



# Land Use

Courthouse Annex • 2045 13th Street • Boulder, Colorado 80302 • Tel: 303.441.3930 • Fax: 303.441.4856  
Mailing Address: P.O. Box 471 • Boulder, Colorado 80306 • [www.bouldercounty.org](http://www.bouldercounty.org)

## BOULDER COUNTY PLANNING COMMISSION ADENDA ITEM # 5

November 16, 2016 – 1:30 PM  
Commissioners Hearing Room, Third Floor  
Boulder County Courthouse

### DIRECTION, FEEDBACK AND PUBLIC HEARING

**Docket BCCP-15-0001: Boulder County Comprehensive Plan, Open Space Element Update - discussion of Scenic Roadway Corridor mapping approach**

**STAFF PLANNERS AND PRESENTERS: Nicole Wobus, Long Range Planning and Policy Manager; David Haines, Land Use Systems Manager, Boulder County Land Use Department**

### Introduction

The purpose of this discussion of the Boulder County Comprehensive Plan (BCCP) Open Space Element (OSE) Update is to review the latest version of the draft BCCP OSE Map, with a focus on Scenic Roadway Corridor mapping. Staff will provide an overview of the mapping approach and its relationship with the narrative and policies of the OSE. Staff will also present the latest draft map which reflects GIS-based data and analysis. Mapping of cultural resource-related criteria will not be complete yet, as two of the cultural resource-related criteria rely on manual identification of resources as opposed to GIS data. Staff has not yet initiated manual identification of cultural resources, and staff recognizes that Planning Commissioners and the public may be a key source of information in identifying cultural resources to factor into the mapping effort. Feedback from Planning Commission (PC) and the public regarding the proposed mapping approach and draft map are welcome.

This document provides a summary of the process and recent changes related to the mapping efforts. **Comprehensive discussion of the mapping approach is included in Attachment A, “Open Space Element Map: Background and Scenic Roadway Corridor Methodology.”** This format reflects how staff envisions documenting the mapping component and related methodology once the BCCP OSE is adopted. The document would be available on the BCCP website along with other background materials associated with the each of the BCCP elements.

### Background: OSE Update Process to Date

A team of staff from the Parks and Open Space and Land Use Departments began working on the OSE Update in 2015. The last update was in 1996, and much has changed in the county and the open space program during the last 20 years. Staff has presented the overall goals for the update, as well as resulting policy changes at recent meetings. Staff provided a detailed presentation of proposed policy updates and Scenic Roadway Corridor mapping at the August PC meeting. The criteria and mapping approach have evolved substantially since that time as staff has worked to address feedback from PC, Board of County Commissioners (BOCC), and staff from other departments.

At the October PC meeting, discussion of the BCCP OSE Update focused on the revised narrative and policy component of the Updated OSE, highlighting changes made in response to referral comments. Planning Commissioners expressed overall support for the updated BCCP OSE policy and narrative component with an understanding that staff would add further detail on open space values and functions. The PC will review a revised policy and narrative component together with the updated map component when both are finalized.<sup>1</sup> Staff also provided an update on the progress related to the BCCP OSE mapping effort at the October PC meeting, with a plan to provide a more comprehensive presentation of staff’s proposed approach at the November meeting.

## Public Process

Date	Event	Purpose
April 23, 2015	POSAC Hearing	Introduce and gain approval for proposed OSE Goals and Policy framework
June 17, 2015	Planning Commission Hearing	
July 28, 2015	Public Open House	
April 13, 2016	POSAC-Planning Commission Joint Study Session	Introduce updated OSE narrative and policies
June 23, 2016	POSAC Hearing	Public hearing and recommend approval to Planning Commission
August 17, 2016	Planning Commission Hearing	Progress report
August 24, 2016	Referral Request	Solicit comments from County Departments and peer agencies in Boulder County
August 25, 2016	Board of County Commissioners Hearing	Overview of OSE Update and request for input
October 19, 2016	Planning Commission Hearing	Public Hearing and request adoption of OSE Goals and Policies component (policy narrative component of OSE update); Decision to wait for completion of the mapping component to provide approval of the updated OSE.
November 16, 2016	Planning Commission Hearing	Public Hearing and request for direction and feedback; Potentially begin review period for draft OSE map.
January 18, 2017	Planning Commission Hearing	Anticipated: Review of OSE narrative, policies and map

## Overview of Mapping Effort: Purpose, Scope, and Evolution of Approach

This section provides an overview of the purpose and scope of the mapping effort, as well as a summary of changes relative to the detailed presentation of the mapping efforts at the August PC meeting. Finally, this section provides a brief overview of the proposed scoring approach for use in designating Scenic

<sup>1</sup> A summary of changes to the policy and narrative component of the OSE Update is not included here due to this report’s focus on the mapping component. However, a summary of changes to the policy and narrative component is available in the staff report for the October 19 PC meeting.

Roadway Corridors. More detailed discussion of the approach and methodology are included in Attachment A (“Open Space Element Map: Background and Scenic Roadway Corridor Methodology”).

### **Purpose**

Staff uses the Scenic Roadway Corridor classification (currently “open corridor, roadside”) for multiple purposes. Parks and Open Space staff uses the classification to help measure the value of conservation easements.<sup>2</sup> Land Use staff uses the classification to identify properties that warrant a heightened level of attention to scenic and aesthetic issues when conducting land use reviews (e.g., extra attention to locating and/or screening a structure to avoid, minimize or mitigate visual impacts).

### **Scope**

In addition to mapping scenic roadway corridors the 2016 OSE update involved a broader effort to revise and streamline the mapping that accompanies the OSE. See Attachment A for further explanation.

### **Evolution of Mapping Approach**

As noted in an update at the October PC meeting, Land Use staff made changes to an earlier version of the mapping approach based on input from the Parks and Open Space Advisory Committee (POSAC), PC and BOCC, and in response to practical challenges encountered during the initial mapping efforts.

Key changes relative the mapping approach presented at the August PC meeting include the following:

- **Simplified criteria and focused more on visual elements.** Staff revised criteria to focus more directly on visual elements, to better align with the GIS data available (e.g., drawing on features mapped within other BCCP elements), and to facilitate mapping logistics (e.g., analyzing map data in terms of ½ mile road segments).
- **Streamlined categories** (from 6 down to 3). The archaeological, cultural and historic categories, which were based on elements of the National Scenic Byways Program, are now consolidated into a single “cultural resources” category. In addition, staff removed the recreational category because, while recreational use often occurs in areas that are scenic, it is not a visual attribute in and of itself. Furthermore, roads that would have been captured for their recreational characteristics are likely to be captured for meeting various other criteria.
- **Transitioned to a scoring system for identifying roadways for designation.** The scoring system is intended to capture, in effect, the magnitude of scenic characteristics of a given road segment (i.e., the percentage of roadway meeting criteria, and/or the number of criteria met). The scoring system uses a weighting scheme that gives higher scores to road segments that either: 1) meet some criteria for a long stretch of roadway; or 2) meet a significant number of criteria for a shorter stretch of roadway. This approach differs from the previous proposed approach that required a roadway to meet criteria across more than one category (i.e., prioritizing diversity in the type of criteria met). A more comprehensive discussion of the scoring approach is included in Attachment A.

---

<sup>2</sup> When Parks and Open Space staff negotiates conservation easements (CEs) with landowners or receives CEs from or grants CEs to municipalities, the CEs need to describe the property’s open space values. For CEs that involve donation value, where the landowner wants to obtain state or federal tax benefits, the CEs have to meet one of four defined public purposes, one of which includes a scenic component.

- **Refined roadways eligible for designation.** For the version of the map presented at the August PC meeting, roads deemed eligible for mapping as scenic included roads shown on the County Road Map. An attempt was made to also include private roads by using the “BRETSA” emergency road network in addition to the County Road Map roads. The BRETSA roads were later excluded from the analysis since they included roads not accessible by the general public such as ditch maintenance roads, fire roads, and other gated private roads.

### **Scoring Threshold for Scenic Roadway Corridor Designation**

A threshold score of 2.0 is proposed for mapping roadways as Scenic Roadway Corridors. This means that any segment of road receiving a score of 2.0 or greater would be included among roads designated as Scenic Roadway Corridors. This threshold score was selected to reflect feedback from BOCC and staff that it is important to establish a system in which “scenic” designated areas are those with exceptional scenic value. In other words, the proposed system is structured such that the “scenic” designation will carry a level of distinction within a county known for its scenic resources. Initial mapping outcomes from using this approach (i.e., before any criteria that rely on field observation are mapped) designate 43 percent of roadways in the county as scenic. Note that the initial mapping does not capture all cultural resources, so manual adjustments would be made to the map to more fully capture cultural resources. Staff will refresh the scoring and update the mapping after receiving feedback on the draft map, and reviewing substantive recommended changes with PC.

### **Next Steps for Map Development and Approval**

The draft map included as Attachment B reflects proposed revisions to the criteria and system for designating scenic roadway corridors. As shown in Figure 1, a review period for the draft map will start when PC requests no further changes to the mapping approach. If PC supports staff’s mapping approach presented at the November meeting, the meeting will serve as the start of the review period. If PC requests changes to the mapping approach, staff will implement those changes and present an updated version of the draft map at the next monthly PC meeting. During the draft map review period cross-departmental staff, Planning Commissioners and members of the public will have an opportunity to comment on the draft map. Staff proposes to accept comments on the draft map through January 1. Staff will then consider any recommended changes and present a revised draft map for preliminary adoption at the January PC meeting (January 18). Staff will present the revised BCCP OSE narrative and policy component for adoption at the January meeting as well.

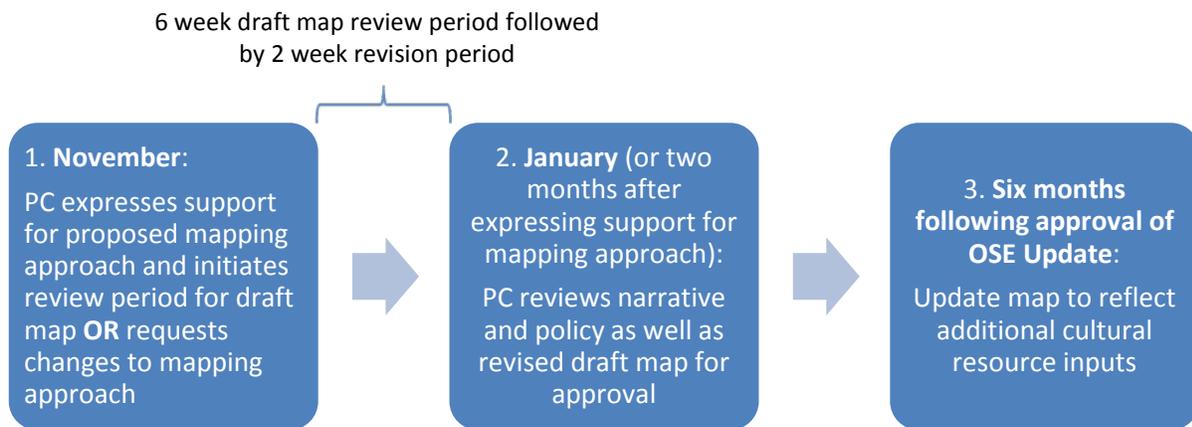
As noted previously, the draft map does not capture all cultural resources; manual adjustments will be made to more fully capture cultural resources. The county lacks the staff resources to conduct a comprehensive mapping of cultural resources at this time. Therefore, the only cultural resource criterion captured in the initial GIS data-based mapping is that which addresses resources with official historic landmark designation.<sup>3</sup> During the review period for the draft map staff from other county departments, members of the public and PC members will have an opportunity to review for general quality control and to identify road segments that have cultural significance but were not captured based on the initial mapping of GIS data-based criteria.

---

<sup>3</sup> Additional cultural resource criteria include: “Historic, cultural or archaeological interpretive signage or displays are present along the roadway“ and “The roadway corridor itself, or adjacent parcels are identified by staff as possessing historic, cultural or archeological significance.”

It may take several months for staff to allocate the resources necessary to identify significant cultural resources for mapping purposes. In the future staff recommends considering potential map updates on an annual basis. However, for the first year when initial cultural resource identification is still underway it may be beneficial to review the initial map for potential updates at a half year increment. This would mean updating the map during the summer of 2017, assuming PC expresses support for the proposed mapping approach at the November meeting.

**Figure 1. Proposed Schedule**



## Discussion Questions

1. Do Planning Commissioners have any questions or concerns with the proposed mapping approach described in Attachment A?
2. Do Planning Commissioners have any questions or concerns related to the proposed schedule?
3. Any other feedback, comments, changes?

## Action Requested

Staff requests direction and feedback related to the proposed mapping approach and draft map for the BCCP OSE Update.

Packet available at <http://www.bouldercounty.org/property/build/pages/bccp150001.aspx>

## Attachments

- Attachment A: Open Space Element Map: Background and Scenic Roadway Corridor Methodology
- Attachment B: Draft Map
- Attachment C: Comparison of previous and current mapping criteria
- Appendix D: Maps showing alternative outcomes if different scoring thresholds are applied

# Attachment A: Open Space Element Map: Background and Scenic Roadway Corridor Methodology

## [DRAFT CONTENT FOR A MAPPING BACKGROUND SUMMARY TO ACCOMPANY THE UPDATED BCCP OSE]

### Introduction

The county identifies and designates Scenic Roadway Corridors in order to help protect the county's unique natural, cultural and historic visual resources. Scenic Roadway Corridors are referenced in Policy OS 1.02.01.<sup>4</sup> Staff uses the scenic roadway classification (referred to as "open corridor, roadside" in the previous Open Space Element) for multiple purposes. Parks and Open Space staff uses the classification to help measure the value of conservation easements.<sup>5</sup> Land Use staff uses the classification to identify properties that warrant a heightened level of attention to scenic and aesthetic issues when conducting land use reviews (e.g., extra attention to locating and/or screening a structure to avoid, minimize or mitigate visual impacts).<sup>6</sup> The 2016 update of the Boulder County Comprehensive Plan (BCCP) Open Space Element (OSE) included updates to policy text and mapping related to Scenic Roadway Corridors in an effort to: 1) refine policy language to clarify intent and scope, and 2) apply a systematic approach to mapping scenic roadways that reflects the county's policy priorities and focus on preserving rural character and natural resources. This document summarizes the approach for developing map resources for the 2016 OSE update, with a focus on the approach used to map Scenic Roadway Corridors.

Specific objectives for developing the Scenic Roadway Corridor mapping approach included:

- Establish a system in which the "scenic" designation carries a level of distinction within a county known for its scenic resources
- Apply objective information and GIS data to identify an initial set of scenic corridors
- Leverage established frameworks for identifying scenic resources (i.e., what characteristics do other programs and jurisdictions use to identify what is "scenic")
- Establish a plan for updating scenic corridor mapping over time

In addition to mapping Scenic Roadway Corridors the 2016 OSE update involved a broader effort to revise and streamline the mapping that accompanies the OSE. This included a transition from having three maps associated with the OSE to having just one map, called the "Boulder County Comprehensive Plan Open Space Element Map."<sup>7</sup> The new map shows the protected land categories (federal, state,

---

<sup>4</sup>As part of the 2016 update to the BCCP Open Space Element, staff updated previous policy 3.03 with policy 1.02.01. Previous policy 3.03 read, "To the extent possible, the county shall protect scenic corridors *along highways and mountain road systems*. The county may preserve these scenic corridor areas by means of appropriate dedication during the development process, reasonable conditions imposed through the development process, or by acquisition." Policy 1.02.01 reads, "To the extent possible, the county shall protect views *from scenic corridors including, but not limited to, those shown on the Open Space Map*. The county may preserve these scenic corridor areas by means of appropriate dedication during the development process, reasonable conditions imposed through the development process, or by acquisition. This, however, does not preclude the county from providing essential and appropriately planned road improvements."

<sup>5</sup>When Parks and Open Space staff negotiates conservation easements (CEs) with landowners or receives CEs from or grants CEs to municipalities, the CEs need to describe the property's open space values. For CEs that involve donation value, where the landowner wants to obtain state or federal tax benefits, the CEs have to meet one of four defined public purposes, one of which includes a scenic component.

<sup>6</sup>Aesthetic factors do not serve as a basis for denial of a development opportunity. Rather, land use staff may cite use the scenic designation as rationale to avoid, minimize and mitigate potential visual impacts by placing conditions on the location of the structure, and by requesting use of screening methods.

<sup>7</sup>The three maps currently associated with the Open Space Element include the "[BCCP Public Lands Map](#)," the "[BCCP County Open Space Plan Map - 1996](#)" and the "[BCCP County Open Space Map – Current](#)."

county, city and joint city-county) along with Scenic Roadway Corridors.<sup>8</sup> In contrast to the previous version of the element the updated map no longer identifies “streamside corridors,” as riparian resources are now addressed comprehensively in the BCCP Environmental Resources Element policy language and maps.<sup>9</sup> In addition, the new map no longer identifies “proposed open space,” as the county’s open space acquisition efforts are at a phase where identification of those lands is no longer a priority feature for the OSE map.

## Scenic Roadway Corridor Mapping Approach

The county’s Scenic Roadway Corridor mapping framework draws on the National Scenic Byways Program’s “intrinsic qualities” of scenic roadways (scenic, archaeological, cultural, historic, natural, and recreational). Staff identified a variety of “mappable” criteria that align with those intrinsic qualities. For simplicity, the county’s system organizes the criteria into three categories: scenic, cultural and natural. The criteria reflect the range of data sources and other possible means by which to identify roads that possess exceptional scenic characteristics. The criteria (Table 1) consist primarily of elements trackable in GIS using existing data sources, but also include some components identifiable through field observation.

Staff developed a scoring system to reflect the degree to which a given road segment meets the county’s Scenic Roadway Corridor criteria. The scoring system uses weighted averages that factor in both length of roadway meeting a criteria and the number of criteria met. It gives higher scores to road segments that either: 1) meet some criteria for a long stretch of roadway; or 2) meet a significant number of criteria for a shorter stretch of roadway. *Road segments mapped as “Scenic Roadway Corridors” are those that receive a score of 2.0 or greater.*

### Key Definitions, Parameters and Procedures

Staff applies the following definitions, parameters and procedures for purposes of Scenic Roadway Corridor mapping and analysis:

- **Eligible roads** include roads in unincorporated Boulder County and shown on the Boulder County Road Map, excluding subdivision roads. Roads in historic townsites are considered eligible for scenic mapping, despite the fact that some roads within townsites are classified as subdivision roads. This exception to the standard eligibility criteria reflects the historic significance of townsites.
- **Road segment** is defined as the roadway that spans the distance between two intersections.
- The scoring system analyzes roadways in **1/2 mile increments**.
- Staff will **consider on an annual basis whether a map update is warranted**. Map updates would serve the purpose of: 1) adapting the criteria or map in response to newly available information (e.g., availability of new map layers referenced in the criteria, identification of new cultural resource locations not previously incorporated in to analysis, or other information provided by members of the public or advisory committee members), 2) changing the map to reflect changing conditions (e.g., remove roads that no longer meet criteria or add new roads that

---

<sup>8</sup>The “Public Lands Map” will no longer be included as a BCCP map, though Parks and Open Space staff will still maintain that map and post it on the Parks and Open Space Department’s own website. The BCCP web page will likely continue to have a link to the official Parks and Open Space Department’s open space map.

<sup>9</sup>Riparian resources are mapped as part of the BCCP Environmental Resources Element’s (ERE) “BCCP Wetlands and Riparian Areas Map,” available at: <http://www.bouldercounty.org/doc/landuse/bccp-wetland-er.pdf>. In addition, the scenic and resource values of riparian areas are addressed through a variety of goals and policies in the ERE. For example, Goal B2, ER 1.04 (addresses protection of scenic vistas generally), and ER 3.01 (addresses mapping of Environmental Conservation Areas including riparian areas).

previously did not meet criteria). **Any updates to the criteria or map would be made available for public comment, and would require PC approval.**

- If new information is presented that identifies **cultural resources not previously factored into the mapping**, county staff with expertise in historic resource assessment will be responsible for determining the historic significance of the identified resources. Upon identifying a new cultural resource, staff will re-run scoring for the relevant road segment to determine whether that segment exceeds the scoring threshold and should be designated scenic.
- **The Land Use Director will make determinations if challenges to the scoring results arise.** Individuals may disagree with staff’s interpretation of the criteria and wish to either add or remove recognition of a particular criterion for a given road segment. In those instances, staff will more closely examine the criteria met by the road segment and make a recommendation to the Land Use Director. The Land Use Director will determine whether to make an exception, seeking input from PC, as needed, when making those determinations.
- For cases in which a particular road includes several segments with “scenic” designation, staff will manually **combine segments to avoid a patchwork of short “scenic” segments** along a single road.
- **Roadways already designated as Scenic Byways (either state or federal)** will automatically be designated Scenic Roadway Corridors.
- Staff will **reference the 1996 open corridor-roadside designations** during the review period to explore whether any roads previously captured in that mapping are no longer designated under the new system. Roads captured under the old map but not the new map will undergo closer review to determine whether criteria may have been overlooked.

### **Mapping Criteria**

The Scenic Roadway Corridor mapping criteria are shown in Table 1. When reviewing the map, note that criteria shown in plain font can be mapped using existing GIS and other readily available data. Those serve as base criteria for initial mapping. Criteria marked with an asterisk (\*) and shown in italics are used to refine the initial base map, and need to be mapped based on field observation and other efforts.

**Table A1. Scenic Roadway Corridor Identification Criteria**

<b>Category</b>	<b>Criteria</b>	<b>Significance / Relevance to Intrinsic Qualities</b>
Scenic Views	<ol style="list-style-type: none"> <li>Roadways that have views of the Natural Landmarks as identified in the BCCP</li> <li>Roadways having a Scenic Byway designation of any type (i.e., state or federal)</li> <li>Roadways that have considerable views of the plains<sup>10</sup></li> </ol>	Heightened visual experience derived from the view of natural and manmade elements of the visual environment.

<sup>10</sup>Analysis of “considerable views” is based on the following. A Digital Surface Model (The DSM) was used; it shows the approximate surface elevation including ground, vegetation and buildings. The DSM was resampled to 100x100’ cell size for this analysis. Points based on a 100x100’ grid with the area identified as plains were then used as observer points. (100x100’ is approximately 0.23 acres) The “Viewshed” tool was then run using the DSM and the observer points. The output of the tool is a grid of cells that counts how many observer points can be seen from each cell. The effect is the higher the number, the more area of the plains that can be seen. The mean cell value and standard deviation were calculated. Those cells which had a value equal to or higher than the mean plus 0.5 standard deviations were used as areas that had considerable views. With the plains the mean was 669 and SD was 1720. So cells with a value of equal to or higher than 1529 were chosen. This equates to areas where at least

Category	Criteria	Significance / Relevance to Intrinsic Qualities
	4. Roadways that have views of perennial lakes, ponds, or reservoirs 5. Roadways that are along the bottom or sides of a canyon 6. Roadways that run alongside slopes steeper than 10 degrees or more <sup>11</sup>	
Cultural Resources (including, historical, cultural and archaeological)	7. Structures or corridors with historic landmark designation of any type (i.e., municipal, county, state, national) and are visible from the road 8. Roadways that have views within one mile of Significant Agricultural Lands as identified in the BCCP 9. *Historic, cultural or archaeological interpretive signage or displays are present along the roadway 10. *The roadway corridor itself, or adjacent parcels are identified by staff as possessing historic, cultural or archeological significance	Historical: Legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade. Cultural: Evidence and expressions of established customs or traditions of a distinct group of people. Archaeological: Physical evidence of historic or prehistoric human life or activity.
Natural	11. Roadways are within Critical Wildlife Habitat; Rare Plant Areas; Significant Natural Communities; Wetlands and Riparian Areas; Natural Areas; or High Biodiversity Areas as identified in the BCCP	Features in the visual environment that are in a relatively undisturbed state. These features may include geological formations, fossils, landform, water bodies, vegetation, and wildlife.

**Scoring Method**

The scoring method uses a weighted average approach. To calculate the score for a specific segment of road, the number of criteria that a particular part of the road segment meets is multiplied by the length of that part. This is done for all of the parts of the road that have a different number of criteria. The results are then summed together, and the total is divided by the total length of the segment.<sup>12</sup> This process can be described by the following equation.

$$\frac{(number\ of\ criteria_{part1} \times length\ of\ part_{part1}) + (number\ of\ criteria_{part2} \times length\ of\ part_{part2}) + \dots + (number\ of\ criteria_{partN} \times length\ of\ part_{partN})}{total\ length\ of\ segment}$$

351 acres of the plains were visible from that location. More information about the “Viewshed” visibility tool is available here: <http://desktop.arcgis.com/en/arcmap/10.3/tools/spatial-analyst-toolbox/using-viewshed-and-observer-points-for-visibility.htm>  
<sup>11</sup>Development of this criterion was informed by the I-70 Mountain Corridor PEIS Visual Resources Technical Report (See Section 2.1 Visual Resources Inventory Methodology pg. 2 – 6). In particular, the description of foreground, middle ground, and background views (pg. 6) informed which criteria should have view distance limits (Ag Land and Historical Landmarks) since they would be more ‘foreground’ type scenic views, and those criteria not having distance limits since they would be more middle ground and background views (Natural Landmarks, Plains, and Lakes). Descriptions of the areas found in Appendix B of the report (PDF page 104-173) help show what is considered scenic. The report can be found at [https://www.codot.gov/projects/i-70mountaincorridor/final-peis/final-peis-documents/technical-reports/Vol5\\_I-70\\_Mntn\\_Corridor\\_Final\\_PEIS\\_VisualResources\\_TR.pdf](https://www.codot.gov/projects/i-70mountaincorridor/final-peis/final-peis-documents/technical-reports/Vol5_I-70_Mntn_Corridor_Final_PEIS_VisualResources_TR.pdf)

<sup>12</sup>When calculating weighted averages for scoring the denominator is always ½ mile, or smaller.

- For example, there is a 1200' road segment. 500' of the road meets 3 criteria, 200' of the road meets 2 criteria, 400' of the road meets 1 criterion, and 100' of the road meets 0 criteria.
- The score for this segment of road would be 1.91:

$$\frac{(500' \times 3) + (200' \times 2) + (400' \times 1) + (100' \times 0)}{1200'} = 1.91$$



## Attachment C. Comparison of Previous and Currently Proposed Mapping Criteria

Scenic Roadway Corridor Identification Criteria			
Category	PREVIOUS Criteria and Approach [“scenic” road must meet at least one criteria in at least two categories]	NEW Criteria and Approach [categories are only for organizing the criteria; the number of criteria, or length of roadway meeting criteria contribute to scoring; roads that meet a particular scoring threshold are designated as scenic]	Significance / Relevance to Intrinsic Qualities
Scenic Views	<p>a) Roadways Mountain Views (views of mountains from the plains), Plains Views (views of the plains from the mountains), or Dramatic Views, as defined here. <b>Mountain Views</b> are identified as roadways that have views of areas west of Peak-to-Peak Hwy that are over 11,000’ and the summits of named peaks east of Peak-to-Peak Hwy that are over 8,000’. <b>Plains Views</b> are identified as roadways in the mountains that have views of the plains. <i>*Dramatic Views are identified as roadways that travel through or are adjacent to visually dramatic landforms such as canyons, valleys, ridges, plateaus, mesas, etc. All of these would incorporate views of features identified in the Natural Landmarks and Natural Areas Map of the Boulder County Comprehensive Plan.</i></p>	<ol style="list-style-type: none"> <li>1. Roadways that have views of the Natural Landmarks as identified in the BCCP</li> <li>2. Roadways having a Scenic Byway designation of any type (i.e., state or federal)</li> <li>3. Roadways that have considerable views of the plains</li> <li>4. Roadways that have views of perennial lakes, ponds, or reservoirs</li> <li>5. Roadways that are along the bottom or sides of a canyon</li> <li>6. Roadways that run alongside slopes steeper than 10 degrees or more</li> </ol>	Heightened visual experience derived from the view of natural and manmade elements of the visual environment.
Cultural Resources (including, historical, cultural and archaeological)	<p>a) Structures or corridors with historic landmark designation of any type (i.e., municipal, county, state, national) are present on parcels adjacent to the road <i>and are visible from the road</i></p> <p style="text-align: center;">OR</p> <p>b) <i>*Historic, cultural or archaeological structures or interpretive signage or displays are present on parcels adjacent to the road and are visible from the road</i></p> <p style="text-align: center;">OR</p>	<ol style="list-style-type: none"> <li>7. Structures or corridors with historic landmark designation of any type (i.e., municipal, county, state, national) and are visible from the road</li> <li>8. Roadways that have views within one mile of Significant Agricultural Lands as identified in the BCCP</li> <li>9. <i>*Historic, cultural or archaeological interpretive signage or displays are present along the roadway</i></li> <li>10. <i>*The roadway corridor itself, or adjacent parcels are identified by staff as possessing historic, cultural or archeological significance</i></li> </ol>	<p>Historical: Legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade.</p> <p>Cultural: Evidence and expressions of established customs or traditions of a distinct group of people.</p> <p>Archaeological: Physical evidence of historic or</p>

<b>Scenic Roadway Corridor Identification Criteria</b>			
<b>Category</b>	<b>PREVIOUS Criteria and Approach</b> [“scenic” road must meet at least one criteria in at least two categories]	<b>NEW Criteria and Approach</b> [categories are only for organizing the criteria; the number of criteria, or length of roadway meeting criteria contribute to scoring; roads that meet a particular scoring threshold are designated as scenic]	<b>Significance / Relevance to Intrinsic Qualities</b>
	<i>c) The road itself, or parcels adjacent to the road are identified by staff as possessing historic, cultural or archeological significance</i>		prehistoric human life or activity.
Natural	<p>a) Roadways that are within ¼ mile of the areas identified on the BCCP Natural Areas and Natural Landmarks map, or Wetlands or Riparian Areas map</p> <p style="text-align: center;">OR</p> <p>b) Roadways that are within ¼ mile of bodies of water (lakes, reservoirs or ponds) or streams</p>	11. Roadways are within Critical Wildlife Habitat; Rare Plant Areas; Significant Natural Communities; Wetlands and Riparian Areas; Natural Areas; or High Biodiversity Areas as identified in the BCCP	Features in the visual environment that are in a relatively undisturbed state. These features may include geological formations, fossils, landform, water bodies, vegetation, and wildlife.
Notes: Criteria shown in plain font can be mapped using existing GIS and other readily available data. Those would serve as base criteria for initial mapping. Criteria marked with an asterisk (*) and shown in italics are proposed for use in refining an initial base map. For example, if a stretch of road meets one criteria staff may examine it further, exploring additional data sources or conducting field observation to determine if the stretch of road meets these additional criteria. The additional criteria may also be used to extend the length of a corridor identified through a preliminary GIS mapping exercise.			

## Attachment D. Alternative Outcomes from Applying Different Scoring Thresholds

Staff recommends using a scoring threshold of 2.0 for designating Scenic Roadway Corridors. That scoring threshold would result in at least 43 percent of roads in the Boulder County being captured as scenic. The following table shows how the recommended scoring threshold of 2.0 compares to potential alternative scoring thresholds for use in designating Scenic Roadway Corridors. As shown, a threshold score of 1.5 would mean 56 percent of roads in the county getting mapped as scenic, and a threshold score of 2.5 would result in 23 percent of roads being mapped.

Table D1. Range of outcomes from various scoring threshold options

Outcome Categories	Percent of Total County Road Length				
	Score 1.0 or Higher	Score 1.5 or Higher	Score 2.0 or Higher	Score 2.5 or Higher	Score 3.0 or Higher
Score Met	68%	56%	43%	23%	9%
Score Not Met	8%	19%	33%	53%	67%
Not Eligible	24%	24%	24%	24%	24%