safety training through the school district.

Goal TS-E: Regional Transportation Planning

Participate in and influence regional transportation planning efforts and Broomfield's accessibility to the regional multimodal network, while coordinating with neighboring communities to promote an efficient and integrated transportation system.

Policy TS-E.1: Encourage staff and elected officials to seek appointments and leadership roles on key committees in various organizations and actively participate to ensure that Broomfield projects are prioritized, coordinated, and funded.

Action Step TS-E.1.1: Continue regional and national relationships with transportation bodies and encourage Broomfield staff and officials to take even more leadership roles in regional transportation issues.

Policy TS-E.2: Proactively work with regional and state transportation agencies to encourage completion of regional transportation infrastructure projects. Key projects include Jefferson Parkway, Interstate 25/State Highway 7 interchange, U.S. Highway 36/State Highway 128 (120th Avenue) interchange and Interstate 25/Sheridan Parkway interchange. Seek to influence the final configuration of the Northwest Rail/B Line and North Metro Rail/N Line. These projects will shape future land use and regional connectivity in Broomfield.

Goal TS-F: Land Use and Transportation

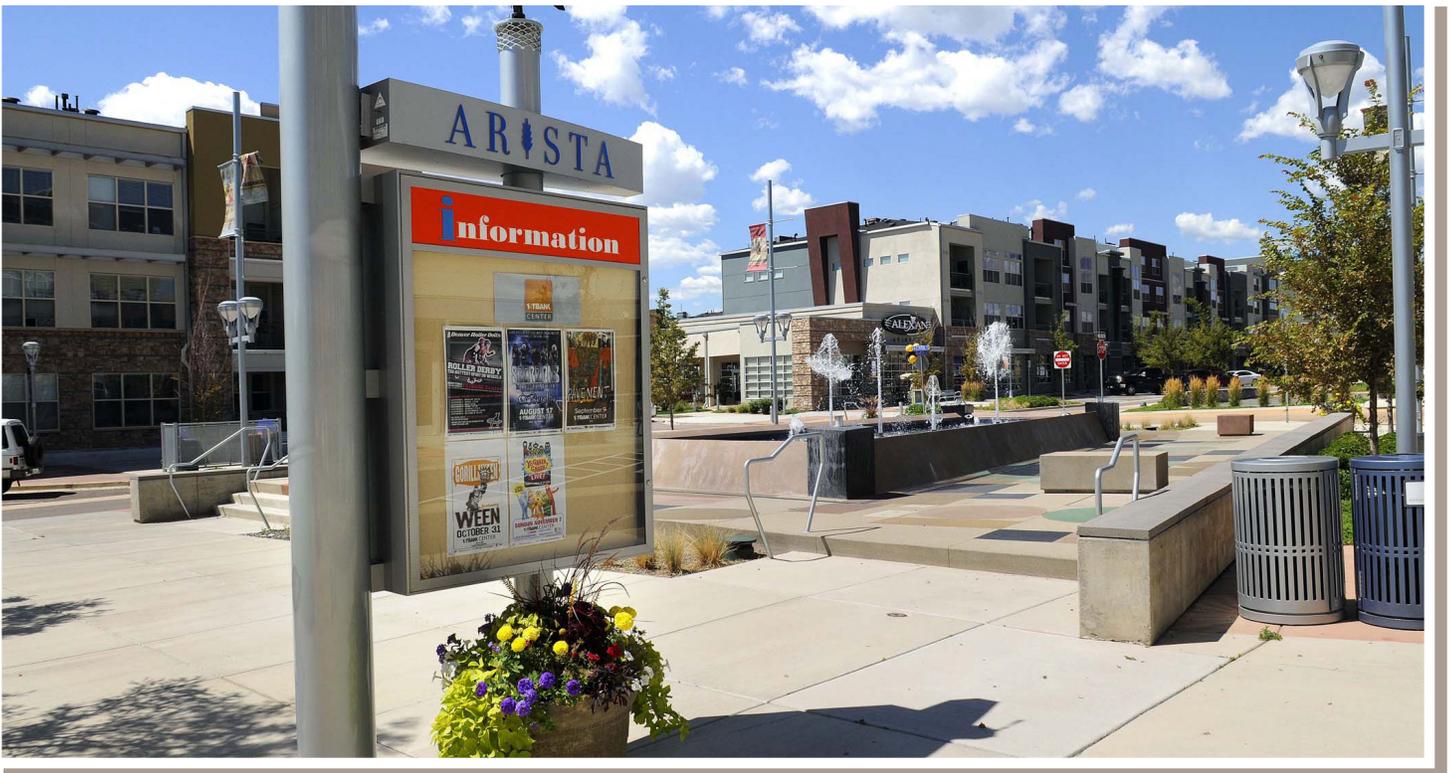
Integrate the multimodal transportation system to support and complement Broomfield's economic development plans and policies.

Policy TS-F.1: Coordinate development and redevelopment to maximize and take advantage of regional and local transportation corridors.

Policy TS-F.2: Create compact and mixed-use development in targeted locations to provide options that reduce dependency on automobiles.

Policy TS-F.3: Advocate connecting the North Metro Rail/N Line to Broomfield at or near the Interstate 25/State Highway 7 interchange.

Policy TS-F.4: Establish appropriate setbacks for major arterials to mitigate negative impacts such as noise, air quality, and light impacts on existing and future residences.



Goal TS-G: Sustainability

Maintain and improve existing transportation infrastructure in a socially, environmentally, and fiscally sustainable manner.

Policy TS-G.1: Seek regional, state, federal, and public/private partnership funding opportunities for multimodal transportation improvements.

Action Step TS-G.1.1: Pursue grant and/or other outside funding for alternative transportation improvements.

Action Step TS-G.1.2: Pursue opportunities for public/private partnerships to advance the multimodal transportation network through the development/redevelopment process.

Action Step TS-G.1.3: Coordinate with the Northwest Parkway Authority to maximize the capacity of the tollway to relieve east/west congestion on local streets (e.g., by using variable pricing).

Policy TS-G.2: Fund and maintain the existing transportation infrastructure in coordination with other departments.

Action Step TS-G.2.1: Coordinate utility improvements with transportation infrastructure updates.

Action Step TS-G.2.2: Continue to evaluate opportunities to improve bicycle and pedestrian accommodation as a part of street maintenance projects.

Policy TS-G.3: Promote and support vehicle charging and fueling stations (e.g., electric vehicle charging stations, CNG/biodiesel fueling stations).

Action Step TS-G.3.1: Advance increased funding for alternative vehicles and transportation improvements.

Policy TS-G.4: Avoid, minimize, and mitigate or improve environmental impacts of transportation projects to the extent reasonably practical.

Policy TS-G.5: Encourage transportation investments and projects that promote community health and wellness and encourage social connections.



5

OPEN SPACE, PARKS, RECREATION & TRAILS

A. OPEN SPACE, PARKS, RECREATION & TRAILS VISION

BROOMFIELD PRESERVES AND ENHANCES THOSE NATURAL AND RECREATIONAL PLACES THAT REFLECT THE HEART AND SOUL OF THE COMMUNITY.

B. CURRENT SITUATION & FUTURE TRENDS

Recreational opportunities and contact with nature not only improve a community’s quality of life, but they can also help counter the obesity epidemic, offset rising health care costs, and provide an important benefit to the local economy. As such, they have become an increasingly important factor in determining where to live or locate a business. Prospective residents and employers are attracted to locations that offer proximity and access to parks and open space. Cities are responding by looking at land use choices that support healthy lifestyles—including open space, parks, recreation and trails. Local policy makers are increasingly paying attention to the connection between health and the way communities are designed and branded.

Broomfield’s commitment to preserving open space and to providing park, trail and recreation opportunities is clear to the Broomfield community. In the [Broomfield 2015 Citizen Survey](#), over 90 percent of the respondents rated the quality of parks, open space and trails as excellent or good. The importance of open space to residents has also increased since the 2012 and 2007 surveys.

The 2005 City and County of Broomfield’s [Open Space, Parks, Recreation and Trails \(OSPRT\) Master Plan](#) articulates a vision based on residents’ expressed values about the natural and recreational qualities that make Broomfield a special community.

The Comprehensive Plan [Land Use Map](#) includes the overall vision illustrating the current open lands network throughout Broomfield. Specifically, the [OSPRT Master Plan](#) has been the primary tool providing guidance for Broomfield’s actions related to open lands acquisition and preservation, parks development and trail construction.

As stated in the Open Space, Parks, Recreation and Trails Master Plan, these values define the community’s heart and soul:

...the heart represented by parks and other civic spaces that bring Broomfield together as a community, &

...the soul represented by those open spaces that provide contemplation and appreciation, whether viewed from afar, experienced close at hand or near to home.

This plan established a comprehensive inventory of existing and needed resources and amenities and identified core goals and associated measures, principles and implementation strategies. Background, guidance and analytical justifications that support these overall goals and policies are included in that plan.

PROVIDING OPEN LANDS

Broomfield has worked actively to acquire, to preserve and, where suitable, develop open lands for public use. The term “open lands” is an umbrella concept that encompasses three subsidiary designations: park/recreational areas, open space and other open lands. The following definitions describe the unique attributes and purposes of Broomfield’s three types of open lands designations.

- **Parks and Recreational Areas:** These areas are the most intensively developed and used types of open lands. They may contain open irrigated turf areas for passive recreation, playing fields, hard courts, picnic areas, restroom facilities and other improvements.
- **Open Space Areas:** These areas are parcels intentionally protected from development and set aside for unstructured passive recreation and the appreciation of natural surroundings. They may contain trailheads and trails, fishing facilities, wildlife viewing areas and other facilities that support uses compatible with a site’s natural resources and conditions.
- **Other Open Lands:** These areas include golf courses, drainage/detention areas and other facility uses.

[Map 23](#), the Open Space, Recreation and Trails Map shows the current and proposed paths and trails connecting Broomfield’s conservation easements, open space and open lands, and city parks with regional trails and open space.

Table 1. Existing Open Lands by Type and Acreage

Open Lands (Acres)	Open Space	Parks	Other Open Land	Total Open Lands	% of Total
Public Open Space	2,614			2,614	32%
Conservation Easement	370			370	5%
Intergovernmental Agreement Broomfield/Boulder Counties	2,422			2,422	30%
Public Parks and Recreational Facilities		743		743	9%
Golf Courses			665	665	8%
Joint School Parks		177		177	2%
Private Park and Recreational Facilities		257		257	3%
Other Public Open Lands			821	821	10%
Private Open Lands			127	127	1%
Private Open Space	12			12	<1%
Subtotal:	5,418	1,177	1,613	8,208	100%
Broomfield County Planning Area (includes Broomfield/Boulder County Intergovernmental Agreement)				24,043	
Open lands as a percentage of total planning area average:	22%	5%	7%	34%	

Source: City and County of Broomfield, October 2016

Efforts have focused on connecting these public areas of the community by preserving an interconnected greenway system composed of open lands not only along the edges of Broomfield that provide a buffer to adjacent communities (the “Green Edge”) but also significant parcels of land within the community. From a quantitative standpoint, the [OSPRT Master Plan](#) calls for the preservation of approximately 40 percent (estimated as 9,617 acres) of Broomfield’s planning area as open lands. Currently, approximately 34 percent, or just under 8,119 acres, of the planning area consists of open lands. Projects under way include improvements to open lands at McKay Lake and Lambertson Farms with the addition of regional trail connections, environmental education facilities, habitat enhancements and public recreational opportunities.

LEVEL OF SERVICE

The Level of Service maps ([Maps 24](#), [25](#), and [26](#)) provide a helpful analysis of the location of open lands throughout the community. The Level of Service concept is based on the goal to ensure that residents in all areas of the City have comparable access to open space, parks and recreation facilities and programs, and trails. A half mile distance is typically used to identify public access to parks, opens space, recreation, and trails.

Examples of other factors to consider in determining if a parcel should become part of the open lands system include:

- Open Space considerations may include the parcel’s scenic quality, connectivity to other open lands, trail corridor potential, environmental quality and wildlife value, historic relevance, and ability to create community buffers.
- Park Land considerations may include the size of the parcel for a needed facility or recreational use, suitability of the terrain for recreation, connectivity to existing facilities, accessible to a variety of transportation options (trails, transit, bike lanes, cars), significant views and natural features.



CONNECTING IT ALL TOGETHER

A second priority strongly and consistently voiced by the Broomfield community is the need to develop a well-connected trails network to create a “walkable” community. Older developed areas are the biggest challenge to completing this network, because missing links are difficult to build in locations occupied by existing homes and other improvements. Until the mid-1980s, new developments often were not required to provide trails. The majority of the existing trail network has been built since the mid-1980s. See [Map 18, Existing and Proposed Trail Network](#).

Addressing this need presents an opportunity to provide for biking and walking as alternate modes of transportation that link key public areas together. Trail connectivity provides an opportunity for citizens to walk and ride to many destinations instead of relying solely on the automobile to meet transportation needs. Currently, there are 88 miles of multiuse concrete trails, approximately 26 miles of soft surface trails, 95 miles of detached sidewalks and 72 miles of on-street bike lanes, as shown on [Map 18, Existing and Proposed Trail Network](#). The [OSPRT Master Plan](#) fully analyzed the “missing links” needed to complete a comprehensive trail network through Broomfield, and many of them have been completed since 2005.

Connecting Broomfield

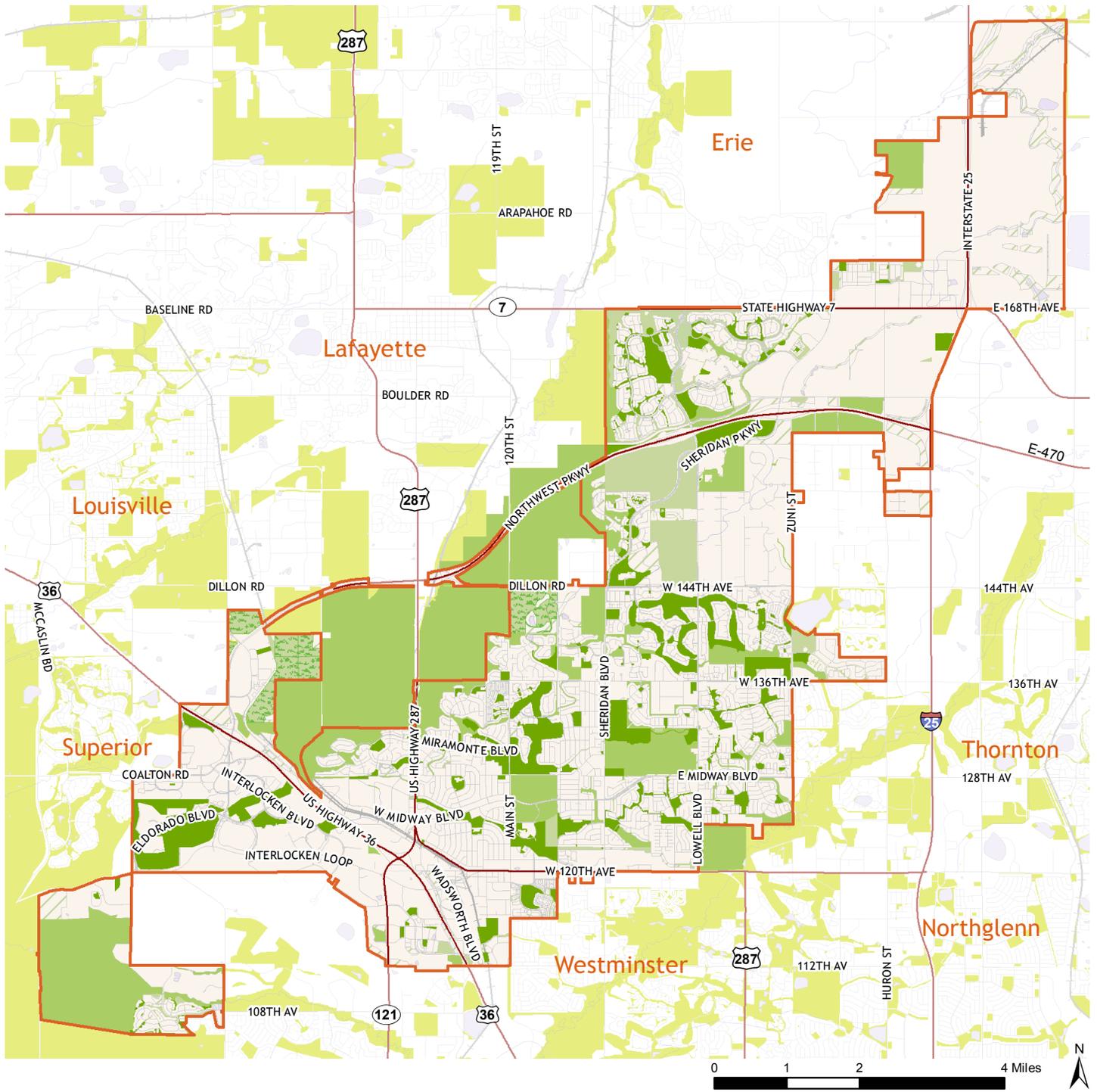
88 miles of multiuse trails

26 miles of soft surface trails

95 miles of detached sidewalks

72 miles of on-street bike lanes

Map 23. Open Lands

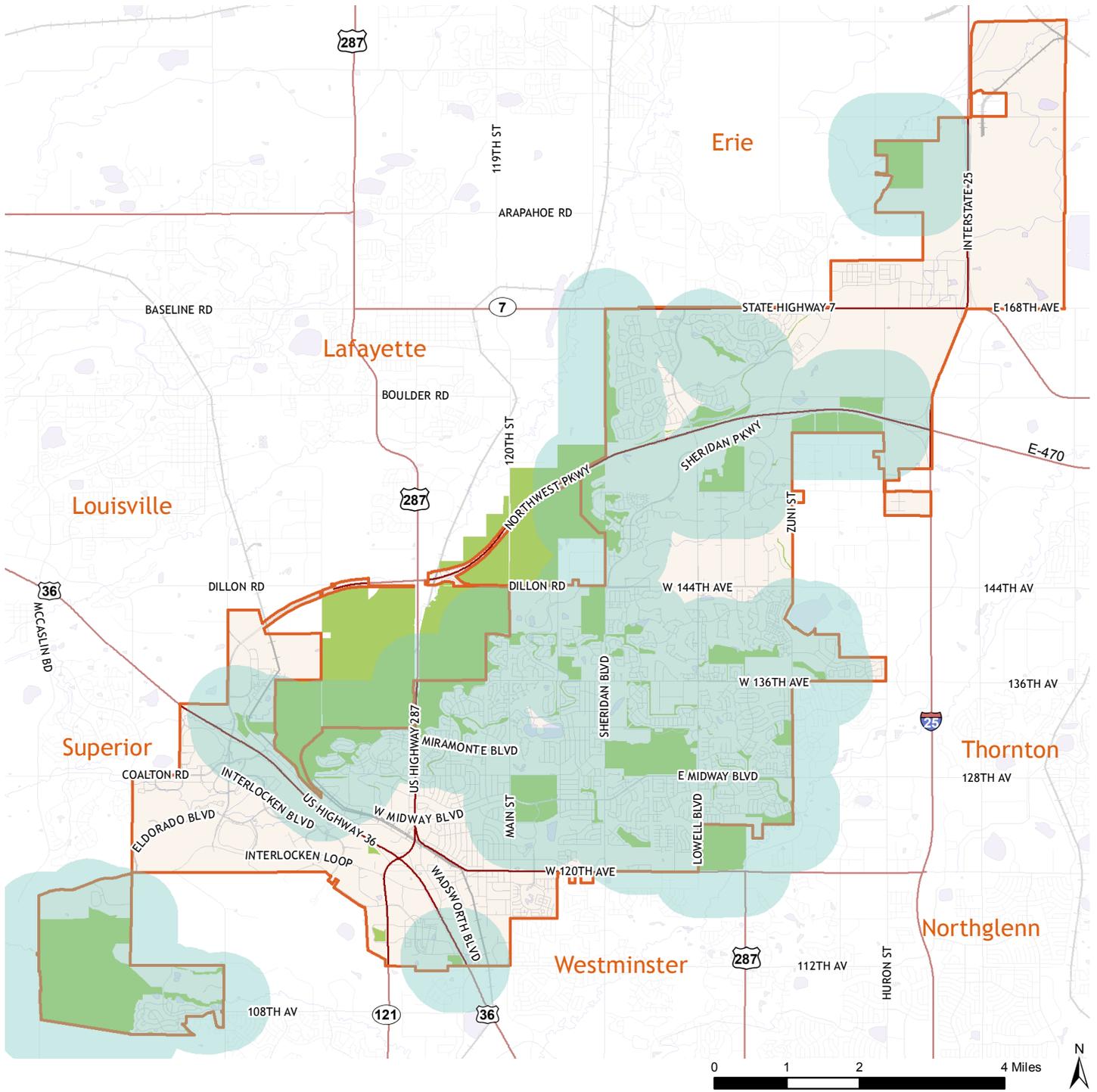


Source: Broomfield GIS Department; CDOT

LEGEND

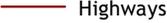
- | | | |
|-------------------------------|---|---------------------------------|
| City and County of Broomfield | Creeks, Ditches and Canals | Conservation Easement |
| Interstate | Waterbody | Open Space |
| Highways | Open Lands Outside Broomfield, Owned by Others | Other Public/Private Open Lands |
| Streets | Additional Open Lands Identified on Land Use Map | City Parks/School Parks |
| Railroad | Note: This designation is not inclusive of all future open lands. | |

Map 24. Open Space Level of Service

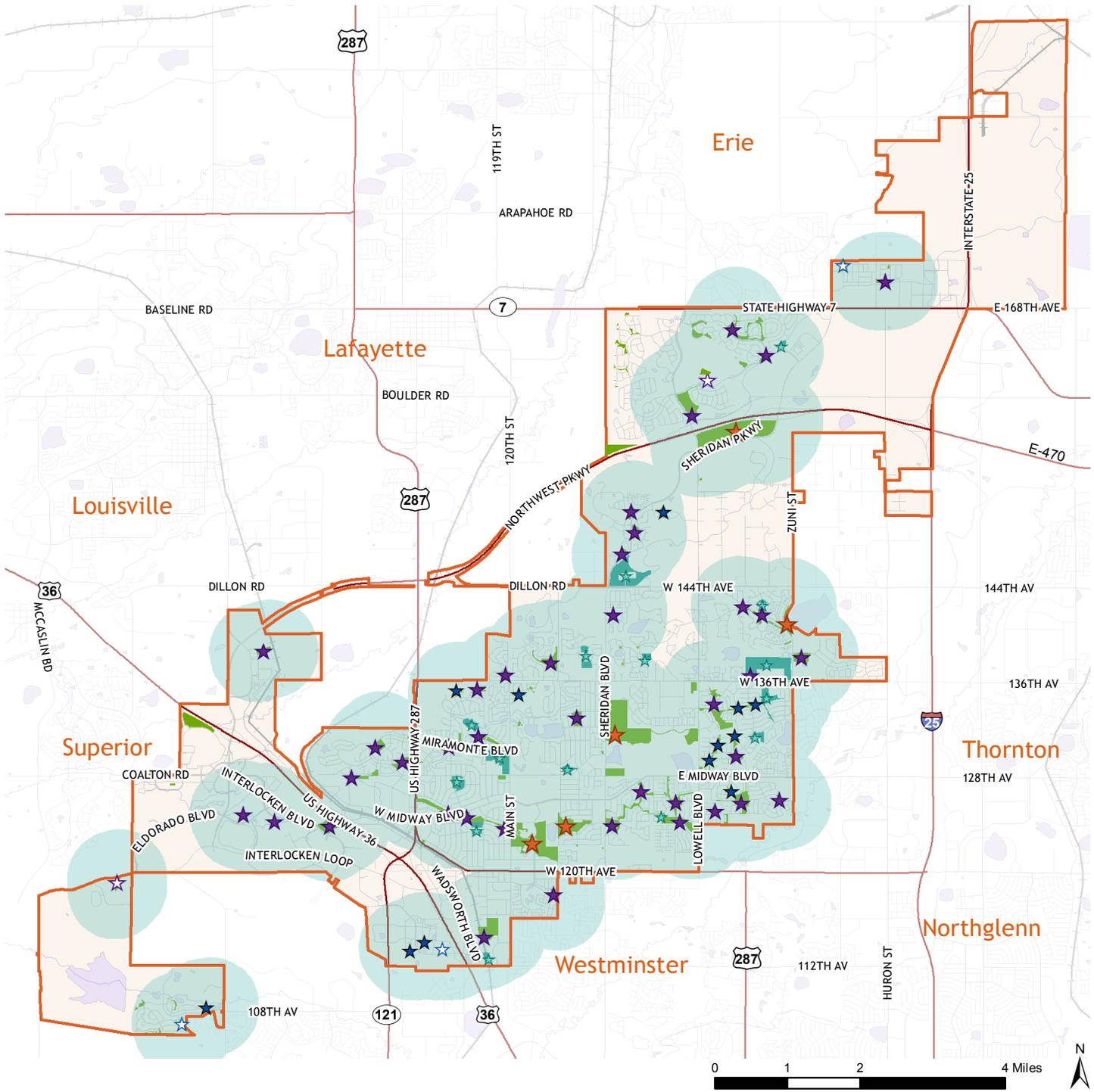


Source: Broomfield GIS Department; CDOT

LEGEND

-  City and County of Broomfield
-  Interstate
-  Highways
-  Streets
-  Railroad
-  Creeks, Ditches and Canals
-  Waterbody
-  Open Space
-  Open Space Half-Mile Buffer

Map 25. Parks Level of Service

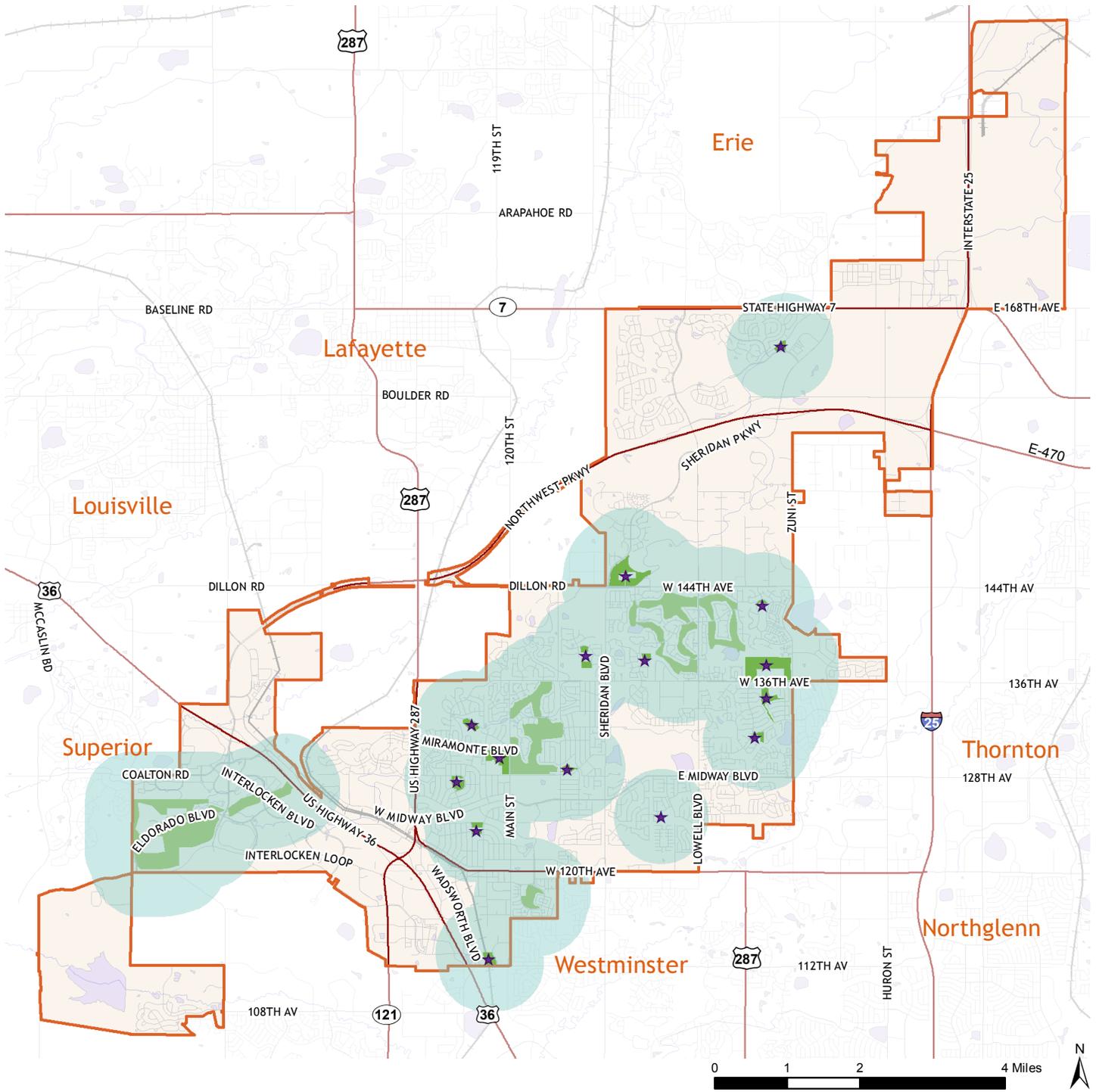


Source: Broomfield GIS Department; CDOT

LEGEND

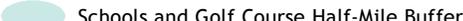
- | | | | | | | | |
|--|-------------------------------|--|----------------------------|--|--------------------------|--|--------------------|
| | City and County of Broomfield | | Creeks, Ditches and Canals | | Community Park | | Pocket - not built |
| | Interstate | | Waterbody | | Neighborhood | | School |
| | Highways | | Public Park and Recreation | | Neighborhood - not built | | School - not built |
| | Streets | | School Park | | Pocket Park | | |
| | Railroad | | Parks Half-Mile Buffer | | | | |

Map 26. Schools and Golf Courses Level of Service



Source: Broomfield GIS Department; CDOT

LEGEND

-  City and County of Broomfield
-  Interstate
-  Highways
-  Streets
-  Railroad
-  Creeks, Ditches and Canals
-  Waterbody
-  Golf Course
-  School Park
-  Schools and Golf Course Half-Mile Buffer
-  Schools

C. GOALS & POLICIES

Goal OP-A: Forty Percent Open Lands

Provide approximately 40 percent of Broomfield's planning area as open lands.

Policy OP-A.1: Develop and maintain an integrated and comprehensive system based on level of service to inventory, and evaluate and prioritize potential open lands for purchase and/ or preservation. The appropriate level of service to residents should closely resemble Broomfield's existing commitment to open lands.

Action Step OP-A.1.1: Maintain and update the [OSPRT Master Plan's](#) inventory of prioritized potential open space and park lands.

Action Step OP-A.1.2: Prepare an annual implementation progress report to inform the community regarding future open lands funding and acquisition strategies by summarizing progress toward open land goals. The report would also detail the acres of open lands obtained from dedications, existing sales tax acquisitions and other sources and means.

Policy OP-A.2: Pursue the preservation or acquisition of high-valued open space, parks properties and trail easements, while achieving the overall open lands goal by strategically applying a full range of acquisition, preservation and financing options.

Action Step OP-A.2.1: Identify an alternative financing strategy for investment in the acquisition of open lands. These strategies could include bonding, certificates of participation or other debt mechanisms.

Action Step OP-A.2.2: Consider and prepare revisions to the [Broomfield Municipal Code](#) to facilitate the acquisition and/or preservation of desirable open lands in accordance with the Comprehensive Plan [Land Use Map](#) and the [OSPRT Master Plan](#). The [OSPRT Master Plan](#) identifies such potential revisions as establishing criteria for clustered development and a transferable development rights (TDR) program.

Action Step OP-A.2.3: Acquire or otherwise conserve high-priority open lands using a variety of dedicated local funding sources. A compilation of potential dedicated funding sources is identified within the [OSPRT Master Plan](#).

Action Step OP-A.2.4: Establish a foundation or partner with an existing foundation to help with purchasing and conserving open lands.

Action Step OP-A.2.5: Expand partnerships with neighboring jurisdictions to include intergovernmental agreements (IGAs), and project-specific affiliations for joint acquisition and management. Also, expand partnerships with other organizations within the community to leverage Broomfield resources to acquire and/or preserve desired open lands.

Action Step OP-A.2.6: Actively solicit property donations of priority open lands in exchange for tax benefits for the property donor.

Action Step OP-A.2.7: Analyze the viability of using a TDR program to conserve open land in Broomfield as an alternative to acquiring open land properties.

Action Step OP-A.2.8: Consider and prepare revisions to expand the criteria in the [Broomfield Municipal Code](#) by which to evaluate the appropriateness of accepting cash-in-lieu of land dedication. The [OSPRT Master Plan](#) identifies potential conditions for when this mechanism may be appropriate.

Action Step OP-A.2.9: Analyze the viability of using cluster zoning to acquire open lands.



Goal OP-B: Interconnected Public Open Lands System

Connect public spaces with paths and greenways within and between existing and new areas of the community in order to provide continuous green space throughout the community benefiting wildlife, enhancing recreational experiences, and increasing Broomfield's walkability.

Policy OP-B.1: Design trail connections to link open space, parks, recreational facilities and other public places (e.g., schools, libraries, employment areas) into an integrated system. The trail system should connect recreational opportunities, support a variety of uses, enhance community image, overcome such community barriers as regional roadways and rail lines and offer alternatives to motor vehicle travel and commuting.

Action Step OP-B.1.1: Prioritize and develop the key missing links and needed facilities to overcome community barriers in Broomfield's trail system.

Action Step OP-B.1.2: Extend the Broomfield Trail through the length of the planning area generally following the Community Ditch corridor.

Policy OP-B.2: Use existing natural or human-made corridors (e.g., drainageways, ditch corridors, utility corridors) to support connections where feasible.

Policy OP-B.3: Where off-street trail connections are not feasible, provide safe, user-friendly, and well-marked on-street connections that maximize separation

between pedestrians/cyclists and vehicles, and that make arterial street crossings safe and that provide a pleasant experience.

Policy OP-B.4: Acquire land for parks and open space that provide physical connections to adjacent open lands and that complete missing components of the overall system, including the need for larger community parks, regional parks and a large athletic complex.

Policy OP-B.5: Partner and coordinate with municipal, county, state and local neighbors to complete intercommunity and regional connections.

Policy OP-B.6: Face greenways that extend through residential neighborhoods with active uses, front doors, open fences or local streets to maintain safety within these areas. Avoid lining greenway systems that extend through residential neighborhoods with solid fences.

Action Step OP-B.6.1: Update residential greenway and open space standards to promote visibility and safety.



Goal OP-C: Community Image and Identity

Use open space, parks, trails, and recreational facilities to reinforce a strong community image and identity and to improve quality of life.

Policy OP-C.1: Develop and implement evaluation criteria for assessing potential land acquisitions that capture important community values (e.g., views, ability to experience and connect with natural areas, and wildlife “close to home”) and that support rather than conflict with proposed development types.

Policy OP-C.2: Acquire or develop “signature” facilities or properties that become important landmarks for the community. These may include premium open space properties, developed parkland, or a well-connected trails system distributed throughout the community. Examples include The Field, Broomfield County Commons and the proposed reservoir along Lowell Boulevard.

Action Step OP-C.2.1: Develop off-leash dog parks and alternative approaches to their management.

Policy OP-C.3: Acquire or develop properties that are physically contiguous and form a connected system. A well-connected green-space system will help establish a strong community identity, as well as strengthen the Green Edge buffer between Broomfield and adjacent communities.

Action Step OP-C.3.1: Consider and prepare amendments to the [Broomfield Municipal Code](#) regarding parks and open space to encourage the dedication of compact and usable open space or parkland parcels.

Action Step OP-C.3.2: Aggressively pursue IGAs with Weld County, Adams County and Westminster to designate border land for mutually beneficial open space.

Action Step OP-C.3.3: Continue to cooperate with other communities to increase, preserve, and maintain

the Green Edge and to take full advantage of open space, parks, recreational areas, and trails in the region.

Policy OP-C.4: Establish design standards for parks, trails, and facilities that encourage durability, that are responsive to unique site conditions, and that generally promote sound stewardship of Broomfield’s natural resource areas.

Action Step OP-C.4.1: Consider and prepare design standards for park construction that address size, location, typical facilities, parking and amenities.

Action Step OP-C.4.2: Consider and prepare design standard modifications to Broomfield’s Standards and Specifications for trails, bike lanes and walkways.

Action Step OP-C.4.3: Update maintenance practices to incorporate new technology in design standards (e.g., WiFi, QR codes [smartphone-readable barcodes]).

Policy OP-C.5: Employ a consistent identity and signage program that allows residents and visitors to easily recognize Broomfield properties and facilities and that provides effective wayfinding.

Action Step OP-C.5.1: Consider and prepare an educational program regarding trail and recreational facility use etiquette.

Action Step OP-C.5.2: Update signage program to incorporate new technology in design standards (e.g., WiFi, QR codes).

Policy OP-C.6: Incorporate distinctive public art into parks and trail corridors, within a public art program.



Goal OP-D: Stewardship

Careful and responsible management of open space and stewardship of natural resources.

Policy OP-D.1: Develop and implement a variety of tools and strategies to creatively protect and preserve significant open lands and wildlife habitat.

Action Step OP-D.1.1: Consider and prepare revisions to the [Broomfield Municipal Code](#) to encourage the use of naturally sloped and vegetated swales for stormwater conveyance in lieu of storm sewers.

Action Step OP-D.1.2: Consider and prepare revisions to the [Broomfield Municipal Code](#) to promote the protection of ridgelines, high points within the community, and scenic views.

Action Step OP-D.1.3: Continue to adopt guidelines for open space management that minimize the use of toxic chemicals in controlling pests and weeds.

Policy OP-D.2: Establish clear guidelines for public use of open space areas that are grounded in their inherent natural resource values and that provide for public enjoyment without compromising these inherent qualities.

Action Step OP-D.2.1: Consider and prepare amendments to the [Broomfield Municipal Code](#) to update the Open Space Zone District provisions in order to be consistent with the intent and recommendations provided by the [OSPRT Master Plan](#), and update the Zoning Map to ensure that all city-owned and dedicated properties are zoned as open space.

Action Step OP-D.2.2: Review Broomfield’s [Guidelines for Management and Maintenance of Open Spaces](#).

Policy OP-D.3: Develop area management plans for open space areas of a significant size that define appropriate and allowable uses, management strategies and restoration, or remediation activities needed to enhance the health and the functioning of the resource, and that maximize public enjoyment and uses.

Policy OP-D.4: Encourage environmentally sustainable site and building design.

Action Step OP-D.4.1: Strive to incorporate Green Building Council guidelines when developing or renovating park, recreational or trail facilities.

Action Step OP-D.4.2: Create metrics for evaluating and negotiating development with sustainable design.

Policy OP-D.5: Develop environmental quality protection standards that can be implemented in conjunction with Broomfield’s development review process to provide additional protections for valued open space, parks, and recreational and trail resources.

Action Step OP-D.5.1: Consider and prepare amendments to the [Broomfield Municipal Code](#) to identify the types of natural areas and features that should be conserved through the open space public land dedication requirements for new residential development.

Action Step OP-D.5.2: Consider and prepare amendments to the [Broomfield Municipal Code](#) to stipulate that parkland should meet the specific program and environmental criteria defined in the [OSPRT Master Plan](#).

Action Step OP-D.5.3: Consider and prepare amendments to the [Broomfield Municipal Code](#) to better ensure that stormwater detention areas provide truly usable parkland or open space exhibiting a natural character before they may be credited toward a project’s public land dedication requirements.

Action Step OP-D.5.4: Consider and prepare developing management and maintenance guidelines to promote better stewardship of community open lands.

Action Step OP-D.5.5: Incorporate environmental standards in [Broomfield Municipal Code](#).

Policy OP-D.6: Address the process and transparency for any proposed change of use, trade or lease of any open land property that is owned as fee simple by the City and County of Broomfield.

Action Step OP-D.6.1: Consider and prepare options to establish criteria and procedures for evaluating and approving the possible future disposal, change in use, trade or lease of designated open lands. Any such devised process should provide substantial opportunities for public input.

Policy OP-D.7: Expand partnerships with neighboring jurisdictions, nonprofits entities, and other organizations within the community to promote stewardship programs and volunteer initiatives and to implement the [OSPRT Master Plan’s](#) goals and objectives.

Action Step OP-D.7.1: Work with existing environmental education programs, such as the volunteer-based Broomfield Nature Program, to develop brochures, programs and educational programs (classes, tours) to promote stewardship of open space lands and compliance with established rules and conservation design guidelines.

Action Step OP-D.7.2: Adopt a leadership role in promoting volunteer activities that benefit open space, trails and parks.

Policy OP-D.8: Establish and use standards, policies, and practices that encourage and support the protection of wildlife and wildlife and plant habitats.

Action Step OP-D.8.1: When developing undeveloped property, relocate displaced wildlife. When relocation is not a viable option, euthanasia should be done as humanely as possible.

Action Step OP-D.8.2: Consider revision of the [Broomfield Municipal Code](#) regarding requirements for a wildlife/environmental analysis regarding proposed greenfield development and methods to mitigate adverse impacts of proposed development projects.

Action Step OP-D.8.3: Implement the [OSPRT Master Plan's](#) baseline management plan for each open space property to assess quality of vegetation, wetlands, wildlife habitat and waterways for potential enhancement and restoration. Identify critical habitat areas and take steps to protect those areas.

Action Step OP-D.8.4: Continue to define and implement open space maintenance requirements.

Action Step OP-D.8.5: Use permaculture principles to maintain and enhance natural areas and trails and to promote and protect native species of plants and animals when possible.

Goal OP-E: Future Needs

Develop a proactive approach to meeting future open space, parks, and recreation needs.

Policy OP-E.1: Regularly analyze service capabilities in terms of access and acreage of Broomfield's recreational facilities and programs against generally recognized established measures to identify areas for improvement. Regularly update buildout projections and locations for residential growth to update projected needs for facilities.

Action Step OP-E.1.1: Consider and prepare a facility program for a new recreation center, and evaluate the suitability of alternative potential locations for the center within the community.

Action Step OP-E.1.2: Periodically analyze resident participation in organized athletic leagues and the leagues' use of Broomfield facilities to ensure that an appropriate level of facilities and programs is provided.

Action Step OP-E.1.3: Periodically analyze other communities' participation in Broomfield-sponsored leagues and out-of-community use of Broomfield facilities to develop reimbursement policies that ensure that out-of-community use of Broomfield facilities is accompanied by appropriate compensation.

Action Step OP-E.1.4: Update and evaluate existing teen programs and facilities to meet the needs of the community.

Action Step OP-E.1.5: Review current build-out projections for residential areas, commercial areas, and open lands.

Policy OP-E.2: Establish strategic partnerships with surrounding communities and nonprofit entities and schools to provide for shared facilities and specialized-use facilities and parks that serve existing neighborhoods..

Policy OP-E.3: Incorporate established service standards for parks and open space as public land dedication requirements that are part of the [Broomfield Municipal Code](#). The [OSPRT Master Plan](#) identifies potential service standards for open space, parks and public land dedications.

Action Step OP-E.3.1: Consider and prepare modifications to Broomfield's service standards for each type of park facility to ensure that the mix of park types reflects the community's needs and expressed values.

Action Step OP-E.3.2: Include [OSPRT Master Plan](#) dedication requirements as an amendment to the [Broomfield Municipal Code](#).

Action Step OP-E.3.3: Revise the public land dedication formula to reflect increased open space and park needs for multifamily development.

Policy OP-E.4: Establish guidelines for accommodating emerging recreational needs and preferences into existing community lands and on lands that may be provided by private partners.

Action Step OP-E.4.1: Consider and prepare revisions to the Broomfield [Municipal Code](#) to establish design standards for such items as amenities and furniture for parks, open space and trails provided by developers. The [OSPRT Master Plan](#) identifies potential quality and quantity standards.

Policy OP-E.5: Reflect the variation of recreational needs for young adults and aging seniors in park design, access to open space, and connectivity of the trail system.

Goal OP-F: Distribution of Facilities

Promote the equitable distribution of open space, parks, recreational, and trail facilities.

Policy OP-F.1: Promote access for populations with special needs to appropriate recreational, open space, and trail facilities in compliance with applicable federal accessibility requirements.

Action Step OP-F.1.1: Consider and prepare accessibility standards and guidelines for appropriate recreational and trail facilities.

Policy OP-F.2: Regularly analyze the service capabilities in terms of access and acreage to Broomfield’s recreational facilities and programs against established measures for major geographic areas of the City. Those areas falling below 50 percent of the established service standard should be targeted for improvements.

Action Step OP-F.2.1: Prepare and consider amending the [Municipal Code](#) regarding parks to encourage that parks are accessible, secure and visible to the residents they are intended to serve.

Action Step OP-F.2.2: Provide a park within one-fourth mile of every home where feasible.

Action Step OP-F.2.3: Study to identify economically challenged areas of the community, and create additional policies/ actions to create relative equity in access to open lands.

Action Step OP-F.2.4: Incorporate the recommendations from the [Athletic Field Use and Demand Analysis Study](#).

Policy OP-F.3: Promote accessibility to facilities and programs for residents regardless of income level.

Action Step OP-F.3.1: Evaluate and adjust, as necessary, Broomfield’s existing recreation program participation and its facility admittance fee assistance programs.

Action Step OP-F.3.2: Promote a scholarship program for the underserved to fulfill the need for affordable recreational programs.



6

ECONOMIC DEVELOPMENT

A. ECONOMIC DEVELOPMENT VISION

BROOMFIELD CONTINUES TO EVOLVE INTO A VIBRANT AND ECONOMICALLY DIVERSIFIED COMMUNITY WITH COMPETITIVE ADVANTAGES THAT SUPPORT ESTABLISHED BUSINESSES, NEW BUSINESSES AND ENTREPRENEURS, AND WITH A STRATEGIC MIX OF USES AND INDUSTRY SECTORS THAT SUPPORT JOBS AND A SUSTAINABLE LONG-TERM TAX BASE. BROOMFIELD ENTHUSIASTICALLY PARTNERS WITH LOCAL BUSINESSES AND COMMUNITY ORGANIZATIONS TO ATTRACT, RETAIN, AND SUPPORT BUSINESS EXPANSIONS. RESIDENTS, AS WELL AS THOSE LIVING OUTSIDE THE CITY, HAVE OPPORTUNITIES TO WORK AT JOBS IN THE PUBLIC AND PRIVATE SECTORS AND TO PARTICIPATE IN THE EMERGING NONTRADITIONAL SECTORS OF THE GLOBAL ECONOMY.

B. CURRENT SITUATION & FUTURE TRENDS

Employment conditions and opportunities directly impact economic growth and development; they are indicative of the strength of the local economy and future growth potential. As Broomfield continues to strengthen its economic base, it is important to consider the profile of the emerging workforce, the mix of industries, the jobs-to-housing ratio, and the regional and national trends affecting employment.

The economic downturn highlighted the importance of a diversified economy—regionally locally. In particular, the Denver-Aurora-Broomfield Metropolitan Statistical Area

(MSA) suffered sizable job losses following the 2008 Great Recession, according to the Colorado State Department of Labor and Employment. Since that time, there has been an ongoing effort to emphasize industrial and commercial businesses in the area. Broomfield’s future economic sustainability will depend on economic development efforts that encourage continued diversity and balance with respect to job growth. The target industries for expansion over the next decade in Broomfield include:

- Healthcare and Education
- Professional and Business Services
- Financial Activities
- Information
- Aerospace Engineering
- Bioscience Engineering

Broomfield is uniquely positioned to redevelop existing commercial centers and to establish new ones in the developing neighborhoods in the northern section of the community. Because of its central location between Denver and Boulder, Broomfield is a highly attractive expansion and target location for many new businesses. As illustrated in [Map 27](#), U.S. Highway 36 is a key employment corridor for Broomfield.

The average single-family household pays monthly:

\$72 in property tax

\$108 in sales tax

\$180 total for basic Broomfield services

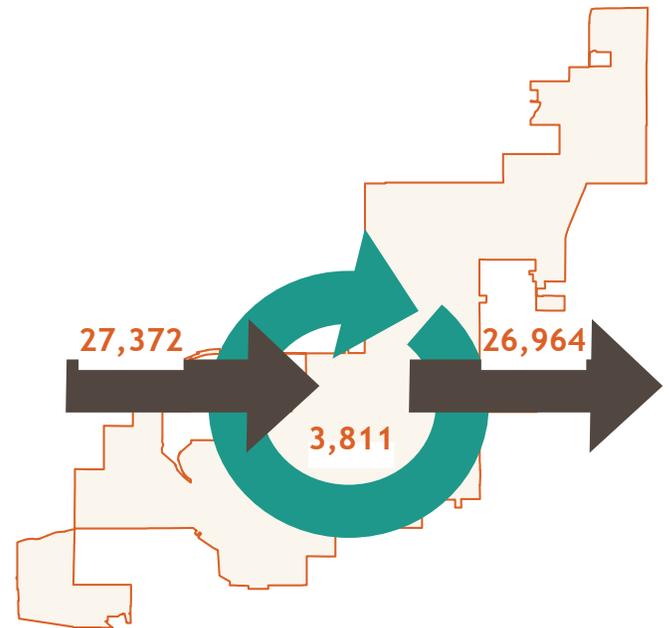
Source: 2015 Community Report

JOBS-HOUSING BALANCE

Generally, comparing employment numbers with household data can be a good indicator of whether a community is a net importer or exporter of employment. A ratio of 1.0 suggests that there is one job per every household; therefore, ratios above 1.0 suggest that a community is a net employment importer, while ratios below 1.0 suggest that residents tend to work outside the community. According to 2014 U.S. census data for employment and households, Broomfield's jobs-to-housing ratio was 1.3, making it a regional employment center for the northwestern Denver metro area.

Even with the presence of more jobs than households in Broomfield, its location and economic connection with the larger metro area supports a regional exchange of employment. With a large number of in-commuters and out-commuters, Broomfield has a relatively small population that both lives and works in Broomfield. According to 2014 city data from the U.S. Census Bureau's Center for Economic Studies, 27,372 people commute into Broomfield for work and 26,964 people leave Broomfield to work. This leaves only 3,811 people who both live and work in Broomfield, as shown in [Chart 14](#).

Chart 14. Commuting Patterns In and Out of Broomfield



Source: U.S. Census Bureau's Center for Economic Studies (2014)

CITY AND COUNTY SCALE

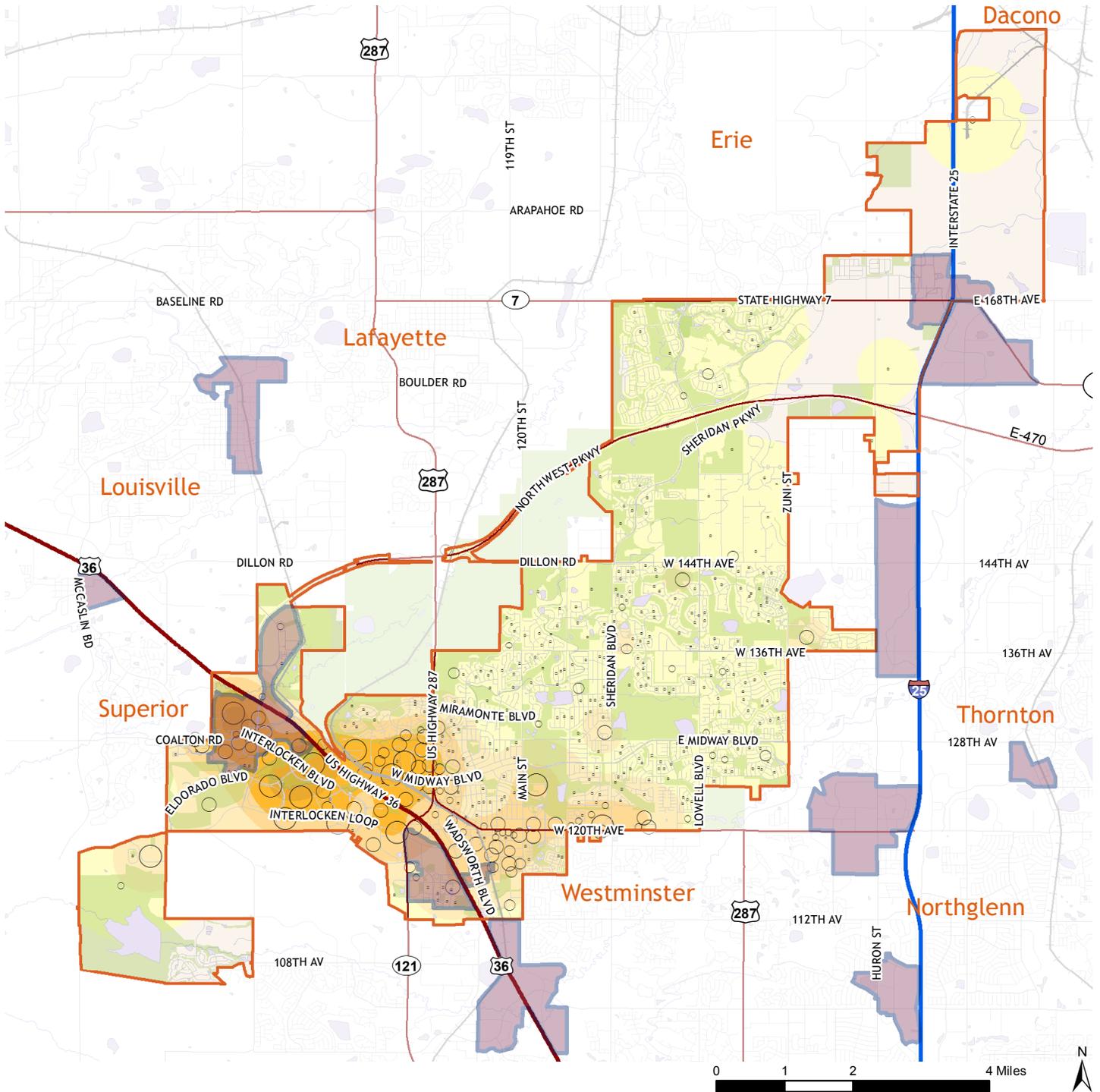
Just as regional malls are somewhat fragile in the face of new competition, mobile consumers, and digital technology, so too are community commercial retail centers. The impacts of regional mall and community centers, whether aging or struggling due to new competition, are felt much more acutely at the neighborhood level in grocery-anchored centers. In the previous decade (1995-2005), Broomfield experienced a similar pattern to that of many suburban Denver communities—new centers in the community and in neighboring communities attracting sales away from existing centers. While this development pattern has increased sales tax revenues within Broomfield, it has done so at the expense of older neighborhood centers, resulting in higher vacancy rates and lower rents.

Broomfield's ability to promote new retail development while not adversely impacting existing retail centers is a substantial economic development challenge. A recent retail study commissioned by the City and County of Broomfield highlighted the impact of retail competition among neighboring communities, showing how areas such as Flatiron Marketplace have been adversely impacted by market factors, such as the financial troubles of Sears Holdings that resulted in the closing of the major anchor, Great Indoors, and local competition with new retail

centers in the region. The success of such an effort will depend on Broomfield's ability to work with retail property owners, developers, and other partners to identify emerging retail trends and assist in user diversification and/or redevelopment planning to ensure that retailers feel spaces offered in Broomfield provides retail spaces that contribute to a positive shopping experience.

Chart 2 from the [2016 Community Report](#) illustrates vacancy trends by business type in Broomfield. Retail vacancy has risen from around 7 percent in 2011 to just over 13 percent by the end of 2015, driven mainly by the closure of several large-format retail stores such as the Great Indoors (closed in 2012), K-Mart (closed in 2012), Safeway (closed in 2014), and Best Buy (closed in 2015). Conversely, industrial vacancy rates have decreased substantially over the same period, dropping from over 12 percent in 2011 to roughly 4 percent in 2015, which has pressured industrial and flex-space developers to build new facilities. Demand for office space has sharply decreased since 2013, dropping from approximately 15 percent to roughly 7 percent by the end of 2015, which has also pressured office developers to construct new space.

Map 27. Employment



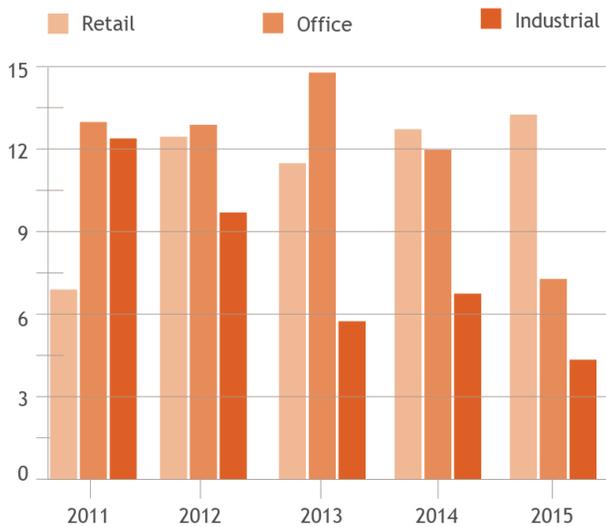
Source: Broomfield GIS Department; CDOT; U.S.Census Bureau, Center for Economic Studies 2014(OnTheMap); DRCOG

LEGEND

	City and County of Broomfield		Creeks, Ditches and Canals
	Interstate		Waterbody
	Highways		Open Lands
	Streets		DRCOG Urban Centers
	Railroad		

Places of Employment	Jobs per Square Mile		
	1 - 20 Employees		5 - 507 Jobs per SqMi
	21 - 50 Employees		508 - 2,013 Jobs per SqMi
	51 - 100 Employees		2,014 - 4,523 Jobs per SqMi
	101 - 500 Employees		4,524 - 8,038 Jobs per SqMi
	501 - 4013 Employees		8,039 - 12,557 Jobs per SqMi

Chart 15. Vacancy Rate Over 5 Years



Source: 2016 Community Report

NEIGHBORHOOD SCALE

Neighborhood-scale businesses and services provide the opportunity to directly support the local community and, therefore, are most scrutinized by residents. Larger community-scale businesses like franchises are oriented toward pass-by vehicle traffic and, therefore, thrive due to quick brand recognition.

The public outreach process for this Comprehensive Plan Update revealed that many community members want to encourage locally owned businesses. Some of these businesses include nonretail and service establishments that can be located in specialized industrial and commercial areas separate from the residential neighborhoods.

EMPLOYMENT

CNN Money identified Broomfield as one of the top 25 counties with growing businesses for “where the jobs are” in 2014. Even through the Great Recession, Broomfield had lower unemployment rates than both the Colorado and national averages. According to the Bureau of Labor Statistics, in 2015, Broomfield had an unemployment rate of 3.3 percent, compared with 3.9 percent in Colorado and 5.3 percent in the United States as a whole. With new companies announcing expansion and relocation to Broomfield every year, jobs are expected to continue to grow over the next decade.

Investments to Support and Encourage Small Businesses:

- Annual funding to Broomfield Chamber of Commerce to provide access to business resources and free consulting to small businesses
- Support to the North Metro Denver Small Business Development Center to provide access to free and reduced cost counseling and training programs for small businesses
- Funding for Enhance Broomfield, a building improvement program designed specifically for small business.

Source: Broomfield Economic Development Department 2015

Broomfield companies can work with the City and County to secure tax rebates for projects that have some public benefit. We anticipate that several of these initiatives will continue over the next decade. A sample of such rebates or grants include:

- Sales Tax Rebates
- Use Tax Rebates
- Business Personal Property Tax Rebates
- Real Property Tax Rebates
- Tax Incremental Financing
- Enhance Broomfield Grants

Table 2. Employment Level of Broomfield Companies

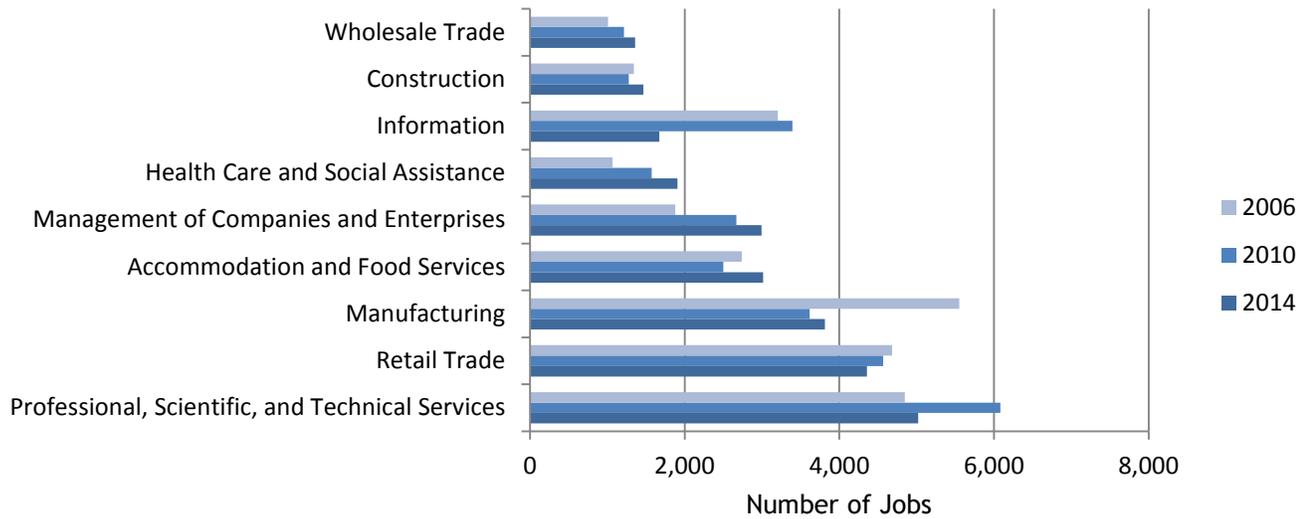
	Number of Employees	Number of Companies
Small	0-49	2,641
Medium	50-249	105
Large	250+	17

Source: Broomfield Economic Development Department, 2015

As shown on [Map 27, Employment](#), the majority of jobs in Broomfield are concentrated along U.S. Highway 36 and 120th Avenue, with an even spread of smaller business throughout the community. This map also illustrates the opportunity for new job and economic centers as Broomfield develops to the north, along Interstate 25.

Industries that have shown the strongest growth between 2006 and 2014 are professional, scientific, and technical services; healthcare and social assistance services; and accommodation and food services—for an overall establishment increase of 260 new businesses. The largest industries in Broomfield, with at least 100 establishments, are shown in [Chart 16](#) below.

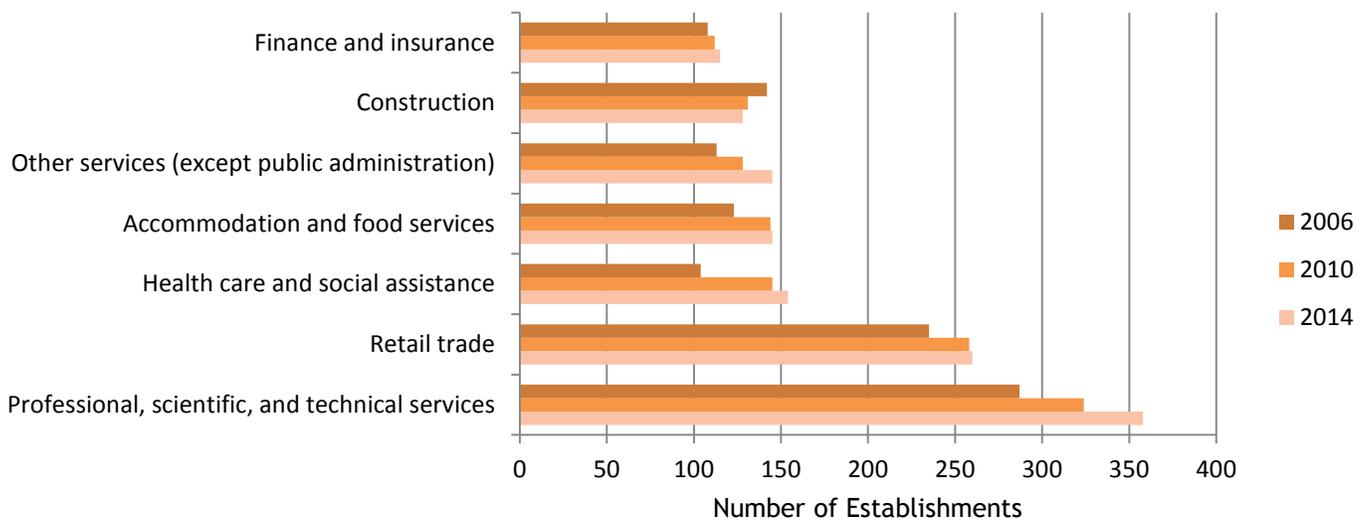
Chart 16. Number of Establishments for Top Industries



Source: Colorado Department of Labor and Employment (2006, 2010, and 2014), using NAICS industry codes

The employment numbers, indicated in [Chart 17](#), are much more varied per industry. The industries with the greatest employment growth since 2006 are health care; accommodation and food services; and professional, scientific and technical services, which has increased the most, with over 2,900 employees.

Chart 17. Number of Jobs by Industry



Source: Colorado Department of Labor and Employment (2006, 2010, and 2014), using NAICS industry codes

C. GOALS & POLICIES

Goal ED-A: Economic Growth

Maintain, monitor, and revise as necessary economic and tax policies to strengthen and enlarge Broomfield's economic growth engines that have significant positive economic multiplying impacts throughout the community.

Policy ED-A.1: Broomfield's current economic growth engines, as of 2015, are diversified into three primary sectors: (1) professional and business services, (2) information, and (3) manufacturing. Provide annual updates on significant changes in the location of industry clusters and major business relocations in and out of the community.

Action Step ED-A.1.1: Evaluate and report on critical issues regarding marketing and branding of the "creative corridor" concept. Include requested analysis in the annual End of Year Economic Update report prepared by Broomfield's Economic Development department; seek to work with Broomfield's GIS department to include maps to illustrate any significant changes; and provide recommendations to City Council to address positive and negative changes, if necessary.

Policy ED-A.2: Target opportunities in the education and health services sectors.

Action Step ED-A.2.1: Identify potential higher-education institutions, accredited trade and distance-learning schools, and corporate training firms that are not in Broomfield, as well as existing ones seeking to expand opportunities.

Policy ED-A.3: Maintain and promote effective commerce by assisting new and existing businesses.

Action Step ED-A.3.1: Simplify governmental land use regulations, reviews, and approvals.

Action Step ED-A.3.2: Continue to assist businesses and property owners improve their existing facilities by promoting programs such as the Enhance Broomfield and the Enterprise Zone.

Action Step ED-A.3.3: Continue business retention visits with local businesses, and provide assistance where possible to address concerns that arise through these visits.

Action Step ED-A.3.4: Work with public and private sector partners to support small-business development through educational offerings, financial assistance, and site selection.

Policy ED-A.4: Ensure an adequate supply of appropriately zoned land for a diversified mix of manufacturing, services, and business support services.

Action Step ED-A.4.1: Use zoning and land use controls to maintain existing industrially zoned properties, and discourage the conversion of such land to other uses while promoting sustainable use of the land.

Action Step ED-A.4.2: Update formula and methodology of [Long-Range Financial Plan](#). This may include the impact of zoning changes, open lands acquisitions, and other land use decisions.



Goal ED-B: Commercial Vitality

Maintain and enhance the vitality of commercial, industrial, and retail sectors in order to provide employment and tax base.

Rationale:

Recognizing the realities of economic and business cycles that will likely impact current and future economic growth engines, seek to increase the role and contribution of sectors such as education and health services.

Policy ED-B.1: Evaluate and revise aggressiveness of development incentives. Preserve flexibility in incentive “toolkit” as economic and demographic trends change over the next decade.

Policy ED-B.2: Encourage private investment through continued public investment in facilities, infrastructure and services, such as parks, roadways and improved police patrols. Develop policies and programs to direct capital funds and improvements into targeted commercial areas that meet defined criteria.

Goal ED-C: Residential Vitality (see [Housing](#) & [Land Use](#) Elements for policies)

Maintain and enhance the vitality of residential neighborhoods in order to provide housing for local employees as well as future housing to draw quality retail opportunities.



Goal ED-D: Local and Regional Shopping

Enhance and expand local and regional shopping, dining, and entertainment opportunities in Broomfield. The terms “local” and “regional” apply both to ownership (e.g., local versus nonlocal ownership) as well as “draw” (e.g., Flatirons mall is a regional draw to Broomfield).

Policy ED-D.1: Support desirable neighborhood-scale retail.

Policy ED-D.2: Encourage new retail development in the northeastern part of the community.

Policy ED-D.3: Develop the Civic Center with the primary criterion for success being the economic health and socially vibrancy of Broomfield.

Policy ED-D.4: As more retail shopping occurs online, mitigate the impacts this trend may have on sales tax and retail property tax revenues in the short and long term.

Goal ED-E: Amenities, Events, and Activities

Enhance and expand local and regional amenities, events, and activities.

Rationale:

Broomfield's location adjacent to a regional airport and a highly sophisticated business park, as well as being situated between the growing economic centers of Denver and Boulder, Broomfield has the opportunity to attract a potentially large number of business visitors as well as tourists. These people could easily be looking for secondary entertainment and/or leisure which, if not available in Broomfield, could encourage them to just pass through to find areas of interest elsewhere.

For decades, Broomfield has worked to attract these and other nonresidents to shopping and entertainment venues within the community in order to capture a greater share of sales tax dollars—opening Flatiron Crossings mall and the 1STBANK Center successfully reflects such efforts. Changing demographics and shopping behaviors have presented a challenge for existing retail and entertainment venues in attracting shoppers, proving that these venues must continuously reinvest to remain relevant. Much attention and investment has gone into establishing and maintaining these industries, and the City and County would like to continue to develop them further.

Policy ED-E.1: Increase use of the 1STBANK Center to raise Broomfield's visibility in the region.

Action Step ED-E.1.1: Collaborate with 1STBANK Center to host local events.

Action Step ED-E.1.2: Promote/enhance other local events and venues.

Action Step ED-E.1.3: Support programming at new Civic Center.



Goal ED-F: Streamline and Simplify Development Processes (see [Land Use](#) Element for additional policies)

Review land development regulations to eliminate the piecemeal nature of layered review standards in order to reduce bureaucratic barriers to quality development.

Goal ED-G: Adequate Tax Base

Ensure an adequate property and sales tax base to support quality community services, facilities, and amenities as identified within the [Long-Range Financial Plan](#), and without placing an undue tax burden on citizens.

Policy ED-G.1: Ensure that there is enough commercial growth to support residential growth.

Policy ED-G.2: Update formula that determines the impact of proposed zoning changes on the [Long-Range Financial Plan](#).

Goal ED-H: Benefits of Future Land Use Amendments

Evaluate the economic benefit of designating developable land into open space.

Policy ED-H.1: Coordinate with the Open Space and Trails group, Open Space and Trails Advisory Committee (OSTAC), and Broomfield staff to review the open lands goal from an economic perspective.

Policy ED-H.2: Study the impact of open space acquisition on the price of remaining available land.

Goal ED-I: Continue to Enhance Workforce Development in Broomfield

Work with public- and private-sector partners to support the connection between people and jobs.

Policy ED-I.1: Support the workforce center, educational institutions, and private nonprofits that provide workforce training and job placement.

Policy ED-I.2: Continue to leverage existing funding, while seeking to find alternative sources of funding, to support job training.



7

COMMUNITY SERVICES & FACILITIES

A. COMMUNITY SERVICES & FACILITIES VISION

BROOMFIELD PROVIDES QUALITY SERVICES AND FACILITIES THAT REFLECT OUR COMMITMENT TO MAKING WORTHY INVESTMENTS IN OUR COMMUNITY AND OUR NEIGHBORHOODS, THAT ARE EXAMPLES OF PROACTIVE, INNOVATIVE AND RESPONSIBLE GOVERNMENT, AND THAT EMPOWER CITIZENS TO MAXIMIZE THEIR QUALITY OF LIFE WHILE ENSURING THAT WE CARE FOR THOSE IN NEED.

B. CURRENT SITUATION & FUTURE TRENDS

Broomfield’s community services directly contribute to the quality of life enjoyed by Broomfield’s residents. Broomfield strives to ensure that our services not only meet current needs and desires, but also are poised to respond to the community’s anticipated future needs and desires. The available or perceived need for facilities should not drive the services, and as such the focus will be on services with the discussion of facilities that need to be available to provide those services.

Maintaining desired levels of service in the face of continued growth and changing state and federal mandates is an ongoing challenge. In response to these challenges, Broomfield continually seeks to develop means and methods to integrate the departments, agencies and the necessary facilities serving the community in order to meet the vision and uphold the highest standards of quality, character, support and efficiency. [Map 28](#) shows the location of community facilities in and surrounding Broomfield.

BROOMFIELD CITY AND COUNTY FACILITIES

To achieve the Community Services and Facilities vision and goals, Broomfield provides and maintains appropriate facilities and partners with nonprofits and community organizations to help meet underserved needs in other areas. Facilities that serve some of the more visible and significant community services and facilities are described below, but this is not a complete list.



George DiCiero City and County Building

GEORGE DICIERO CITY AND COUNTY BUILDING

The George DiCiero City and County Building was named after longtime city manager George DiCiero following his retirement in 2011. This facility houses the following departments and services:

- City and County Manager’s Office
- City and County Attorney
- City and County Clerk
- Assessor
- Recorder
- Community Development
- Open Space and Trails
- Elections
- Economic Development
- Finance
- Communications
- Community Assistance Center
- Motor Vehicle
- Revenue
- Sales Tax
- Human Resources
- Housing Authority
- Internal and Performance Audit
- Information Technology

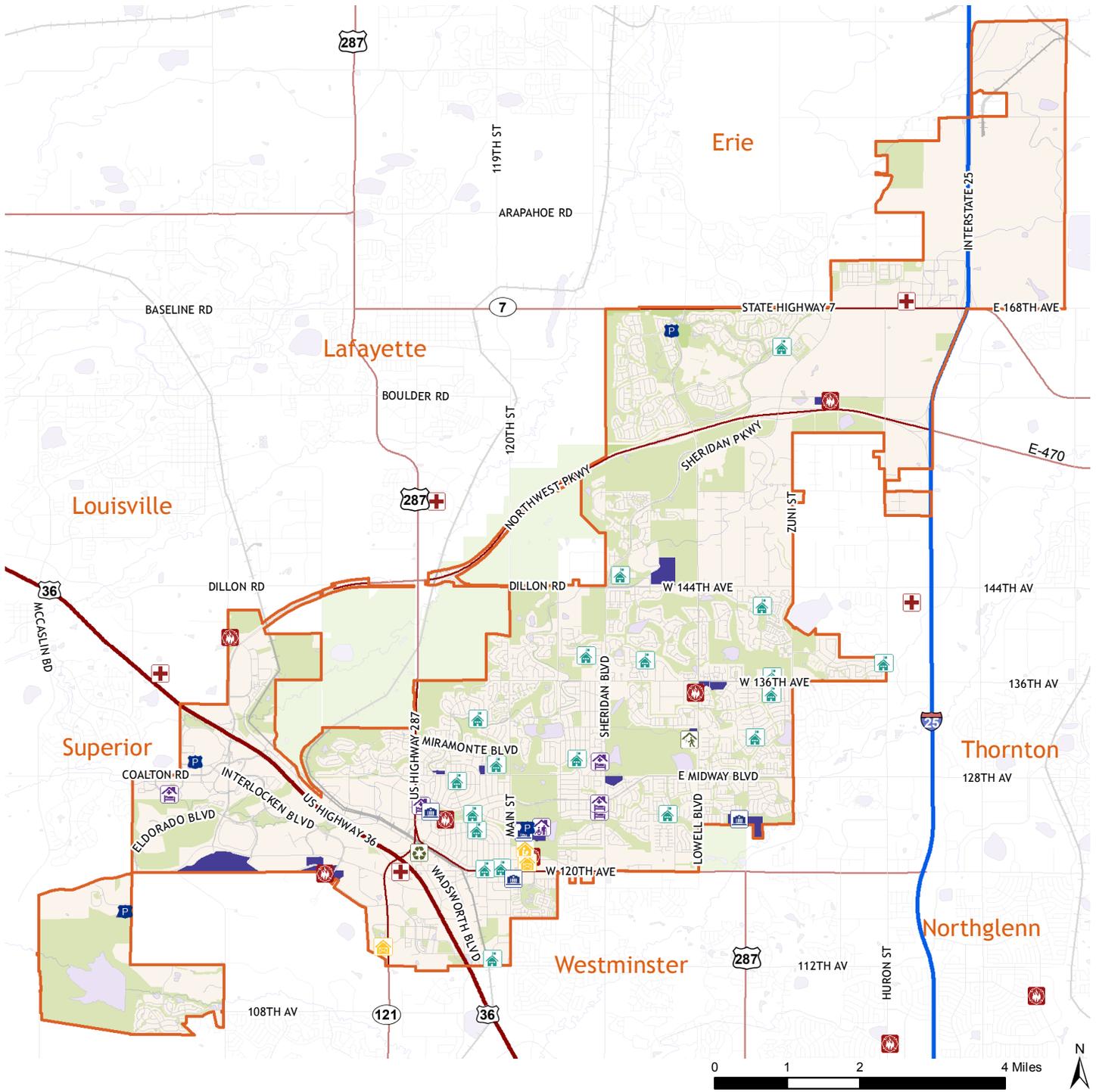


George DiCiero City and County Building

BROOMFIELD SERVICE CENTER

The Norman Smith Service Center, located north of West 124th Avenue and east of Lowell Boulevard, is the operations center for Streets, Utility, and Park Maintenance, as well as the Fleet Maintenance Division of Broomfield Public Works. Vehicles, equipment, materials, and supplies used in maintenance operations are stored at this site. Significant increases in the number of employees and vehicles and equipment have occurred in recent years to maintain service levels for a growing population. The present facility is overcrowded, and it is anticipated that Broomfield will need either a new facility or an expansion in the first several years of this Comprehensive Plan’s implementation.

Map 28. Community Facilities



Source: Broomfield GIS Department; CDOT; Logan Simpson

LEGEND

- | | | | |
|-------------------------------|----------------------------|--|------------------|
| City and County of Broomfield | Creeks, Ditches and Canals | Broomfield Community and Senior Center | School |
| Interstate | Waterbody | Mamie Doud Eisenhower Public Library | Post Office |
| Highways | Open Lands | Paul Derda Recreation Center | Medical Facility |
| Streets | Public/Community Facility | Broomfield Recycling Center | Elderly Care |
| Railroad | City and County Buildings | Police Station or Training Facility | Fire Station |

SENIOR FACILITIES

The number of elderly people living in Broomfield is increasing due to the combination of increased life spans and the increase of elderly residents. Some elderly citizens have indicated that they moved to Broomfield specifically to be near kids and grandkids that live or work in Broomfield. The increased number of elderly citizens results in an increasing demand for senior social facilities, care facilities, better transit, better overall community mobility, and more housing choices that meets both the physical and financial needs of those that might be on fixed incomes. Broomfield provides senior services through Health and Human Services and a community senior center. Increasingly more senior- and assisted-living facilities have been built in Broomfield over the last 10 years, and senior programs and housing appropriate for retirement incomes remain in high demand. As the elderly population increases, expanded programs and services are needed to better serve a more diverse set of demands, thereby impacting the type and the amount of senior facility space required.



Broomfield Community Center and Senior Center

HEALTH AND HUMAN SERVICES

Most counties in Colorado and across the nation have separate social welfare agencies and departments that are headed by elected administrators. In contrast, Broomfield has organized its governmental structure differently by creating a Department of Health and Human Services that acts as an umbrella for these agencies and services. This integration has served Broomfield well. With the opening of a new Health and Human Services facility at the corner of Spader Way and 1st Avenue in 2016, Broomfield is responding to increased demand for services driven by mandates, changing laws, and population increases.



Health and Human Services Building

The 2016 facility is creating the opportunity for improved and co-located services encompassing the following:

- Child Welfare
- Child Placement
- Child Adoption
- Child Protection
- Conflict Resolution
- Restorative Justice
- Out-of-Home Child Placement
- Family Preservation
- Youth in Conflict
- Abuse Issues
- Food Stamps
- Temporary Assistance for Needy Families (TANF)
- Older Americans Act
- Child Support Enforcement
- Family Support Registry

Health and Human Services houses the Workforce Development Center to provide job searches, unemployment insurance registration, training programs and other services to help those attempting to return to the workforce with renewed pride.

Public health and environmental services also fall into the domain of Health and Human Services and include health promotion programs, public health nursing and environmental health. The environmental health area covers disease

surveillance/epidemiology, health inspections, hazardous waste, and emergency preparedness.

Finally, the Health and Human Services department is also responsible for the Colorado State University (CSU) cooperative extension, veteran services, county burial assistance and services for people with developmental disabilities. The Department continues to provide a comprehensive set of interrelated services. Additional planned or contemplated services and programs (e.g., providing a resource center, visitation space and/or public health clinics) will have space for growth in the 2016 facility.

LIBRARIES AND CULTURAL FACILITIES

Broomfield’s Mamie Doud Eisenhower Public Library, located at 3 Community Park Road, is a full-service library. It also houses the nearly 300-seat “Audi” and an art gallery which are managed by the Cultural Affairs staff. Citizen surveys frequently show a request for additional library programs or facilities. Potential areas of service expansion include additional technology instruction, community maker space, early literacy outreach, and programming for adults. Potential geographic expansion would be in growing areas in the northern and eastern parts of the community including the area south of U.S. Highway 36.

The library is a place where individuals gather to explore, interact and imagine. All members of the community are welcome, as there are no income restrictions; here, they meet neighbors and across-town fellow citizens in a friendly environment. Children signing up for a library card receive their often first “official” recognition of community membership; young mothers meet in story time and develop friendships; teens have an opportunity to learn leadership skills; seniors can learn new skills and engage with others in interesting programs; and newcomers learn about the community. Libraries add value to the community by (1) serving as community builders, (2) welcoming diverse populations, (3) supporting local history and culture, (4) serving as an informal university, and (5) being champions for youth. Programs and services offered at the library include:

- Downloadable Library Foundation
- Children’s Library
- Junior Book Club
- Early Literacy
- Just for Babies
- Confident Parenting
- Summer Story Time
- Broomfield Library Friends
- Hands-On Learning
- Teen Zone
- STEAM/Maker Programs
- Friday Films
- Computer and Technology Tutoring
- Library Book Groups



Mamie Doud Eisenhower Public Library

In 2015, the City and County of Broomfield commissioned an update of [Creative Broomfield](#), the master plan for cultural development as a means to synthesize civic goals with public aspirations, to ensure that citizens have opportunities for integrating the arts into their lives, both as patrons and as artists, and to keep culture and history relevant for generations to come. Today, Broomfield’s lively cultural community is represented by dozens of resident arts organizations—and dozens more from outside Broomfield—that provide the residents with an abundance and variety of cultural amenities and hands-on experiences with the art.

Broomfield has several cultural/civic venues, including a multiuse auditorium, an outdoor amphitheater and two museums. Request for facility improvements currently being evaluated include the need for space for performance, exhibition, studio, administrative and storage functions—as well as interior and exterior gathering spaces for formal and informal community events, including festivals, concerts, exhibitions, and serendipitous activities. Arts in the community are a focal point of civic pride and community identity.

RECREATION FACILITIES

Facilities will be expanded in accordance with the [Open Space, Parks, Recreation and Trails Master Plan](#), anticipated to be updated in 2017. Programs, such as aerobics classes, fitness classes for kids, and swimming lessons, are widely used by Broomfield residents and out-of-city residents alike.

BROOMFIELD COMMUNITY CENTER

The Broomfield Community Center, located at 280 Spader Way, houses both the Broomfield Recreation Center and the Broomfield Senior Center. The building was originally built in 1974 and remodeled in 1990 to include the Senior Center. The facility includes an indoor pool, full-court gymnasium, fitness studio, cardio and weight area, outdoor playground, and meeting and event space. A 2016 renovation to undergo needed repairs and improvements includes a new two-story addition, replacement of pool heating system, ventilation and air-conditioning system, and partial replacement of the roof.

PAUL DERDA RECREATION CENTER

The Paul Derda Recreation Center was built in 2003 at 13201 Lowell Boulevard. Broomfield's 85,000-square-foot recreation center features a basketball court, multipurpose court, playground, indoor aquatic park, 35-foot-tall indoor climbing wall, running track, and volleyball court. Nonresidents pay a premium rate to use the facility.

BAY AQUATIC PARK

The Bay Aquatic Park is a very popular outdoor recreation facility offering a play pool, tot pool, tube slide, body slide, shelters, and spray ground. Since opening its doors in 1991, Broomfield has continued to invest in The Bay, improving the pool facilities, bringing the building into compliance with the Americans with Disabilities Act standards, and adding a new concessions building.

PUBLIC SAFETY FACILITIES

The Broomfield Police Department provides law enforcement services to Broomfield. The department's employees and police officers provide not only traditional police services but also county-related services, such as the detention center, courthouse security, and emergency management.

Broomfield is one of the safest communities in Colorado, and its residents have come to expect high-quality police services. With this in mind, the Police Department actively engages citizens using community-oriented policing



Paul Derda Recreation Center



Bay Aquatic Park



North Metro Fire Rescue District Building

strategies to prevent, deter, identify, and apprehend the ever-changing dynamics of crime and criminals.

Broomfield currently has four police facilities—the main police headquarters within the Municipal Center, a police substation in the FlatIron Crossing business district, a substation at the 1STBANK Center, and a detention facility west of Rocky Mountain Metro Airport. Potential locations for future police substation include the northeastern areas of Broomfield that are experiencing continued population and building growth. Population growth and demographic changes are also significant along the U.S. Highway 36 corridor with significant apartment development, but that area is closer to the existing facilities. Police department growth is more directly tied to population growth than are many community functions. The key factor for determining when facility additions are needed is the ability to maintain response times.

Broomfield has a detention facility to serve the County. The facility was constructed in 2001 with an 80-bed capacity. Approvals in 2016 are allowing the opening of a previously

COURTS

Broomfield has a combined courts facility located at 17 DesCombes Drive that houses municipal, county and district courts. The combined courts are in close proximity to the Police Department and house parts of the District Attorney’s office and other related services in the community. The District Court and County Court are operated under the authority of the State of Colorado.

There are a number of trends impacting court services and facilities today, some of which are related to technology. As in other areas of government, court systems increasingly are using the Internet to provide information and services to the public. In addition, internal recordkeeping, court

OTHER FACILITIES WITHIN THE CITY AND COUNTY

ADULT CARE

Adult daycare facilities serve adults with physical and developmental disabilities, as well as frail or isolated seniors. These facilities provide socialization and supervision for these individuals, as well as relief for caregivers who are unable to provide fulltime care. As the community ages, there continues to be a demand for these kinds of facilities in Broomfield, but like many senior service providers, they are starting to see the need to adapt to different generational preferences. According to the Colorado Department of Human Services’ Unit on Aging, over the next 5-10 years, these facilities will start

constructed \$16 million facility expansion, starting with opening the women’s pod to increase overall capacity to over 200. In cooperation with the district, municipal and especially the county courts, an Alternative Sentencing Unit was opened to provide more options for judges, and to keep those with jobs at work while serving their sentence. The addition or expansion of facilities will consider and evaluate the increasing service needs associated with growth areas, changing demographics, and neighborhoods with denser housing stock.

Concern over world events, natural hazards and technological hazards has created renewed interest in the need to prepare for events of consequence. Broomfield’s Emergency Management Unit created a [Hazard Mitigation Plan](#) in 2016 that supports [Goal CS-C: Public Safety](#) by establishing the appropriate emergency management measures.

processes and communications are increasingly being managed electronically. This increased integration of technology into services and operations creates additional infrastructure and hardware requirements for court facilities. Other trends impacting court facilities include an increasing use of alternative dispute resolution, such as mediation, which requires more meeting and office space than traditional court facilities provide, and use of more sophisticated security systems that can impact both interior and exterior facility requirements.



Friends Adult Care Facility

seeing the real growth in service needs as baby boomers start using services, perhaps more focused on physical wellness and activities.

CHILD CARE

There is a need for a greater number and variety of childcare options in the community including a variety of setting, affordability, and curricula. Those facing the greatest challenges to finding appropriate child care are working mothers, young families, and families in need of assistance.

EDUCATION

The breadth of educational opportunities available to all Broomfield residents includes a diversity of institutions and organizations, such as public school districts, private schools, continuing education programs, and job and skill development programs. Broomfield is served by six school districts, and community surveys respondents consistently ask for a more unified Broomfield district.

- Adams 12 Five Star Schools
- Boulder Valley School District
- Brighton School District
- Fort Lupton School District
- Jefferson County School District
- St. Vrain Valley School District

Most districts serving the Broomfield community are experiencing significant growth in enrollment and a consistent need for more or improved facilities, in addition to funding sources. What occurs in these districts, with respect to their facilities, directly impacts the Broomfield school-age population. Not all districts have the same capabilities and resources to respond to growth and service demands as efficiently, or perhaps as appropriately, as do other districts. Some facilities are experiencing low enrollment, deterioration and other issues that will drive facility decisions affecting Broomfield schools. The strength of the community, including its economic future, depends on high-quality schools throughout the entire community. The Broomfield staff and City Council continue to work on relationships with the districts serving Broomfield, especially in new development areas and higher-growth regions of the community.



Birch Elementary School (Source: OZ Architecture)



Westlake Middle School



Coyote Ridge Elementary School

HOSPITALS AND CLINICS

Public input has identified access to routine and urgent-care facilities as a critical community issue. There are several smaller facilities, as well as a Children’s Hospital Colorado north campus. Recently, the University of Colorado Health built a hospital at Arista and an emergency facility on W 136th Avenue near the eastern Broomfield border. However, opportunities exist to provide additional, or otherwise increased access to, hospital/clinic facilities that serve the Broomfield community. There is significant growth in these facilities in the region.



Children’s Hospital Colorado

FIRE/RESCUE DISTRICT

The North Metro Fire Rescue District serves Broomfield. The District headquarters is in Broomfield at 101 Spader Way. The District provides fire protection and related services to Broomfield and covers 115 square miles, which includes the city of Northglenn. It also serves portions of unincorporated Adams, Jefferson, Weld, and Boulder Counties.

The North Metro Fire Rescue District operates six stations serving Broomfield. A new station on 96th Street provides additional coverage near Interlocken and U.S. Highway 36, and another station is planned to support Broomfield’s population growth and development at State Highway 7 and Interstate 25.



Fire Station 61

NONPROFIT ORGANIZATIONS SERVING BROOMFIELD

There are a number of nonprofit organizations located in Broomfield or that serve Broomfield citizens. These organizations supplement and support the services provided by the City and County of Broomfield by providing recreational, environmental, cultural, entertainment and community services. Faith-based community organizations also provide services to the community.

C. GOALS & POLICIES

Goal CS-A: Facility and Service Inventory and Renewal

Strengthen neighborhood and community assets to include facilities, organizations, and programs to sustain neighborhood and overall community health and to encourage maintenance and investment.

Policy CS-A.1: Develop and maintain public neighborhood facilities at a high standard in order to serve as a catalyst for private investment.

Policy CS-A.2: Promote a blend of community assets (facilities, programs, organizations, etc.) within existing and new neighborhoods that responds to a variety of local needs and functions.

Action Step CS-A.2.1: Develop and maintain an inventory of community assets (facilities, programs, organizations, etc.) by neighborhood to inform residents about the availability of community assets within their neighborhood.

Action Step CS-A.2.2: Develop and consider community development programs aimed at supporting and strengthening neighborhood and community assets.

Policy CS-A.3: Leverage activities, investments, and resources from outside the community to support asset-based, locally defined development.

Goal CS-B: Communication

Facilitate a culture of open and effective communication of ideas and information within Broomfield.

Policy CS-B.1: Encourage civic participation by providing effective and open access to the City and County of Broomfield staff, service agencies, and elected and appointed officials and by providing accountability in the government's fiscal decisions.

Action Step CS-B.1.1: Continuously review and improve the means of communication to match people's lifestyles and reflect available technologies. This should include consideration of how best to overcome communication barriers within the community due to differences in language, culture and age.

Action Step CS-B.1.2: Continue to enhance Broomfield's online presence. This should include a link on its website to an inventory of services and facilities available within the community.

Action Step CS-B.1.3: Provide strategically located kiosks around Broomfield to enhance awareness and presence of information and services as part of the neighborhood or retail identity.

Action Step CS-B.1.4: Prepare and consider means by which to evaluate the effectiveness of and response to Broomfield's communications efforts.

Action Step CS-B.1.5: Expand community participation in the Citizens' Academy by including youth.

Goal CS-C: Public Safety

Create an environment in which the people of Broomfield feel safe by providing effective fire, police, and emergency services.

Policy CS-C.1: Ensure that the City and County of Broomfield develops the capability to direct, control and coordinate emergency response and recovery operations.

Action Step CS-C.1.1: Implement the Broomfield Hazard Mitigation Plan for addressing legislative and regulatory revisions for Emergency Management Programs that evolve over time.

Policy CS-C.2: Support crime prevention through environmental design, sharing resources and information with other cities, and citizen assistance.

Action Step CS-C.2.1: Consider police protection issues as part of the development review process.

Policy CS-C.3: Provide quality police services for public health, safety and welfare within the City and County of Broomfield.

Action Step CS-C.3.1: Consider and prepare facility and staff planning for a police substation in northeastern Broomfield and an expanded detention facility.

Action Step CS-C.3.2: Develop contingency plans for special events to ensure adequate police protection and overall public safety.

Policy CS-C.4: Encourage volunteer efforts to increase crime prevention, crime education, and citizen safety (physically and electronically) and to address related social issues such as mental illness, addiction, and homelessness.

Policy CS-C.5: Support and cooperate with federal, state and local public safety agencies.

Policy CS-C.6: Support a community-oriented, problem-solving policing philosophy that engages residents and businesses proactively in addressing community policing issues.

Policy CS-C.7: Ensure that quality fire protection, rescue and emergency medical services are provided within Broomfield.

Action Step CS-C.7.1: Maintain and enforce construction standards, and adopt fire protection codes that are consistent with National Fire Protection Association (NFPA) standards.

Action Step CS-C.7.2: Coordinate with North Metro Fire District to achieve the highest Insurance Services Organization (ISO) rating.

Goal CS-D: Justice System

Promote an integrated justice system that focuses on prevention, early intervention, diversion, personal accountability and reduced recidivism in order to promote community involvement and to reduce the costs of providing a safer community.

Policy CS-D.1: Integrate the resources, programs, training and policies of the various justice system departments and agencies associated with crime prevention, early intervention, diversion, personal accountability and the reduced recidivism.

Action Step CS-D.1.1: Conduct periodic assessments of Broomfield’s criminal justice system to identify opportunities to enhance or integrate programs addressing prevention, early intervention, diversion, personal accountability, life skills and recidivism.

Action Step CS-D.1.2: Maintain a centralized database of justice issues, detention facilities and crime prevention programs. Create an inventory of volunteers and training programs that provide services to Broomfield in an integrated manner.

Action Step CS-D.1.3: Redirect a portion of current justice system-related funding, and seek new funding for training, expansion and integration of prevention and diversion programs.

Action Step CS-D.1.4: Evaluate and strengthen the liaison process between the justice system and our local public schools on decisions regarding juvenile crime prevention.

Action Step CS-D.1.5: Develop and implement methods to identify at-risk youth for appropriate intervention.

Action Step CS-D.1.6: Expand the Restorative Justice Program to elementary schools and to adult cases referred by the Police Department or the court system.

Policy CS-D.2: Increase public awareness regarding justice issues, detention facilities and crime prevention programs.

Action Step CS-D.2.1: Periodically evaluate and revise community policing programs to enhance citizens’ cooperation and involvement with local policing strategies.

Action Step CS-D.2.2: Collaborate with community-based services to provide community education about the justice system and related services, and create accessible ways for communities to be involved in the design, implementation and monitoring of all programs.

Policy CS-D.3: Support early intervention and education programs that teach individuals to better understand the consequences of their actions and to make better decisions in order to divert them from the justice system’s courts, sentencing and detention programs.

Policy CS-D.4: Protect the rights of victims by improving their interactions with the justice system, and facilitate victims’ involvement in the cases against those who perpetrated the crimes. The input of victims’ groups is critical to the success of these improvements.

Goal CS-E: Health Care, Public Health and Human Services

In partnership with community agencies, promote innovative and exceptional health care, public health, and human services.

Policy CS-E.1: Promote collaboration among the City and County of Broomfield, private interests, nonprofits and other institutions to provide health care, public health and human services within the Broomfield community.

Action Step CS-E.1.1: Maintain a current inventory of services and programs available within Broomfield to help direct citizens to the appropriate agency or agencies to address their healthcare and social services needs.

Action Step CS-E.1.2: Participate in periodic assessments of the community’s healthcare and human service needs in order to evaluate the effectiveness of the services and programs available within the community and to identify any potential enhancements or increased efficiencies that may be obtained.

Action Step CS-E.1.3: Participate in developing and implementing programs to better disseminate public health information and deliver human services to minority populations with cultural or language barriers.

Action Step CS-E.1.4: Participate in developing and conducting an ongoing series of forums, similar to the Citizens’ Academy, with clubs, church groups and other community organizations to exchange information regarding health, social and occupational opportunities and concerns.

Action Step CS-E.1.5: Participate in periodic assessments of workforce development services and programs within the community in order to evaluate their effectiveness and to identify any potential enhancements or increased efficiencies that may be obtained.

Policy CS-E.2: Continue to enhance the integration of the various public health, environmental and human services provided by the City and County of Broomfield in order to increase the effectiveness and efficiency of these services.

Action Step CS-E.2.1: Periodically review the various public health, environmental and human services provided by the City and County of Broomfield, and evaluate potential enhancements or increased efficiencies that may be obtained.

Action Step CS-E.2.2: Consider and prepare employee education programs on the variety of Broomfield’s services and programs to better assist citizens seeking assistance.

Action Step CS-E.2.3: Integrate into Broomfield’s development review process senior-friendly design guidelines for active-adult or independent senior-living developments.

Action Step CS-E.2.4: Develop and implement programs to increase community awareness of cooperative-extension programs and services.

Policy CS-E.3: Continue to develop a strong focus on intervention strategies and the interpersonal aspects of providing human and health services.

Policy CS-E.4: Promote services, programs and opportunities that proactively enhance personal responsibility, wellness, self-sufficiency, empowerment, and overall quality of life.

Action Step CS-E.4.1: Develop and implement programs to increase community awareness of health and wellness promotions that address prevention and education, such as smoking cessation, alcohol abuse, drug abuse, obesity, nutrition and exercise.

Policy CS-E.5: Promote better access to a full range of healthcare facilities and services.

Action Step CS-E.5.1: Participate in evaluating the regional healthcare system’s ability to provide Broomfield citizens efficient access to essential health care facilities and services. If necessary, encourage and support healthcare providers to improve Broomfield residents’ access to these facilities and services.

Action Step CS-E.5.2: Participate in evaluating the need for hospice care in Broomfield, and if necessary, encourage and support additional hospice-care facilities.

Action Step CS-E.5.3: Participate in evaluating the need to develop a trauma clinic in Broomfield that would provide around-the-clock medical care, and if necessary, encourage and support the development of such a facility.

Action Step CS-E.5.4: Encourage the location of new adultcare facilities within Broomfield, such as respite care and day care for adults with physical or mental disabilities.

Policy CS-E.6: Promote more choices for those seeking childcare services, including a variety of settings and distributions across the community, types of programs, access to specialized child care, infant care and affordable child care.

Action Step CS-E.6.1: Maintain a current inventory of childcare services available within Broomfield to help direct citizens to the appropriate service or agency to address their childcare needs.

Goal CS-F: Library System

Support a library system that fulfills community interest in books and other media, addresses needs to acquire information and skills and that functions as a community gathering place.

Policy CS-F.1: Support and enhance library facilities and services.

Action Step CS-F.1.1: Prepare and consider facility plans to expand the current library building in order to efficiently increase the library services provided.

Action Step CS-F.1.2: Prepare and consider facility plans to establish a branch library in the northeastern portion of Broomfield. This could be located in a shared-use facility and would allow the library to realize considerable savings, as well as increased traffic from patrons who come to use other parts of the shared-use facility.

Action Step CS-F.1.3: Expand the library's online resources and connectivity to mobile devices.

Action Step CS-F.1.4: Expand the availability of Internet access within the library system.

Policy CS-F.2: Continue to expand library service program offerings. Recommendations for these expanded services are provided in the library's Strategic Plan.

Action Step CS-F.2.1: Continue to expand varied community partnerships and joint projects with other cultural groups.

Action Step CS-F.2.2: Expand library outreach programs to off-site venues.

Policy CS-F.3: Reinforce and encourage the use of the library as a social gathering place, connected to the Civic Center District development.



Goal CS-G: Recreational Facilities and Services

Support a recreation system that provides safe, year-round access to facilities, programs, and services that support and fulfill community interests in recreation and health across multiple disciplines, experiences, and skill sets. (also see [Open Space policy OP-E.1](#))

Policy CS-G.1: Support, maintain, and enhance existing facilities to continue or increase the existing level of service. The level of service can be assessed through community surveys, benchmarks with other communities, and feedback from citizens.

Action Step CS-G.1.1: Maintain regular facility inventory and maintenance assessments on existing buildings and outdoor facilities.

Action Step CS-G.1.2: Plan Capital Expenditures that maintain or enhance current services.

Action Step CS-G.1.3: Continue to partner with existing non-Broomfield-owned facilities (e.g. schools, churches, nonprofits) to rent or share facilities appropriate for youth or adult programs.

Policy CS-G.2: Consider opportunities for new recreational facilities to support community programs and underserved populations.

Action Step CS-G.2.1: Consider and prepare facility plans that service new growth areas in Broomfield based on population and demographic trends.

Action Step CS-G.2.2: Using surveys and citizen input, plan new facilities to match citizen needs.

Action Step CS-G.2.3: Review opportunities for innovative facilities that provide programs for those with physical limitations.

Policy CS-G.3: Review and improve online and mobile registration, processes, and capabilities to improve ease of use and access to facilities.

Goal CS-H: Cultural Facilities and Services

Ensure citizens have access to a variety of venues for participating in the arts, both as an audience and as artists.

Policy CS-H.1: Promote a variety of venues and opportunities for citizens to integrate art and culture into their lives.

Action Step CS-H.1.1: Encourage the inclusion or expansion of art exhibition and performance space in new and existing developments, including outdoor venues.

Action Step CS-H.1.2: Maintain a current directory readily available to local artists and arts groups that lists existing available art exhibition and performance space and cultural and scientific activities and programs.

Action Step CS-H.1.3: Identify opportunities to partner with existing facilities, particularly schools, churches and nonprofits, to make their facilities available for civic and cultural purposes.

Policy CS-H.2: Promote the development of dual or multipurpose facilities within recreational and other community facilities that integrate areas for such purposes as artists' studios, art classes, etc.

Policy CS-H.3: Create a central cultural district in or near the Civic Center complex with a wide variety of cultural offerings.

Action Step CS-H.3.1: Expand the current Broomfield Auditorium to more easily accommodate dramatic and dance performances and to increase seating capacity.

Action Step CS-H.3.2: Develop a set of potential economic incentives that can be used to encourage supporting businesses within the district (e.g., coffeehouses, art galleries, bookstores, etc.).

Policy CS-H.4: Revitalize and strengthen existing historic preservation efforts, and establish public support for new historic preservation efforts.

Policy CS-H.5: Build on existing public art programs to promote the display of art in public facilities and throughout the community.

Policy CS-H.6: Use cultural programs and activities to integrate new residents into the Broomfield community while also increasing social connections among existing residents.

Policy CS-H.7: Develop level-of-service standards to help program civic and cultural events and amenities that serve the whole community.

Policy CS-H.8: Promote programs and amenities for lifelong access to the arts, as identified in the Creative Broomfield Plan.

Policy CS-H.9: Participate with regional arts organizations to develop opportunities to integrate Broomfield cultural arts programs with other regional efforts.

Action Step CS-H.9.1: Build on programs highlighted in the Creative Broomfield Plan that provide low-income residents affordable access to the arts.

Goal CS-I: Education

Support a diverse range of educational opportunities to ensure that Broomfield continues a legacy of lifelong learning and a highly skilled workforce.

Policy CS-I.1: Advocate for a consistently high level of achievement for all K-12 students, for safe learning environments, and for opportunities for lifelong learning in order to promote an education ethic within the community.

Action Step CS-I.1.1: Participate in developing an educational symposium/summit involving educational institutions' administrators, educators and the community to exchange ideas, information, resources, etc.

Action Step CS-I.1.2: Develop and maintain a publicly available inventory of educational resources, to include public and private schools, trade schools, daycare facilities and adult education programs, as an informational resource to direct citizens to the appropriate resources to address their educational needs.

Action Step CS-I.1.3: Encourage community-wide academic programs, such as art shows, science fairs and other competitions and award programs for students.

Action Step CS-I.1.4: Encourage and support educational institutions to provide programs within the community, including:

- Educational programs for developmentally disabled and special needs students;
- Early childhood educational programs;
- Educational programs in the arts;
- Math and science educational programs;
- English as a Second Language programs; and
- Life-skill educational programs, such as childcare/parenting classes for teen parents, health and financial planning.

Action Step CS-I.1.5: In cooperation with local schools, develop a service-learning program within Broomfield to provide students with practical experience and education regarding careers in local government.

Policy CS-I.2: Support the use and access of technology to raise the level of training and education provided to citizens.

Policy CS-I.3: Use incentives, grants, land dedications and fees to support the development of adult community educational facilities and programs throughout Broomfield.

Action Step CS-I.3.1: Investigate potential funding options with public/private partnerships.

Goal CS-J: Resource Conservation in Public Facilities (also see [Environmental Stewardship Goal ES-B](#))

Lead by example and exhibit sustainable practices, construction techniques, and innovative technology within all City and County of Broomfield facilities.

Policy CSJ.1: Utilize standards, policies, and practices for all new facility construction or facility upgrades that encourage and support conservation, use of renewable energy resources, water conservation, and pollution prevention/reduction, and efficient energy use.

8

ENVIRONMENTAL STEWARDSHIP

A. ENVIRONMENTAL STEWARDSHIP VISION

BROOMFIELD IS A LEADER IN IMPLEMENTING ENVIRONMENTAL STEWARDSHIP POLICIES THAT HELP CREATE A DESIRABLE AND SUSTAINABLE COMMUNITY NOW AND FOR FUTURE GENERATIONS.

B. CURRENT SITUATION & FUTURE TRENDS

While global and national environmental policies continue to be debated, people in our region are concerned about the protection of open space, the increased demand for water in a semiarid climate, and the threatened habitats of a variety of plant and animal species. Other concerns include air and water pollution, municipal solid waste, and environmental toxins.

Broomfield residents, like many Coloradans, highly value the natural environment and consider it a primary factor in contributing to quality of life. The [2015 Citizen Survey](#) revealed that conservation is very important to citizens and that 9 out of 10 residents at least “somewhat” support Broomfield’s use of rebates and voluntary water audits to encourage conservation.

Historically, Broomfield has a strong record of complying with national, state and regional environmental laws and policies and prides itself on that. It is active in pollution prevention programs, stormwater and air quality programs, and watershed protection. It helped monitor Rocky Flats remediation efforts. Also, to promote environmental stewardship among its citizens, Broomfield developed local recycling and educational programs including City Recycling events, Kid’s Earth Day Science Camp, Spring Clean-up, paper-shredding, and the Broomfield Recycling Center. The [2015 Citizen Survey](#) found that the popularity of these programs increased between 2012 and 2015.



Since becoming a county in 2001, Broomfield allocated additional resources to county functions, including environmental health efforts to prevent and monitor pollution and to clean up hazardous chemicals. It has state-of-the art wastewater treatment facilities and practices. It leases solar power for a number of major buildings. Efforts have also been under way in terms of “wellness collaboration” to promote “healthy community initiatives” and an active lifestyle for residents and Broomfield staff. Moreover, the Enhance Broomfield Program provides incentives to small businesses (50 or less employees) to improve their energy and water efficiency. Grants are available up to \$25,000 and require at least a dollar-for-dollar match by a business.

The [2005 Open Space, Parks, Recreation and Trails \(OSPRT\) Master Plan](#) envisioned acquiring, developing and managing open lands (parks, open space and conserved land), and as of 2015, 1,611 acres were added to Broomfield’s open lands. Although closely related to environmental stewardship, OSPRT dedicates its efforts to the public (and publicly accessed) land resources that Broomfield owns or will obtain. Environmental stewardship focuses on all other aspects of the physical community and its environmental health. [Map 29](#) shows the breadth of Broomfield’s existing open lands and its environmentally sensitive floodplains areas.

The [2011 Sustainability Plan](#) linked environmental stewardship with community sustainability. That plan includes Transportation and Economic and Financial Sustainability sections, as well as Resource Conservation, Renewable Energy, and Community Education sections. Nonenvironmental sections from that plan have been reintegrated into other more appropriate sections of this 2016 Comprehensive Plan.

Although Broomfield has made many strides in protecting the environment, Front Range ambient air quality presently exceeds the National Ambient Air Quality Standard for atmospheric ozone concentration and is close to exceeding the standard for fine particle concentration. Both standards are established by the Environmental Protection Agency (EPA) to protect human health. Because this is a regional health issue, Broomfield must work together with the Colorado Air Quality Control Commission and the Regional Air Quality Council to design and implement programs to reduce ozone and fine-particle air pollution. Reducing greenhouse gases is also important; although some citizens debate this, the vast majority of climate scientists believe that greenhouse gases contribute to climate change and increase the likelihood of severe weather patterns.

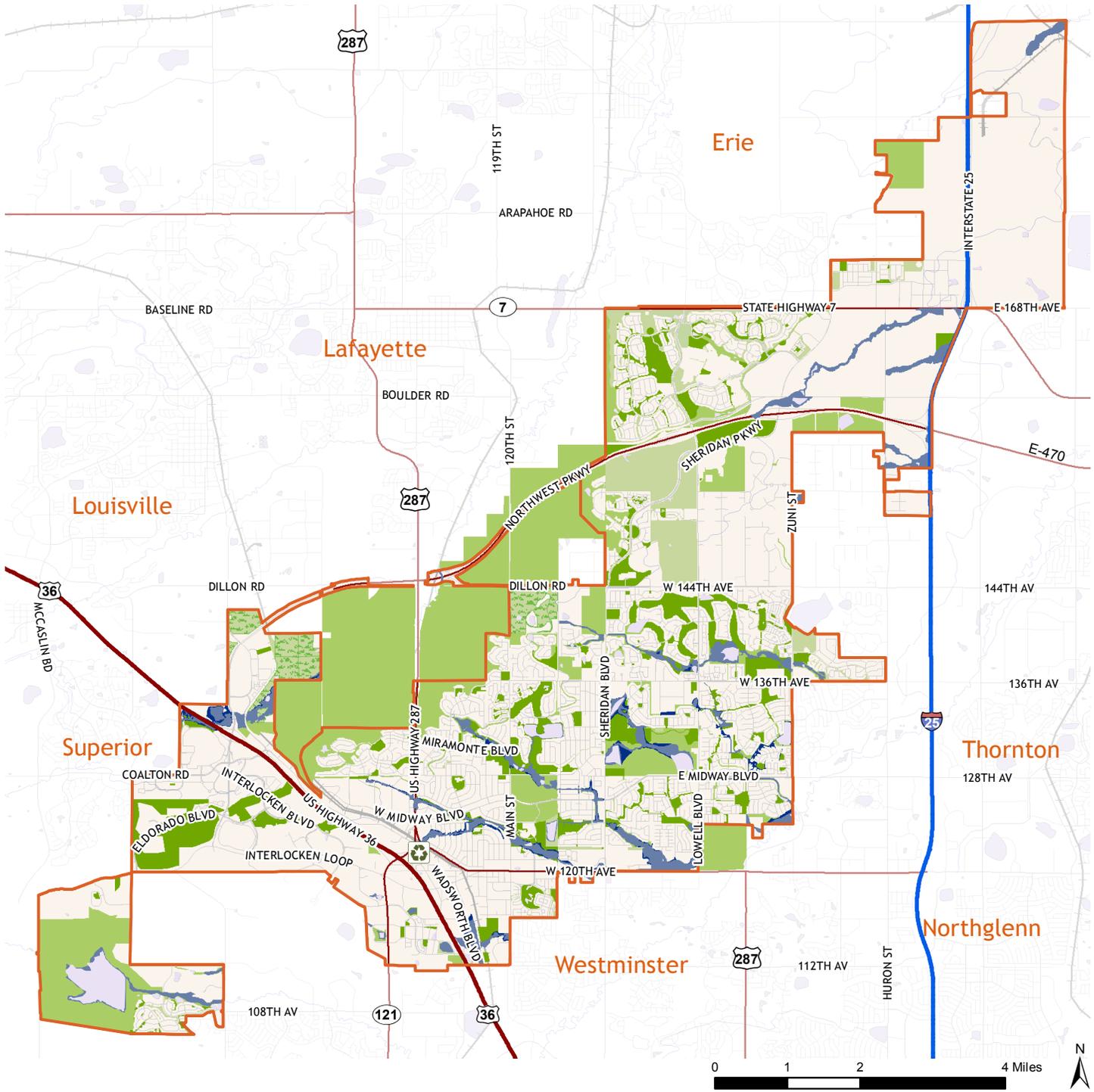
Broomfield’s residential waste in non-HOA areas is currently handled by eight different companies, some of which have a history of being bought out by other companies. Commercial and industrial waste is handled

by 13 companies. This makes it difficult to set goals and measure progress in reducing waste, where air pollution, traffic, and road waste are issues, where residents tend to pay more than residents in neighboring cities with more integrated services, and where opportunities to recycle and compost are limited. As the metro area grows, there is also concern about the amount of land needed for landfills and the pollution that landfills generate.

As Broomfield continues to develop, stewardship of environmental resources will continue to be challenging and important. Its boundaries are finite and its resources are finite and sometimes vulnerable to overuse and misuse, not only locally but also regionally and globally. To sustain natural resources, it will be important to have goals, policies, and actions steps that guide Broomfield and educate and support residents and businesses regarding environmental needs and challenges. This will involve a holistic and complex understanding of long-term costs and benefits of action and inaction as well as short-term costs and benefits. This understanding includes the permaculture principles of working with nature to maximize efficient and sustainable use of resources (Colorado State University Extension and Broomfield offer permaculture classes; there are also many books and much online information about permaculture). It will also involve staying current with scientific findings and technological developments.



Map 29. Environmental Stewardship



Source: Broomfield GIS Department; CDOT; FEMA

LEGEND

- City and County of Broomfield
- Interstate
- Highways
- Streets
- Railroad
- Creeks, Ditches and Canals
- Waterbody
- 500-Year Floodplain
- 100-Year Floodplain
- City Parks
- Conservation Easement
- Open Space
- Other Public/Private Open Lands
- Broomfield Recycling Center

C. GOALS & POLICIES

Goal ES-A: Resource Conservation

Protect the environment through preservation of plant and wildlife habitats; reduction of waste; conservation of water; and enhancement of land, water, and air quality. (also see Open Space Parks Recreation and Trails [Policy OP-D.8](#))

Policy ES-A.1: Establish and use standards, policies, and practices that encourage and support the reduction of waste and toxins in the environment through recycling, reuse, and composting.

Action Step ES-A.1.1: Maintain and strengthen the household hazardous waste pickup program, and ensure that the program expands as Broomfield grows.

Action Step ES-A.1.2: Examine and consider adopting zero-waste standards, policies, and practices by reviewing what has been successfully implemented in other cities regionally and nationally. A good resource, besides learning from nearby communities, is the Best Practices Guide at www.usmayors.org. These policies usually involve setting and monitoring measurable goals that increase recycling, reuse, and composting and decrease waste sent to landfills over a period of time.

Action Step ES-A.1.3: Consider developing a waste-reduction task force including interested community members, council members, staff, and Eco-cycle Solutions to explore options and develop plans and action steps to implement zero-waste policies and to gain public support.

Action Step ES-A.1.4: As zero-waste policies are being developed, continue to encourage the community to recycle, reuse, and compost. This can include working with businesses to reduce landfill waste such as plastic bags, other nonrecyclable containers, and construction and demolition debris; working with builders to use concrete made of recycled materials such as concrete aggregate, fly ash or other industry best practice materials; continuing to encourage grocery donation of near-expiration food to food banks; educating the public about waste reduction and home composting; and creating incentives to reduce waste in collaboration with interested businesses and groups.

Action Step ES-A.1.5: Continue to improve operations of the Broomfield Recycling Center and ensure that its capacity grows proportionately to population. Continue to develop the potential of Metzger Farm to accept tree and yard waste for mulching and composting. Consider developing a satellite recycling center in the northeastern quadrant.

Action Step ES-A.1.6: Update relevant Municipal Codes (e.g., Ch. 17-34-060) to support zero-waste policies.

Action Step ES-A.1.7: Maintain and strengthen Broomfield's role in modeling waste reduction and informing the public about that effort. Continue programs such as Spring Clean-up, Zero-Waste Broomfield Days, Household Hazardous Waste disposal, and paper shredding; and consider how to increase recycling, reuse, and composting through those and other programs.

Policy ES-A.2: Establish and use standards, policies, and practices that encourage and support water conservation, reuse, and quality.

Action Step ES-A.2.1: Continue to encourage water conservation through programs that promote and incentivize residents and businesses to use water-efficient appliances, xeriscaping, and water use monitoring. Consider investigating the use of alternative rate structures.

Action Step ES-A.2.2: Establish minimum water conservation standards for both public and private landscape and irrigation systems to minimize water usage, including rain sensors on irrigation systems, efficient irrigation practices, use of compost, and xeriscaping.

Action Step ES-A.2.3: Continue state-of-the-art practices at wastewater treatment facilities to maximize conservation, energy efficiency, reuse of processed wastewater and biosolids, and treatment of pharmaceutical and oily wastes.



Action Step ES-A.2.4: Encourage proposed developments to utilize the reuse water system when possible.

Action Step ES-A.2.5: Continue to adopt standards at or above national model codes, such as the International Plumbing Code, that encourage water efficiency for all new construction developments.

Action Step ES-A.2.6: Continue to review and develop water conservation practices for use during drought conditions by government, residents and businesses, which are either voluntary or mandatory depending on the severity of drought and availability of water.

Action Step ES-A.2.7: Continue to coordinate with surrounding communities and regional groups to conserve water and protect its quality, develop effective watershed management strategies, and deal with solid waste.

Action Step ES-A.2.8: Within the parameters of DRCOG urban growth boundaries, strive to provide municipal water and sewer service to all citizens to discourage use of septic systems and domestic wells.

Action Step ES-A.2.9: Continue to develop effective strategies and regulations to address stormwater pollution. Explore using natural biological systems to treat stormwater runoff.

Policy ES-A.3: Establish and use standards, policies, and practices that encourage and support air quality and comply with state and federal regulations.

Action Step ES-A.3.1: Continue to coordinate with state and regional agencies to evaluate current conditions and implement means to reduce air pollution and greenhouse gases by local sources, both mobile and stationary. Set measurable goals for this when possible.

Action Step ES-A.3.2: Continue to inspect areas of land disturbance to enforce Colorado best management practices and regulations for the control of fugitive dust caused by erosion from disturbed sites.

Action Step ES-A.3.3: Continue to inspect oil and gas wells to ensure that they are meeting methane and volatile organic compound (VOC) emission regulations, and applicable state and federal regulatory requirements including air quality, (i.e. groundwater, soil, noise, etc.).

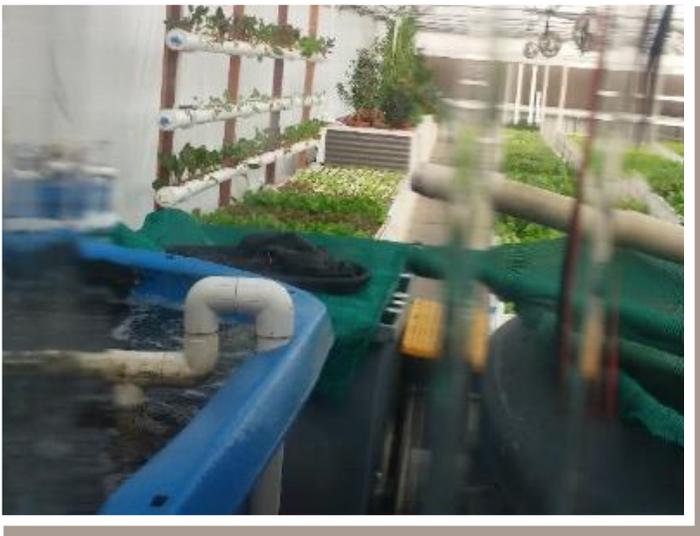
Action Step ES-A.3.4: Continue to lead by example and support upgrades in Broomfield's vehicle and equipment fleet to use Tier 4 engines to decrease nitrogen oxides (NOx) and VOC emissions. Also, consider using electric vehicles and stay current with technological advances. Help staff to decrease fuel usage (e.g., through anti-idling policies and planning ahead to minimize usage).



Action Step ES-A.3.5: Consider upgrading emergency generators to use Tier 4 engines.

Action Step ES-A.3.6: Educate the public and reinforce State Health Department advisories regarding fine-particle emissions (from burning of wood and other organic matter) that contribute to the “brown cloud” and health issues.

Action Step ES-A.3.7: Continue to weigh costs and benefits in de-icing roads using sand and liquid deicers. When sand is used and is not swept up, “brown cloud” dust is emitted. When liquid deicers are used, water quality issues may occur in stormwater runoff.



Policy ES-A.4: Establish and use standards, policies, and practices that preserve and enhance land and support open land acquisition.

Action Step ES-A.4.1: Encourage and develop permaculture standards and practices for developers, property owners, and the City and County to sustain healthy soil and plant life and conserve resources.

Action Step ES-A.4.2: Encourage higher-density development so that larger tracts of open land are preserved.

Action Step ES-A.4.3: Encourage and develop standards for developers, property owners, and the City and County to preserve trees and support the use of trees to improve appearance, make areas more pleasantly walkable, reduce stormwater flow and air pollution, and conserve water and energy. Encourage the planting of trees suitable for our climate.

Action Step ES-A.4.4: Consider revisions to the [Broomfield Municipal Code](#) to foster restoration of native vegetation in disturbed areas.

Action Step ES-A.4.5: Encourage local food production and use by residents, businesses, and nearby farmers to support soil health, pollinator health, and public health. This will also help decrease the many costs of transporting and packaging food. This goal can be accomplished by a variety of means without using land needed for other purposes (e.g., farmers’ markets; home, patio, and “victory” gardens; hydroponic and aquaponic businesses that create jobs and efficiently use water; community gardens where appropriate, selling of regionally produced food by grocers; and planting of edibles in public areas).



Goal ES-B: Energy Conservation and Efficiency

Utilize technological solutions, building practices, education and incentives to encourage conservation and efficient use of energy.

Policy ES-B.1: Utilize incentives, education, and public/private collaboration to increase energy conservation efforts throughout the community, including use of technological solutions and a reduction in consumption.

Action Step ES-B.1.1: Encourage energy efficiency through programs (such as current information and rebate and incentive support from local energy utility companies, Department of Energy, and the Environmental Protection Agency) that encourage and/or reward citizens to use energy-efficient appliances, insulation, windows, etc. Help citizens become aware of costs and cost-savings in making changes.

Action Step ES-B.1.2: Stay up to date with and promote technological solutions to help people monitor and decrease consumption (e.g., sensors that reduce heat and lighting loads when not needed).

Action Step ES-B.1.3: Consider ways to set common goals and to measure outcomes in increasing efficiency and reducing energy consumption in the community and publicize and follow up on these periodically to keep the initiative going.

Action Step ES-B.1.4: Continue to interact with regional groups and the state to keep current with energy-related legislation, policies, and programs.

Policy ES-B.2: Establish and use standards, policies, and practices for new development and redevelopment that support energy conservation and efficiency.

Action Step ES-B.2.1: Set an example by ensuring Energy Star and LEED (Leadership in Energy and Environmental Design) or similar ratings on all new City and County construction and major renovations. Retrofit historical buildings to be more energy efficient, when possible and appropriate.

Action Step ES-B.2.2: In construction and remodeling of buildings, continue to enforce the International Energy Conservation Code, which requires insulation and design that conserves and efficiently uses energy over the useful life of a building.

Action Step ES-B.2.3: Encourage and negotiate with larger development projects to participate in energy efficiency and conservation programs.



Goal ES-C: Use of Renewable Energy

Serve as a role model to the community by evaluating and utilizing renewable energy and emerging technologies.

Policy ES-C.1: The City and County will lead by example by utilizing new and emerging technologies.

Action Step ES-C.1.1: Continue to increase use of solar power and consider buying rather than leasing solar arrays when possible.

Action Step ES-C.1.2: Investigate negotiating with energy companies to increase reliance on renewable energy sources through them.

Action Step ES-C.1.3: Consider what other communities have done to increase use of renewable energy throughout their communities.

Action Step ES-C.1.4: Set goals, measure progress, and publicize goals and progress. Consider net-zero

options and strategies and technologies that enable monitoring and adjusting of usage. Colorado State University and the City of Fort Collins have expertise in this area and could be potential resources.

Policy ES-C.2: Continue to monitor relevant federal, state, regional, and local environmental laws, standards, policies, and goals with the understanding that these will evolve with updates in scientific findings and technological development.

Action Step ES-C.2.1: Maintain compliance with local, state and federal environmental mandates and legislation and move as quickly as possible to implement them and new technologies.

Goal ES-D: Community Practices of Environmental Stewardship

Inform and encourage community participation in environmental stewardship practices by individuals and businesses.

Rationale:

Because care of natural resources largely depends on the attitudes and practices of individuals and businesses, it is important to inform and encourage community participation in stewardship practices.

Policy ES-D.1: Encourage community involvement through education about the importance of sustainable environmental practices and choices that they can make to be good stewards of environmental resources.

Action Step ES-D.1.1: Continue to support education and other incentives, such as rebates and help with water and energy conservation, so that residents and businesses will be informed of best practices”and will be able to adopt practices that conserve and protect natural resources.

Action Step ES-D.1.2: Continue to increase efforts to reach the public through multimedia means and make educational materials and programs easily and conveniently available. Continue to offer weekday and weekend programs. Consider increasing focus on stewardship understanding and resources by enhancing a positive presence and ease of access via the Internet. Consider the needs of multilingual audiences.

Action Step ES-D.1.3: Continue to work in collaboration with businesses, community organizations, schools, and other sectors of local government (e.g., library, cultural affairs, and OSPRT) to generate stewardship themes and events.

Action Step ES-D.1.4: Consider investigating how other communities have successfully engaged the public and attained goals.

Policy ES-D.2: Recognize individuals, businesses, and nonprofits for outstanding stewardship behaviors and practices.

Action Step ES-D.2.1: Consider ways to highlight sustainable practices by working with nonprofits and businesses to offer awards and create events like garden, home, and business tours.

Action Step ES-D.2.2: Consider creative ways to recycle trash, such as “trash to art” programs.

9 HOUSING

A. HOUSING VISION

BROOMFIELD PROMOTES A RANGE OF HOUSING OPTIONS THAT WILL MEET BOTH CURRENT AND FUTURE RESIDENTS' CHANGING NEEDS AND CONDITIONS, AND THAT SUPPORT THE COMMUNITY.

B. CURRENT SITUATION & FUTURE TRENDS

Addressing housing needs, concerns, issues, and opportunities is a complex and often emotional task, but the ability to maintain a diversified housing stock that can provide options for a wide range of incomes and life stages is an important consideration for Broomfield's livability and resilience. Making sure that those who work in Broomfield can afford to live in Broomfield is also a pressing concern. Available housing must be suitable and accessible for all life stages and lifestyles in order to attract and keep residents as they start families, downsize, or transition to assisted-living facilities.

In 2010, the Boulder-Broomfield HOME Consortium released the [2010-2014 Consolidated Plan](#), which identified local and regional housing needs. This plan, coupled with recent American Community Survey data, provides baseline information to better understand the existing housing conditions within the community. Some key findings and observations included the following:

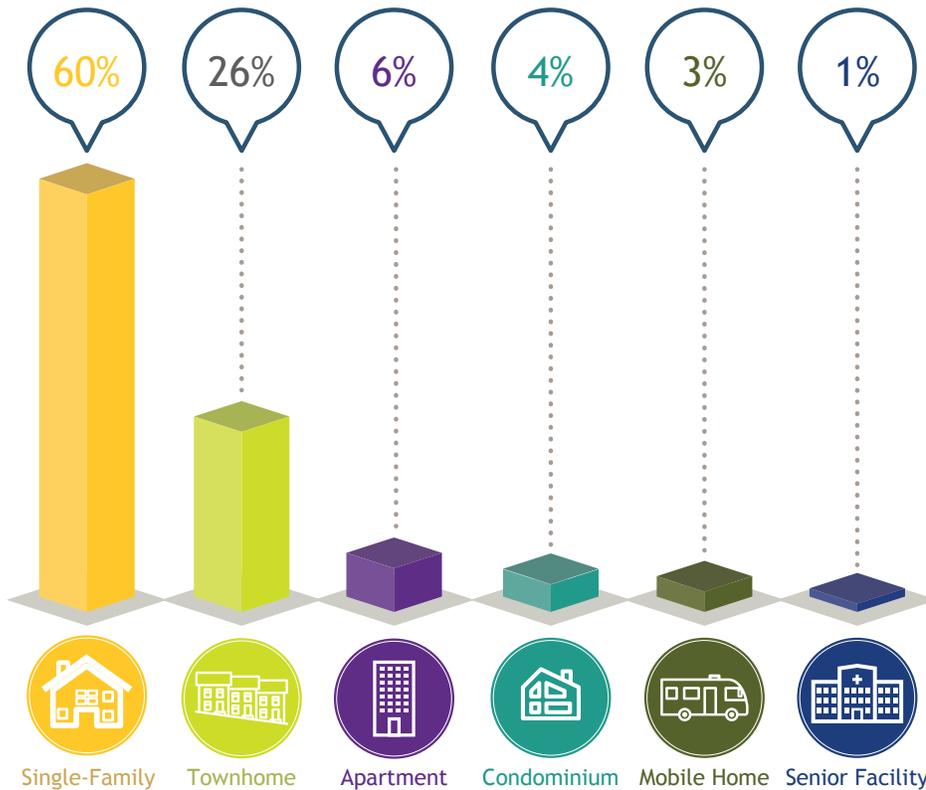
- Growth rates of housing units and population are now slowing, after a rapid increase in the late 2000s.
- Finding housing for sale is very difficult for low- and moderate-income households. In 2012-2013, a household looking to buy a median-priced home for sale would have needed to earn at least \$68,000.
- Broomfield's mix of housing types is composed mostly of single-family residences, though apartment and condominium development has moderately increased the relative proportion of multifamily units since 2005.
- There is a need within Broomfield for rental units that are affordable/attainable for very low-income households, especially since the very low-income population is increasing.



MIX OF HOUSING TYPES

Broomfield’s mix of housing types is composed mostly of single-family residences, as shown in [Map 30](#), though apartment and condominium development has moderately increased the relative proportion of multifamily units since 2005. Looking forward toward buildout, the mix will shift to more multifamily development and senior housing as the demographics of the population change.

Chart 18. Broomfield Housing Units by Type



Source: Broomfield Community Development Division 2015

As shown in [Chart 18](#), single-family homes currently make up nearly 60 percent of all unit types; apartment units are at 26 percent; condominium units are at 6 percent; mobile homes are at 4 percent; townhomes units are at 3 percent; and senior facilities represent 1 percent.

Broomfield’s mix of residential housing types will continue to be primarily single-family residential, though construction of apartments and condominiums are changing the housing mix. The relative proportion of multifamily units (condominiums, townhomes and apartments) are anticipated to increase with future residential development.

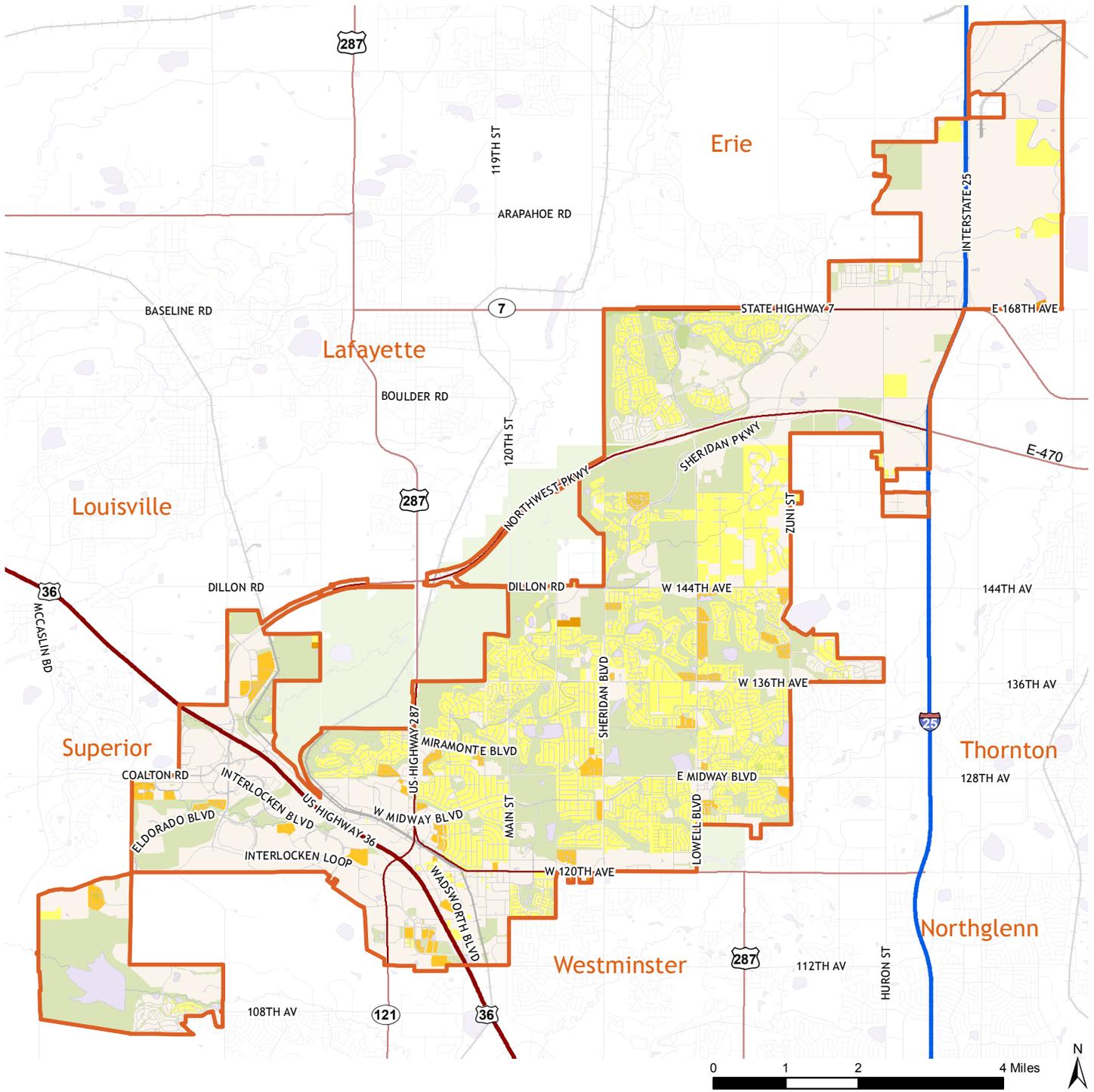
HOUSING AFFORDABILITY & ATTAINABILITY

The Broomfield 2015 public surveys indicated that many are unable to afford to live in Broomfield but enjoy the amenities. Housing commonly is defined as “affordable” or “attainable” when a household spends no more than one-third of its gross income on housing. A barrier to affordable housing is low vacancy rates. The lack of housing availability puts continued pressure on already-high prices to own and to rent in Broomfield.

While Broomfield generally can be described as a fairly affluent community, approximately 30 percent of Broomfield households have incomes at or below the low-income level of \$46,000. [Chart 19](#) depicts the distribution of Broomfield households falling within different household income levels. The ability for low- and moderate-income households to find housing for sale is quite difficult; a household looking to buy a median-priced home (\$275,900) would need to earn at least \$68,000 in Broomfield. Broomfield’s estimated annual median income was \$77,998 per household in 2014. [Chart 20](#) shows the distribution of Broomfield’s assessed home values by price range.



Map 30. Housing Type



Source: Broomfield GIS Department; CDOT

LEGEND

-  City and County of Broomfield
-  Interstate
-  Highways
-  Streets
-  Railroad
-  Creeks, Ditches and Canals
-  Waterbody
-  Open Lands
-  Single Family Residential
-  Multifamily Residential
-  Mixed Use Residential
-  Non-Residential/Undeveloped

FOR SALE HOUSING

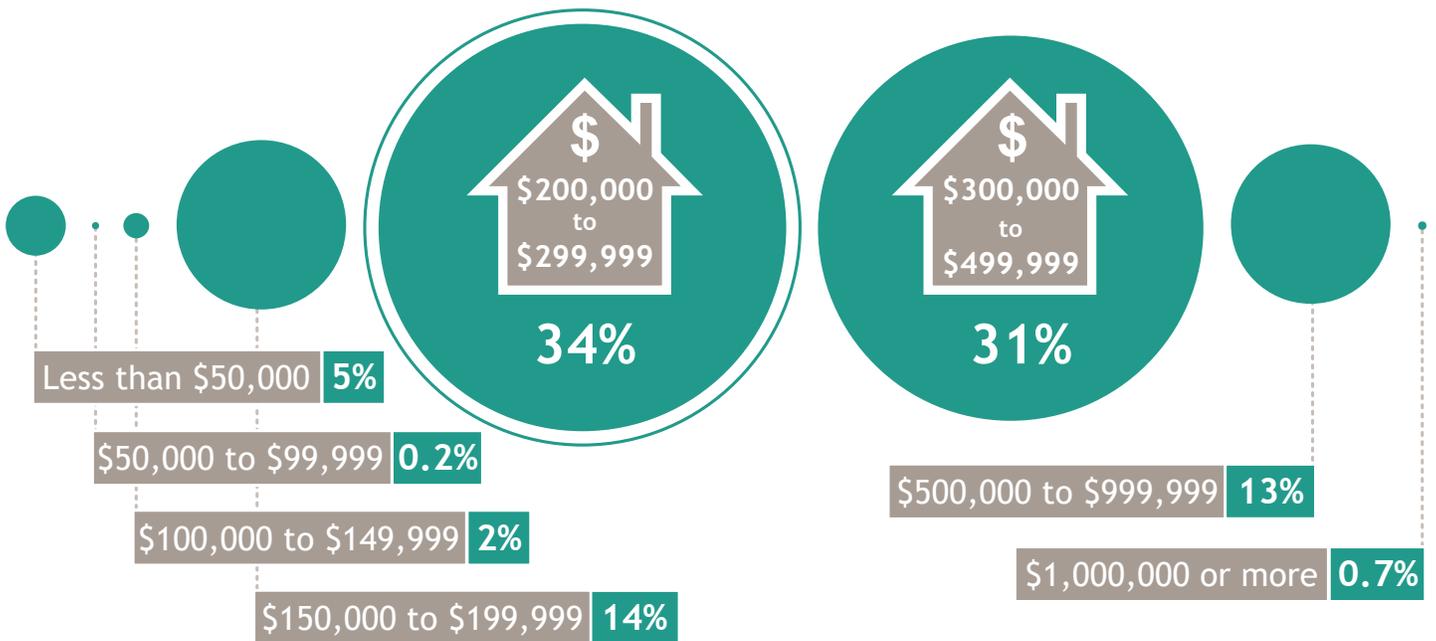
The supply of for-sale housing has been balanced to the demand of middle-income buyers but that has changed in recent years. In addition, as shown in [Chart 20](#), 21 percent of Broomfield’s total housing stock is valued at \$200,000 or less, providing a segment of more affordably priced housing units. Many of these homes are purchased by first-time homebuyers and consist of previously owned houses and townhomes.

Past new construction in Broomfield mostly has served a “move-up” type of homebuyer (i.e., those looking to increase the size/amenities/value of their home). In general, when lower-priced homes become available, more renters are able to become homeowners. This is evident in the higher homeownership rate than in surrounding counties: 68 percent of residents own their home compared to approximately 66 percent in Adams County and 63 percent in Boulder County.

RENTAL HOUSING

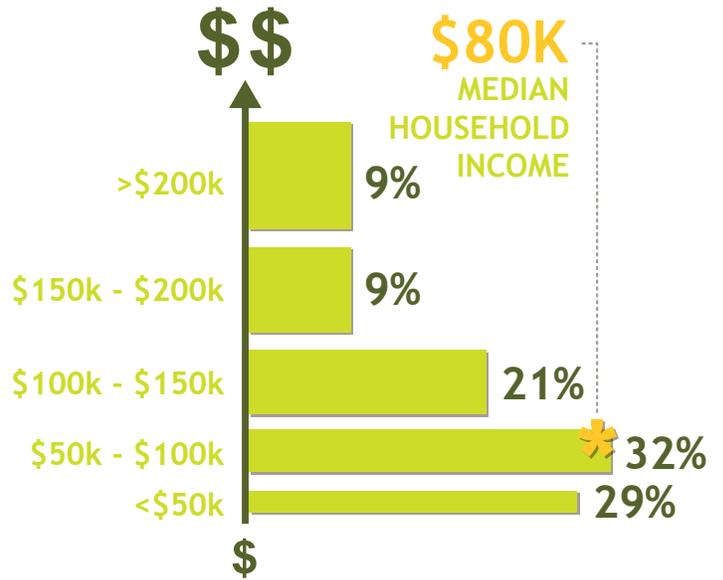
The 2013 American Community Survey estimated that just under 32 percent of the housing in Broomfield was renter occupied. This is slightly less than in both Boulder and Adams Counties. Rental-housing vacancy rates can reveal housing needs, affordability, and development potential. Of Broomfield’s rental units, 5.9 percent are currently vacant, while rental vacancy rates in Adams County is 6.5 percent and Boulder County is 3.1 percent. The median rent in Broomfield is almost \$1,165, and as of 2013, an estimate of 44 percent of renters allocated 30 percent or more of their income to rent.

Chart 20. Distribution of Broomfield’s Assessed Home Values



Source: 2014 American Community Survey

Chart 19. 2014 Broomfield Household Incomes



Source: 2014 American Community Survey

SPECIAL NEEDS HOUSING

Many of Broomfield’s special-needs residents have limited incomes and are a part of the demand for the community’s existing subsidized rental housing. In addition to this need for low-priced rental units is a need for accessible rental units. Special-needs populations that are described in the [2015-2019 HOME Consortium Plan](#) include undocumented residents and workers; pregnant young women who need both affordable housing and child

care; survivors of domestic violence seeking affordable rental housing; elderly residents living on fixed incomes; people with mental illnesses; and low-income workers seeking affordable housing. Within an already tight rental market, these low-income and special-needs renters often compete with student tenants, and have less social services resources due to recent cutbacks in food stamps and childcare subsidies.

EXISTING & PLANNED INCOME-RESTRICTED HOUSING

There is a limited supply of existing and planned affordable/attainable housing for low- and very low-income households in Broomfield. The current attainable housing efforts in Broomfield consist of projects and programs provided by a combination of public, nonprofit, and private agencies. The Boulder County Housing Authority, the Jefferson County Housing Authority and the Colorado Division of Housing administer the Section 8 Rental Assistance Vouchers to households in Broomfield. While Broomfield does not have any public housing developments, a few multifamily apartments and single-family landlords accept Section 8 voucher tenants in Broomfield. There are 7 vouchers currently being used in Broomfield for families, seniors, and people with disabilities.

The indigent homeless needs in Broomfield are relatively small, but there are individuals and families living with family and friends who are also classified as homeless. Broomfield relies heavily on the resources provided by Boulder County and the City of Denver to meet regional needs. Broomfield does, however, provide funds through the Community Service Block Grants (CSBG) for emergency assistance and homeless prevention. The partnership between Boulder and Broomfield Counties ensure homeless assistance throughout the region, including warming centers, overnight shelters, transitional housing, and permanent supportive housing. Supportive housing vouchers targeted to homeless people with serious mental illness are distributed throughout the Boulder and Broomfield Counties; and seven are currently being used in Broomfield.

C. GOALS & POLICIES

Goal HO-A: Existing Housing

Encourage public and private investment aimed at maintaining, rehabilitating, and enhancing Broomfield's older existing housing.

Policy HO-A.1: Encourage public and private investment in Broomfield's older existing neighborhoods, such as maintenance, rehabilitation, and enhancement of individual residences.

Action Step HO-A.1.1: Consider a housing rehabilitation program for single-family and multifamily housing.

Action Step HO-A.1.2: Consider various means by which private and public investments can be leveraged to contribute to housing rehabilitation.

Action Step HO-A.1.3: Continue to support community organizations involved in housing rehabilitation activities.

Action Step HO-A.1.4: Promote programs aimed at informing new homeowners, renters and landlords about the community's expectations for the maintenance and upkeep of residences within Broomfield's existing older neighborhoods.

Action Step HO-A.1.5: Maintain and enhance public infrastructure and amenities within older existing neighborhoods.

Action Step HO-A.1.6: Increase more public-private partnership with new developments and redevelopment of existing neighborhoods.

Policy HO-A.2: Ensure that all new development considers interconnectedness of neighborhoods through site and street design.



Goal HO-B: Maintaining Housing Affordability/ Attainability

Encourage an adequate supply of affordable/attainable housing for lower-income households.

Policy HO-B.1: Plan for future affordable/attainable housing that meets the needs for the workforce and special populations.

Action Step HO-B.1.1: Consider and establish affordable financing tools for new developments and redevelopment.

Action Step HO-B.1.2: Prepare and consider housing programs to meet identified housing targets.

Action Step HO-B.1.3: Identify possible regulatory modifications that may be appropriate to promote attainable, sustainable and quality housing for lower-income households. This may include evaluating residential design standards, review procedures, permit fees, density requirements, inclusionary and restricted housing, etc.

Action Step HO-B.1.4: Locate affordable/attainable housing proximate to transit and community services and within mixed-income neighborhoods.

Action Step HO-B.1.5: Facilitate partnerships between public- and private-sector organizations to create housing developments that are suitable and attainable.

Action Step HO-B.1.6: Consider a formal housing authority to allow increased opportunities for engagement and investment in public and private partnership.

Goal HO-C: Diversity of Housing Types and Ownership Options

Encourage a diversity of populations within developed areas by providing a variety of housing types that serve a broad spectrum of households.

Policy HO-C.1: Encourage opportunities for homeownership.

Action Step HO-C.1.1: Support homebuyer education and training opportunities for Broomfield residents and employers.

Policy HO-C.2: Promote a diversity of housing types, styles, and price points within individual neighborhoods to accommodate a range of affordability.

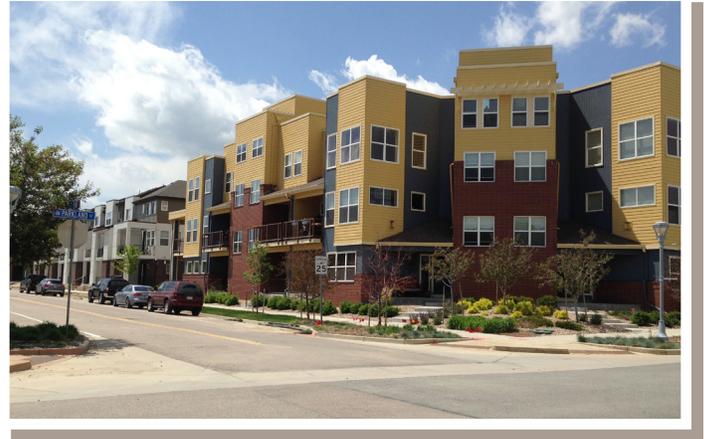
Action Step HO-C.2.1: Evaluate and establish potential locations for different housing types to provide a full spectrum of housing options.

Action Step HO-C.2.2: Identify potential gaps in the current and projected housing supply, and develop and consider programs to address these gaps.

Action Step HO-C.2.3: Determine the appropriate amount of housing for higher-income residents to support existing and new businesses.

Action Step HO-C.2.4: Enhance existing programs aimed at assisting senior residents to retain and maintain their homes so that these Broomfield residents can remain in Broomfield through the duration of their lives.

Action Step HO-C.2.5: Develop review process to encourage alternative housing options and to streamline necessary permitting to meet deadlines for grant money. This includes senior facilities, accessory dwelling units (ADUs), tiny homes, “granny homes,” etc.



Goal HO-D: Special Needs and Services Housing

Increase the supply of housing that is accessible and functional for seniors, single-parent households, and other residents with special needs.

Policy HO-D.1: Support housing that meets the health, access, childcare, transit, and social needs of households with special considerations, such as seniors, single-parent families, and people with special needs.

Action Step HO-D.1.1: Maintain safe housing for aging and other special-needs populations by offering handyman services and other community-based options instead of Red tagging violations.

Action Step HO-D.1.2: Evaluate and create a plan to coordinate Broomfield senior services with code compliance to simplify the experience for this population.

Policy HO-D.2: Encourage measures to streamline processes for proposed developments and redevelopments that would provide housing for seniors or people with special needs.

Goal HO-E: Residential Housing Design

Promote quality in terms of design, livability, aesthetics, sustainability, and construction in all housing types.

Policy HO-E.1: Promote residential development that is constructed of quality building materials, that incorporates good architectural and site design, and that reflects good land planning.

Action Step HO-E.1.1: Encourage new residential developments to provide diversity in design.

Action Step HO-E.1.2: For all planned construction or demolition of structure, encourage contractors to reuse or recycle as much construction and demolition debris as practical in order to divert materials from the landfill.

Action Step HO-E.1.3: Encourage builders of new construction and renovations to use concrete made with recycled concrete aggregate, fly ash or other industry best practice that is sustainable.

Action Step HO-E.1.4: Encourage new development and redevelopment projects to incorporate generation technology allowing for diversified electrical sources.

Policy HO-E.2: Promote the availability and use of renewable energy and prioritize energy efficiency.

Policy HO-E.3: Update zoning and building codes to reflect new techniques and materials.



Housing Needs Assessment Action Plan

	Immediate- Year 1 (2018)	Mid-Term- Yrs. 2-3 (2019- 2020)	Long-Term- Yrs 4+ (2021+)
<p>Recommendation 1. Review planning processes and zoning code to streamline affordable development and encourage housing diversity.</p>			
<p>Comments: This recommendation is also referenced under subsequent recommendations to highlight the impact of this task on both rental and ownership affordability objectives. The Housing Advisory Committee should begin this process with a thorough review of existing fees, current development review process through a workshop with the Planning department.</p>			
A. Formalize incentives for affordable development.	x		
(1) Continue process of and formalize expedited planning and	x		
(2) Review tax & fee structures for options to support	x		
(3) Recommend & adopt changes to tax and fee changes per		x	
B. Encourage product diversity throughout the city (e.g.,	x		
(1) Based on Housing Needs Assessment, present Council with	x		
(2) Evaluate residential districts were accessory dwelling units	x		
(3) Encourage visitable/accessible development by streamlining development process, providing fee waivers, enact a visitability ordinance. *		x	
<p>* Visitable units are those that can be easily accessed by seniors with mobility limitations and persons with disabilities. They are also built for accessibility modifications if needed in the future (e.g., reinforced walls for grab bars). They typically include at least one no-step entrance as well doors, hallways and a main floor bathroom that meet accessibility standards.</p>			

Recommendation 2. Set a goal to mitigate increases to the rental gap.

Comments: The city currently has a 1,286-unit shortage of rental units priced affordably for renters earning less than \$20,000 per year. Consider the following strategies to help mitigate increases to (or even reduce) the existing rental gap:

A. Formalize incentives for affordable development - see	x		
B. Educate the community about the need for and benefits of	x		
(1) Hold community meetings to discuss Housing Needs	x		
C. Encourage Low Income Housing Tax Credit (LIHTC)	x		
(1) Actively participate in Housing Colorado and other housing	x		
(2) Meet with developers and promote Broomfield's desire for	x		
D. Evaluate the potential for affordable and mixed-income		x	
(1) Prepare inventory of city-owned land including statutory	x		
(2) Evaluate housing need and land benefits towards meeting	x		
(3) Based on D.(2) above, evaluate land value.	x		
(4) Review and consider options for a portion of Public Land		x	
(5) Make recommendations to Council for use of land and		x	
E. Acquire and bank underutilized and vacant land for future		x	
(1) Prepare Business Plan that outlines housing development		x	
(2) Based on E.2 above, present Business Plan and		x	
F. Evaluate purchasing aging multifamily developments working		x	
(1) Prepare Business Plan that outlines housing development		x	
(2) Based on E.2 above, present Business Plan and recommendations to Council.		x	

Recommendation 3. Consider implementing policies/programs to improve product diversity and homeownership affordability.

Comments: This strategy includes preserving existing affordable ownership opportunities and creating opportunity for “missing middle” and “visitable” development. Many strategies for encouraging development and preservation of affordable housing for purchase overlap with those offered for reducing the rental gap:

A. Continue to support and expand, as appropriate, existing	x		
B. Evaluate creation of a revolving loan fund where residents		x	
(1) Evaluate economics, legal issues, administrative issues, and		x	
(2) Based on E.2 above, present plan and recommendations to		x	
C. Acquire and bank underutilized and vacant land for future affordable and mixed-income housing, potentially through land trust or sweat-equity partnerships;		x	
(1) See Recommendation 2.E. (1,2) above.		x	
D. Promote and encourage mixed-income communities	x		
(1) See Recommendation 1 - A - (1,2,3) above.	x		
E. Encourage sufficient product diversity throughout residential districts in both new and infill development;		x	
(1) See Recommendation 1 - A - (1,2,3) above.		x	
F. Review zoning districts to evaluate residential districts where accessory dwelling units (also called ADUs, carriage houses, granny flats or casitas) could be allowed by right and adjust zoning regulations to accommodate;		x	
(1) See Recommendation 1 - A - (1,2,3) above.		x	
G. Consider implementation of a deed restricted housing		x	
(1) Review and evaluate other such programs for effectiveness,	x		
(2) Review and evaluate 'incentive' programs vs. 'mandatory'	x		
(3) Based on G - 1 & 2 above, present plan and		x	
H. Encourage visitable/accessible development by streamlining		x	

Recommendation 4. Increase capacity for affordable preservation and development through financial resources.

Comments: Broomfield can facilitate some affordable and mixed-income development at a relatively low cost through many of the recommendations offered above but efforts that require more resources would benefit from a recurring source of funds for affordable housing. Broomfield should start considering options for future resources now, before housing needs become even more critical with an evaluation of the following options:

A. Evaluate use of General Fund allocation.		x	
B. Evaluate use of Developer impact fees and in-lieu fees (as discussed under Recommendation 3 - G - (1,2,3)).		x	
C. Evaluate use of dedicated property tax mill or sales tax.		x	
D. Evaluate use of dedicated affordable housing bond;			x
E. Present findings and recommendations to Council.			x

Recommendation 5. Consider establishing an independent Housing Authority Board.

Comments: Broomfield City Council currently has the responsibility of serving as the Broomfield Housing Authority Board. While the recommendations discussed above can be implemented under the current structure, many of the recommendations may prove more efficient under a dedicated and independent board whose focus is specifically to oversee the operations of the Housing Authority.

A. Gather background on other Housing Authority structures and oversight by meeting with a broad group of Housing Authority staff and Board members.	x		
B. Evaluate information received from meeting in 5.A above, and evaluate opportunities, risks, etc. for Broomfield.		x	
C. Review options with Staff including legal to assess best considerations.		x	
D. Present findings and recommendations to Council.		x	

Recommendation 6. Be a leader and advocate for regional collaboration.

Comments: There is a great deal of focus on affordable housing strategies in the Denver metro area currently—particularly in the communities northwest of the City and County of Denver—as evidenced by the recent release of Westminster’s Housing Strategic Plan and Boulder County Regional Housing Partnership’s Regional Housing Strategy. Broomfield should seek to engage in housing planning at the regional level along with these other north metro communities.

A. Actively participate in regional housing groups.	x		
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10 UTILITIES

A. UTILITIES VISION

BROOMFIELD PROVIDES A UTILITY INFRASTRUCTURE SYSTEM REPRESENTING STATE-OF-THE-ART EQUIPMENT, CONSTRUCTION, MANAGEMENT AND CONSERVATION TECHNIQUES TO SERVE THE NEEDS OF BROOMFIELD THROUGH AND AFTER BUILDOUT.

B. CURRENT SITUATION & FUTURE TRENDS

Utilities are the foundation to urban living. Clean drinking water, electricity, stormwater management, natural gas, telecommunications, and wastewater make city-living possible. Adequate, efficient, accessible and affordable utilities contribute to creating quality-of-life places, attracting business, reducing the environmental footprint of urban development, and playing a vital role in social development. The Utilities Element works in concert with the [Land Use Element](#) to ensure adequate infrastructure is in place to accommodate existing and future needs.

Infrastructure for utilities (water, wastewater, power, natural gas, waste disposal, storm drainage, telecommunications and reuse water) is provided by or in coordination with the City and County of Broomfield to serve the basic needs of the community's residents and businesses; to serve the needs incurred by a growing population; and to respond to legal mandates of legislation at federal, state and local levels. The City and County of Broomfield has an extensive utility infrastructure system in place, and the maintenance and expansion of this system is critical to Broomfield's ability to meet present and future utility services demands.

Growth will continue to strain utility infrastructure within Broomfield and the Front Range region. The challenge is to maintain an appropriate and affordable level of services for all members of the community. Broomfield currently enjoys a strong financial position, adequate existing infrastructure

and a broad commercial tax base. Continued growth will provide new opportunities for Broomfield, but it also will require extensive capital improvements or joint service agreements with developers to put necessary services in place. New technologies and changes in local and regional policies may present opportunities to diversify approaches to meeting the needs of the community in increasingly sustainable ways.

Utility systems within Broomfield will continue to grow as needed to serve the residents to final buildout of the community. Once buildout is achieved and further new development is minimal, the utility systems will switch to a repair, maintain and as-needed replacement mode to keep the utility systems in an optimal operating condition. After buildout is accomplished any new growth within the utility systems will be limited to serving existing areas within the community that are undergoing redevelopment. At this stage, no growth of utility services into new areas beyond Broomfield are anticipated.

Broomfield builds, owns, operates and maintains its own potable water, non-potable water and wastewater systems. Broomfield's stormwater system is a combination of public and private improvements, with ownership, construction responsibility and maintenance also being a combination of the City and County of Broomfield, private developers and the Urban Drainage and Flood Control District.



Electricity, gas, cable, and telecommunications are all supplied pursuant to franchise agreements by the private sector through Xcel Energy, United Power, Comcast, and CenturyLink Communications.

Based on the [2015 City and County of Broomfield Citizen Survey](#) and interviews with key Broomfield managers and stakeholders the following infrastructure issues have been identified to be important within the community (note, the survey did not cover specific issues related to broadband/telecommunications infrastructure):

- The severe drought in 2003-2005 exposed the challenges associated with water supply in arid climates and heightened the awareness of the need to create new efforts for water conservation.
- Broomfield residents currently enjoy a high level of service related to infrastructure, and there is a concern that additional development especially in the growing northern and eastern portions of the community may tax the capacity of the systems and diminish the quality of life. Consequently, it will be important to evaluate the demands of future development and to provide service in a manner that does not reduce service levels or increase costs for existing residents.
- Smart growth practices should be employed within Broomfield whereby infrastructure is installed in a sustainable manner commensurate with the ability to finance the required improvements.
- The utility infrastructure needed for new growth, particularly larger facilities such as pumping stations or substations, should be installed prior to the construction of surrounding residential or commercial buildings.
- Utility rates need to be sufficient to allow revenue for the repair and replacement of older existing utility infrastructure as it reaches the end of its useful life.



Broomfield residents enjoy a high level of service related to water/stormwater/sewer infrastructure, and there is concern that too much development may burden the capacity of the systems and diminish the quality of life. Consequently, it will be important to evaluate demands of future development, to provide service in a manner that does not reduce service levels or increase costs, and ensure maintenance of existing infrastructure continues for continued viability.

EXISTING UTILITY MASTER PLANS

The City and County of Broomfield currently has three utility master plans for its utilities. The Water Master Plan was updated in 2014. The plan identifies the scope and timing of improvements that are needed to adequately serve the community through buildout. The [Non-Potable Water Master Plan](#) is scheduled to be updated in early 2016. This update is intended to evaluate different buildout scenarios and to identify the new infrastructure needed to support the scenarios. The Wastewater Utility Plan was updated in 2013. These master plans need to be periodically updated to ensure that existing and planned infrastructure is adequate to handle future growth through buildout as proposed in this Comprehensive Plan.

Privately owned utilities that operate by franchise within the community have their own plans for serving customers within Broomfield.

CITY OWNED UTILITIES

Broomfield provides potable water, non-potable water and wastewater utility services within the City and County. In addition the storm water system within the City and County is owned and operated by the City and County and other public and private entities.

WATER SUPPLY CONSIDERATIONS

Like most communities within the western United States, Broomfield’s water supply must be viewed in terms of its physical availability, legal right to usage and delivery system for treatment, storage and transportation. Along the Front Range there is a finite supply of surface and groundwater that must be managed. Colorado’s complex system of water rights further complicates the delivery of water in the region because the point of diversion, consumptive-use credits, and return-flow requirements create constraints and require expert management to ensure that water is available under dry-year conditions. The ability to treat, store and deliver potable water is the essence of a community water system.

The Northern Colorado Water Conservancy District provides up to 8,994 acre-feet of untreated surface water from the Windy Gap and Colorado/Big Thompson Projects. Additionally, Broomfield can purchase up to 6,500 acre-feet of potable water from the Denver Water Department. The combined 15,494 acre-feet of potable water will support a base of 28,171 tap equivalents. Based on projected residential and commercial development, it is estimated that 37,300 tap equivalents will be needed at buildout. Broomfield does hold water rights within the Windy Gap system to adequately serve these estimated future needs. The Windy Gap Reservoir and pumping plant are constructed and operating. They provide Broomfield with sufficient water for an additional 11,000 tap equivalents meeting buildout demands.

The water rights for the Windy Gap project are fairly junior (other more senior water rights are satisfied first), which requires the construction of new water storage projects to “firm” the Windy Gap water supply. The Windy Gap water must be taken when it is available during high

Second Broomfield is planning the construction of Broomfield Reservoir sometime between 2020 and 2022. Chimney Hollow Reservoir will store Broomfield’s share of the Windy Gap water near Loveland until it is needed. For Broomfield to use this water, it must be transported to Broomfield through the Southern Water Supply Pipeline that runs from Carter Lake to Broomfield. At times more water will be required in Broomfield than the Southern Water Supply Pipeline can deliver. Broomfield Reservoir will provide raw water for treatment during high-use periods and will be located between Sheridan Boulevard and the Northwest Parkway near the Broomfield Water Treatment Plant.

Non-potable water supplies also are an important element of a sustained community water supply. Broomfield’s reuse “purple pipe” system has the capacity to provide up to 3,100 acre-feet of non-potable treated effluent (reclaimed water) from its wastewater treatment plant for irrigation of open space areas. This approach ostensibly “stretches”

Broomfield currently receives water from four sources:

1. Northern Colorado Water Conservancy District and its Municipal Subdistrict
 2. Denver Water Department
 3. Reclaimed (treated) wastewater
 4. Raw water from water rights owned by Broomfield
-



flow periods, such as spring snow melt runoff, and stored for later use when it is needed. To provide this firming storage, Broomfield is currently planning for two water storage projects.

First, Broomfield, along with 12 other water providers, is participating in the building of the Chimney Hollow Reservoir, which will be built west of Carter Lake near Loveland. This reservoir is being proposed by the Northern Colorado Water Conservancy District, and construction could begin as early as 2018. Once adequate storage is built at Chimney Hollow Reservoir to firm the Windy Gap water, Broomfield will have adequate water available to serve the community through buildout.

available water supplies by freeing up potable water supplies to serve new users. The reclaimed wastewater may be used to irrigate about 1,275 acres of land.

The feasibility of expanding the reuse system further will be determined as part of the 2016 Non-Potable Master Plan update. The update should explore the feasibility of extending the non-potable purple pipe system to individual homes and businesses for purposes of landscape irrigation. This study would evaluate the amount of non-potable water available for sale to individual customers and the cost of installing, maintaining and metering this purple pipe system to customers in some portions of the community.

In addition the 2016 Non-Potable Master Plan update should explore amending Broomfield’s building codes to allow homeowners to capture, store and use for irrigation gray water from sinks and showers in a home or commercial building. Black water from toilets would continue to be

discharged to the sanitary sewer system. Both types of non-potable water reuse systems would reduce water available for treatment and discharge to Big Dry Creek and thus would have water rights implications that need to be addressed before either option can be implemented. As of 2016, Colorado allows residents to use rain barrels to capture water from roofs during rainstorms.

Broomfield also currently supplies water to the Rocky Mountain Metro Airport and the Mile High Water Company, although it is not the City and County’s policy to extend water supply services to additional areas outside Broomfield.

Water supplies must continue to be developed to match growth projections for Broomfield through buildout. Options include, but are not necessarily limited to, acquisition of additional raw-water supplies, additional water rights for the non-potable reuse system, groundwater development, increased raw-water storage and expanded use of reclaimed wastewater.



STORAGE, TREATMENT AND DISTRIBUTION

Broomfield’s water treatment plant currently meets all Safe Drinking Water Act requirements promulgated by the U.S. Environmental Protection Agency; however, there may be a need to provide for additional chlorination facilities within the delivery system to maintain required minimum levels of chlorine residuals as the system expands further to the north and east. One example is the chlorination station at Midway Boulevard and Zuni Street that increases the chlorine content of potable water purchased from the Denver Water Department before it enters the Broomfield system.

The potable water system currently has 15 million gallons of potable water storage and is capable of delivering water with pressures ranging from 60 to more than 100 psi. The distribution network south of 144th Avenue is nearly

complete, although significant expansion will be needed to serve the northern and eastern areas of the community.

Broomfield currently has a water license fee per tap equivalent. The water license fee is determined based on the anticipated annual water usage while separate fees are charged for the actual tap and for the meter. The fee is structured to pay existing water debt and to acquire water rights and build such systemwide improvements as reservoirs, treatment facilities and transmission works. The water license fee is reviewed annually to ensure that Broomfield will have adequate funds to pay for water rights through buildout.

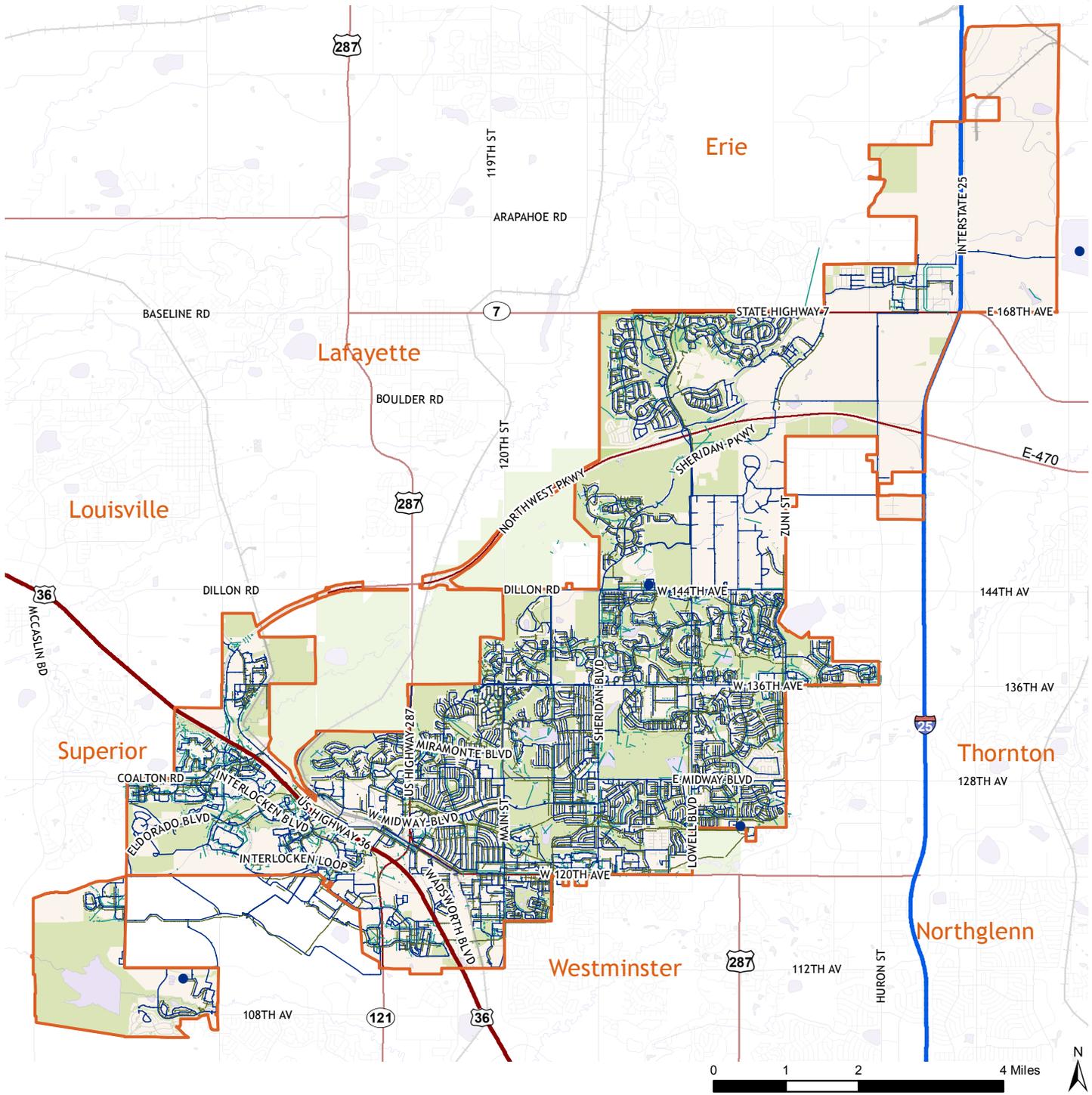
WASTEWATER TREATMENT CONSIDERATIONS

Broomfield recently completed an expansion of the Big Dry Creek Wastewater Treatment Plant, which resulted in a capacity of 12 million gallons per day. Continued expansion of treatment capacity will be needed to support buildout of the community. Broomfield plans to expand its Big Dry Creek facility by six million gallons per day with construction scheduled to begin after 2020. Options to partner in a regional system were evaluated in 2008 and it was determined that the current plant location offers the advantage of minimized water rights impacts and maximum opportunities for expansion of reclaimed water use. Having all of Broomfield’s wastewater treated in one plant provides maximum flexibility to balance between satisfying water rights requirements for discharging the treated effluent to Big Dry Creek and recycling the treated effluent back into the non-potable purple pipe reuse system.

A disadvantage of the continued expansion to the Big Dry Creek facility is that it would require multiple lift stations to bring flows upstream to the plant. This is particularly the case in the northern and northeastern areas of the City and County. The first of several new lift stations was recently completed in 2012 near the interchange of Interstate 25 and State Highway 7. Two to four additional lift stations will be required to serve the eastern and northeastern areas of Broomfield through buildout.

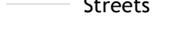
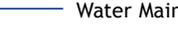
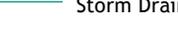
Being a fairly new facility, the Big Dry Creek Wastewater Treatment Plant has up-to-date technologies that allow high-efficiency secondary treatment operations to effectively meet all state and federal regulations for treatment and discharge of effluent to Big Dry Creek.

Map 31. Utilities



Source: Broomfield GIS Department; CDOT

LEGEND

-  City and County of Broomfield
-  Interstate
-  Highways
-  Streets
-  Railroad
-  Creeks, Ditches and Canals
-  Waterbody
-  Open Lands
-  Water/Wastewater Treatment Facility
-  Sewer Main
-  Water Main
-  Storm Drain

DRAINAGE AND FLOOD CONTROL.....

Drainage and flood control is an important component of Broomfield’s infrastructure system. Broomfield largely resides on higher ground that drains to the Big Dry Creek major drainageway. A small portion of Broomfield drains to Rock Creek to the north. Most of Broomfield is within the Urban Drainage and Flood Control District (UDFCD), the exception being those areas formerly within Weld County that were annexed into the City and County of Broomfield. With regard to the UDFCD’s Outfall Systems Master Plan, Broomfield has and will continue to work with developers within these drainage basins to implement the plan. Many of the drainage improvements constructed within Broomfield are related to development projects and are funded in part by private developers.

Broomfield is part of the enacted Phase 2 National Pollutant Discharge Elimination System (NPDES). The NPDES program requires communities to assess water quality opportunities and to establish a framework for future water quality programs.

The City and County of Broomfield has a Municipal Separate Storm Sewer System (MS4) permit issued by the Colorado Department of Public Health and Environment. The purpose of the MS4 is to protect the public’s water resources by reducing non-point source pollutants entering into the storm sewer system. Non-point source pollutants include such things as fertilizer runoff from yards and oil and other chemicals from streets and parking lots. The permit has six program areas: public involvement, public education, illicit discharge detection and illumination, construction oversight, post-construction inspections, and good housekeeping.

MAINTENANCE AND UPGRADE OF EXISTING UTILITY INFRASTRUCTURE...

Several portions of the utility infrastructure within Broomfield are reaching the end of their useful service lives and are in need of major repair or replacement. This is particularly the case in the First Filing area that was first developed in the 1950s. Utility lines in these neighborhoods are over 50 years old and need increasing repair and

eventual replacement. Broomfield’s Capital Improvement Program includes annual funding to address aging water and sewer system components. The utility rate structure needs to allow sufficient resources to continue with the replacement and upgrade of these old utility lines.

GREEN TECHNOLOGY.....

Landscape irrigation technology can be installed that detects the moisture of the soil and only waters when vegetation needs watering. Also, xeriscaping with low-water-demand plants can be encouraged throughout the community to reduce landscape watering. Potentially rebates on city water utility bills could be provided to encourage these water conservation measures.

Broomfield does not currently support composting of yard and food waste. It does treat solids at the wastewater treatment facility, and these are turned into compost used to condition and fertilize soil at Broomfield’s Weld County Farm. It also provides a tree-mulching operation

at the Recycling Center and may add a similar operation at Metzger Farm. It also is considering using the Metzger Farm as a drop-off and composting site for yard waste. Some nearby cities have adopted trash-hauling systems that allow for community-wide composting of all organic materials, including dairy and meat, at industrial composting sites. This would be an alternative to explore in more depth.

FRANCHISE UTILITIES

Franchise utilities are privately owned and operate within Broomfield under a franchise agreement. Franchise utilities are essential to maintaining a high and consistent level of service for residents' quality of life, as well as for attracting quality and high technology industries. Electric services currently are provided by United Power in the northern part of Broomfield and by Xcel Energy in the southern portion. Xcel Energy provides natural gas service throughout Broomfield. A telecommunications franchise is currently maintained by CenturyLink, and the cable TV services franchise is held by Comcast. Also several wireless telephone companies own and operate cellular towers that provide wireless cell phone services.

Each of these utility services requires planning and updating of facilities as Broomfield continues to grow and develop, especially in the north and east. The franchise utilities need to coordinate with Broomfield utilities with regard to the additions to their systems so that all utility services are in place and available to residents and businesses as development occurs.



PROVISION OF NEW UTILITY SERVICES

Some cities such as Longmont have installed free public WiFi in certain city parks. Broomfield could work with telecommunications providers to provide WiFi services in community parks and recreation centers. Also, Longmont has constructed and is operating a fiber-optic network system named Next Light to provide high-speed Internet connection to all city residents. Broomfield should explore doing the same through a telecommunications utility such as Century Link which presently provides this service in portions of Denver, Boulder, Aurora, and Fort Collins.

C. GOALS & POLICIES

Goal UT-A: Utility Planning

Adequately plan and coordinate so that all utilities within the City and County are reliable and support existing developed areas and future growth.

Rationale:

An important goal of this 2016 Comprehensive Plan is to maintain and enhance existing neighborhoods and businesses. A key component to maintaining quality neighborhoods and commercial areas is having efficient, reliable and up-to-date utility infrastructure servicing those areas. Analysis and good advance planning of the current situation in established neighborhoods and commercial areas are keys to identifying and financing future construction efforts. Broomfield’s Water and Sewer Funds’ capital improvement programs operate on a 10-year planning cycle, with annual allocations. Adequate advanced utility planning will allow Broomfield to finance, through its Water and Sewer Funds, utility improvements, upgrades and replacements in developed areas. The financing of improvements to the franchise utilities will be provided through their individual financing mechanisms.

Utility infrastructure also is an important consideration in land use planning and the management of growth. Ideally, communities such as Broomfield systematically plan and install (or work with developers to install) infrastructure as part of a long-term capital improvement program that balances expenditures with available funding. The challenge to this approach, however, is that major capital expenditures may be required to serve remote areas or where there is inadequate existing capacity to meet the demands of incremental growth. Also, infrastructure that is constructed too far in advance of demand will result in higher finance costs and more difficult maintenance conditions.

Conversely, infrastructure that lags behind demand may produce service constraints and inhibit the competitiveness of Broomfield to attract new residences and businesses. Also, if “unattractive” utility infrastructure is added after a neighborhood is developed, this may lead to community opposition to the new infrastructure. This opposition may be due to concerns about the neighborhood disruption when streets are torn up for construction. There may also be opposition for the installation of aboveground utility facilities (e.g., cell phone towers, electrical substations, natural gas odorizing stations, water pumping stations, sewer lift stations, telephone equipment boxes) that may not be aesthetically pleasing and thus may not be desired in an established residential neighborhood.

Accurate and up-to-date utility plans and coordination between the City-owned and the franchise utilities can help solve the dilemma. The existence of quality infrastructure planning allows Broomfield to support and direct future residential and economic growth.

Policy UT-A.1: Review and update utility plans on a regular basis for existing and new growth areas within Broomfield (and in other areas where prior service agreements exist).

Action Step UT-A.1.1: Periodically update the Broomfield Wastewater, Water Systems Utility and Non-Potable Water Master Plans, incorporating the goals, policies and final [Land Use Map](#) of this 2016 Comprehensive Plan.

Action Step UT-A.1.2: Continue maintenance and infrastructure evaluation of developed areas to determine infrastructure needs, and prepare and implement a short- and long-term plan for improving and replacing utilities where needed.

Action Step UT-A.1.3: Conduct an annual coordination meeting of all Broomfield-owned and franchise utilities with linear facilities (pipes and wires) to discuss Broomfield’s growth and development plans and to plan utility infrastructure improvements needed to provide utility services for new areas of growth and development. Conduct a separate annual meeting of cell phone providers to assess areas within Broomfield with inadequate cellular signal coverage, and develop plans to fill in these weak signal areas with new cell phone antennas. Both meetings will discuss growth and development within and immediately adjacent to Broomfield, since many utility systems are interconnected to areas outside of Broomfield.

Policy UT-A.2: Develop and manage all utility systems to increase reliability on a daily basis and in times of need (e.g., drought).

Action Step UT-A.2.1: Continue working with all applicable utility providers to increase reliability and aesthetic appearance by placing existing overhead utility lines underground. Coordinate the burial of separate utilities to minimize the number, duration and location of street cuts.

Action Step UT-A.2.2: Build the Broomfield Reservoir by 2022 and/or the Chimney Hollow Reservoir by 2018 to increase Broomfield’s raw-water storage capacity.

Action Step UT-A.2.3: Aggressively maintain, upgrade and replace utility lines as needed to ensure reliability of service.

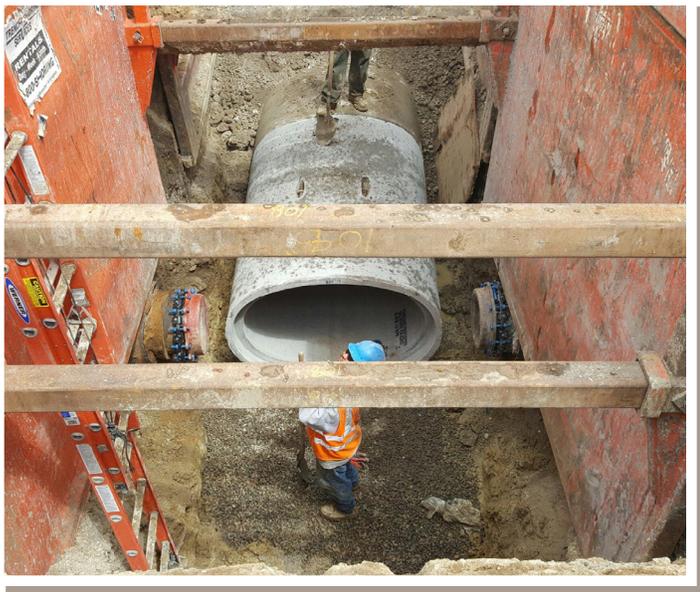
Action Step UT-A.2.4: Work with area utility providers to develop systems that will minimize or prevent service interruptions.

Policy UT-A.3: Seek out new and innovative technologies to improve utility system planning, construction and maintenance.

Policy UT-A.4: Evaluate the feasibility of Broomfield providing public WiFi service in community parks and fiber-optic services throughout the community.

Action Step UT-A.4.1: Explore the installation of public WiFi in Broomfield-owned parks and recreation centers.

Action Step UT-A.4.2: Explore the installation of a fiber-optic communications system throughout the community that provides high-speed communications services including the Internet to all Broomfield residents.



Policy UT-A.5: Use utility franchise agreements to support and implement Broomfield’s goals and policies for growth and development and utility service reliability.

Policy UT-A.6: Review the solar panel contracts for Broomfield-owned buildings to see whether it would be better and possible for Broomfield to own these solar panels. Because the price of solar has decreased substantially, consider adding more panels.

Policy UT-A.7: Use Broomfield’s approval mechanisms to ensure that the efforts of metropolitan districts operating within Broomfield support the community’s overall goals regarding the provision of utilities.

Policy UT-A.8: Work with Broomfield trash collection companies to encourage the provision of recycle pickup community-wide.

Policy UT-A.9: Establish methods for residents to have yard and kitchen waste collected for composting.

Action Step UT-A.9.1: Explore having trash collection companies pick up compostable yard and kitchen waste.

Action Step UT-A.9.2: Alternatively explore setting up community-owned compostable material drop-off sites and transporting that material to the Weld County Farm or Metzger Farm for composting.

Policy UT-A.10: Consider developing a task force that would work on a plan to reduce landfill and make trash hauling more efficient, economical, and environmentally sustainable.



Goal UT-B: Financing Utilities for Buildout

Ensure that the long-term cost of developing utility infrastructure to serve Broomfield can be met.

Rationale:

The cost of providing quality and reliable community utilities and the revenue stream to finance and maintain those services (whether public or private) should match. To meet the needs of an expanding population and to provide for a high level of service, a number of funding mechanisms will be required. These may include a combination of water and sewer licenses, development impact fees, Urban Drainage and Flood Control funds, state and federal funds and grants, special improvement districts, special assessments, and Title 32 Metropolitan District financing and reimbursement agreements with individual parcel owners.

Franchise utilities, such as electric, gas, cable and telephone, are funded through private development and are not the City and County's responsibility to install and maintain. Local distribution facilities of the franchise utilities (power, gas and telephone lines) generally are installed with new development at the developer's expense. Neighborhood utility systems to serve each development however are the responsibility of the franchise utility. Upgrading existing franchise utilities occurs on a planned basis according to the supplying company. This planning needs to be coordinated with the City and County so that all utility expansions are adequately accommodated as the development occurs.

Policy UT-B.1: Continue annual financial planning to ensure that utility services are constructed and maintained to an acceptable level of service.

Action Step UT-B.1.1: Annually review financial commitments necessary to maintain Broomfield's water system, and adjust water licenses rates, consumption rates or alternative sources to accommodate long-term growth projections.

Action Step UT-B.1.2: Continue to explore alternative long-term financial sources for providing, maintaining and upgrading all utility services (public and private) as well as the potential purchase of solar panels serving city buildings and the addition of more solar panels. Consider also negotiating with energy utilities for more solar and wind-based sources of power.

Action Step UT-B.1.3: During updates to Water and Sewer Fund capital improvement programs, budget to ensure that infrastructure needs can be met for growing and for future planned areas where Broomfield has financial commitments to provide utilities.

Policy UT-B.2: Continue to establish private/public partnerships to build municipal infrastructure by negotiating with developers to implement the long-term water, wastewater and storm drainage master plan.

Policy UT-B.3: Continue to establish cost-sharing and cost-recovery mechanisms that encourage private investment and enable infrastructure to be built as development occurs, thereby achieving maximum cost efficiencies and savings.

Policy UT-B.4: Continue to use improvement and urban renewal districts to manage implementation of local infrastructure programs. This may include the issuance of bonds or other debt instruments to build infrastructure. Use of these techniques should consider potential impacts on future residents and businesses.

Policy UT-B.5: Phase infrastructure improvements to match and immediately precede the rate of development, while avoiding excessive debt expense and negative fiscal impacts.

Policy UT-B.6: To the extent possible (i.e., where other agreements are not already in place), new development should pay its own way regarding the provision of utilities.

Policy UT-B.7: In the establishment of metro districts, evaluate the varying impacts from neighborhood to neighborhood, with the overall goal of protecting the community as a whole.



Goal UT-C: Sustainable Utilities Contributing to Overall Quality of Life

Provide environmentally sustainable and efficient utility systems that protect Broomfield's and the region's natural resources and that contribute to overall quality of life.

Rationale:

Utility planning, design, construction and maintenance provide Broomfield with a great opportunity to be a leader in demonstrating environmental stewardship and utilizing new technology. To protect, preserve and enhance our natural resources, we need to develop in a sustainable manner with a focus on the conservation and the restoration of our community's resources. The water sources that are acquired in the future should be renewable surface-water supplies rather than groundwater, which may decline over time.

The benefits of and uses for utility infrastructure can extend far beyond their primary purpose. For example, detention ponds can be combined with parks, open space, trails, and urban design improvements and public art planning to change a simple utility into a great community amenity with multiple purposes. Multiple uses also afford the opportunity for additional funding sources in building utility infrastructure and the ability to meet multiple master plan goals.

The electric utilities and private developers within the community provide the streetlights in Broomfield. The streetlights use either high-pressure sodium or halogen bulbs. New technology is becoming available using LEDs. Also motion sensors are available to turn the streetlights on only when people or cars are nearby.

Policy UT-C.1: Design stormwater detention ponds and water-quality features to maximize opportunities for wetlands and other native plant materials, thereby creating natural water quality filtering and native plant and wildlife habitat.

Policy UT-C.2: When financially practical, use state of-the-art technologies and practices in utility design, construction and maintenance.

Action Step UT-C.2.1: Explore and implement new techniques and technologies for pond management to eliminate such issues as fish kills, odors and mosquitoes.

Action Step UT-C.2.2: Implement provisions of the Environmental Protection Agency and the Colorado Department of Public Health and Environment programs and discharge permits to reduce non-point source pollution runoff from City and County streets and yards onto stormwater drains.

Policy UT-C.3: Whenever feasible, utility facilities should preserve natural features.

Policy UT-C.4: Use non-potable water systems (reuse water or raw water) for irrigation whenever possible.

Action Step UT-C.4.1: Explore allowing residents to capture gray water from showers and sinks to reuse for irrigation.

Action Step UT-C.4.2: Explore allowing individual residents and businesses to purchase treated wastewater from the City and County's reuse water system for purposes of landscape irrigation.

Policy UT-C.5: Continue work with Farmers Reservoir Irrigation Company (FRICO) regarding re-vegetation efforts along irrigation ditch corridors controlled by the company.

Policy UT-C.6: Develop stormwater facilities, particularly those associated with residential projects, with usable recreation components above the 10-year storm capacity.

Policy UT-C.7: In coordination with the Environmental Stewardship Element's Education goal, make Broomfield wastewater and stormwater facilities available for educational programs. Educational components also should be considered in the design of such facilities.

Action Step UT-C.7.1: Improve public information programs to get more residents aware of water conservation opportunities such as using irrigation systems with soil moisture sensors or planting xeriscaping that requires little water.

Policy UT-C.8: Explore and encourage such alternative renewable energy sources as solar, wind and water.

Action Step UT-C.8.1: Conduct public information seminars for residents on the installation and use of solar, wind and water conservation systems.

Policy UT-C.9: Work with Broomfield utility franchises and metropolitan districts to ensure that their efforts support Broomfield's sustainability goals.

Policy UT-C.10: Work with Broomfield electric utility franchises and developers to encourage the use of motion-sensor LED streetlights within the community.

Policy UT-C.11: When acquiring new supplies of water, obtain water supplies that are from fully renewable surface sources.

Goal UT-D: Community Aesthetics

Utility infrastructure should contribute to overall positive community aesthetics.

Rationale:

Every part of our built environment contributes to a positive or negative community image. Utilities are no exception. Overhead utility lines, buildings enclosing utility infrastructure, water towers, reservoirs and detention ponds, for example, can have a dramatic impact on overall community aesthetics. The need for utilities and the nature of utility design means that they will impact pristine areas; ridgelines and highpoints, and all types of development, including commercial, residential, and industrial areas.

Historically, the high cost of providing utilities lends itself to not giving priority to aesthetics in their design and construction. This trend, however, has changed dramatically over the last decade. Communities such as Broomfield have modified their focus to include attractive design components in the design and construction of utility facilities. This goal establishes a set of policies to help contribute to Broomfield's efforts to design utility systems that contribute to overall positive community aesthetics.

Policy UT-D.1: Consider community aesthetics as a priority in planning, siting and financing utility infrastructure.

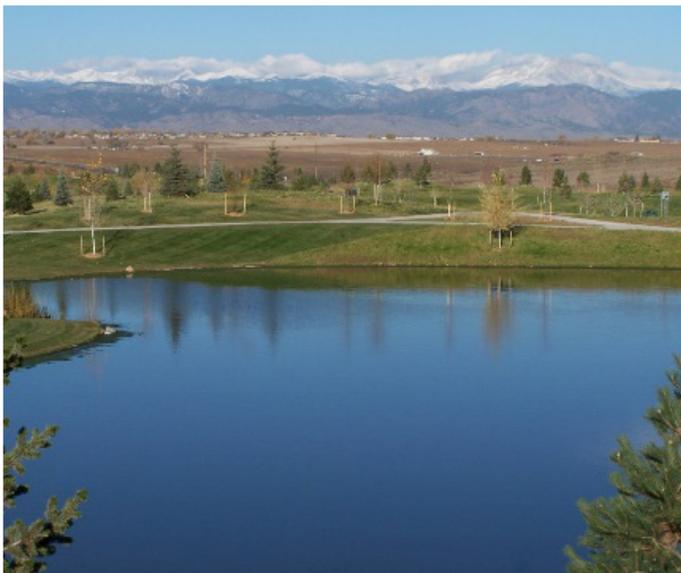
Action Step UT-D.1.1: Utility building design and location should give priority to architectural character and aesthetics and should not create an eyesore for the community. Rather, the design either should blend into the surroundings or should stand out as a quality community feature. To the extent possible, the infrastructure should be built before the surrounding area is developed.

Action Step UT-D.1.2: Continue working with Xcel Energy, United Power, CenturyLink and Comcast on siting utility boxes/cabinets, as well as moving existing utilities underground through replacement programs.

Action Step UT-D.1.3: Investigate new opportunities for screening, sculpture and other urban design solutions for hiding or disguising cell towers.

Policy UT-D.2: Utility infrastructure (including but not limited to buildings, stormwater ponds/detention areas and reservoirs) should be maintained in a manner that maintains the appearance of the community.

Policy UT-D.3: Work with Broomfield utility franchises to ensure that their efforts support the 2016 Comprehensive Plan goals.



Goal UT-E: Communications Infrastructure

Facilitate the construction of state-of-the-art communications infrastructure.

Rationale:

The continued evolution and expansion of e-commerce and the high-tech industry will increase the demand for faster and more reliable Internet service, as well as for new and unforeseen technological services. Residents increasingly are expecting access to new technologies and high-speed data services. Similarly, the business community demands a cutting-edge communications infrastructure to keep it competitive in local and global marketplaces. For Broomfield to sustain a well-educated and satisfied population, and to be competitive in industry, a prolific high-tech communications infrastructure system should be implemented.

Furthermore, as the telecommunications industry continues to mature, there will be more definition to the advantages and disadvantages of different networks for TV, phone and the Internet. The competition among these modes occurs at a very large scale, and Broomfield should maintain as many viable options as possible to supply these services to its residents and businesses.

Policy UT-E.1: Develop a means of implementing state-of-the-art, high-tech communications facilities throughout Broomfield.

Action Step UT-E.1.1: Create an action plan for constructing a comprehensive state-of-the-art communications system in Broomfield, including undertaking an inventory of existing residential and commercial areas to determine what communication infrastructure/facilities are available and what facilities are needed.

Goal UT-F: Public Health and Provision of Utilities

Enhance the public health of the community through the provision of adequate, clean, safe and reliable utilities.

Rationale:

The premise of this goal is that public health concerns (e.g., water and soil contamination from failing septic systems) should be given high priority in planning utility infrastructure and requiring utility services. Broomfield soils typically are not suited to long-term use of septic systems. Also, as densities increase and land uses transition away from a rural character, the potential for contaminating groundwater resources increases dramatically. As Broomfield continues to grow and densify, careful attention must be paid to public health issues with respect to water and sewer provisions.

Efforts will be made to ensure that in the long term, all residents and businesses will be connected to the community's wastewater sewer system. However, in the short-term, trade-offs may be necessitated by financial considerations or by previous annexation agreements. Additionally, some appropriate rural densities (large lots and few lots) may lend themselves to either temporary or long-term use of septic system and/or water well use.

Policy UT-F.1: Eliminate existing and potential water wells and septic systems that negatively impact public health.

Action Step UT-F.1.1: With regard to public health concerns, evaluate developed areas not currently on public water and sewer. Determine short- and long-term plans for including these areas in the public wastewater utility system. Devise a reduced-tap-fee incentive program to encourage residences to connect to public water and sewer lines.

Action Step UT-F.1.2: Continue to apply and refine criteria for future development (e.g., minimum lot sizes and uses) where septic systems may be allowed. These criteria should be used to protect public health, as well as to discourage (or disallow) large subdivisions that will not provide public utilities (water and sewer).

Action Step UT-F.1.3: Continuously comply with water discharge permits including the NPDES permit for the treated effluent discharge from the Big Dry Creek Wastewater Treatment Plant and the non-point source pollution MS4 permit.

Goal UT-G: Regional Coordination

Influence and implement regional utility planning efforts to be environmentally, economically and functionally advantageous to Broomfield.

Rationale:

Utilities provided within Broomfield, especially the franchise utilities, are part of regional utility systems in the northern Denver metro area. Accordingly, the utilities within Broomfield are not an island; they are provided on a regional basis that serve several surrounding cities. The franchise utilities are all provided this way. Another example is that Broomfield has previously studied connecting sanitary sewers from portions of the community to wastewater treatment plants being built by other northern metro-area wastewater utilities, rather than sending this wastewater to the Broomfield Big Dry Creek Plant. However, for several reasons Broomfield has rejected this option, but it may wish to revisit this issue in the future.

For these reasons, the planning for providing for utility service in Broomfield must be done on a regional basis. Broomfield needs to work together with the wastewater and franchise utilities regarding their systems within the surrounding communities to ensure that these utilities adequately serve Broomfield residents and businesses.

Broomfield's water utilities are related directly to water supply resources (e.g., the Northern Colorado Water Conservation District or the Denver Water Department) that cross many political boundaries. Therefore, working with regional agencies is critical to achieving a well-balanced water utility system. Such efforts also provide opportunities for outside funding.

Broomfield has been committed to working with its regional agencies and will continue to do so. However, where it is not economically or environmentally advantageous, Broomfield will work to eliminate reliance on other communities.

Policy UT-G.1: Continue working with Broomfield's neighbors on the Windy Gap/Colorado Big Thompson northern water supply system including the potential construction of the Chimney Hollow Reservoir.

Policy UT-G.2: Continue to work with Urban Drainage Flood Control District (UDFCD) on updating the Outfall Systems Master Plan.

Policy UT-G.3: Continue to explore opportunities for joint use of regional utility infrastructure that will provide more cost-effective means of servicing Broomfield.

Policy UT-G.4: Work with franchise utilities to ensure that the development and operation of their utilities both within and outside Broomfield will provide adequate utility service to the residents and businesses in Broomfield.

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Implementation

The measure of the 2016 Comprehensive Plan’s success is its ability to direct and bring about actions that implement the Plan’s articulated vision, goals and supporting policies. The most direct means by which to accomplish this aim is through implementation of the Plan’s Action Steps. With this 2016 Comprehensive Plan, the implementation is included as an integral component to the Plan.

The following implementation matrix identifies the relative scale of each Action Step in terms of the amount of effort that each item will take to complete. These classifications do not reflect each Action Step’s perceived relative importance toward furthering the Plan’s implementation, nor do they imply a sequence or timeline. The three primary categories used are: big, medium and small items.

In addition to these three categories, the “ongoing” Action Steps have been separated out. Ongoing Action Steps do not call for a specific, singular action, such as to conduct a study, build a facility or create a program, nor do they

typically require a start-up or completion schedule. These Ongoing Action Steps instead are characterized by a sustained or ongoing action that Broomfield will apply on a continual basis. They also include Action Steps that occur only as needed when a specific events allows or calls for its implementation.

It is important to recognize that the timing for the implementation of these Action Steps is ultimately subject to financial and personnel constraints, unforeseen opportunities or challenges or changing community values. The matrix’s basic practical application is to provide a reference for use by City Council, City and County staff and the overall Broomfield community to ensure that these Action Steps are implemented in an advantageous and effective manner. It is intended that the Implementation Matrix will augment other inputs and considerations evaluated by City Council during its annual goal-setting process.

AMENDMENT AND UPDATE PROCEDURES

The 2016 Comprehensive Plan is a policy document used to guide current and future decisions regarding land use, transportation, housing, etc. Section 17.58 of Broomfield Municipal Code establishes the authority and procedures for adopting and amending Broomfield’s Master Plan/Comprehensive Plan. To function as an effective decision-making tool, the Plan must be dynamic and flexible enough to respond to changes in economic forces, legislative action, infrastructure and development technologies and public attitudes. Therefore, an amendment procedure is necessary to keep the plan current.

The following types of Comprehensive Plan amendments are envisioned:

1. Comprehensive Plan Update. This type of amendment consists of an overall review and update conducted periodically. This update should be a thorough analysis of the entire Plan and include an evaluation of the goals and objectives, updates of forecasts and other Plan-related elements, along with the reaffirmation of policies. The Broomfield City Council and City and County Planning staff are primarily responsible for undertaking such an update, with input from other City and County departments, and the public.
2. Specific Amendment. This second type of Comprehensive Plan amendment would not encompass the entire plan, but rather would be a more specific policy, land use or map amendment. Examples of this type of amendment might be an instance where the City and County desires to amend an area’s proposed land use designation as a result of improved base data (such as subsidence or floodplain information).

It is also possible that a private land use proposal could be submitted that conflicts with the Comprehensive Plan land use designation, but that is complementary to the goals, objectives and policies or simply the intent of the Plan. To ensure conformance with the Plan, an amendment would be necessary.

Table 3. Action Steps

Action Step	Category (Big, Medium, Small, or Ongoing)
COMMUNITY FORM AND IDENTITY	
Action Step CF-A.1.1: Develop design standards for all major roadways that use a similar or consistent palette of streetscape elements (e.g., landscape materials, architectural elements, lighting standards, paving patterns, crosswalks and signage) but in varied ways. Each hierarchy of street classification (e.g., arterials, collectors) should have some similarity in design. Encourage standards for all street signs with consistent color and lettering to add to Broomfield’s identity.	Medium
Action Step CF-A.1.2: Consider adding low-maintenance and xeric plants such as native plants, broomcorn, Echinacea, sunflowers, and hop-looking origanum as defining features to connect with history and to also suggest current fiber-optic and brewery industries. Beehives placed in open space near prominent entrances, in cooperation with local beekeepers, may also set a historical agricultural tone.	Small
Action Step CF-A.1.3: Support and collaborate with local artists and businesses through cultural affairs, the Public Art Committee and Broomfield Council on the Arts and Humanities in developing more public art. Draft horses and brooms could be possible motifs, placed strategically.	Ongoing
Action Step CF-A.2.1: Examine the feasibility and appropriateness of expanding the “Green Edge” concept (introduced in the 1995 Master Plan) around Broomfield’s southern, eastern, and northern boundaries.	Medium
Action Step CF-A.2.2: Create boundary definition with neighboring communities that also generate a sense of regional cooperation.	Small
Action Step CF-A.2.3: Develop signage to guide walkers and bikers using trails and to announce location in Broomfield. In cooperation with nearby communities, develop a computer/ smartphone app for this as regional trails become connected.	Medium
Action Step CF-A.2.4: To increase a sense of safety, promote biking and walking etiquette through publicity and signage.	Ongoing
Action Step CF-A.3.1: Do a visual survey of current areas to consider what is possible and appropriate.	Small
Action Step CF-A.3.2: Encourage citizens and businesses to work together to develop a creative identity for and ownership of their neighborhoods, retail and transit areas, and Broomfield as a whole with “scenic route” processes. An online search for “creative placemaking” can provide ideas and grants.	Ongoing
Action Step CF-A.4.1: Consider developing the Civic Center District with small nonfranchised businesses selected to complement one another and to provide unique services that encourage community connection through science, engineering, the arts, and food and beverage offerings.	Small
Action Step CF-A.5.1: Continue to research, inventory, and register Broomfield’s historic resources and to consider development of new sites, such as highlighting a grain elevator to project an image of Broomfield’s past easily seen from U.S. Highway 36. This, along with support of the Crescent Grange, could boost interest in the oldest part of Broomfield. Also, consider also doing more with the Weldford barn and dance hall as a way to connect the northeast with history.	Ongoing
Action Step CF-A.5.2: Continue to promote education and programs that increase public awareness of Broomfield’s historic resources and any potential programs or other efforts to protect those resources. Continue to involve interested students at local schools in enhancing awareness and preserving historical sites.	Small

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step CF-A.5.3: Preserve, reuse, rehabilitate or enhance Broomfield’s historic resources through the possible adoption of legislation, regulatory reform, financial incentives or all of the above.	Medium
Action Step CF-A.5.4: Consider researching and planning for local production of food in creative ways (e.g., low-cost energy-efficient greenhouses, permaculture additions to parks and open space; promotion of “victory gardens,” and coordinated work with local farmers, businesses, schools, and food banks) to connect with Broomfield’s agricultural past and to promote health, affordability, and self-sufficiency. Promote intergenerational engagement in this endeavor.	Ongoing
Action Step CF-A.5.5: Consider how to weave historical themes into public art and landscaping in community areas where they would fit. Some examples could include using broomcorn and native plants; supporting beekeeping and beer brewing; and using grain elevator, broom and drafthorse motifs. Consider whether to sponsor a festival, in addition to Broomfield Days, to honor something from our unique history.	Ongoing
Action Step CF-A.5.6: Given Broomfield’s history of beekeeping, consider publicizing and supporting pollinators such as butterflies and honey bees (e.g., by using pollinator-friendly plants and maintenance in public areas or by encouraging residents, through educational support, to use pollinator- friendly plants or to produce honey).	Ongoing
Action Step CF-A.6.1: Consider conducting a view corridor study that identifies significant view elements (human-made and natural), view corridors and panoramas, and view sites within the community for possible preservation.	Small
Action Step CF-B.1.1: Consider working with the Asian business community near 120th and Main to create a distinct area connected to the Civic Center District as a way to promote a sense of diversity and inclusion. Look for other opportunities to connect with other ethnic groups.	Small
Action Step CF-B.1.2: Consider integrating and connecting more of the original Broomfield (grange, grain elevators, Heart of Broomfield sign) into the Civic Center District and Arista developments to connect old and new.	Small
Action Step CF-B.1.3: When developing new residential and commercial areas, include activity centers and convenient access to parks and open space.	Medium
Action Step CF-B.1.4: Identify areas with the most population, and conduct a needs assessment that includes input from residents. Consider multiuse areas and structures (e.g., meeting spaces with some kitchen amenities, virtual offices, music/visual art spaces, and sports spaces). Also, consider shade structures and other amenities to make these areas safe and comfortable.	Medium
Action Step CF-B.2.1: Develop design guidelines or standards for livable streets, urban parks, and plazas that define the quality of these areas.	Medium
Action Step CF-B.2.2: Continue to update sidewalks in accordance with Americans with Disability Act (ADA) standards and find other ways to make streets safe for walking and biking.	Medium
Action Step CF-B.2.3: Support more public and private options for transportation so that older citizens and carless citizens can easily access activity centers.	Ongoing
Action Step CF-B.3.1: Continue and improve governmental outreach to citizens and businesses through multimedia means. Continue efforts to increase the speed and ease of using Broomfield’s website.	Ongoing
Action Step CF-B.3.2: Continue governmental support of opportunities for education; the arts and beauty; and social, economic, and environmental sustainability in general. Continue seeking collaborative opportunities for sustainability involving residents, businesses, and nonprofit organizations.	Ongoing

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step CF-B.3.3: Continue to seek and consider public input on major governmental decisions and to transparently and clearly publicize decisions and their rationale.	Ongoing
Action Step CF-B.4.1: Continue to research, adopt, and refine plans based on successes of other communities in promoting health and social sustainability.	Small
Action Step CF-B.4.2: Consider moving in the direction of researched and integrative approaches to deal with public health issues, including mental health and substance abuse (e.g., mindfulness-based programs).	Ongoing
Action Step CF-B.4.3: When it comes to health promotion and disease prevention, continue leading by example and being agents of health in helping residents and staff to live well (e.g., through the “B Healthy” initiative; go to Broomfield.org for more information).	Ongoing
GROWTH, POPULATION, AND CHANGE	
Action Step GPC-A.3.1: Plan for a variety of housing types and neighborhoods that encourage a diverse population in terms of age and income.	Ongoing
Action Step GPC-A.3.2: Through community functions and entertainment venues such as Broomfield Days and the Auditorium, encourage a variety of entertainment functions that are suitable for different age groups, economic groups, races and cultures.	Ongoing
Action Step GPC-E.1.1: Designate additional DRCOG urban activity centers adjacent to State Highway 7 west of Interstate 25 and within the Interlocken and FlatIron regional commercial and employment area.	Small
Action Step GPC-E.1.2: Incorporate the additional land area that was annexed into Broomfield County from Weld County as part of the DRCOG regional growth boundary.	Small
Action Step GPC-E.1.3: Participate with other nearby communities on regional growth management efforts.	Ongoing
LAND USE	
Action Step LU-C.6.1: Tailor landscaping, streetscape, public facilities, cultural features, signage and other programs to heighten the individual identity of distinct neighborhoods.	Ongoing
Action Step LU-C.7.1: Continue to enhance code compliance activities to protect existing neighborhood value and character.	Ongoing
Action Step LU-D.1.1: Continue to implement the Original Broomfield Sub-Area Plan and guide development to designated Mixed-Use and TOD areas.	Medium
Action Step LU-D.1.2: Continue to advocate in regional forums for the construction of transit along the Interstate 25 corridor, with a major transit stop at State Highway 7.	Ongoing
Action Step LU-D.1.3: Ensure that the necessary pedestrian and bicycle infrastructure will be built to connect existing and future transit stops to surrounding neighborhoods, especially where roadways/railroads and other barriers impede mobility.	Ongoing
Action Step LU-E.6.1: Provide small neighborhood and commercial areas to serve distinct residential areas with convenience shopping and amenities to allow for social gathering spaces—for example, well-designed plazas, neighborhood greens and community centers.	Ongoing
Action Step LU-E.6.1: Provide small neighborhood and commercial areas to serve distinct residential areas with convenience shopping and amenities to allow for social gathering spaces, for example, well-designed plazas, neighborhood greens and community centers.	Ongoing

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step LU-E.7.1: Outline funding priorities through the Broomfield Economic Asset Protection Plan to further protect Broomfield’s commercial assets.	Ongoing
Action Step LU-E.7.2: Plan for a high-quality economic development at the State Highway 7 and Interstate 25 interchange.	Big
Action Step LU-E.10.1: Direct employment uses into the areas adjacent to major transportation corridors.	Ongoing
Action Step LU-E.10.2: Direct high-intensity, mixed-use developments adjacent to employment centers.	Ongoing
Action Step LU-E.10.3: Plan for and require appropriate transportation and utility infrastructure to support designated employment areas.	Ongoing
Action Step LU-F.2.1: Continue public planning and financial investment to ensure long-term viability of existing industrial areas.	Ongoing
Action Step LU-G.1.1: Use the Civic Center Master Plan as a guide for development of the Civic Center property.	Ongoing
Action Step LU-G.1.2: Bring local transit to and through the Civic Center property to strengthen the area as an activity hub for residents from surrounding neighborhoods.	Medium
Action Step LU-G.1.3: Prioritize desired public improvements at the Civic Center property, such as the expansion of the amphitheater, construction of formal gardens, and inclusion of public art and memorials.	Medium
Action Step LU-G.1.4: Ensure that the Civic Center Master Plan integrates commercial uses or potential for commercial uses in the future.	Medium
Action Step LU-H.1.1: Support complementary transit-oriented development for the northern Town Center District. A well designed, vibrant community-gathering area facilitating community-based events should form the central focal point of this Town Center District.	Medium
Action Step LU-H.1.2: Bring local transit and community trails to and through the northern Town Center District property to strengthen the area as a hub for activity by providing easy multimodal access for Broomfield residents.	Medium
Action Step LU-I.1.1: Evaluate, within the development review process, the potential benefits and costs of community-wide minimum development standards that are aimed at providing increased certainty and consistency of requirements versus the potential benefits and costs of flexible development standards. Consider standards for such things as architectural design, landscape, desired patterns of land use, site planning and urban design.	Big
Action Step LU-I.1.2: Evaluate the usefulness and appropriateness of the existing functional plans’ design standards to determine whether these various design standards can and should be consolidated and simplified.	Medium
Action Step LU-I.1.3: Evaluate the cost and benefits of existing design and development guidelines and standards on housing affordability to identify possible modifications that would lessen the economic impact of the enforcement of these provisions without significantly compromising their intent or objectives.	Medium
Action Step LU-I.1.4: Utilize environmental standards as part of the development review process (such as tree protection requirements, green build programs, energy-efficient site design requirements, and inclusion of transit).	Medium

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step LU-I.1.5: Utilize community-wide minimum landscaping standards that are more appropriate for Broomfield’s arid climatic conditions yet maintain the community’s aesthetic expectations.	Medium
Action Step LU-I.2.1: Review existing design guidelines and standards and refine and/or codify where necessary.	Medium
Action Step LU-J.1.1: Periodically review the processes used to figure and evaluate development impact on long-range financial planning.	Medium
TRANSPORTATION	
Action Step TS-A.1.1: Engage the community to identify priorities for improvement.	Ongoing
Action Step TS-A.1.2: Anticipate future transportation needs in undeveloped areas of Broomfield.	Ongoing
Action Step TS-A.1.3: Developers should fund and construct transportation improvements with new development.	Ongoing
Action Step TS-A.1.4: Seek and coordinate federal and state funding to pay for or offset Broomfield costs for improvements and to accelerate construction of such improvements.	Ongoing
Action Step TS-A.2.1: Assess existing regulations that may be incompatible with driverless cars and identify regulations needed to support emerging technologies.	Medium
Action Step TS-A.2.2: Ensure Broomfield’s infrastructure is compatible with driverless-car technology.	Ongoing
Action Step TS-A.2.3: Participate in regional and state discussions related to driverless-car regulations and integration of driverless cars into the transportation network.	Ongoing
Action Step TS-A.2.4: Proactively plan for the social and land use implications of driverless cars such as increased drop-off/pick-up space requirements, and complementary housing options.	Ongoing
Action Step TS-B.1.1: Partner with RTD to plan and implement bus feeder service, and pedestrian and bike connections serving the existing and future Park-n-Rides and future commuter rail and BRT stations.	Medium
Action Step TS-B.2.1: Integrate transit, pedestrian and bikeway improvements into existing and new streetscape improvements.	Big
Action Step TS-B.2.2: Work with RTD and other transit providers to ensure continuing Call-n-Ride and Access-A-Ride services. Advocate for expansion of Call-n-Ride services, which serve both general and special-needs populations.	Medium
Action Step TS-B.2.3: Continue to finance and expand city services like “Easy Ride,” providing mobility options for transportation-disadvantaged populations.	Small
Action Step TS-B.2.4: Leverage opportunities to improve efficiencies and use of local and regional transit systems.	Ongoing
Action Step TS-B.2.5: Evaluate and explore options to provide public, private, and emerging technology-based transportation options to areas of Broomfield that are not currently served (southwestern and northeastern Broomfield).	Medium
Action Step TS-B.5.1: Encourage the use of alternative modes by partnering with regional organizations to promote options and incentives to driving alone. Support and promote web sites providing information on carpooling and vanpooling and regional campaigns to encourage people to try alternatives to driving alone.	Ongoing

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step TS-B.5.2: Consider a pilot project to encourage and support employee use of alternative modes, telecommuting and flexible work schedules.	Small
Action Step TS-B.5.3: Consider reducing parking requirements for businesses instituting TDM policies and actions.	Small
Action Step TS-B.5.4: Encourage carpool, car-share, and ride-share programs such as those provided by DRCOG and the private sector.	Ongoing
Action Step TS-B.5.5: Consider incentive programs (such as subsidizing EcoPasses) for young people and older adults.	Medium
Action Step TS-B.6.1: Provide and integrate electric-assist options for disabled cyclists into the bike network.	Small
Action Step TS-C.1.1: Annually assess opportunities and community support to complete “missing links” in the bike and pedestrian infrastructure identified in the Open Space, Parks, Recreation and Trails Master Plan and the Transportation Plan Update.	Ongoing
Action Step TS-C.1.2: Provide sidewalk and trail connections to facilitate quick access to bus service or mobility centers, explore retrofitting existing neighborhoods, and require connections for new developments.	Big
Action Step TS-C.1.3: Evaluate how to provide accessibility and infrastructure that supports the use of electric carts for older adults and people with special-needs.	Small
Action Step TS-C.3.1: Enhance regional trail connectivity.	Ongoing
Action Step TS-C.3.2: Work with the Open Space and Trails Advisory Committee to consider and implement policy changes that allow electric bikes on trails to enhance mobility options.	Small
Action Step TS-C.4.1: Provide covered and secured bike parking at transit stations, integrate bike share and work with RTD to ensure adequate space for bikes on buses.	Medium
Action Step TS-C.4.2: Implement mobility hub and micro-mobility hub concepts at identified locations.	Big
Action Step TS-C.4.3: Utilize and consider public/private partnerships for shared-use mobility options (e.g., Uber and Lyft) to provide access in areas that currently do not have transit service.	Ongoing
Action Step TS-C.4.4: Leverage new technologies at transit stations and mobility hubs to provide access to real-time passenger information and to improve wayfinding.	Medium
Action Step TS-C.4.5: Evaluate opportunities to encourage the use of alternative vehicles such as electric neighborhood vehicles, electric bicycles and other technologies.	Ongoing
Action Step TS-D.1.1: Continue to review and enforce appropriate speed limits along neighborhood streets.	Ongoing
Action Step TS-D.1.2: Continue to review and maximize the capacity and functioning of the existing transportation system by timing traffic signals to facilitate safe travel conditions and smooth traffic flow and by adding right- and left-hand turn lanes where warranted.	Big
Action Step TS-D.6.1: Work with developers and business owners to ensure bicycle and pedestrian amenities (such as bike racks, benches, and pedestrian-scaled lighting) are incorporated into development plans and current business locations.	Ongoing
Action Step TS-D.7.1: Review opportunities to repurpose streets in existing neighborhoods to better accommodate all modes of transportation.	Big

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step TS-D.8.1: Continue and enhance the implementation of the Open Space, Parks, Recreation, and Trails Master Plan wayfinding signage for trails to increase understanding and ease of use.	Medium
Action Step TS-D.8.2: Continue to provide and expand online community information regarding the trail system.	Ongoing
Action Step TS-D.8.3: Develop an educational program (e.g., brochure, signage) related to the rules of the road for bicyclists, pedestrians, and others, and encourage bicycle safety training through the school district.	Medium
Action Step TS-E.1.1: Continue regional and national relationships with transportation bodies and encourage Broomfield staff and officials to take even more leadership roles in regional transportation issues.	Ongoing
Action Step TS-G.1.1: Pursue grant and/or other outside funding for alternative transportation improvements.	Ongoing
Action Step TS-G.1.2: Pursue opportunities for public/private partnerships to advance the multimodal transportation network through the development/redevelopment process.	Ongoing
Action Step TS-G.1.3: Coordinate with the Northwest Parkway Authority to maximize the capacity of the tollway to relieve east/west congestion on local streets (e.g., by using variable pricing).	Ongoing
Action Step TS-G.2.1: Coordinate utility improvements with transportation infrastructure updates.	Ongoing
Action Step TS-G.2.2: Continue to evaluate opportunities to improve bicycle and pedestrian accommodation as a part of street maintenance projects.	Medium
Action Step TS-G.3.1: Advance increased funding for alternative vehicles and transportation improvements.	Medium
OPEN SPACE, PARKS, RECREATION AND TRAILS	
Action Step OP-A.1.1: Maintain and update the OSPRT Master Plan's inventory of prioritized potential open space and park lands.	Ongoing
Action Step OP-A.1.2: Prepare an annual implementation progress report to inform the community regarding future open lands funding and acquisition strategies by summarizing progress toward open land goals. The report would also detail the acres of open lands obtained from dedications, existing sales tax acquisitions and other sources and means.	Small
Action Step OP-A.2.1: Identify an alternative financing strategy for investment in the acquisition of open lands. These strategies could include bonding, certificates of participation or other debt mechanisms.	Ongoing
Action Step OP-A.2.2: Consider and prepare revisions to the Broomfield Municipal Code to facilitate the acquisition and/or preservation of desirable open lands in accordance with the Comprehensive Plan Land Use Map and the OSPRT Master Plan . The OSPRT Master Plan identifies such potential revisions as establishing criteria for clustered development and a transferable development rights (TDR) program.	Medium
Action Step OP-A.2.3: Acquire or otherwise conserve high-priority open lands using a variety of dedicated local funding sources. A compilation of potential dedicated funding sources is identified within the OSPRT Master Plan .	Big
Action Step OP-A.2.4: Establish a foundation or partner with an existing foundation to help with purchasing and conserving open lands.	Small

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step OP-A.2.5: Expand partnerships with neighboring jurisdictions to include intergovernmental agreements (IGAs), and project-specific affiliations for joint acquisition and management. Also, expand partnerships with other organizations within the community to leverage Broomfield resources to acquire and/or preserve desired open lands.	Ongoing
Action Step OP-A.2.6: Actively solicit property donations of priority open lands in exchange for tax benefits for the property donor.	Ongoing
Action Step OP-A.2.7: Analyze the viability of using a TDR program to conserve open land in Broomfield as an alternative to acquiring open land properties.	Small
Action Step OP-A.2.8: Consider and prepare revisions to expand the criteria in the Broomfield Municipal Code by which to evaluate the appropriateness of accepting cash-in-lieu of land dedication. The OSPRT Master Plan identifies potential conditions for when this mechanism may be appropriate.	Medium
Action Step OP-A.2.9: Analyze the viability of using cluster zoning to acquire open lands.	Small
Action Step OP-B.1.1: Prioritize and develop the key missing links and needed facilities to overcome community barriers in Broomfield’s trail system.	Big
Action Step OP-B.1.2: Extend the Broomfield Trail through the length of the planning area generally following the Community Ditch corridor.	Big
Action Step OP-B.6.1: Update residential greenway and open space standards to promote visibility and safety.	Small
Action Step OP-C.2.1: Develop off-leash dog parks and alternative approaches to their management.	Small
Action Step OP-C.3.1: Consider and prepare amendments to the Broomfield Municipal Code regarding parks and open space to encourage the dedication of compact and usable open space or parkland parcels.	Small
Action Step OP-C.3.2: Aggressively pursue IGAs with Weld County, Adams County and Westminster to designate border land for mutually beneficial open space.	Ongoing
Action Step OP-C.3.3: Continue to cooperate with other communities to increase, preserve, and maintain the Green Edge and to take full advantage of open space, parks, recreational areas, and trails in the region.	Ongoing
Action Step OP-C.4.1: Consider and prepare design standards for park construction that address size, location, typical facilities, parking and amenities.	Medium
Action Step OP-C.4.2: Consider and prepare design standard modifications to Broomfield’s Standards and Specifications for trails, bike lanes and walkways.	Medium
Action Step OP-C.4.3: Update maintenance practices to incorporate new technology in design standards (e.g., WiFi, QR codes [smartphone-readable barcodes]).	Small
Action Step OP-C.5.1: Consider and prepare an educational program regarding trail and recreational facility use etiquette.	Small
Action Step OP-C.5.2: Update signage program to incorporate new technology in design standards (e.g., WiFi, QR codes).	Medium
Action Step OP-D.1.1: Consider and prepare revisions to the Broomfield Municipal Code to encourage the use of naturally sloped and vegetated swales for stormwater conveyance in lieu of storm sewers.	Small

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step OP-D.1.2: Consider and prepare revisions to the Broomfield Municipal Code to promote the protection of ridgelines, high points within the community, and scenic views.	Medium
Action Step OP-D.1.3: Continue to adopt guidelines for open space management that minimize the use of toxic chemicals in controlling pests and weeds.	Small
Action Step OP-D.2.1: Consider and prepare amendments to the Broomfield Municipal Code to update the Open Space Zone District provisions in order to be consistent with the intent and recommendations provided by the OSPRT Master Plan , and update the Zoning Map to ensure that all city-owned and dedicated properties are zoned as open space.	Medium
Action Step OP-D.2.2: Review Broomfield’s Guidelines for Management and Maintenance of Open Spaces .	Small
Action Step OP-D.4.1: Strive to incorporate Green Building Council guidelines when developing or renovating park, recreational or trail facilities.	Ongoing
Action Step OP-D.4.2: Create metrics for evaluating and negotiating development with sustainable design.	Small
Action Step OP-D.5.1: Consider and prepare amendments to the Broomfield Municipal Code to identify the types of natural areas and features that should be conserved through the open space public land dedication requirements for new residential development.	Small
Action Step OP-D.5.2: Consider and prepare amendments to the Broomfield Municipal Code to stipulate that parkland should meet the specific program and environmental criteria defined in the OSPRT Master Plan .	Small
Action Step OP-D.5.3: Consider and prepare amendments to the Broomfield Municipal Code to better ensure that stormwater detention areas provide truly usable parkland or open space exhibiting a natural character before they may be credited toward a project’s public land dedication requirements.	Small
Action Step OP-D.5.4: Consider and prepare developing management and maintenance guidelines to promote better stewardship of community open lands.	Medium
Action Step OP-D.5.5: Incorporate environmental standards in Broomfield Municipal Code .	Medium
Action Step OP-D.6.1: Consider and prepare options to establish criteria and procedures for evaluating and approving the possible future disposal, change in use, trade or lease of designated open lands. Any such devised process should provide substantial opportunities for public input.	Medium
Action Step OP-D.7.1: Work with existing environmental education programs, such as the volunteer-based Broomfield Nature Program, to develop brochures, programs and educational programs (classes, tours) to promote stewardship of open space lands and compliance with established rules and conservation design guidelines.	Ongoing
Action Step OP-D.7.2: Adopt a leadership role in promoting volunteer activities that benefit open space, trails and parks.	Ongoing
Action Step OP-D.8.1: When developing undeveloped property, relocate displaced wildlife. When relocation is not a viable option, euthanasia should be done as humanely as possible.	Ongoing
Action Step OP-D.8.2: Consider revision of the Broomfield Municipal Code regarding requirements for a wildlife/environmental analysis regarding proposed greenfield development and methods to mitigate adverse impacts of proposed development projects.	Small

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step OP-D.8.3: Implement the OSPRT Master Plan's baseline management plan for each open space property to assess quality of vegetation, wetlands, wildlife habitat and waterways for potential enhancement and restoration. Identify critical habitat areas and take steps to protect those areas.	Big
Action Step OP-D.8.4: Continue to define and implement open space maintenance requirements.	Ongoing
Action Step OP-D.8.5: Use permaculture principles to maintain and enhance natural areas and trails and to promote and protect native species of plants and animals when possible.	Ongoing
Action Step OP-E.1.1: Consider and prepare a facility program for a new recreation center, and evaluate the suitability of alternative potential locations for the center within the community.	Medium
Action Step OP-E.1.2: Periodically analyze resident participation in organized athletic leagues and the leagues' use of Broomfield facilities to ensure that an appropriate level of facilities and programs is provided.	Ongoing
Action Step OP-E.1.3: Periodically analyze other communities' participation in Broomfield-sponsored leagues and out-of-community use of Broomfield facilities to develop reimbursement policies that ensure that out-of-community use of Broomfield facilities is accompanied by appropriate compensation.	Ongoing
Action Step OP-E.1.4: Update and evaluate existing teen programs and facilities to meet the needs of the community.	Small
Action Step OP-E.1.5: Review current build-out projections for residential areas, commercial areas, and open lands.	Small
Action Step OP-E.3.1: Consider and prepare modifications to Broomfield's service standards for each type of park facility to ensure that the mix of park types reflects the community's needs and expressed values.	Medium
Action Step OP-E.3.2: Include OSPRT Master Plan dedication requirements as an amendment to the Broomfield Municipal Code .	Medium
Action Step OP-E.3.3: Revise the public land dedication formula to reflect increased open space and park needs for multifamily development.	Small
Action Step OP-E.4.1: Consider and prepare revisions to the Broomfield Municipal Code to establish design standards for such items as amenities and furniture for parks, open space and trails provided by developers. The OSPRT Master Plan identifies potential quality and quantity standards.	Small
Action Step OP-F.1.1: Consider and prepare accessibility standards and guidelines for appropriate recreational and trail facilities.	Small
Action Step OP-F.2.1: Prepare and consider amending the Municipal Code regarding parks to encourage that parks are accessible, secure and visible to the residents they are intended to serve.	Small
Action Step OP-F.2.2: Provide a park within one-fourth mile of every home where feasible.	Big
Action Step OP-F.2.3: Study to identify economically challenged areas of the community, and create additional policies/ actions to create relative equity in access to open lands.	Medium
Action Step OP-F.2.4: Incorporate the recommendations from the Athletic Field Use and Demand Analysis Study .	Big

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step OP-F.3.1: Evaluate and adjust, as necessary, Broomfield’s existing recreation program participation and its facility admittance fee assistance programs.	Small
Action Step OP-F.3.2: Promote a scholarship program for the underserved to fulfill the need for affordable recreational programs.	Medium

ECONOMIC DEVELOPMENT

Action Step ED-A.1.1: Evaluate and report on critical issues regarding marketing and branding of the “creative corridor” concept. Include requested analysis in the annual End of Year Economic Update report prepared by Broomfield’s Economic Development department; seek to work with Broomfield’s GIS department to include maps to illustrate any significant changes; and provide recommendations to City Council to address positive and negative changes, if necessary.	Small
Action Step ED-A.2.1: Identify potential higher-education institutions, accredited trade and distance-learning schools, and corporate training firms that are not in Broomfield, as well as existing ones seeking to expand opportunities.	Medium
Action Step ED-A.3.1: Simplify governmental land use regulations, reviews, and approvals.	Ongoing
Action Step ED-A.3.2: Continue to assist businesses and property owners improve their existing facilities by promoting programs such as the Enhance Broomfield and the Enterprise Zone.	Medium
Action Step ED-A.3.3: Continue business retention visits with local businesses, and provide assistance where possible to address concerns that arise through these visits.	Ongoing
Action Step ED-A.3.4: Work with public and private sector partners to support small-business development through educational offerings, financial assistance, and site selection.	Medium
Action Step ED-A.4.1: Use zoning and land use controls to maintain existing industrially zoned properties, and discourage the conversion of such land to other uses while promoting sustainable use of the land.	Ongoing
Action Step ED-A.4.2: Update formula and methodology of Long-Range Financial Plan . This may include the impact of zoning changes, open lands acquisitions, and other land use decisions.	Small
Action Step ED-E.1.1: Collaborate with 1STBANK Center to host local events.	Medium
Action Step ED-E.1.2: Promote/enhance other local events and venues.	Ongoing
Action Step ED-E.1.3: Support programming at new Civic Center.	Ongoing

COMMUNITY SERVICES & FACILITIES

Action Step CS-A.2.1: Develop and maintain an inventory of community assets (facilities, programs, organizations, etc.) by neighborhood to inform residents about the availability of community assets within their neighborhood.	Medium
Action Step CS-A.2.2: Develop and consider community development programs aimed at supporting and strengthening neighborhood and community assets.	Small
Action Step CS-B.1.1: Continuously review and improve the means of communication to match people’s lifestyles and reflect available technologies. This should include consideration of how best to overcome communication barriers within the community due to differences in language, culture and age.	Ongoing
Action Step CS-B.1.2: Continue to enhance Broomfield’s online presence. This should include a link on its website to an inventory of services and facilities available within the community.	Ongoing

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step CS-B.1.3: Provide strategically located kiosks around Broomfield to enhance awareness and presence of information and services as part of the neighborhood or retail identity.	Small
Action Step CS-B.1.4: Prepare and consider means by which to evaluate the effectiveness of and response to Broomfield’s communications efforts.	Medium
Action Step CS-B.1.5: Expand community participation in the Citizens’ Academy by including youth.	Small
Action Step CS-C.1.1: Implement the Broomfield Hazard Mitigation Plan for addressing legislative and regulatory revisions for Emergency Management Programs that evolve over time.	Medium
Action Step CS-C.2.1: Consider police protection issues as part of the development review process.	Ongoing
Action Step CS-C.3.1: Consider and prepare facility and staff planning for a police substation in northeastern Broomfield and an expanded detention facility.	Big
Action Step CS-C.3.2: Develop contingency plans for special events to ensure adequate police protection and overall public safety.	Ongoing
Action Step CS-C.7.1: Maintain and enforce construction standards, and adopt fire protection codes that are consistent with National Fire Protection Association (NFPA) standards.	Ongoing
Action Step CS-C.7.2: Coordinate with North Metro Fire District to achieve the highest Insurance Services Organization (ISO) rating.	Medium
Action Step CS-D.1.1: Conduct periodic assessments of Broomfield’s criminal justice system to identify opportunities to enhance or integrate programs addressing prevention, early intervention, diversion, personal accountability, life skills and recidivism.	Ongoing
Action Step CS-D.1.2: Maintain a centralized database of justice issues, detention facilities and crime prevention programs. Create an inventory of volunteers and training programs that provide services to Broomfield in an integrated manner.	Small
Action Step CS-D.1.3: Redirect a portion of current justice system-related funding, and seek new funding for training, expansion and integration of prevention and diversion programs.	Medium
Action Step CS-D.1.4: Evaluate and strengthen the liaison process between the justice system and our local public schools on decisions regarding juvenile crime prevention.	Small
Action Step CS-D.1.5: Develop and implement methods to identify at-risk youth for appropriate intervention.	Small
Action Step CS-D.1.6: Expand the Restorative Justice Program to elementary schools and to adult cases referred by the Police Department or the court system.	Medium
Action Step CS-D.2.1: Periodically evaluate and revise community policing programs to enhance citizens’ cooperation and involvement with local policing strategies.	Ongoing
Action Step CS-D.2.2: Collaborate with community-based services to provide community education about the justice system and related services, and create accessible ways for communities to be involved in the design, implementation and monitoring of all programs.	Small
Action Step CS-E.1.1: Maintain a current inventory of services and programs available within Broomfield to help direct citizens to the appropriate agency or agencies to address their healthcare and social services needs.	Small

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step CS-E.1.2: Participate in periodic assessments of the community’s healthcare and human service needs in order to evaluate the effectiveness of the services and programs available within the community and to identify any potential enhancements or increased efficiencies that may be obtained.	Small
Action Step CS-E.1.3: Participate in developing and implementing programs to better disseminate public health information and deliver human services to minority populations with cultural or language barriers.	Small
Action Step CS-E.1.4: Participate in developing and conducting an ongoing series of forums, similar to the Citizens’ Academy, with clubs, church groups and other community organizations to exchange information regarding health, social and occupational opportunities and concerns.	Medium
Action Step CS-E.1.5: Participate in periodic assessments of workforce development services and programs within the community in order to evaluate their effectiveness and to identify any potential enhancements or increased efficiencies that may be obtained.	Ongoing
Action Step CS-E.2.1: Periodically review the various public health, environmental and human services provided by the City and County of Broomfield, and evaluate potential enhancements or increased efficiencies that may be obtained.	Ongoing
Action Step CS-E.2.2: Consider and prepare employee education programs on the variety of Broomfield’s services and programs to better assist citizens seeking assistance.	Medium
Action Step CS-E.2.3: Integrate into Broomfield’s development review process senior-friendly design guidelines for active-adult or independent senior-living developments.	Small
Action Step CS-E.2.4: Develop and implement programs to increase community awareness of cooperative-extension programs and services.	Small
Action Step CS-E.4.1: Develop and implement programs to increase community awareness of health and wellness promotions that address prevention and education, such as smoking cessation, alcohol abuse, drug abuse, obesity, nutrition and exercise.	Medium
Action Step CS-E.5.1: Participate in evaluating the regional healthcare system’s ability to provide Broomfield citizens efficient access to essential health care facilities and services. If necessary, encourage and support healthcare providers to improve Broomfield residents’ access to these facilities and services.	Medium
Action Step CS-E.5.2: Participate in evaluating the need for hospice care in Broomfield, and if necessary, encourage and support additional hospice-care facilities.	Small
Action Step CS-E.5.3: Participate in evaluating the need to develop a trauma clinic in Broomfield that would provide around-the-clock medical care, and if necessary, encourage and support the development of such a facility.	Small
Action Step CS-E.5.4: Encourage the location of new adultcare facilities within Broomfield, such as respite care and day care for adults with physical or mental disabilities.	Ongoing
Action Step CS-E.6.1: Maintain a current inventory of childcare services available within Broomfield to help direct citizens to the appropriate service or agency to address their childcare needs.	Small
Action Step CS-F.1.1: Prepare and consider facility plans to expand the current library building in order to efficiently increase the library services provided.	Big
Action Step CS-F.1.2: Prepare and consider facility plans to establish a branch library in the northeastern portion of Broomfield. This could be located in a shared-use facility and would allow the library to realize considerable savings, as well as increased traffic from patrons who come to use other parts of the shared-use facility.	Medium

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step CS-F.1.3: Expand the library’s online resources and connectivity to mobile devices.	Small
Action Step CS-F.1.4: Expand the availability of Internet access within the library system.	Small
Action Step CS-F.2.1: Continue to expand varied community partnerships and joint projects with other cultural groups.	Ongoing
Action Step CS-F.2.2: Expand library outreach programs to off-site venues.	Small
Action Step CS-G.1.1: Maintain regular facility inventory and maintenance assessments on existing buildings and outdoor facilities.	Ongoing
Action Step CS-G.1.2: Plan Capital Expenditures that maintain or enhance current services.	Ongoing
Action Step CS-G.1.3: Continue to partner with existing non-Broomfield-owned facilities (e.g. schools, churches, nonprofits) to rent or share facilities appropriate for youth or adult programs.	Ongoing
Action Step CS-G.2.1: Consider and prepare facility plans that service new growth areas in Broomfield based on population and demographic trends.	Small
Action Step CS-G.2.2: Using surveys and citizen input, plan new facilities to match citizen needs.	Ongoing
Action Step CS-G.2.3: Review opportunities for innovative facilities that provide programs for those with physical limitations.	Ongoing
Action Step CS-H.1.1: Encourage the inclusion or expansion of art exhibition and performance space in new and existing developments, including outdoor venues.	Ongoing
Action Step CS-H.1.2: Maintain a current directory readily available to local artists and arts groups that lists existing available art exhibition and performance space and cultural and scientific activities and programs.	Small
Action Step CS-H.1.3: Identify opportunities to partner with existing facilities, particularly schools, churches and nonprofits, to make their facilities available for civic and cultural purposes.	Small
Action Step CS-H.3.1: Expand the current Broomfield Auditorium to more easily accommodate dramatic and dance performances and to increase seating capacity.	Big
Action Step CS-H.3.2: Develop a set of potential economic incentives that can be used to encourage supporting businesses within the district (e.g., coffeehouses, art galleries, bookstores, etc.).	Medium
Action Step CS-H.9.1: Build on programs highlighted in the Creative Broomfield Plan that provide low-income residents affordable access to the arts.	Small
Action Step CS-I.1.1: Participate in developing an educational symposium/summit involving educational institutions’ administrators, educators and the community to exchange ideas, information, resources, etc.	Medium
Action Step CS-I.1.2: Develop and maintain a publicly available inventory of educational resources, to include public and private schools, trade schools, daycare facilities and adult education programs, as an informational resource to direct citizens to the appropriate resources to address their educational needs.	Small
Action Step CS-I.1.3: Encourage community-wide academic programs, such as art shows, science fairs and other competitions and award programs for students.	Ongoing

Action Step	Category (Big, Medium, Small, or Ongoing)
<p>Action Step CS-I.1.4: Encourage and support educational institutions to provide programs within the community, including:</p> <ul style="list-style-type: none"> • Educational programs for developmentally disabled and special needs students; • Early childhood educational programs; • Educational programs in the arts; • Math and science educational programs; • English as a Second Language programs; and • Life-skill educational programs, such as childcare/parenting classes for teen parents, health and financial planning. 	Ongoing
<p>Action Step CS-I.1.5: In cooperation with local schools, develop a service-learning program within Broomfield to provide students with practical experience and education regarding careers in local government.</p>	Medium
<p>Action Step CS-I.3.1: Investigate potential funding options with public/private partnerships.</p>	Medium
ENVIRONMENTAL STEWARDSHIP	
<p>Action Step ES-A.1.1: Maintain and strengthen the household hazardous waste pickup program, and ensure that the program expands as Broomfield grows.</p>	Ongoing
<p>Action Step ES-A.1.2: Examine and consider adopting zero-waste standards, policies, and practices by reviewing what has been successfully implemented in other cities regionally and nationally. A good resource, besides learning from nearby communities, is the Best Practices Guide at www.usmayors.org. These policies usually involve setting and monitoring measurable goals that increase recycling, reuse, and composting and decrease waste sent to landfills over a period of time.</p>	Medium
<p>Action Step ES-A.1.3: Consider developing a waste-reduction task force including interested community members, council members, staff, and Eco-cycle Solutions to explore options and develop plans and action steps to implement zero-waste policies and to gain public support.</p>	Small
<p>Action Step ES-A.1.4: As zero-waste policies are being developed, continue to encourage the community to recycle, reuse, and compost. This can include working with businesses to reduce landfill waste such as plastic bags, other nonrecyclable containers, and construction and demolition debris; working with builders to use concrete made of recycled materials such as concrete aggregate, fly ash or other industry best practice materials; continuing to encourage grocery donation of near-expiration food to food banks; educating the public about waste reduction and home composting; and creating incentives to reduce waste in collaboration with interested businesses and groups.</p>	Ongoing
<p>Action Step ES-A.1.5: Continue to improve operations of the Broomfield Recycling Center and ensure that its capacity grows proportionately to population. Continue to develop the potential of Metzger Farm to accept tree and yard waste for mulching and composting. Consider developing a satellite recycling center in the northeastern quadrant.</p>	Ongoing
<p>Action Step ES-A.1.6: Update relevant Municipal Codes (e.g., Ch. 17-34-060) to support zero-waste policies.</p>	Small

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step ES-A.1.7: Maintain and strengthen Broomfield’s role in modeling waste reduction and informing the public about that effort. Continue programs such as Spring Clean-up, Zero-Waste Broomfield Days, Household Hazardous Waste disposal, and paper shredding; and consider how to increase recycling, reuse, and composting through those and other programs.	Ongoing
Action Step ES-A.2.1: Continue to encourage water conservation through programs that promote and incentivize residents and businesses to use water-efficient appliances, xeriscaping, and water use monitoring. Consider investigating the use of alternative rate structures.	Ongoing
Action Step ES-A.2.2: Establish minimum water conservation standards for both public and private landscape and irrigation systems to minimize water usage, including rain sensors on irrigation systems, efficient irrigation practices, use of compost, and xeriscaping.	Small
Action Step ES-A.2.3: Continue state-of-the-art practices at wastewater treatment facilities to maximize conservation, energy efficiency, reuse of processed wastewater and biosolids, and treatment of pharmaceutical and oily wastes.	Ongoing
Action Step ES-A.2.4: Encourage proposed developments to utilize the reuse water system when possible.	Ongoing
Action Step ES-A.2.5: Continue to adopt standards at or above national model codes, such as the International Plumbing Code, that encourage water efficiency for all new construction developments.	Ongoing
Action Step ES-A.2.6: Continue to review and develop water conservation practices for use during drought conditions by government, residents and businesses, which are either voluntary or mandatory depending on the severity of drought and availability of water.	Ongoing
Action Step ES-A.2.7: Continue to coordinate with surrounding communities and regional groups to conserve water and protect its quality, develop effective watershed management strategies, and deal with solid waste.	Ongoing
Action Step ES-A.2.8: Within the parameters of DRCOG urban growth boundaries, strive to provide municipal water and sewer service to all citizens to discourage use of septic systems and domestic wells.	Ongoing
Action Step ES-A.2.9: Continue to develop effective strategies and regulations to address stormwater pollution. Explore using natural biological systems to treat stormwater runoff.	Ongoing
Action Step ES-A.3.1: Continue to coordinate with state and regional agencies to evaluate current conditions and implement means to reduce air pollution and greenhouse gases by local sources, both mobile and stationary. Set measurable goals for this when possible.	Ongoing
Action Step ES-A.3.2: Continue to inspect areas of land disturbance to enforce Colorado best management practices and regulations for the control of fugitive dust caused by erosion from disturbed sites.	Ongoing
Action Step ES-A.3.3: Continue to inspect oil and gas wells to ensure that they are meeting methane and volatile organic compounds (VOC) emission regulations.	Ongoing
Action Step ES-A.3.4: Continue to lead by example and support upgrades in Broomfield’s vehicle and equipment fleet to use Tier 4 engines to decrease nitrogen oxides (NOx) and VOC emissions. Also, consider using electric vehicles and stay current with technological advances. Help staff to decrease fuel usage (e.g., through anti-idling policies and planning ahead to minimize usage).	Ongoing
Action Step ES-A.3.5: Consider upgrading emergency generators to use Tier 4 engines.	Medium

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step ES-A.3.6: Educate the public and reinforce State Health Department advisories regarding fine-particle emissions (from burning of wood and other organic matter) that contribute to the “brown cloud” and health issues.	Ongoing
Action Step ES-A.3.7: Continue to weigh costs and benefits in de-icing roads using sand and liquid deicers. When sand is used and is not swept up, “brown cloud” dust is emitted. When liquid deicers are used, water quality issues may occur in stormwater runoff.	Ongoing
Action Step ES-A.4.1: Encourage and develop permaculture standards and practices for developers, property owners, and the City and County to sustain healthy soil and plant life and conserve resources.	Ongoing
Action Step ES-A.4.2: Encourage higher-density development so that larger tracts of open land are preserved.	Ongoing
Action Step ES-A.4.3: Encourage and develop standards for developers, property owners, and the City and County to preserve trees and support the use of trees to improve appearance, make areas more pleasantly walkable, reduce stormwater flow and air pollution, and conserve water and energy. Encourage the planting of trees suitable for our climate.	Small
Action Step ES-A.4.4: Consider revisions to the Broomfield Municipal Code to foster restoration of native vegetation in disturbed areas.	Small
Action Step ES-A.4.5: Encourage local food production and use by residents, businesses, and nearby farmers to support soil health, pollinator health, and public health. This will also help decrease the many costs of transporting and packaging food. This goal can be accomplished by a variety of means without using land needed for other purposes (e.g., farmers’ markets; home, patio, and “victory” gardens; hydroponic and aquaponic businesses that create jobs and efficiently use water; community gardens where appropriate, selling of regionally produced food by grocers; and planting of edibles in public areas).	Ongoing
Action Step ES-B.1.1: Encourage energy efficiency through programs (such as current information and rebate and incentive support from local energy utility companies, Department of Energy, and the Environmental Protection Agency) that encourage and/or reward citizens to use energy-efficient appliances, insulation, windows, etc. Help citizens become aware of costs and cost-savings in making changes.	Ongoing
Action Step ES-B.1.2: Stay up to date with and promote technological solutions to help people monitor and decrease consumption (e.g., sensors that reduce heat and lighting loads when not needed).	Ongoing
Action Step ES-B.1.3: Consider ways to set common goals and to measure outcomes in increasing efficiency and reducing energy consumption in the community and publicize and follow up on these periodically to keep the initiative going.	Ongoing
Action Step ES-B.1.4: Continue to interact with regional groups and the state to keep current with energy-related legislation, policies, and programs.	Ongoing
Action Step ES-B.2.1: Set an example by ensuring Energy Star and LEED (Leadership in Energy and Environmental Design) or similar ratings on all new City and County construction and major renovations. Retrofit historical buildings to be more energy efficient, when possible and appropriate.	Medium
Action Step ES-B.2.2: In construction and remodeling of buildings, continue to enforce the International Energy Conservation Code, which requires insulation and design that conserves and efficiently uses energy over the useful life of a building.	Ongoing

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step ES-B.2.3: Encourage and negotiate with larger development projects to participate in energy efficiency and conservation programs.	Ongoing
Action Step ES-C.1.1: Continue to increase use of solar power and consider buying rather than leasing solar arrays when possible.	Ongoing
Action Step ES-C.1.2: Investigate negotiating with energy companies to increase reliance on renewable energy sources through them.	Ongoing
Action Step ES-C.1.3: Consider what other communities have done to increase use of renewable energy throughout their communities.	Ongoing
Action Step ES-C.1.4: Set goals, measure progress, and publicize goals and progress. Consider net-zero options and strategies and technologies that enable monitoring and adjusting of usage. Colorado State University and the City of Fort Collins have expertise in this area and could be potential resources.	Ongoing
Action Step ES-C.2.1: Maintain compliance with local, state and federal environmental mandates and legislation and move as quickly as possible to implement them and new technologies.	Ongoing
Action Step ES-D.1.1: Continue to support education and other incentives, such as rebates and help with water and energy conservation, so that residents and businesses will be informed of best practices”and will be able to adopt practices that conserve and protect natural resources.	Ongoing
Action Step ES-D.1.2: Continue to increase efforts to reach the public through multimedia means and make educational materials and programs easily and conveniently available. Continue to offer weekday and weekend programs. Consider increasing focus on stewardship understanding and resources by enhancing a positive presence and ease of access via the Internet. Consider the needs of multilingual audiences.	Ongoing
Action Step ES-D.1.3: Continue to work in collaboration with businesses, community organizations, schools, and other sectors of local government (e.g., library, cultural affairs, and OSPRT) to generate stewardship themes and events.	Ongoing
Action Step ES-D.1.4: Consider investigating how other communities have successfully engaged the public and attained goals.	Ongoing
Action Step ES-D.2.1: Consider ways to highlight sustainable practices by working with nonprofits and businesses to offer awards and create events like garden, home, and business tours.	Ongoing
Action Step ES-D.2.2: Consider creative ways to recycle trash, such as “trash to art” programs.	Ongoing
HOUSING	
Action Step HO-A.1.1: Consider a housing rehabilitation program for single-family and multifamily housing.	Medium
Action Step HO-A.1.2: Consider various means by which private and public investments can be leveraged to contribute to housing rehabilitation.	Small
Action Step HO-A.1.3: Continue to support community organizations involved in housing rehabilitation activities.	Ongoing
Action Step HO-A.1.4: Promote programs aimed at informing new homeowners, renters and landlords about the community’s expectations for the maintenance and upkeep of residences within Broomfield’s existing older neighborhoods.	Small
Action Step HO-A.1.5: Maintain and enhance public infrastructure and amenities within older existing neighborhoods.	Ongoing

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step HO-A.1.6: Increase more public-private partnership with new developments and redevelopment of existing neighborhoods.	Ongoing
Action Step HO-B.1.1: Consider and establish affordable financing tools for new developments and redevelopment.	Medium
Action Step HO-B.1.2: Prepare and consider housing programs to meet identified housing targets.	Big
Action Step HO-B.1.3: Identify possible regulatory modifications that may be appropriate to promote attainable, sustainable and quality housing for lower- income households. This may include evaluating residential design standards, review procedures, permit fees, density requirements, inclusionary and restricted housing, etc.	Big
Action Step HO-B.1.4: Locate affordable/attainable housing proximate to transit and community services and within mixed-income neighborhoods.	Ongoing
Action Step HO-B.1.5: Facilitate partnerships between public- and private-sector organizations to create housing developments that are suitable and attainable.	Ongoing
Action Step HO-B.1.6: Consider a formal housing authority to allow increased opportunities for engagement and investment in public and private partnership.	Big
Action Step HO-C.1.1: Support homebuyer education and training opportunities for Broomfield residents and employers.	Ongoing
Action Step HO-C.2.1: Evaluate and establish potential locations for different housing types to provide a full spectrum of housing options.	Medium
Action Step HO-C.2.2: Identify potential gaps in the current and projected housing supply, and develop and consider programs to address these gaps.	Big
Action Step HO-C.2.3: Determine the appropriate amount of housing for higher-income residents to support existing and new businesses.	Small
Action Step HO-C.2.4: Enhance existing programs aimed at assisting senior residents to retain and maintain their homes so that these Broomfield residents can remain in Broomfield through the duration of their lives.	Medium
Action Step HO-C.2.5: Develop review process to encourage alternative housing options and to streamline necessary permitting to meet deadlines for grant money. This includes senior facilities, accessory dwelling units (ADUs), tiny homes, “granny homes,” etc.	Medium
Action Step HO-D.1.1: Maintain safe housing for aging and other special-needs populations by offering handyman services and other community-based options instead of Red tagging violations.	Ongoing
Action Step HO-D.1.2: Evaluate and create a plan to coordinate Broomfield senior services with code compliance to simplify the experience for this population.	Medium
Action Step HO-E.1.1: Encourage new residential developments to provide diversity in design.	Ongoing
Action Step HO-E.1.2: For all planned construction or demolition of structure, encourage contractors to reuse or recycle as much construction and demolition debris as practical in order to divert materials from the landfill.	Ongoing
Action Step HO-E.1.3: Encourage builders of new construction and renovations to use concrete made with recycled concrete aggregate, fly ash or other industry best practice that is sustainable.	Ongoing
Action Step HO-E.1.4: Encourage new development and redevelopment projects to incorporate generation technology allowing for diversified electrical sources.	Ongoing

Action Step	Category (Big, Medium, Small, or Ongoing)
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UTILITIES

Action Step UT-A.1.1: Periodically update the Broomfield Wastewater, Water Systems Utility and Non-Potable Water Master Plans, incorporating the goals, policies and final Land Use Map of this 2016 Comprehensive Plan.	Big
Action Step UT-A.1.2: Continue maintenance and infrastructure evaluation of developed areas to determine infrastructure needs, and prepare and implement a short- and long-term plan for improving and replacing utilities where needed.	Ongoing
Action Step UT-A.1.3: Conduct an annual coordination meeting of all Broomfield-owned and franchise utilities with linear facilities (pipes and wires) to discuss Broomfield’s growth and development plans and to plan utility infrastructure improvements needed to provide utility services for new areas of growth and development. Conduct a separate annual meeting of cell phone providers to assess areas within Broomfield with inadequate cellular signal coverage, and develop plans to fill in these weak signal areas with new cell phone antennas. Both meetings will discuss growth and development within and immediately adjacent to Broomfield, since many utility systems are interconnected to areas outside of Broomfield.	Small
Action Step UT-A.2.1: Continue working with all applicable utility providers to increase reliability and aesthetic appearance by placing existing overhead utility lines underground. Coordinate the burial of separate utilities to minimize the number, duration and location of street cuts.	Ongoing
Action Step UT-A.2.2: Build the Broomfield Reservoir by 2022 and/or the Chimney Hollow Reservoir by 2018 to increase Broomfield’s raw-water storage capacity.	Big
Action Step UT-A.2.3: Aggressively maintain, upgrade and replace utility lines as needed to ensure reliability of service.	Ongoing
Action Step UT-A.2.4: Work with area utility providers to develop systems that will minimize or prevent service interruptions.	Medium
Action Step UT-A.4.1: Explore the installation of public WiFi in Broomfield-owned parks and recreation centers.	Medium
Action Step UT-A.4.2: Explore the installation of a fiber-optic communications system throughout the community that provides high-speed communications services including the Internet to all Broomfield residents.	Medium
Action Step UT-A.9.1: Explore having trash collection companies pick up compostable yard and kitchen waste.	Small
Action Step UT-A.9.2: Alternatively explore setting up community-owned compostable material drop-off sites and transporting that material to the Weld County Farm or Metzger Farm for composting.	Medium
Action Step UT-B.1.1: Annually review financial commitments necessary to maintain Broomfield’s water system, and adjust water licenses rates, consumption rates or alternative sources to accommodate long-term growth projections.	Ongoing
Action Step UT-B.1.2: Continue to explore alternative long-term financial sources for providing, maintaining and upgrading all utility services (public and private) as well as the potential purchase of solar panels serving city buildings and the addition of more solar panels. Consider also negotiating with energy utilities for more solar and wind-based sources of power.	Ongoing
Action Step UT-B.1.3: During updates to Water and Sewer Fund capital improvement programs, budget to ensure that infrastructure needs can be met for growing and for future planned areas where Broomfield has financial commitments to provide utilities.	Ongoing

Action Step	Category (Big, Medium, Small, or Ongoing)
Action Step UT-C.2.1: Explore and implement new techniques and technologies for pond management to eliminate such issues as fish kills, odors and mosquitoes.	Small
Action Step UT-C.2.2: Implement provisions of the Environmental Protection Agency and the Colorado Department of Public Health and Environment programs and discharge permits to reduce non-point source pollution runoff from City and County streets and yards onto stormwater drains.	Ongoing
Action Step UT-C.4.1: Explore allowing residents to capture gray water from showers and sinks to reuse for irrigation.	Small
Action Step UT-C.4.2: Explore allowing individual residents and businesses to purchase treated wastewater from the City and County's reuse water system for purposes of landscape irrigation.	Small
Action Step UT-C.7.1: Improve public information programs to get more residents aware of water conservation opportunities such as using irrigation systems with soil moisture sensors or planting xeriscaping that requires little water.	Ongoing
Action Step UT-C.8.1: Conduct public information seminars for residents on the installation and use of solar, wind and water conservation systems.	Small
Action Step UT-D.1.1: Utility building design and location should give priority to architectural character and aesthetics and should not create an eyesore for the community. Rather, the design either should blend into the surroundings or should stand out as a quality community feature. To the extent possible, the infrastructure should be built before the surrounding area is developed.	Ongoing
Action Step UT-D.1.2: Continue working with Xcel Energy, United Power, CenturyLink and Comcast on siting utility boxes/cabinets, as well as moving existing utilities underground through replacement programs.	Ongoing
Action Step UT-D.1.3: Investigate new opportunities for screening, sculpture and other urban design solutions for hiding or disguising cell towers.	Small
Action Step UT-E.1.1: Create an action plan for constructing a comprehensive state-of-the-art communications system in Broomfield, including undertaking an inventory of existing residential and commercial areas to determine what communication infrastructure/facilities are available and what facilities are needed.	Big
Action Step UT-F.1.1: With regard to public health concerns, evaluate developed areas not currently on public water and sewer. Determine short- and long-term plans for including these areas in the public wastewater utility system. Devise a reduced-tap-fee incentive program to encourage residences to connect to public water and sewer lines.	Medium
Action Step UT-F.1.2: Continue to apply and refine criteria for future development (e.g., minimum lot sizes and uses) where septic systems may be allowed. These criteria should be used to protect public health, as well as to discourage (or disallow) large subdivisions that will not provide public utilities (water and sewer).	Small
Action Step UT-F.1.3: Continuously comply with water discharge permits including the NPDES permit for the treated effluent discharge from the Big Dry Creek Wastewater Treatment Plant and the non-point source pollution MS4 permit.	Ongoing



Appendices

A. GLOSSARY

The following glossary is intended to provide explanation for a list of terms not widely familiar to the public to facilitate a broader understanding of the ideas, concepts and studies being used as part of this planning process.

ARTERIAL ROADWAY

A street classification. Arterial Roadways are usually high-volume streets that travel through the community, connecting smaller streets to highways. Arterial Roadways include:

- Principal Arterials: four-lane roads with a typical posted speed limit of 45 miles per hour.
- Minor Arterials: two-lane roads with a typical posted speed limit of 35 miles per hour.

See also “Connector Roadway.”

ALTERNATIVE FUELS

Fuels that are not petroleum based, such as compressed natural gas, liquid petroleum gas, hydrogen, coal-derived liquid fuels, fuels other than alcohols derived from biological materials, electricity, or any other fuel that is substantially not petroleum and would yield substantial energy security and environmental benefits.

ALTERNATIVE MODES OF TRANSPORTATION

Any and all transportation types other than the automobile. Alternative modes of transportation include bicycles, buses, car pools, van pools, pedestrians and passenger railroads.

BUILDOUT

The point at which a community’s land has been fully developed with desired uses (including open space).

BROOMFIELD

Within this document, “Broomfield” is used to refer to the City and County of Broomfield government. See also “Community.”

2015 BROOMFIELD CITIZEN SURVEY

Surveys commissioned by Broomfield to gauge the importance of many issues by the community. The 2015 Broomfield Citizen Survey is included within the Comprehensive Plan appendix.

BROOMFIELD ECONOMIC DEVELOPMENT CORPORATION (BEDC)

A nonprofit support organization for businesses within the City and County of Broomfield.

BUILDABLE AREA

The remaining area of land after the area for roads, detention ponds, parking lots, easements, dedications (i.e., schools, open space) is deducted.

BUS RAPID TRANSIT (BRT)

BRT combines the quality of rail transit and the flexibility of buses. It can operate on bus lanes, HOV lanes, expressways or ordinary streets. A BRT system combines a simple route layout, frequent service, limited stops, passenger information systems, traffic signal priority for transit, cleaner and quieter vehicles, rapid and convenient fare collection, high- quality passenger facilities and integration with land use policy.

CALL-N-RIDE

Term for demand-responsive systems usually delivering door-to-door service to clients, who make request by telephone on an as-needed reservation or subscription basis.

CAPITAL IMPROVEMENT PROGRAMS (CIP)

A mechanism within government for identifying, financing, scheduling and constructing significant public improvements.

CITIZENS’ ACADEMY

A symposium for citizens who are interested in learning about local government policy and management. The Citizens’ Academy is offered by the City and County of Broomfield, and those who complete the symposium receive a certificate.

CLUSTER DEVELOPMENT

A method of land development designed to preserve open space. Given a fixed number of dwelling units allowed on a specific property, cluster development allows the fixed number of dwelling units to be concentrated in one area of the property as opposed to evenly distributed, creating a separate larger public space rather than a group of small private spaces within individual lots.

COMMUNITY

Within this document, “community” or “Broomfield community” refers to all people, businesses, organizations, etc. within the City and County of Broomfield limits or those who are directly affected by the affairs of the City and County of Broomfield.

COMPREHENSIVE PLAN

A comprehensive long-range plan intended to guide the growth and development of a community that includes analysis, recommendations and proposals for such topics as the community’s population, economy, land use, housing, transportation and community facilities. Such plans may also be referred to as Master Plans.

CONCURRENCY

The practice of providing all services (roads, water, sewer, fire, police, parks, etc.) necessary to sustain a development at the time that the development is constructed and occupied.

CONNECTOR ROADWAY

A street classification. Connector Roadways are usually medium-volume streets within the community that connect local streets to Arterial Roadways. Connector Roadways usually are two- lane roads with a typical posted speed limit of 25 miles per hour. See also “Arterial Roadway”

CONSOLIDATED METROPOLITAN STATISTICAL AREA (CMSA)

A term defined by the United States Office of Management and Budget. The general concept of a metropolitan statistical area is that of a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration within that core.

DENSITY

The ratio of residential units on an acre of land. Thus, a permitted density of eight (8) dwelling units per acre for a property that has an area of two (2) acres would allow 16 dwelling units.

DENVER REGIONAL COUNCIL OF GOVERNMENTS (DRCOG)

A nonprofit organization of 52 cities and nine counties around the Denver region. DRCOG functions as the Metropolitan Planning Organization for the Denver region, among other planning responsibilities.

DEVELOPMENT IMPACT FEES

Expenditures that developers are required to make in connection with approval of their project. Impact fees generally are used to finance public infrastructure and services such as roads, schools, affordable housing, transit systems and other projects and services in municipalities throughout the United States.

DRCOG 2040 METRO VISION PLAN

The Metro Vision Plan is the Denver region’s plan for future growth and development that integrates previously separate plans for growth, development, transportation, and water quality management.

DWELLING UNITS PER ACRE (DU/AC)

A unit of measurement commonly used to determine the density of a residential development.

FARMERS RESERVOIR AND IRRIGATION COMPANY (FRICO)

A ditch company providing Front Range farmers and municipalities with water supplies.

FASTRACKS

A comprehensive plan by the Regional Transportation District (RTD) for expanded rail and bus transit throughout the Denver region.

FIXED ROUTE

Transit services where vehicles run on regular, scheduled routes with fixed stops and no deviation. Typically, fixed-route service is characterized by printed schedules or timetables, designated bus stops where passengers board and alight and the use of larger transit vehicles.

FLOOR AREA RATIO (FAR)

The ratio of floor area permitted on a zoned lot to the size of the lot. Thus, a permitted floor area ratio of 0.5 on a lot that has an area of 10,000 square feet would allow a building whose total floor area equals 5,000 square feet.

FLOOD PLAIN

The channel and relatively flat area adjoining the channel of a natural stream or river that has been or may be covered by water during times of flood.

GREEN EDGE

A permanent greenbelt/buffer around the City and County of Broomfield boundary to define the edge of suburban land uses and distinguish adjacent municipal and/or county boundaries.

GROSS ACRE

An acre inclusive of areas for streets, open lands or other uses.

HUMAN SERVICES TRANSPORTATION

Transportation for clients of a specific human or social service agency that serves specific populations (e.g., low income, older adults, persons with disabilities).

INTERGOVERNMENTAL AGREEMENT (IGA)

A cooperative agreement between two or more governmental jurisdictions.

FIRST/LAST MILE CONNECTION

Refers to the challenge of getting people from transit centers/stations to their final destination. Last mile connections can be made by walking, biking, shuttles, local bus routes, etc.

LAND BANKING

The process of purchasing or reserving land for future use.

LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED)

A voluntary, consensus-based national standard for developing high-performance, sustainable buildings.

LIVABLE STREETS

Streets that provide pedestrians and bicyclists with social and recreational opportunities. A livable street design may include traffic calming measures, human scale architecture, short walkable blocks, sidewalks or trails, crosswalks, gathering places and bicycle lanes, among other features.

MARKET ANALYSIS

An evaluation of supply and demand in a market area to determine support for new construction.

MARKET SHARE

The percentage of a trade area’s growth that new development can capture.

MASTER PLAN

(see Comprehensive Plan)

MODE/INTERMODAL/MULTIMODAL

Mode refers to a form of transportation, such as automobile, transit, bicycle, and walking. *Intermodal* refers to the connections between modes, and *multimodal* refers to the availability of transportation options within a system or corridor.

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM - PHASE 2 (NPDES)

Phase 2 is the second component of a two-part program to improve the quality of the nation’s streams, rivers, lakes and estuaries by managing stormwater runoff from urban and suburban areas, construction projects and industrial sites. The Phase 2 program applies to smaller municipalities, urban areas adjacent to municipalities and construction sites over 1 acre.

PLANNED UNIT DEVELOPMENT (PUD)

The PUD allows for more flexible development practices than traditional straight “district” zoning to encourage innovative design and an efficient use of land and services. Essentially, PUD zoning permits a developer to meet overall community density and land use goals without being bound by rigid requirements.

PLAT

A plat or subdivision plat, as it is commonly referred to, is a legal document used to divide property into individual (and typically developable) lots. A subdivision plat often dedicates rights-of-ways for streets and conveys easements for utilities and access. Typically, plats are processed through the public hearing process, which requires review by the Planning Commission and approval by City Council.

RECIDIVISM

Recidivism is the act of a person repeating an undesirable behavior after they have either experienced negative consequences of that behavior, or have been treated or trained to extinguish that behavior. The term is most frequently used in conjunction with substance abuse and criminal behavior.

SHARED USE MOBILITY

Shared-use mobility comprises transportation services that are shared among users, including traditional public transit, taxis and limos, bikesharing, carsharing, ridesharing (carpooling, vanpooling), ridesourcing (e.g., Uber and Lyft), and shuttle services.

SPECIAL IMPROVEMENT DISTRICTS (SIDS)

Are self-help ventures organized by property owners and local governments to identify and develop defined areas of cities where a more successful and profitable business climate is needed. The managing agent for these districts plans for and executes business retention activities, improves security and maintenance, brings about revitalization and value enhancement and undertakes marketing and development in downtown areas.

SIDs are capitalized by the pool of property owners within the identified district who self-impose an additional real estate tax (e.g., a few cents per \$100 of assessed value) on properties in the SID. At least 51 percent of owners in the district must approve the added tax before the district can be established. Additional funding is derived from annual city contributions and from private sponsorships and grants.

STATE TRANSPORTATION IMPROVEMENT PLAN

A program for transportation projects, developed by a state transportation organization, for a three-to seven-year period.

SUB-AREA PLAN

The purpose of a sub-area plan is to identify and address issues at a scale that is much more refined and responsive to local needs than can be attained under the broader scope of the Comprehensive Plan. Strategies include the use of sub-area plans to identify opportunities and constraints within developing areas of the community and to establish a unified vision of the area's future, including land use, transportation and needs for infrastructure, community facilities and public services.

SUBSIDENCE

Ground subsidence is the sinking of the land over man-made or natural underground voids. In Colorado, the type of subsidence of greatest concern is the settling of the ground over abandoned mine workings.

TELECOMMUTING

In a telecommuting arrangement, the employee works from a home office for either a portion of or all of the work week. He or she maintains a presence in the office electronically via phone, fax, pager and e-mail and is usually, at a minimum, required to participate in some quarterly, monthly or weekly meetings at the work location.

TITLE 32 METROPOLITAN DISTRICT

Title 32 refers to a section of the Colorado Revised Statutes that addresses Metropolitan Districts. Metropolitan District means a special district that provides for the inhabitants thereof any two or more of the following services: Fire protection, mosquito control, parks and recreation, safety protection, sanitation, solid waste facilities, collection and transportation, street improvements, television relay and translation, transportation and water.

TRADE AREA

The market area from which new development will draw its end users (e.g., residents for housing units, customers for retail space, employees for office and industrial space).

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Actions that improve transportation system efficiency by altering transportation system demand using such strategies and facilities as: pricing, ridesharing; park-n-Ride facilities, transit friendly development / zoning; and employer-based programs—such as staggered work hours and telecommuting. TDM programs improve the efficiency of existing facilities by changing demand patterns rather than embarking on capital improvements.

URBAN CENTERS (MIXED-USE CENTERS AND ACTIVITY CENTERS)

The DRCOG Metro Vision 2040 Plan defines these as concentrated areas of development that are denser and provide a greater mix of uses than in surrounding areas. Urban centers are active, pedestrian-friendly places, with employment, housing and services in close proximity to each other. They will be served by transit, and also will support transit by providing riders and pedestrian-oriented environments.

URBAN DRAINAGE AND FLOOD CONTROL DISTRICT (UDFCD)

The Urban Drainage and Flood Control District was established by the Colorado Legislature in 1969 for the purpose of assisting local governments in the Denver metropolitan area with multi-jurisdictional drainage and flood control problems. The District covers an area of 1,608 square miles and includes Denver, parts of the six surrounding counties (including Broomfield) and all or parts of 33 incorporated cities and towns.

URBAN RENEWAL AREAS (URA)

Urban renewal is a state-authorized, redevelopment and finance program designed to help communities improve and redevelop areas that are physically deteriorated, suffering economic stagnation, unsafe or poorly planned. Broomfield uses urban renewal as a tool to focus public attention and resources in blighted or underused areas to stimulate private investment and improve neighborhood livability.

VEHICLE MILES TRAVELED (VMT)

This is a measurement of the number of miles that residential vehicles are driven. This may be expressed as a total number or as an average per household.

WELLNESS COLLABORATION

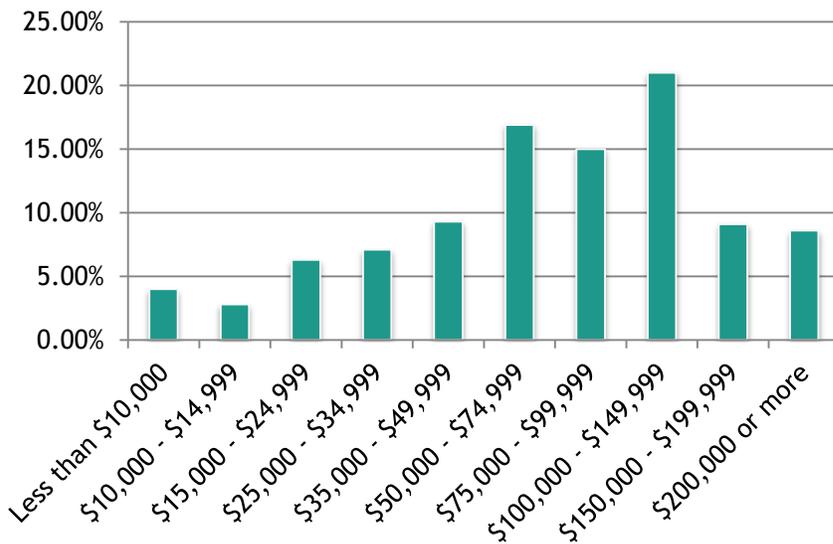
Development of strategic partnerships with other health care providers to promote good physical and mental health, especially when maintained by proper diet, exercise and habits.

B. DATA SUPPORT

Using existing plans and the best available data from the City and County of Broomfield, DRCOG, U.S. Census, and other sources, the consultant team researched and synthesize information for each planning topic. This overview of baseline conditions assisted in the development and refinement of goals and policies. Chapter 3 includes a narrative explanation of how those trends and conditions influence the development of policies, actions, and focus areas for the Comprehensive and Transportation Plans. This Appendix exhibits additional data that informed the rest of the Plan.

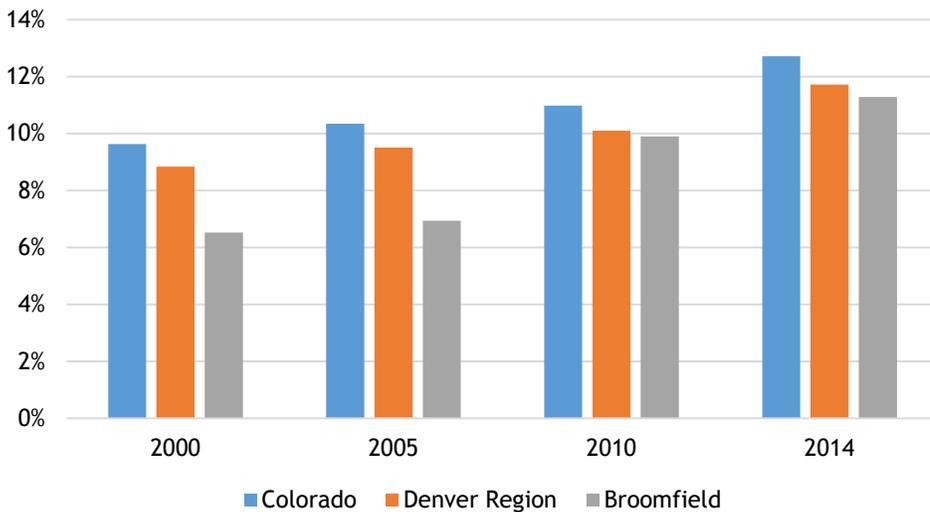
DEMOGRAPHIC DATA

BROOMFIELD HOUSEHOLD INCOMES



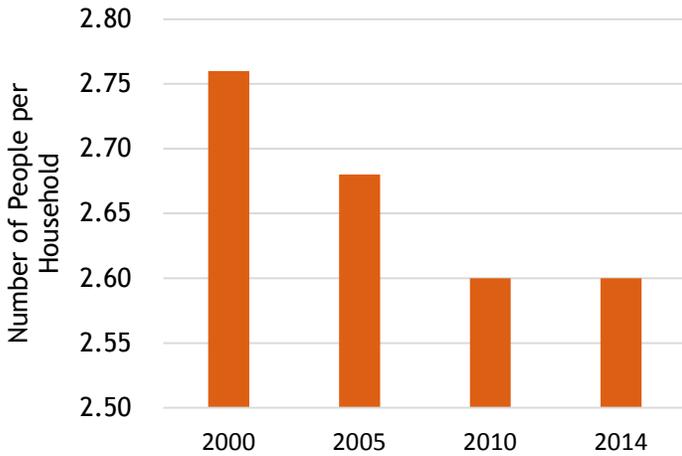
Source: 2014 American Community Survey 5-year estimate

PERCENT OF POPULATION 65+ YEARS OLD



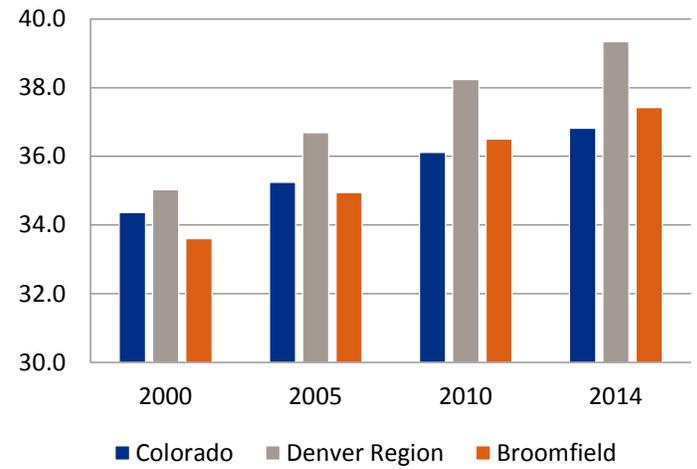
Source: U.S. Census; American Community Survey 5-Yr Estimates; State Demography Office

**PEOPLE PER HOUSEHOLD IN BROOMFIELD
(2000-2014)**



Source: U.S. Census; American Community Survey 5-Yr Estimates

COMPARATIVE MEDIAN AGE (2000-2014)



Source: U.S. Census; American Community Survey 5-Yr Estimates

COMPARATIVE POPULATION GROWTH

Geographic Area	2000	2010	Decade Growth
Broomfield	38,272	55,889	4.2%
Arvada	102,153	106,433	46.0%
Thornton	82,384	118,772	44.2%
Wheat Ridge	32,913	30,166	-8.3%
Westminster	100,940	106,114	5.1%
Jefferson County	527,056	534,533	1.4%
Denver Region	2,457,215	2,860,755	16.4%

Source: U.S. Census; American Community Survey 5-Yr Estimates; State Demography Office

HISPANIC POPULATION COMPARISON

Geographic Area	2000	2005	2010
Broomfield	3,399	4,823	6,229
Denver Region	431,072	507,995	611,504
Colorado	740,546	876,142	1,042,826

Source: U.S. Census; American Community Survey 5-Yr Estimates; State Demography Office

POPULATION PROJECTIONS

POPULATION GROWTH ESTIMATES

Region	2000-2005	2005-2010	2010-2015	2015-2020	2020-2025	2025-2030	2030-2035	2035-2040
Colorado	1.4%	1.6%	1.5%	1.7%	1.7%	1.5%	1.4%	1.2%
Front Range	1.6%	1.7%	1.7%	1.7%	1.6%	1.5%	1.3%	1.2%
Denver Area Counties	1.3%	1.6%	1.8%	1.7%	1.5%	1.4%	1.2%	1.0%
Adams	2.4%	2.3%	2.0%	2.2%	2.1%	2.0%	1.8%	1.6%
Arapahoe	1.5%	1.7%	1.8%	1.8%	1.7%	1.6%	1.5%	1.3%
Broomfield	---	3.1%	2.5%	2.7%	2.5%	2.3%	0.5%	0.3%
Denver	0.1%	1.6%	2.3%	1.6%	1.0%	0.9%	0.8%	0.7%
Douglas	6.3%	3.3%	2.2%	2.0%	2.0%	1.8%	1.4%	1.1%
Jefferson	-0.1%	0.5%	1.1%	1.1%	1.0%	0.8%	0.7%	0.4%
Boulder	0.5%	0.9%	1.5%	1.2%	1.3%	1.1%	1.0%	0.9%

Source: Colorado State Demography Office

POPULATION ESTIMATES AND PROJECTIONS

Region	2000	2005	2010	2015	2020	2025	2030	2035	2040
Colorado	4,338,785	4,662,534	5,050,289	5,443,612	5,935,920	6,454,860	6,970,651	7,462,182	7,925,230
Front Range	3,540,107	3,823,278	4,162,827	4,539,762	4,950,330	5,369,209	5,785,953	6,185,180	6,561,122
Denver Area Counties	2,421,222	2,582,177	2,797,896	3,062,513	3,325,925	3,580,052	3,830,320	4,061,697	4,270,888
Adams	351,734	395,384	443,711	490,066	545,237	603,716	665,364	726,331	787,411
Arapahoe	490,722	528,214	574,819	628,323	687,520	748,470	810,672	875,381	935,138
Broomfield	38,545	48,251	56,107	63,423	72,388	82,081	92,051	94,178	95,453
Denver	556,740	559,459	604,879	677,861	734,079	770,900	804,797	836,961	867,545
Douglas	180,511	244,442	287,124	319,920	352,955	389,462	425,395	455,617	482,079
Jefferson	526,716	523,517	535,651	565,106	595,849	625,516	652,326	674,241	686,319
Boulder	276,254	282,910	295,605	317,814	337,897	359,908	379,714	398,988	416,942

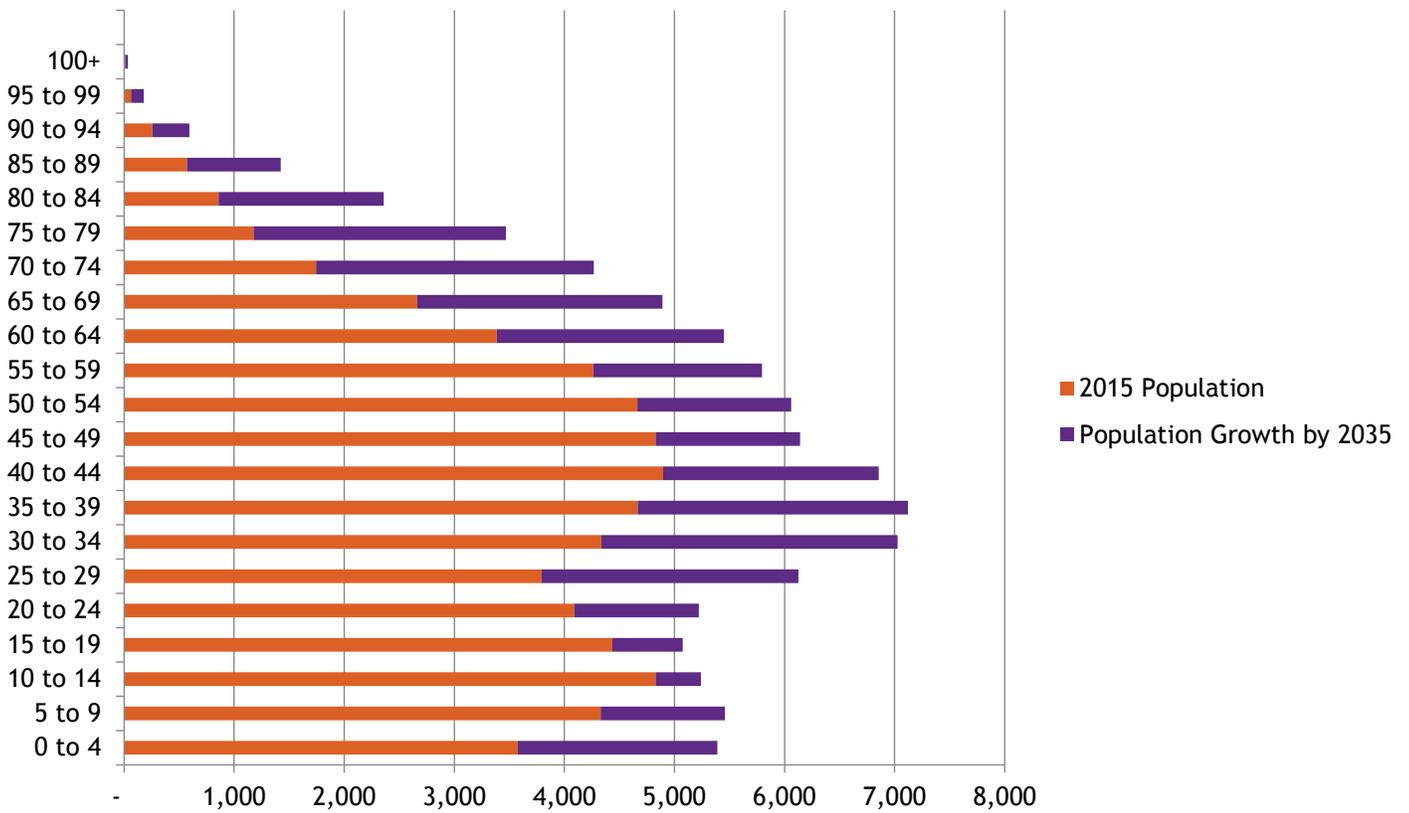
Source: Colorado State Demography Office

BROOMFIELD POPULATION, HOUSEHOLDS AND HOUSEHOLD SIZE

	2000	2005	2010	2015	2020	2025	2030	2035	2040
Population	38,545	48,251	56,107	63,423	72,388	82,081	92,051	94,178	95,453
Households	13,949	18,018	21,509	24,513	28,681	33,224	37,711	39,142	40,048
Household Size	2.76	2.68	2.61	2.59	2.52	2.47	2.44	2.41	2.38

Source: Colorado State Demography Office

BROOMFIELD AGE DISTRIBUTION (2015-2035)



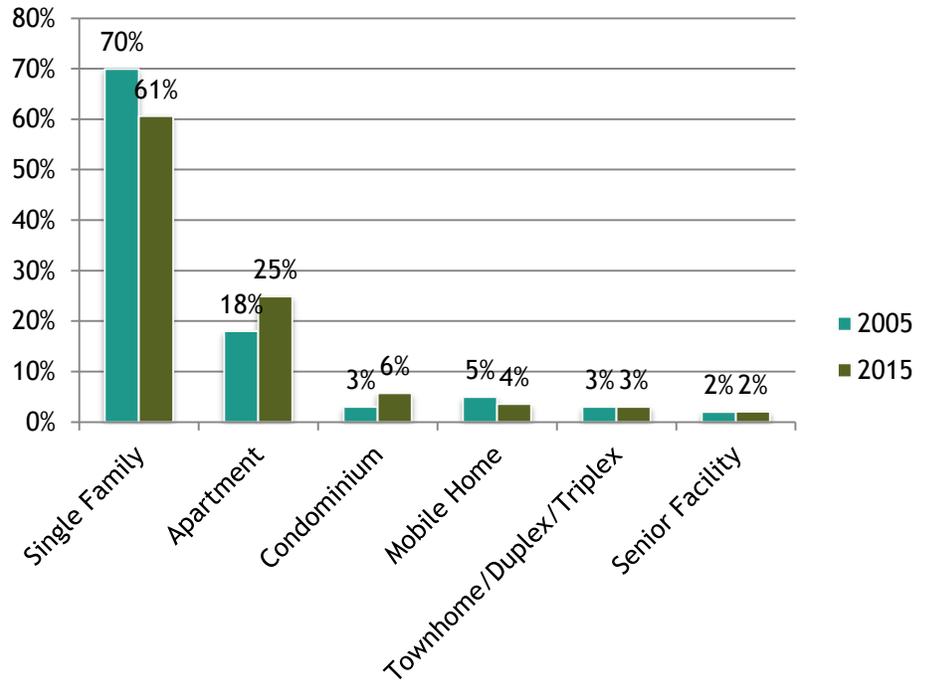
Source: Colorado State Demography Office

HOUSING DATA

BROOMFIELD HOUSING TYPE

Type of Housing	Number of Units	Percent of Total Units
Senior Facility	561	2%
Apartment	6,671	25%
Condominium	1,539	6%
Mobile Home	955	4%
Single Family	16,259	61%
Townhome/Duplex/Triplex	786	3%
Duplex and Triplex	26	<1%
Total:	26,771	100%

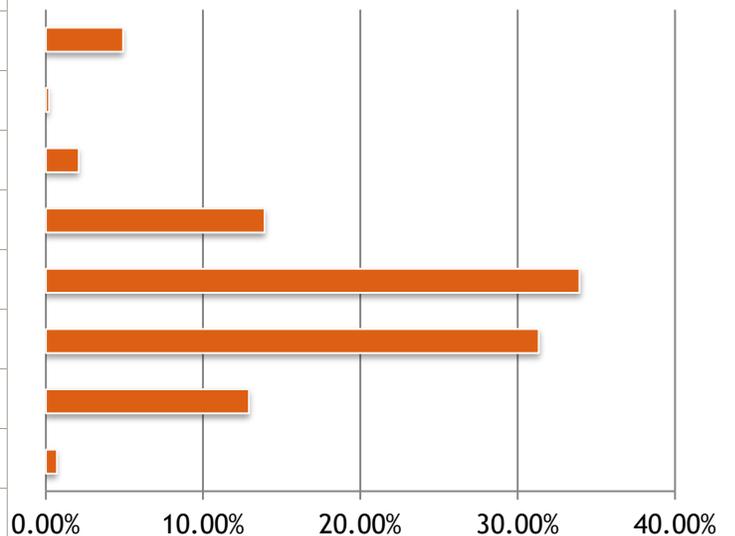
Source: City and County of Broomfield Parcel Data, November 2015



Source: City and County of Broomfield Parcel Data, November 2015

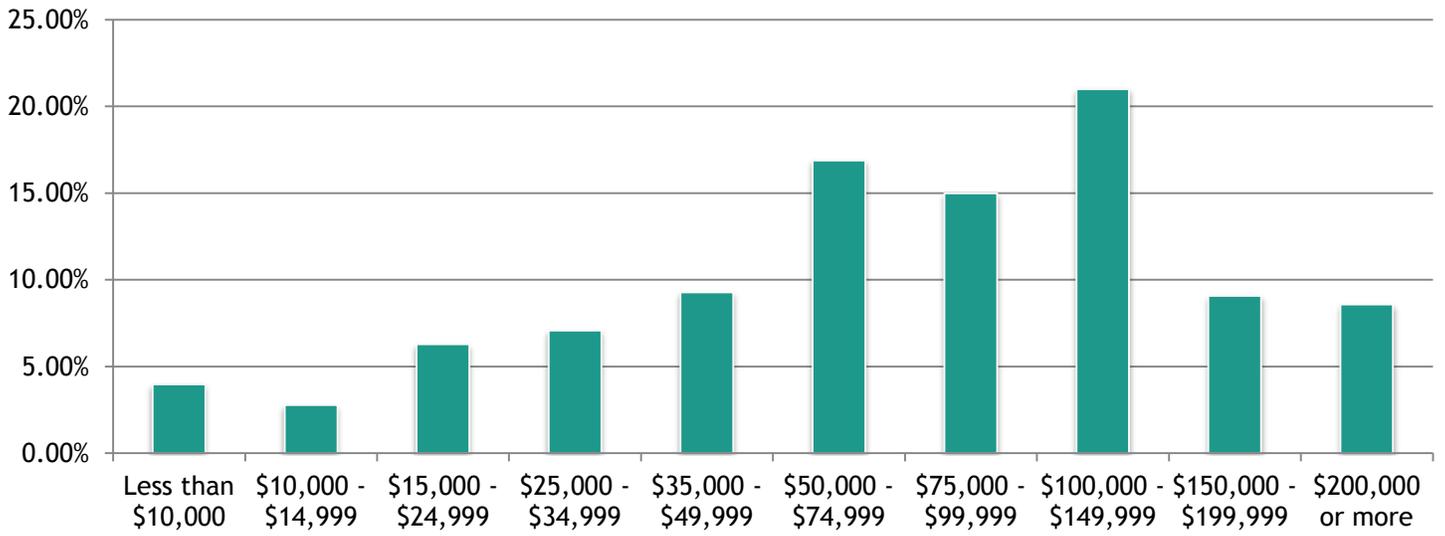
DISTRIBUTION OF BROOMFIELD'S HOME VALUES

Housing Value	Number of Units	Percent of Housing Stock
Owner-Occupied Housing	15,760	
Less than \$50,000	767	4.90%
\$50,000 to \$99,999	30	0.20%
\$100,000 to \$149,999	338	2.10%
\$150,000 to \$199,999	2,191	13.90%
\$200,000 to \$299,999	5,344	33.90%
\$300,000 to \$499,999	4,940	31.30%
\$500,000 to \$999,999	2,038	12.90%
\$1,000,000 or more	112	0.70%
Median (dollars)	\$284,100	



Source: American Community Survey 2014 5-year estimate

BROOMFIELD HOUSEHOLD INCOME 2014



Source: U.S. Census; American Community Survey 5-Yr Estimates

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