



**CITY OF BOULDER
PLANNING BOARD MEETING AGENDA**

DATE: January 30, 2014

TIME: 6 p.m.

PLACE: West Boulder Senior Center, 909 Arapahoe Avenue

1. CALL TO ORDER

2. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY

A. Planning Board training opportunities

B. APA request for photo and message from the Planning Board

3. PUBLIC PARTICIPATION

4. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS/CONTINUATIONS

5. PUBLIC HEARING ITEMS

A. Continuation: Public hearing to consider Concept Plan, LUR2013-00058, for the redevelopment of a 3-acre site located at the intersection of Baseline Rd. and 27th Way with a new four story, 180,000 square foot office building and a 70,000 square foot, 100-room hotel. The site is zoned Business Community- 2 (BC-2).

Applicant: Bruce Dierking

Property Owner: West Baseline Investors, LLC

6. DEBRIEF MEETING/CALENDAR CHECK

7. ADJOURNMENT

**CITY OF BOULDER PLANNING BOARD
MEETING GUIDELINES**

CALL TO ORDER

The Board must have a quorum (four members present) before the meeting can be called to order.

AGENDA

The Board may rearrange the order of the Agenda or delete items for good cause. The Board may not add items requiring public notice.

PUBLIC PARTICIPATION

The public is welcome to address the Board (3 minutes* maximum per speaker) during the Public Participation portion of the meeting regarding any item not scheduled for a public hearing. The only items scheduled for a public hearing are those listed under the category PUBLIC HEARING ITEMS on the Agenda. Any exhibits introduced into the record at this time must be provided in quantities of ten (10) to the Board Secretary for distribution to the Board and admission into the record.

DISCUSSION AND STUDY SESSION ITEMS

Discussion and study session items do not require motions of approval or recommendation.

PUBLIC HEARING ITEMS

A Public Hearing item requires a motion and a vote. The general format for hearing of an action item is as follows:

1. Presentations

- a. Staff presentation (5 minutes maximum*)
- b. Applicant presentation (15 minute maximum*). Any exhibits introduced into the record at this time must be provided in quantities of ten (10) to the Board Secretary for distribution to the Board and admission into the record.
- c. Planning Board questioning of staff or applicant for information only.

2. Public Hearing

Each speaker will be allowed an oral presentation (3 minutes maximum*). All speakers wishing to pool their time must be present, and time allotted will be determined by the Chair. No pooled time presentation will be permitted to exceed ten minutes total.

- Time remaining is presented by a Green blinking light that means one minute remains, a Yellow light means 30 seconds remain, and a Red light and beep means time has expired.
- Speakers should introduce themselves, giving name and address. If officially representing a group, homeowners' association, etc., please state that for the record as well.
- Speakers are requested not to repeat items addressed by previous speakers other than to express points of agreement or disagreement. Refrain from reading long documents, and summarize comments wherever possible. Long documents may be submitted and will become a part of the official record.
- Speakers should address the Land Use Regulation criteria and, if possible, reference the rules that the Board uses to decide a case.
- Any exhibits introduced into the record at the hearing must be provided in quantities of ten (10) to the Secretary for distribution to the Board and admission into the record.
- Citizens can send a letter to the Planning staff at 1739 Broadway, Boulder, CO 80302, two weeks before the Planning Board meeting, to be included in the Board packet. Correspondence received after this time will be distributed at the Board meeting.

3. Board Action

- d. Board motion. Motions may take any number of forms. With regard to a specific development proposal, the motion generally is to either approve the project (with or without conditions), to deny it, or to continue the matter to a date certain (generally in order to obtain additional information).
- e. Board discussion. This is undertaken entirely by members of the Board. The applicant, members of the public or city staff participate only if called upon by the Chair.
- f. Board action (the vote). An affirmative vote of at least four members of the Board is required to pass a motion approving any action. If the vote taken results in either a tie, a vote of three to two, or a vote of three to one in favor of approval, the applicant shall be automatically allowed a rehearing upon requesting the same in writing within seven days.

MATTERS FROM THE PLANNING BOARD, DIRECTOR, AND CITY ATTORNEY

Any Planning Board member, the Planning Director, or the City Attorney may introduce before the Board matters which are not included in the formal agenda.

ADJOURNMENT

The Board's goal is that regular meetings adjourn by 10:30 p.m. and that study sessions adjourn by 10:00 p.m. Agenda items will not be commenced after 10:00 p.m. except by majority vote of Board members present.

*The Chair may lengthen or shorten the time allotted as appropriate. If the allotted time is exceeded, the Chair may request that the speaker conclude his or her comments.

CITY OF BOULDER
PLANNING BOARD AGENDA ITEM
MEETING DATE: January 16, 2014

AGENDA TITLE: Public hearing to consider **Concept Plan**, LUR2013-00058, for the redevelopment of a 3-acre site located at the intersection of Baseline Rd. and 27th Way with a new four story, 180,000 square foot office building and a 70,000 square foot, 100-room hotel. The site is zoned Business Community- 2 (BC-2).

Applicant: Bruce Dierking
Property Owner: West Baseline Investors, LLC

REQUESTING DEPARTMENT:

Community Planning & Sustainability

David Driskell, Executive Director

Susan Richstone, Deputy Director

Charles Ferro, Development Review Manager

Chandler Van Schaack, Planner I

OBJECTIVE:

1. Hear applicant and staff presentations
2. Hold public hearing
3. Planning Board discussion of Concept Plan. No action is required by Planning Board.

PROPOSAL AND SITE SUMMARY:

Proposal: Concept Plan Review and Comment request for the redevelopment of a 3-acre site located at the intersection of Baseline Rd. and 27th Way with a new four story, 180,000 square foot office building and a 70,000 square foot, 100-room hotel.

Project Name: Baseline Zero

Location: 2700 Baseline Rd.

Zoning: Business Community- 2 (BC-2)

Comprehensive Plan: Community Business (CB)

Key Issues for Discussion:

In addition to an analysis of the criteria for Concept Plan review, staff has identified the following key issues for the board's consideration. Staff's analysis of the Concept Plan review criteria and the key issues identified by staff can be found in Section III of this memo.

- 1) Is the massing, scale and height of the proposed project compatible with the existing character of the area?
- 2) Is the request for a 48 percent parking reduction acceptable for the use and the neighborhood context?

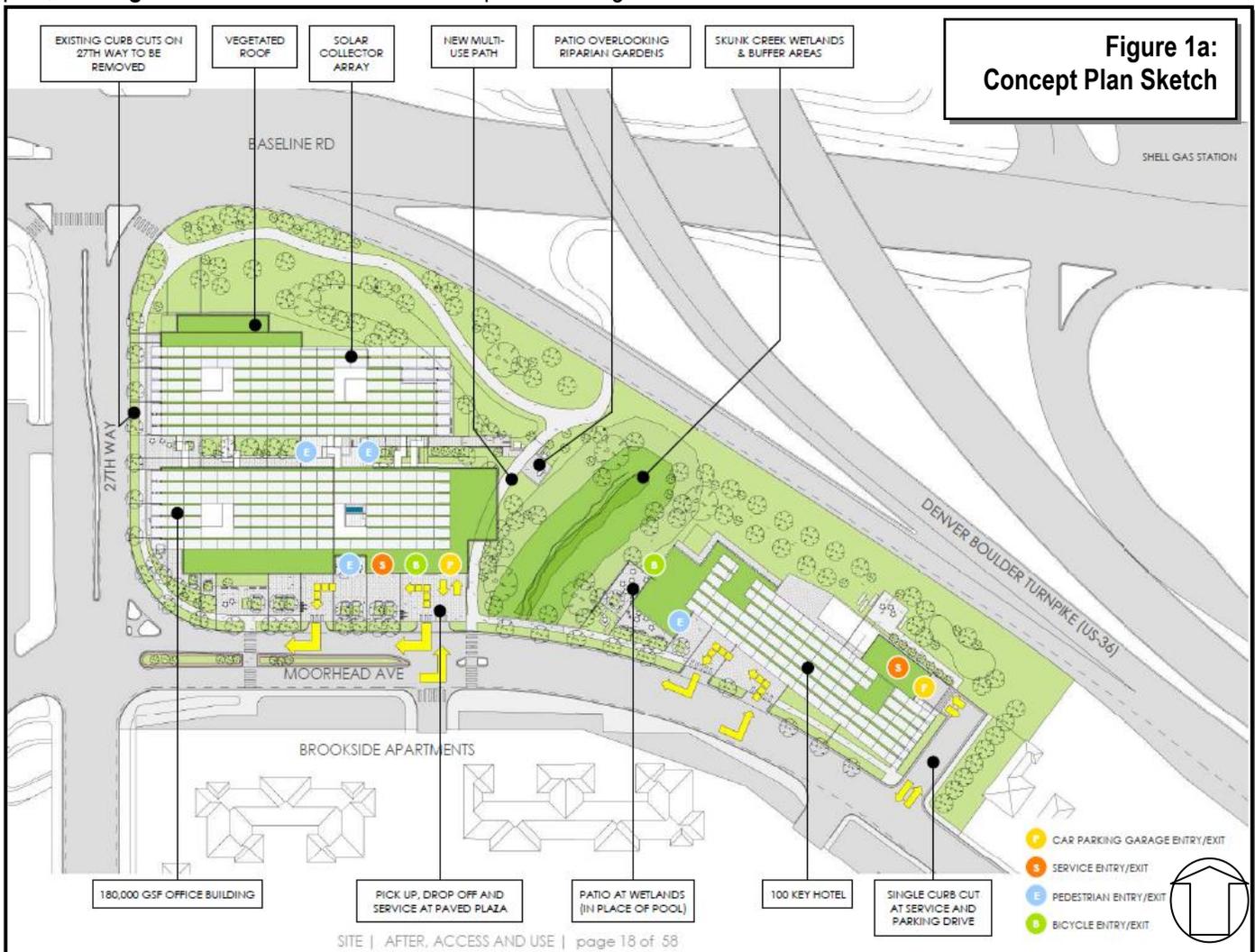
I. INTRODUCTION

According to the Land Use Code, section 9-2-13, the purpose of the Concept Plan review is,

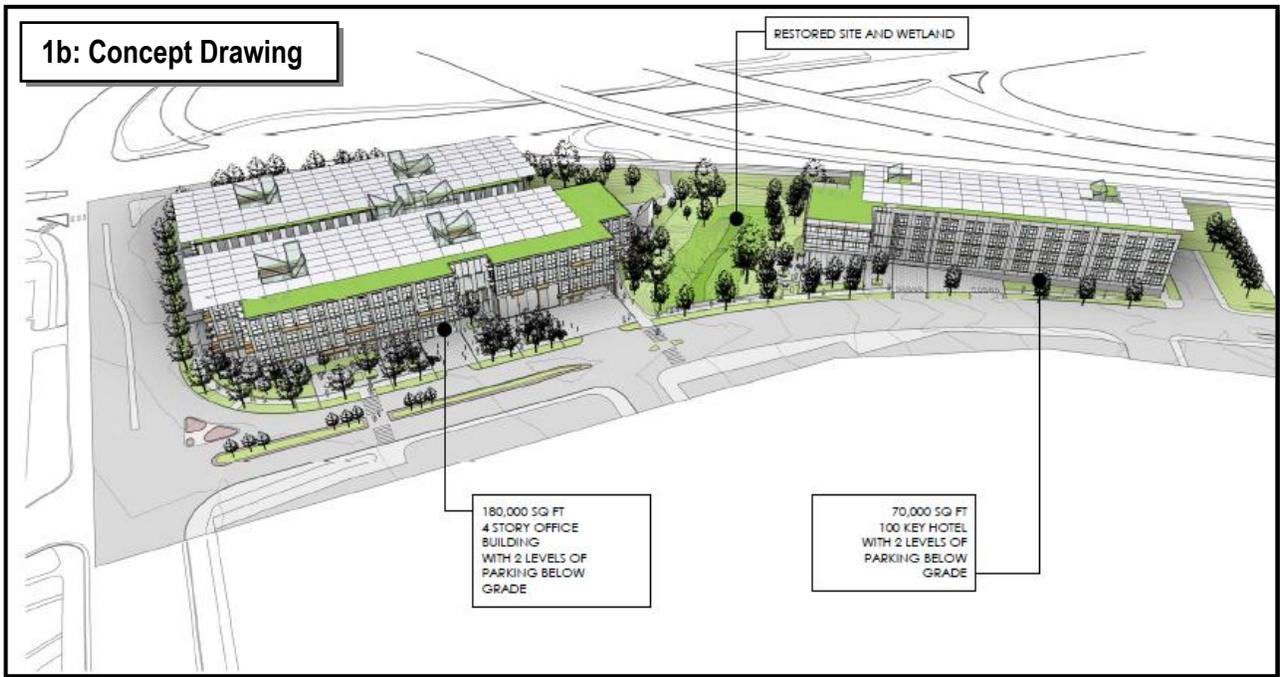
“to determine a general development plan for the site, including, without limitation, land uses, arrangement of uses, general circulation patterns and characteristics, methods of encouraging use of alternative transportation modes, areas of the site to be preserved from development, general architectural characteristics, any special height and view corridor limitations, environmental preservation and enhancement concepts, and other factors as needed to carry out the objectives of this title, adopted plans, and other city requirements. This step is intended to give the applicant an opportunity to solicit comments from the planning board authority early in the development process as to whether the concept plan addresses the requirements of the city as set forth in its adopted ordinances, plans, and policies.”

II. PROPOSED PROJECT SUMMARY

The proposal includes one, four-story, 55 foot tall, 180,000 square foot Class A office building with two levels of underground parking as well as a four-story, 50 foot tall, 70,000 square foot, 100 room extended stay hotel, also with two levels of underground parking. There are 300 parking spaces proposed for the office building where 600 are required and 75 parking spaces proposed for the hotel where 120 are required. In total, the project would provide 375 parking spaces where 720 are required, which represents a 48 percent parking reduction. **Figure 1a** below illustrates the conceptual site plan, and **Figures 1b thru 1d** include a conceptual drawing and elevations of the office and hotel.



According to the applicant's written statement found in [Attachment A](#), the project is focused on the goal of being as close to net zero as possible. Energy goals include exceeding LEED Platinum standards and meeting the targets of the [2030 Challenge](#), which include achieving carbon neutrality by 2030. Techniques that are anticipated to achieve these goals include rooftop photovoltaic and/or solar thermal systems, passive ventilation systems using automatic windows and vents, high performance glazing and wall systems, CLT (Cross Laminated Timber) and Glue Laminated wood member construction. CHP (Combined Heat and Power) and fuel cell systems are also being investigated.



According to the applicant, the architectural language of the concept is intended to respond to three key factors: context, energy, and simplicity. The buildings are intended to transition from the smaller residential buildings to the southeast of the site to a strong urban edge at the west end of the site along 27th Way, with a clean, modern design aesthetic that incorporates a simple material palette of primarily wood, metal and glass. The intended character of the buildings is shown in the precedent examples below and in the preliminary building elevations shown in **Figure 1d** below.





1d: Elevations (typ.)



The proposed office and hotel uses are allowed by-right in the BC-2 zone district; however, the project would require the following modifications from the city's development code:

- 48 percent parking reduction to allow for 375 parking spaces where 720 are required;
- Height modification to allow for a 54-foot tall office building and 45-foot tall hotel building where 35 feet is the maximum height allowed by the zone district;
- Modifications to the front yard setbacks to allow for rooftop solar panels to extend to less than 20 feet from the property line; and
- Modifications to the Site Access Standards to allow for five vehicular access points for the site where only one vehicular access point is permitted.

PROCESS:

Per section 9-2-14(b)(1), B.R.C. 1981, Concept Plan and Site Review are required for projects located in the BC-2 zone district that are over two acres in size or include over 25,000 square feet of floor area. Therefore, development of the 3 acre site requires both a Concept Plan and Site Review. Per section 9-2-13(b), B.R.C. 1981, an applicant for a development that exceeds the "Site Review Required" thresholds shall complete the Concept Plan review process prior to submitting an application for Site Review.

As noted above, the purpose of the Concept Plan review as defined by the city's code is to determine the general development plan for a particular site and to help identify key issues in advance of a Site Review submittal. This step in the development process is intended to give the applicant an opportunity to solicit comments from the Planning Board as well as the public early in the development process as to whether a development concept is consistent with the requirements of the city as set forth in its adopted plans, ordinances and policies (section 9-2-13, B.R.C. 1981). Concept Plan review requires staff review and a public hearing before the Planning Board.

In addition to the required Concept Plan Review public hearing, a request for a Height Modification also requires a public hearing and final decision by the planning board.

III. ANALYSIS

Concept Plan Review Criteria for Planning Section 9-2-13(e)

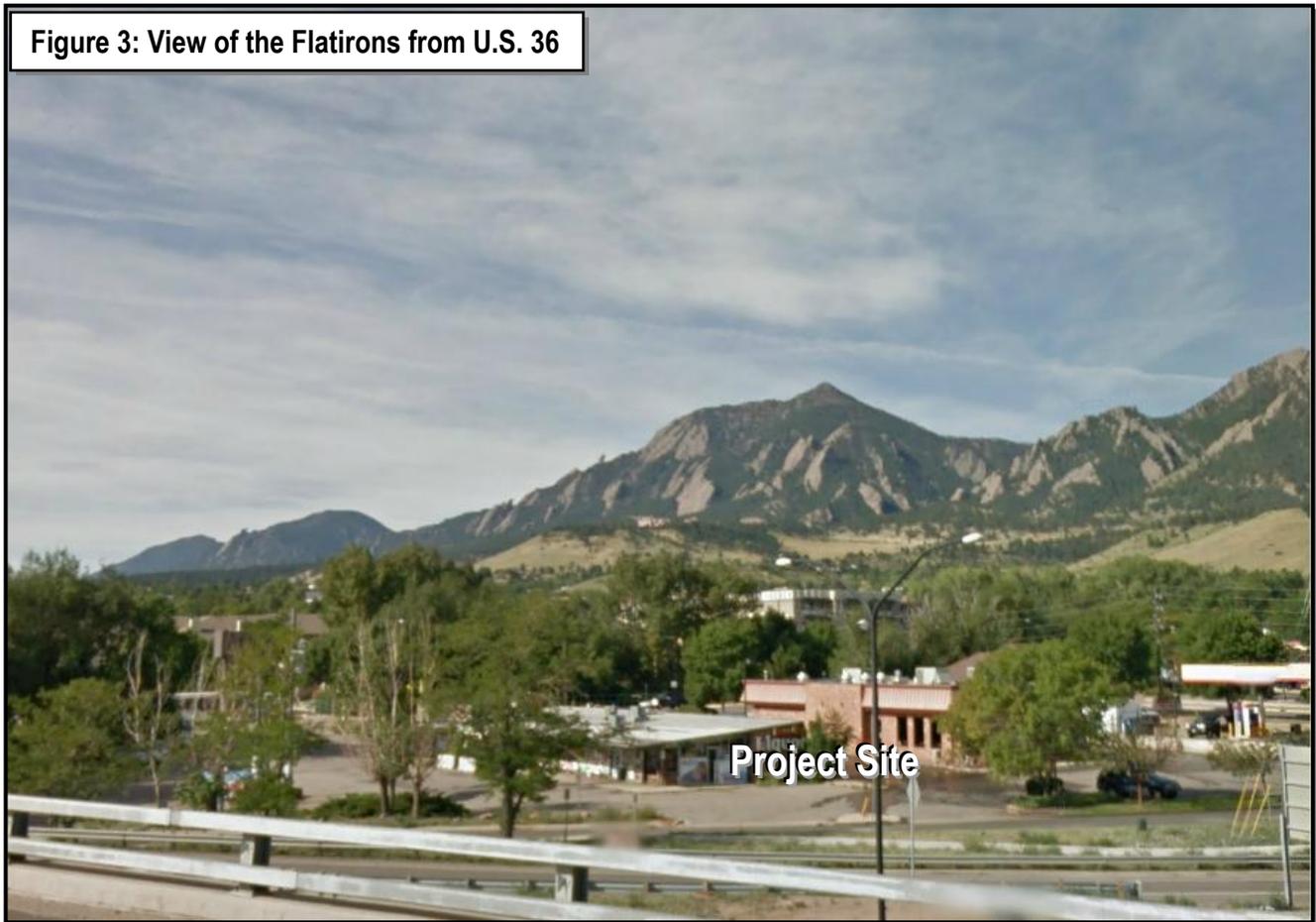
The following guidelines will be used to guide the Planning Board's discussion regarding the proposal. It is anticipated that issues other than those listed in this section will be identified as part of the concept plan review and comment process. The Planning Board may consider the following guidelines when providing comments on a concept plan:

- 1) Characteristics of the site and surrounding areas, including, without limitation, its location, surrounding neighborhoods, development and architecture, any known natural features of the site including, without limitation, mature trees, watercourses, hills, depressions, steep slopes and prominent views to and from the site;

Located to the southwest of the intersection of U.S. 36 and Baseline Rd. and at the northeast corner of the intersection of Moorhead Ave. and 27th Way, the 3 acre site is highly visible on all sides. **Figure 2** illustrates the broader context of the site, which includes the Martin Acres residential neighborhood to the southeast, high density residential housing and the Basemar commercial shopping center to the south and west, and the University of Colorado main campus to the north.



The site sits adjacent to Baseline Rd., one of the main arterials into Boulder, and immediately adjacent to the eastbound on-ramp to U.S. 36. The site is also visible from U.S. 36 traveling west into the city just before the road turns northward to become 28th Street. As such, this area serves as a “gateway” or “entry” into the city. As **Figure 3** below illustrates, there are broad views of the Flatirons from U.S. 36 looking west across the site.



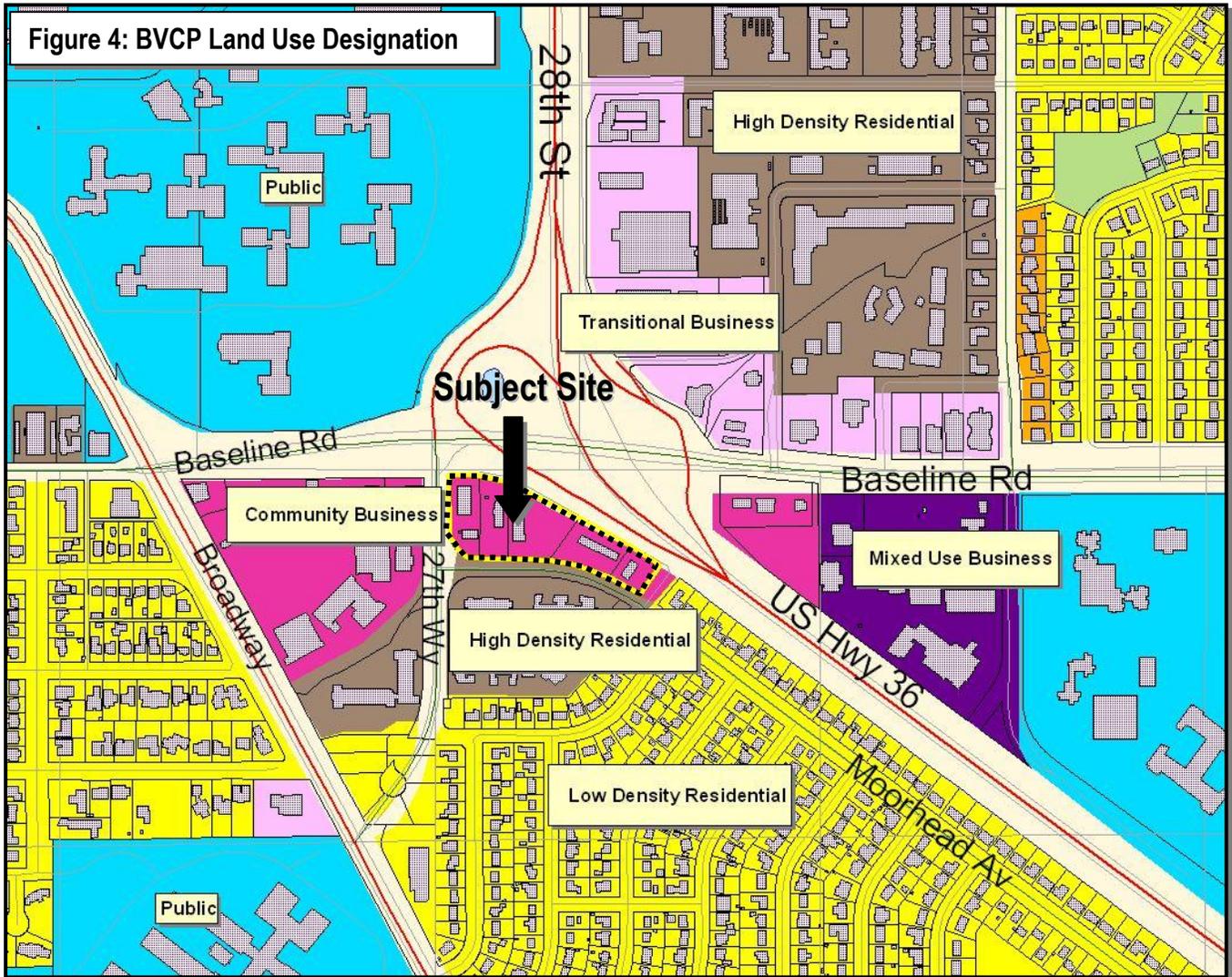
The site is currently occupied by a variety of small-scale service and retail uses, including the Boulder Gas station, an auto repair shop, a Wendy’s drive-thru restaurant (currently closed), a liquor store and a U-Haul rental center. Some of the buildings are in a state of disrepair and are near the end of their useful lives. Access to and from the site is somewhat difficult and awkward as each of the existing uses on the site has at least one access point, with the majority of access points being located along Moorhead Avenue, one on 27th Way and secondary access points existing on the Moorhead frontage road and CDOT right-of-way which wrap around the east and north sides of the site, respectively.

The character of the surrounding area is varied and eclectic. High density residential apartments lie adjacent to the site to the south on Moorhead Avenue and across 27th Way to the west, with a variety of one and two-story retail and service uses immediately to the west and across U.S. 36 to the east. Across Baseline to the north lies the CU main campus, which runs along the west side of U.S. 36 opposite various high density residential and hotel uses to the east. To the southeast of the site is the Martin Acres neighborhood, zoned Residential Low -1 (RL-1), comprised of low density, post war single family detached ranch style homes. As such, the project site represents both a gateway into and out of the city for travelers on Baseline and U.S. 36 as well as a gateway or transitional area between the low-density residential area to the southeast and the higher intensity uses to the west.

- 2) **Community policy considerations including, without limitation, the review process and likely conformity of the proposed development with the Boulder Valley Comprehensive Plan and other ordinances, goals, policies, and plans, including, without limitation, subcommunity and subarea plans;**

Land Use Designation: The Site Review criteria of the land use code section 9-2-14(h), B.R.C. 1981, will be used to evaluate the project and to make findings for any future Site Review approval. Among the findings that must be made is a project's consistency with the Boulder Valley Comprehensive Plan policies and Land Use designation. As shown in **Figure 4** below, the BVCP land use designation is Community Business, defined in Chapter III of the 2010 Boulder Valley Comprehensive Plan as follows:

“A Community Business area is the focal point for commercial activity serving a subcommunity or a collection of neighborhoods. These are designated to serve the daily convenience shopping and service needs of the local populations and are generally less than 150,000 to 200,000 square feet in area. Offices within the Community Business areas should be offices designated specifically for residents of the subcommunity. Where feasible, multiple uses will be encouraged within these centers.”



Currently, the proposal does not contain any retail or service uses; however, both hotel and office uses are allowed by-right in the BC-2 zoning district. As indicated in **Attachment B**, based upon extensive public input expressing a desire to see some form of neighborhood-oriented retail or service uses on the site, staff has requested that the applicant explore ways to incorporate such uses into the proposal that would serve both the users of the development as well as the surrounding neighborhood.

The proposed hotel and office uses are consistent with a number of BVCP Policies. Specifically, the project's location, site remediation and sustainability goals align with several [BVCP policies](#), including:

- 2.03 Compact Development Pattern
- 2.17 Variety of Activity Centers
- 2.20 Boulder Creek, Tributaries and Ditches as Important Urban Design Features
- 2.33 Environmentally Sensitive Urban Design
- 2.37 Enhanced Design for Private Sector Projects
- 3.06 Wetland and Riparian Protection
- 4.05 Energy-Efficient Building Design
- 5.03 Diverse Mix of Uses and Business Types

In addition, the provision of new Class A office space is consistent with the recently adopted Economic Sustainability Strategy. The Economic Sustainability Strategy can be viewed online at the following link:
<https://bouldercolorado.gov/business/economic-vitality>

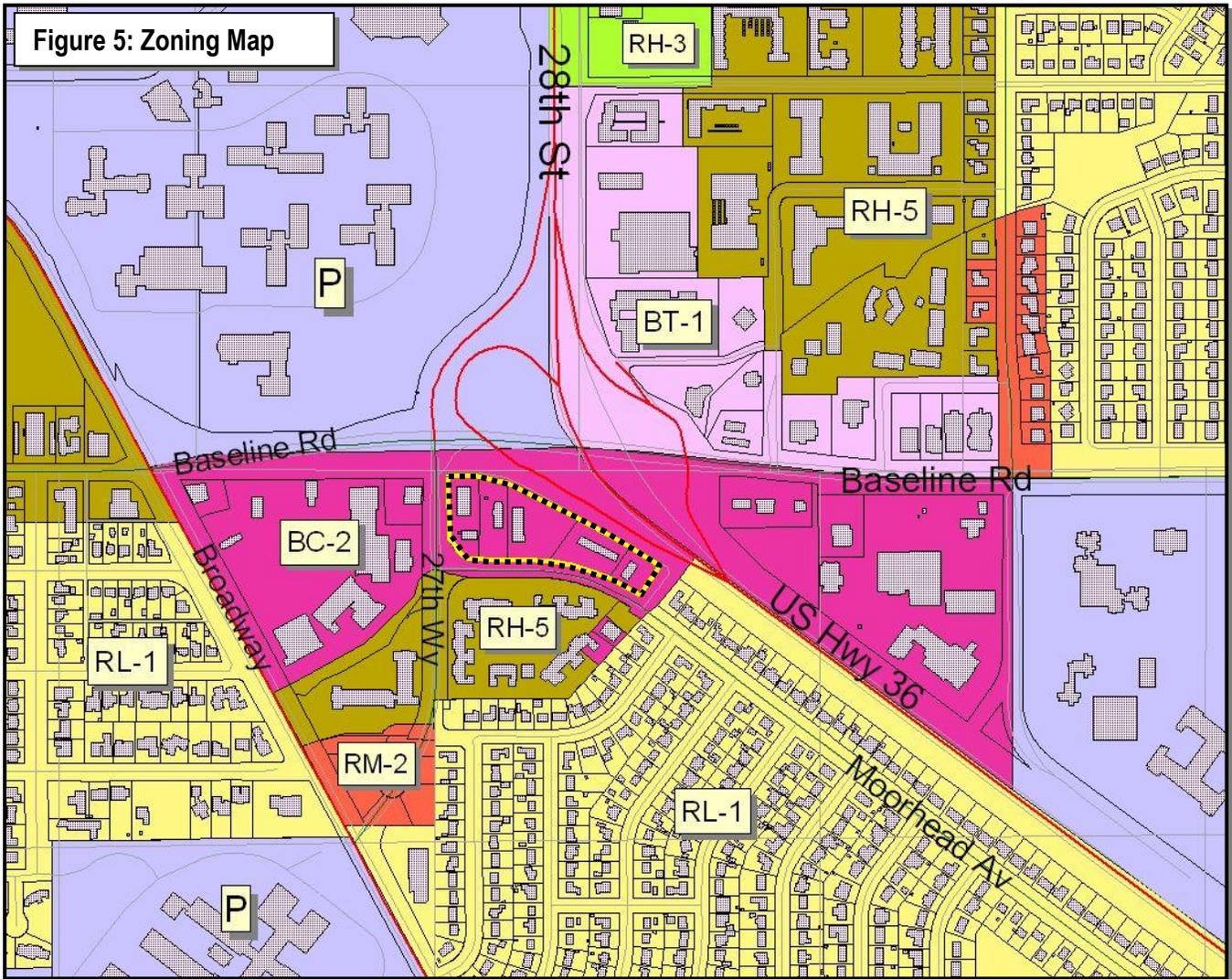
While the proposed project is consistent with several BVCP policies as listed above, there are several aspects of the project that will require further consideration and refinement in order to ensure that the project meets a broad range of BVCP policies as well as the Site Review criteria as discussed below in Section IV. As the applicant prepares to submit a Site Review application, special consideration should be given to meeting the intent of the following policies:

- 2.05 Design of Community Edges and Entryways
- 2.10 Preservation and Support for Residential Neighborhoods
- 2.13 Protection of Residential Neighborhoods Adjacent to Non-residential Zones
- 2.30 Sensitive Infill and Redevelopment
- 2.32 Physical Design for People
- 6.08 Transportation Impact

Zoning. As shown in **Figure 5** below, the site is zoned Business Community -2 (BC-2) and is adjacent to RL-1 zoning to the southeast, Residential High -5 (RH-5) zoning to the south, and other properties zoned BC-2 to the east and west. The intent of the BC-2 zoning as defined by section 9-5-2, B.R.C. 1981 is as *“Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate.”* Hotel and office uses are allowed by-right in the BC-2 zone district.

There is no FAR maximum defined within the BC-2 zoning district. Intensity for non-residential projects within the BC-2 zoning district is instead based on the provision of open space. For buildings over forty five feet in height, there is a minimum requirement that at least twenty percent of the total land area be provided as usable open space. Because this project exceeds the minimum threshold for required Site Review, the site review criteria will also be used to evaluate the proposed intensity.

Parking for nonresidential uses including office uses in the BC-2 zone district is based on a requirement of 1 parking space per every 300 square feet of floor area. Parking for hotel uses is based upon a requirement of 1 space per guest room plus required spaces for additional nonresidential uses at 1 space per 300 square feet of floor area.



3) Applicable criteria, review procedures, and submission requirements for a site review;

Because the three acre site exceeds the two-acre minimum threshold for mandatory Concept Plan and Site Review in the BC-2 zone district, the applicant is required to complete a Site Review application process for the proposed project and must demonstrate compliance with all Site Review criteria found in [Section 9-2-14, B.R.C.1981](#). In particular, given the gateway context and the site's proximity to the Martin Acres neighborhood, demonstrating compliance with the criteria related to "Building Design, Livability, and Relationship to the Existing or Proposed Surrounding Area" as well as the "Circulation" and "Parking" criteria will be especially important. In order to evaluate the request for a 48 percent parking reduction for compliance with the criteria found within sections 9-2-14(h)(2)(K) and 9-9-6(f), B.R.C. 1981, a Traffic Study including traffic counts will be required.

All proposed modifications to the form and bulk standards must be reviewed and approved through the Site Review process, the intent of which is to encourage innovative design and improve the overall character and quality of the development. Per Section 9-2-14(g)(3), B.R.C. 1981, Planning Board approval is required for the requested height modification. The subject site is located in Solar Access Area III, which per section 9-9-17(c), B.R.C. 1981, "includes areas where, because of planned densities, topography or lot configurations or orientations, uniform solar access protection for south yards and walls or for rooftops may unduly restrict permissible development." Therefore, no additional solar access restrictions would apply.

4) Permits that may need to be obtained and processes that may need to be completed prior to, concurrent with, or subsequent to site review approval;

Following Site Review approval, if approved, the applicant is required to submit an application for Technical Document (TEC doc) Review prior to application for building permit. The intent in the TEC doc review is to ensure that technical details are resolved such as drainage and transportation issues that may require supplemental analyses. Because the project site is affected by the regulatory floodplain including the 100-year, Conveyance and High Hazard zones, a Floodplain Development Permit will also be required for any new development.

5) Opportunities and constraints in relation to the transportation system, including, without limitation, access, linkage, signalization, signage, and circulation, existing transportation system capacity problems serving the requirements of the transportation master plan, possible trail links, and the possible need for a traffic or transportation study;

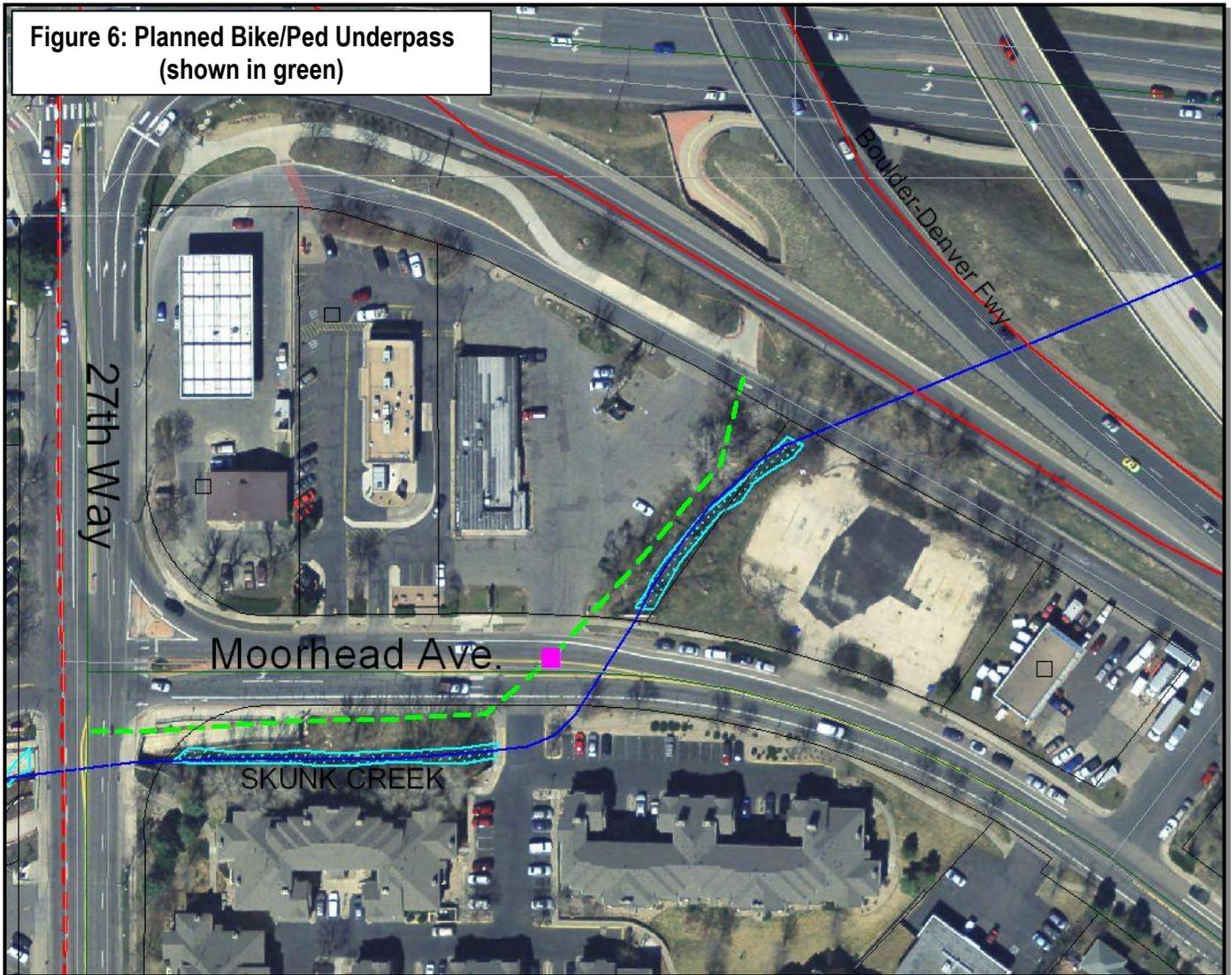
The site is bordered on the south by Moorhead Ave., a residential collector street that runs from Table Mesa to the southeast through the Martin Acres neighborhood to 27th Way, which borders the site on the west. The site is bordered on the east by the Moorhead frontage road, which dead-ends into a U.S. 36 frontage road lying on Colorado Department of Transportation (CDOT) right-of-way and running roughly east-west along the northern boundary of the site.

There are several opportunities and constraints related to the transportation system around the site. The existing site is highly constrained with regards to access and circulation. With several two-way access points along Moorhead Avenue and a right-only access off of 27th Way, as well as internal connections between parking areas, auto traffic to and from the site is unpredictable for drivers as well as bicyclists and pedestrians. The proposed project presents an opportunity to improve access and circulation on the site by consolidating access points on Moorhead Avenue to two one-way u-shaped driveways and removing the curb cut from 27th Way, thereby reducing the overall number of curb cuts and making traffic to and from the site more predictable. Due to the irregular shape of the site as well as the proximity of the proposed access points to the Moorhead/ 27th Way intersection, the applicant should give special consideration to design techniques that minimize the potential for traffic congestion along Moorhead Avenue and 27th Way as well as conflicts between vehicles and bicyclists/ pedestrians.

As mentioned above, the site is bordered on the north by a strip of CDOT right-of-way which runs east-west between the Moorhead frontage road and the existing gas station parking lot on the west side of the site. The owner has a preliminary agreement with CDOT to allow the project to replace the paved frontage road with a landscaped area via a special use permit. The project also proposes vacating the city right-of-way to the east to create more green space and a driveway to the hotel. Re-use of the existing CDOT and city right-of-way areas presents opportunities in terms of providing additional open space and allowing for improved bicycle/pedestrian connectivity across the site between Moorhead Avenue and the Baseline/27th Way intersection; however, additional information will be required on the terms of the CDOT special use permit to ensure the permanence of the landscaped area. The applicant will also be required to complete a Right-of-Way Vacation application process for vacation of the city right-of-way, which requires demonstrating that there is no longer a public need for the portion of right-of-way to be vacated. Special consideration should also be given to providing additional bicycle and pedestrian amenities in those areas.

As shown in **Figure 6**, the adopted Transportation Master Plan (TMP) includes a planned underpass just east of the Moorhead/ 27th Way intersection which would connect the existing Skunk Creek multi-use path from the south side of Moorhead to the existing underpass at U.S. 36. Once constructed, the underpass will provide a key connection and thus should be incorporated into the final site design to ensure compatibility with the project in the future.

Another traffic-related issue that the applicant should consider is increased traffic and parking demands along Moorhead Avenue to the southeast of the site. Many residents have expressed concern that users of the proposed development are likely to use Moorhead Avenue as a “cut-off” between 27th Way and Table Mesa Drive to the south. The Traffic Study submitted with the Site Review application should include traffic counts and Level of Service (LOS) analysis for all roadways adjacent to the site to determine how the project would impact existing parking and traffic patterns. The results of the Traffic Study should support the Transportation Demand Management plan (TDM) that will be required as part of the requested parking reduction. The TDM should include robust strategies to minimize the parking and traffic impacts of the proposed development, especially on the neighboring residential area to the south.

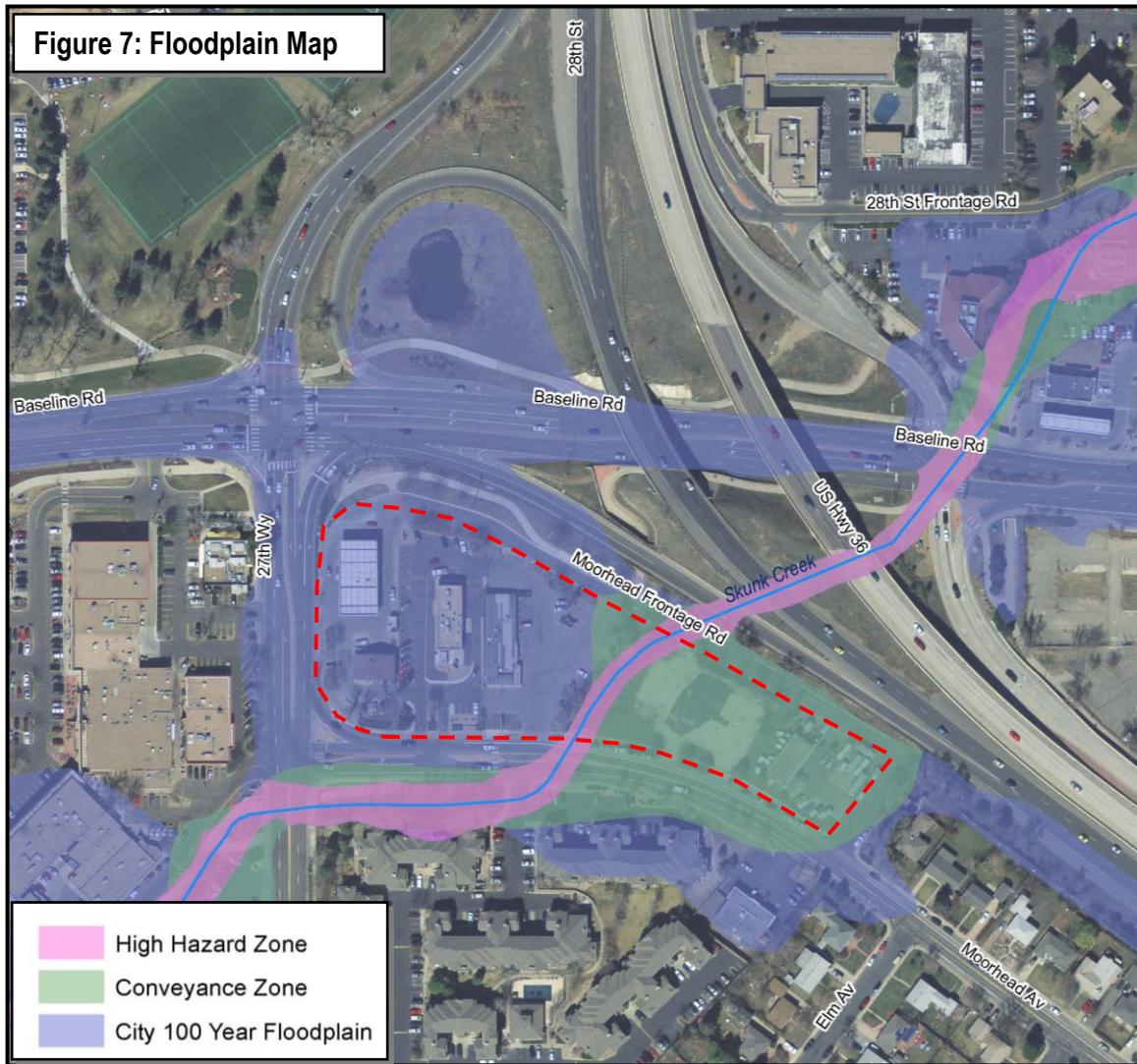


- 6) **Environmental opportunities and constraints including, without limitation, the identification of wetlands, important view corridors, floodplains and other natural hazards, wildlife corridors, endangered and protected species and habitats, the need for further biological inventories of the site and at what point in the process the information will be necessary;**

The existing site, formerly contaminated, has already been remediated as part of the proposed project, but the land remains largely paved over and in a state of disrepair. Skunk Creek, a major drainageway with a contributing basin area of approximately two square miles, runs roughly through the center of the site and currently receives all of the site’s runoff. There are several mature trees and a narrow strip of high-functioning wetlands surrounding the creek; however,

overall, the existing site is mostly impervious, and soil and habitat conditions are extremely poor. In light of the existing site conditions, the redevelopment of the site presents numerous opportunities for environmental improvements.

Much of the project site is affected by the regulatory floodplain including the 100-year, Conveyance and High Hazard zones (Please refer to **Pg. 22** of the Concept Plan package included in **Attachment A** for additional floodplain information). The applicant is proposing to open up and widen the stream channel in order to reduce flood elevations and spill volume towards Bear Creek, and to optimize the site layout to maintain or improve upon floodplain circulation. In addition, the project proposes to restore the currently degraded riparian and wetland areas and to implement distinct habitat areas on the site to make the creek more of a feature / amenity of the site. Overall, the environmental and flood-related improvements proposed for the site will likely have a significant positive impact, both within and around the site.



Another key environmental consideration for this project pertains to the protection of the existing views of the Flatirons across the site. As shown in the street level photos below in **Figure 8**, the existing site is comprised of single-story commercial buildings, and as such affords views to the Flatirons from both U.S. 36 as well as westbound Baseline Road. The existing view from Moorhead Ave. across the site is currently impacted by the CU Law building but still provides relatively open views of the foothills to the northwest.

As indicated in **Figure 8a**, the site sits significantly lower in elevation than U.S. 36, which makes it unlikely that the proposed 54-foot tall office height will impact the views of the Flatirons from U.S. 36; however, staff would like the opportunity to study the impacts from the proposed project height from Baseline Road and Moorhead Avenue.

In this regard, the city's policies focus on sensitivity to views from public view corridors. Note BVCP Policy 2.42 states: "Buildings and landscaped areas – not parking lots should present a well-designed face to the public realm, should not block access to sunlight and should be sensitive to important public view corridors."

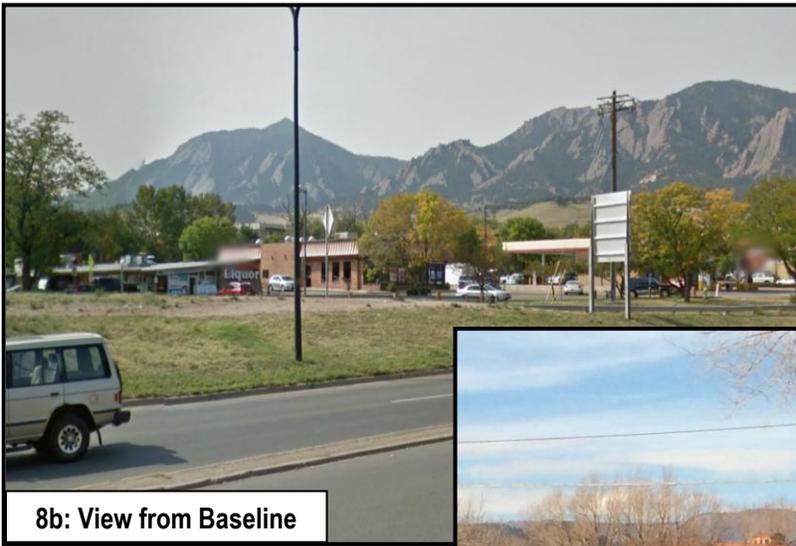
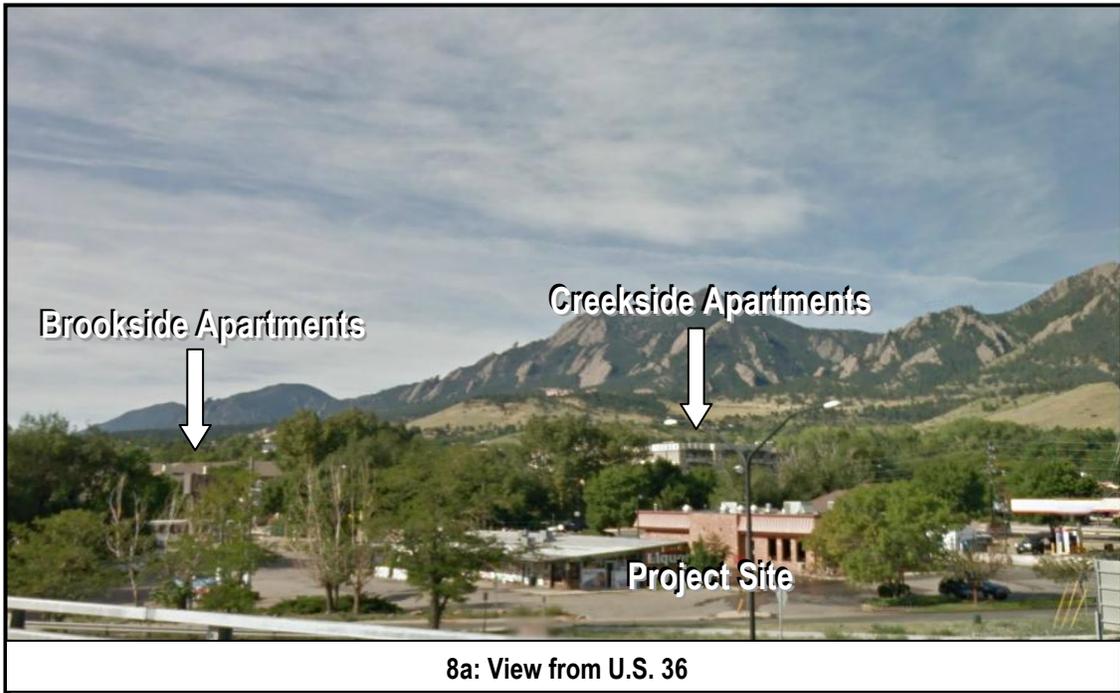


Figure 8: Existing views of Flatirons. Indicates the proposed 54-foot tall building would likely impact views from Baseline as well as residential properties to the southeast.



While the intent in the BVCP is to protect public view corridors, the Site Review Criteria section 9-2-14(h)(2)(k)(iii) states: "The orientation of buildings minimizes shadows on and blocking of views from adjacent properties." At the time of Site Review, the applicant should provide an analysis to compare impacts from a by-

right 35-foot building, built at the proposed setbacks to the proposed project to understand if the orientation of the buildings minimizes the blocking of views. Specifically, staff has requested that photo simulations or SketchUp modeling be provided to help inform the issues surrounding view corridors that will be affected by the proposed project.

7) Appropriate ranges of land uses;

As discussed above, the site lies within the BC-2 zone district, which is oriented towards “*business areas...serving a number of neighborhoods, where retail-type stores predominate*” but also permits hotel and office uses by-right. There are several existing retail and service uses lying in close proximity to the site within the BC-2 zone district, including the Basemar retail shopping center to the west, the Baseline East development, and Williams Village shopping center to the east across U.S. 36 (refer back to **Figure 2, Context Map**). Collectively, these uses provide a variety of neighborhood-oriented shopping options for nearby residents. With the abundance of retail and service uses nearby, the proposed office and hotel uses would add to the range of existing land uses supported by the BC-2 zone district.

Other land uses surrounding the project site include the University of Colorado main campus to the north across Baseline Road as well as high-density residential development to the south and the low-density Martin Acres neighborhood adjacent to the site on the east. To the southwest of the site at the southern terminus of 27th Way are the federal NIST and NOAA research facilities. The proposed hotel use would provide a direct service to the university as well as the federal labs by creating a walkable lodging option for visiting federal employees or visitors to the university. The proposed office use would support the surrounding retail uses and may also serve nearby residents by providing office space within walking/ biking distance of several residential neighborhoods.

Overall, the proposed uses appear to be appropriate for the existing context and are consistent with the zoning designation; however, as discussed above, the applicant should explore ways to incorporate additional neighborhood-oriented retail or service uses into the proposal that would serve both the users of the development as well as the surrounding neighborhood.

8) The appropriateness of or necessity for housing.

Not applicable, as there is no residential component included with the proposal.

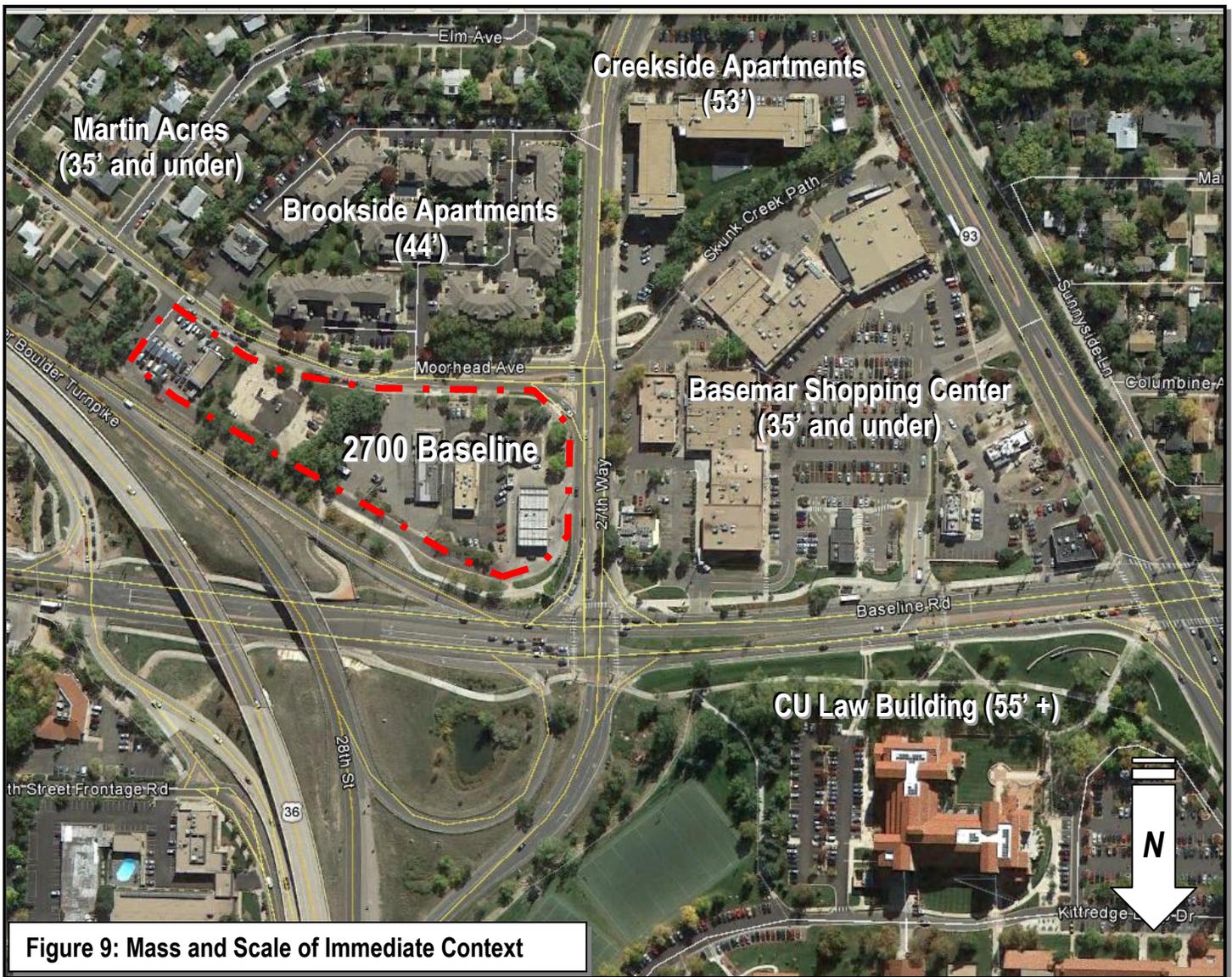
IV. KEY ISSUES

The following Key Issues are provided by staff to help guide the Concept Plan review discussion. There may be other issues identified by the Planning Board for discussion however, these are suggested issues as identified by staff.

Key Issue 1: Is the massing and scale of the proposed project compatible with the character of the area?

As shown in **Figure 9** below, the existing context surrounding the site is varied in terms of building mass and scale. While the residential structures to the east of the site are all under 35 feet in height and the Basemar shopping center to the west is also comprised of one and two-story buildings 35 feet in height and under, the proposed 45’ hotel and 54’ office building are not atypical for the immediate area, as the site is backdropped on the south and west by similarly tall structures that include the 45-foot tall Brookside Apartments to the south and the 53-foot tall Creekside Apartments across 27th Way to the West. There are also a number of taller buildings across Baseline to the north, lying on the CU campus and along the east side of U.S. 36. As the project plans progress, it will be important to provide images to adequately assess the massing and scale of the project through visual simulations to evaluate the fit of the building design and intensity into the context. Given the range in the mass and scale of nearby buildings, special care should be taken as the project progresses to provide an

appropriate massing, scale and character for the context.



Massing in Context of the Existing Development Pattern. In reviewing the appropriateness of the proposed mass and scale in context, it is instructive to look at the existing development pattern. **Figure 10** is a figure ground map of the site and surroundings and illustrates the development pattern roughly $\frac{1}{4}$ to $\frac{1}{2}$ mile surrounding the site. In terms of the development patterns in the area immediately surrounding the site, the proposed project's massing and building footprints are largely consistent with the high-density residential structures to the south and west as well as the one and two-story, large footprint commercial buildings to the west. The proposed massing is also consistent with the CU campus to the north (where there are large footprint university buildings and some up to 70 feet in height) as well as the commercial and high density residential areas to the east across U.S. 36. Special care should be given to the massing of the hotel, especially along the Moorhead frontage, to ensure an appropriate transition from the smaller residential buildings to the east to the more massive buildings to the west.



Figure 10:
Figure Ground Map of Proposed Project in Context

Perception of Mass. With the site adjacent to, and approximately ten feet lower in elevation than the state highway, perception of a 250-foot long, four story building mass as one travels into the city will be brief not only by virtue of speed, but also curvature of the roadway, and topography. As shown in **Figure 8a** above, the perceived building mass will be more pronounced as one travels out of the city on U.S. 36, as the project site is bordered on the north and northeast by city and state right-of-way, respectively, and is therefore highly visible.

The Site Review criteria recommend creating a building frontage that addresses the street, and building materials and modulation that serves to “break down” the massing. While the Concept Plan does illustrate modulation along several of the prominent building facades as well as building orientations that break up the overall massing of the project, as staff has indicated in the reviewer comments to the applicant (see **Attachment B**), the current design of the facades along Moorhead could be improved to mitigate the perceived mass from the pedestrian level. At time of Site Review submittal, the applicant should give special consideration to the treatment of the building facades along Moorhead Ave. and 27th Way in terms of how they are designed to “a human scale and promote a safe and vibrant pedestrian experience” as required by section 9-2-14(h)(2)(F)(v), B.R.C. 1981. At the time of Site Review, the applicant should provide sketches or modeling of how the buildings will read at the street level.

Mass and Scale Related to Immediate Context. As discussed above, there are several buildings of a comparable scale to the proposed project lying in close proximity to the site; however, the proposed project is cumulatively larger and taller than the two developments to the south and west of the site. Due to its location on the northwest corner of a major intersection, the project would also be more prominent than the other comparable developments on the south side of Baseline. To the north of the site the CU Law building is highly visible and provides a taller backdrop, but the mass as perceived from south

of the subject site is lessened by the building's distance away from the site. The most significant challenge in terms of providing an appropriate mass and scale for the immediate context relates to the transition to the Martin Acres neighborhood to the east, which is comprised of predominantly single-story ranch style homes.

While the project would be largely compatible in terms of mass and scale to the existing development to the south and west of the site, the applicant should consider a more graduated appearance on the east side of hotel the building such that the massing steps down to meet the scale of these adjacent uses. Further exploration of this approach should occur as project plans move forward.

In moving forward with the exploration of design ideas to enhance the project's transition in scale from west to east, consideration should be given to the following site review criteria:

“(i) The building height, mass, scale, orientation, architecture and configuration are compatible with the existing character of the area or the character established by adopted design guidelines or plans for the area;

“(ii) The height of buildings is in general proportion to the height of existing buildings and the proposed or projected heights of approved buildings or approved plans or design guidelines for the immediate area;

“(v) Projects are designed to a human scale and promote a safe and vibrant pedestrian experience through the location of building frontages along public streets, plazas, sidewalks and paths, and through the use of building elements, design details and landscape materials that include, without limitation, the location of entrances and windows, and the creation of transparency and activity at the pedestrian level.”

With regard to these, and other site review criteria found in the land use code, section 9-2-14(h), B.R.C., 1981 (and at the following link http://www.colocode.com/boulder2/chapter9-2.htm#section9_2_14) it is noted that efforts have been made at this conceptual level to address these criteria, and should continue to be refined throughout the process.

Key Issue #2: Is the request for a 48 percent parking reduction acceptable for the use and the context?

The applicant is requesting a 48 percent parking reduction to allow for 375 parking spaces where 720 are required (600 for the proposed office use and 120 for the proposed hotel use) per the BC-2 zone district parking standards. Each building would provide on-site below grade parking, with the current proposal showing 300 spaces for the office use and 75 spaces for the hotel use.

The applicant has indicated a willingness to implement cutting-edge TDM strategies to reduce the demand for parking, including providing Eco-Passes for office and hotel employees, a free shuttle bus service to and from the hotel, reserved parking spaces for car share (i.e. eGO), car pool and van pool vehicles and providing 300 bike parking spaces, as well as additional bicycle facilities such as dedicated locker rooms, shower rooms, and a repair shop; however, additional information will be required in order to determine whether the proposed parking reduction is acceptable for the proposed uses and location. Per the parking standards found in section 9-9-6, B.R.C. 1981, parking for nonresidential uses including office uses in the BC-2 zone district is based on a requirement of 1 parking space per every 300 square feet of floor area. Parking for hotel uses is based upon a requirement of 1 space per guest room plus required spaces for additional nonresidential uses at 1 space per 300 square feet of floor area.

At the time of Site Review, the applicant should submit a Parking Study prepared by a transportation engineer in order to demonstrate that the parking needs of the proposed uses will be adequately met. Additionally, the following criteria will need to be satisfied at the time of Site Review.

(ii) *Criteria: Upon submission of documentation by the applicant of how the project meets the following criteria, the approving agency may approve proposed modifications to the parking requirements of section 9-9-6, "Parking Standards," B.R.C. 1981 (see tables 9-1, 9-2, 9-3 and 9-4), if it finds that:*

a. For residential uses, the probable number of motor vehicles to be owned by occupants of and visitors to dwellings in the project will be adequately accommodated;

b. The parking needs of any nonresidential uses will be adequately accommodated through on street parking or off-street parking;

c. A mix of residential with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;

d. If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; and

e. If the number of off-street parking spaces is reduced because of the nature of the occupancy, the applicant provides assurances that the nature of the occupancy will not change.

V. PUBLIC NOTIFICATION AND COMMENT

Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the subject site and a sign posted on the property for at least 10 days. All notice requirements of section 9-4-3, B.R.C. 1981 have been met.

Staff has received extensive comments from nearby property owners, and has met with representatives of the Martin Acres Neighborhood Association (MANA) to discuss the issues identified by the neighborhood. Three neighborhood meetings were also held, on **December 2 and December 10, 2013, and on January 6, 2014**. The first and third meetings were held by MANA, while the second meeting was an open-house style meeting held by the applicant. All three meetings were well attended, and issues and concerns that have been identified by the neighborhood include:

- the proposed mass and scale of the building;
- the loss of the existing neighborhood service and retail uses;
- perceived inappropriateness of the proposed uses for the area; and
- potential parking and traffic impacts associated with the proposed uses

Please see [Attachment C](#), *Correspondence Received*, for additional details.

VI. PLANNING BOARD ACTION:

No action is required on behalf of the Planning Board. Public comment, staff, and Planning Board comments will be documented for the applicant's use. Concept Plan Review and comment is intended to give the applicant feedback on the proposed development plan and provide the applicant direction on submittal of the Site Review plans.

Approved By:

A handwritten signature in black ink, appearing to be 'David Driskell', written over a horizontal line.

David Driskell, Executive Director
Department of Community Planning and Sustainability

ATTACHMENTS:

- A:** Applicant's Concept Plan and Written Statement
- B:** Staff's Development Review Comments
- C:** Neighborhood Correspondence Received



CONCEPT PLAN REVIEW

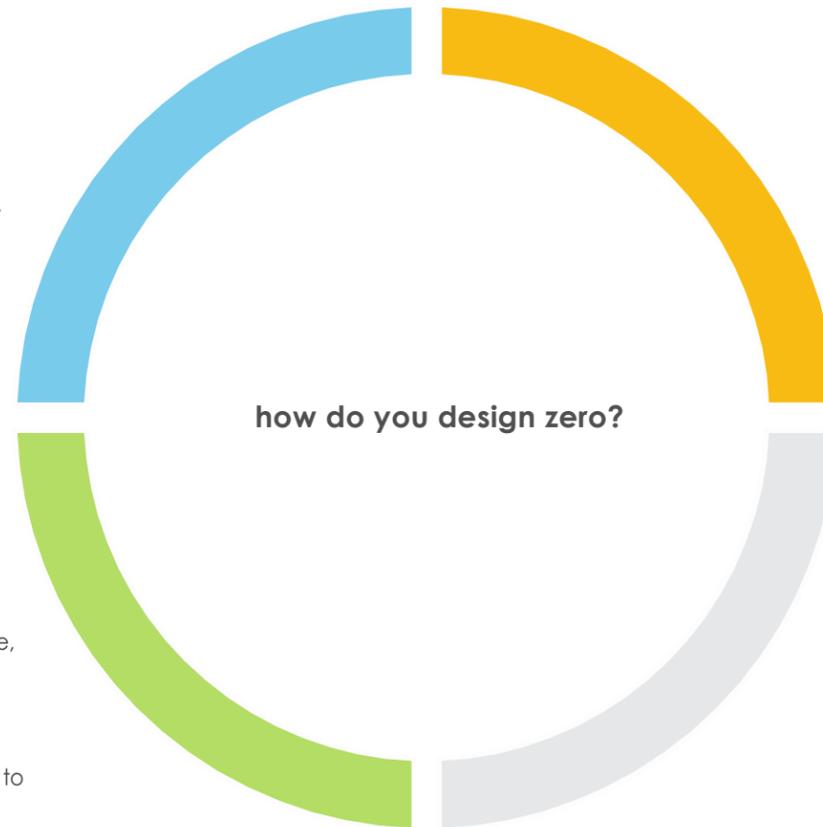
November 4th, 2013
Submission to City of Boulder

DESIGN FOR PEOPLE:

Today's planned uses are office and hotel, but a loose fit and resilient design aim to empower both today's and tomorrow's users. The building will flex and adapt to the evolution of user needs.

DESIGN FOR NATURE:

The site is not separate compartments for cars and people, with nature on the periphery. The design focuses on ecosystem services and the integration of natural systems: restoration, use, access, context, and connections to put users back into their natural environment.



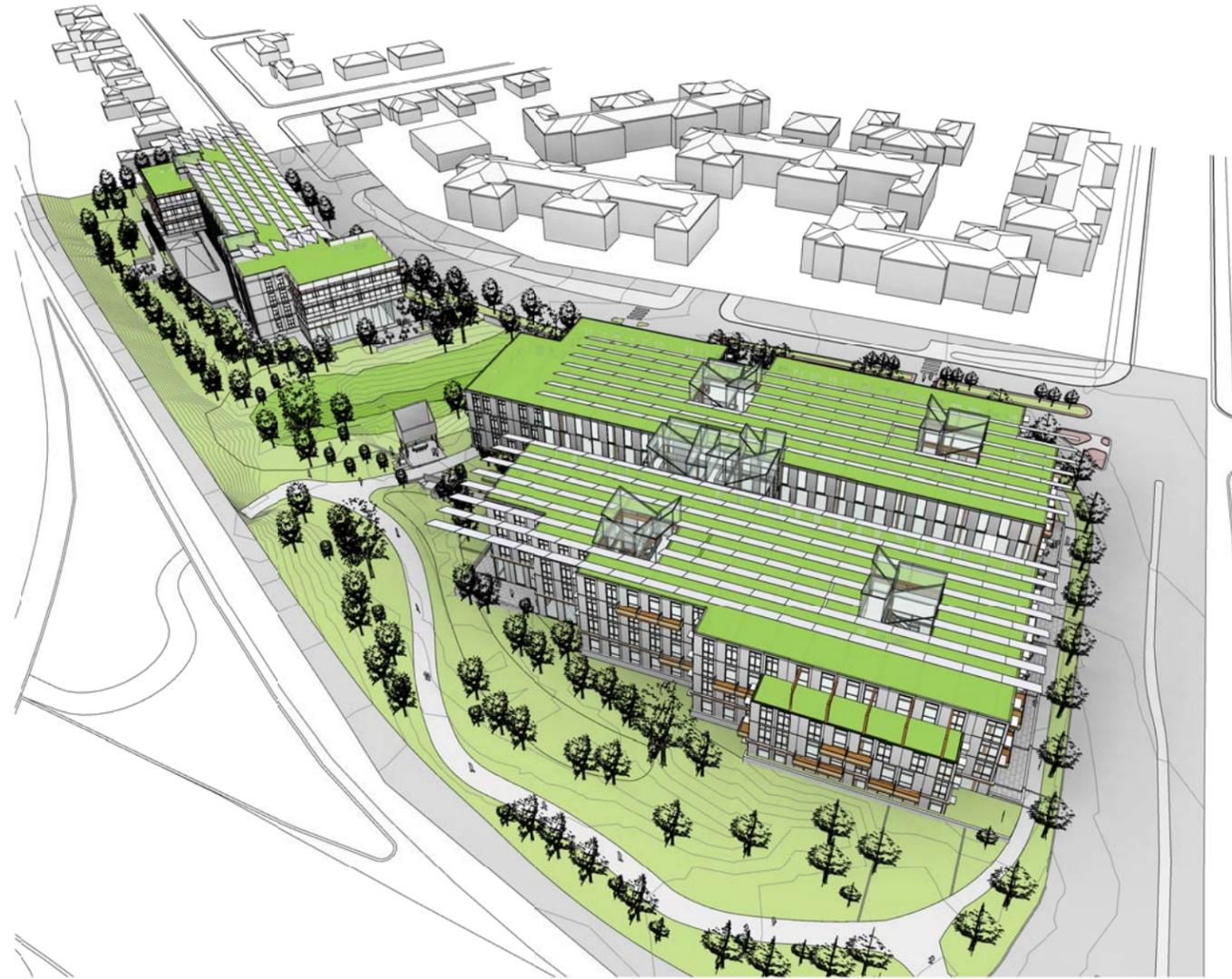
DESIGN FOR ENERGY:

Driving decisions in sustainable design is a goal of reducing the carbon footprint. The selection of passive systems, active systems, and materials is centered on the goal of being as close to net zero as possible. Zero carbon, through reduced emissions and sequestration, as designed and ultimately as measured.

DESIGN FOR THE FUTURE:

We recognize that within the confines of the current market and technology we may not reach net zero on day one. We are striving to get as close as possible now and designing to the technologies and strategies which will ultimately push the needle into net positive.





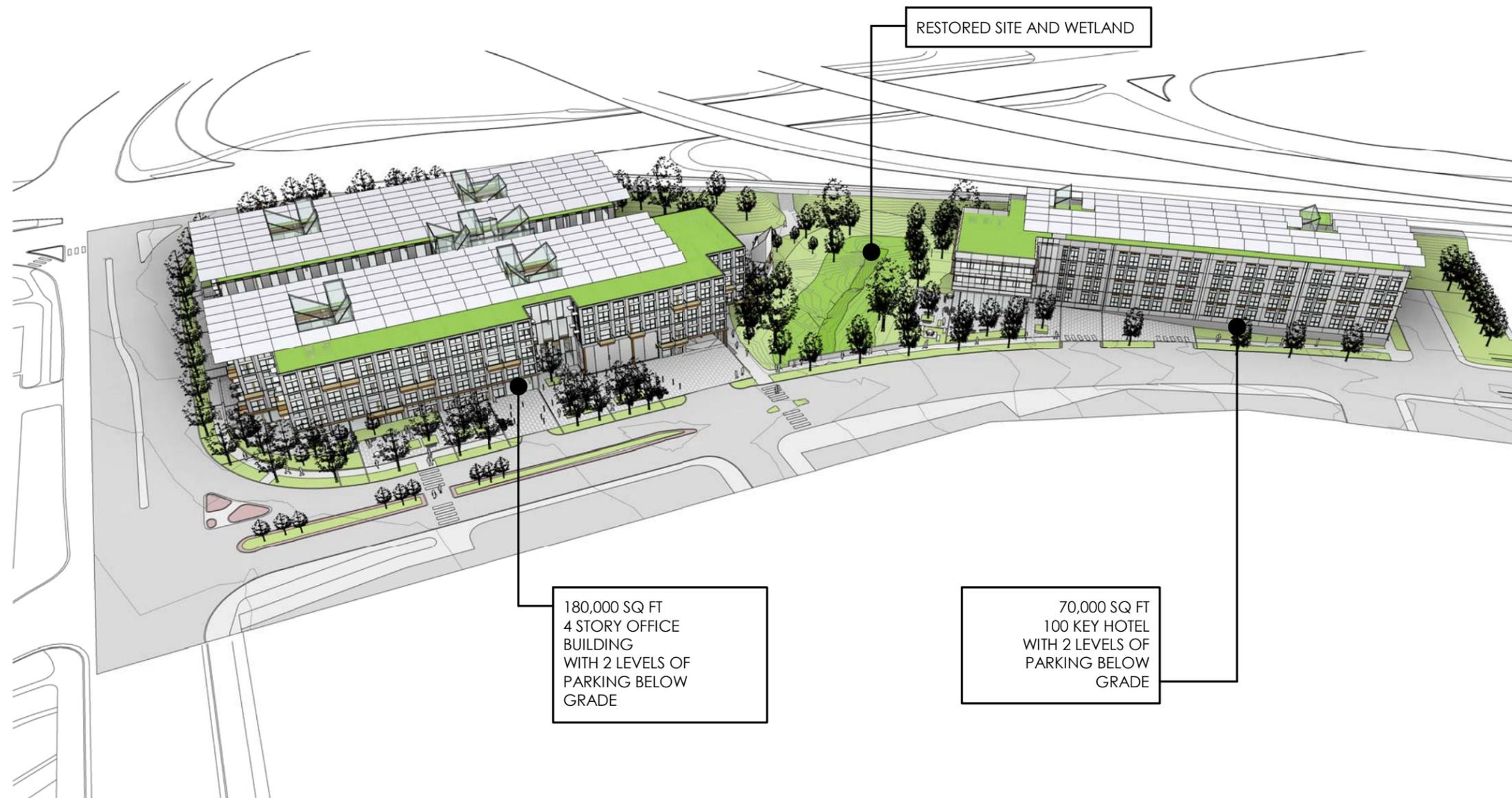
BASELINE ZERO

This project seeks to break new ground for the sustainability of commercial office development in Boulder. The project team approached the existing blighted site with the ambition of creating a regenerative project for the community which comes as close to a "net zero" carbon building as possible while restoring the site and proving sustainability is good business.

The integrated design process acknowledges the limits of current technology but by looking forward to the next 100 years not the last chooses systems which empowers future users rather than limiting them. Provisions will be made for future technologies and users to fill the gap which current capacity cannot meet. This building, the "Greenest office building in Boulder" will be a tool for users to enhance their community in three primary ways.

Site, Use, and Energy.





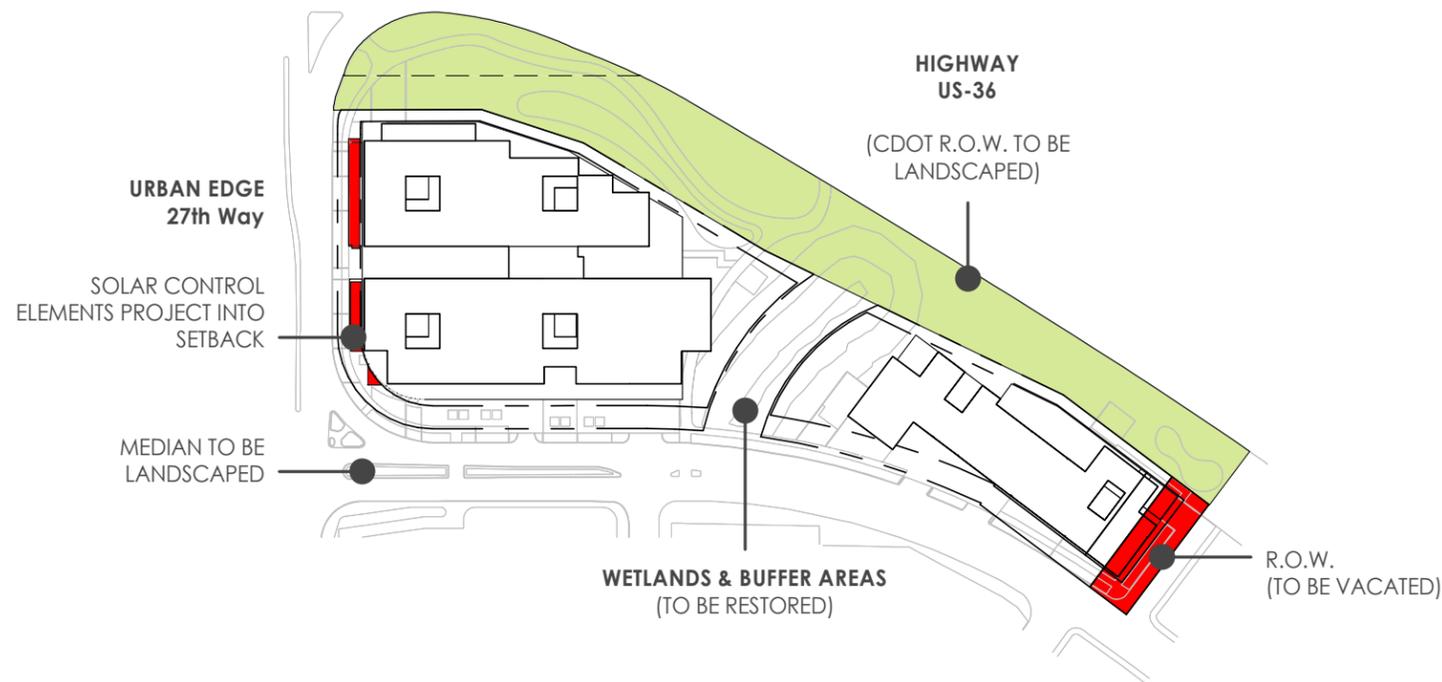
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FRONT COVER	0
LEFT BLANK INTENTIONALLY	1
KEY AREAS OF DESIGN	2
INSPIRATIONAL IMAGERY	3
INTRODUCTION	4
OVERVIEW RENDERING	5
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SITE PLAN DIAGRAM

1" = 160'-0"

SITE CHALLENGE ONE: WETLANDS

A key feature of the site is the Skunk Creek wetlands which are currently surrounded by concrete and asphalt. To maximize the open space around the wetlands the project needs to embrace the urban edge along 27th way.

SITE CHALLENGE TWO: HIGHWAY

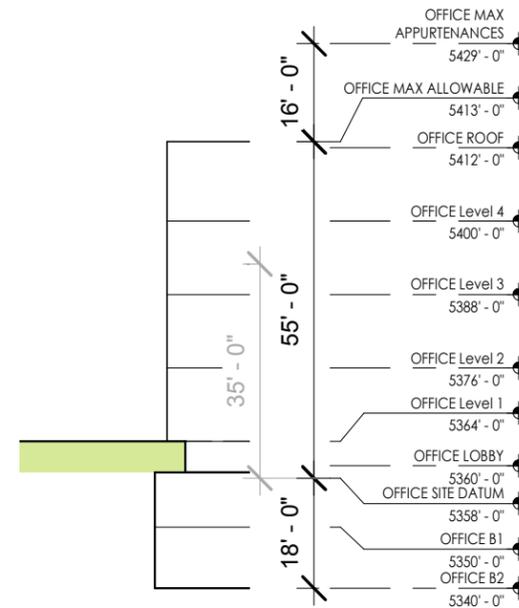
The north boundary of the site is a CDOT R.O.W. currently paved but serving only as a land bank for the Colorado Department of Transportation. The easement is reached by a City right of way which would be a dead end if the CDOT frontage road went away.

SITE DESIGN SOLUTIONS: URBAN EDGE

The project concept is built up to the allowable setback to push the bulk away from the wetlands and emphasize the urban edge. Solar control elements will project into the setbacks to enhance energy production capacity and reduce the project's carbon footprint.

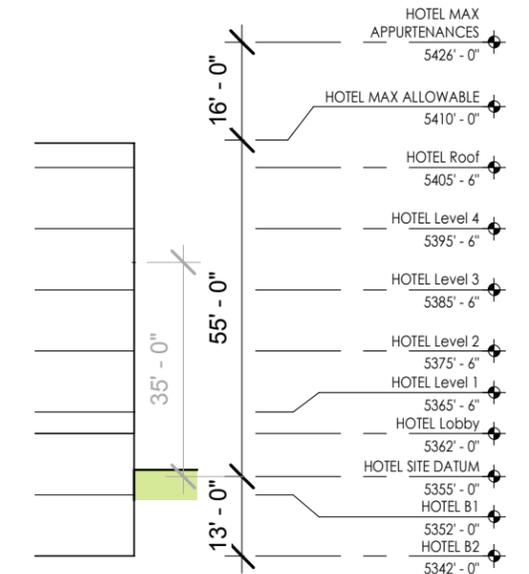
SITE DESIGN SOLUTIONS: LANDSCAPE BUFFERS

The owner has a preliminary agreement with CDOT to allow the project to replace the paved easement with a landscaped area via a special use permit. This would create additional green space and eliminate the need for the City R.O.W. at the east edge of the property. The project proposes vacating the City Right Of Way to create more green space and a private driveway to the hotel. (Utility Easements would remain.)



OFFICE HEIGHTS

1" = 30'-0"



HOTEL HEIGHTS

1" = 30'-0"

SITE CHALLENGE THREE: SUSTAINABILITY

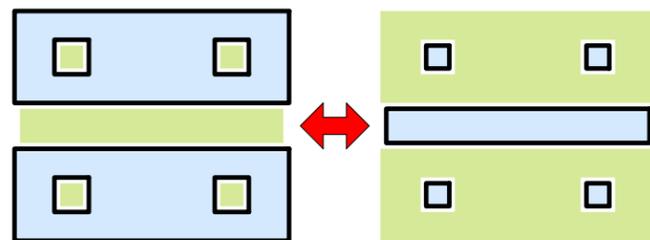
Basic features of sustainability include day lighting, natural ventilation and density. Protecting valuable green space both on site and beyond requires maximizing the usable built area and creating a project which will remain viable and vibrant over time.

SITE DESIGN SOLUTIONS: COMPACT DESIGN

The project proposes maximizing daylight and natural ventilation potential by optimizing the floor areas and intelligently using all the conditioned space. The footprint on site will be kept to a minimum by giving preference to spaces where people spend the most time and pushing periferal functions such as parking and mechanical under ground. Optimizing floor to ceiling heights together with the plan will allow passive strategies to work.

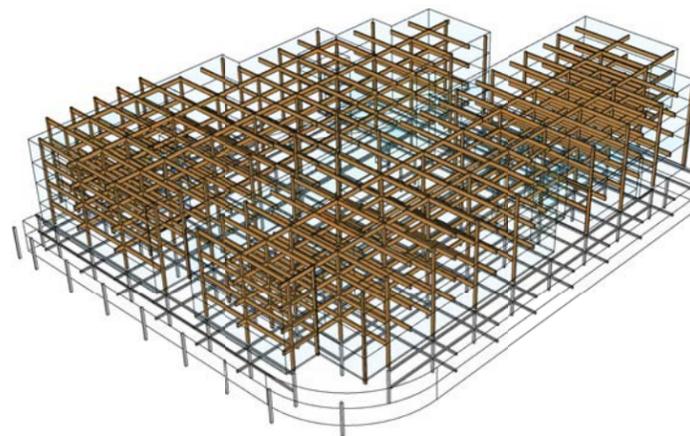
Having more riparian and vegetated areas will provide ecosystem services both on and off the site.





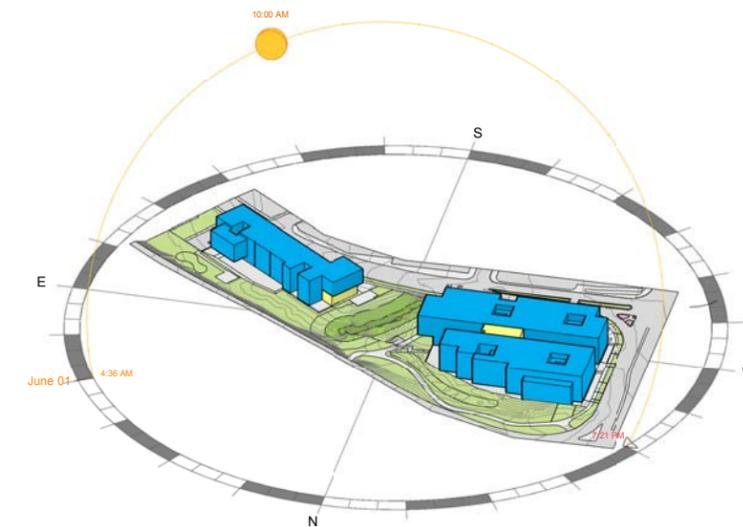
ACTIVE DESIGN:

The project concept engages occupants to be active using a key strategy of bringing the outside inside and the inside outside. Stair wells will be daylighted vertical gardens to encourage movement while courtyards and plazas will bring nature into the building and the work space out into the garden. Healthy, engaged users are part of a healthy building.



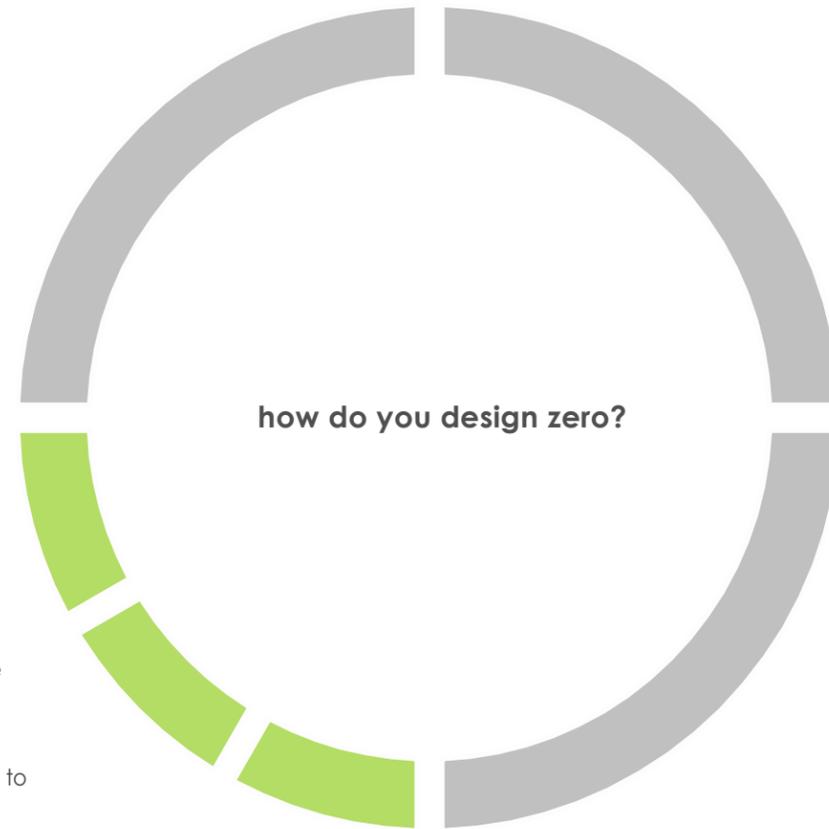
RESILIENT DESIGN:

Using the tenet of "Loose Fit, Long Life" the project concept sees Sustainable Design as long term design. A repetitive wood structure will provide an adaptable armature for many different tenants without requiring extensive additions of material, time, toxins, or money. Simple solutions such as daylighting and natural ventilation will make the buildings easy to use for decades to come.



360° DESIGN:

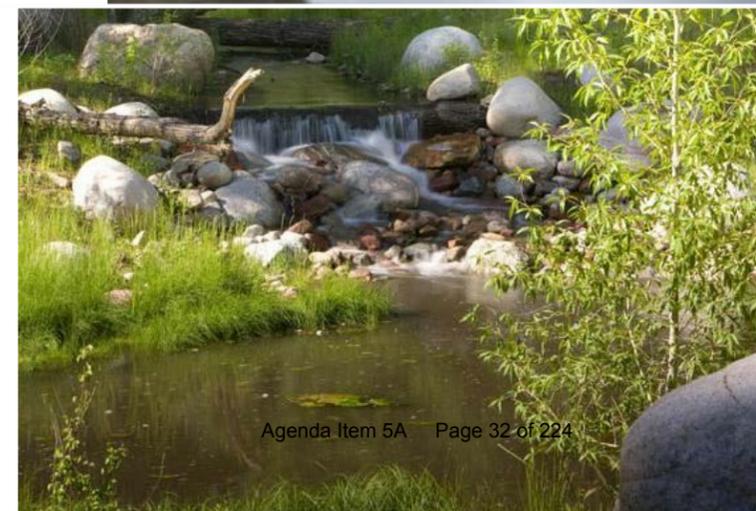
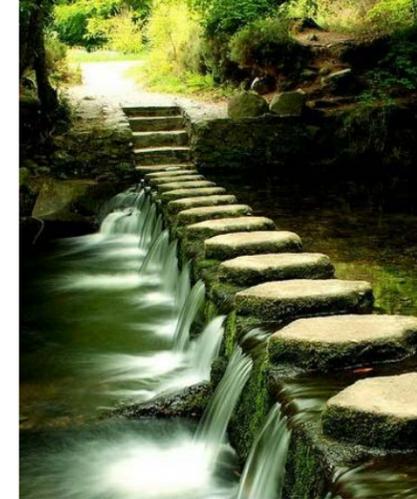
There is no "one size fits all" solution in sustainable design. The Baseline Zero concept will address each exposure with a solution which responds to the urban context, the critical solar angles, and prevailing winds at each exposure. The amount of vision glass, the size of the light shelves, and the way the building meets the ground will be carefully calibrated at each facade.



how do you design zero?

DESIGN FOR NATURE:

The site isn't a compartment for cars, a compartment for people, and nature on the periphery. The design focuses on ecosystem services and the integration of natural systems: restoration, use, access, context, and connections to put users back into their environment





CONTEXT & CONNECTIONS:

The project is located at the gateway to Boulder from the South. At the confluence of US-36 and Baseline Road, the project is easily accessible by car but more importantly is *easily accessible by bike, bus, and foot*. The regional Park n Ride at Table Mesa and the coming BRT service to and from Denver are close by. The project site, zoned BC-2, will add 180,000 GSF of class A office and a 100 key hotel to the community.



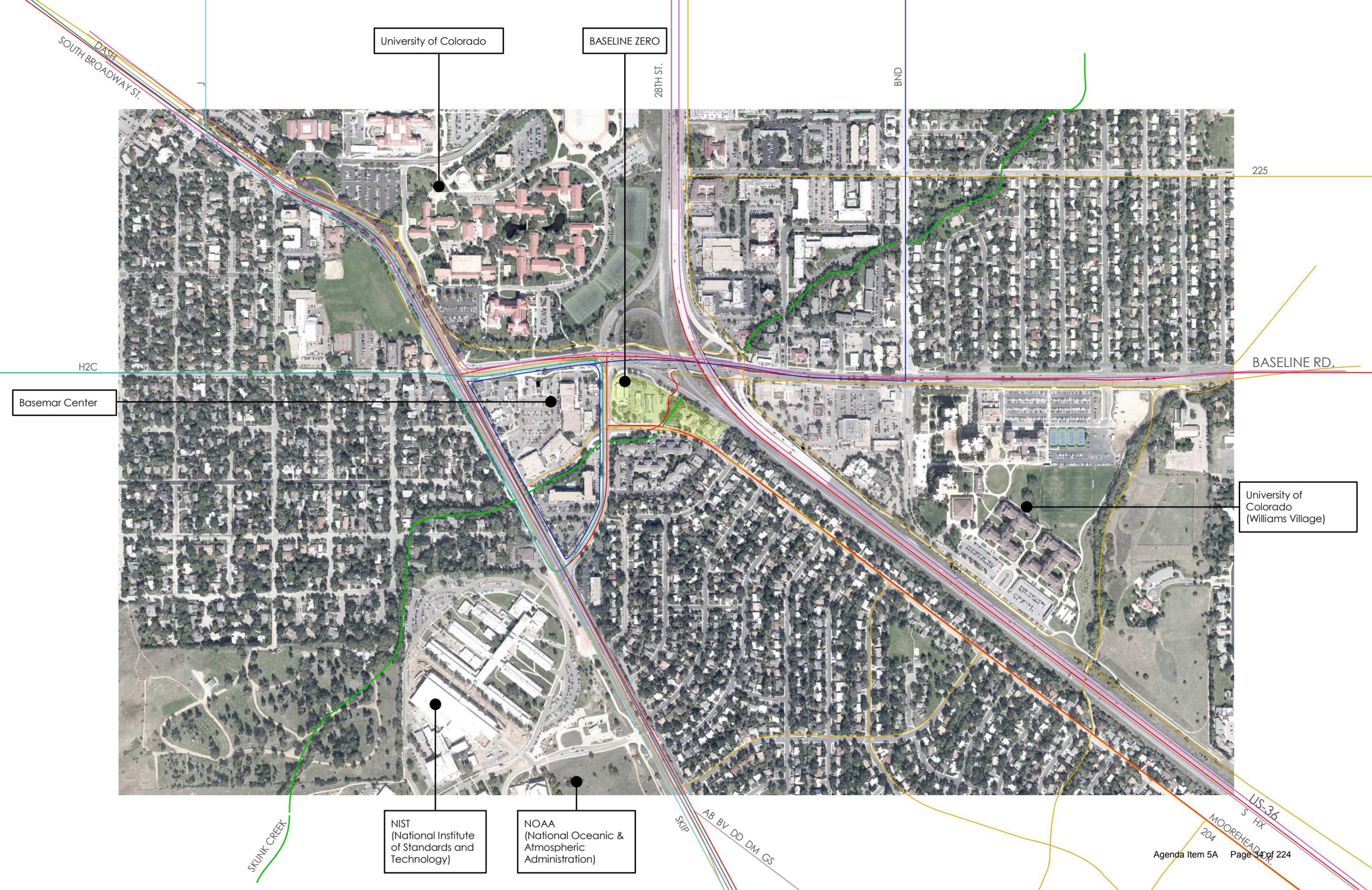
USE & ACCESS:

Apparently divided into two sites by Skunk Creek, the project concept is actually a single mixed use development. Anchored by buildings at either end and united by a riparian garden which brings together the wetlands, the multi-use path, and outdoor space, it provides a landscape for *work, enjoyment, and health in the community*. Protecting the creek and creating useable outdoor space are a common goal.



RESTORATION:

Imagine if a drop of water landing on the site didn't know there was an office building or hotel there. The site concept wipes the current impervious slate clean and adds diverse layers of landscaping, roofscaping, and protected wetlands to bring the permeability of the site back toward pre-development levels. Water and wildlife will not only be healthier on site, but *the whole downstream ecosystem benefits*.



University of Colorado

BASELINE ZERO

28TH ST.

BND

225

BASELINE RD.

H2C

Basemar Center

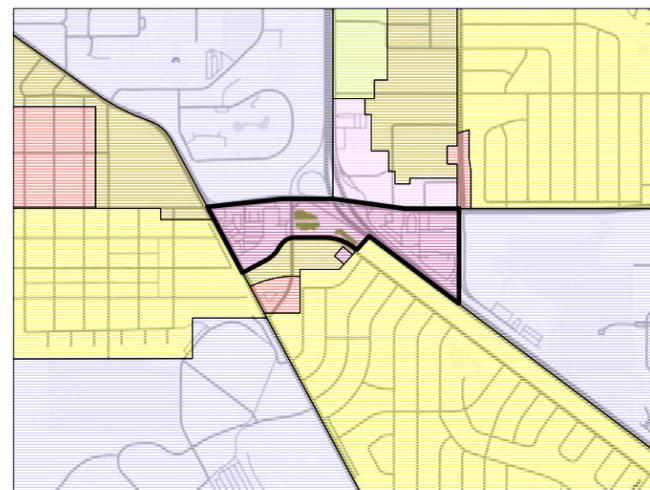
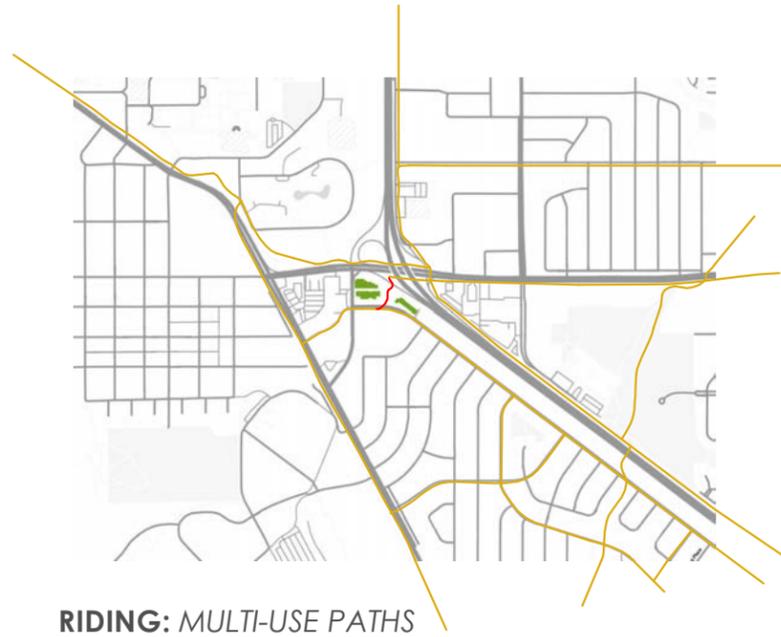
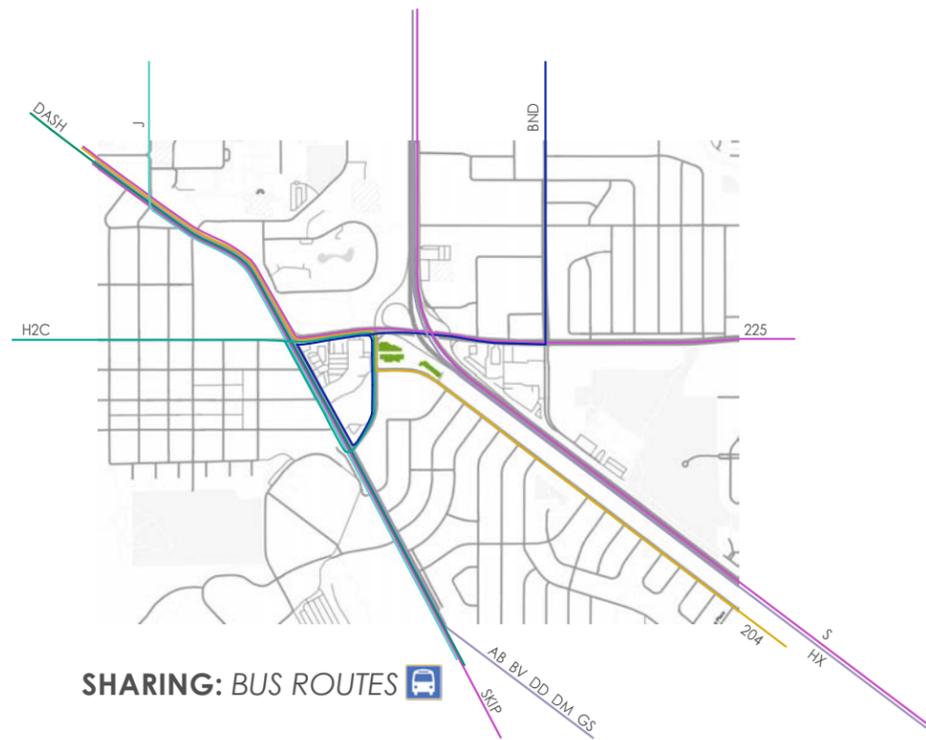
University of Colorado (Williams Village)

NIST (National Institute of Standards and Technology)

NOAA (National Oceanic & Atmospheric Administration)

SKUNK CREEK

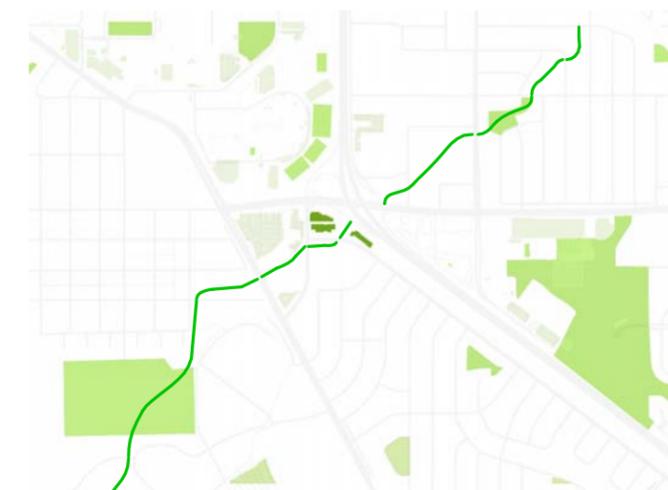
SKUNK CREEK



ZONING: PROJECT SITE IS BC-2



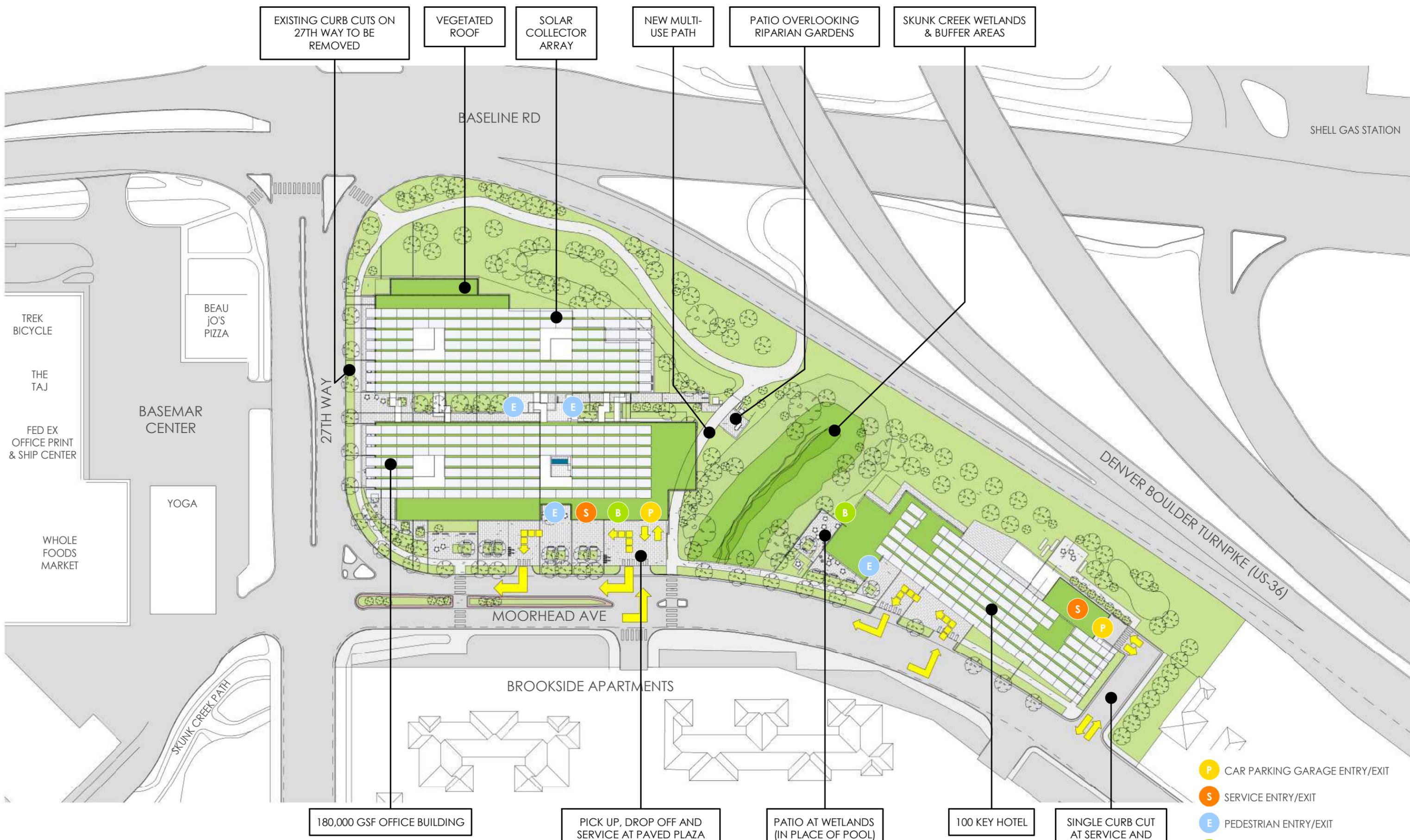
FIGURE GROUND: SCALE IN CONTEXT



GREEN SPACE: SKUNK CREEK CONNECTION

-  BC-2 Business - Community 2
-  BT-1 Business - Transitional 1
-  P Public
-  RL-1 Residential Low 1
-  RM-2 Residential Medium 2
-  RH-3 Residential High 3
-  RH-5 Residential High 5

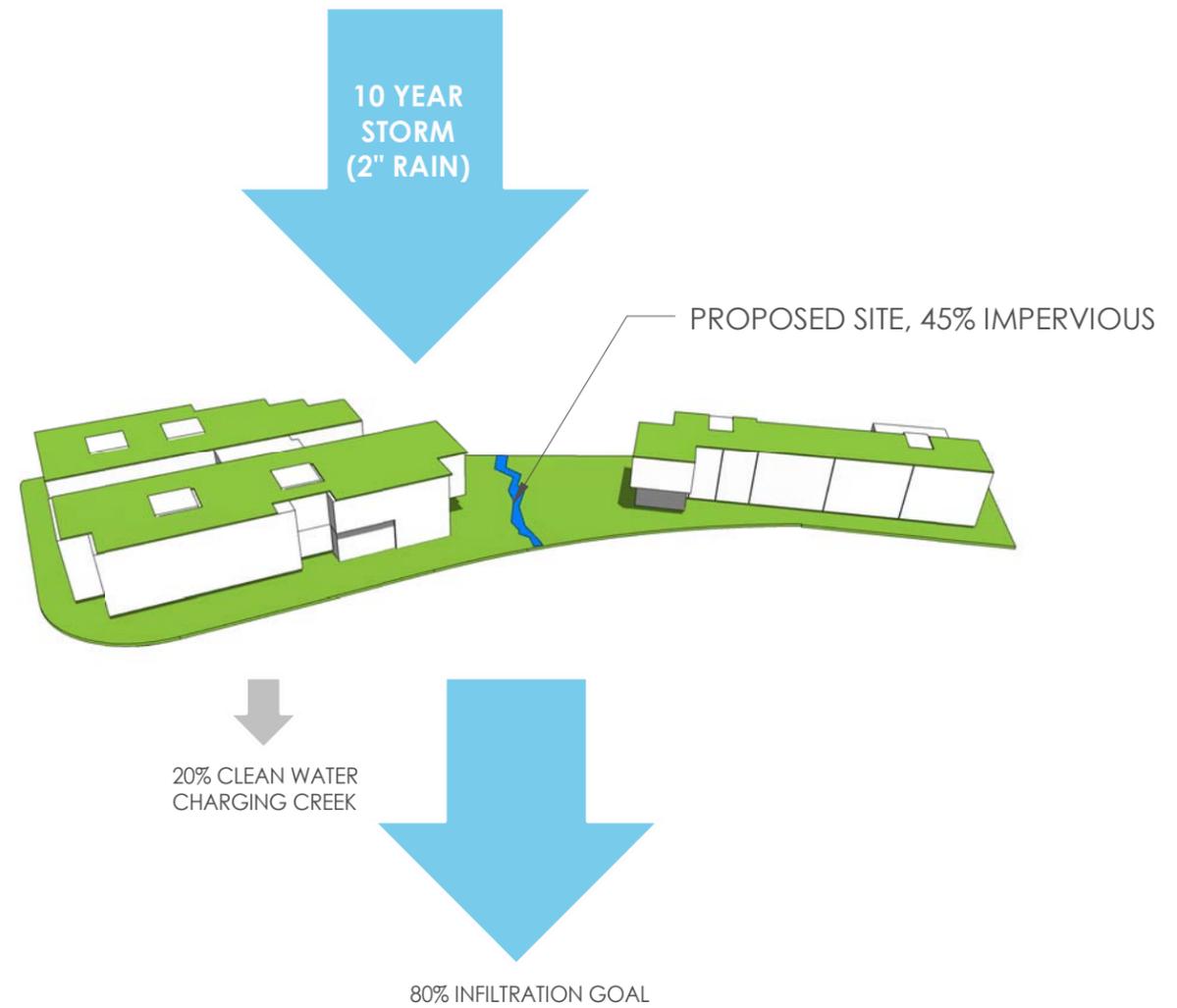




SITE ACCESS DIAGRAM
 1" = 80'-0"

- P CAR PARKING GARAGE ENTRY/EXIT
- S SERVICE ENTRY/EXIT
- E PEDESTRIAN ENTRY/EXIT
- B BICYCLE ENTRY/EXIT





EXISTING SITE: Sending problems downstream

The existing site, formerly contaminated, has already been remediated as part of this development but the real estate remains under utilized and the land paved over and damaged.

The existing site is mostly impervious; soil and habitat conditions are extremely poor. The multi-use paths, the existing pedestrian and bike connectivity are interrupted by a parking lot on the site. Even though the site has a diversity of services in a walkable distance and nearby transit options, it is primarily an auto-centric and auto-dependant land use.

Runoff from the existing site is directed into Skunk Creek

PROPOSED SITE: Restoring the ecosystem

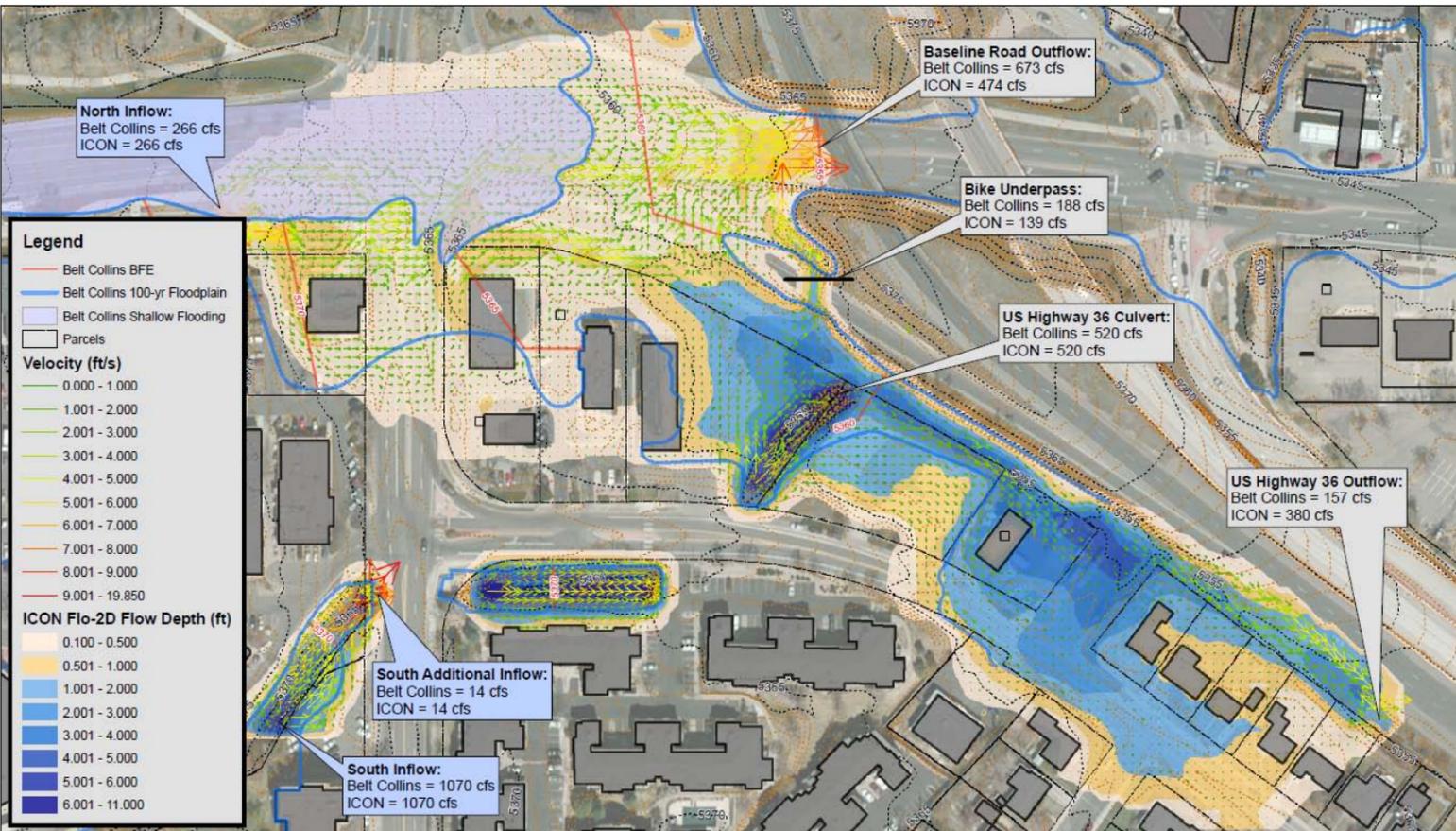
The restoration of the riparian and wetland areas and the rehabilitation of the stream will have significant impacts beyond the site.

Instead of displacing impact, ecosystem services will be used to treat the air and water on site. To this end, there will be a strong integration of natural systems. Vegetated buffers along the creek will treat site runoff before charging the waterway, while low impact, non-invasive pedestrian access will bring users closer to nature.

Opening up and widening the stream channel will reduce flood elevations. Distinct, appropriate habitate areas will be implemented. In the waterway and buffer zone vegetated biomass will protect the soil and clean the water while throughout the site, plant selection will reduce the use of irrigation and potable water for landscaping.

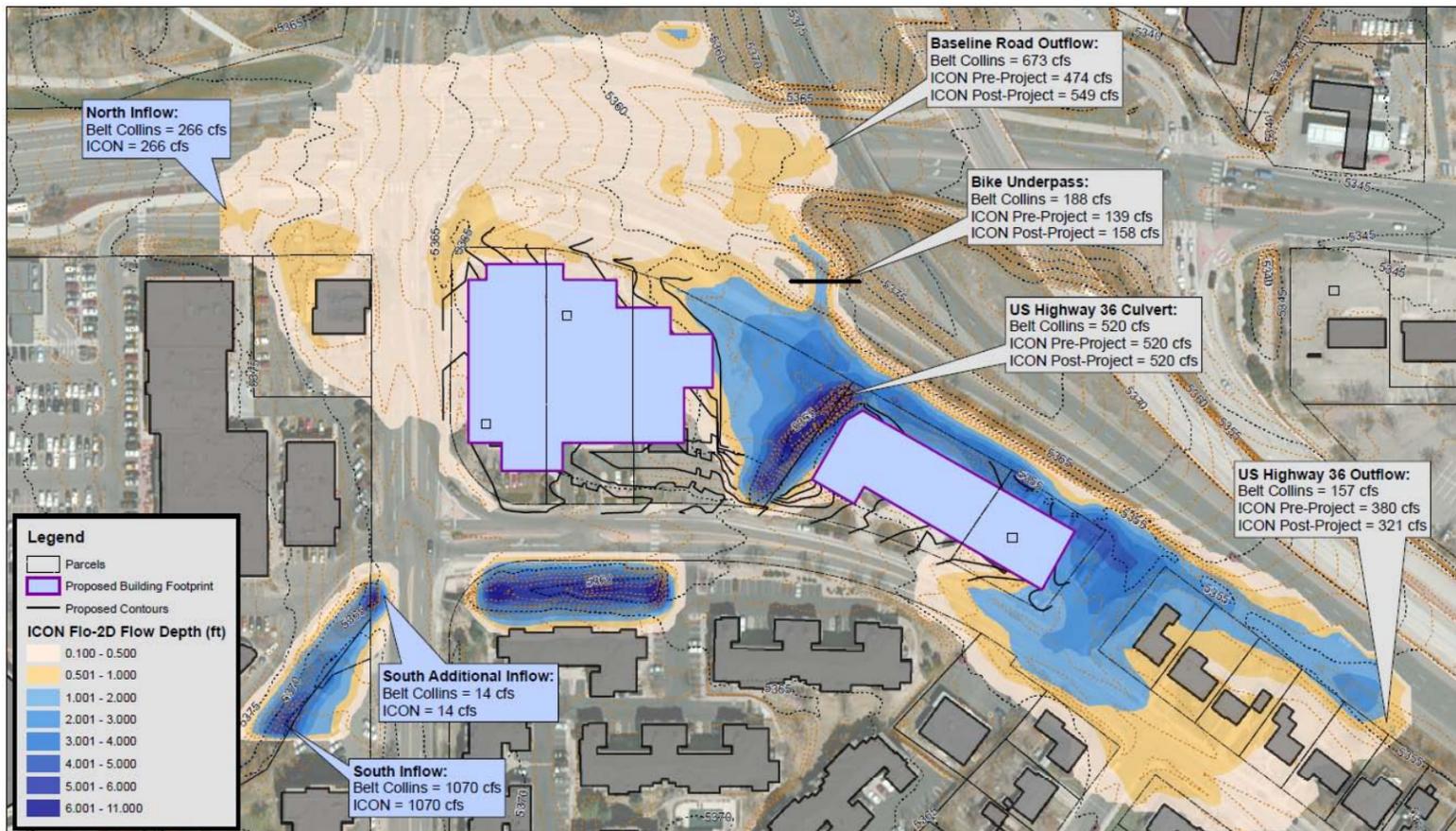
The high level sustainability goals for the project are focused on making real impact in the community. Third party verification such as LEED will also be sought, but any point system will be a product of the design, not a driver of the design.

- Set regional gold standard for energy and water performance for commercial office buildings
- Restore Natural Hydrology, Habitat, Landscape
- Provide Eco-System Services (air quality, water quality, sound buffers)
- Support bike and pedestrian connection (keystone to Baseline / Broadway corridor)
- Create an innovative, healthy workplace, with connectivity to the outdoors and natural systems
- Create auto-independent site uses
- Meet the growing demand for workspaces which foster creativity and a real connection to the outdoors.



ICON ENGINEERING, INC. Skunk Creek at West Baseline Investors Properties
 Flo-2D Existing Conditions 1%-Annual-Chance Floodplain - DRAFT

N 100 Feet



ICON ENGINEERING, INC. Skunk Creek at West Baseline Investors Properties
 Flo-2D Proposed Conditions 1%-Annual-Chance Floodplain - DRAFT

N 100 Feet

WEST BASELINE SITE ANALYSIS: BACKGROUND

The City of Boulder is a participating member of the National Flood Insurance Program (NFIP). The City is also subject to more stringent local regulations defined as part of its adopted land development code. Both the national program and local administration utilize floodplain mapping as a tool for managing development within flood prone locations. These floodplain maps provide the basis for flood management, regulation and insurance requirements. They also identify flood-prone areas that can threaten life and property.

The West Baseline project site is located along Skunk Creek, a major drainageway with a contributing basin area of approximately 2-square miles. Past floodplain information for Skunk Creek has been documented by FEMA in the form of Flood Insurance Rate Maps (FIRMs). The FIRM designates the Skunk Creek floodplain as a Zone AE floodplain, along with a regulatory floodway within the main channel limits. Outside of the main channel, the floodplain also includes a Zone AO (Depth 1) designation, reflecting areas of shallow flooding, particularly along the Baseline Road alignment. The AE, AO, and floodway zones are indicative of flooding with a 1% chance of occurring each year, commonly referred to as the 100-year storm event. FEMA also utilizes a Zone X designation for areas of lesser chance of flooding, specifically the 500-year event. The current FIRM for Skunk Creek, in the vicinity of the project is dated December 18, 2012. Information for the FIRM was based on a Flood Hazard Area Delineation (FHAD) report, for Boulder and Adjacent County Drainageways, dated May 1987, and prepared for the Urban Drainage and Flood Control District (UDFCD), the City of Boulder and Boulder County.

Several changes have occurred along Skunk Creek since the FEMA information was originally prepared. First, the CDOT culvert below US 36 has been extended to Baseline Road and the open channel in this area was removed. It is not known when exactly this change occurred, but it believed to be associated with changes to the highway off ramp or within the highway or Baseline Road right-of-way. Second, the multi-use pathways and trail underpass located at Baseline Road and Skunk Creek were installed. Finally, culvert and underpass improvements were made at 27th Way. All of these changes have an effect on the floodplain through the site; however the changes have not yet been adopted by the regulatory mapping.

The City of Boulder has specific development requirements related to each floodplain zone designated by FEMA, in addition to locally designated hazard zones. These zones include the 100-year floodplain, floodway (also referred to as the Conveyance Zone), and High Hazard Zones. Highlights from each zone include:

- 100-Year Floodplain
 - Residential Structures Elevated 2-ft above floodplain elevation (flood protection elevation, FPE)
 - Restrictions on basements
 - For Non-Residential / Mixed Use Structures, residential areas elevated to FPE, non-residential portions can be floodproofed to the FPE
 - No parking is allowed with depth of flow greater than 18" of flooding; however parking can be floodproofed.
- Conveyance Zone
 - Encroachment must demonstrate no rise in FPE
- High Hazard Zone
 - Restricts structures for human occupancy & parking areas.

Current floodplain mapping along the project site is shown by Figure 1 (FEMA FIRM) and Figure 2 (City regulatory zones).

It also should be recognized that the FEMA maps and regulatory floodplain zones are subject to change. In fact, over the last several years, the City of Boulder had initiated a new FHAD restudy along the entirety of Skunk Creek. This study is being completed by Belt Collins West (BCW) and was issued to the West Baseline project in a preliminary format with draft floodplain delineations. Although the date for completion of this study is still not known, West Baseline's floodplain consultant, ICON Engineering (ICON), had coordinated analysis and results with the City and BCW. At the current time, the regulatory FEMA/City information presented above still serves as the basis for the floodplain regulations until such time as the FEMA maps are revised.

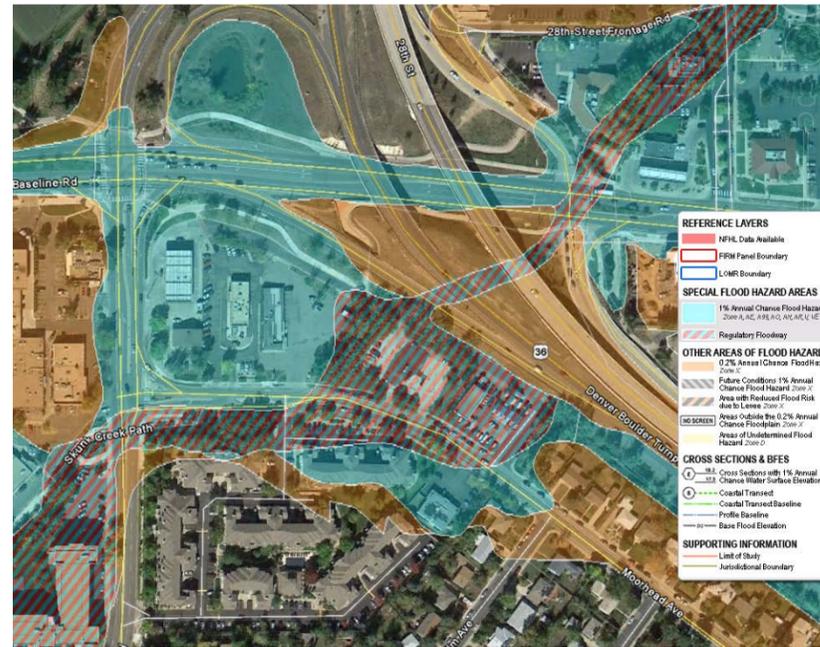


FIGURE 1 | FEMA FLOOD ZONES

Legend: 100-year (blue), Floodway (striped)

ANALYSIS: EXISTING WEST BASELINE SITE

As shown above, much of the West Baseline site is encumbered by designated flood hazard areas. As such, it was necessary to further define the existing floodplain conditions and explore conceptual site development opportunities. ICON assisted the project team with identifying the conveyance patterns through the site using 2-dimensional modeling software. This work was combined with past efforts from both FEMA and the ongoing BCW study.

The 100-year discharge at the site is 1,350-cfs. The modeling identified that flow enters the site through two primary paths, but leaves the site through four paths. This flow enters primarily from the Skunk Creek main channel at 27th Way, but also from overflows along Baseline Road. Flow exits the site through a combination of: the US 36 culvert, Baseline Road, the pedestrian underpass, and spills to Bear Canyon Creek, located southeast of the project site. These varying conditions present a challenge to managing the floodplain in this area.



FIGURE 2 | CITY FLOOD ZONES

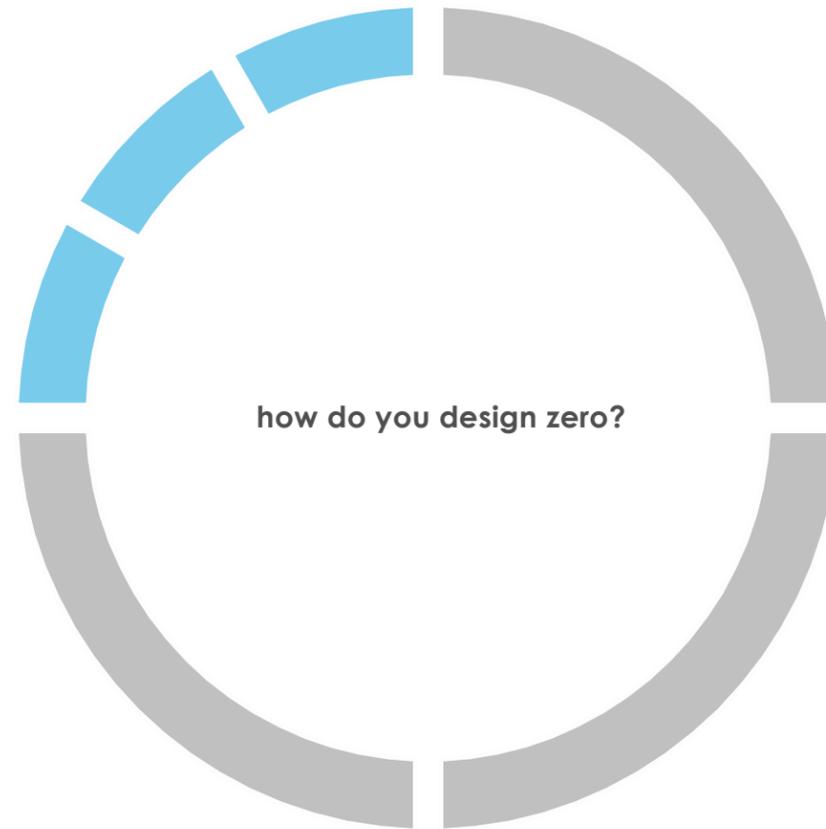
Legend: 100-year (dark blue), Conveyance Zone (green), High Hazard (red)

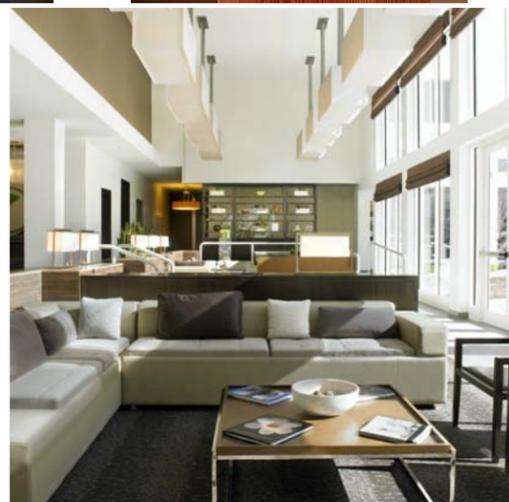
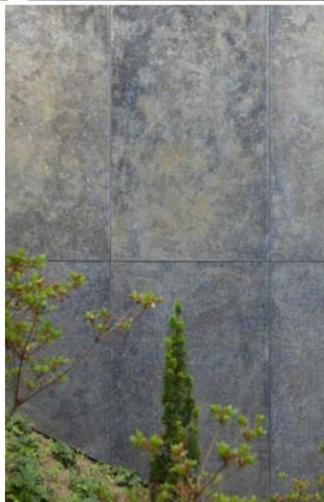
ANALYSIS: CONCEPT SITE

This system of outflows does provide a complex matrix for floodplain changes; however consideration to this has been given at all levels of the concept analysis. Onsite, the floodplain will be managed through a combination of elevation and flood proofing to meet the City's requirements. The site layout will be optimized to maintain, or improve upon floodplain circulation. As an example, consideration will be given towards using the site layout to lessen the spill volume towards Bear Canyon Creek and thus improving the floodplain conditions within the surrounding neighborhoods.

DESIGN FOR PEOPLE:

Today's planned uses are office and hotel, but a loose fit and resilient design aim to empower both today's and tomorrow's users.







OFFICE PROGRAM:

The office program is a core and shell development responding to market demand. An analysis of the market has identified the need for large floor plate office space. The concept will accommodate tenants from approximately 7,500 sqft up to the whole building at 180,000 sqft. To help facilitate adoption of open plan offices which maximize access to daylight and natural ventilation, there will be shared meeting facilities at the ground level. These shared meeting spaces will include both formal conference spaces and casual cafe spaces. When floor plates are divided into smaller tenant spaces, the concept plan is designed to still provide good access to daylight and natural ventilation.

Sustainability Metrics: Healthy Occupants

- Active Design Stairs
- 75% of floorspace daylight
- Exercise options on and from site
- Creation of vegetated tranquility spaces
- B-cycle, bike share, executive bike parking
- Biophilia options: bee keeping, planters by operable windows, vegetated deck space, pedestrian access to wetlands, access to natural sounds (air, water), onsite food production
- Quiet outdoor spaces that are accessible to users and provide seating for 5 percent of total site users, and spaces that encourage social interaction
- Support "Creative Economy" and distributed workspaces.



HOTEL PROGRAM:

The hotel program is targeting an eco-conscious brand such as Element by Westin, which is required to meet LEED certification. This would be an ecologically focused, extended stay, lifestyle brand targeting 30-45 year old professionals and frequent travelers. The psychographic of the typical users includes living balanced, healthy, active lifestyles, being socially and environmentally aware, and seeking a balance of style and design with comfort and performance.

The hotel program will take advantage of the wetlands to create a genuine connection to the riparian landscape, air, and water in lieu of the constructed landscape of a pool required at other sites.

Meeting LEED standards will make the hotel a very sustainable product even though it will not likely pursue the same net zero goals of the office building. The hotel will however compliment the office use with a potential overlap of users.



BEAUTY, GRACE, CHARACTER:

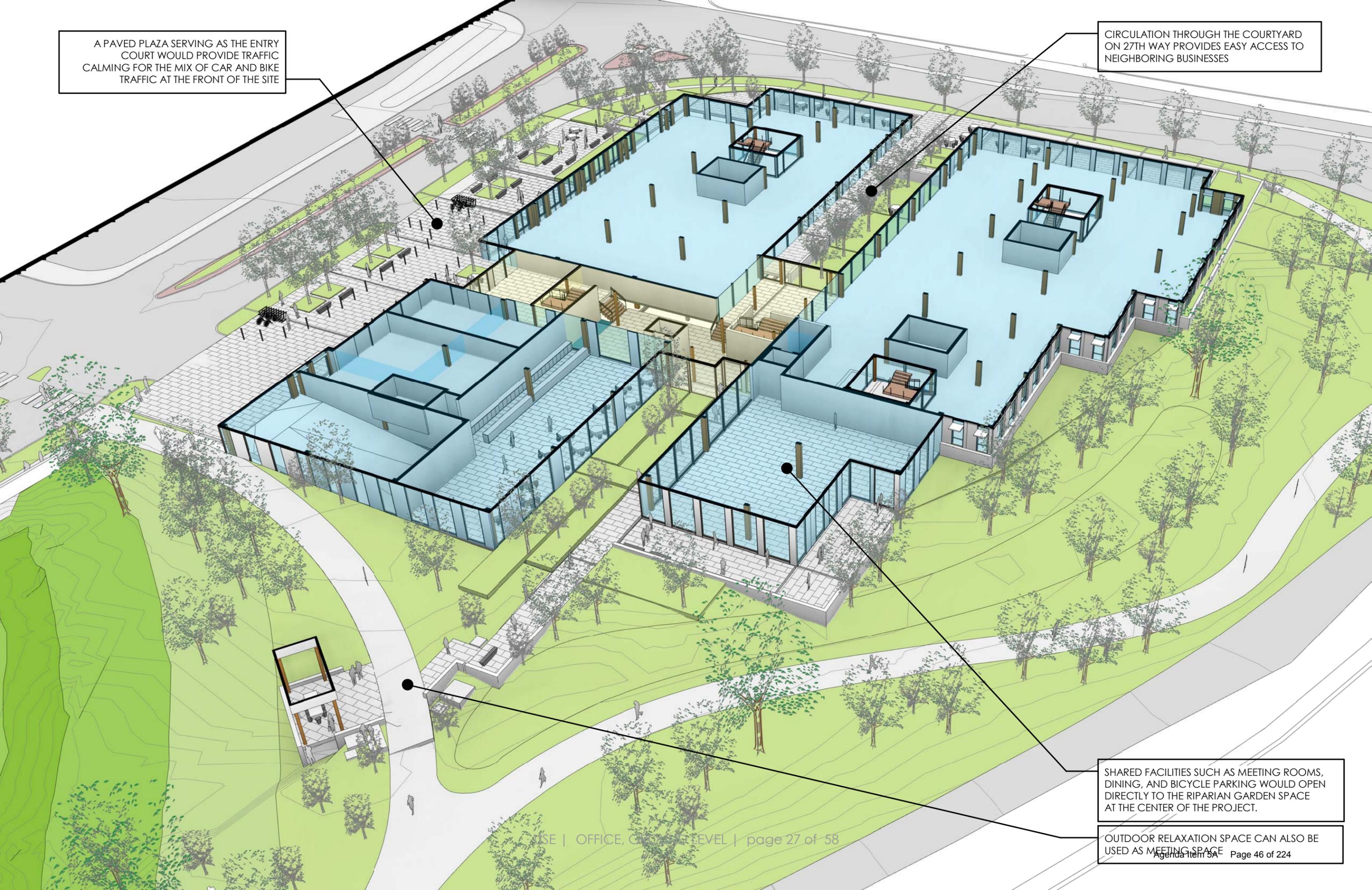
The architectural language of the concept responds with a consistent palette to three key factors: Context, Energy, and Simplicity.

Context: The scale of the buildings grows from a small module at the east end of the site (closest to the existing single family residential) to a strong urban edge at the west end of the site. Energy: The fenestration of each facade scales to maximize daylight and natural ventilation while reducing heat transfer. Simplicity: Wood, Metal, Glass. The palette of ordinary materials is selected to reduce additive layers, chemicals, and petroleum products as much as practically possible. For example, the timber frame of the building has been selected both for its energy profile (low embodied energy and carbon sequestration capacity) and its beauty. The metal cladding system will also use a basic material in its innate form which will age and patina gracefully and which can be removed and recycled at the end of its life.

While eschewing technically vulnerable materials and envelope strategies in favor of simple, resilient materials proven to stand the test of time, the concept does employ innovations where they make sense. Shiny modern materials will be used where reflecting light deep into the building is a priority and the glass used will be tuned for vision and light transmittance and even frosted where diffusing light deep into the building is most important.

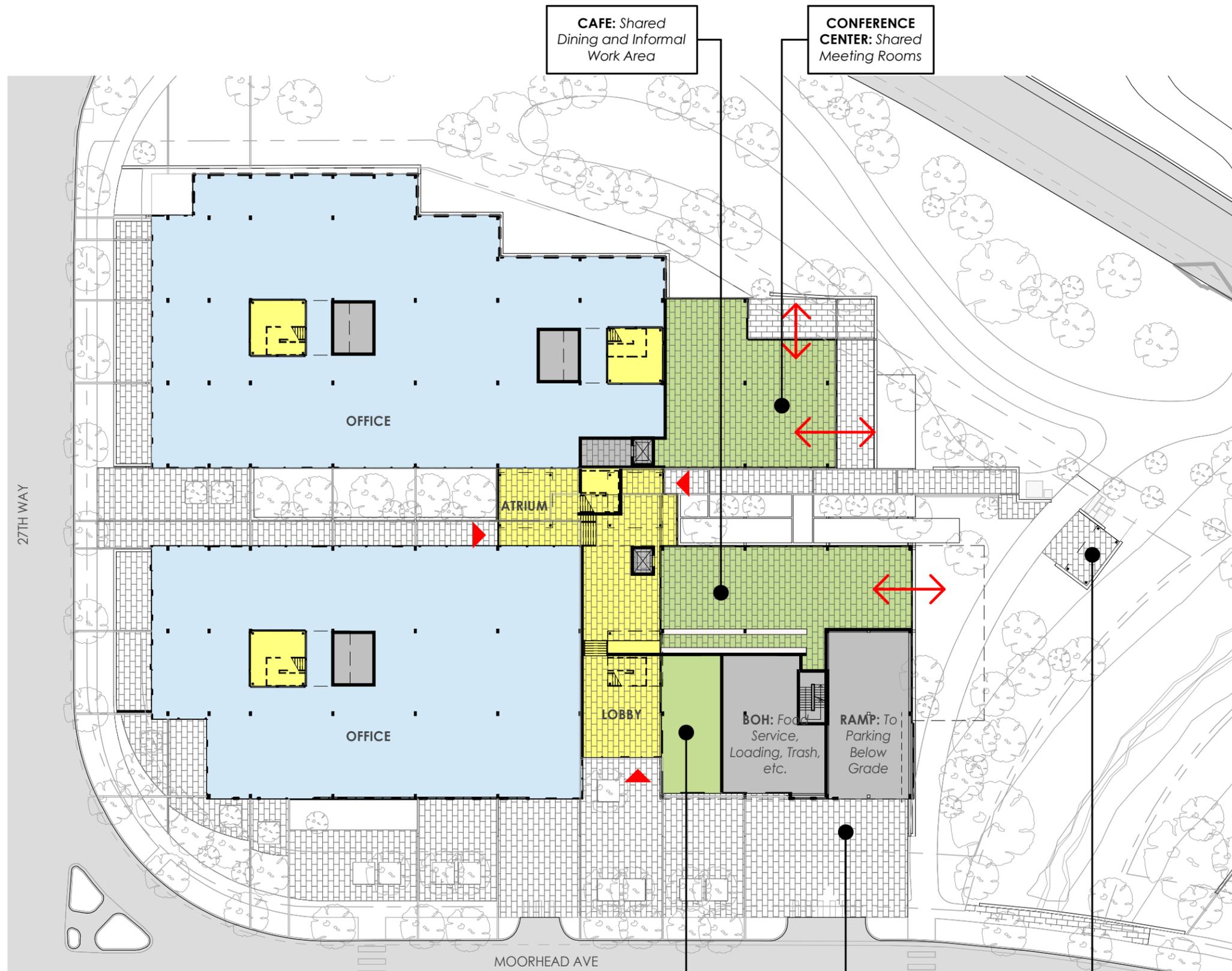
A PAVED PLAZA SERVING AS THE ENTRY COURT WOULD PROVIDE TRAFFIC CALMING FOR THE MIX OF CAR AND BIKE TRAFFIC AT THE FRONT OF THE SITE

CIRCULATION THROUGH THE COURTYARD ON 27TH WAY PROVIDES EASY ACCESS TO NEIGHBORING BUSINESSES



SHARED FACILITIES SUCH AS MEETING ROOMS, DINING, AND BICYCLE PARKING WOULD OPEN DIRECTLY TO THE RIPARIAN GARDEN SPACE AT THE CENTER OF THE PROJECT.

OUTDOOR RELAXATION SPACE CAN ALSO BE USED AS MEETING SPACE
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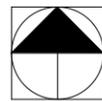
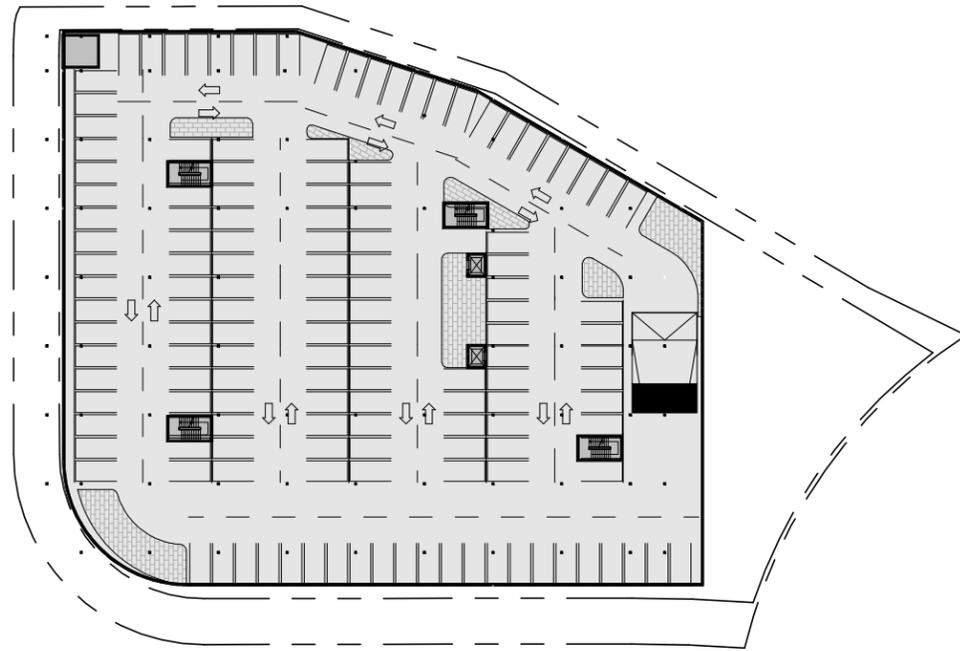
USE LEGEND

- SERVICE SPACES
- SHARED SPACES
- STAIR & LIGHT SPACES
See Page 45 for additional information.
- WORK SPACES

NOTE: RED ARROWS INDICATE PRIMARY AND SECONDARY ENTRANCES AND EXITS

Office Level 1
1" = 40'-0"

- BIKE ROOM:**
Maintenance and Parking
- PLAZA:** Vehicle and Pedestrian Access
- PAVILION:** Shared outdoor meeting space



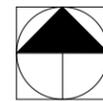
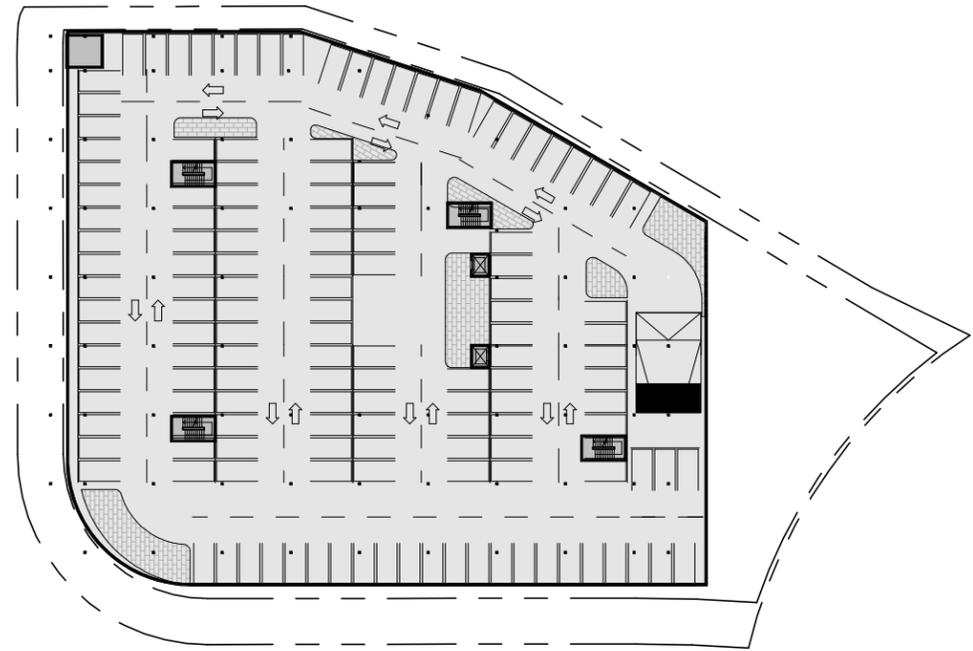
OFFICE B1

1" = 80'-0"

PARKING:

Approximately **300 parking spaces**, divided between standard spaces, compact spaces, accessible and van spaces, car share spaces (ie eGO), and plug-in hybrid spaces will be located in the below grade garage. Providing reserved spaces for car-share vehicles, car pool and van pool will contribute to lower parking requirements. (Note: Per zoning Table 9-3, for BC-2, 1 car per 300 sqft. is required, which is approximately 600 parking spaces total. We are proposing a 50% parking reduction)

Approximately **300 bicycle parking spaces**, divided between short term/long term, indoor/outdoor, and private/bike-share racks. The facilities would include basic cycling care stations. (Note: approximately 60 bicycle parking spaces are required per zoning Table 9-3)

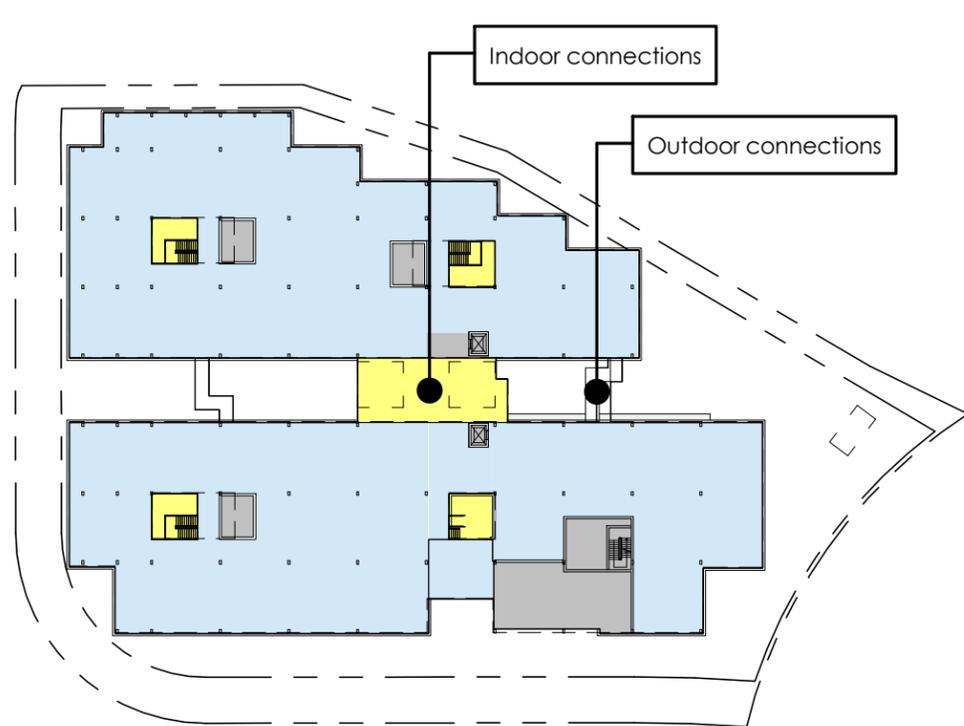


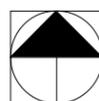
OFFICE B2

1" = 80'-0"

PARKING REDUCTION STRATEGIES:

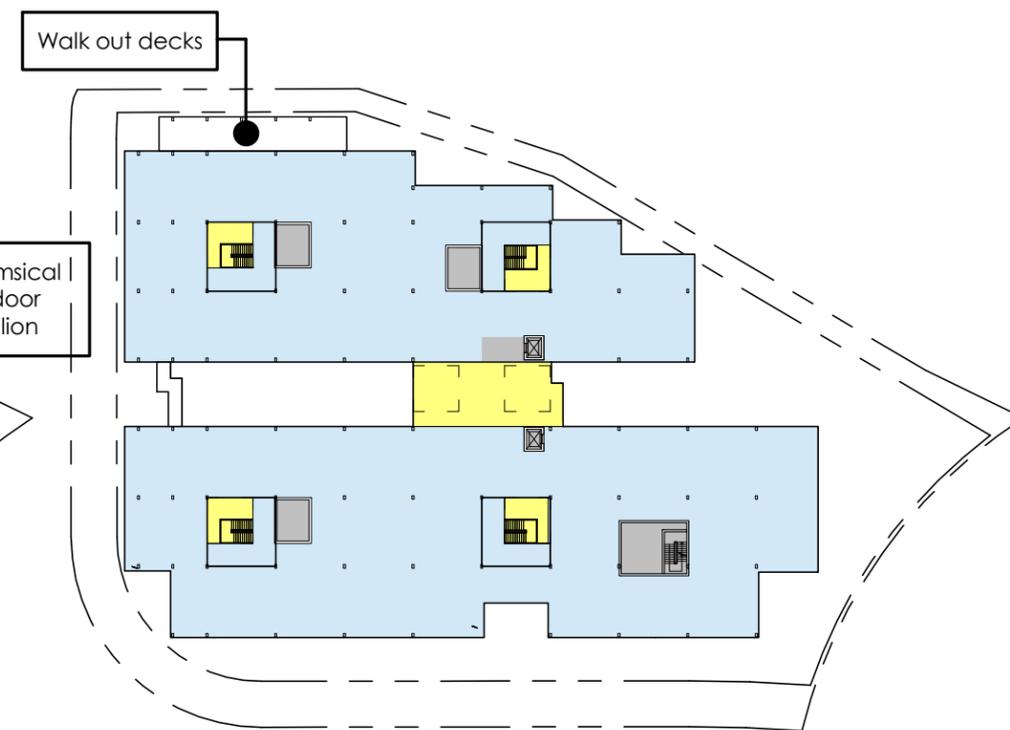
Car trips to the site will be reduced by encouraging alternative means of access. Facilities will be available for bicycle, executive bicycle, and bike share parking. These will be served by dedicated locker rooms, shower rooms, and a repair shop.



 **OFFICE Level 2**
1" = 80'-0"



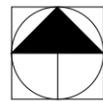
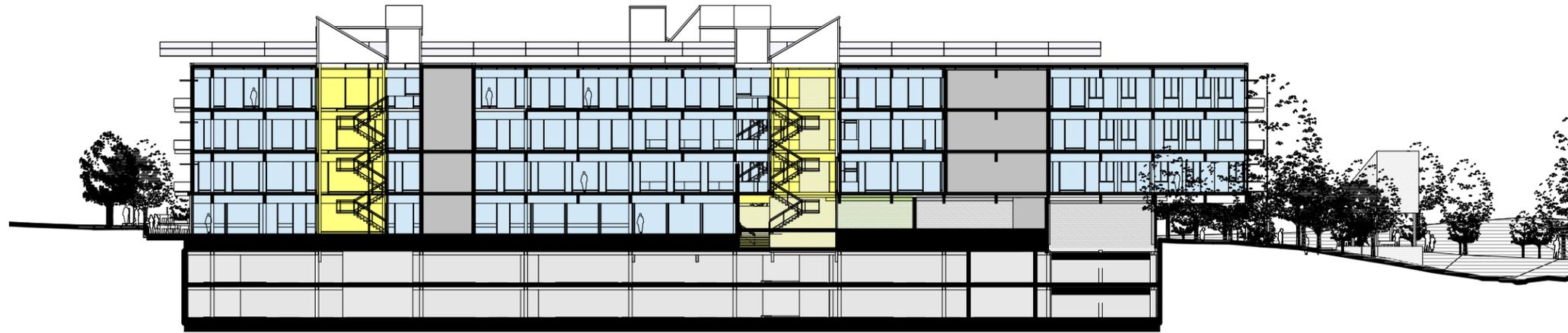
 **OFFICE Level 3**
1" = 80'-0"



 **OFFICE Level 4**
1" = 80'-0"

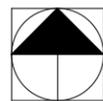
OFFICE USE:

The office building will contain approximately 180,000 GSF of space. This will include shared facilities such as dining, meeting, and break out spaces to allow tenants to have smaller dedicated square footage. The concept plans are designed to accommodate tenants of various sizes while ensuring that even if the spaces are divided up for small tenants, sustainable strategies will not be compromised. To meet the energy goals of the building the office leases will address sustainability metrics and contain other green requirements to ensure that users of the building participate in achieving our sustainability goals.



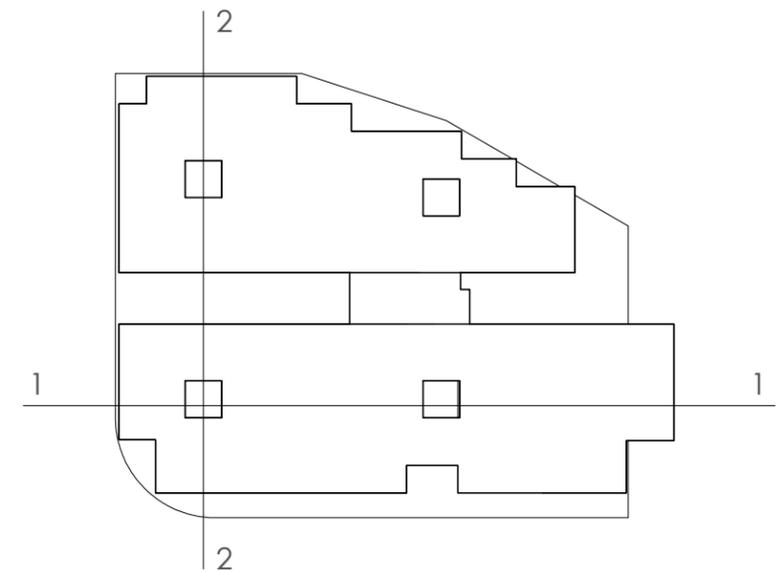
OFFICE SECTION 1

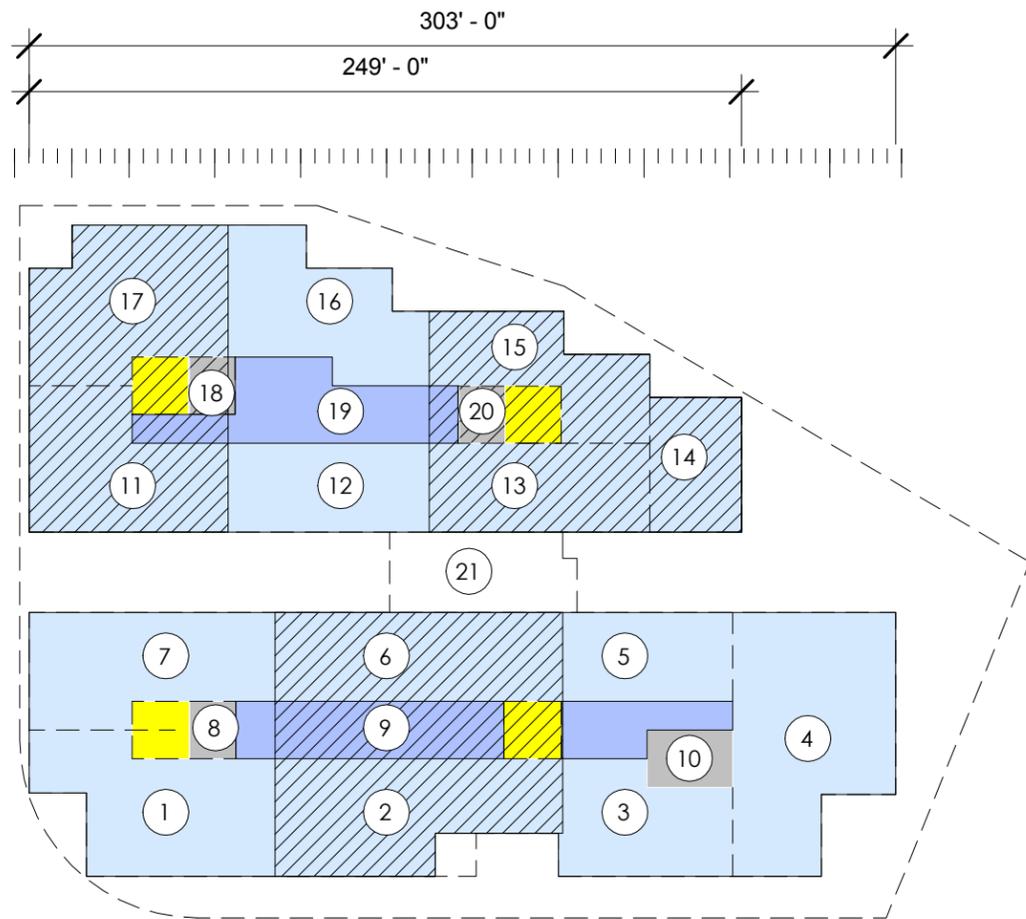
1" = 40'-0"



OFFICE SECTION 2

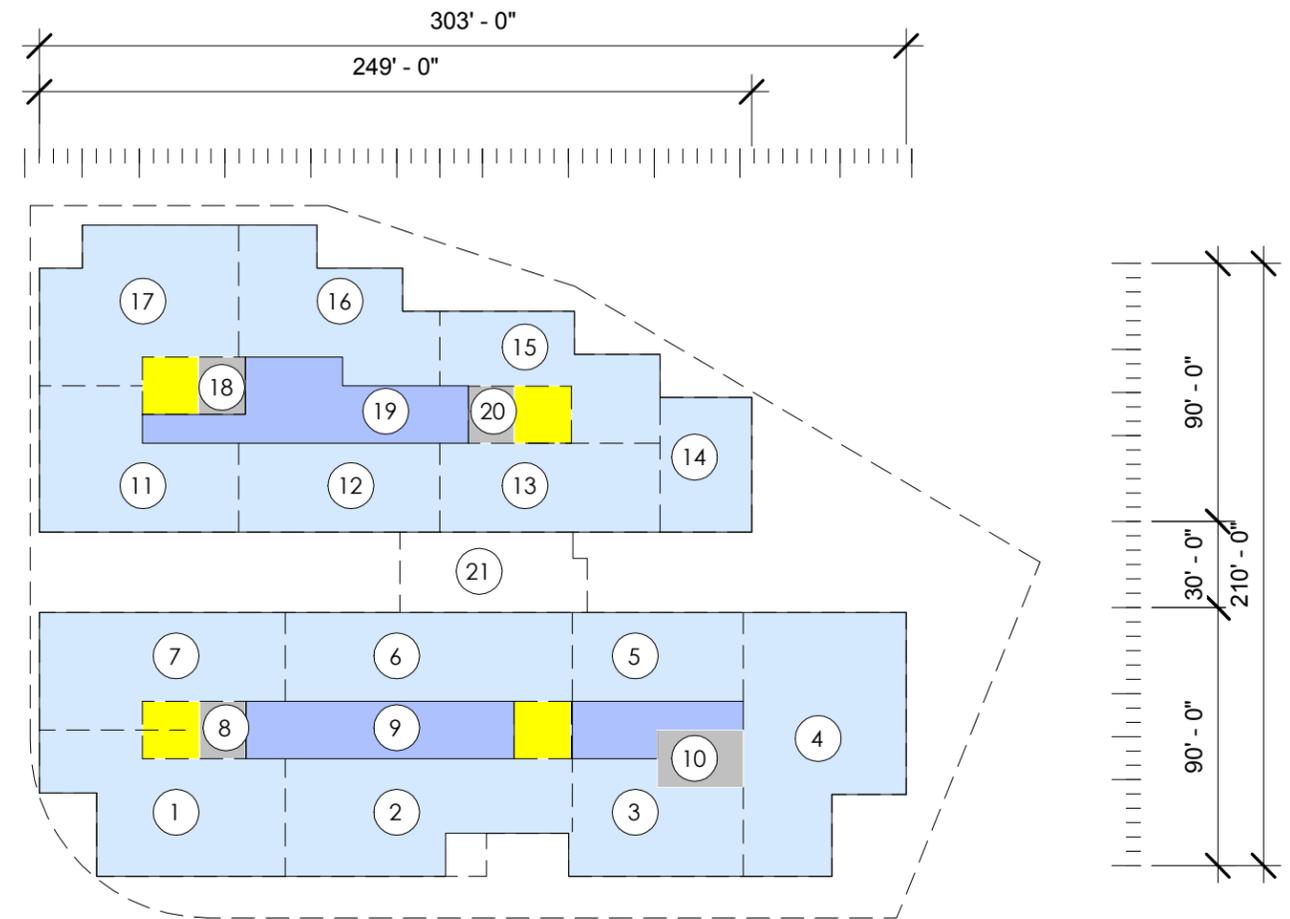
1" = 40'-0"





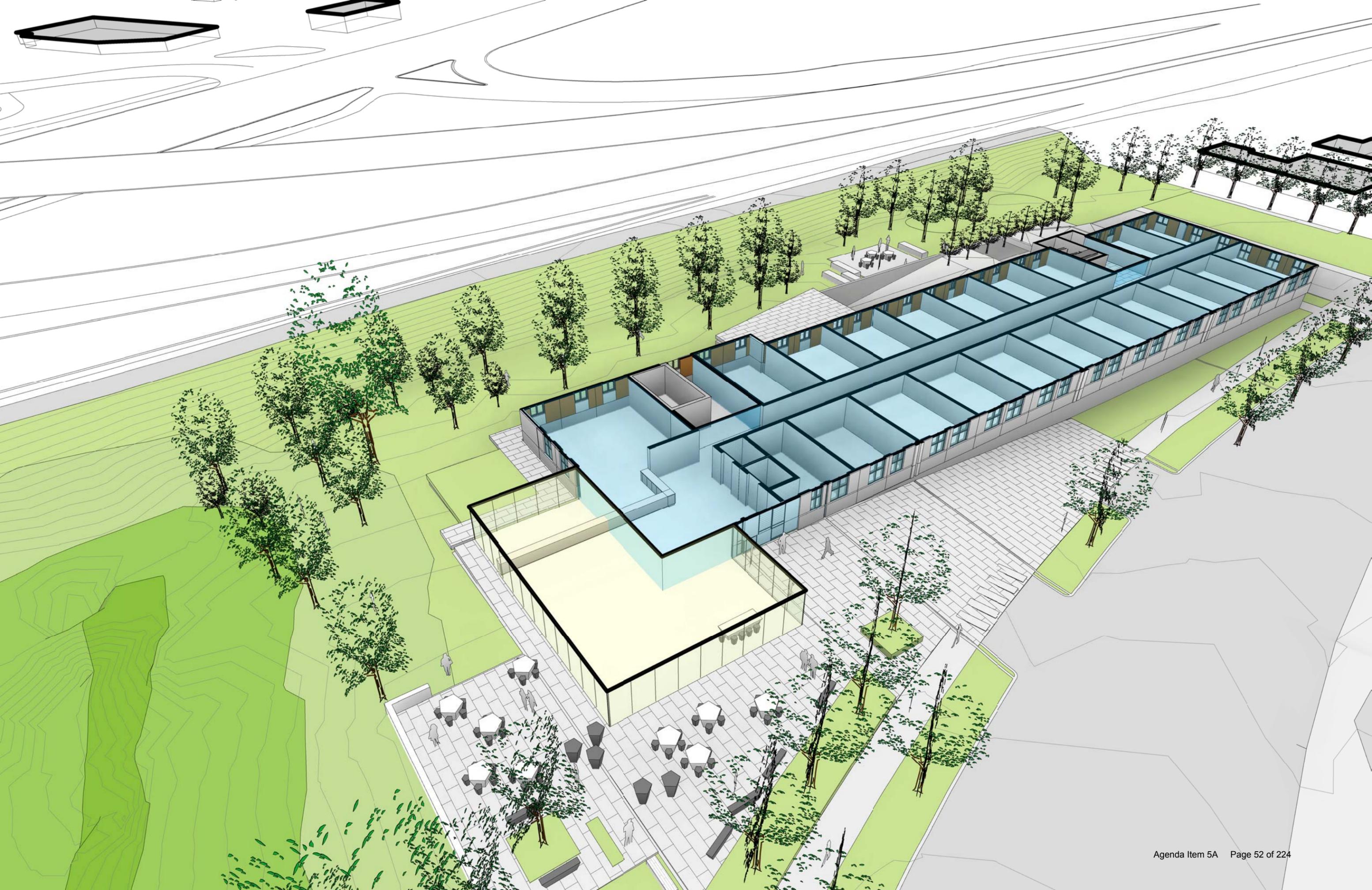
MULTI TENANT OPTION:

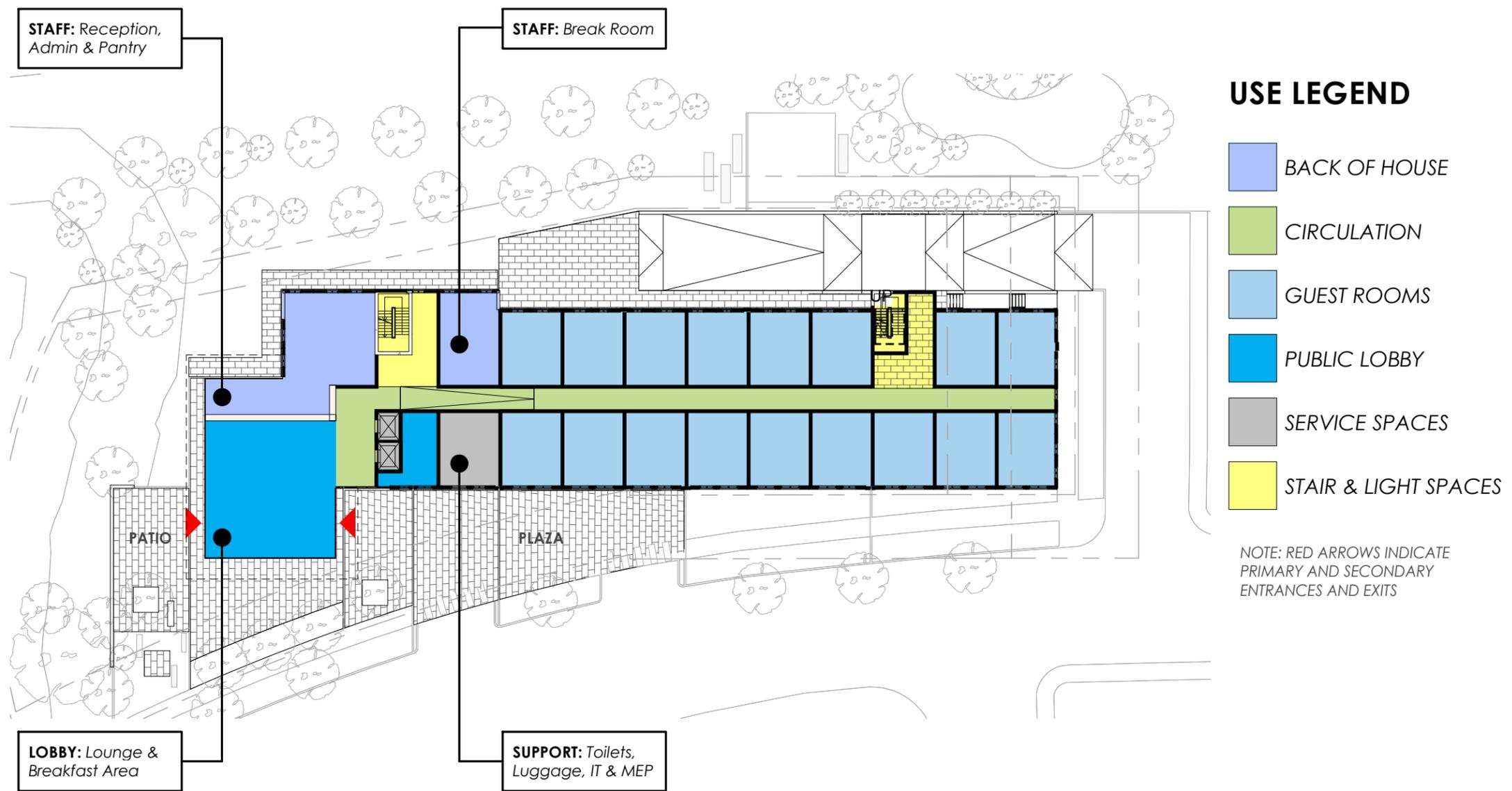
Because a key design consideration is passive systems, potential tenant layouts are being investigated to ensure that small tenant demising doesn't compromise the effectiveness of passive strategies.



SINGLE TENANT OPTION:

Because the most likely tenant is a single open office on each floor, the same granular level of zoning will be effective. Thermal comfort in each zone will be easily controllable and integrated into the building automation systems.

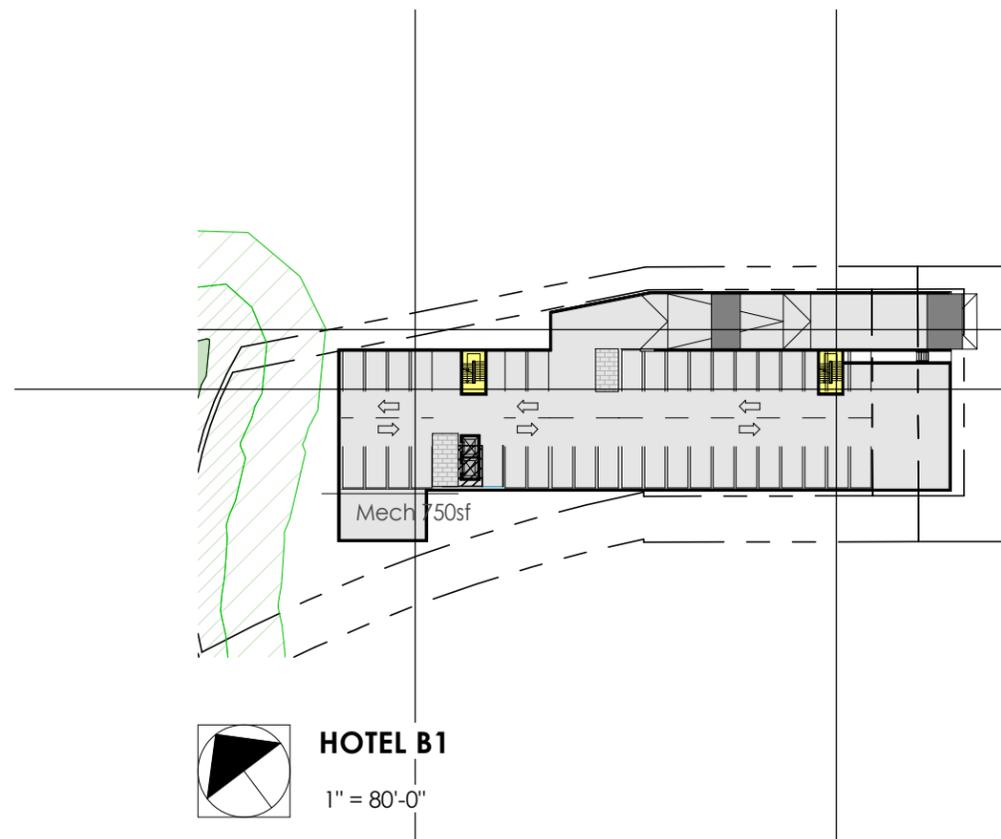




 **HOTEL Level 1**
1" = 40'-0"

HOTEL USE:

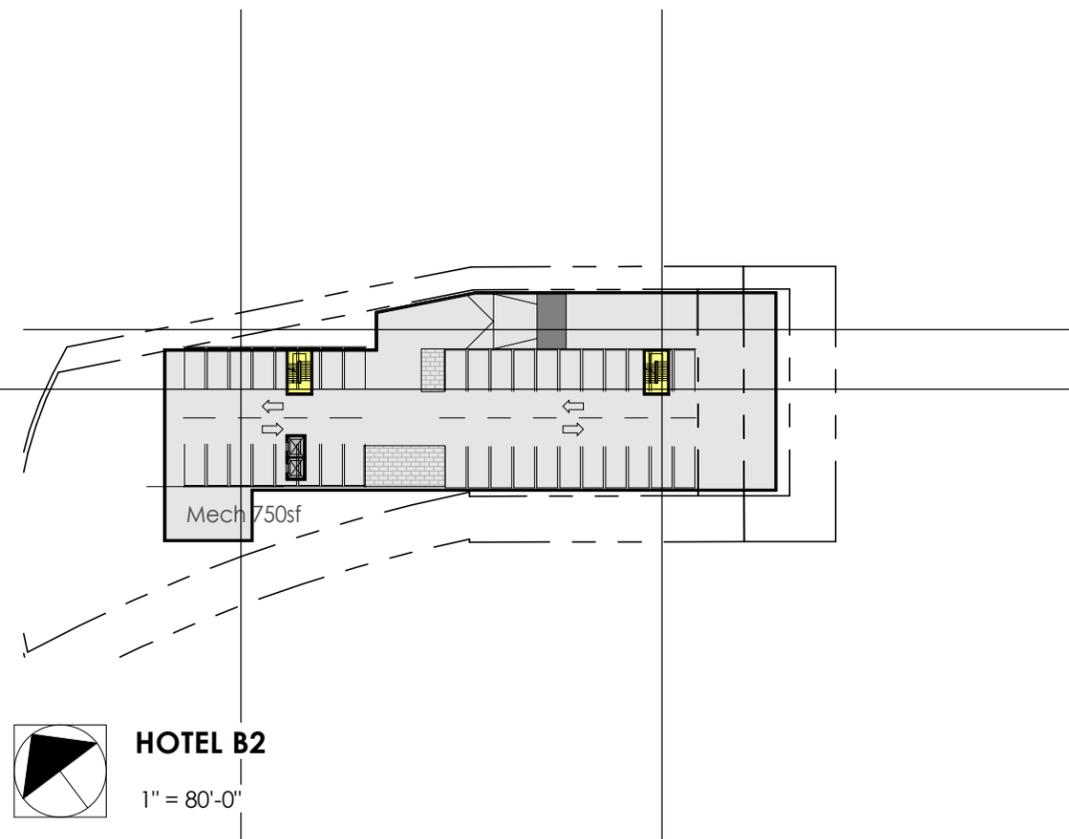
The Hotel Flag being considered is Element by Westin. The brand emphasizes sustainability and a healthy lifestyle, which fits well into the overall project concept. Building on the brand standards of LEED gold certification, the concept also suggests that the wetlands can serve as an amenity to the hotel in lieu of a swimming pool, and that indoor meeting space is reduced below typical by supplementing it with outdoor meeting space.



HOTEL B1
1" = 80'-0"

PARKING:

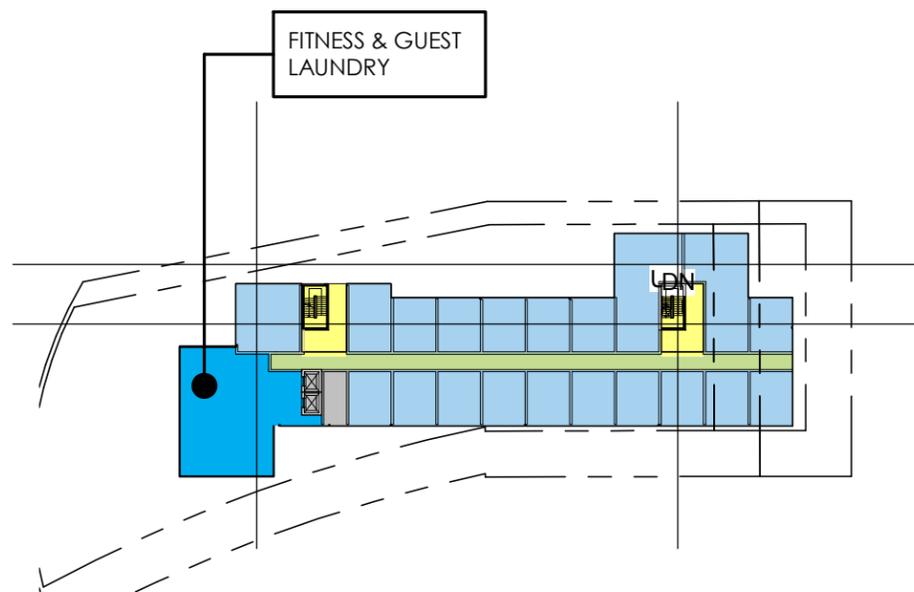
Approximately **75 parking spaces**, divided between standard spaces, compact spaces, accessible and van spaces, car share spaces (ie eGO), and plug-in hybrid spaces will be located in the below grade garage. (Note: Per zoning Table 9-4, Hotel Use, 1 car per room is required plus 1 car per 300 sqft. of other area, which is approximately 120 parking spaces total. We are proposing a 40% parking reduction)

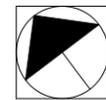


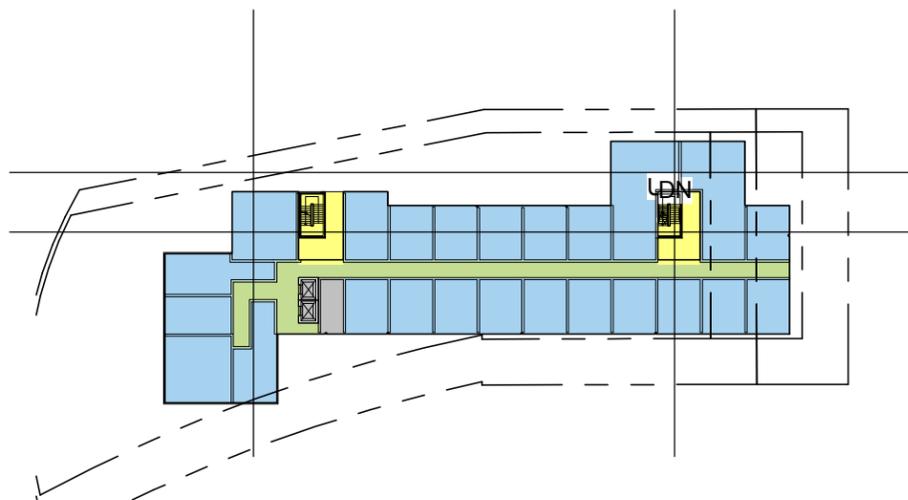
HOTEL B2
1" = 80'-0"

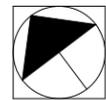
PARKING REDUCTION STRATEGIES:

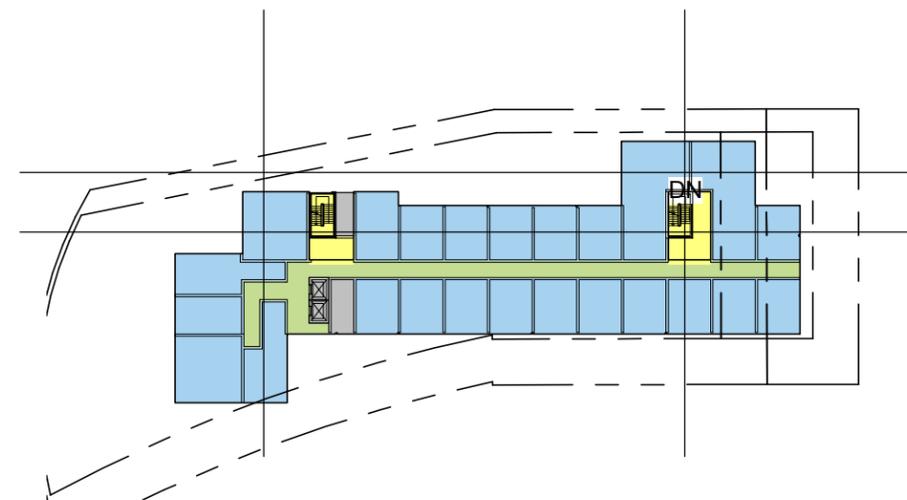
Car trips to the site will be reduced by encouraging alternative means of access. Facilities will be available for bicycles and shuttle buses. Bike share and car share parking will be dedicated and shared with the office building.

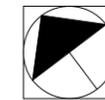


 **HOTEL Level 2**
1" = 80'-0"

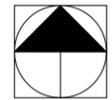
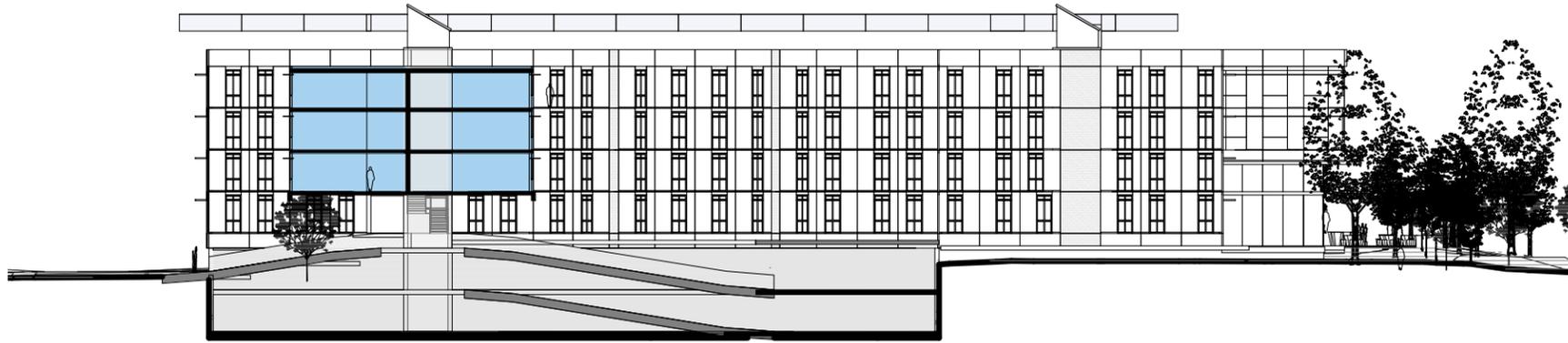


 **HOTEL Level 3**
1" = 80'-0"



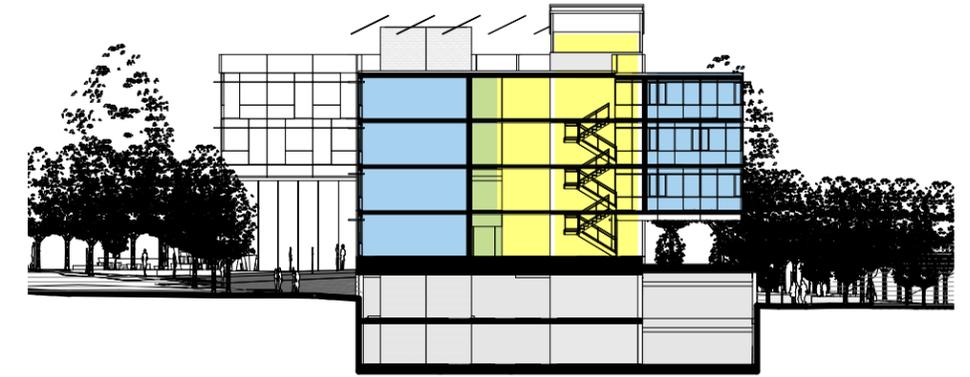
 **HOTEL Level 4**
1" = 80'-0"

HOTEL USE:
The hotel is targeting approximately 100 extended stay mini-suites.



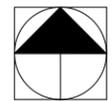
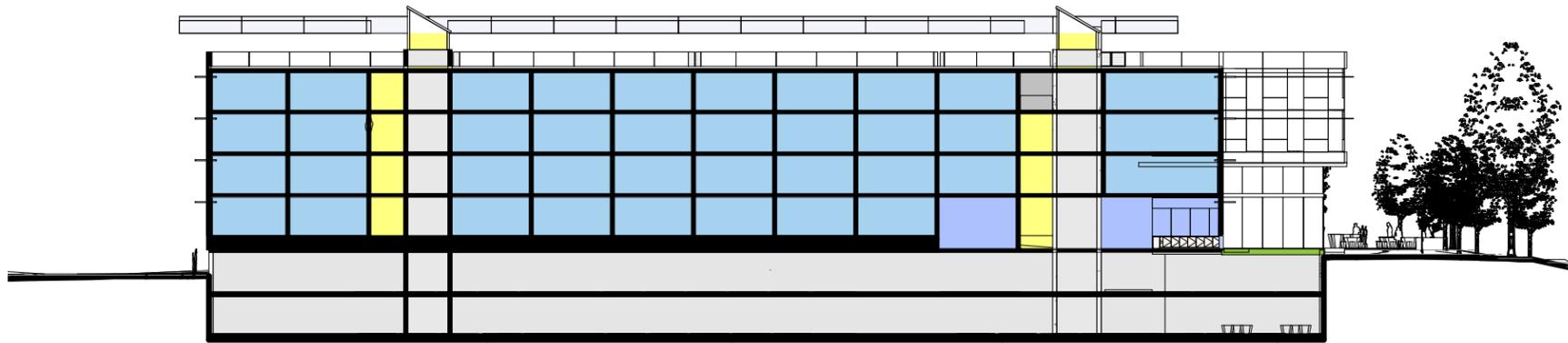
HOTEL SECTION 2

1" = 40'-0"



HOTEL SECTION 1

1" = 40'-0"



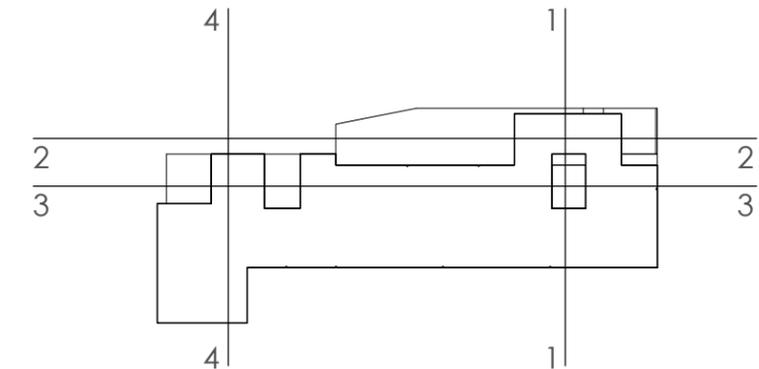
HOTEL SECTION 3

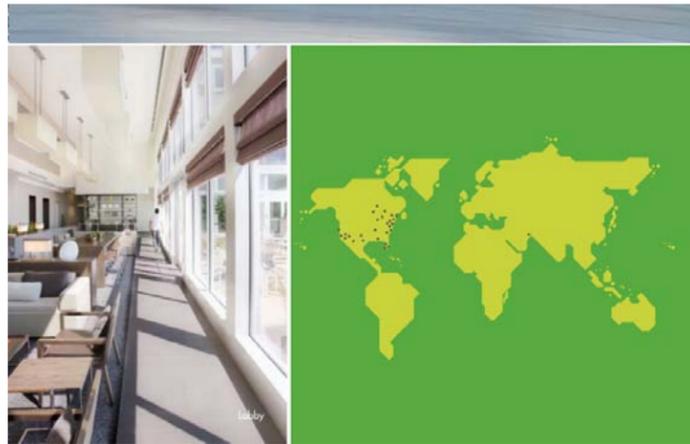
1" = 40'-0"



HOTEL SECTION 4

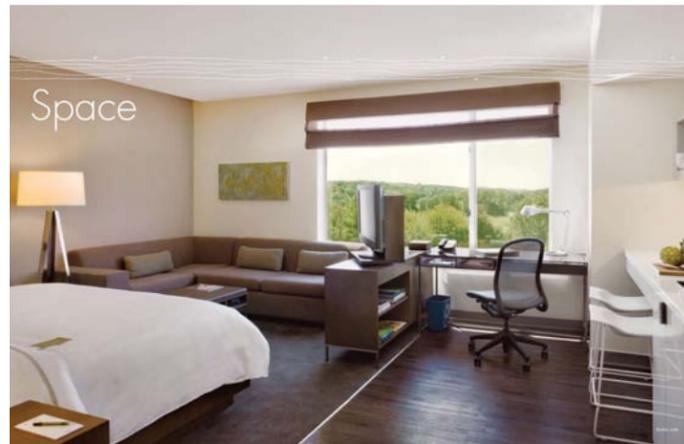
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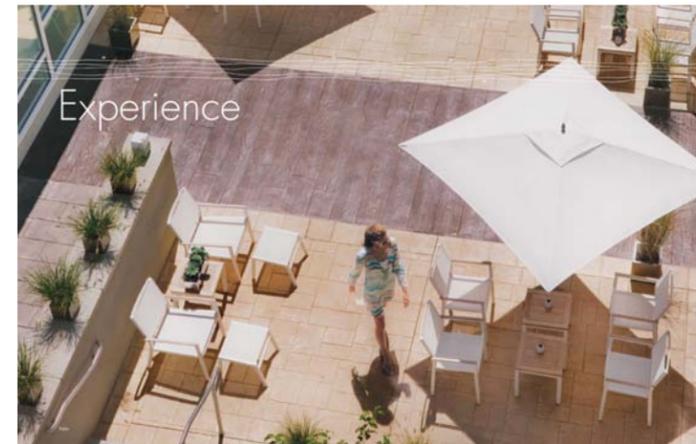
BRAND:

Element by Westin is a potential hotel brand and represents the basis of design. Element is a different kind of hotel which addresses a gap in the marketplace for hotels which offer modern design and green options. It is an extended stay product which emphasis natural light, open spaces, and healthy options. First piloted in 2007, the Element is expanding nationally and internationally, has an interest in the Boulder market, and would be a simbiotic fit with the office program.



SPACE:

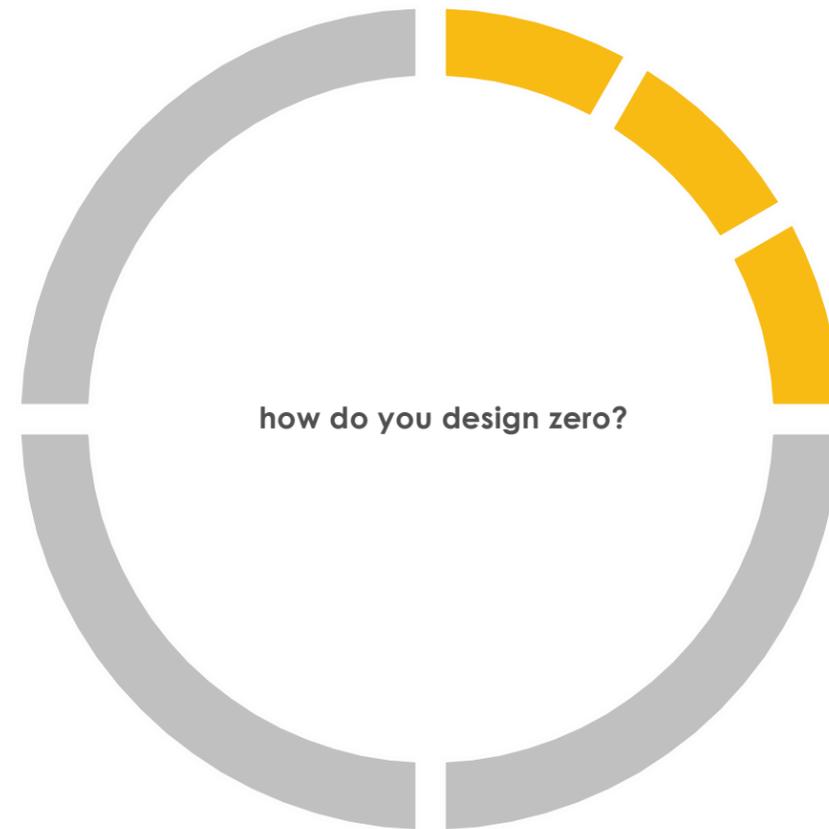
Element hotels emphasize bright airy environments and healthy options for guests. All Element hotels are LEED certified, some are LEED Gold, and all cater to the same business market as the Baseline Zero project is targeting. Each suite provides a fully equipped kitchen, water efficient spa bathroom, and connected workspace. The flexible public spaces transform during the day from breakfast cafe, to work space, to casual evening reception area. The stong emphasis on indoor outdoor connection and guest accessible outdoor spaces fits directly into the Baseline Concept.



EXPERIENCE:

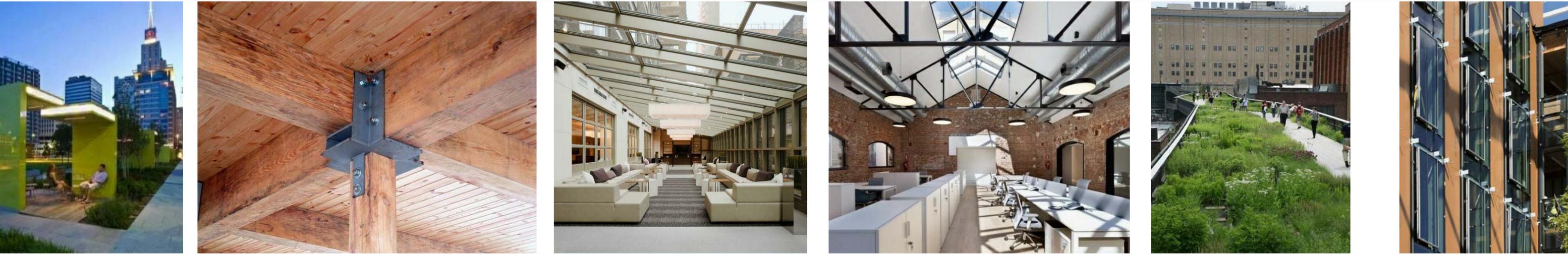
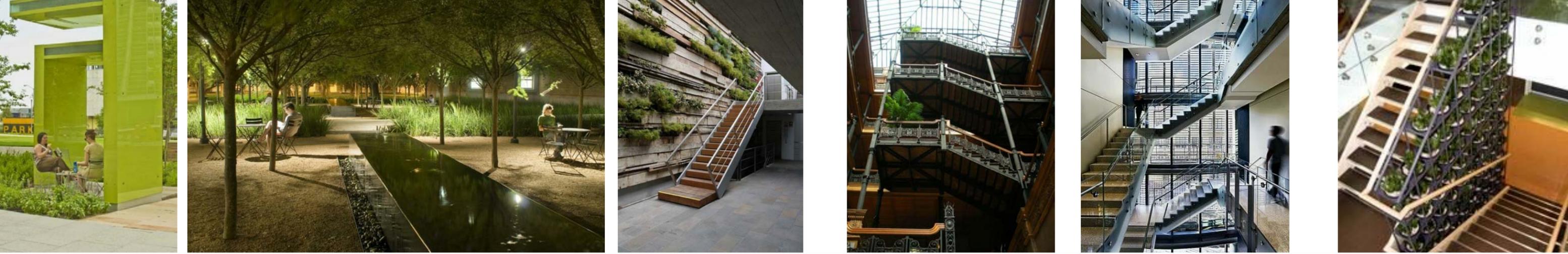
Starwood, the Element parent company, has done extensive research into building cost effective green buildings. The final execution of the building will follow their sustainability roadmap. Their green strategy focuses on developing sustainable sites, implementing water efficiency measures, saving energy, using sustainable materials, reducing waste, taking steps to preserve indoor air quality, putting in place an eco-friendly cleaning program, and using meaningful design to educate their guests and the public.

**Statements made are based on Element Standards and Promotional materials and are presented in good faith to be accurate. Element and Westin are trademarked brands not contractually related to the project.*



DESIGN FOR ENERGY:

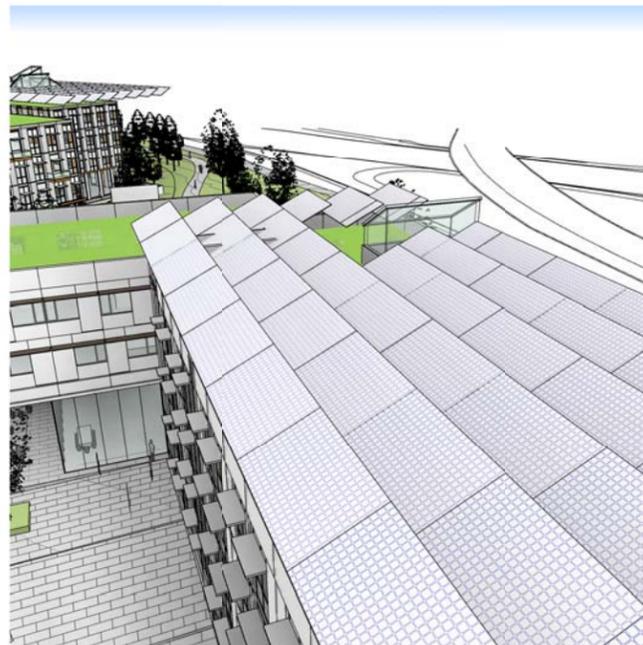
Driving decisions in sustainable design is a goal of reducing the carbon footprint. The selection of passive systems, active systems, and materials is centered on the goal of being as close to net zero as possible. As designed and ultimately as measured. Actual performance will be tracked and benchmarked.





PASSIVE SYSTEMS:

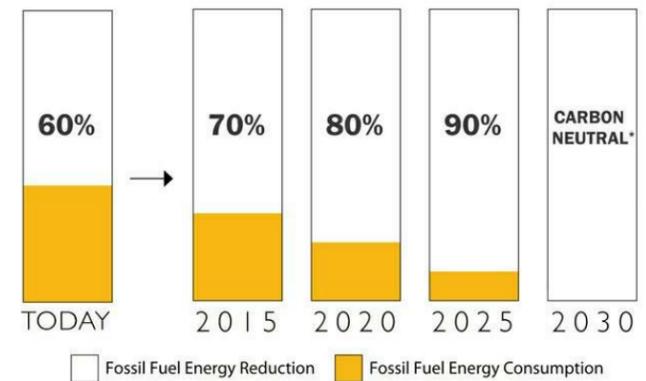
We are going to use daylight and wind -- imagine that. It's free, readily available, and all we have to do is keep the building out of the way. Within the constraints of the site, this concept connects users to their environment even when they're indoors.



ACTIVE SYSTEMS:

Seeking to not just "do less harm" but to move toward "doing good," the project concept intends to generate significant power on site. At the conceptual level, this will be harvesting the energy of the sun through Photovoltaic and/or solar thermal systems. We believe it is practical to produce about 25% of the building's energy, if not more, from onsite renewables, starting on Day One. As technologies improve, we intend to continually increase the percentage of renewable power we generate until we achieve the net zero goal.

NOTE: CHP (Combined Heat and Power) and fuel cell systems are also being investigated.



Source: ©2010 2030, Inc. / Architecture 2030. All Rights Reserved.
 *Using no fossil fuel GHG-emitting energy to operate.

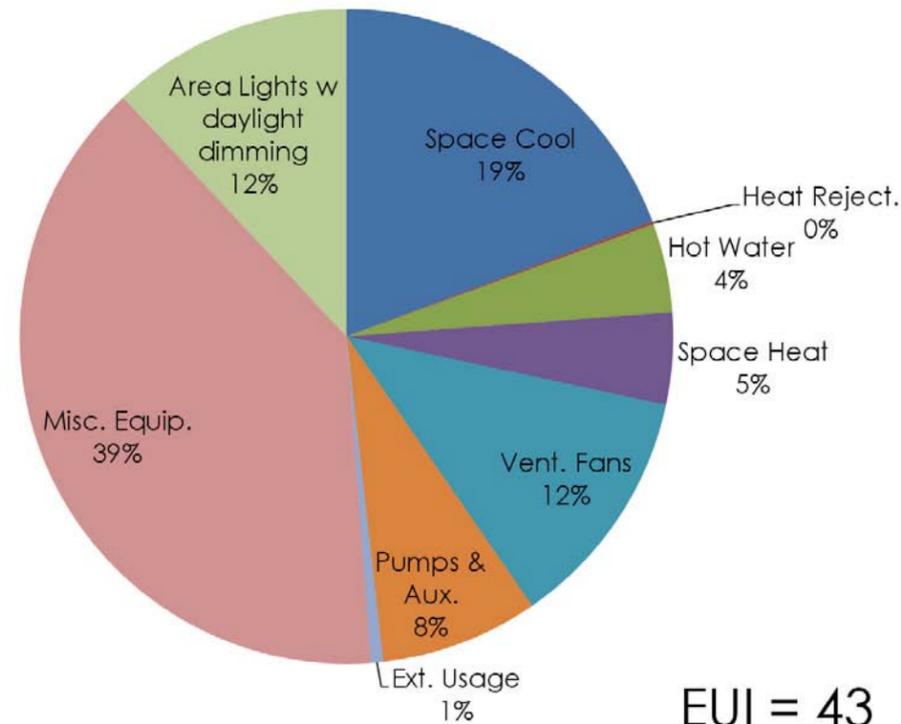
MEASUREMENT AND VERIFICATION:

Beginning with the first steps of concept design, the design team is integrating the expertise of sustainability consultants and the objective value of performance metrics to guide and shape the building. Every decision is informed by the metrics of cost, lifecycle, energy and ecosystem impact.

Goals for the project include exceeding LEED Platinum and meeting the targets of the 2030 Challenge.



Annual Electricity Consumption By End Use

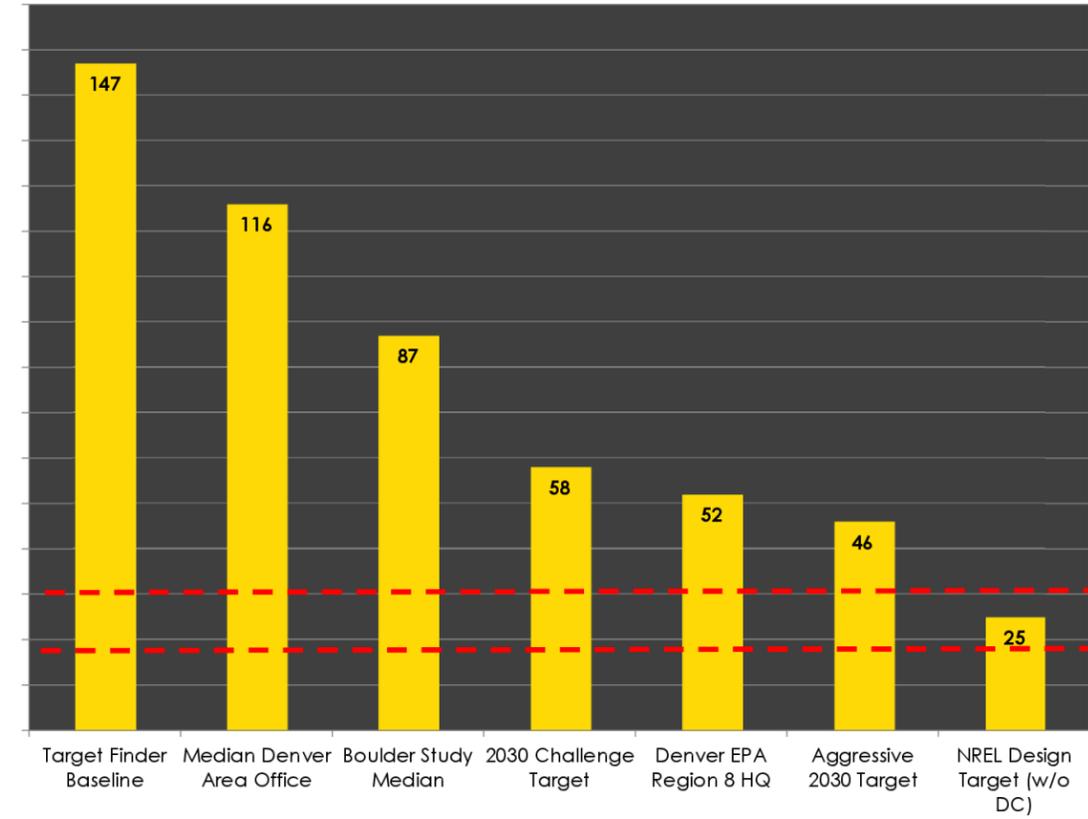


EUI = 43

ENERGY USE INTENSITY TARGET:

At the concept level, the EUI target of the project is a maximum of 55 kBTU/sqft but working toward an ideal of approximately 43 kBTU/sqft. These goals are based on Preliminary Box Energy Models and a study of precedent projects such as those documented in the "Commercial Building Energy Rating & Reporting Pilot Program Report" for Boulder by McKinstry.

A key goal in achieving this metric will be to set a new standard for the use of passive ventilation systems.



EUI Reference Targets (kbtu / SF)

PRELIMINARY ENERGY MODELING:

Preliminary Energy Modeling for the project was done using the standards set forth in the "Advanced Energy Design Guide for Small to Medium Office Buildings: Achieving 50% Energy Savings Towards a Net Zero Energy Building" Guidance for Climate Zone 5. A comprehensive guideline developed by the ASHRAE, AIA, IESA, USGBC, and DOE.





SAFE:

As we strive to push the envelope in sustainability, comfort, and performance, it is important to remember the basic issues such as life safety. Building a large commercial building with wood is the most sustainable choice we can make, but is it safe? Yes.

Though simplistically associated with fire, wood structures and specifically heavy timber constructions perform very safely and predictably in fires. In a fire, the outer layer of wood chars providing a protective layer around the structural core. Unlike light wood framing or "stick framing", heavy timber is as difficult to burn as starting a camp fire with just a log. The mass timber products planned for this building are the most modern implementation of this time tested building method, rigorously tested for safety when used on their own and even safer with the added protection of a sprinkler system.



BEAUTIFUL:

Wood is beautiful. The uniqueness and natural character which wood brings to a project means that we like to leave it exposed. By leaving the wood structure exposed we build using less "stuff" and users become more attached. That attachment translates to happier users for a long time and that beauty translates into a greater likelihood that the building is saved and reused down the line.

Heavy timber construction recalls the lauded success of "loft buildings". Often cited as an example of the "loose fit, long life" architecture, loft buildings demonstrate the idea that a building designed for one purpose today may find new life with a different use in the future. Industrialists building heavy timber structures never intended their factories to become warehouses. Those warehouses in turn became very desirable offices, and the offices in turn became residences which defined contemporary urban living. While the idea is not unique to timber construction, it is easier to imagine some future user with some as yet unimagined program moving into and saving a beautiful modern timber "loft". Today the primary need being served is offices; in 100 years, who knows. The structure is adaptable.

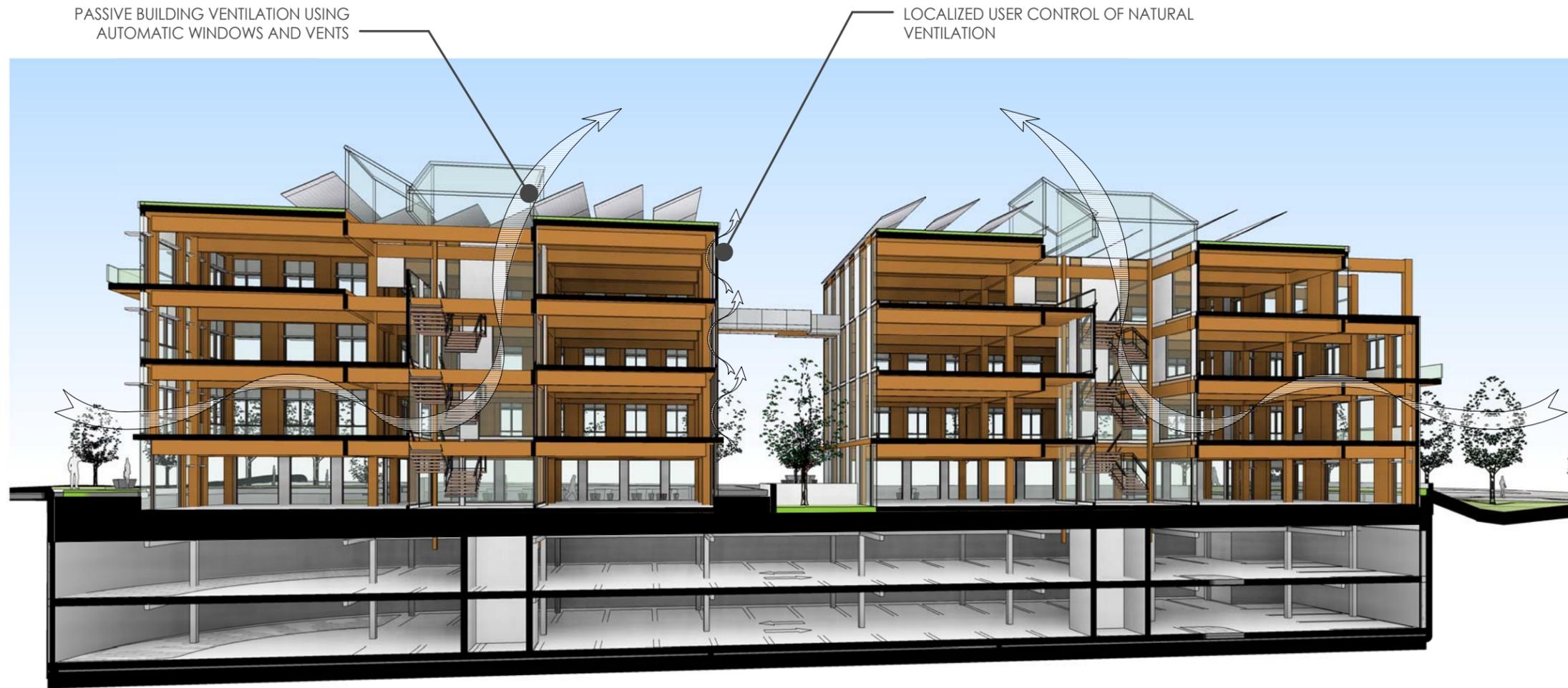


SUSTAINABLE:

Wood construction is also uniquely positioned among major building systems to sequester carbon. Unlike other building structural systems such as steel and concrete, using wood captures carbon rather than producing it. Wood construction also uses significantly less energy and water than typical systems.

Concrete and steel are among the largest consumers of energy in the world; wood is the quintessential renewable material. A typical building of this size could put 8,000 to 10,000 tons of carbon into the atmosphere just in its construction, but by using wood as the primary system, this will be reduced by several thousand tons and capture several thousand more.

The modern CLT (Cross Laminated Timber) and Glue Laminated wood members used in this project are made from rapidly growing managed trees, not the massive old growth of historic heavy timber. Also, much of the wood used in the hidden inner layers can come from beetle kill trees.



PASSIVE DESIGN SECTION

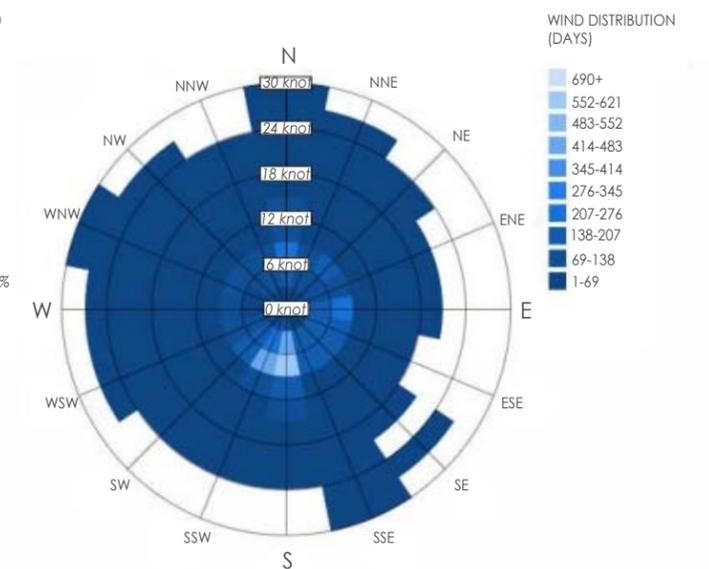
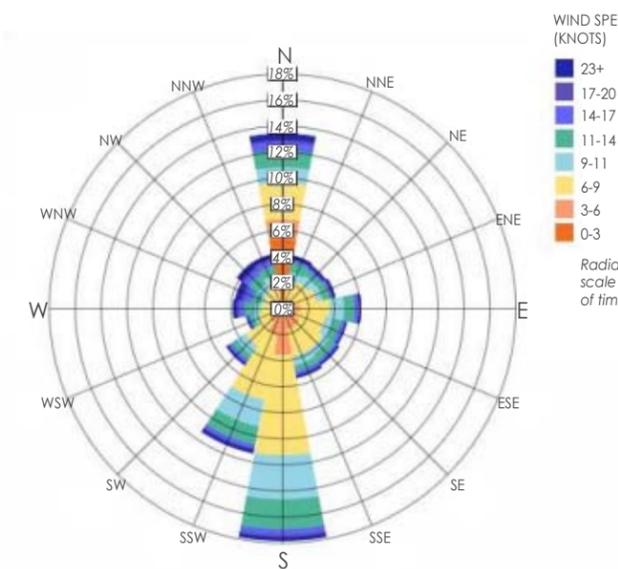


STAIR & LIGHT WELL SECTION

LIGHT WELLS:

Features fundamental to achieving a passive building on this site are the stair and light wells. Each light well will have a gradation of light transmission surfaces and light reflectance surfaces to balance the daylight at each level.

In addition to light, each courtyard will also be used for passive ventilation and vertical connection. The stairs will be celebrated to encourage their use over elevators and to facilitate interaction for multi-floor tenants.

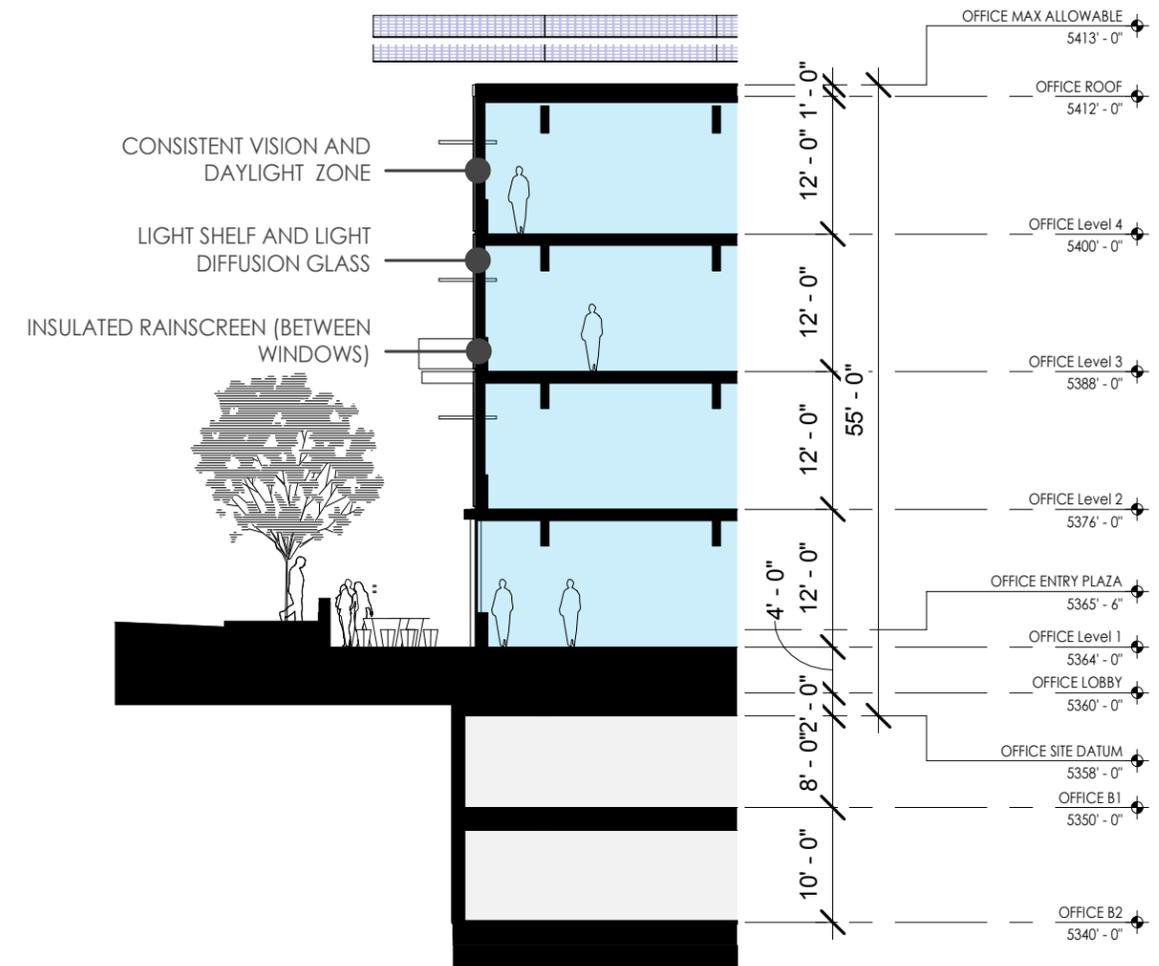




WEST WALL ASSEMBLY



SOUTH WALL ASSEMBLY



CONCEPT WALL SECTION

1/16" = 1'-0"

WALL SYSTEMS:

Beginning right at the concept stage, the window to wall ratio and the visible light transmittance of the high performance exterior walls is being considered. Additionally, the light shelves, thermal mass, and translucent glazing to achieve deep diffuse light will be calibrated at each exposure.







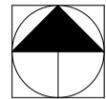
OFFICE NORTH ELEVATION

1" = 30'-0"



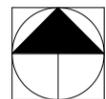
OFFICE EAST ELEVATION

1" = 30'-0"



OFFICE SOUTH ELEVATION

1" = 30'-0"



OFFICE WEST ELEVATION

1" = 30'-0"



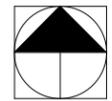
HOTEL NORTH ELEVATION

1" = 30'-0"



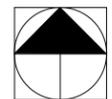
HOTEL WEST ELEVATION

1" = 30'-0"



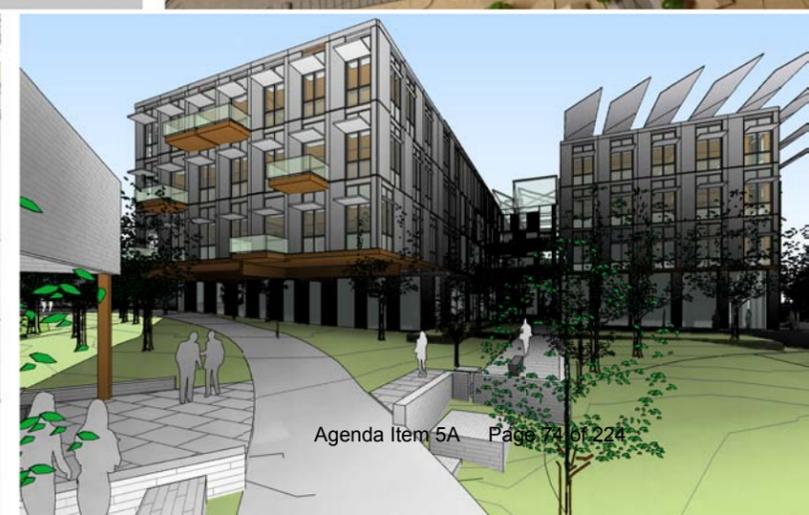
HOTEL SOUTH ELEVATION

1" = 30'-0"



HOTEL EAST ELEVATION

1" = 30'-0"





DEVELOPER: CIRCLE D COMPANIES

CONTACT:

Bruce Dierking
(303) 447-0450



ARCHITECTURE: SHEARS ADKINS + ROCKMORE

CONTACTS:

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DEVELOPER: LOFTUS DEVELOPEMENTS

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FLOOD CONSULTANT: Alan Taylor Consulting

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CITY OF BOULDER
Community Planning & Sustainability

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CITY OF BOULDER
LAND USE REVIEW RESULTS AND COMMENTS

DATE OF COMMENTS: **November 22, 2013**
 CASE MANAGER: **Chandler Van Schaack**
 PROJECT NAME: **BASELINE ZERO**
 LOCATION: **2700 BASELINE RD**
 COORDINATES: **S01W04**
 REVIEW TYPE: **Concept Plan Review & Comment**
 REVIEW NUMBER: **LUR2013-00058**
 APPLICANT: **Bruce Dierking**

DESCRIPTION: **Proposed development of 180,000 sq. ft. 4-story office building with 2 levels of below grade parking, and a 70,000 sq. ft. 100-key hotel with 2 levels of below grade parking.**

REQUESTED VARIATIONS FROM THE LAND USE REGULATIONS:

- **48% Parking Reduction to allow for 375 parking spaces where 720 are required**
- **Height Modification to allow for a 54-foot tall office building and 45-foot tall hotel building where 35 feet is the maximum height allowed by the zone district**
- **Modifications to the front yard setbacks to allow for rooftop solar panels to extend to less than 20 feet from the property line**

I. REVIEW FINDINGS

Overall, the redevelopment opportunity of the subject site is exciting and staff acknowledges the applicant's commitment to sustainability and innovative site and building design. As with all conceptual proposals, there are a few elements of the current proposal that require modifications for the project to fully meet the intent of the Site Review criteria. In addition, staff encourages the applicant to work with the nearby residents prior to submitting a Site Review application in order to address any potential concerns early in the process. While this proposal represents an outstanding first step, especially in terms of green building innovation and environmental remediation, at the time of Site Review submittal, the applicant should give special consideration to how the project can achieve more compatibility with the surrounding area. Staff encourages the applicant to be creative in their travel demand management techniques, to consider the possibility of incorporating additional retail/service uses that might better serve the nearby residential neighborhood, and to consider ways that the site and buildings can enhance the transition between the higher intensity uses to the west and the nearby residential neighborhood to the south and east.

II. CITY REQUIREMENTS

Access/Circulation David Thompson, 303-441-4417

1. The proposal to vacate the Moorhead Avenue Frontage Road right-of-way needs to include a justification on why the vacation is necessary and how access to the CDOT right-of-way and existing residential driveway will be maintained.
2. Additional public access and drainage easements need to be dedicated to the City in order to accommodate the proposed Moorhead Avenue underpass as shown in the Transportation Master Plan (TMP) and described the attached CEAP for Skunk Creek. The alignment and width of the easement will need to be shown at time of site review.
3. At time of Site Review a Traffic Impact Study is required since the project's trip generation is shown to exceed the nonresidential threshold of 100 vehicles during the peak hour, as described in Section 2.02 of the City of Boulder *Design and Construction Standards (DCS)*. Staff is concerned with the methodology used to determine the "net-added trips" with the proposed development because pass-by trips were not included and traffic generation data from sources other than the ITE Trip Generation Manual was used for the liquor store. The transportation consultant

preparing the Traffic Impact Study should contact David Thompson (303-441-4417) to discuss the study parameters prior to initiating the study.

4. Per Section 2.03(K) of the *DCS*, a Trip Distribution/Assignment letter needs to be submitted and approved by Staff prior to starting work on the Traffic Impact Study.
5. At the time of Site Review, a Transportation Demand Management (TDM) plan consistent with section 2.03(I) of the *DCS* and section 9-2-14(h)(2)(D)(iv) and (v) of the Boulder Revised Code is required to be submitted which outlines strategies to mitigate traffic impacts created by the proposed development and implementable measures for promoting alternate modes of travel.
6. As shown in the TMP and per to Section 9-9-8(g)(2) of the *Boulder Revised Code, 1981 (BRC)*, and Technical Drawing 2.61.A of the *DCS*, the applicant will be responsible for constructing the following right-of-way improvements on the west side of 27th Way:
 - a. Reconstruction of the raised center median between Moorhead Ave and Baseline Rd (if warranted) by the Traffic Impact Study
 - b. 5-foot wide bike lane beyond the existing adjacent 11-foot travel lane
 - c. 2-foot wide curb-and-gutter
 - d. 8-foot landscape strip
 - e. 8-foot detached sidewalk
 - f. Additional one-foot of right-of-way or public access easement beyond the back of walk

At time of Site Review the plans need to show the existing 27th Way infrastructure and right-of-way along with the required infrastructure improvements and right-of-way and/or public access easement to be dedicated.

7. The removal of the existing curb cut on 27th Way needs to be included with the removal of the existing deceleration lane which currently serves the site.
8. Per Section 9-9-8(g)(2) of the *BRC*, the applicant will be responsible for constructing the following right-of-way improvements on Moorhead Avenue:
 - a. Reconstruction of the existing raised median on Moorhead Avenue
 - b. Construction of left-turn lanes (if warranted) by the Traffic Impact Study
 - c. Upgrading the existing transit stop to include a concrete pad, bench and bike rack
 - d. 8-foot landscape strip
 - e. 5-foot detached sidewalk
 - f. Additional one-foot of right-of-way or public access easement beyond the back of walk

At time of Site Review the plans need to show the existing Moorhead Avenue infrastructure and right-of-way along with the required infrastructure improvements and right-of-way and/or public access easement to be dedicated.

9. At time of Site Review the plans need to show the extension of the five foot detached sidewalk across the curb cuts serving the office building, the area between the curb cuts, and the connection south to the proposed multi-use path.
10. Per Table 2-12 of Section 2.08(D) of the *DCS*, the proposed multi-use path needs to be 12-feet wide within a 14-foot wide public access easement and should not encroach under the roof of the proposed office building.
11. Lighting needs to be provided where the existing and proposed multi-use paths intersect and where the path approaches the existing underpass.
12. The existing marked cross-walk across Moorhead Avenue at the 27th Way intersection needs to be shown on the future submittals.
13. The proposed marked pedestrian crossing on Moorhead Avenue east of 27th Way needs to be removed unless the crossing is warranted as described in the City of Boulder Pedestrian Crossing Treatment Installation Guidelines.
14. The proposed relocated pedestrian crossing / raised median on Moorhead Avenue needs to be designed to the same design standards as the existing raised median / pedestrian crossing.

15. Per Section 2.04(I)(1) of the *DCS*, all curb cuts need to be designed as driveway ramps as shown in the technical drawings of the *DCS*. At time of Site Review, driveway ramps for the curb cuts with the 5-foot sidewalk adjacent to the driveway ramp need to be shown.
16. A Special Use Permit must be approved by CDOT for removal of the US-36 frontage road. Additionally, a CDOT Landscaping Permit is required prior to starting the work.
17. The applicant may consider an alternative design that reduces or preferably eliminates the need for additional curb cuts off Moorhead Ave. Staff understands the value and function of a pick-up / porte-cochere for the site; however, the additional curb cuts will significantly impact on-street parking and add additional points of conflict between turning vehicles, on-street cyclists and pedestrians. There may be opportunities to incorporate the porte-cochere for the hotel into the proposed service road further to the east. Staff is happy to work with the applicant to determine what alternatives exist.

Building Design Chandler Van Schaack, Case Manager

1. Technically the 28th Street corridor adjacent to the site is not a true gateway or entryway, as it is not referenced as such in the Comprehensive Plan; however, because the site sits adjacent to one of the main arterials into Boulder and near a transition point on Highway 36 where the roadway turns northward to become 28th Street, there is a perception that this area of the 28th Street corridor is a “gateway” or “entry” into the city. As such, the applicant should continue to focus on building and site design techniques which will establish a sense of entry and arrival to the City by creating a defined urban edge, while enhancing the community's unique sense of place and preserving/enhancing the existing viewshed to the Flatirons to the west. As shown in the street level photo below in Figure 1, the proposed 45’ hotel and 54’ office building are not atypical for the immediate area, and as is evident, the site is backdropped on the south and west by similarly tall structures that include the 45-foot tall Brookside Apartments to the south and the 53-foot tall Creekside Apartments across 27th Way to the West. As the project plans progress, it will be important to provide images to adequately assess the massing and scale in the context through visual simulations to evaluate the fit of the building design and intensity into the context.



Figure 1: Context Map

2. Criteria (i) and (ii) under section 9-2-14(h)(2)(F), “Building Design, Livability, and Relationship to the Existing or Proposed Surrounding Area,” require that the height of the buildings be in general proportion to existing buildings in the immediate area, and that the height, mass, scale, orientation and architecture are compatible with the existing

character of the area. While the proposed buildings are appropriate in the context of the apartment buildings mentioned above, the applicant should also strive to make the project provide a transition between the taller buildings to the south and west and the residential neighborhood to the southeast. While there are bound to be differences in scale and architecture between buildings in low-density residential versus commercial zone districts, under the current concept plan the east side of the hotel where the property borders the RL-1 zone does not provide much in the way of a transition from the larger commercial building to the west to the single-story ranch homes to the east. In order to make the project more consistent with the Site Review criteria and more compatible with the context of the area, the applicant should consider a more graduated appearance of the east side of the hotel building such that the massing steps down to meet the scale of these adjacent uses. Further exploration of this approach can occur as project plans move forward

3. While staff understands that the architectural renderings are preliminary, the elevations for both the hotel and office along Moorhead are currently somewhat monolithic at the street level. At time of Site Review submittal, the applicant should give special consideration to the treatment of the building facades along Moorhead and 27th Way in terms of how they are designed to “a human scale and promote a safe and vibrant pedestrian experience” as required by section 9-2-14(h)(2)(F)(v), B.R.C. 1981. At the time of Site Review, the applicant should provide sketches or modeling of how the buildings will read at the street level.
4. Additional information is needed regarding the use of the paved plaza on the south side of the office building. To the extent possible, the applicant should minimize the amount of paved area in front of the office and should try to maximize the amount and quality of landscaping and gathering areas. Also, to the extent possible, the applicant may explore ways of removing the service and loading area from the south side of the building, and further separating automobile traffic from bicycle/ pedestrian traffic, as required by subsections (D), “Circulation,” and (E) “Parking,” of section 9-2-14(h)(2), B.R.C. 1981. It appears that the “traffic calming” referred to in the application is at this point mainly provided by bollards; staff would encourage the applicant to explore other means of traffic calming such as additional landscaping.
5. Additional detail will be needed regarding the proposed corridor between the north and south wings of the office building. Treatment of the corridor space should be given special consideration so as to ensure that it provides functional and attractive open space for building users. It would also be preferable, in terms of providing a relief from density as required in the “Open Space” section of the Site Review criteria, if at least one floor of the proposed building connection across the corridor was completely open so as to provide a view from either side through the building.
6. Please note that at the time of Site Review submittal, additional information will be required regarding the proposed building materials to ensure consistency with the Site Review criteria requiring the use of authentic, high quality materials. The timber framing proposed in this plan is an outstanding example of the high quality materials encouraged by the Site Review criteria.

Flood Control Scott Kuhna, 303-441-4071

1. In accordance with Section 9-3-4, B.R.C., the applicant will need to demonstrate that any obstructions within the flood conveyance zone will not cause a rise in the 100-year flood water elevation. This would include any grading, buildings, bridges, etc. located within the conveyance zone.
2. The applicant will be required to receive approval of a Conditional Letter of Map Revision (CLOMR) through the Federal Emergency Management Agency (FEMA) prior to issuance of permits to complete any proposed drainageway improvements. Upon completion of the drainageway modifications the applicant must receive an approved Letter of Map Revision (LOMR) from FEMA. Building permits which are dependent upon the mapping change may not be issued until the LOMR becomes effective.
3. It should be noted that the city’s Critical Facilities Ordinance was approved on September 17, 2013 and will become effective on March 1, 2014 (See comment #4 below).
4. A floodplain development permit will be required for all development within the 100-year floodplain. The floodplain development permit shall contain certified drawings demonstrating:
 - a. Any new mixed-use structure will be floodproofed or the lowest floor elevated, including the basement, of the entire structure and all residential and lodging units within the structure will be elevated to or above the flood protection elevation (two feet above the 100-year flood).

- b. Any new nonresidential structure will have all lodging units within the structure elevated to or above the flood protection elevation and be floodproofed in a manner requiring no human intervention or have the lowest floor elevated, including the basement, to or above the flood protection elevation.
- c. The proposed buildings will have structural components capable of resisting projected hydrostatic and hydrodynamic loads and the effects of buoyancy, and be constructed with materials resistant to flood damage.
- d. Any proposed structures or obstructions in the floodplain, including trash enclosures and raised planters, will be properly anchored to prevent flotation, collapse, or lateral movement and be capable of resisting hydrostatic and hydrodynamic loads.
- e. The buildings will be constructed with electrical, heating, ventilation, plumbing, air conditioning equipment, and other service facilities that are designed and located (by elevating or floodproofing) so as to prevent water from entering or accumulating within the components during conditions of flooding.

Fees

Because revisions or corrections are not required for this application, based on 2013 development review fees, hourly billing will not be applicable unless another application is required or the applicant revises the current proposal.

Groundwater Scott Kuhna, 303-441-4071

While the proposed development site is not known to have high groundwater levels, groundwater is a concern in many areas of the city of Boulder. Please be advised that if it is encountered at this site, an underdrain/dewatering system may be required to reduce groundwater infiltration, and information pertaining to the quality of the groundwater encountered on the site will be required to determine if treatment is necessary prior to discharge from the site. City and/or State permits are required for the discharge of any groundwater to the public storm sewer system.

Land Uses Chandler Van Schaack, Case Manager

1. Additional information regarding the proposed "extended stay" hotel use will be required at time of Site Review submittal. Per section 9-16, "Definitions," B.R.C. 1981,

"Hotel/motel" means an establishment that offers temporary lodging in rooms, for less than one month, and may include a restaurant, meeting rooms, and accessory uses and services, including, without limitation, newsstands, gift shops, and similar incidental uses conducted entirely within the principal building but excludes a "bed and breakfast," as defined in this section.

In addition, the proposal to include kitchens in the suites raises the concern that the suites may meet the definition of dwelling unit, which is listed in section 1-2 of the B.R.C. as *"one room or rooms connected together for residential occupancy and including bathroom and kitchen facilities."*

The applicant should be aware that they may be required to sign a Declaration of Use as a condition of Site Review approval that would limit the number of days hotel customers would be allowed to stay and may include other measures to ensure that the use continues to function as a hotel rather than attached dwelling units.

2. While the proposed office and hotel uses are allowed by-right in the zoning district, the purpose of the BC-2 zone as defined in the B.R.C. is to foster *"Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate."* Several neighbors have indicated to staff that they are concerned about the loss of the existing "neighborhood service"-type uses, and would prefer to see at least a portion of the development remain as neighborhood-oriented service or retail uses. Staff encourages the applicant to consider ways to add such uses to the proposal or to modify the proposed uses (i.e., the hotel restaurant and office café) to serve both the users of the development as well as the general public.

Landscaping Elizabeth Lokocz, 303-441-3138

The overall goals described in the application are very consistent with all Site Review criteria. Careful and early consideration should be given to the following specific areas to facilitate a positive outcome:

1. Although there are many undesirable and invasive species along the Creek, there are a number of existing trees that appear to be in excellent condition. Their preservation could greatly enhance the overall project and help transition to the surrounding context. The required tree inventory may be helpful early in the design development process to guide open space locations. A number of the trees are public and require City Forester approval and mitigation for removal.
2. Continue to develop vegetated roof options that compliment rooftop solar collection. Evaluate any recent local applications with particular attention to the depth of growing medium and resulting irrigation demands. Local green

roof installers have observed the need for added depth (8-12 inches where 4-6 might typically be specified) to reach optimum results.

3. The overall water quality of the site is very likely to improve with the decrease in impervious surfaces. Consider incorporating some subtle landform to provide additional water quality opportunities while complimenting the outdoor spaces.

Neighborhood Comments Chandler Van Schaack, Case Manager

Staff has received numerous concerns from neighboring residents regarding the Concept Plan proposal, which have all been forwarded to the applicant at this time. The most common concerns relate to the potential parking and traffic impacts of the proposed uses on the surrounding area, the height and scale of the proposed buildings in relation to the residential neighborhood to the east, loss of bicycle/pedestrian connectivity across the site and the absence of neighborhood service and/or retail uses from the proposal. Staff recommends reviewing the comments in detail prior to the neighborhood meeting scheduled for 5:00 p.m. on December 10, and working with the neighbors to address their concerns prior to submitting for Site Review.

Review Process Chandler Van Schaack, Case Manager

1. The applicant indicates in the plan set that the right-of-way to the southeast of the site is to be vacated; however, it is staff's understanding that the adjacent single-family home currently takes access from said street. It is unclear how the applicant intends to vacate the right-of-way or whether it will be feasible. Applications to vacate a portion of Right-of-Way are reviewed per the criteria set forth in [section 8-6-9, B.R.C. 1981](#), and require approval of an ordinance by City Council. Please contact staff to discuss the vacation process in further detail.
2. Per section 9-2-14(b)(1), B.R.C. 1981, Concept Plan and Site Review are required for projects located in the BC-2 zone district that are over 2 acres in size or include over 25,000 square feet of floor area. Therefore, development of the 3- acre site requires both a Concept Plan and Site Review. Per section 9-2-13(b), B.R.C. 1981, an applicant for a development that exceeds the "Site Review Required" thresholds shall complete the concept review process prior to submitting an application for site review.

Once the Planning Board has reviewed a Concept Plan application and provided comments at a public hearing as required by section 9-2-13(f), B.R.C. 1981, a Site Review will be required. The Site Review application form can be found online at: <http://www.bouldercolorado.gov/www/publications/forms/208.pdf>. Please note that a request for a Height Modification to allow for the proposed buildings to exceed the 35' height limitation will require Planning Board approval at a public hearing.

Applications for Site Review are submitted to the Planning and Development Services Center and are reviewed through the Land Use Review process. This review process takes approximately three to four months to complete. Site Review approvals are valid for three years, after which they expire if they have not been implemented.

Site Design Chandler Van Schaack, Case Manager

Staff has concerns regarding the proposed multi-use path configuration across the site from the intersection of 27th Way and Baseline to Moorhead. The current CDOT right-of-way that runs along the north side of the project site is frequently used by bicyclists and pedestrians travelling between Moorhead and Baseline in order to avoid vehicular traffic at the intersection of Moorhead and 27th Way. Many neighbors have expressed the desire to maintain the existing degree of connectivity and safety across the site. While the current proposal is consistent with the Transportation Master Plan, given the neighborhood concerns as well as the high quality of the open space behind the hotel, staff strongly encourages the applicant to explore ways of maintaining the existing degree of connectivity across the site in some form, whether it be a private or public path. Please see the figures below for a conceptual idea as to how this may be accomplished. The applicant should contact Transportation staff as the project design progresses so that they can evaluate any proposed connections for consistency with the city's transportation policies.



Figure 2: Existing bike/ ped connection across site

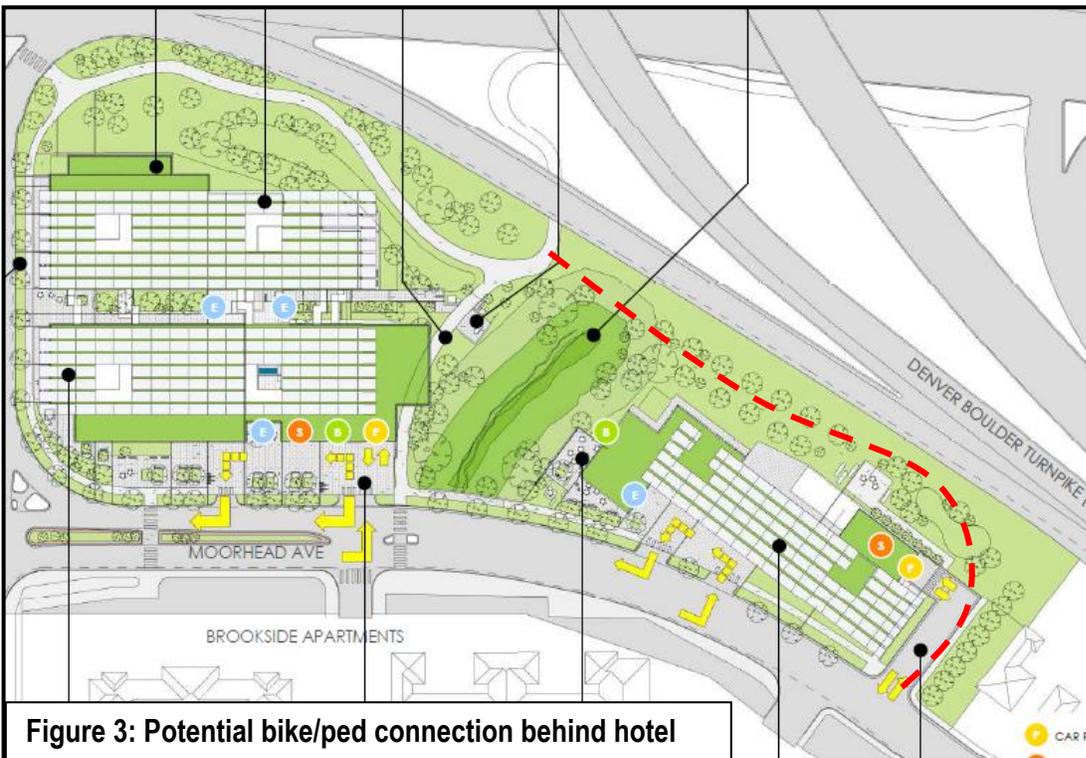


Figure 3: Potential bike/ped connection behind hotel

Utilities, Scott Kuhna, 303-441-4071

1. A water system distribution analysis will be required at time of Site Review in order to assess the impacts and service demands of the proposed development. Conformance with the city's *Treated Water Master Plan, October 2011* is necessary.
2. A collection system analysis will be required at time of Site Review to determine any system impacts based on the proposed demands of the development. The analysis will need to show conformance with the city's *Wastewater Collection System Master Plan, March 2009*.

Wetlands Scott Kuhna, 303-441-4071

1. Where improvements are proposed within a delineated wetland or wetland buffer area, as defined under the City's streams, wetlands and water body protection ordinance, the applicant shall satisfy and comply with all applicable regulations and requirements as set forth in Section 9-3-9, "Streams, Wetlands, and Water Body Protection," B.R.C. 1981, including any necessary identification, analyses, avoidance and mitigation measures, and improvements needed to address wetlands protection requirements. A draft of the required wetland permit application should be included with the site review application.
2. Best management practices shall be applied to all phases of the project and shall conform to the requirements of the "City of Boulder Wetlands Protection Program: Best Management Practices" adopted July, 1995; and "City of Boulder Wetlands Protection Program: Best Management Practices - Revegetation Rules" adopted July, 1998.

III. INFORMATIONAL COMMENTS

Access/Circulation David Thompson, 303-441-4417

1. The applicant is encouraged to construct a wider sidewalk along Moorhead Avenue between the office building and the Hotel to support the anticipated pedestrian circulation between the hotel and office building.
2. The applicant is encouraged to contact B-cycle to discuss the benefits of installing a B-cycle station on the site which would contribute to reducing daily trips.
3. Staff is currently evaluating the feasibility of creating a regional bus line route along 27th Way with a transit stop located on 27th Way between Moorehead Avenue and Baseline Road which should be considered in the layout of the office building.

Drainage, Scott Kuhna, 303-441-4071

1. Storm water runoff and water quality treatment are issues that must be addressed during the Site Review Process. A Preliminary Storm Water Report and Plan in accordance with the City of Boulder *Design and Construction Standards (DCS)* is required at time of Site Review application. The required report and plan must also address the following issues:
 - Water quality for surface runoff using "Best Management Practices"
 - Minimize Directly Connected Impervious Areas (MDCIA)
 - Water Quality Capture Volume (WQCV)
 - Storm sewer construction
 - Groundwater discharge
 - Erosion control during construction activities
2. Discharge of groundwater to the public storm sewer system or Skunk Creek may be necessary to accommodate construction and operation of the proposed development. City and/or State permits will be required for this discharge. The applicant is advised to contact the City of Boulder Storm Water Quality Office at 303-413-7350 regarding permit requirements. All applicable permits must be in place prior to building permit application. Additionally, special design considerations for the properties to handle groundwater discharge as part of the development may be necessary.
3. A construction storm water discharge permit is required from the State of Colorado for projects disturbing greater than 1 acre. The applicant is advised to contact the Colorado Department of Public Health and Environment.

Utilities, Scott Kuhna, 303-441-4071

1. On-site and off-site water main and wastewater main construction per the City of Boulder *Design and Construction Standards (DCS)* as necessary to serve the development will be required. All proposed public utilities for this project shall be designed in accordance with the *DCS*. A Utility Report per Sections 5.02 and 6.02 of the *DCS* will be required at time of Site Review to establish the impacts of this project on the City of Boulder utility systems.
2. The applicant is notified that, though the city allows Xcel and Qwest to install their utilities in the public right-of-way, they generally require them to be located in easements on private property.
3. The applicant is advised that any proposed street trees along the property frontage may conflict with existing or proposed utilities, including without limitation: water, wastewater, storm drainage, flood control, gas, electric, telecommunications, drainageways, and irrigation ditches, within and adjacent to the development site. It is the applicant's responsibility to resolve such conflicts with appropriate methods conforming to the Boulder Revised Code 1981, the City of Boulder *Design and Construction Standards*, and any private/franchise utility specifications.

4. Fire hydrants will need to be installed to meet the coverage requirements outlined in Section 5.10 of the DCS. Per the standards, no portion of any building shall be over 175 feet of fire access distance from the nearest hydrant. Fire access distance is measured along public or private (fire accessible) roadways or fire lanes, as would be traveled by motorized fire equipment. All fire hydrants and public water lines will need to be located within public utility easements.
5. The landscape irrigation system requires a separate water service and meter. A separate water Plant Investment Fee must also be paid at time of building permit. Service, meter and tap sizes will be required at time of building permit submittal.

IV. NEXT STEPS

A Planning Board hearing for this Concept Plan review is scheduled for January 16th, 2014.

V. CITY CODE CRITERIA CHECKLIST

Please see attached checklist.

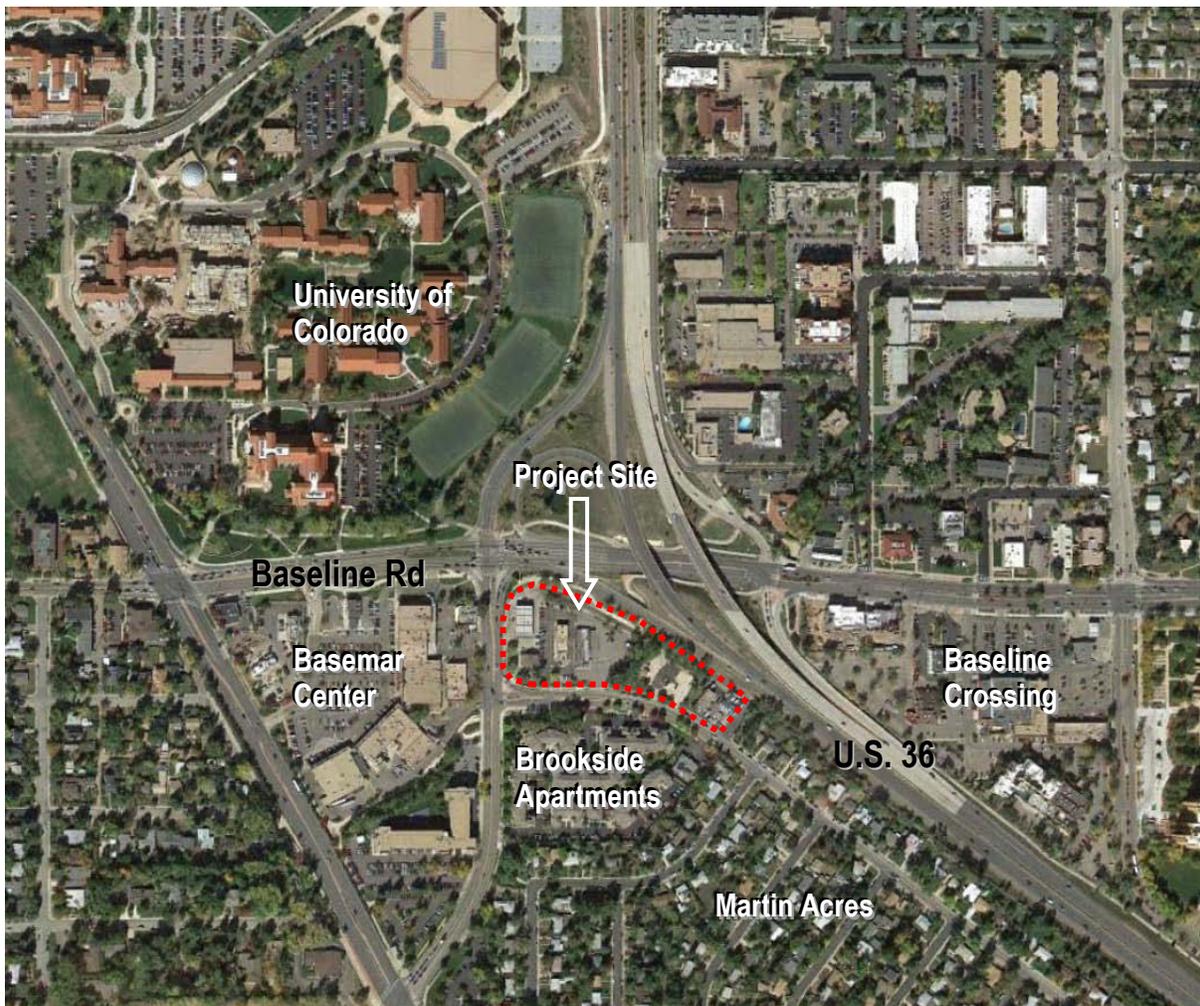
CONCEPT PLAN REVIEW AND COMMENT
Section 9-2-13

Concept Plan Review Criteria for Planning Section 9-2-13(e)

The following guidelines will be used to guide the Planning Board's discussion regarding the proposal. It is anticipated that issues other than those listed in this section will be identified as part of the concept plan review and comment process. The Planning Board may consider the following guidelines when providing comments on a concept plan.

- (1) **Characteristics of the site and surrounding areas, including, without limitation, its location, surrounding neighborhoods, development and architecture, any known natural features of the site including, without limitation, mature trees, watercourses, hills, depressions, steep slopes and prominent views to and from the site;**

Located at the northwest corner of the intersection of U.S. 36 and Baseline Rd., the three acre site is readily visible. It is surrounded by the Martin Acres residential neighborhood to the southeast, high density residential housing and the Basemar commercial shopping center to the south and west, and the University of Colorado main campus to the north. The site also sits adjacent to one of the main arterials into Boulder and near a transition point on Highway 36 where the roadway turns northward to become 28th Street. Because of this transition, there is a perception that this area of the 28th Street corridor is a "gateway" or "entry" into the city. There are broad views of the Flatirons from U.S. 36 looking west across the site. The architectural



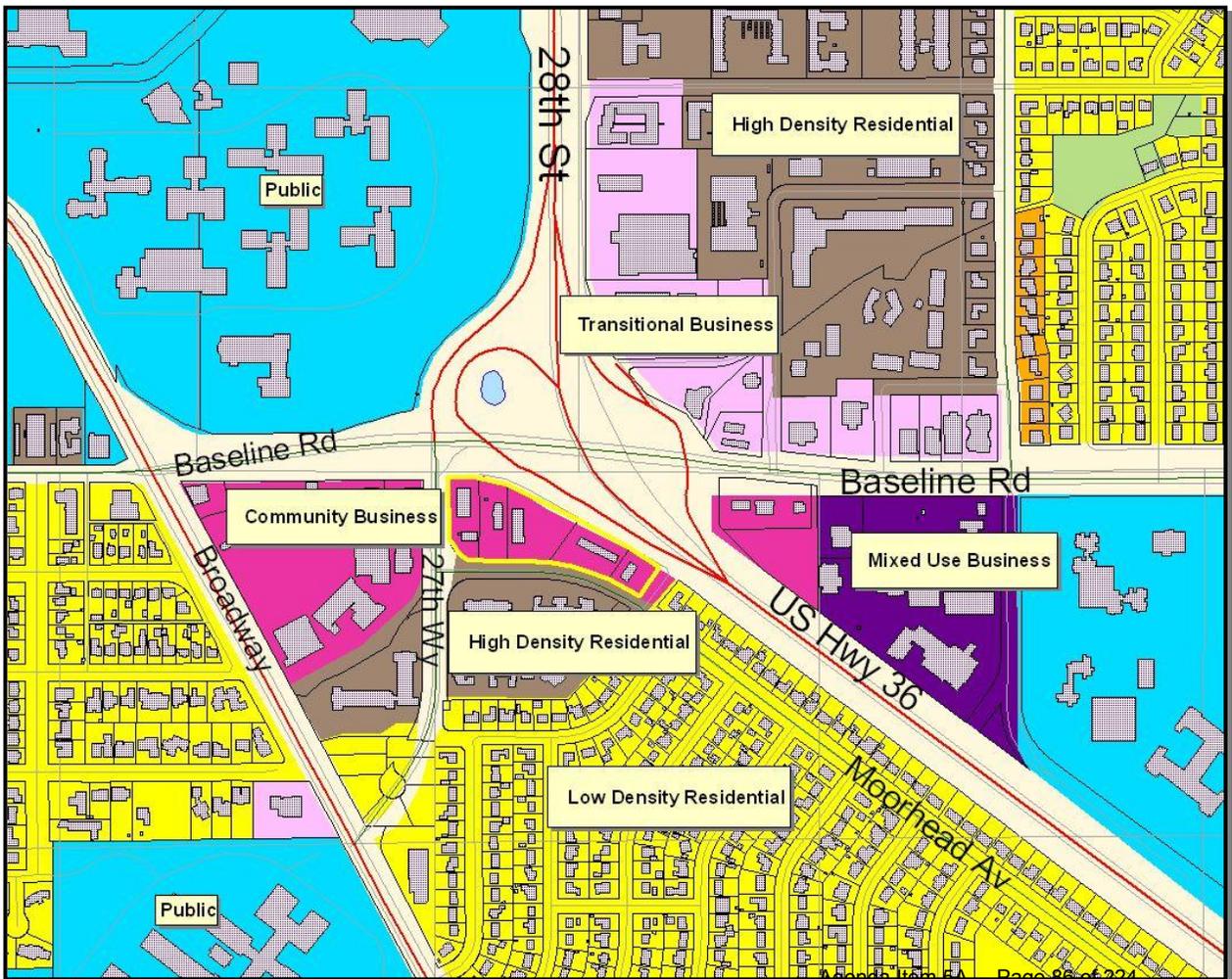
character of the surrounding area is varied and eclectic, with large apartment buildings built in the 1970's adjacent to the site, a variety of retail and service uses with no real architectural unity to the west, and to the southeast the Martin Acres neighborhood which exemplifies the suburban single family ranch-style architecture popular in the post-WWII era.

- (2) **Community policy considerations including, without limitation, the review process and likely conformity of the proposed development with the Boulder Valley Comprehensive Plan and other ordinances, goals, policies, and plans, including, without limitation, sub-community and sub-area plans;**

Land Use Designation: The Site Review criteria of the land use code section 9-2-14(h), B.R.C. 1981, will be used to evaluate a project and to make findings for any future Site Review approval. Among the findings that must be made is a project's consistency with the Boulder Valley Comprehensive Plan policies and Land Use designation. The BVCP land use designation for the site is Community Business, defined as follows:

"A Community Business area is the focal point for commercial activity serving a subcommunity or a collection of neighborhoods. These are designated to serve the daily convenience shopping and service needs of the local populations and are generally less than 150,000 to 200,000 square feet in area. Offices within the Community Business areas should be offices designated specifically for residents of the subcommunity. Where feasible, multiple uses will be encouraged within these centers."

The proposed project would utilize three acres of land zoned for community business uses for a 180,000 s.f. office building and 100-key hotel, both of which are allowed uses under the zoning regulations. As greater detail is provided in the Site Review application, additional policies will be used to evaluate the project.



The BVCP policies with which the current Concept Plan proposal is consistent include:

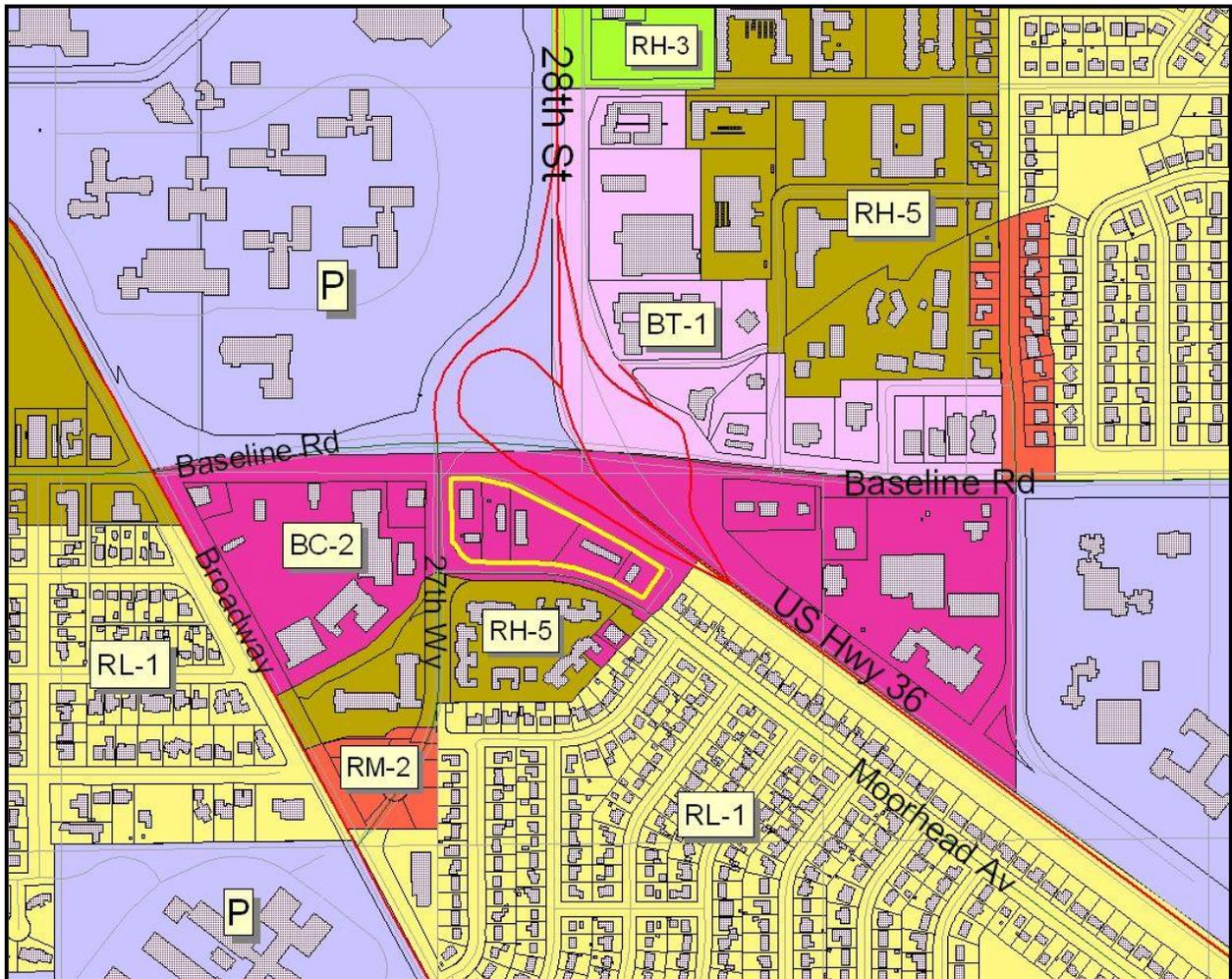
- 2.03 Compact Development Pattern
- 2.17 Variety of Activity Centers
- 2.20 Boulder Creek, Tributaries and Ditches as Important Urban Design Features
- 2.33 Environmentally Sensitive Urban Design
- 2.37 Enhanced Design for Private Sector Projects
- 3.06 Wetland and Riparian Protection
- 4.05 Energy-Efficient Building Design
- 5.03 Diverse Mix of Uses and Business Types

BVCP Policies which should be given special consideration as the project moves forward in order to ensure consistency include:

- 2.05 Design of Community Edges and Entryways
- 2.13 Protection of Residential Neighborhoods Adjacent to Non-residential Zones
- 2.30 Sensitive Infill and Redevelopment
- 2.32 Physical Design for People
- 6.08 Transportation Impact

Zoning. The site is zoned BC-2, where office and hotel uses are allowed by-right. The defined intent for BC-2 zoning from section 9-5-2, B.R.C. 1981 is as follows:

“Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate.”



There is no FAR maximum defined within the BC-2 zoning district. Intensity for nonresidential projects within the BC-2 zoning district is based on the provision of 10 – 20% of the total lot area as usable open space, along with application of height and setback standards, along with application of the site review criteria, when requesting a modification to the standards.

(3) Applicable criteria, review procedures, and submission requirements for a site review;

Because the three acre site exceeds the one acre minimum threshold for mandatory Concept Plan and Site Review, the applicant is required to complete a Site Review application process for the proposed project and must demonstrate compliance with all Site Review criteria found in Section 9-2-14(h), B.R.C., 1981. In particular, with the gateway context, the criteria related to building design, livability, and relationship to the existing or proposed surrounding area and open space will be important. The request for a 50% percent parking reduction will be evaluated for compliance with the criteria found within section 9-2-14(h)(2)(K), B.R.C. 1981.

All proposed modifications to the form and bulk standards must demonstrate improved design and be approved through Site Review. Per Section 9-2-14(g)(3),(4) Planning Board approval is required for the requested height modification and the proposed parking reduction.

(4) Permits that may need to be obtained and processes that may need to be completed prior to, concurrent with, or subsequent to site review approval;

Following Site Review approval, the applicant is required to submit an application for Technical Document (TEC doc) Review prior to application for building permit. The intent in the TEC doc review is to ensure that technical details are resolved such as drainage and transportation issues that may require supplemental analyses.

(5) Opportunities and constraints in relation to the transportation system, including, without limitation, access, linkage, signalization, signage, and circulation, existing transportation system capacity problems serving the requirements of the transportation master plan, possible trail links, and the possible need for a traffic or transportation study;

There are several opportunities and constraints related to the transportation system. The access to and circulation within the existing site are very poor, with numerous curb cuts and intra-site connections that make auto traffic to and from the site unpredictable and dangerous. The site is also bordered on the north by an unutilized piece of CDOT right-of-way which dead-ends at the existing gas station parking lot. While the CDOT right-of-way does not serve as a connection for automobiles, bicyclists and pedestrians utilize the road as an informal connector to the intersection of Baseline and 27th Way. The site is bordered on the south by Moorhead Ave., which is a residential collector street that passes through the Martin Acres neighborhood before connecting with Table Mesa to the south near the intersection of Table Mesa and U.S. 36.

The proposed project would improve access and circulation on the site by reducing the number of curb cuts on Moorhead and removing curb cuts from 27th Way. Due to the irregular shape of the site as well as the limited opportunities for access, the applicant should give special consideration to utilizing design techniques to minimize conflicts between vehicles and pedestrians. The applicant should also meet with staff prior to submitting for Site Review to discuss the feasibility of vacating the existing city right-of-way adjacent to the east side of the site. Because an existing home currently takes access from the right-of-way, vacation of that piece as shown in the concept plan may present a significant constraint. With regards to the CDOT right-of-way, while staff supports the provision of landscaping in that area, to the extent possible, the applicant should also strive to maintain the existing degree of bicycle/ pedestrian connectivity across the site.

(6) Environmental opportunities and constraints including, without limitation, the identification of wetlands, important view corridors, floodplains and other natural hazards, wildlife corridors, endangered and protected species and habitats, the need for further

biological inventories of the site and at what point in the process the information will be necessary;

The West Baseline project site is located along Skunk Creek, a major drainageway with a contributing basin area of approximately 2-square miles. Much of the project site is encumbered by designated flood hazard areas. The existing site, formerly contaminated, has already been remediated as part of this development but the land largely remains paved over and damaged. Runoff from the existing site is directed into Skunk Creek. Overall, the existing site is mostly impervious; soil and habitat conditions are extremely poor.

In light of the existing site conditions, the redevelopment of the site presents numerous environmental opportunities. The restoration of the riparian and wetland areas and the rehabilitation of the stream would have significant impacts beyond the site. The applicant is proposing to open up and widen the stream channel in order to reduce flood elevations, and to optimize the site layout to maintain, or improve upon floodplain circulation. The proposal also includes the implementation of distinct, appropriate habitat areas.

Regarding important view corridors there have been several comments from property owners in the nearby Martin Acres neighborhood. The concerns are about impact to views from the property. In this regard, the city's policies focus on sensitivity to public view corridors and minimizing the blocking of views from adjacent properties. Note BVCP Policy 2.42 states: *"Buildings and landscaped areas – not parking lots should present a well-designed face to the public realm, should not block access to sunlight and should be sensitive to important public view corridors."* While the intent in the BVCP is to protect public view corridors, the Site Review Criteria section 9-2-14(h)(2)(k)(iii) states: *"The orientation of buildings minimizes shadows on and blocking of views from adjacent properties."* At the time of Site Review, the applicant should provide an analysis to compare impacts from a by-right 35-foot building, built at the proposed setbacks to the proposed project to understand if the orientation of the buildings minimizes the blocking of views.

(7) Appropriate ranges of land uses;

As discussed above, the proposed uses are allowed by-right in the zoning district. The site is located in close proximity to the Basemar retail shopping center, the University of Colorado, and both high- and low-density residential development. Across U.S. 36 is another commercial development by the same investment group, as well as a mix of retail and residential uses. Overall, the proposed hotel and office uses both serve an "unmet market need" as determined by the applicant through several market studies and are consistent with the zoning designation; however, many of the neighboring property owners in Martin Acres have indicated that they do not feel the proposed uses are consistent with the intent of the site's land use and zoning designations. Several neighbors have expressed a desire for the project to include some kind of neighborhood service and/or retail component.

(8) The appropriateness of or necessity for housing.

Not applicable, as there is no residential component included with the proposal.

January 10, 2014

Martin Acres Neighborhood Association Working Group White Papers

INTRODUCTION

The Martin Acres Neighborhood Association (MANA) has been representing the residents of Martin Acres since 1977. Bounded by US Highway 36, Table Mesa Drive and Broadway, Martin Acres is a 1950's era subdivision in south Boulder, and Boulder's first subdivision. The neighborhood consists of about 1,350 single-family homes and 5 apartment complexes, including High Mar, the soon to be opened City of Boulder Senior Apartments. The northwestern portion of the neighborhood, known as Highland Park, borders directly on the southeastern portion of the proposed Baseline Zero project.

The charter of MANA calls for its members to **preserve the quality of life in the neighborhood**. When the MANA Steering Committee was informed of the Baseline Zero Concept Plan for this development, a vote was passed to form a Working Group to address any potential neighborhood concerns. After the public announcement of the Baseline Zero Proposal, much discussion ensued.

MANA then commissioned a neutrally-worded neighborhood survey in order to record residents' feelings about the proposed development – good, bad, or indifferent. We had only one week to commission the survey, distribute it, and get results prior to this writing. Results are coming in daily and we will provide future updates. However, here are the key findings from the nearly 100 survey responses through Jan. 9, 2014, the publication time of this document:

- 92% of respondents were concerned to some degree about traffic impact. 79% of overall respondents were “very concerned,” and another 10% were “significantly concerned.”
- 90% of respondents felt that buildings proposed in the developer's plans are “too high.”
- On the question of whether the scale of the development fits into the neighborhood, 75% of respondents replied, “not at all,” an additional 14% felt it “somewhat doesn't fit.” Only 2% felt it fits “very well.”
- Concerning the use of the space: 80% of respondents preferred that the development include retail.
- On the question of whether this development protects and enhances neighborhood character and livability, 75% of respondents replied “not at all.” Another 22% replied “possibly with changes.” Only 3% replied “very well in its current proposal.”
- On the question of the development providing half of its required parking spaces, 94% of respondents felt that “the parking will overflow into the neighborhood.” Only 6% replied, “It's okay, parking won't be a problem.”

These concerns were the basis for the following document offered by the Steering Committee of MANA, and prepared by individuals in the Working Group. Individual presentations you will see and hear provide detailed discussions of the following issues:

Traffic - There will be a large increase in traffic throughout the neighborhood, especially at the 27th Way and Moorhead intersection. This increase in both type and amount will cause many cars to seek cut through routes within the residential streets with significant impact on the existing neighborhood.

Height -The developer is asking for a height modification from an allowed height of 35' up to 55'. The resulting size has direct negative impacts on Martin Acres in terms of increased traffic, spill-over parking issues, and transition from development to neighborhood, to name just a few.

Zoning and Use - Although the Comprehensive Plan states that "... established neighborhoods will not be undermined by spillover impacts from adjacent regional or community business zones..." Baseline Zero, as currently proposed, will bring in regional traffic with major spill-over and no benefits to our neighborhood.

Hydrology - There are a number of potentially dangerous and serious water table and flood plain implications with this development.

Parking -The developer is asking for a 48% decrease in mandated parking, and is taking away 14 parking spaces along Moorhead, making an already difficult parking situation for residents even more troublesome.

Sustainability - We challenge the majority of the developer's claims as to the "green" and sustainable nature of his project.

MANA is not anti-development, and would welcome a BC-2 development comprised of retail and services that benefit the neighborhood that characterizes all other BC-2 areas in Boulder. We ask that the developer and the Planning Board take our concerns seriously. We hope that before the actual project is submitted, Martin Acres will become a partner in this project and can support a new plan that will actually help serve our neighborhood.

Baseline Zero Traffic Issues

The Boulder Valley Comprehensive Plan is clear on the impacts of new development on surrounding neighborhoods. In **Section 2.13, Protection of Residential Neighborhoods Adjacent to Non-residential Zones**, the plan states, "The city and county will take appropriate actions to ensure that the character and livability of established residential neighborhoods will not be undermined by spill-over impacts from adjacent regional or community business zones or by incremental expansion of business activities into residential areas." In **Section 6.08, Transportation Impact**, the plan states, "Traffic impacts from a proposed development that cause unacceptable community or environmental impacts or unacceptable reduction in level of service will be mitigated."

While it's true that any new development will create additional traffic on the surrounding road network, the intensity of use as proposed in the concept plan creates excessive traffic beyond what is reasonable for a BC-2 zone of this parcel size. More specifically, the height variance and the additional traffic generated by the office space resulting from the additional building height violate several principles of the Comprehensive Plan, two of which are listed above. Below are specific areas of concern.

Moorhead and 27th Way Intersection experiences regular back-ups.

Today during peak periods, the Moorhead approach to the 27th Way intersection regularly backs up along Moorhead. This is due to motorists having difficulty finding sufficient gaps in traffic on 27th Way to safely turn left, go straight, or go right. The proposed project will make this situation substantially worse. According to the *Initial Traffic Assessment* found in the Baseline Zero Concept Review Submission, there will be an *additional* 161 vehicles leaving the project in the PM peak hour –close to three each minute. (Note that this is after subtracting out the consultant-estimated 59 vehicles an hour that currently exit from the Liquor Store and Nick's Auto – about one every minute. If the actual trips from these two properties is less than 59 an hour, then the net traffic of the proposed development would be even higher than 161 an hour.) The Moorhead approach to this intersection simply cannot handle an additional three cars a minute and additional vehicle queuing will quickly ensue. This vehicle congestion will negatively impact all Martin Acres residents who use Moorhead as one of the primary access points to the surrounding arterial network.

Westbound Baseline turning left onto 27th Way experiences regular back-ups.

Ingress difficulties for Martin Acres residents would also be greatly increased. Currently, even without the development, Martin Acres residents driving west on Baseline, attempting to turn left (south) onto 27th Way, so as to get into Martin Acres, already have significant difficulty. At many points in the day, traffic overwhelms the left turn lights of Baseline onto 27th Way, causing residents to sit through as many as three cycles of the left turn light before being able to enter their neighborhood. While there are two left turn lanes here, Martin Acres residents can only use the left-most of the two left turn lanes, and this causes the current back-ups. But Baseline Zero workers would also only use the left-most left turn lane, also, effectively rendering this a one-lane quagmire, dumping dozens of cars onto a street (27th Way) that only has storage for six cars prior to the second left turn onto Moorhead. Currently, traffic on westbound Baseline approaching this intersection sometimes stretches back past the US 36 underpass, at which point this traffic is also stopped by the light there. Further complicating this complex traffic problem is that motorists who take the Baseline Rd. exit off westbound US 36, and turn left (west) onto Baseline, adding to the backup.

This development would add a large number of vehicles coming from westbound U.S. 36 (Baseline Zero

workers from Louisville to Denver) and also from westbound Baseline (workers from Lafayette, Erie). The left-most left turn lane off westbound Baseline onto 27th Way is already highly strained throughout much of the day, and this project in its current scale would push the intersection beyond the breaking point.

Additional synergistic effects from the High Mar development.

Also unknown is the impact that the recently approved High Mar development (across Moorhead from the High Mar Post Office) will have on the Moorhead and 27th Way intersection. According to High Mar Site Review documents, there will be an additional unknown number of vehicles in the PM peak hour entering the Moorhead and 27th Way intersection from this development.

Cut Through Traffic disrupts the neighborhood.

As the delay increases for the Moorhead and 27th Way intersection, incentives for drivers to avoid the intersection will also increase. Regular drivers to the project site, such as the office building employees, will find shortcut routes through the neighborhood to avoid the Moorhead and 27th Way intersection. More specifically, in the afternoon southbound traffic leaving the project will turn left (southeast) onto Moorhead. Drivers heading south on Broadway will then turn right onto S. 32nd Street and then right onto Dartmouth to access the traffic signal at Dartmouth and Broadway. Other drivers will continue down Moorhead to access the High Mar Post Office and Table Mesa, increasing the traffic at that intersection. The diagrams below show likely morning and afternoon neighborhood cut through traffic routes.

The proposed use of the property – office space – exacerbates the problem of cut through traffic for two reasons. First, these office commuters will have the same origin/destinations each day – from home to work and back – and will attempt to find the quickest route possible. The extra time it takes to research and attempt travel short cuts becomes warranted, especially if their existing route involves a troublesome intersection (e.g. Moorhead and 27th Way). If commuters can cut off 30 seconds to and from the office each day, they will. Second, office buildings tend to see traffic peaks at the same time the rest of the roadway network, namely 7am-9am in the morning and 4pm-6pm in the evening. The peak travel time – and thus peak congestion time – will further motivate commuters to search for alternative cut through routes.

Removal of 27th Way Access forces dangerous numbers of cars onto Moorhead

In general, the principle of removing curb cuts on arterial streets is a very good one, as it improves safety and comfort of non-motorized transportation and allows for buildings to front the street. As with any principle, however, context is important. The eastern side of 27th Way between Baseline and Moorhead sees very little bike and pedestrian traffic. Most destination paths of non-motorized traffic do not actually use this segment of road. Primary destination paths in the area are shown in the diagram below. This phenomenon is actually recognized by the city’s current transportation plan, which shows only a “Bike Way” on this segment and nothing on 27th Way between Moorhead and Broadway. In this particular instance, removing ingress and egress from 27th Way and forcing all of the traffic onto Moorhead creates an overall situation that is worse for cyclists and pedestrians. This would increase vehicle traffic on Moorhead, which serves as a primary conduit for bikes and pedestrians into and out of the surrounding neighborhood.

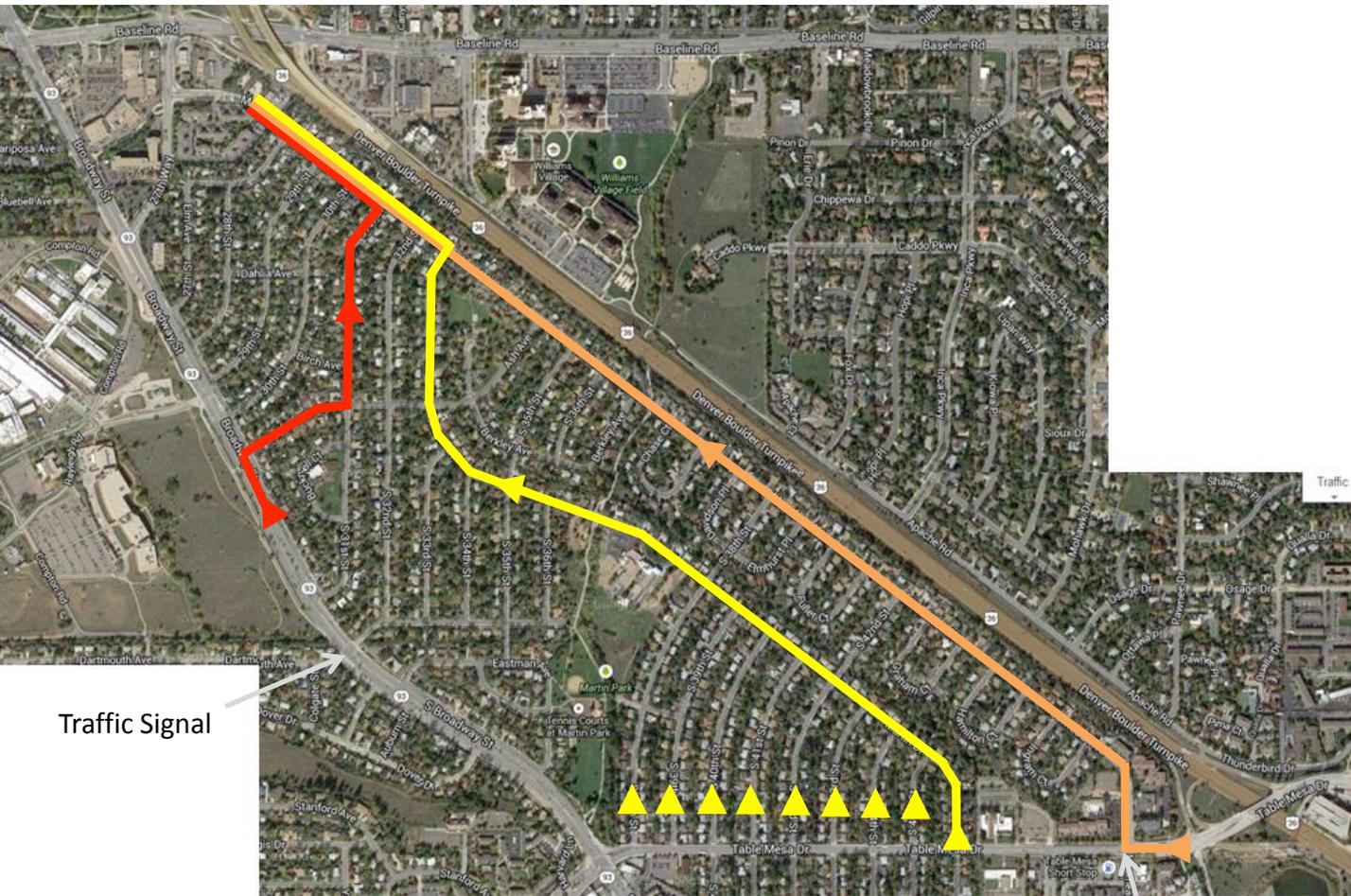
Instead, requiring the office building to have its sole access on 27th Way would improve the level of service of the Moorhead and 27th Way intersection by reducing the number of cars driving through the intersection. This would also decrease neighborhood cut through traffic significantly as PM peak drivers

leaving the office would be forced to turn right onto 27th Way, not given the option to turn left on Moorhead and subsequently through the neighborhood.

While we understand that Section 9-9-5 (c) (4) of the BRC states that property access is required to come from the lowest category street possible, due to the significant benefits just mentioned, we are requesting that Planning Board discuss granting a variance and instead *require* that all ingress and egress to the office building come from 27th Way. Moreover, the developer may have the legal right to maintain the existing right-in-right-out from 27th Way. The only legal access of Parcel A – as defined in the property survey filed with the Boulder County Surveyor – is 27th Way, thus making that the lowest category street.

As part of the discussion around making 27th Way the sole access to the office building, we are requesting that Planning Board consider motor vehicle access of the other BC-2 areas. We have done an evaluation of all six BC-2 zoning areas in the City of Boulder, namely, BaseMar, Table Mesa, Meadows, North Broadway, Arapahoe/ 55th and the 28th Street corridor. What is notable is the immediate proximity of these areas to minor and principle arterials. Every development three acres or larger within the BC-1 and BC-2 has a *minimum* of one ingress/ egress onto a minor arterial or principle arterial. This can be seen in the attached maps with 3+ acre parcels outlined in red and grey arrows showing ingress/ egress locations. There is no precedent set in the City for a development of the magnitude and intensity of Baseline Zero with the only motor vehicle access onto a collector.

In summary, we believe that this proposed development will undermine the character and livability of the surrounding neighborhood. Specifically the intensity of use, the type of use, and the poor site access will lead to unacceptable reduction in level of service of the Moorhead and 27th Way intersection and unacceptable community impact from cut through traffic.



Traffic Signal

Traffic Signal

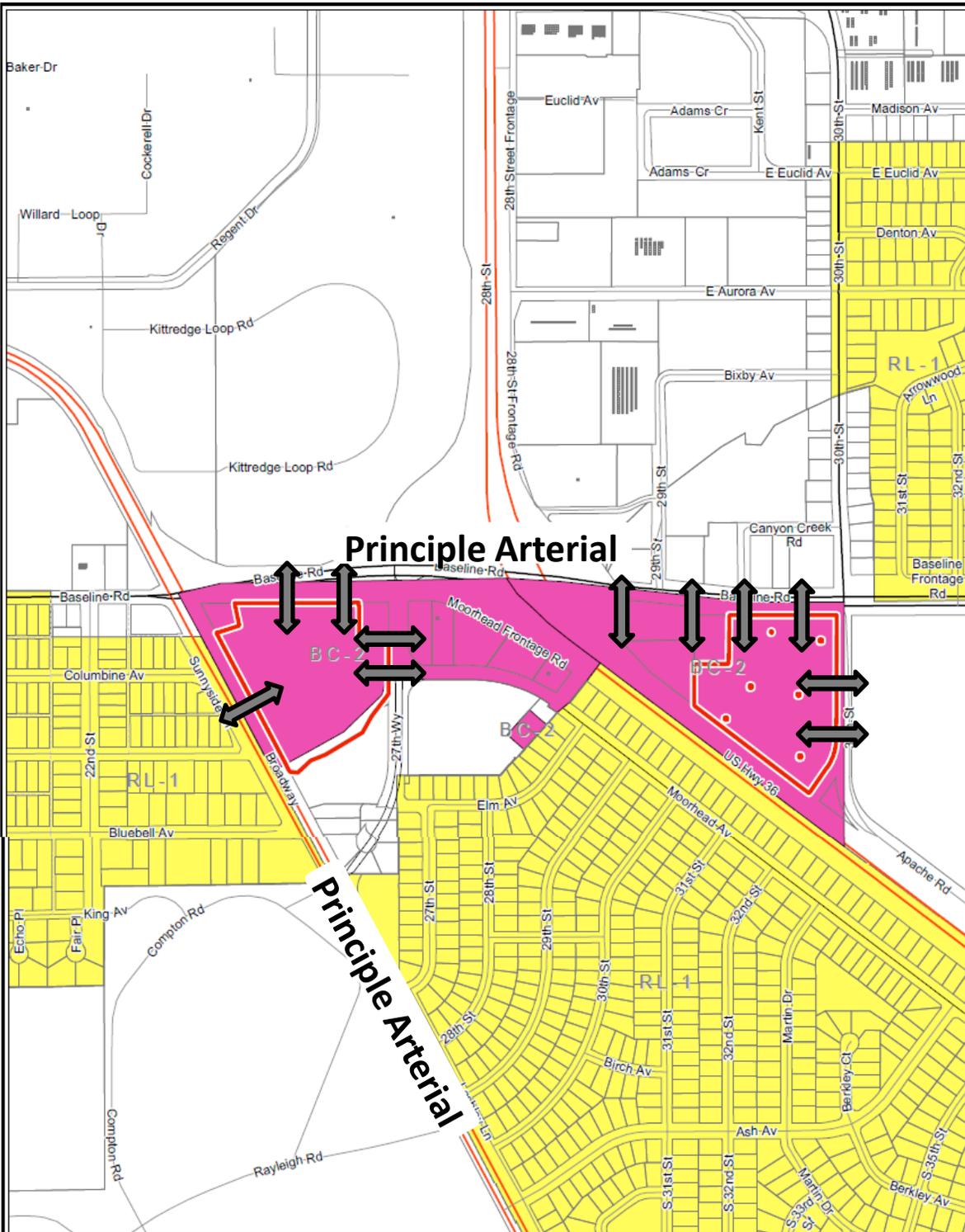
AM Peak Hour Cut Through Traffic



PM Peak Hour Cut Through Traffic



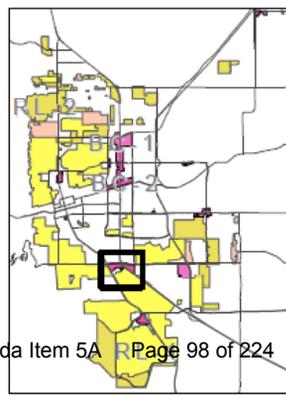
Non-motorized Destination Paths



**Baseline: Broadway-30th St
Business-Commercial & Residential Low
Zoning Analysis**

Business - Community Zone		Zoning Districts	
	Parcel > 3 acres		Commercial & Business
Streets			BC-1 Business - Community 1 (CB-D)
	Highway		BC-2 Business - Community 2 (CB-E)
	Major Road	Residential	
	Minor Road		RL-1 Residential - Low 1 (LR-E)
	Local Street		RL-2 Residential - Low 2 (LR-D)
	Alley		RR-1 Residential - Rural 1 (RR-E)
	Pedestrian Mall		RR-2 Residential - Rural 2 (RR-1-E)

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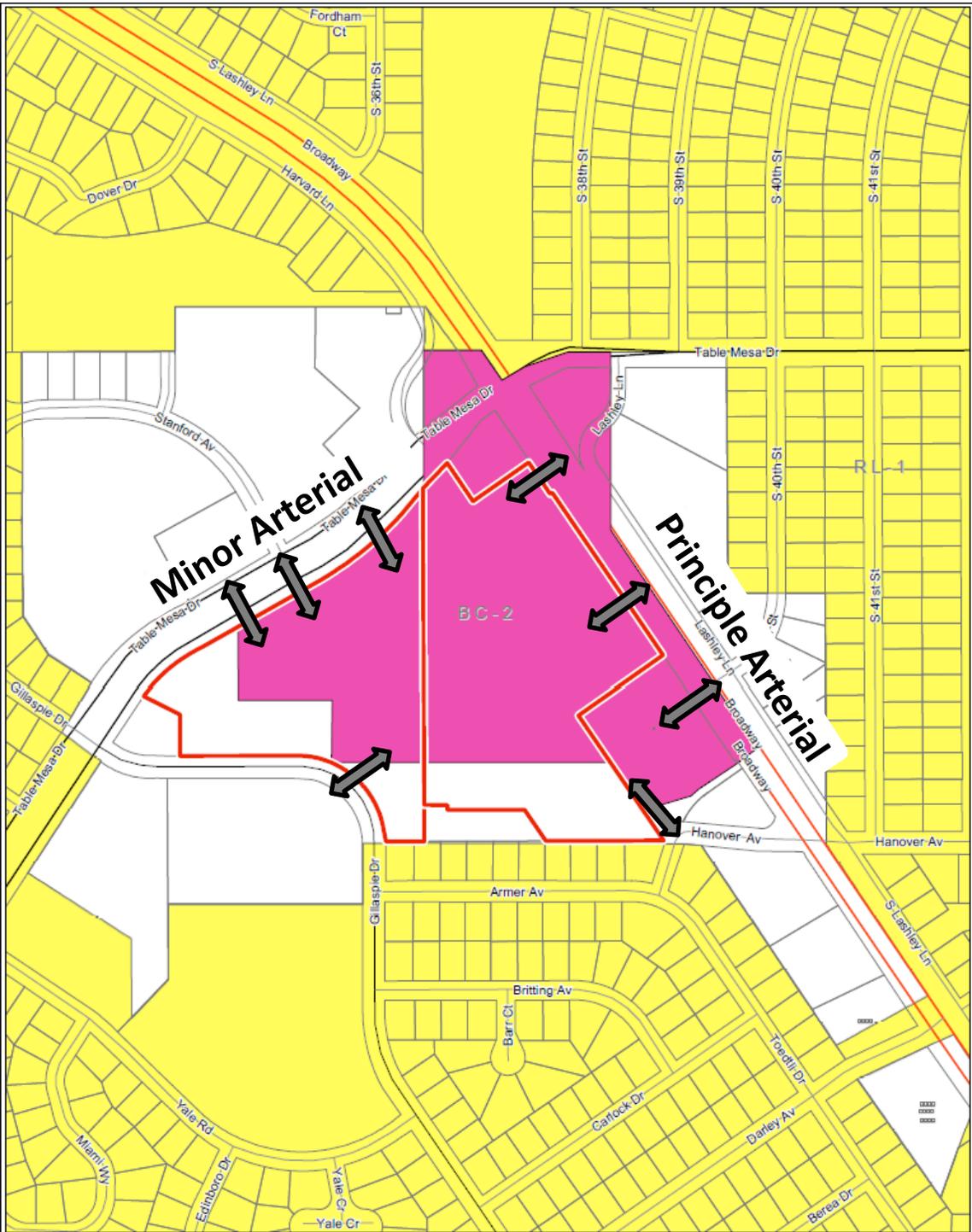
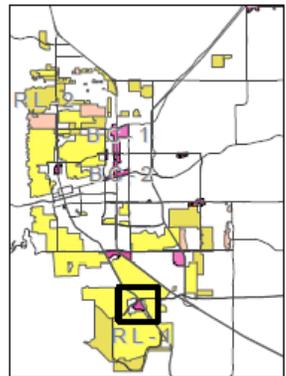
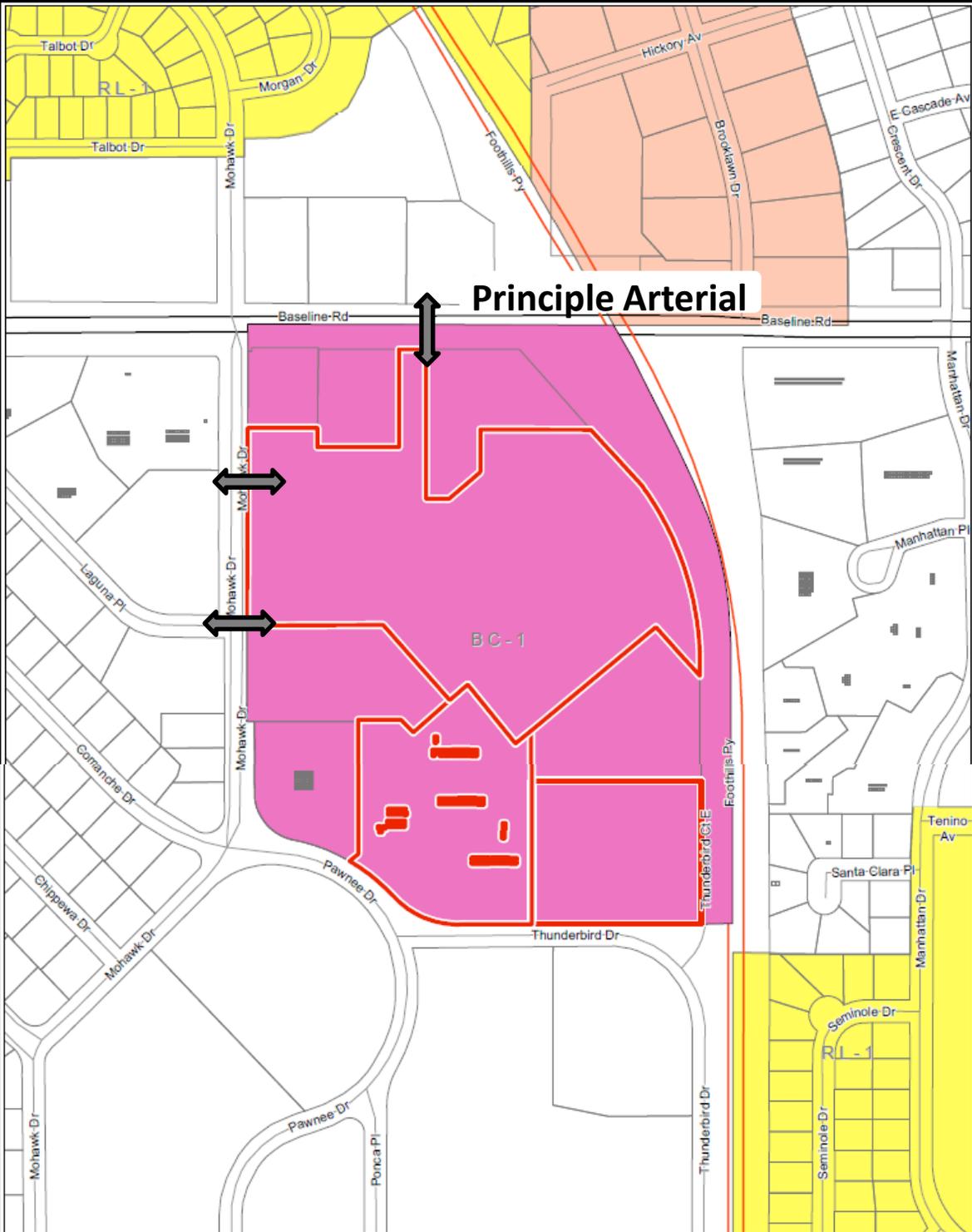


Table Mesa & Broadway Business-Commercial & Residential Low Zoning Analysis

Business - Community Zone	Zoning Districts
Parcel > 3 acres	Commercial & Business
Streets	BC-1 Business - Community 1 (CB-D)
Highway	BC-2 Business - Community 2 (CB-E)
Major Road	Residential
Minor Road	RL-1 Residential - Low 1 (LR-E)
Local Street	RL-2 Residential - Low 2 (LR-D)
Alley	RR-1 Residential - Rural 1 (RR-E)
Pedestrian Mall	RR-2 Residential - Rural 2 (RR-1-E)

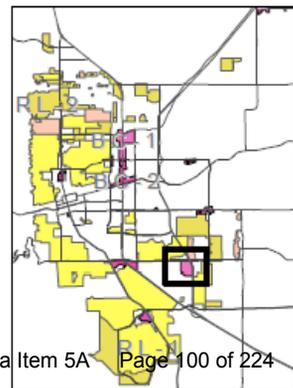
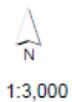
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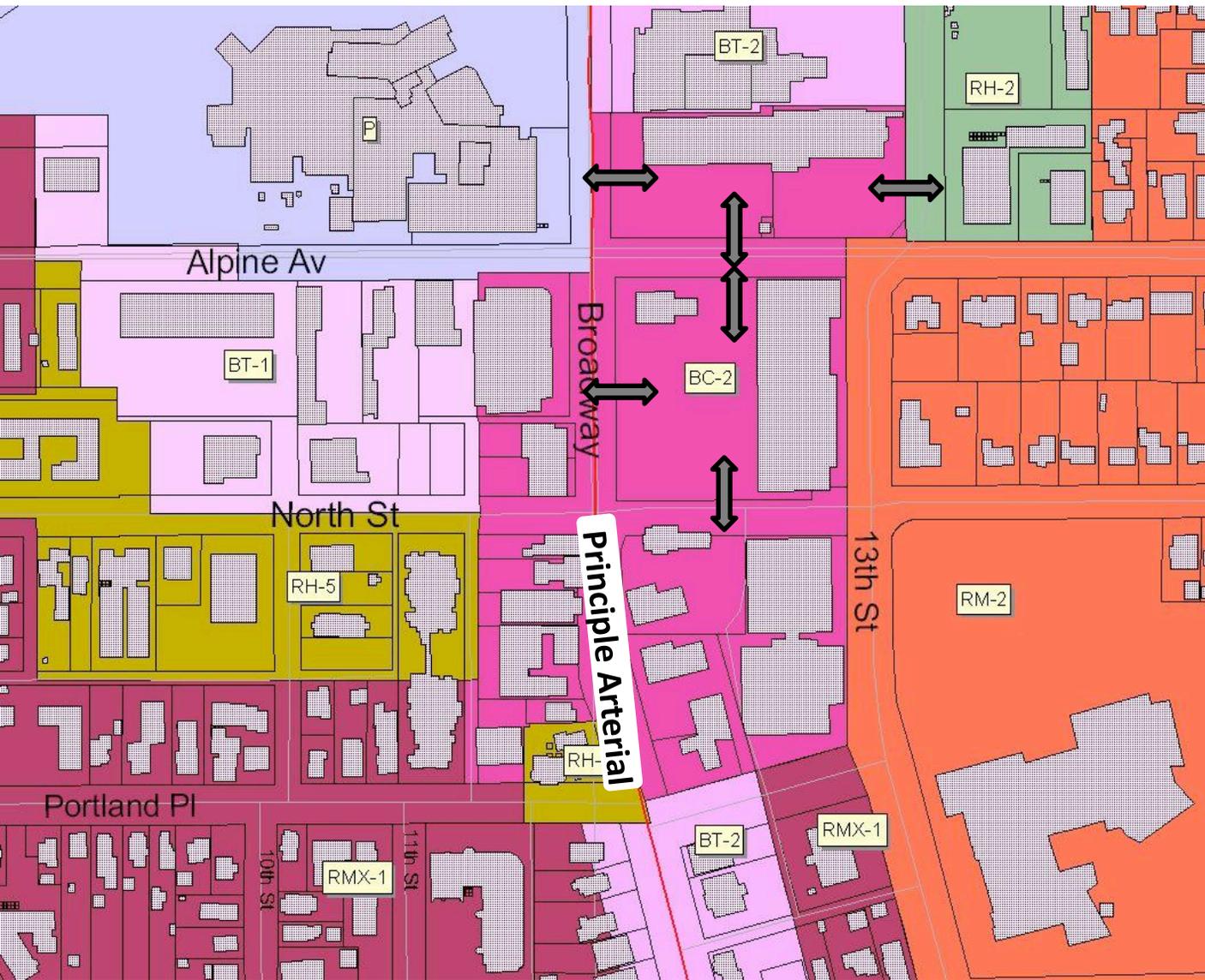


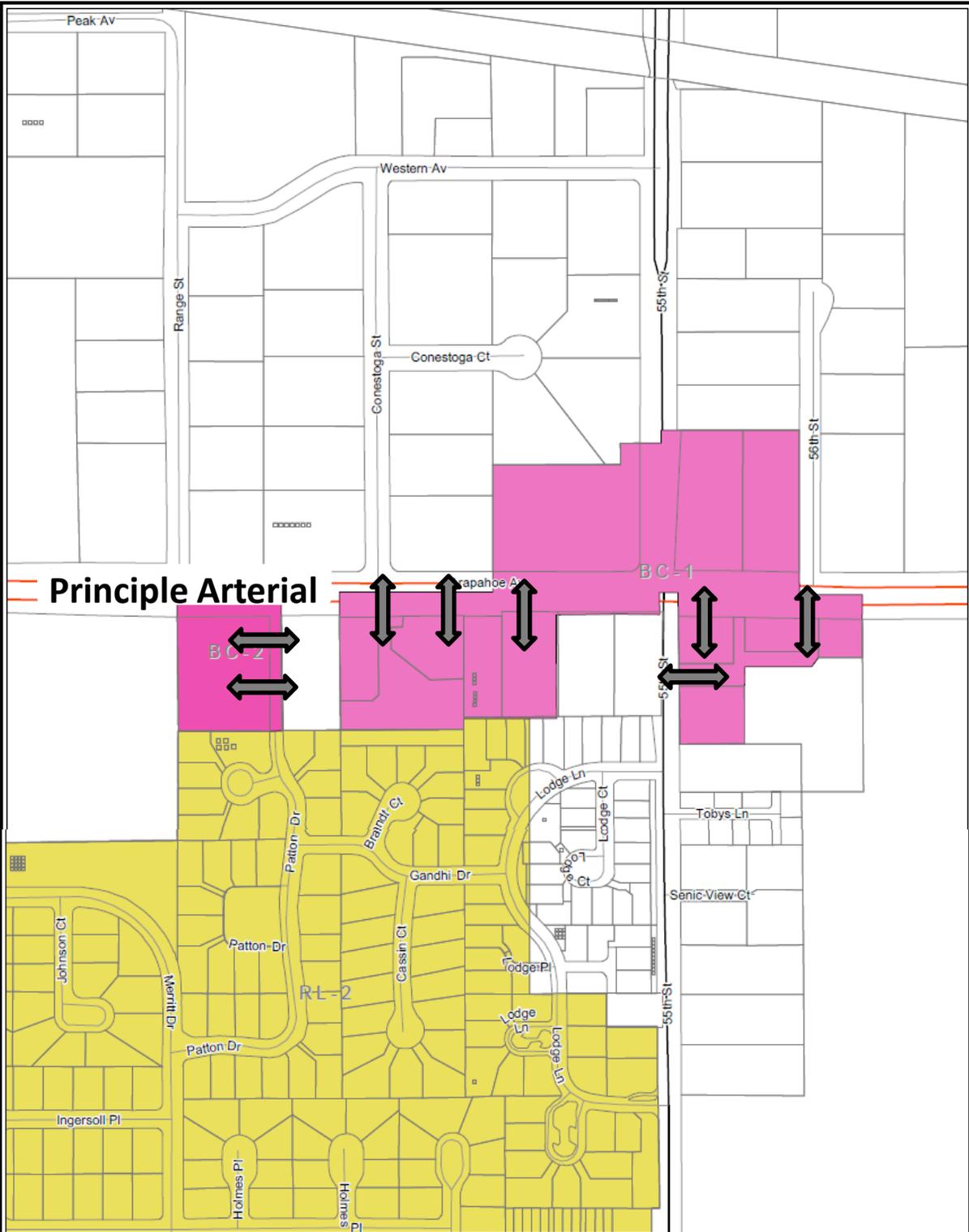


Baseline & Foothills Pkwy Business-Commercial & Residential Low Zoning Analysis

Business-Community Zone		Zoning Districts	
 	Parcel > 3 acres		
Streets		Commercial & Business	
	Highway		BC-1 Business - Community 1 (CB-D)
	Major Road		BC-2 Business - Community 2 (CB-E)
	Minor Road	Residential	
	Local Street		RL-1 Residential - Low 1 (LR-E)
	Alley		RL-2 Residential - Low 2 (LR-D)
	Pedestrian Mall		RR-1 Residential - Rural 1 (RR-E)
			RR-2 Residential - Rural 2 (RR1-E)



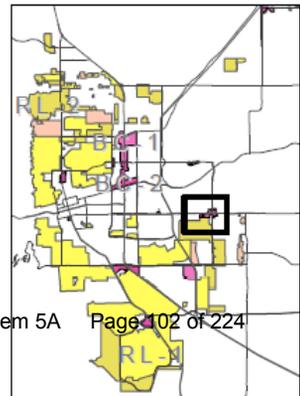


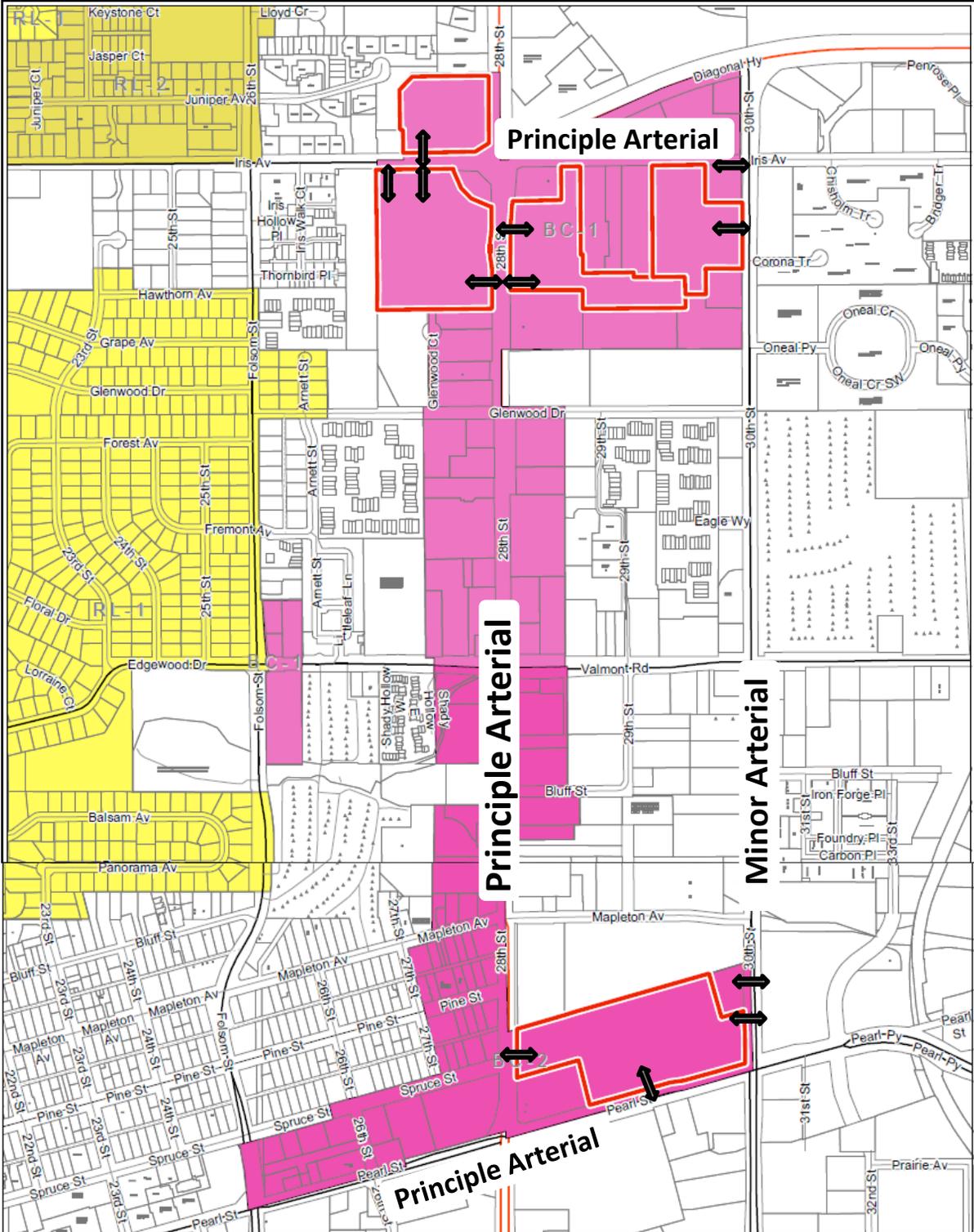


Arapahoe & 55th St Business-Commercial & Residential Low Zoning Analysis

Business- Community Zone		Zoning Districts	
	Parcel > 3 acres	Commercial & Business	
Streets			BC-1 Business - Community 1 (CB-D)
	Highway		BC-2 Business - Community 2 (CB-E)
	Major Road	Residential	
	Minor Road		RL-1 Residential - Low 1 (LR-E)
	Local Street		RL-2 Residential - Low 2 (LR-D)
	Alley		RR-1 Residential - Rural 1 (RR-E)
	Pedestrian Mall		RR-2 Residential - Rural 2 (RR1-E)

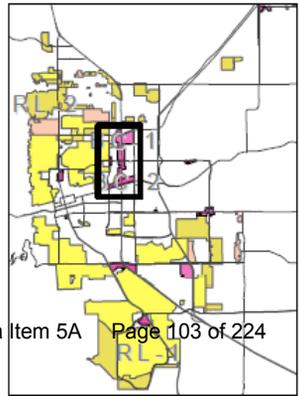
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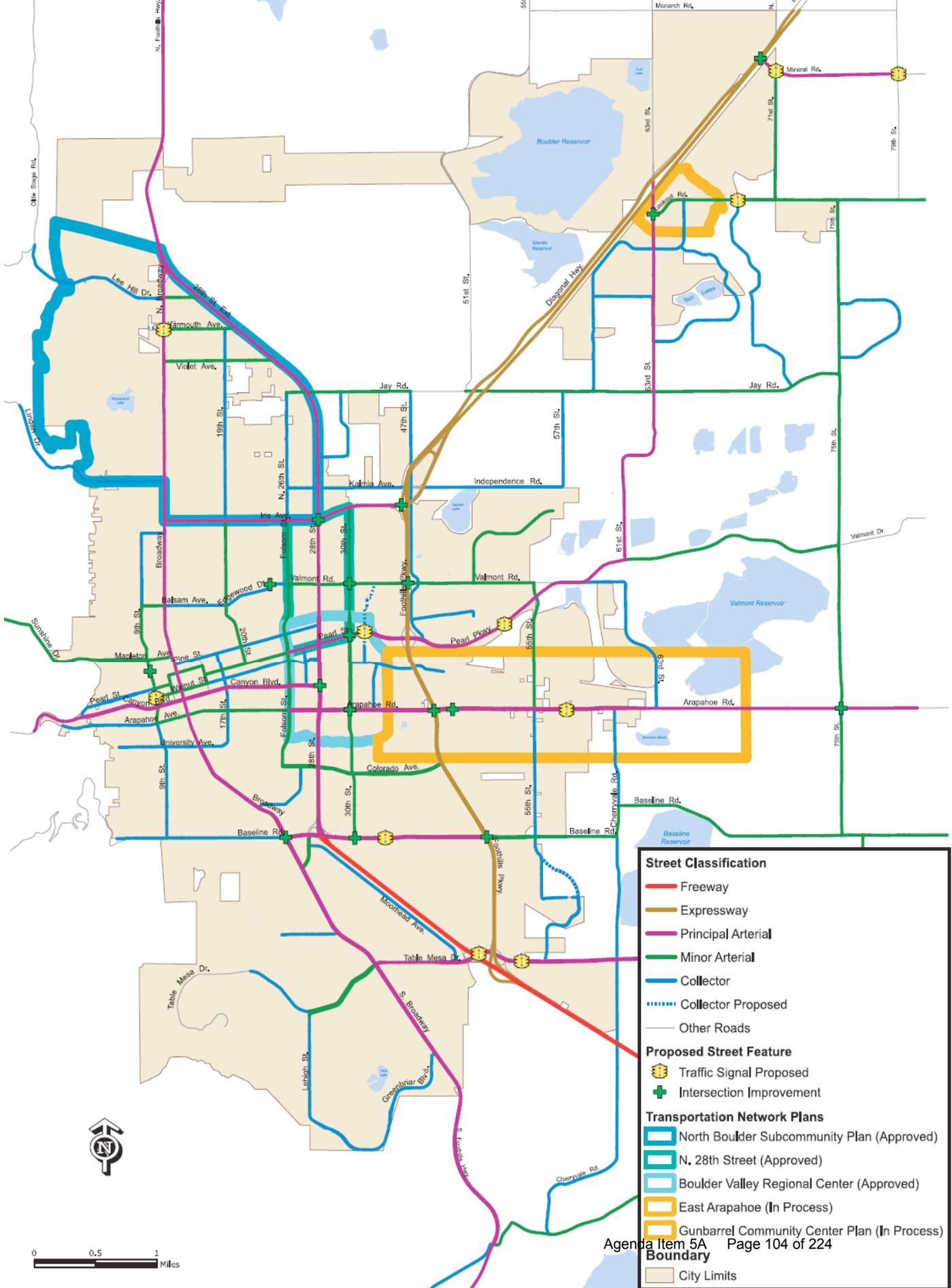




Folsom St & Valmont Rd and 28th St Business-Commercial & Residential Low Zoning Analysis

Business-Community Zone		Zoning Districts	
	Parcel > 3 acres		Commercial & Business
Streets			BC-1 Business - Community 1 (CB-D)
	Highway		BC-2 Business - Community 2 (CB-E)
	Major Road	Residential	
	Minor Road		RL-1 Residential - Low 1 (LR-E)
	Local Street		RL-2 Residential - Low 2 (LR-D)
	Alley		RR-1 Residential - Rural 1 (RR-E)
	Pedestrian Mall		RR-2 Residential - Rural 2 (RR1-E)





Street Classification

- Freeway
- Expressway
- Principal Arterial
- Minor Arterial
- Collector
- - - Collector Proposed
- Other Roads

Proposed Street Feature

- Traffic Signal Proposed
- Intersection Improvement

Transportation Network Plans

- North Boulder Subcommunity Plan (Approved)
- N. 28th Street (Approved)
- Boulder Valley Regional Center (Approved)
- East Arapahoe (In Process)
- Gunbarrel Community Center Plan (In Process)

Boundary

- City Limits



Baseline Zero Height Issues

Boulder Revised Code 9-7-5 establishes a building height limit of 35 feet. This is the famed “three story limit” - as much a fixture in Boulder life as the blue skies we enjoy. Reasons for the law abound: access to the sun, access to mountain vistas, a sense of scale, proportion, a desire to not feel like downtown New York City, etc.

We request that no height modifications be granted. Reasons:

1. The scale is inappropriate for the neighborhood.

We are concerned about the proportionality of over-sized, towering buildings, situated immediately next to the modest, single-story 1000 sq. ft. ranch homes of Martin Acres. Martin Acres is already the most modest neighborhood in Boulder. This development will even further galvanize stark contrast to the nature of our neighborhood. Beyond grotesquely inappropriate scaling and design, this “Goliath vs. David” contrast might increase the adverse perception of Martin Acres from the outside. Though we heartily welcome appropriate development at the site, we know that many other alternative designs, scales, and uses exist, which would not have a negative effect on the neighborhood.

The developer included a highly deceptive “artist’s rendering” of his buildings, compared to local existing structures. That rendering placed the Brookside Apartments in the foreground and his proposed development in the background, thus, making Brookside appear inaccurately larger and monolithic, compared to a falsely tiny appearance of Baseline Zero.

See Exhibit A for an accurate rendering of actual (above Moorhead Ave. street level) relative heights of the four-to-five story Baseline Zero with height modifications, with an additional 15’ of roof appurtenances, compared to the three-story Brookside Apartments and the surrounding modest, 1-story homes. Note that this is an actual, architect scaled drawing (1 inch = 40 feet), in contrast to the developer’s “artist rendering.”

2. There is no precedent.

Regardless of what zoning we speak – be it LRE, or BC-2 zoning - there is no precedent in all of Martin Acres for buildings that exceed the 35 foot, three story limit.

The Baseline Zero developer incorrectly claims that the Brookside Apartments, on the opposite side of Moorhead, are 45’ high. See Exhibit B for the certified letter from Crest Surveying, which surveyed the height of Brookside’s “Building B,” (the alleged tallest building). The height was measured at 32.9’.

The developer’s height claim was based on Brookside’s initial 1991 application to the City. The fine print in the lower right hand corner of the document states, “Height estimates are worst-case scenario. Actual building heights will likely be less.” It also states that the application contained at least two feet of “discretionary height,” in case the carpenters had to make spot-adjustments while building the roof. These adjustments were apparently not needed, based on the actual surveyed height of the buildings.

More importantly, while we do see that in City code, building height can be construed to include the lowest land point within 25 feet, the actual specific topography must be taken into account. However, the key point to the entire discussion of precedent and proportionality, heretofore unaddressed by anyone, is this: the Brookside Apartments’ front property is a steep canyon that rapidly descends 12’ underneath the street level

of Moorhead, to meet the subterranean easement for Skunk Creek and the bike path. Both of those features are well “below street level.” (See Exhibit B.) Thus, the falsely claimed “height” of Brookside misleadingly takes into account 12’ of elevation loss below street level. Those subterranean 12’ are a full 26.66% of Brookside’s “alleged height.” However, those 12’ never enter the “visual plane,” “aesthetic plane,” “perceptual plane,” or “scale plane” that cause impact and therefore are typically of interest to planners. For all relevant purposes, the Brookside Apartments are exactly as Crest Surveying wrote – 32.9 feet above Moorhead Ave.

Meanwhile, Baseline Zero will be built 100% above street level. In other words, every foot of those buildings will be “actual” height, with “actual” impact on the visual, aesthetic, perceptual and scale planes.

If the Brookside Apartments sat on a “hill” that was truly 12’ above the street elevation of Moorhead, we would concede the point that Brookside is 45’ high. Nevertheless, that is not the case. The truth is that Brookside was built at street level, with the misfortune of its front property boundary dropping 12’ to a creek well below street level.

The actual height of Brookside Apartments is 32.9’ (see Exhibit C surveyor’s letter). It is a completely inaccurate to state that Brookside Apartments are 45’, for the purpose of precedent regarding Baseline Zero. The developer’s only other height reference point is the Creekside Apartments, which are across 27th Way, part of the BaseMar center area, well outside the boundaries of Martin Acres. Therefore we reject its use as a reference.

3. Baseline Zero’s shadows/solar shadows will deny solar access and cause dangerous icy spots. (Exhibit D)

a. At noon, on Dec. 22, at 40 degrees north latitude, a 55' building will throw a 105.65' long shadow due north. A 70' building (including roof appurtenances) will throw a 134.47' shadow. These shadows will completely shade the US 36 on-ramp north of the development. We wonder what will happen when cars trying to ascend the ramp start sliding backwards and sideways, with the potential for domino-type pile ups. In addition, the building will completely shade Baseline Road for much of the winter, making the sudden-stop pedestrian crossing there particularly difficult to negotiate in icy conditions. Last but not least, bicyclists and pedestrians using the Baseline Road sidewalks north of the development will face dangerous icy conditions.

b. At 10 a.m., on Dec. 22, at 40 degrees north latitude, a 55' building will throw a 151.11' shadow to the west-northwest. A 70' building (including roof appurtenances) will throw a 192.32' shadow. This is more than long enough to shade Beau Jo’s Pizza for the entire first half of the day. Beau Jo’s has solar panels on its roof, and a right to solar access issue may exist.

4. The glare will create a visual hazard.

We are concerned that the predominantly glass facades of these buildings, and overall shininess, will produce significant glare. This glare will be a safety hazard and an annoyance for regional and residential drivers.

5. The increased height elevates the risk of bird strikes.

Skunk Creek is a vibrant riparian zone. Martin Acres residents walking in the early morning hours note a rich diversity of fauna, particularly avian. Bird migrations regularly pass through the area. A 55’ tall structure

(actually 70' with the roof appurtenances), largely consisting of glass, will produce significantly more bird strikes and fatalities than a more modest structure. In fact, this migration pattern was recently cited as a reason for not providing noise mitigation on US Route 36.

EXHIBIT A

ACTUAL SCALE DRAWINGS OF BASELINE ZERO (AS PROPOSED) AND SURROUNDING STRUCTURES

Building height and width scale: 1 inch = 40 feet

Looking end-on at all subject buildings, from the east

Lateral scale btw. buildings is compressed to fit page.

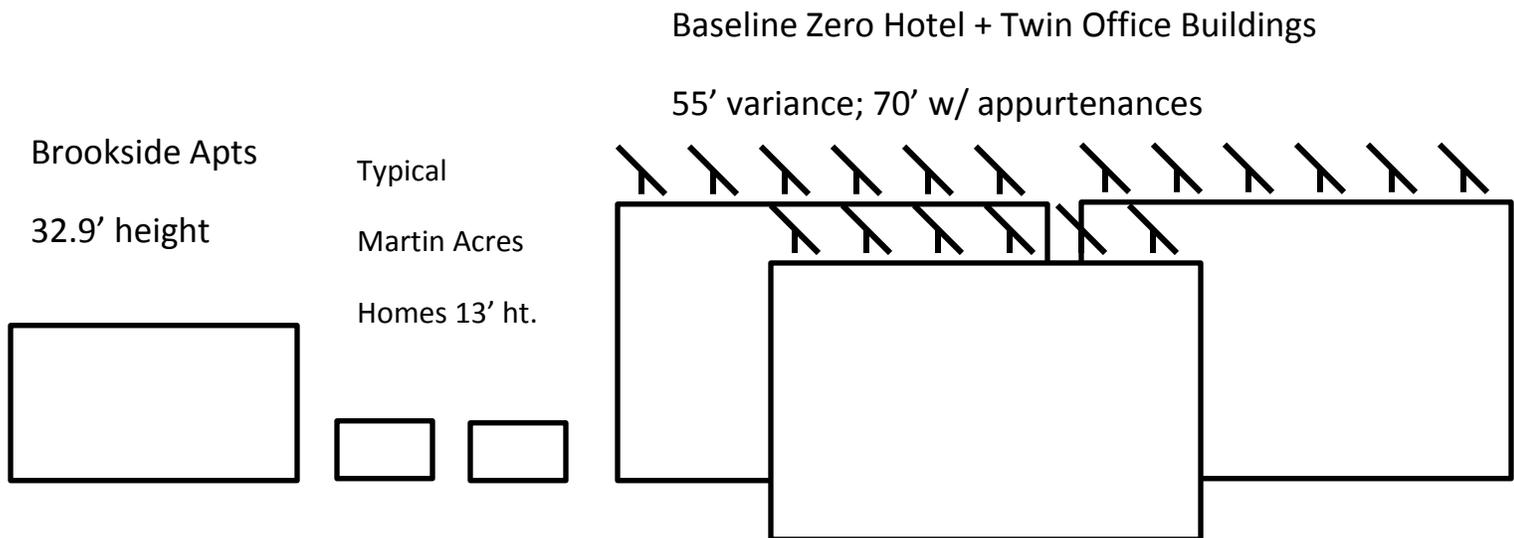


EXHIBIT B

CREST SURVEYING
1211 Lincoln St.
Longmont, CO 80501
303-776-1178

AS-BUILT BUILDING HEIGHT SURVEY

To: Mike Marsh

12/26/13

I hereby certify that on December 26, 2013, I measured the height of Building B of the Brookside Apartments located at 2726 Moorhead Avenue, Boulder, CO 80305. I surveyed the height of the Highest Westerly ridgeline at the West end of Building B. This is the building that is the Northwestern most of the buildings comprising the Brookside Apartments. This is the Building closest to the intersection of Moorhead Avenue and 27th Way.

The measured height of Building B, from the First Floor to the ridgeline peak described above is 32.9 feet.



Robert P. Hamilton
PLS#18982



EXHIBIT C – BROOKSIDE APTS HEIGHT



Street level

Human subject here in red shirt next to Skunk Creek

Street level view from Moorhead. Note human subject here, same position, 98% hidden



Moorhead Ave. street level is here (camera was looking up, so angle is deceiving).

Looking up from Skunk Cree bike path at Brookside Apts. 95% of snow covered ground is below street level. Pictured: Bldg. B, 32.9' in height

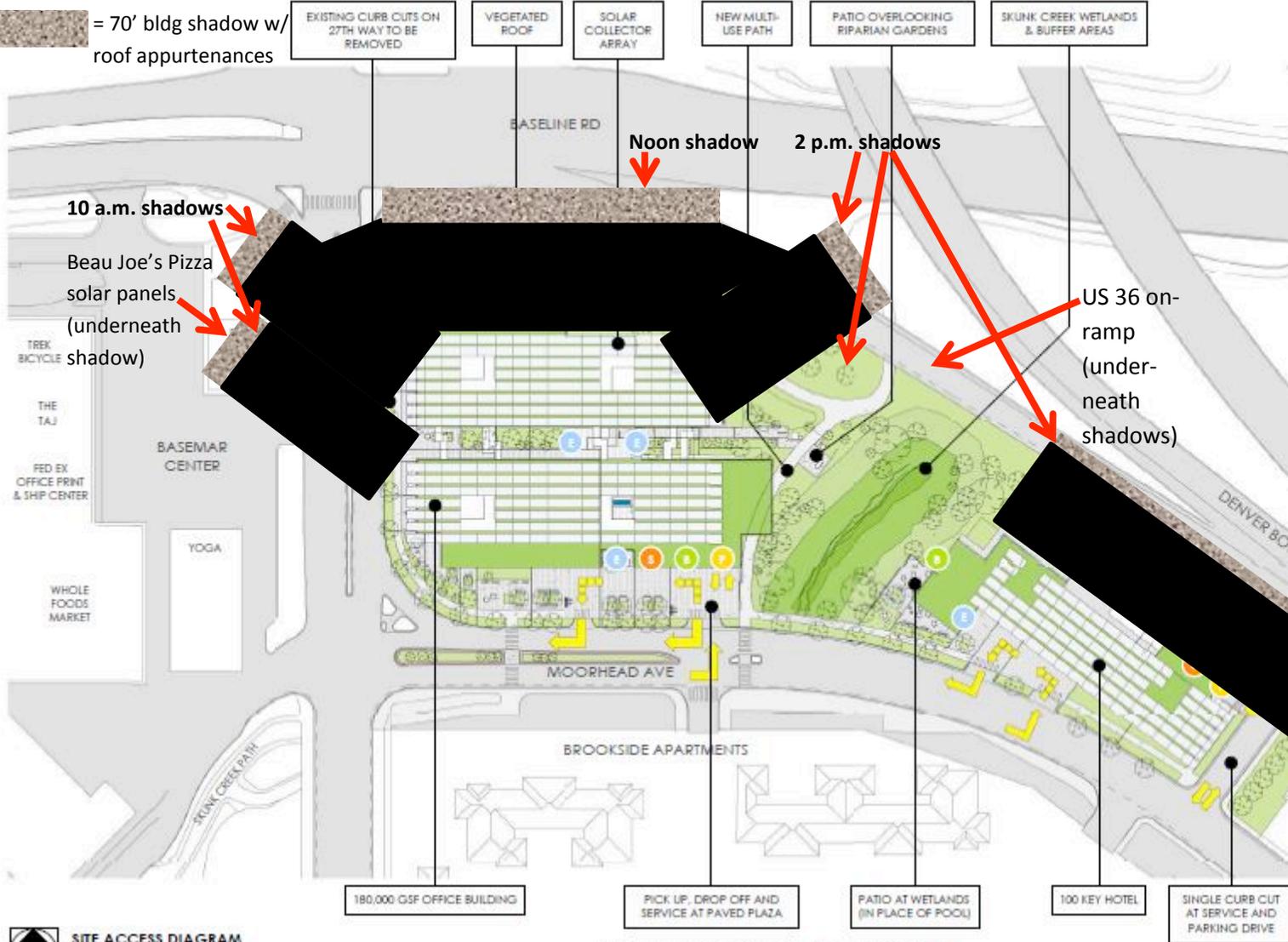
Looking north toward Moorhead. Human subject here, same location, well below street level. This 10' to 12' of elevation loss "below street level" at Brookside should not count as its "height" compared to Baseline Zero. B Zero will be 100% above street level.



12 feet of descending grade, all below Moorhead street level (subterranean)

SOLAR SHADOW ANALYSIS EXHIBIT D – Dec. 22

 = 55' bldg. shadow
 = 70' bldg shadow w/ roof appurtenances



 **SITE ACCESS DIAGRAM**
 1" = 80'-0"

SITE | AFTER, ACCESS AND USE | page 18 of 58

Baseline Zero Zoning and Use Issues

Baseline Zero does not meet the spirit of BC-2 Zoning.

When evaluating the Baseline Zero concept, we ask City development staff and Planning Board to remember the City Code definition of BC-2 zoning under 9.5.2 (c) Zoning Districts Purposes, (2) Mixed Use Districts (D) Mixed Use – 4: “Mixed use residential areas generally intended for residential uses with neighborhood-serving retail....”

We ask that City staff and Planning Board hold Baseline Zero to the above litmus test. As with all Boulder ordinances, there is good sense underlying this one. Neighborhood-serving retail allows people to meet their needs locally by walking, without having to leave their neighborhood. The concept co-locates services and the populations needing those services. As a result, neighborhood residents drive less. In the case of Martin Acres, this would have the effect of reducing traffic congestion on the already two already strained north-south routes of Broadway and 28th St. Additional benefits include less pollution, less carbon emissions, and less gas consumption. Moreover, neighborhood retail contributes to a sense of neighborhood and a sense of place, goals that are often cited by the City.

Below is an Analysis of Existing Boulder BC-2 Zoning. (Exhibit A)

There are six other BC 2 zones in Boulder. BaseMar, Table Mesa, Meadows, 55th/Arapahoe, 28th Street, and the area around Ideal Market at Alpine and Broadway.

None of these BC-2 zones has hotels, and there are very few office complexes. By far, the predominant feature of all BC-2 zones in Boulder is neighborhood-serving retail. Yet here, the Baseline Zero developer seeks to take away all of our neighborhood-serving retail and replace it with nothing of actual value to the neighborhood.

Within the six other BC-2 zones in Boulder, an analysis of all square footage therein reveals:

- *68% of Boulder’s BC-2 zoned space is retail.
- *11% is restaurant
- *10% is office
- *6% is auto center (defined as gas stations, auto repair, oil change, tire stores)
- *3% is underground parking
- *2% is warehouse
- *No hotels whatsoever

In fact, we would wholeheartedly endorse development at the Baseline Zero site that mirrors this pattern seen everywhere else in Boulder. What we reject is the proposed project’s departure from all existing BC-2 development. Such a departure can only be described as radical, when 66.67% of the space would be office and 33.33% would be a first-ever siting of a hotel in BC-2 zoning.

There is plenty of empty hotel space in Boulder (current and approved.)

Occupancy rates for hotels in Boulder averaged 77.6% in 2013. See Exhibit B. This rate would not suggest a glaring need for more hotel rooms in Boulder.

The developer may argue that the people of Boulder need more hotel rooms. He may point to the facts that after 60 years, the 110 room Best Western Golden Buff just closed its doors, the 165 room Boulder Outlook is currently being sold to American Campus Communities for redevelopment into student housing, and the 71 room America's Best Value is also slated to be redeveloped.

Boulderites will soon have an overabundance of choices on where to lodge their visiting friends and family, with or without this proposed hotel. The 99 room Hampton Inn just opened in the summer of 2013, the Planning Board has approved two new hotels on the Golden Buff site (177 rooms and 184 rooms respectively), and a 150 room Hyatt is currently under construction at 30th and Pearl. In addition to these 600 hotel rooms moving forward as we speak, two other projects are currently under consideration: The Village Hotel on the site of the old Bennigan's, and another concept review on the site of Sutherlands Lumber. And none of these hotels coming on line will exist in residential neighborhoods.

Developer's neglect of the property led to blight.

The Baseline Zero developer has owned this property for more than five years and in that time, has allowed the property to become blighted. We regret this, not only because it has adversely affected the neighborhood, but also because we believe this neglect could increase support for building this project. Instead of a neutral "blank slate" alternative landscape, a blighted eyesore could be used to sway public and official opinion.

Baseline Zero, as currently proposed, represents no benefit for the neighborhood. It brings hundreds of strangers into our neighborhood to "park us in," inundate our streets, and deny us neighborhood services, thus forcing us into our cars to meet more of our needs. Ironically, we will scarcely be able to execute this forced daily exodus because the traffic congestion created by Baseline Zero, will nearly trap us here. It is difficult to imagine a more dramatic example of a neighborhood getting the raw end of a deal. This is truly a questionable case of "community benefit at the expense of the neighborhood."

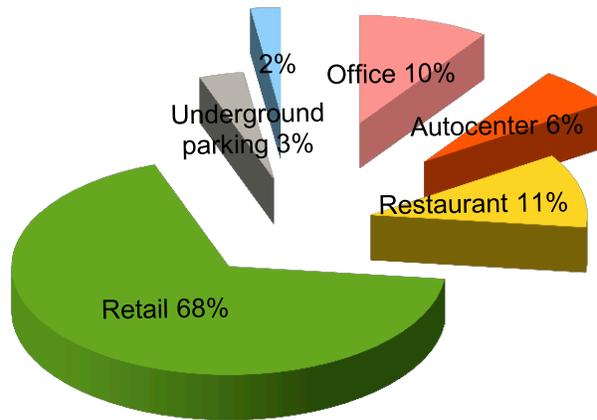
We also think that Baseline Zero, as currently proposed, is in direct violation of numerous sections of the 2010 Boulder Valley Comprehensive Plan:

2.13 Protection of Residential Neighborhoods Adjacent to Non-residential Zones The city and county will take appropriate actions to ensure that the character and livability of established residential neighborhoods will not be undermined by spill-over impacts from adjacent regional or community business zones or by incremental expansion of business activities into residential areas. The city and county will protect residential neighborhoods from intrusion of non-residential uses by protecting edges and regulating the impacts of these uses on neighborhoods.

2.21 Commitment to a Walkable and Accessible City The city and county will promote the development of a walkable and accessible city by designing neighborhoods and business areas to provide easy and safe access by foot to places such as neighborhood centers, community facilities, transit stops or centers, and shared public spaces and amenities. The city will consider additional neighborhood-serving commercial areas where appropriate and supported by the neighbors they would serve.

2.32 Physical Design for People The city and county will take all reasonable steps to ensure that public and private development and redevelopment be designed in a manner that is sensitive to social, health and psychological needs. Broadly defined, this will include factors such as accessibility to those with limited mobility; provision of coordinated facilities for pedestrians, bicyclists and bus-riders; provision of functional landscaping and open space; and the appropriate scale and massing of buildings related to neighborhood context.

EXHIBIT A
 Summation of all of Boulder's BC-2 Zoning,
 calculated in square footage



Area	Business Name	Address	Zoning	Type	Square footage
TM & Broadway	#1	693 S Broadway	BC-2	Retail	124387
TM & Broadway	Orvis Boulder Cycle	693 S Broadway	BC-2	Retail	6290
TM & Broadway	#3	693 S Broadway	BC-2	Retail	14458
TM & Broadway	#4	693 S Broadway	BC-2	Retail	10356
TM & Broadway	Chase		BC-2	Office	10273
TM & Broadway	Good Year		BC-2	Autocenter	3780
TM & Broadway	Southern Sun Saver / Dollar Tree	695 S Broadway	BC-2	Restaurant	5276
TM & Broadway	King Soopers	3600 Table Mesa Dr	BC-2	Restaurant	58284
TM & Broadway	Convenience Store	601 S Broadway	BC-2	Retail	1517
TM & Broadway	Animal Clinic	601 S Broadway	BC-2	Office	1645
TM & Broadway	Quiznos	601 S Broadway	BC-2	Restaurant	1878
TM & Broadway	Medical Office	3400 Table Mesa Dr	BC-2	Office	3036
Baseline & Broadway	Whole Foods / Good Will		BC-2	Retail	15718
Baseline & Broadway	Beaujos		BC-2	Restaurant	3399

Baseline & Broadway	Starbucks / Einsteins		BC-2	Restaurant	3499
Arapahoe & 55 th Street		5290 Arapahoe	BC-2	Retail	14000
28 th Street b/w Pearl & Valmont	Crossroads Commons		BC-2	Retail	9292
28 th Street b/w Pearl & Valmont		2775 Pearl	BC-2	Office	2542
28 th Street b/w Pearl & Valmont		2775 Pearl	BC-2	Office	1140
28 th Street b/w Pearl & Valmont		2775 Pearl	BC-2	Retail	16791
28 th Street b/w Pearl & Valmont		2775 Pearl	BC-2	Retail	8968
28 th Street b/w Pearl & Valmont		2685 Pearl	BC-2	Restaurant	9292
28 th Street b/w Pearl & Valmont		2050 26 th	BC-2	Restaurant	772
28 th Street b/w Pearl & Valmont		2605 Pearl	BC-2	Retail	5892
28 th Street b/w Pearl & Valmont		2539 Pearl	BC-2	Retail	1089
28 th Street b/w Pearl & Valmont		2537 Pearl	BC-2	Retail	1512
28 th Street b/w Pearl & Valmont		2535 Pearl	BC-2	Warehouse	2400
28 th Street b/w Pearl & Valmont		2504 Spruce	BC-2	Retail	3000
28 th Street b/w Pearl & Valmont		2506 Spruce	BC-2	Retail	3000
28 th Street b/w Pearl & Valmont		2536 Spruce	BC-2	Autocenter	7912
28 th Street b/w Pearl & Valmont		2546 Spruce	BC-2	Retail	2905
28 th Street b/w Pearl & Valmont		Whole Foods	BC-2	Retail	66060
28 th Street b/w Pearl & Valmont		Whole Foods	BC-2	Underground parking	25614
28 th Street b/w Pearl & Valmont		Whole Foods	BC-2	Retail	8474
28 th Street b/w Pearl & Valmont		Whole Foods	BC-2	Retail	11494

28 th Street b/w Pearl & Valmont	Whole Foods	BC-2	Retail	25614
28 th Street b/w Pearl & Valmont	Whole Foods	BC-2	Retail	25614
28 th Street b/w Pearl & Valmont	2355 30 th	BC-2	Retail	8460
28 th Street b/w Pearl & Valmont	2575 Pearl	BC-2	Office	27954
28 th Street b/w Pearl & Valmont	2121 28 th	BC-2	Retail	7293
28 th Street b/w Pearl & Valmont	2709 Spruce	BC-2	Autocenter	5014
28 th Street b/w Pearl & Valmont	2707 Spruce	BC-2	Retail	2613
28 th Street b/w Pearl & Valmont	2705 Spruce	BC-2	Warehouse	744
28 th Street b/w Pearl & Valmont	2718 Pine	BC-2	Autocenter	5675
28 th Street b/w Pearl & Valmont	2726 Pine	BC-2	Retail	1756
28 th Street b/w Pearl & Valmont	2734 Pine	BC-2	Retail	1128
28 th Street b/w Pearl & Valmont	2738 Pine	BC-2	Office	1134
28 th Street b/w Pearl & Valmont	2163 28 th	BC-2	Autocenter	1769
28 th Street b/w Pearl & Valmont	2285 28 th	BC-2	Autocenter	21599
28 th Street b/w Pearl & Valmont	2705 Pine	BC-2	Office	1230
28 th Street b/w Pearl & Valmont	2709 Pine	BC-2	Office	912
28 th Street b/w Pearl & Valmont	2727 Pine	BC-2	Office	567
28 th Street b/w Pearl & Valmont	2405 28 th	BC-2	Autocenter	1204
28 th Street b/w Pearl & Valmont	2743 Mapleton	BC-2	Office	1200
28 th Street b/w Pearl & Valmont	2741 Mapleton	BC-2	Office	2434
28 th Street b/w Pearl &	2737 Mapleton	BC-2	Office	7426

Valmont

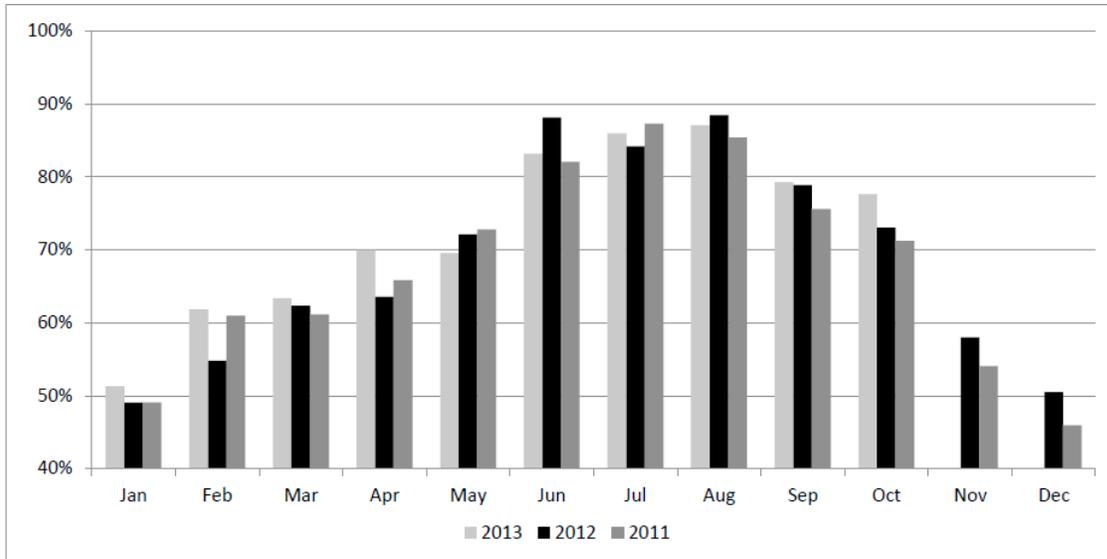
28 th Street b/w Pearl & Valmont	2525 28 th	BC-2	Retail	38671
28 th Street b/w Pearl & Valmont	2625 28 th	BC-2	Office	5287
28 th Street b/w Pearl & Valmont	2655 28 th	BC-2	Restaurant	3120
28 th Street b/w Pearl & Valmont	2690 28 th	BC-2	Retail	17291
28 th Street b/w Pearl & Valmont	2560 28 th	BC-2	Office	3480
28 th Street b/w Pearl & Valmont	286 Bluff	BC-2	Warehouse	14308
28 th Street b/w Pearl & Valmont	2700 28 th	BC-2	Retail	13914
28 th Street b/w Pearl & Valmont	2840 28 th	BC-2	Retail	3200
28 th Street b/w Pearl & Valmont	2995 28 th	BC-2	Retail	2156
28 th Street b/w Pearl & Valmont	2790 Valmont	BC-2	Office	3083
28 th Street b/w Pearl & Valmont	2870 28 th	BC-2	Retail	14737
28 th Street b/w Pearl & Valmont	2800 Valmont	BC-2	Office	1870
				774102

Office	10273	Autocenter	3780	Restaurant	5276	Retail	124387
Office	1645	Autocenter	7912	Restaurant	58284	Retail	6290
Office	3036	Autocenter	5014	Restaurant	1878	Retail	14458
Office	2542	Autocenter	5675	Restaurant	3399	Retail	10356
Office	1140	Autocenter	1769	Restaurant	3499	Retail	35700
Office	27954	Autocenter	21599	Restaurant	9292	Retail	1517
Office	1134	Autocenter	1204	Restaurant	772	Retail	15718
Office	1230			Restaurant	3120	Retail	14000
Office	912					Retail	9292
Office	567					Retail	16791
Office	1200					Retail	8968
Office	2434					Retail	5892
Office	7426					Retail	1089
Office	5287					Retail	1512
Office	3480					Retail	3000
Office	3083					Retail	3000
Office	1870					Retail	2905
						Retail	66060

Office	75213
Autocenter	46953
Restaurant	85520
Retail	523350
Underground parking	25614
Warehouse	17452

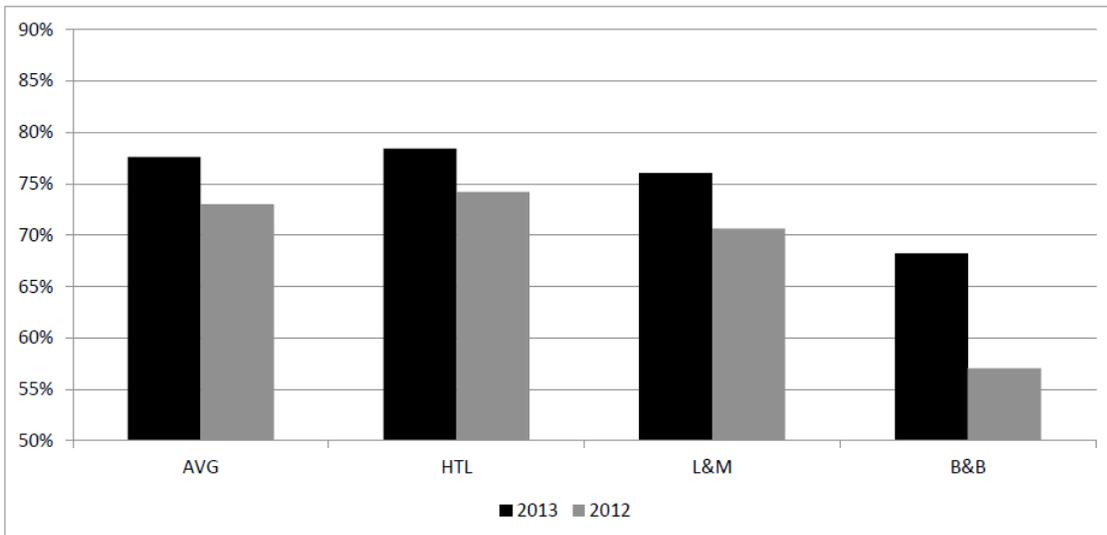
Retail	8474
Retail	11494
Retail	25614
Retail	25614
Retail	8460
Retail	7293
Retail	2613
Retail	1756
Retail	1128
Retail	38671
Retail	17291
Retail	13914
Retail	3200
Retail	2156
Retail	14737

**EXHIBIT B
Boulder Hotel and Motel Association
Lodging Report - October 2013
Occupancy/Percentage**



October	Available*	Occupied	OCC%	ADR**	YTD OCC% ¹	YTD ADR ¹
2013	64,321	49,930	77.6%	\$135.89	73.1%	\$130.50
2012	61,349	44,805	73.0%	\$122.86	71.5%	\$126.36
2011	61,380	43,732	71.2%	\$127.10	71.2%	\$122.16

¹The YTD occupancy and average daily rate (ADR) previously reported in the BHMA report was a simple average that added up the monthly results and then divided by the number of months. We are now calculating a weighted YTD occupancy and ADR average, using the reported rooms available, rooms occupied and rooms revenue, which provides a more accurate calculation. The YTD occupancy includes all hotels, while the YTD ADR is computed from the 18 properties consistently reporting revenues to the RMLR



October	Average	Hotel	Lod & Mot	Bed & Brk
2013	77.6%	78.5% (9)	76.1% (10)	68.3% (2)
2012	73.0%	74.2% (9)	70.6% (9)	57.0% (2)

Figures in parenthesis () are the number of properties reporting in that category. The 25 member properties of the Boulder Hotel and Motel Association represent 2172 rooms available per night; 792,780 rooms available per year. *Available rooms for only those properties participating in the occupancy report. **ADR computed from 18 properties consistently reporting to RMLR.

**Boulder Hotel and Motel Association, P.O. Box 2249, Boulder, CO 80306 (303) 297-8335
Compiled by Rocky Mountain Lodging Report - (303) 840-1666**

Baseline Zero Development - Hydrology and Flood Risk White Paper

The Baseline Zero development appears to have serious risk of flooding. Skunk Creek flows through the center of the property and is classified on City flood maps as being in the High Hazard Zone. The remainder of the property is within the 100-year flood plain of Skunk Creek, with a sizable portion east of Skunk Creek, where the extended-stay hotel is proposed, being located within the flood Conveyance Zone.

Each of these flood zones (high hazard, conveyance, 100-year flood plain) have restrictions and limitations on development as specified in Chapter 9-3 of the City codes. Within the 100-year flood plain all residential property, which we contend will include the extended-stay hotel, need to be elevated at least two feet above 100 year flood protection elevation (FPE), the computed elevation of the water level during the design 1 percent annual probability flood event. Using the preliminary flood mapping figures shown in the Developer's November 4, 2013 Concept Plan Review, it appears that fill dirt will need to be added to much of the land representing the footprint of the extended-stay hotel. Adding fill to this portion of the development will satisfy the City's FPE requirement but, in the event of a 100-year flood, this now higher elevation 70,000 square foot region will divert the flood waters to adjacent properties to the east, add flows to Skunk Creek, and cause ponding upstream that could impact the Brookside Apartments to the south. We question whether the 'Proposed Conditions' flood map shown on page 21 of the Concept Plan accounts for increase in elevation beneath the proposed hotel. Should this change in elevation be included in the flood modeling for the Proposed Conditions flood, we question whether the impacts will be as minimal as shown and whether there will be no rise in the FPE within the flood conveyance zone located beneath and adjacent to the extended-stay hotel, as required by the City codes.

We understand the City's development requirements allow for parking garages to be placed within the 100-year flood plain in locations where the depth of flooding will be greater than 18 inches, provided that the parking can be flood-proofed. The Concept Plan includes 2-story below grade parking structures beneath both buildings. We question whether the City contemplated parking structures that could be completely submerged during a 100-year flood. We will be looking with interest to see how these subgrade structures can be flood-proofed to the satisfaction of the City, without creating a local dewatering condition that could impact vested water rights, would result in continual and non-beneficial discharges of shallow groundwater to downstream neighborhoods, and require considerable electricity to run dewatering pumps with its attendant impacts on the City's carbon footprint.

We understand that the maps shown in the Concept Plan are preliminary and are being updated. The existing Flood Rate Insurance Maps do not include key changes that have been made in the area including elimination of an open channel located south of the adjacent Route 36 lanes and improvements to bike path underpasses. While we appreciate the developer's efforts to provide the most recent results possible, our experience with the City of Boulder's South Boulder Creek Flood Mapping project indicates that these preliminary maps are likely to change by the time the Site Review stage of this application occurs. We expect that the technical hydrology reports that describe the flood modeling and flood mapping will be made fully available for review as part of the Site Review submittal. Given the growing prospect of climate change, perhaps as manifested by the unprecedented rainfall event of September 2013, we expect the City and the Developer to give full consideration to more extreme climate events in their planning, design and evaluation of this development.

We also have concerns about the groundwater beneath and adjacent to the proposed development. The depth of ground water is likely very shallow beneath the proposed development due to the presence of Skunk Creek. Shallow groundwater would exacerbate flood impacts since there is little buffering capacity in the overlying soils to absorb flood waters. We ask that this be factored into any flood mapping evaluations. In addition, construction of the underground parking structures and associated building foundations will block the flow of groundwater. This blockage will create a damming effect, forcing groundwater levels to increase on the upgradient (south) side of each building and along their east and west sides. These increases in groundwater levels could result in basement flooding problems in adjacent properties, will increase the flow into Skunk Creek, and could affect the stability of the soils that make up the road base of nearby Route 36. None of these groundwater issues were discussed in the Concept Plan but we expect to see detailed analyses of them in the Site Review documents.

We understand that this site has a history of contamination of both the shallow soil and groundwater. While we applaud the efforts of the developer to remediate those historic impacts, we expect that should this development go into the construction phase that additional contamination will be found. The development plan must include a monitoring plan for additional sampling of subsurface soil and groundwater, and ongoing monitoring of both shallow groundwater and surface water in Skunk Creek, to ensure that the development does not result in any additional releases of contamination nor allow existing contaminants to spread.

Finally, we find the infiltration numbers provided on page 20 of the Concept Plan to be appealing but implausible. Reducing the impervious area by about half, as suggested, cannot increase infiltration by a factor of 5. While excess runoff at the current set of properties may indeed send the water problems downstream, we assert that the development with its below grade parking structures will create a new set of problems to adjacent and downstream neighbors that have not been designed for or mitigated against by these existing owners. For example, should infiltration increase dramatically, one could expect a rise in groundwater levels with increased risk of flooding of nearby basements and an increase in flow in Skunk Creek, which could increase flood risk, lead to greater erosion of the stream bed and the production of excess sediment. While we cannot predict the exact hydrologic impacts of the proposed development based on the information provided in the Concept Plan, we do anticipate there could be many and request that there be an escrow or bond of sufficient size provided by the developer to the City to mitigate those impacts so that existing home and business owners do not bear the cost of water-related damage created by this development.

Baseline Zero Parking Issues

The developer must off-set the loss of existing on-street parking.

There are 14 parking spaces along Moorhead and Moorhead Frontage Road that have a 90%+ occupancy rate when CU is in session, used by Brookside Apartments' residents and CU commuters (see figure below). These spaces must be included in planning for the site. If on-street parking is not possible given new traffic conditions, those spaces must be provided off-street within the development.

Parking by Brookside residents, CU commuters and neighborhood residents already heavily occupies the adjacent streets. Adding to the current burdensome parking shortage is not acceptable. While it might solve some of these issues, a neighborhood parking permit program is controversial and might unfairly burden residents. A parking permit program is not a one-size-fits-all solution. Based on conversations with residents using these programs, permits can create difficulties, from dealing with out-of-town guests or larger family gatherings, to how and where to locate signage.



The request for reduced parking must be denied.

The developer’s requested modification for a 48% parking reduction would provide for only 375 parking spaces where 720 are required. Any parking reduction should not be granted. As designed, the complex would generate significantly more parking demand than supplied, and the overflow would have a tremendous negative impact on the adjacent neighborhood. Granting the reduction would provide the developer with an opportunity to privatize profits while pushing costs and impacts onto the local community. This is not an acceptable plan.

Parking requirements for the proposed development assume that a height modification is also granted. This is not a reasonable request, and should not be granted. As shown in the table below, the development without a height modification and keeping all of the parking shown on the plans would not require a parking reduction. This is a possible solution to the parking problem.

	Parking Requirements			Shown on Plan	% Reduction Requested
	Office ¹	Hotel ²	Total		
4 story (assumes height modification is granted)	600	120	720	375	48
2 story (no height modification required)	300	70	370	375	No Parking Reduction Required

¹ Per zoning table 9-3: Minimum number of off-street parking spaces per square foot of floor area for nonresidential uses and their accessory uses is 1 space per 300 square feet of floor area. 180,000 SF/300=600 required; 90,000/300=300 required.

² Per zoning table 9-4: Motels, hotels, and bed and breakfasts require 1 space per guest room or unit, plus required spaces for nonresidential uses at 1 space per 300 square feet of floor area. 100 rooms +3000 SF=120 required; 50 rooms +3000 SF=70 required.

Shared parking and “encouraging alternative means of access” are insufficient for requested parking reduction.

The unfortunate result of installing a development with a regional, rather than local, focus is that people will be arriving at the site from the entire Front Range and beyond. While Boulder has made significant strides in advancing alternative means of travel, the surrounding communities are still in preliminary stages of development in this regard and residents may not be able to engage “alternative means of access.” It is unreasonable to think that alternative transportation will succeed by merely making it difficult to park on this particular site. The most likely scenario for a worker from a nearby city without good bus access is to drive to Martin Acres, park in our neighborhood, and then walk or bike the last leg of their commute. There are already many commuters who drive to Martin Acres then park, and ride the buses. There is simply insufficient parking capacity to handle these additional cars on the streets surrounding the proposed development.

Baseline Zero documents note that “Car trips to the site will be reduced by encouraging alternative means of access” and “Bike share and car share parking will be shared between the facilities.” Informal conversation at the developer-hosted open house revealed plans for sharing parking between the two facilities at syncopated peak parking times. The developer claimed this would decrease the actual parking required. There are two primary flaws in this thought process. The first is that while this may work some of the time, there will be times when both facilities are being heavily used simultaneously. Secondly, once these structures are built, and the developer has taken his profits and left, there will be no control of schedules and shared parking resources. While what has been suggested by the developer contains many admirable ideas, they do not constitute a sound policy basis for granting any parking reduction at all - let alone a massive 48% reduction.

Notes on Boulder City Code and the Boulder Valley Comprehensive Plan

*Boulder City Code Section 9-9-6 **Parking Standards (a) Rationale:** The intent of this section is to provide adequate off-street parking for all uses, **to prevent undue congestion and interference with the traffic carrying capacity of city streets**, and to minimize the visual and environmental impacts of excessive parking lot paving.*

- A 48% parking reduction would indeed add congestion and interfere with the traffic carrying capacity of city streets.

*Boulder City Code Section 9-9-6 **Parking Standards (f) (1) Parking Reduction:** The city manager may grant a parking reduction for commercial developments... exceeding twenty-five percent for those uses that are nonconforming only as to parking, if the manager finds that the*

requirements of subparagraph (f)(1)(B) of this section have been met...

- The parking reduction is beyond this 25% reduction tier.

*Boulder Valley Comprehensive Plan, Section 6.11 Transportation Facilities in Neighborhoods: The city and county will strive **to protect and improve the quality of life within neighborhoods** while developing a balanced transportation system. Improving access and safety within neighborhoods by controlling vehicle speeds or providing multi-modal connections will be given priority over vehicle mobility. The city and county will design and construct new transportation facilities to minimize noise levels. Neighborhood needs and goals will be balanced against the community benefit of a transportation improvement.*

- The quality of life within our neighborhood would be unreasonably compromised by a development of this size.

Additional Parking Issues

- Two stories of below-grade parking will act to displace and impede the flow of groundwater and Skunk Creek subsurface drainage. This will significantly alter and expand the 100-year floodplain into our neighborhood. Further floodplain modelling must include the subsurface components in the analysis. During the September flooding, a large portion of the proposed site functioned as a detention area. If this area had been displaced by structures in the floodplain they would have greatly exacerbated the flooding damage to the surrounding homes.
- Section drawings indicate 10' vertical between parking levels. Assuming a light structure of 2' at each level, the ADA required vertical clearance of 8.17' for vans will not be possible.
- This is going to be a difficult site on which to build and has the potential for massive disruption to the surrounding neighborhood's ability to access our homes during this process. With this in mind permitting should require all construction staging and contractor parking to be contained within the development footprint. The extended construction period of the development will cause significant disturbance to our neighborhood and this should be minimized to every extent possible.
- We look forward to seeing how the developer addresses the significant technical issues associated with constructing below-grade parking within the floodway without adversely affecting the efficiency, direction or flow of the floodway. It is vital that this development does not cause or lead to any increase in the base flood elevation of the surrounding area.

Baseline Zero Sustainability Issues

We believe strongly in sustainability and feel it should be part of every development. Baseline Zero carries with it numerous negative environmental and non-sustainable impacts. Further, we find these to be so great as to more than offset whatever alleged benefit the project may offer in these areas. We use the word alleged, because we challenge the majority of the developer's claims as to the "green" and sustainable nature of his project.

If this project goes forward, all retail at the location will disappear. Just one of the several retail outlets to disappear is Grease Monkey. Here is an analysis of the negative environmental impact from losing just this one retailer:

The loss of retail on Moorhead will increase vehicle miles.

For example, when Grease Monkey and Nick's Auto close, one of the next closest oil change location is Jiffy Lube at 1788 30th St, Boulder, CO. This facility is 1.69 miles one way, or 3.38 miles round trip further from not just Martin Acres, but all of south Boulder. An analysis of the impact on just Martin Acres is this:

There are 1500 homes in Martin Acres. For demonstration purposes, let's assume an average of 2 cars per home (many have more, with all the shared rentals here). That is 3000 cars just in Martin Acres. On average, cars need 4 oil changes per year. So that's 12,000 Martin Acres car trips for oil changes per year. Multiply this by the 3.38 additional miles traveled, and you get 40,560 additional vehicle miles traveled. And that is just Martin Acres. This does not even take into consideration the other 3 major South Boulder neighborhoods that also use some of our Moorhead Ave. services. They have an estimated additional 5,000 cars. Note: we realize that not every motorist would follow the above scenario, but we offer this so you may consider how Baseline Zero will create additional vehicle miles traveled for the neighborhood. The developer's concept plan mentioned none of this.

Ironically, we will all have to rely on our cars even more now. Baseline Zero would force us into our cars in search of services formally available right here in the neighborhood.

Add additional miles traveled for the loss of a neighborhood gas station. Ditto this for the loss of Baseline Liquor. Ditto for Wendy's.

We calculate that altogether, by eliminating current services, Baseline Zero could result in nearly a quarter million more vehicle miles traveled each year for South Boulderites. Ironically,

if the development was re-purposed, or even partially re-purposed to contain more neighborhood-serving retail, Baseline Zero could not only potentially *not* add any more vehicle miles traveled for the neighborhood, it could even result in a net *reduction* of hundreds of thousands vehicle miles traveled.

The fact is, South Boulder is dramatically under-served by certain kinds of retail. Just a few examples: Thousands of young south Boulder music students, elementary through college, lack a music store within any proximity. At the closest, a music student now must travel 5.54 miles round trip to Robb's Music. Another example: South Boulder also lacks an auto parts store. The closest one is NAPA Auto Parts, at 3550 Arapahoe, 4.5 miles round trip away. Nor are there any bookstores in South Boulder, and countless other examples.

There is a huge difference between retail located right within a neighborhood, within $\frac{1}{4}$ to $\frac{1}{2}$ mile, versus retail located $\frac{3}{4}$ to 1 mile away, across several busy main roads. Any number of studies about pedestrian behavior bear this out. Indeed, the European "transit oriented development model" stipulates that $\frac{1}{4}$ mile to $\frac{1}{2}$ mile is the maximum distance that people can be reasonably expected to walk to a transit hub. This is why we reject the developer's example of his under-patronized Baseline Crossing project. We don't go there because it's not in our neighborhood, and it's not easy to get to. There are two frighteningly busy intersections to cross, not to mention an underpass currently inhabited by aggressively pan-handling transients. None of these challenges would be present for retail developed at the northeast corner of 27th and Moorhead.

We challenge in the strongest possible terms, the developer's claim that retail would not be viable at this location, just as we challenge the notion that Baseline Zero is going to do nothing but good things for the environment. In fact, it will do little more than force Martin Acres residents into their cars to a greater degree, adding to vehicle miles traveled, traffic congestion, pollution, global warming, and consumption of scarce gas resources. This is NOT what is mandated in the Boulder Valley Comprehensive Plan. Co-location of services and human populations is what's called for at this location. Baseline Zero fails on all counts at this.

Is "green- washing" in play?

We are wary of "green-washing" tactics. The much vaunted "solar array at Coors Field," for example, produces 10 kilowatts of electricity. But of course, Coors Field uses many thousands of times that amount of electricity, rendering the contributions of their solar array to be statistically irrelevant as a percentage of energy the stadium consumes.

We find many of the developer's claims to be suspect. "Building will employ the use of carbon-absorbing wood in their construction." All of our homes are made out of wood. We would never claim that our homes are carbon-absorbing. And, even more outlandishly, the developer claims that "heavy timber is difficult to burn." We find this to be just one of many bizarre claims made by the developer, and we believe that the Boulder Fire Dept. would agree with us. What's particularly surprising is that this claim is set on page 48 of the developer's proposal, where he juxtaposes wood support columns to steel columns. (Our comment: steel columns can be made from recycled steel and are 100% fireproof.)

Onsite energy production plans are vague.

Baseline Zero vaunts that it "may produce" up to 25% of the energy it consumes. Yet the concept plan is vague on these points. It meanders through a series of vague references to "photovoltaic and/or solar thermal systems" and "CHP (Combined Heat and Power) and fuel cell systems are also being investigated." It is easy to say that things will be investigated or considered. Often, good intentions disappear under the actual reality of construction costs, cost over-runs, etc. Last, the developer refers to a goal "one day" of achieving net zero. Many businesses, of a smaller, more appropriate scale, and more sustainable nature, are achieving significant solar energy contributions now. Beau Jo's Pizza, just to the northwest of Baseline Zero, is an example of a more appropriately-scaled development. It has photovoltaic panels that produce a significant amount of its electricity. However, it is very likely that Baseline Zero's towering height will actually shade Beau Joe's solar array, thus taking away significant solar electricity in another location.

Baseline Zero's passive solar design is faulty.

While passive solar design is a laudable goal, it typically seeks to minimize glazing on the north side of a structure, and in the roof. Therefore we are surprised to see the developer's plan to maximize glazing in these facets of the building.

There is a faulty juxtaposition of buildings for passive solar. Of even greater concern is that the developer seems unaware that it's not best practice to locate two passive solar office buildings in a north-south relationship to each other. The reason is that, with only 30 feet separating them, south to north, the south office building will absolutely shade all but possibly the top floor of the north office building in winter, thereby robbing it of any passive solar gain. The traditional site plan for multiple passive solar buildings is to place them in east-west relationship to each other, thereby allowing each to have unfettered access to the sun. This

flaw in Baseline Zero's design is revealing: It illustrates that in fact, rather than opting for true sustainability, the developer gives greater weight to cramming more revenue-producing office space into an area than the area can actually accommodate in terms of solar access. We urge Planning Board to think carefully on this point.

Temperature extremes will exist on the north and south sides.

With the proposed amount of north glazing, we predict heat loss and discomfort in north-facing offices, causing significant energy consumption that is not accounted for in the developer's modeling.

There will be overheating from the roof and to the south. Even with reflective coatings, the amount of roof glazing proposed has a real potential to overheat the building. Further, the southern overhangs allotted to each south-facing floor do not appear anywhere near long enough to prevent summer overheating. There are prescribed formulas for optimized passive solar overhangs at 40 degrees north latitude. At least based on the developer's drawings, these shade overhangs do not appear to extend even half as far as they should in order to prevent summer overheating.

Summary.

We urge Planning Board and City Staff to look critically at the developer's sustainability claims, and consider the ways in which they are questionable. After having done that, carefully consider the project's aforementioned negative environmental impacts, which we believe more than offset any alleged gains.

CONCLUSION

There is a tremendous opportunity at Baseline Zero to do something great for the neighborhood – something that would allow Martin Acres to continue to be sustainable, and more self-sufficient as a neighborhood, where residents can easily walk to a spectacular neighborhood-serving hub of retail, precisely in the spirit of BC-2 zoning and the Boulder Valley Comprehensive Plan sections 2.21, and precisely in the manner in which BC-2 has been developed everywhere else in town. Martin Acres looks at the neighborhood sustainability efforts that have been effectively employed elsewhere in town. A terrific example of this is the complex at Ideal Market where residents are served by an array of north Broadway coffee shops, restaurants, pharmacies, and merchants, and rarely need to get in their cars for shopping or services. We support this notion of matching services with populations, and we need it here. We don't understand the apparent willingness to tear out all the neighborhood-serving retail within this wonderful triangle we call Martin Acres.

We urge you to deny the Baseline Zero project as currently planned because:

- The adjacent traffic intersections are already strained and cannot accommodate the additional volume this project, in its current form, would bring. Not only will the neighborhood suffer the impact of significant cut-through traffic, but also our main ingress and egress road, Moorhead Ave., is already seeing another large-scale development at its other end at Table Mesa, the future impacts of which are unclear.
- The project would break Boulder's time-honored three-story limit, which protects everything from appropriate scale, mass, and transitions to mountain vistas and solar access.
- It would be a radical departure from all other BC-2 zones in the city. Unlike the others, it includes not one single element of the actual spirit and intention of BC-2 zoning, "generally intended for residential uses with neighborhood-serving retail...."
- The developer seeks to build in the middle of a 100-year flood plain, and dig two levels of underground parking in an area with groundwater issues and groundwater contamination. A more modest and appropriately scaled project would be able to avoid the high hazard areas, but the project as planned puts the neighborhood at significant risk.
- The project proposes to provide only half of the parking spaces required by City code. This will severely impact Martin Acres streets near the development – a section of the neighborhood already beleaguered by commuters and other all day and longer visitors parking

here.

- The project as proposed would have a net-net negative environmental and sustainability impact by eliminating all goods and services available within the neighborhood, thereby forcing us into our cars to a greater degree than at any time in our neighborhood's history. This is hardly the direction called for in the Comprehensive Plan and the Climate Action Plan.

There is feeling here that Martin Acres is routinely taken for granted by 1) CU football fans, who inundate our streets because of the "free" parking, often parking across our driveways and making our houses inaccessible; 2) CU students, staff, and faculty, who drive from points distant and park and walk or bike to campus; 3) Brookside Apartments, which only provided one parking space per unit, though many units are shared by three people with cars; and 4) RTD commuters, who park their cars here for days to head to the airport, Denver, and other destinations. Martin Acres is already a neighborhood deep in frustration, well before Baseline Zero.

We are disappointed in Baseline Zero's total disregard for features benefiting our neighborhood, and we reject Baseline Zero as currently planned. Simply because a developer makes grandiose claims of sustainability (most of which we have disproved, because they are more than offset by sustainability losses for the neighborhood), it doesn't mean it's a good project. Martin Acres is Boulder's first, original subdivision and deserves, as much as any neighborhood, the wonderful benefits of a neighborhood-serving development. Baseline Zero is a big step backwards for our neighborhood.

We ask you to not approve this project as planned. If the City rubber stamps this development as proposed, the much maligned neighborhood of Martin Acres will, as a whole, view this as yet another example of Boulder's attitude towards us as the "armpit of Boulder" (Boulder Daily Camera, Guest Opinion, 11/3/13), but on a grand scale. The City will see formidable opposition to this project as it is currently planned.

We are highly interested in development at this site, in the manner that the City has approved in the other six BC-2 zones, and in the spirit of BC-2 Zoning, and the Boulder Valley Comprehensive Plan section 2.21, with a watchful eye to section 2.13. We see no reason why Martin Acres, alone, should be denied the benefits these other neighborhoods have enjoyed. We believe the project can and should be re-purposed in a neighborhood-benefiting way. If this can be done, you will have not only the support of our neighborhood, but our strong, highly engaged, economic support as well.

November 21, 2013

Chandler Van Schaack
P.O. Box 791, Boulder, CO 80306

RE: Baseline Zero Concept Plan, LUR2013-00058

Mr. Van Schaack,

Thank you for considering my comments on the Concept Review Plan for Baseline Zero. My comments are focused on the traffic impacts, specifically circulation and access. I work professionally for Boulder County Transportation as a Planner and Traffic Engineering specializing in vehicle trip reduction and multimodal infrastructure and operations. I realize this project is still early in its development but there are key issues that need to be addressed.

The traffic analysis for this project is currently inadequate. The most critical component of the traffic generation for this project is not actually the total traffic volumes but the streets and intersections that will be used to access the site. Today most of the traffic generated by the current development uses 27th Way. Of the four active properties – the gas station, Grease Monkey, Nicks' Auto and the Liquor Store – only 29% of the traffic uses Moorhead to access the businesses. Specially, the gas station and Grease Monkey generate 1,422 trips per day of the total 1,991 trips (using the ITE generation numbers). The proposed project will shift all trips to Moorhead and the unsignalized Moorhead/ 27th Way intersection creating a very different traffic operation dynamic then what is seen today. As such, it is not reasonable to simply subtract these existing trips from the proposed project's traffic impact. In addition, it is common traffic engineering practice to consider gas station trips as "pass by" trips. Most, if not all, gas station visits are made by drivers already on a trip to someplace else. In other words, gas stations are not considered to generate new trips. On the other hand, trips to office and hotel lands uses are considered "destination" trips that are in fact generated by that particular use. As such it is not reasonable to subtract the 1302 daily (81 AM Peak Hour) trips from the proposed project development's traffic impact.

A more accurate picture of the traffic impact would be to acquire current peak hour turning counts for the Moorhead/ 27th Way intersection. Over the same time frame, count peak hour trips into and out of Nick's Auto and the liquor store. (This can be done relatively easily due to the few ingress/egresses for these businesses. Tube counts are about \$100/day) Subtract the generation from these two business from the Moorhead/ 27th Way intersection turning counts. Then add the trip generation from proposed project for AM Peak Hour (296 trips) and PM Peak Hour (287 trips) and determine the degradation in LOS for the intersection.

The project proposal highlights the regional bike and pedestrian connectivity to the site. Should the project move forward there is tremendous opportunity to construct a grade-separated multi-use path underneath Moorhead, following the Skunk Creek corridor. This would leverage the recent investment in the 27th Way underpass by completing a fully-grade separated route from the Broadway multi-use path to 28th Street frontage road. The needed grade on the south side of Moorhead is already there and the major earthwork required for the proposed two levels of underground parking would seem to create an opportunity on the north side. Furthermore, the addition of a second box culvert for the multi-use path would greatly improve flood water dispersion under Moorhead. The additional benefit of expanded capacity was recently witnessed in the September flood just to the south at the Bear Creek underpasses at Martin and Moorhead.

Regarding regional transit access to the property, the City has spent the better part of the last decade planning and preparing for the Bus Rapid Transit enhancements that are part of the RTD FasTracks program. Upon completion of the transit/HOV lanes on US36 in 2015, new regional transit service will be added to the 28th Street Corridor, terminating at the Transit Village. If there ever were to be a regional transit stop along this corridor at Baseline, the redevelopment of this project would serve as an excellent opportunity to incorporate required elements of the stop. These elements include bus platforms, non-motorized access to the platform, and improved bike and pedestrian connections across US 36. It would seem fair that the developer could take credit for transportation emission reductions resulting from the land or financial contributions dedicated to development of this regional transit stop.

It's great to see such commitment to environmental sustainability in the proposed project. Unfortunately, transportation is completely absent from the energy analysis and energy commitment for the project. The energy required each day to move vehicles to and from the project (1,200 per day according to the traffic report) will be substantial. This should be included in the analysis for this project, especially one claiming to be a net zero project. In addition to the energy use, there is no mention of the greenhouse emissions that will be generated as a result of vehicle use. Given the City's commitment to reducing greenhouse gases and the fact that transportation makes up 27% of the City's greenhouse gas emissions, this project should commit to both measuring all transportation emissions and minimizing total output.

Finally, I think there is much work to be done still to be done to justify the 50% reduction in parking that is being proposed. While I support parking capacity reductions as a tool to reduce vehicle trips and encourage alternative transportation, substantial efforts must be made to reduce spillover parking into surrounding businesses and neighborhoods.

I look forward to working with you over the subsequent months and years during this project's development. Please don't hesitate to contact me at any time.

Sincerely,
Scott McCarey, PE, AICP
140 S. 32nd Street
Boulder, CO 80305
303-589-2982
scottmccarey@gmail.com

Ilene and Ron Flax
2836 Elm Avenue
Boulder, CO 80305

November 20, 2013

Chandler Van Schaack
PO Box 791
Boulder, CO 80306

Dear Mr. Van Schaack:

As neighbors of the Baseline Zero project, we are writing in response to the Concept Plan Submittal. We want to begin by stating our strong objection to the characterization of the site as “blighted” (as described in the proposal). While this site is clearly ripe for development, it exists on the edge of a thriving residential neighborhood and is located at an important nexus of community functions. Referring to this site as blighted is misleading, especially since several retail businesses closed in recent years because of these redevelopment plans. The plans raise a number of issues that need to be addressed:

1. Use

It is vital that the project does not wildly deviate from the current zoning regulations which call for “Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate.” Flexible office spaces that support the many home-based businesses could be an asset to our community. Small scale retail should be a piece of the plan. The sustainability goals of our city can only be met by making development choices that bring commerce to our community. The regional nature of the proposed uses does not support a sustainable city, or a pedestrian friendly walkable neighborhood.

2. Scale

The scale of the proposed buildings is too large and tall based on the context of the existing neighborhood. Buildings must be restricted to the allowed 35’ height rather than projecting an additional 20’, which would result in 55’ buildings. Despite statements to the contrary, buildings of this scale will have substantial negative visual, environmental, and experiential impacts. It unreasonable to request a height variance on this site.

3. Neighborhood Connections

The project must include robust multi-use pathways at the perimeter and through the site, connecting to Boulder’s existing bikeway network. At a minimum, the following connections are essential for this site:

- Bike and pedestrian access along the north side of the site, connecting Moorhead to the RT 36 on-ramp underpass and continuing west to the existing bike path (that leads to the intersection of Baseline and 27th Way).
- Grade separated crossing connecting the existing Skunk Creek Greenway trail under Moorhead with a greenway trail along Skunk Creek through the site, and connecting to the pathways on the north side of the site.
- Wide sidewalks/bikeway/bike lanes along Moorhead and 27th Way on the edge of the project area, reinforcing pedestrian connections to retail to the west.

4. Traffic

The project would draw regional traffic through our neighborhood creating significant vehicular traffic and parking issues. Among other issues with the traffic assessment, it does not take into account that vehicles currently access Boulder Gas via 27th Way directly, whereas all project traffic will be routed into the neighborhood along Moorhead. As designed, this project would require a signalized light at Moorhead and 27th Way.

The project includes no on-street parking and inadequate below-grade parking. This will exacerbate the existing congestion and parking issues created by insufficient parking at the Brookside condominiums. Many of those residents currently park on the street. Again, it is unreasonable to request a variance of the parking requirements. Should this project be approved, the project owner should bear all costs for soon to be necessary the Neighborhood Permit Parking Program.

Additional considerations include the mature existing honeylocusts, cottonwoods and willows that should be preserved, and the reconstruction of the CDOT right of way, which was not constructed per current CDOT standards as the slopes are too steep to be maintained.

We are generally supportive of redevelopment at this site, but are disappointed that the design disregards the context of this part of our community. Our neighborhood is a pedestrian friendly, human scale portion of the city. There are opportunities to develop this site that will promote economic prosperity for its owners while having an overall positive impact on our neighborhood and City. Our neighborhood and the City of Boulder deserve a more thoughtful plan that meets existing development regulations and fulfills the qualities identified by the 2010 Boulder Valley Comprehensive Plan. We look forward to where this conversation leads.

Sincerely yours,

Ilene and Ron Flax

January 7, 2014

Dear Mr. Van Schaack,

I am writing in regard to the proposed development at Moorhead and Broadway. I am strongly opposed to the development currently under consideration for the following reasons:

1. The size of the development is inappropriate for this quiet residential neighborhood.
2. The propose height of the buildings is totally out of synch with the neighborhood.
3. The increase in traffic will negatively impact the quality of life in Martin Acres.
4. The number of proposed parking spaces is totally inadequate.
5. There is absolutely no need for a hotel in this neighborhood. There are two to three hotels/motels within walking distance of this proposal.
6. There are no services that would benefit the neighborhood in the proposed development.
7. The removal of the Boulder Gas station is a reduction in neighborhood services.
8. The proposed bike path is dangerous.
9. The profits of these developers will not benefit the people living in Martin Acres.
10. Any expansionistic wish of CU should not be served by expansion into Martin Acres. (see #4)
11. Traffic will increase on side streets impacting the quality of life, including the safety of children who now feel safe on our neighborhood streets.

In the greater plan for the future of Boulder, there should be more consideration of the preservation of current neighborhood ambience and boundaries. I find it especially interesting that one of the last affordable middle class neighborhoods in this city was not adequately informed of this proposed development. The people in this neighborhood pay taxes and vote. Don't sell out the middle class, who are the backbone of this community.

Leah Conroe-Luzius
105 South 31st St.

Van Schaack, Chandler

From: plandvelop
Sent: Monday, January 06, 2014 9:12 AM
To: Van Schaack, Chandler
Subject: FW: proposed Martin Acres development

-----Original Message-----

From: David Thomson [<mailto:dthomson@originalcode.com>]
Sent: Saturday, January 04, 2014 3:32 PM
To: plandvelop
Subject: proposed Martin Acres development

Dear Sir or Madam,

I am writing out of concern over the proposed development in the northwest corner of Martin Acres, near 27th Way and Moorehead. As the development has been explained to me, it is clear that this proposal falls far outside of the intentions of the zoning for that area and will have a significant negative impact on the neighborhood. The proposed development, a hotel and office space, replaces half a dozen neighborhood businesses, including a service station, a gas station, a liquor store, and a fast food restaurant. All of those businesses contribute to the character and livability of the neighborhood.

Although I have no inherent objections to hotels or office space, they do not contribute to the neighborhood in the same manner as the businesses they are displacing. If they were to be added in addition to existing or new neighborhood businesses, they would add to the overall character of the neighborhood. But when they replace these businesses, the neighborhood is poorer for it.

The proposed development lies outside of both the intention and the letter of the zoning regulations for the area. In addition, the inappropriateness of the proposal is made all the more apparent by the numerous variances that the developer is requesting. They have requested an exception to the height limit, the setback limit, and the parking requirements. All of these variances will negatively impact the neighborhood, but the parking variance especially will have a negative impact on the houses and residents in the immediate vicinity. The negative impact of the proposal on the existing bike path is another issue that needs to be substantially improved before this project is approved.

Please enforce the zoning regulations and request that the developer adjust this plan to better fit the neighborhood.

Regards,

Dave Thomson
365 S. 45th Street
Boulder, CO 80305

Van Schaack, Chandler

From: Manalist [mailto:manalist-bounces@martinacres.org] on behalf of David Lorraine [David@BoulderDigs.com]
Sent: Thursday, December 12, 2013 3:06 PM
To: sara.symons@colorado.edu; 'Martin Acres Neighborhood Email List'
Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house
Attachments: ATT00001.c

I was there for an hour or so. At this point I would not say that I was reassured but also I would not say that I am fearful or disappointed from what I experienced at the meeting.

The biggest concern I have is that I'm not getting the feeling that the developer or the city realize how messy the traffic situation is on that corner.

Hopefully the traffic study is thorough, unrushed and unbiased. That's a very important piece to this puzzle. Especially since there is a brand new development on the other side of Moorhead (Hi Mar Senior Center), which had extreme variances due to the use, and we have not yet been able to see how that affects traffic on the other side of Moorhead since it is still under construction.

There are 150 houses on Moorhead which will be severely impacted both by cars travelling to and from these buildings and also by the busses being taken by the seniors at the High Mar to the Basemar shopping center, the guests at the Baseline Zero hotel travelling to the RTD park and ride on Table Mesa, and also the commuters to the Baseline offices from the RTD center and Hwy 36.

Then to top it off you have a ton more foot traffic walking from Baseline Zero to Whole Foods and also a ton of traffic during school hours travelling from Baseline to Moorhead to Martin Drive to get to Creekside Elementary School.

I'm just worried because many folks involved in this project don't seem to understand how messy that intersection really is and how easily the scale could tip and it would become a disaster.

I hope to be impressed with the traffic study.

David

From: Manalist [mailto:manalist-bounces@martinacres.org] **On Behalf Of** Sara Symons
Sent: Thursday, December 12, 2013 12:57 PM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house

Unfortunately, we were not able to attend the open house on Tuesday. Therefore, I appreciate all the feedback everyone has been sharing.

It seems like most of us came away from the meeting with a more negative view of the project than we had going into the meeting. Was there anyone who felt reassured by the information attained at the open house?

On Thu, Dec 12, 2013 at 7:28 AM, Jill Marce <jillm486@gmail.com> wrote:
Jeanette,

Thanks so much for sharing your real life experiences. I've not worked with developers and your insights are (and will be) great as this moves forward.

One of the gifts of the proposed development is seeing how many residents in Martin Acres are knowledgeable about land use, planning and development. I was very impressed with the questions that were asked along with the information that was shared by those attending Tuesday night.

Jill

On Thu, Dec 12, 2013 at 6:10 AM, <fielden@gmail.com> wrote:
It may or may not be a "done deal". Keep in mind the developer will always want to present the project as inevitable and written in stone :-)

The process of development is as much a poker and chess game as it is permits and construction.....

If a height variance is not granted the scope of the project changes considerably.

I absolutely agree that having a story to tell, connecting with people to make it human, and illustrating it helps immensely. In addition to the traffic time of day and parking issue photos, photos of the shadow cast from a 55 foot building to show that the east side condo's across Morehead will get little, if any, sun if the project gets built as proposed.

Morehead is the longest uninterrupted street in Boulder (no lights or stop signs) so adequate consideration of difficulty of entrance at 27th way and Morehead will drive easier access via Table Mesa and that long stretch. I would argue that the hotel is not on Baseline and it should not be assigned a Baseline address since all ingress will be from Morehead) to emphasize that this is locating in a residential area not a commercial strip. Calling it Baseline Zero is an attempt to associate the project with the busy commercial traffic of Baseline when it's not actually reachable that way.

During the compatible development(FAR) process I created 2 different slide shows - one for the planning board, another for city council, to show the un-intentional effects of the original proposal on houses in South Boulder. I absolutely believe based on the reaction of those present it raised issues that hadn't been considered. While I can't claim sole credit I like to think those helped get a couple of key points in FAR altered.

I did something similar with the adoption of the Internation Property Mgmt Code (IPMC). It would have made almost all 50's, 60's, 70's houses in South Boulder with finished basements immediately out of code with a hard requirement for 6'10" finished ceiling heights - the height of most of them unfinished. The working assumption was that when built the basements were never intended to be "habitable". Pictures of basement fireplaces and original era bathrooms helped them understand otherwise.

-jeanette

----- Original Message -----

From: Jill Marce <jillm486@gmail.com>

To: Martin Acres Neighborhood Email List <manalist@martinacres.org>

Date: Wed, 11 Dec 2013 22:16:16 -0700

Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house

> Kimman,

>

> Thanks for the compliment. (My last name's Marce.)

>

> Personally, I'm still sorting through what I saw and heard. What was said
> by Bruce leads me to believe that putting a hotel and office building on
> the site is a "done deal." How they're structured may be more open to
> negotiation.

> --

> Jill L. Marce

> Business Development

> Women's Vision Foundation

> [303-494-3863](tel:303-494-3863)

>

>

> Manalist mailing list

> Manalist@martinacres.org

> http://martinacres.org/mailman/listinfo/manalist_martinacres.org

>

>

Manalist mailing list

Manalist@martinacres.org

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--

Jill L. Marce

Business Development

Women's Vision Foundation

[303-494-3863](tel:303-494-3863)

Manalist mailing list

Manalist@martinacres.org

http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of L. Frear [lfrear@ieee.org]
Sent: Thursday, December 12, 2013 11:21 AM
To: manalist@martinacres.org
Subject: [Manalist] My \$0.02 on Baseline Zero open house (looks like Baseline Negative to me)

Disclaimer--I went into the open house thinking that maybe we are a bunch of NIMBYs and that I needed to understand this better.

I walked out thinking thinking that we are so screwed. (It was actually another verb...)

Here is a summary of my questions and their answers (paraphrased):

Q: What makes this a good neighbor? How would I get my neighbors excited about this?

A: The property has been cleaned up. Maybe people will rent office space?

Comment: They were required to clean up the property and have a wetland area; they really can't take credit for that.

Q: Traffic is going to be difficult--how is that addressed?

A: A: We're GREEN! There is bike parking, and it's near to a bus.

No traffic light is possible at 27th and Moorehead.

Comments:

Note that ALL new traffic will be on Moorehead. That means deliveries and loading dock activity will face the condo complex.

Q: Parking is already an issue, how does this not add to the problem?

A: We're GREEN! There is bike parking, and it's near to a bus. People should get away from using cars anyway.

Comments:

They claim most guests in the hotel will be enlightened business people.

I say anyone there will most likely have a car. When I'm on a business trip, I get the car unless it is a town I know well that has good public transportation to interesting destinations. Maybe CU parents would be okay without a car, but it's still a walk with luggage from the AB RTD stops to the proposed hotel. It would be interesting to know % of people without cars staying at the near-to-campus Marriot, Best Western, and Outlook.

Q: Retail? Hotel amenities available for neighborhood?

A: No, the developer already has vacancies in the other place on Baseline and doesn't want more. The hotel will not have a pool or restaurant.

Comments:

My concern here is vacant office space is just as bad a vacant retail.

There is already enough of that surrounding our neighborhood.

Q: Lighting/light pollution?

A: It's a hotel and it needs to be seen so people can find it. And the scale here is too small to include lighting in our model.

Q: New jobs other than making beds at a low-end Westin hotel?

A: It depends on who rents the space.

Q: Where could I spend money at this new development in my neighborhood?

A: This isn't about that.

Comments:

Personally, I think the owner did things backwards--he should have put the hotel on Baseline and his small retail thing on Moorehead.

I was there for ~half hour. They only counted people who signed in.
(Maybe I'm the only one who refused?) In that time, a large percentage
of the people said "hey, instead of a hotel, how about something useful like a gas station, a
burger joint, a mechanic, a car wash?" The developer stated none of those were possible. He
may have been irony deficient.

This is more of an oversold speculation than Peloton is.

Lauren

Manalist mailing list

Manalist@martinacres.org

http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of fielden@gmail.com
Sent: Thursday, December 12, 2013 6:11 AM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house

It may or may not be a "done deal". Keep in mind the developer will always want to present the project as inevitable and written in stone :-)

The process of development is as much a poker and chess game as it is permits and construction.....

If a height variance is not granted the scope of the project changes considerably.

I absolutely agree that having a story to tell, connecting with people to make it human, and illustrating it helps immensely. In addition to the traffic time of day and parking issue photos, photos of the shadow cast from a 55 foot building to show that the east side condo's across Morehead will get little, if any, sun if the project gets built as proposed.

Morehead is the longest uninterrupted street in Boulder (no lights or stop signs) so adequate consideration of difficulty of entrance at 27th way and Morehead will drive easier access via Table Mesa and that long stretch. I would argue that the hotel is not on Baseline and it should not be assigned a Baseline address since all ingress will be from

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-jeanette

----- Original Message -----

From: Jill Marce <jillm486@gmail.com>

To: Martin Acres Neighborhood Email List <manalist@martinacres.org>

Date: Wed, 11 Dec 2013 22:16:16 -0700

Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house

> Kimman,

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> Personally, I'm still sorting through what I saw and heard. What was
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> Jill L. Marce
> Business Development
> Women'sVision Foundation
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>
>
> _____
> Manalist mailing list
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>
>
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Manalist mailing list
Manalist@martinacres.org
http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Jill Marce [jillm486@gmail.com]
Sent: Wednesday, December 11, 2013 10:16 PM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house
Attachments: ATT00001.c

Kimman,

Thanks for the compliment. (My last name's Marce.)

Personally, I'm still sorting through what I saw and heard. What was said by Bruce leads me to believe that putting a hotel and office building on the site is a "done deal." How they're structured may be more open to negotiation.

When I came into the room at around 7:30, I asked about the number of people who had come earlier. I was told that it was around 30.

In seeing the model and the schematics, the traffic issue jumped out. Bruce mentioned that traffic flow either has been or can be validated. (I assume by the cables that are laid across roads at certain spots.) While numbers can be impressive, pictures in cases like these are much more impactful. (What does 27th Way look like at 5:00, 5:30, etc. What's the backup on Morehead on a typical morning look like? What about west bound Baseline at 27th Way?) Also, the numbers of cars doesn't always indicate the wait time to move or make a turn.

Seeing the model also highlighted that there's very little space between the buildings and the streets. As I drove by Bruce's other development on Baseline, this morning, I looked at that same scenario (the buildings crowd the street.) Those are two story buildings and the proportion in relationship to the street isn't as daunting though. I think a four story building in that same situation would overpower the area. If Morehead were a four lane street that might not be the case, but as we all know, it's only two lanes.

Bruce mentioned something that I hadn't considered before. The hotel's patrons would be there at different times than those working in the office building, so parking spaces in one building could mitigate overflow in the other. As long as there aren't parking restrictions for each building, that could be helpful in lessening the impact on neighborhood parking.

The question I have about it is in regard to hotel occupancy. I don't know of any hotel that doesn't work hard to fill all of its rooms.

Jill

On Wed, Dec 11, 2013 at 10:13 AM, Kimman Harmon <kimman@kimmanharmon.com> wrote:
I arrived at the very end (would have been there 5 minutes earlier but their signage was lacking...)

My observations are that they have no clue about our neighborhood.

Bruce was incredulous that our neighborhood doesn't use his other development across the highway on Baseline. Makes me wonder about his market surveys.

Also they were totally unaware of the substation buried on the old car wash property.

And traffic considerations are based on reducing parking spots; we know how that works...

I get huffy and short with people who are shoving something at me that is thoughtless. I appreciate Ron Flax and Jill (don't know Jill's last name) ability to stay cool and calm around such foolishness.

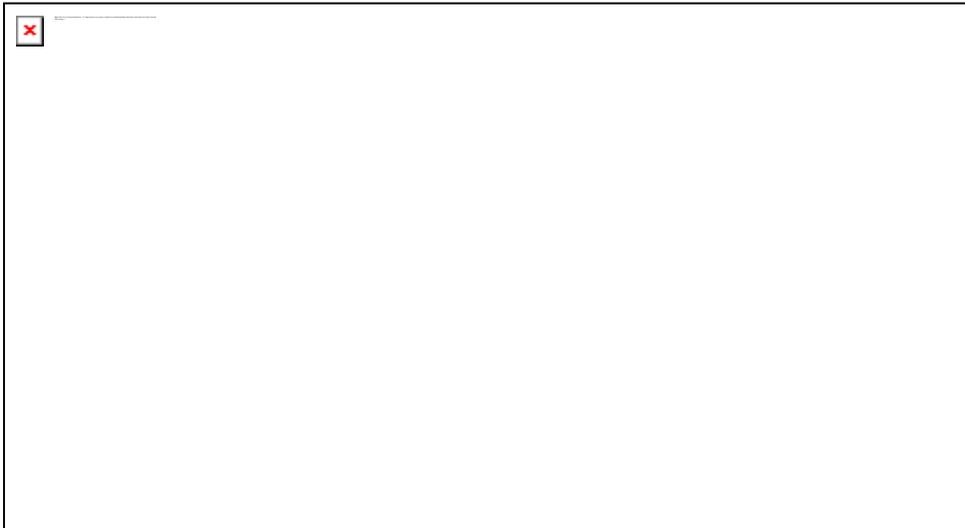
Kimman

-

www.kimmanharmon.com

On Dec 10, 2013, at 9:31 PM, David Takahashi <the.dragons.be.here@gmail.com> wrote:

My personal experience at the Baseline Zero open house this evening is that there was enough wishful thinking to give Jiminy Cricket a headache from wishing upon stars, and that I have now seen the master plan (thanks Walt!)



and for those on you on the digest: <http://bit.ly/IOI32y>

Seriously, we have some work ahead of us. It probably will take a village...

Best

--

David Takahashi
326 29th Street
Boulder CO 80305
Location/Time Zone: Boulder, CO/ Mountain

Manalist mailing list

Manalist@martinacres.org

http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Manalist mailing list

Van Schaack, Chandler

From: jimmy martin@comcast.net
Sent: Wednesday, December 11, 2013 10:00 AM
To: Van Schaack, Chandler
Subject: Zero Baseline

Good Morning. I was not able to attend the meeting at the Outlook hotel last night. I would like to reiterate my position that I previously sent you. Nothing has changed since that time. I am glad the property is being redeveloped. However, the height, size and use is not compatible with the surrounding neighborhoods. There will be no benefit to the surrounding neighborhoods, particularly with the large hotel. The project will increase traffic and congestion in that area considerably and with the reduction in on site parking overflow traffic and parking will move into the residential neighborhood.

I currently use the gas station, liquor store and oil change shop. It would be nice to have a mix of commercial uses that would be useful for those living in surrounding areas.

Thanks.

Jim Martin
240 32nd St.

Van Schaack, Chandler

From: joseph gartner [jegartner@yahoo.com]
Sent: Tuesday, December 10, 2013 1:38 PM
To: Van Schaack, Chandler
Subject: Re: Baseline Zero Neighborhood Meeting Reminder

finally got the plan to download. That looks really sweet! Much better than the vacant lot set up for homeless drinking and underage keg buying. The Gartner dudes abide

On Tuesday, December 10, 2013 11:00 AM, "Van Schaack, Chandler" <VanSchaackC@bouldercolorado.gov> wrote:
[Here is some info on the development proposal.](#)

Chandler Van Schaack • Planner I • City of Boulder
Community Planning & Sustainability • 303.441.3137

From: Van Schaack, Chandler
Sent: Monday, December 09, 2013 4:44 PM
To: manalist@martinacres.org; 'Coby Royer'
Cc: 'Raymond Bridge'; 'Raymond Bridge'; 'Tina Stenquist'
Subject: Baseline Zero Neighborhood Meeting Reminder
Importance: High

Hello All,

I am writing to remind everyone that there will be a second neighborhood meeting regarding the Baseline Zero Concept Plan proposal, held by the applicant **tomorrow, December 10, 2013 from 5 – 8 p.m. at the Boulder Outlook Hotel, 800 28th Street.** This will be an open house style meeting, so please feel free to drop by at any time during those hours. The applicant will have several displays explaining various components of the concept plan as well as members of the development team present to answer questions and hear your feedback. I will also be present to answer any code- or process-related questions you may have.

- In case you have not had a chance to review the Concept Plan application materials, they are available on the City's website at: <https://www-webapps.bouldercolorado.gov/pds/publicnotice/index.php?caseNumber=LUR2013-00058>
- Information on the Concept Plan Review and Comment process can be found in section 9-2-13 of the Boulder Revised Code, available online at: http://www.colocode.com/boulder2/chapter9-2.htm#section9_2_13

If you cannot attend but wish to provide feedback or ask a question, please feel free to contact either myself at this email address or the applicant, Bruce Dierking, at (303) 447-0450 or bruce@circledcos.com. I look forward to seeing you all tomorrow evening!

Respectfully,

Chandler Van Schaack
Planner I • City of Boulder
Community Planning & Sustainability
office: 303.441.3137 • fax: 303.441.3241
vanschaackc@bouldercolorado.gov
www.bouldercolorado.gov

Van Schaack, Chandler

From: Kirk Heatwole [kirk.heatwole@gmail.com]
Sent: Friday, December 06, 2013 10:25 AM
To: Van Schaack, Chandler
Subject: comments on baseline zero redevelopment plan

Hi Chandler,

I live in Martin Acres and wanted to provide some input and share some concerns with the proposed baseline zero project that I read about in a Nov 21 letter from Bruce Dierking.

Overall, I think the redevelopment of the property at Baseline and 27th will be a positive outcome for the city and neighborhood provided the developer is willing to address some key concerns and incorporate some input from people in the neighborhood.

My biggest concern is impacts to traffic in the area. The intersection of Moorhead Ave with this area is a key in/out route from the Martin Acres neighborhood. This redevelopment is an opportunity to maybe even improve the traffic flow from Moorhead Ave to the Baseline and 27th way area.

The other input I would like the developer to consider would be to incorporate a restaurant/bar/brewpub retail space into redevelopment. From Martin Acres the closest nearby establishments where one can go get some food and drink a beer or have a glass of wine would be the Table Mesa area to the south or the new Baseline Crossing area to the east. While one could argue the Baseline Crossing area is only another couple of blocks away, I truly believe having a brewpub or restaurant/bar on the west side of 28th/Hwy 36 would draw a lot of customers from Martin Acres and it would be very walkable from many parts of the neighborhood.

While the other proposed redevelopment of hotel and office space probably wouldn't be the first choice for many nearby residents, I think if the developer is willing to integrate something similar to the suggestion above that they would have a much easier time getting support from people in the neighborhood.

I appreciate the opportunity to provide input and hope they city and Bruce will take these suggestions seriously.

Regards,

Kirk Heatwole
3325 Martin Drive

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Sarah [design-write@mindspring.com]
Sent: Friday, November 22, 2013 6:47 PM
To: Martin Acres Neighborhood Email List
Subject: [Manalist] Baseline Zero

I sent the design proposal to my friend Natali Steinberg, who lived in Boulder with her husband from 1950 - 2000. They were instrumental in much of Boulder's planning, were a part of forming the Open Space Plan, and worked on various planning boards and with the city. Here is what she said (they lived off Jay Road, but also lived in other parts of Boulder, and she knows our neighborhood well). Keep in mind this is her advice, not necessarily my two cents:

From Natali:

The info you sent on the proposed development is pretty radical. I can understand why the neighborhood is up in arms. If it can raise enough money to hire an attorney, I think that's the way to go. Fighting it on the basis of zoning might not be best as then it could develop into an enormous mall. Working with the developer is smart as long as the committee can convince the developer that it means business and will fight to the bitter end for the things it believes in.

The way our rural neighborhood developed a reputation that no developer wanted to test was by not trusting the city council and by threatening and then hiring the best zoning attorney in the state and taking developers to court. after we did that twice, no one wanted to try us and the city bought all the undeveloped land for open space. I think the hood needs to find it's bottom line and take a really proactive stance in protecting that. In our case we had the Boulder Valley Comprehensive Plan to back us up. All it took was our maintaining that each project did not comply. The threat of legal action seemed to work every time. At that time the plan was newly formed and fresh in people's minds.'Advice from one who's been there and done that!

Manalist mailing list

Manalist@martinacres.org

http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Julie Matter [boulderjulie@gmail.com]
Sent: Friday, November 22, 2013 9:32 AM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Baseline zero planning meeting
Attachments: ATT00001.c

Anne,

That is a great idea and i agree with Kate about distributing flyers, i can help also. Understanding which meeting is imperative and not an evening hanging out with Bruce Dierking and his developers-- is not what we need to do in order to stop this over developed plan from happening. The email from Bruce sounded like he was up for election...they don't know if it will increase traffic?? Really do we need a study for that?? I have lived here 24 years and i understand what all the developing has caused...a lot of traffic. Boulder is an awesome place to live...don't misunderstand me, but the number one reason we have stayed in Martin Acres, besides the awesome people, is the fact we rarely have cars come down our street-- and as a mother of a 6 year old-- his safety is priority.

Julie Mutuc

On Thu, Nov 21, 2013 at 9:28 PM, Anne <annegallagerwest@gmail.com> wrote:

Hi manalist members,

I was wondering if it would be helpful to canvas the neighborhood to inform people of when the planning meeting is occurring, what some of the facts are about the BZ development and what the bigger concerns are? I think this would help ensure that we have a good turn out and show that we are a cohesive community that truly cares about the direction of neighborhood development.

If so, please let me know I'd be happy to help out.

Thanks,

Anne Gallager-West

S 36th St

Sent from my iPad

Manalist mailing list

Manalist@martinacres.org

http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Samhitta Jones [samhitta7@gmail.com]
Sent: Monday, January 06, 2014 8:54 AM
To: Van Schaack, Chandler
Subject: Martin Acres

Dear Mr VanSchaack

We urge you to consider this low key neighborhood's needs when looking at the proposed development of the NE corner of 27th way and Moorhead. A 4 story building will not only look totally out of place bit also rob us of out much used gas station and make the traffic and parking impossible.

Thank you for your consideration.

warmly

Samhitta Jones, Scott Brown

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of jean_ma@mail.com
Sent: Thursday, November 21, 2013 9:20 PM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Baseline Zero Traffic Letter

I don't think they'll drive 25 mph. I do think they'll be tempted to speed down Moorhead where they only have to deal with a single light at Table Mesa vs getting over to Baseline, waiting for the light to merge onto 36, getting off 36 at Table Mesa and waiting for another light to do a left hand turn.

Since the new bus stop area opened along the 36 on-ramp at Table Mesa - I see people come barreling down Moorhead shoot through the light towards South Campus and pull a u-turn to drop people off at the 36 on-ramp Should they? No. Will shuttle drivers resist the temptation to? I tend to think they won't. Especially during high volume traffic times when cars stack up at Baseline waiting to get on 36.

----- Original Message -----

From: Derrell Durrett <derrelldurrett@gmail.com>
To: Martin Acres Neighborhood Email List <manalist@martinacres.org>
Date: Thu, 21 Nov 2013 14:09:25 -0700
Subject: Re: [Manalist] Baseline Zero Traffic Letter

> I'm curious why you think a hotel-airport shuttle (or even hotel/PnR
> shuttle) driver would choose to drive 25 miles an hour for a mile when
> he could cover the same mile at highway speeds. In my experience, that
> driver will choose the highway 99% of the time (avoiding it only when
> s/he

knows

> the highway to be slow. They're all about time efficiency, and driving
> 25 mph is completely counter to that....

>
>

> On Wed, Nov 20, 2013 at 7:36 PM, <jean_ma@mail.com> wrote:

>

> > Have they estimated the number of car/hotel shuttle trips added to
Moorhead

> > to/from the Table Mesa ParknRide? I doubt traffic will go out to
Baseline

> > to get on 36 to get off at Table Mesa to pick up/drop off people
> > using the DIA shuttle.

> >

> > The carwash had what 6 bays? 432/12 hours (assuming few cars are
> > washed over night) means 36 cars per hour. Each bay would wash 6
> > cars per hour

> > - which means only 10 minutes per car. If you stretch it out to 24
hours

> > that's 18 cars -- 3 per bay per hour.

> >

> > In all these years I never saw all the car wash bays in use at the
> > same time much less the line of cars that 18 or 36 cars per hour
> > would require.

> >

> > ----- Original Message -----

> > From: Coby Royer <see_two@hotmail.com>

> > To: "manalist@martinacres.org" <manalist@martinacres.org>, "Van
> > Schaack, Chandler" <vanschaackc@bouldercolorado.gov>
> > Date: Wed, 20 Nov 2013 10:46:43 -0700
> > Subject: Re: [Manalist] Baseline Zero Traffic Letter
> >
> > > Thank you Mark for bringing up this obviously incorrect assumption.
While
> > I understand the need for guidelines and standardized estimation
> > practices, I must point out that we all need to have a sense of
> > reality in reviewing assumptions. I am sure there is no a single
> > resident here who believes there were ever 432 customers in one day at that car wash.
I
> > think that when considering traffic issues, we must also examine
> > peak
use
> > patterns and understand the impact at morning and evening rush hour.
Even
> > if the car wash had that many customers, they would be more
> > distributed throughout the day than the intended occupants and
> > customers of Zero Baseline Concept.
> > >
> > > Chandler--while such assumptions may satisfy a certain level of
diligence
> > in this project planning, how can we ensure we are only permitting
> > valid assumptions going forward? I feel it a disservice to the
> > community and
to
> > the developers to permit invalid assumptions in the process. It
> > significantly undermines credibility of the developers and impairs
> > their ability to attain the very goals they seek. I believe that a
> > true partnership requires vetting assumptions with not only
> > guidelines, but with empirical evidence.
> > >
> > > Chandler--On one final note, I'd like to hear more about risk
management
> > of such large developments. What happens if the developer is unable
> > to satisfy parking requirements due to ground water tables, buried
> > power lines (to NIST--running though a major part of the planned
> > development area), etc? What assurances does the community have that
> > the developer must meet its commitments and what contingencies can
> > be introduced to handle instances where the developer fails to meet
> > its promises? This project is only just beginning and will
> > undoubtedly go through modifications over the next several years.
> > Feel free to post response directly to this list, or if you prefer,
> > I will do so after our meeting next week.
> > >
> > > thanks, Coby
> > >
> > > > From: Mark.Corrrell@Colorado.EDU
> > > > To: vanschaackc@bouldercolorado.gov; manalist@martinacres.org
> > > > Date: Wed, 20 Nov 2013 09:58:27 -0700
> > > > Subject: [Manalist] Baseline Zero Traffic Letter
> > > >
> > > > Re: Baseline Zero 2013-11-04 TrafficLetter.pdf,
> > > >
> >
> >

Van Schaack, Chandler

From: Anne [annegallagerwest@gmail.com]
Sent: Thursday, November 21, 2013 8:49 PM
To: Van Schaack, Chandler
Subject: Baseline zero development

Dear Mr. Van Schaack:

A lot of this has already been said but I feel compelled to reiterate these sentiments. My particular concerns are requests for variances for height restrictions & setbacks. Additionally I would like to see a more community feel (based on the houses we have in Martin acres) type development that encourages walking/biking to the development.

As neighbors of the Baseline Zero project, we are writing in response to the Concept Plan Submittal. We want to begin by stating our strong objection to the characterization of the site as "blighted" (as described in the proposal). While this site is clearly ripe for development, it exists on the edge of a thriving residential neighborhood and is located at an important nexus of community functions. Referring to this site as blighted is misleading, especially since several retail businesses closed in recent years because of these redevelopment plans. The plans raise a number of issues that need to be addressed:

1. Use

It is vital that the project does not wildly deviate from the current zoning regulations which call for "Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate." Flexible office spaces that support the many home-based businesses could be an asset to our community. Small scale retail should be a piece of the plan. The sustainability goals of our city can only be met by making development choices that bring commerce to our community. The regional nature of the proposed uses does not support a sustainable city, or a pedestrian friendly walkable neighborhood.

2. Scale

The scale of the proposed buildings is too large and tall based on the context of the existing neighborhood. Buildings must be restricted to the allowed 35' height rather than projecting an additional 20', which would result in 55' buildings. Despite statements to the contrary, buildings of this scale will have substantial negative visual, environmental, and experiential impacts. It unreasonable to request a height variance on this site.

3. Neighborhood Connections

The project must include robust multi-use pathways at the perimeter and through the site, connecting to Boulder's existing bikeway network. At a minimum, the following connections are essential for this site:

- o Bike and pedestrian access along the north side of the site, connecting Moorhead to the RT 36 on-ramp underpass and continuing west to the existing bike path (that leads to the intersection of Baseline and 27th Way).

- o Grade separated crossing connecting the existing Skunk Creek Greenway trail under Moorhead with a greenway trail along Skunk Creek through the site, and connecting to the pathways on the north side of the site.

- o Wide sidewalks/bikeway/bike lanes along Moorhead and 27th Way on the edge of the project area, reinforcing pedestrian connections to retail to the west.

4. Traffic

The project would draw regional traffic through our neighborhood creating significant vehicular traffic and parking issues. Among other issues with the traffic assessment, it does not take into account that vehicles currently access Boulder Gas via 27th Way directly, whereas all project traffic will be routed into the neighborhood along Moorhead. As designed, this project would require a signalized light at Moorhead and 27th Way.

The project includes no on-street parking and inadequate below-grade parking. This will exacerbate the existing congestion and parking issues created by insufficient parking at the Brookside condominiums. Many of those residents currently park on the street. Again, it is unreasonable to request a variance of the parking requirements. Should this project be approved, the project owner should bear all costs for soon to be necessary the Neighborhood Permit Parking Program.

Additional considerations include the mature existing honeylocusts,

cottonwoods and willows that should be preserved, and the reconstruction of the CDOT right of way, which was not constructed per current CDOT standards as the slopes are too steep to be maintained.

We are generally supportive of redevelopment at this site, but are disappointed that the design disregards the context of this part of our community. Our neighborhood is a pedestrian friendly, human scale portion of the city. There are opportunities to develop this site that will promote economic prosperity for its owners while having an overall positive impact on our neighborhood and City. Our neighborhood and the City of Boulder deserve a more thoughtful plan that meets existing development regulations and fulfills the qualities identified by the 2010 Boulder Valley Comprehensive Plan. We look forward to where this conversation leads.

Thank you,
Anne Gallagher-West
Martin Acres community member

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Laurie Frain [ms.l.frain@gmail.com]
Sent: Thursday, November 21, 2013 4:11 PM
To: Manalist@martinacres.org
Subject: [Manalist] Keep everyone informed
Attachments: ATT00001.c

Not all of us take the time to read all the items on the MANA list and many of us are not signed up to receive it. I ask that we go out of our way to keep everyone informed. I would be happy to donate a few dollars towards flyers announcing the December meeting along with adding the issues involved. This includes helping to distribute them throughout the neighborhood. Every resident should know what is happening. The more voices the better. The thought of this useless, and unnecessary project, going forward is so disappointing to me. The fact that city/planning would accomodate their needs w/parking restrictions modified, along with height, is even more disappointing. Lets make it really difficult for the planning department and the developers to approve this.

Laurie
31st /Ash

Van Schaack, Chandler

From: LisaMarie Harris [lisamarieharris@hotmail.com]
Sent: Thursday, November 21, 2013 3:39 PM
To: Van Schaack, Chandler
Subject: Comments regarding proposed Baseline Zero Development in Martin Acres

Dear Mr. Van Schaack,

I am writing to express my deep concern over the "Baseline Zero" development project proposed in my neighborhood. Let me say up front, that I am not opposed to all or any development of the space. However, as it is currently planned, both the type of businesses, as well as the scale of them will have a negative impact on Martin Acres. Combined with the requested variances for both building height and diminished parking, this outcome could be a real disaster for those of us in this neighborhood.

To begin with, the proposal of a hotel and an office building contributes nothing to the people living nearby. Both of these businesses, by definition, exist to bring more people into the neighborhood--not to be patronized by people already here. Not only is this a variance from the Business-Community 2 zoning which exists there, it also goes against the spirit of the code. If something is going to be built in the middle of our neighborhood, it should be additive to the community around it and bring value to us. As a side note, I would think this would be of utmost importance to the developer and any business person investing in the property. Doesn't it make sense to choose a business with a ready-made customer base? Currently, many of us walk to patronize both the businesses at Basemar, as well as those which remained on the proposed development site. The fact that we have shown we are willing to shop at something like Baseline Liquor, simply because it is close, despite the existence of several cheaper options in Boulder and nearby Superior indicates we are a neighborhood of locally-focused people. By contrast, this developer plans businesses which do not serve us at all. Not only are there there many hotels very near us already, with the Boulder Outlook, the Days Inn, The Broker, Homewood Suites, etc., there are also two new hotels going in on Canyon and 28th on the site of the Golden Buff and Eads in the near future.

Second, the increase in traffic to Martin Acres and through it, is going to be extremely detrimental. For the past 6 and a half years I have driven to my work at a company in an office park on the northeast side of Boulder.

While it was a reasonably painless commute, the traffic back-up on Baseline, as I approached from the east is already significant. Waiting to take a left onto 27th way will go from bad to worse if these externally-focused, commute based business are allowed to be built. Additionally, I am concerned about an increase in traffic through the neighborhood, an increase in noise from everyone driving in, and the creation of a real parking squeeze. There is already inadequate parking for the Brookside Apartments, and we have a daily influx of CU commuters who park in our neighborhood and walk to CU to avoid the cost of on campus parking.

Last, it is entirely inappropriate for the developer to be granted variances for important city regulations such as limited height and adequate parking in this situation. Not only is a residential neighborhood the last place one should allow a disproportionately high building, the parking variance will further exacerbate what will already be a crisis situation. At root, this developer is proposing to add a high-density project in a neighborhood (which represents the first variance to zoning) and shirking the responsibilities to meet codes which would minimize the impact on the neighborhood.

As the precinct leader since 2009 for Precinct 871, this proposed development falls right in the middle of a zone I have walked hundreds of times and directly impacts a community I am intimately familiar with. Please reconsider this current proposal, in favor of a more appropriate one which better fits the site, meets the code and adequately provides for the City of Boulder requirements.

Very Sincerely,

Lisa Harris

265 31st Street

303-443-4068

lisamarieharris@hotmail.com

Van Schaack, Chandler

From: jimmy martin@comcast.net
Sent: Thursday, November 21, 2013 3:05 PM
To: Van Schaack, Chandler
Subject: Zero Baseline

Dear Mr. Van Schaack:

I am commenting about the proposed development referenced above. I live at 240 32nd St. I have lived at that location for 17 years.

The project is too big and the proposed height is too high for the surrounding neighborhood. Height should remain at 35 feet.

The traffic impacts are understated. The car wash apparently used for the study did not have as many per day visits as the study stated. There will be negative impacts to the neighborhood concerning traffic and overflow parking. The intersections nearby will be clogged with traffic.

The project does not fit within the current zoning which is focused more on retail and community benefit. The developer's other recent project on Baseline with the mix of retail/office space and restaurants is more appropriate. There is no neighborhood and nearby community benefit from the project as planned. The hotel/motel will introduce a transient/visiting population into a residential neighborhood.

The project will interfere with current bicycle and pedestrian traffic between CU and/or downtown and the neighborhood.

The area definitely needs to be redeveloped. However the project as proposed is not appropriate.

Thank you.

Jim Martin

Van Schaack, Chandler

From: Emma Karlovitz [elkarlovitz@gmail.com]
Sent: Thursday, November 21, 2013 12:36 PM
To: Van Schaack, Chandler
Subject: Baseline Zero - Martin Acre Resident Comments

Dear Chandler:

As Martin Acres residents, we are writing in response to the Concept Plan Submittal for the Baseline Zero project. While this site clearly is open for development/clean up on the empty lots, I think the city needs to keep the local neighborhood in mind. The plans raise a number of issues that need to be addressed:

1. Use

We currently use all of the existing businesses that are there including the auto shop, gas station, and liquor store. To displace these existing businesses will make us have to travel farther, and lose the convenience of local businesses. I am open to a small hotel, that should be usable for business visitors and neighborhood visitors if it does not add to noise and light in neighborhood. Small scale retail should be a piece of the plan. It would be good for some kid friendly business and other businesses the neighborhood would use. The sustainability goals of our city can only be met by making development choices that bring commerce to our community. The regional nature of the proposed uses does not support a sustainable city, or a pedestrian friendly walkable neighborhood.

2. Scale The scale of the proposed buildings is too large and tall based on the context of the existing neighborhood. Buildings must be restricted to the allowed 35' height rather than projecting an additional 20', which would result in 55' buildings. Despite statements to the contrary, buildings of this scale will have substantial negative visual, environmental, and experiential impacts. It unreasonable to request a height variance on this site.

3. Neighborhood Connections

The project must include robust multi-use pathways at the perimeter and through the site, connecting to Boulder's existing bikeway network. At a minimum, the following connections are essential for this site:

- o Bike and pedestrian access along the north side of the site, connecting Moorhead to the RT 36 on-ramp underpass and continuing west to the existing bike path (that leads to the intersection of Baseline and 27th Way).
- o Grade separated crossing connecting the existing Skunk Creek Greenway trail under Moorhead with a greenway trail along Skunk Creek through the site, and connecting to the pathways on the north side of the site.
- o Wide sidewalks/bikeway/bike lanes along Moorhead and 27th Way on the edge of the project area, reinforcing pedestrian connections to retail to the west.

4. Traffic

The project would draw regional traffic through our neighborhood creating significant vehicular traffic and parking issues. Among other issues with the traffic assessment, it does not take into account that vehicles currently access Boulder Gas via 27th Way directly, whereas all project traffic will be routed into the

neighborhood along Moorhead. As designed, this project would require a signalized light at Moorhead and 27th Way.

The project includes no on-street parking and inadequate below-grade parking. This will exacerbate the existing congestion and parking issues created by insufficient parking at the Brookside condominiums. Many of those residents currently park on the street. Again, it is unreasonable to request a variance of the parking requirements. Should this project be approved, the project owner should bear all costs for soon to be necessary the Neighborhood Permit Parking Program.

A thorough impact of traffic, and pedestrian/bike use, and safety would need to be done. Any development in the city should allow for more pedestrian/bike use. This area is currently not very safe for bike/pedestrians.

We are generally supportive of redevelopment at this site, but are disappointed that the design disregards the context of this part of our community. Our neighborhood is a pedestrian friendly, human scale portion of the city. There are opportunities to develop this site that will promote economic prosperity for its owners while having an overall positive impact on our neighborhood and City. Our neighborhood and the City of Boulder deserve a more thoughtful plan that meets existing development regulations and fulfills the qualities identified by the 2010 Boulder Valley Comprehensive Plan. We look forward to where this conversation leads.

Sincerely yours,
Emma Karlovitz

Van Schaack, Chandler

From: Davide Del Vento [davide.del.vento@gmail.com]
Sent: Thursday, November 21, 2013 12:08 PM
To: Van Schaack, Chandler
Subject: 2700 Baseline Concept Plan (LUR2013-00058) comments

Dear Mr. Van Schaack,

Thanks for the opportunity to comment on the 2700 Baseline Concept Plan (LUR2013-00058), "Baseline Zero".

I have three concerns about this project.

One concern is the projected traffic/parking issues. The developer concept submission uses an estimate of current traffic that is not accurate (I'm referring to the <https://www-static.bouldercolorado.gov/docs/PDS/plans/LUR2013-00058/Baseline%20Zero%20Concept%20Submission%202013-11-04%20TrafficLetter.pdf>

document). For one, at present there is zero traffic for the car wash, and it has been like that for a long time (and not 800+ cars per day).

Second, most of the Greasy Monkey and all of the gas pump traffic currently goes from the 27th, whereas in this new development the entry traffic will go from Moorhead. Third, the fast food restaurant is not operating, and even when it was, it wasn't that popular as this assessment indicates. So, all of these should be excluded from the estimate of "current traffic levels". In addition, lots of incoming/outgoing traffic will use the intersection at Baseline and 27th, which at present is already above capacity and cannot certainly bear an increase.

I have no traffic experience so I am not sure how to solve these serious issues (other than reducing the size of the development, which of course will change the bottom line of the developer and might make it not profitable). Some random ideas which you might want to explore with the developer and the traffic experts of the City of Boulder could be: make the car entrance of this complex on the west or north side of the lot, namely on 27th (as current gas pump and greasy monkey), or baseline or the US 36 ramp, as opposed to Moorhead. A major overhauling of the 27th and Baseline intersection as well as 27th and Moorhead intersection should also be planned to improve the situation (which is already bad).

My second concern is that the area in question is an important exit/entry point of the Martin Acres neighborhood. It is also a very weak point from a pedestrian/bike commuting. I appreciate the fact that the developer is willing to encourage alternative commuting (and therefore wants to save on the costs of building more underground park). However, alternative commuting coming/going from/to north needs to cross the intersection at 27th and Baseline. As a biker who does that frequently, I know that I have to wait 3 separate traffic lights, and the wait is often long. Moreover, it's not a safe/easy cross, because the safety islands are very small. They are certainly inadequate for the number of bike commuters who may go to those offices during rush hours. The best way to solve the situation would be a diagonal underpass going from the current gas pump to the area where the buffalo statue is on the CU campus. I fear the price tag of an underpass will be too high for the City and/or the developer to afford. However I believe we have to compare that price with another story or two of underground parking, so maybe the underpass will sound "cheap". And it could be a very strong way to justify the requested variance of the parking requirements, since it will really encourages alternative commuting, making it easier, safer and faster to cross baseline in a very critical location (which connects the area to the brand new bike path on the west side of 28th, to CU, and of course the Broadway path which goes to downtown). Just waving the hands and saying "we will encourage alternative transportation by making the parking space smaller" should not be accepted by the City, in my opinion.

My last concern is about the zoning regulation, which calls for a predominant retail-type stores. I understand that offices and hotel do fit the zoning regulation, but certainly are not retail-type stores.

The developer does not elaborate too much about that, but the neighborhood will certainly miss retail-type stores (which at present are there). I hope that the city can require that some of the first floor of the office space should be used as retail-type stores, serving "serving a number of neighborhoods" (and firstly Martin Acres) as the zoning regulation requires. A nice restaurant and a nice coffee shop will further decrease daytime trips (and traffic) because the users of the office space to off-site restaurants and bars. The increased evening traffic would not be too much of a concern, if those retails will not be huge.

Thank you very much again for the opportunity to comment, and good luck with the evaluation of this project.

Davide Del Vento
Homeowner living on 3020 Birch Ave.
Bike and pedestrian commuter.

Van Schaack, Chandler

From: ED FULLER [petmenders@msn.com]
Sent: Thursday, November 21, 2013 12:00 PM
To: Van Schaack, Chandler
Subject: Zero Baseline Concept

Chandler,

I am concerned and interested in the Zero Baseline Concept project. My main concern is parking. There is already a parking problem with the Brookside Apartment complex having too few parking spaces for their residents. Their people are currently force to park along Moorhead Ave., and along skunk creek in the Baseline Liquor parking lot. Allowing a variance and accommodating the developer with only 300 parking spaces will add to the frustration of the public and put a burden on myself , other business owners and Martin Acres residents trying to keep unauthorized cars off our property. In addition, I have concerns about the 2-level subterranean parking garage. A couple years ago when the utilities company was in the old car wash lot tunneling under HWY 36 they hit water at about 16 feet. (If my memory serves my correctly). I'm no engineer but this might present problems. If they are constantly pumping out water and discharging into Skunk Creek, will this affect flood control?

Ed Fuller, DVM
Pet Menders Animal Hospital
2790 Moorhead Ave.
Boulder, CO 80305

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Davide Del Vento [davide.del.vento@gmail.com]
Sent: Thursday, November 21, 2013 10:34 AM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Baseline Zero thoughts

Good thoughts.

One other important thing which has not been mentioned explicitly so far, is the following. Right now to go from Martin Acres (Baseline Zero) to CU a biker has to wait 3 separate traffic lights, with a often long wait. Such a wait for a just 10 yards cross is certainly not encouraging biking there!

Moreover, it's not safe, especially when there are more than 2-3 bikers since all the safety islands are very small. It's an important crossing since it leads to very good paths that go both to downtown (via Broadway) and to 29th mall (via the brand new path on the west of the 28th st). An underpass there will certainly be very welcome and encourage bike use for people going to/from Baseline Zero (and Martin Acres).

I fear the price tag of an underpass will be too high for the developer to afford, but I believe we should put it on the bargaining table and see what's happen: maybe it's cheaper than another story of underground parking and could be the right way to justify the "less than required" parking they are proposing. The underpass will really encourages alternative commuting, making it easier, safer and faster (no lights to wait for - as opposed to the current 3).

And of course our 'hood (not only BZ) would benefit from an easier, safer and faster way to go to downtown, the 29th st mall, "The Village" where McGuckin is, etc.

On Thu, Nov 21, 2013 at 8:00 AM, Martha Roskowski <martha@johnandmartha.net> wrote:

> Hi folks,

>

> Thought I'd toss a few more ideas into the mix. I'm very grateful that the conversation so far has been productive and respectful, I hope it stays that way.

>

> I'm not anti-development. I actually like the idea of something more vibrant in that shabby area. The location has good transit service and good road access from US 36, so it's a logical place for redevelopment. But it would be great if it served the neighborhood and enhanced our community. Some residential (Boulder needs more moderately-priced housing, in my opinion), some neighborhood-serving retail and some office space might be a good mix. I dream of a nice cafe along a newly-uncovered section of Skunk Creek.

>

> Some questions and observations from a transportation perspective:

>

> Will the developer complete the missing link in the Skunk Creek pathway? This would include an underpass under Moorhead and a connection to the underpass under the US 36 on-ramp. Plus, the project should protect/improve the current bike/ped route that links the intersection of 27th Way & Baseline to Moorhead south of Nick's. If there's going to be more traffic in the area, we need to make sure there are safe and comfortable routes for people on foot and bike to and through the new development.

>

> Is this an opportunity to explore reducing the speed and volume of traffic in Martin Acres? Cities in the Netherlands do this beautifully...great bike and ped access through the neighborhoods, and neighbors drive in and out, but the big traffic stays on the big roads. What if through-traffic was discouraged on Moorhead, Martin and Elm and instead directed back to Broadway, 27th Way, Baseline and US 36? The new developments on the south end of Moorhead also raise this question. These concepts are challenging, but they're worth discussing in the context of our vision for our neighborhood.

>
> In my opinion, providing less parking can be good when it is managed in a way that discourages driving and encourages other modes of travel. We've paved a staggering amount of land in the interest of storing cars, and there are often better uses for the land than more asphalt. Trees, flowers, benches, parklets for starters. The trick is to not create a scenario where everybody still drives and just parks on the neighborhood streets. The city's neighborhood parking permit program has been fairly useful in mitigating overflow parking and might be worth considering. Requiring that the developers fund a significant program to encourage alternate mode use (EcoPasses and more) is another good step.

>
> Thanks,

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> -m

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> Manalist mailing list
> Manalist@martinacres.org
> http://martinacres.org/mailman/listinfo/manalist_martinacres.org

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Van Schaack, Chandler

From: Eric Stonebraker [estonebr@uwalumni.com]
Sent: Thursday, November 21, 2013 10:29 AM
To: Van Schaack, Chandler
Subject: Bicycle / Pedestrian network at Baseline Zero
Attachments: baseline zero bike network.JPG

Chandler -

Couple thoughts as a frequent bike commuter / utilitarian cyclist from Moorehead drive through that area to the intersection of baseline and 27th way.

Baseline and 27th way is a bit of a difficult bicycle crossing as it is. I worry with how the plans are drawn, the network distance will be increased/ convenience reduced / and even encourage more people to ride on 27th way.

Let me explain -- currently, I ride West on Moorehead and turn Right into the little street in front of Nick's Auto, and then curve left onto the "frontage" road. Next I access the multi-use path.(BLUE LINE)

The new development removes that frontage road (which is probably not a bad thing) - but requires me to continue further west on Moorehead until i reach Skunk creek (and the ped crossing) -- and then bisect the property /riding along a new multiuse path parallel to the creek and then head left onto multiuse path (RED LINE).

Personally, I think it would be more pleasant if I could turn into the proposed driveway for the hotel (that ends in a underground parking) -- but continue on a new multiuse path (YELLOW) that would be added to the plans...

Heck -- while you are at it -- how about a bicycle underpass diagonally (Boulder Gas to Buffalo Statue)... that would really make things nice!

Eric

--

Eric Stonebraker | NSF IGERT Fellow
Center for Sustainable Urban Infrastructure
College of Architecture and Planning
University of Colorado Denver
<http://www.actresearchgroup.org/>
www.ucdenver.edu/IGERT

Van Schaack, Chandler

From: Michele Novosad [m_novosad@yahoo.com]
Sent: Friday, January 03, 2014 8:53 PM
To: Van Schaack, Chandler
Subject: baseline zero

Hi Chandler,

I am a long term resident and homeowner in Martin acres and live on 31st St. near Birch Ave. I am concerned about the proposed development at Moorhead and 27th way. I am concerned this will increase traffic on residential streets like 31st where kids are playing on the street (due to congestion at moorhead/27th way people will use Ash instead).

The proposed traffic plan also reflects a lack of understanding of this intersection. As people enter the baseline zero space by turning left off Moorhead this will be a very difficult turn to make, this will very quickly back up into 27th way during busy times (morning, evening). This will also be terrible for bike commuters like myself who live in Martin acres and head towards the CU bike bath system- the entrance to this development will have cars left turning through a busy bike lane and already confusing and dangerous area for motorists and cyclists alike.

I am concerned that this development offers absolutely no benefit to the neighborhood- this is in walking distance for us but there is no reason to ever walk there with a hotel and office space. I do not see how this could "foster businesses that serve neighborhood needs" for BC2 zoning.

I am concerned that there are requested variances for height, parking spaces, and setbacks. We popped the top on our own home several years ago and had to follow all city codes including height restrictions, setbacks, parking spaces, etc. What possible reason could there be to exempt this development from doing so? The idea that visitors to the building will not need parking is a joke, Hotel visitors are very unlikely to come by bus or bicycle, and office bicycle commuters are still more rare than common.

This area would be much better served by retail that actually serves the neighborhood, a place where the residents of martin acres would actually want to walk to.

We buy gas at the gas station currently there all the time, as that is a useful neighborhood service. We take our pets to the vet across the street from this development. We took our car to Nick's auto before it became a Uhaul storage yard. We would use the carwash if it was still there. We would use other businesses in this area... coffee shop, liquor store, other services needed by residents.

I hope you will not approve this proposed development as it is not a fit for this location. If you do approve it I hope you will make it meet all the parking, height and setback requirements, this is what these regulations are for and they should be applied consistently unless there is a compelling reason otherwise...

Thank you for your consideration.

Michele Novosad

Van Schaack, Chandler

From: David Takahashi [the.dragons.be.here@gmail.com]
Sent: Thursday, November 21, 2013 9:00 AM
To: Van Schaack, Chandler
Subject: Submission I made to the ManaList, not sure you received it...
Attachments: Baseline Zero Position.docx

Chandler,

I made this submission to the Martin Acres Neighborhood Assoc email list on Nov 18. You may not have the ability to look back any further than your new subscription allows. I would like to join my voice to those that have already availed of your email inbox.

I have a concern that somehow some remodels have been permitted in Martin Acres that due to their NorthBoulder inspired architecture, and others building to the property lines, tend to stick out like sore thumbs. My concern is that our planning department allowed these through, and will allow this development through in a likewise fashion.

It is my understanding that there is now a formula that planning applies to the property lines which ensures there is a reasonable proportion of house to lot. Then there is a determination for height, which for this project probably would not involve blocking sun or views. I am curious what that allowable footprint calculation is called?

I am thinking the builder is playing the game of ask for more than could possibly be approved in order to get more than we would if sized the project realistically. I personally do not think this is a very nice game. In the 60's there was a mock study on the conditions necessary for world peace: one of them was an invasion from outer space. It turns out the existence of a common enemy is a rallying factor. About the only good thing this news has brought is the rallying of an already strong community.

Finally, if you have the time, I have a hopefully quick question on an unrelated subject. Would take maybe 5 minutes. I know you are busy, please let me know if you can spare the time.

Thanks

--

David Takahashi
326 29th Street
Boulder CO 80305
Location/Time Zone: Boulder, CO/ Mountain

Van Schaack, Chandler

From: Julie Matter [jamatter@yahoo.com]
Sent: Thursday, November 21, 2013 8:46 AM
To: Van Schaack, Chandler
Subject: Baseline Zero Project

Dear Mr. Van Schaack,

I know this is a long email but i ask that you please take the time to read.

Strongly Disagree with the current proposal for Baseline Zero Project.

When i bought our home my husband was in medical school...the only thing in the price range we could afford (he was in school without an income) was Martin Acres. Over the years the neighborhood has changed. Small families, when lucky are buying the dumpy rentals and fixing up. Our home is a very modest 1000 square feet, but i must say beautiful and modern inside, a big back yard with grass and landscaping, the birds love it, and the best neighbors you could have... and that is why we have not moved.

Our neighbors and their children are from let's just say "normal" families and that is so nice for our son to grow up with-- neighbors who have homes our size and not the neighbors who have guest houses the size of our home!

We see this often, our child attends a private school. A lot of families with the same income do not live in Boulder...do you want Boulder to be comprised of only wealthy people, and single family homes and low income subsidized-- without a middle class, because that is what Martin Acres is...middle class.

Martin Acres has very little crime and if you look at the map other neighborhoods have a lot more. Right now, we have very little traffic even though we are in a great location.

Cleaning the area up is important, i often wonder what the city is thinking when visitors come in to our town and the area off

36 looks awful. We need an area similar to the Breadworks area, small retail stores, mixed use...if they want to ad apartments or condos it is a great location for students. Right now, the current proposal, looks "green" but could be in broomfield or some other town everyone here makes fun of, because Boulder is so much better...but just because you put a garden and solar panels on the roof...

Do you want to live next to the proposed plan?? I think that is the big question...if it were YOUR house and you lived a few blocks away is this what you want to live next to? And if the city has zoning rules, why is it that all of a sudden that does not matter?? a 5 story building next to small homes??

Thank you,
Julie Matter
303.931.6437

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Martha Roskowski [martha@johnandmartha.net]
Sent: Thursday, November 21, 2013 8:01 AM
To: manalist@martinacres.org
Subject: [Manalist] Baseline Zero thoughts

Hi folks,

Thought I'd toss a few more ideas into the mix. I'm very grateful that the conversation so far has been productive and respectful, I hope it stays that way.

I'm not anti-development. I actually like the idea of something more vibrant in that shabby area. The location has good transit service and good road access from US 36, so it's a logical place for redevelopment. But it would be great if it served the neighborhood and enhanced our community. Some residential (Boulder needs more moderately-priced housing, in my opinion), some neighborhood-serving retail and some office space might be a good mix. I dream of a nice cafe along a newly-uncovered section of Skunk Creek.

Some questions and observations from a transportation perspective:

Will the developer complete the missing link in the Skunk Creek pathway? This would include an underpass under Moorhead and a connection to the underpass under the US 36 on-ramp. Plus, the project should protect/improve the current bike/ped route that links the intersection of 27th Way & Baseline to Moorhead south of Nick's. If there's going to be more traffic in the area, we need to make sure there are safe and comfortable routes for people on foot and bike to and through the new development.

Is this an opportunity to explore reducing the speed and volume of traffic in Martin Acres? Cities in the Netherlands do this beautifully...great bike and ped access through the neighborhoods, and neighbors drive in and out, but the big traffic stays on the big roads. What if through-traffic was discouraged on Moorhead, Martin and Elm and instead directed back to Broadway, 27th Way, Baseline and US 36? The new developments on the south end of Moorhead also raise this question. These concepts are challenging, but they're worth discussing in the context of our vision for our neighborhood.

In my opinion, providing less parking can be good when it is managed in a way that discourages driving and encourages other modes of travel. We've paved a staggering amount of land in the interest of storing cars, and there are often better uses for the land than more asphalt. Trees, flowers, benches, parklets for starters. The trick is to not create a scenario where everybody still drives and just parks on the neighborhood streets. The city's neighborhood parking permit program has been fairly useful in mitigating overflow parking and might be worth considering. Requiring that the developers fund a significant program to encourage alternate mode use (EcoPasses and more) is another good step.

Thanks,

-m

Van Schaack, Chandler

From: L. Frear [frear@ieee.org]
Sent: Wednesday, November 20, 2013 10:54 PM
To: Van Schaack, Chandler
Subject: baseline zero

Sir,

I am writing to state my opposition to the concept for BaselineZero development. I have been a homeowner in Martin Acres for over a decade. This proposal comes at a very bad time as the neighborhood is still recovering from the September floods and it disregards our needs. Furthermore, it flouts zoning rules and does a poor job of assessing parking and traffic impacts. A hotel will contribute a good deal of light and noise. Tall buildings would be completely at odds with everything around them. There is plenty of office space nearby with frequent vacancies. Neither of the proposed buildings would be good neighbors and they belong on a more appropriate parcel.

I am very disappointed that the plans do not include businesses that would actually be useful and welcome. I do not need a hotel. A mechanic, gas station, and other quotidian businesses are a better match. We could use a good neighborhood bakery instead more vacant office space.

Thank you for your consideration,
L. Frear

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of ilene flax [flax.ilene@gmail.com]
Sent: Wednesday, November 20, 2013 9:08 PM
To: Martin Acres Neighborhood Email List
Subject: [Manalist] Baseline Zero
Attachments: ATT00001.c

Our letter...

Dear Mr. Van Schaack:

As neighbors of the Baseline Zero project, we are writing in response to the Concept Plan Submittal. We want to begin by stating our strong objection to the characterization of the site as “blighted” (as described in the proposal). While this site is clearly ripe for development, it exists on the edge of a thriving residential neighborhood and is located at an important nexus of community functions. Referring to this site as blighted is misleading, especially since several retail businesses closed in recent years because of these redevelopment plans. The plans raise a number of issues that need to be addressed:

1. Use

It is vital that the project does not wildly deviate from the current zoning regulations which call for “Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate.” Flexible office spaces that support the many home-based businesses could be an asset to our community. Small scale retail should be a piece of the plan. The sustainability goals of our city can only be met by making development choices that bring commerce to our community. The regional nature of the proposed uses does not support a sustainable city, or a pedestrian friendly walkable neighborhood.

2. Scale

The scale of the proposed buildings is too large and tall based on the context of the existing neighborhood. Buildings must be restricted to the allowed 35’ height rather than projecting an additional 20’, which would result in 55’ buildings. Despite statements to the contrary, buildings of this scale will have substantial negative visual, environmental, and experiential impacts. It unreasonable to request a height variance on this site.

3. Neighborhood Connections

The project must include robust multi-use pathways at the perimeter and through the site, connecting to Boulder's existing bikeway network. At a minimum, the following connections are essential for this site:

- Bike and pedestrian access along the north side of the site, connecting Moorhead to the RT 36 on-ramp underpass and continuing west to the existing bike path (that leads to the intersection of Baseline and 27th Way).
- Grade separated crossing connecting the existing Skunk Creek Greenway trail under Moorhead with a greenway trail along Skunk Creek through the site, and connecting to the pathways on the north side of the site.
- Wide sidewalks/bikeway/bike lanes along Moorhead and 27th Way on the edge of the project area, reinforcing pedestrian connections to retail to the west.

4. Traffic

The project would draw regional traffic through our neighborhood creating significant vehicular traffic and parking issues. Among other issues with the traffic assessment, it does not take into account that vehicles currently access Boulder Gas via 27th Way directly, whereas all project traffic will be routed into the neighborhood along Moorhead. As designed, this project would require a signalized light at Moorhead and 27th Way.

The project includes no on-street parking and inadequate below-grade parking. This will exacerbate the existing congestion and parking issues created by insufficient parking at the Brookside condominiums. Many of those residents currently park on the street. Again, it is unreasonable to request a variance of the parking requirements. Should this project be approved, the project owner should bear all costs for soon to be necessary the Neighborhood Permit Parking Program.

Additional considerations include the mature existing honeylocusts, cottonwoods and willows that should be preserved, and the reconstruction of the CDOT right of way, which was not constructed per current CDOT standards as the slopes are too steep to be maintained.

We are generally supportive of redevelopment at this site, but are disappointed that the design disregards the context of this part of our community. Our neighborhood is a pedestrian friendly, human scale portion of the city. There are opportunities to develop this site that will promote economic prosperity for its owners while having an overall positive impact on our neighborhood and City. Our neighborhood and the City of Boulder deserve a more thoughtful plan that meets existing development regulations and fulfills the qualities identified by the 2010 Boulder Valley Comprehensive Plan. We look forward to where this conversation leads.

Sincerely yours,

Ilene and Ron Flax

Van Schaack, Chandler

From: Peter Mutuc [pmutuc@yahoo.com]
Sent: Wednesday, November 20, 2013 7:49 PM
To: Van Schaack, Chandler
Subject: Comments RE: Baseline Zero Concept Plan

Dear Mr. Van Schaack:

After reviewing the development review application for the Baseline Zero Concept Plan, I have decided that I am against the current plan for the following reasons.

One, the development is much too large for the chosen location next to a residential neighborhood. A five story building right next to a community of ranch homes does not fit.

Two, the increased traffic would be excessive. At this time, the Baseline, 27th Way and highway 36 intersection is extremely busy. Adding traffic to this development would push the amount of traffic from a mere annoyance to prohibitive to residents living in Martin Acres.

Three, there is not enough parking to accommodate the development leading to spill-over into the neighborhood.

Four, there is no benefit to the Martin Acres community from this development. Few, in any, residents would likely work in the office building or hotel. In addition, the development does not add any retail stores or service businesses that the residents would use.

Four, the development completely disregards the zoning requirements and building height restriction of the City of Boulder. A hotel and office building do not conform to the land use code: "Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate".

If the City of Boulder Planning Board seriously considers this development as currently described, then they are stating they have no regard for the Martin Acres community. Already, I think the city ignores Martin Acres as illustrated by the fact they disregard the noise pollution from highway 36 and they let landlords rent out homes that can only be described as dumps.

Sincerely,
Dr. Peter Mutuc

Van Schaack, Chandler

From: Thomas Masterson [Tom.Masterson@Colorado.EDU]
Sent: Wednesday, November 20, 2013 6:15 PM
To: Van Schaack, Chandler
Subject: Baseline 0

Baseline/27th/Moorhead redevelopment:

Neighborhood improvement must be a prime concern. Development should enhance the neighborhood, not bring additional traffic, noise, &c. It should be useful for locals, and not a magnet to bring more people into an already overcrowded town.

Any redevelopment should be locally & environmentally friendly

Any development must include park space. This part of Martin Acres has been entirely devoid of any park space since the development of the apartment complex on the south side of Moorhead and 27th.

Any development must include noise abatement along US36 as traffic noise is already above acceptable limits and development will exacerbate it. Whether it be a simple berm constructed from excavated dirt, or something more sophisticated, noise mitigation must be included.

Height restrictions – nothing over 35', must be respected. Even that is high, and anything higher seems totally incompatible with local environment/neighbourhood/Boulder ethics.

Standard parking allotments must be adhered to. We have been told many times that motorized traffic will decrease, (to wit: NOAA/NIST) and traffic has inexorably increased.

There are already many hotels a few hundred feet away on the north side of Baseline. Why are more needed here? Should there be a demolition plan for them, put a big hotel there, but not at the entrance to Martin Acres.

Thank you, Tom Masterson, 250 31st St., Boulder CO 80305

Tom.masterson@colorado.edu

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Ken Ziebarth [kziebarth@aol.com]
Sent: Wednesday, November 20, 2013 2:05 PM
To: manalist@martinacres.org
Subject: [Manalist] Background and comments on Baseline Zero
Attachments: ATT00001.c

The 3 acre 'Baseline Zero' property was purchased by West Baseline Investors from the Mochetti family in November 2008 for \$6.55 M. When Highland Park Subdivision was platted, in the early '50s, the Mochetti property was a county island. Because prohibition, except for 3.2 beer, was not repealed in Boulder until the late 60s, the liquor store remained a county island until that time. The Highland Park plat ends at the last lot on Moorhead and the lot on the Elm corner. The street at the east end is not a platted right-of-way. And it is not clear the Moorhead even went further west since 27th Way from Broadway to Baseline was not constructed until the 70s, after the property was annexed into Boulder.

As we are aware the Zoning is now Business - Community 2, described in the City Code as "Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate." The local area with that zoning includes BaseMar and Williams Village shopping centers and everything in between, so the description remains valid even if the office and hotel uses were to be approved, no rezoning is necessary. Hotels and Offices are allowed in BC-2, as are restaurants, pubs, retail, etc. Car repair and service now require 'Use Review' so the existing gas station, oil change, and repair/rental businesses must either have had that review at some time or be non-conforming (grandfathered).

The present application is for 'Concept Plan Review'. This step is required before 'Site Review' because of the size of the area and of the proposed development. The Code describes the purpose of the concept plan review step as: "to determine a general development plan for the site, including without limitation, land uses, arrangement of uses, general circulation patterns and characteristics, methods of encouraging use of alternative transportation modes, areas of the site to be preserved from development, general architectural characteristics, any special height and view corridor limitations, environmental preservation and enhancement concepts, and other factors as needed to carry out the objectives of this title, adopted plans, and other city requirements. This step is intended to give the applicant an opportunity to solicit comments from the planning board authority early in the development process as to whether the concept plan addresses the requirements of the city as set forth in its adopted ordinances, plans, and policies."

It is important to understand that Concept Plan Review is NOT a 'decision' process. No yes, no, or maybe decision can result from this review. The purpose is to allow the Planning Board, as well as neighbors and other interested people, to review the proposal and provide input, reservations, expectations, etc. to the applicants prior to their submittal of the required Site Review. It is exactly the step that we should welcome and use to express all of our concerns and suggestions.

No developer is ever likely to submit such a concept plan for anything other than the maximum development they would ever hope to ultimately get approved. It is highly unlikely that a review will add to the developers' plans! No developer experienced in Boulder, which these certainly are, expects to get everything in their first submittal approved. And so they will not have spent money on very expensive and detailed engineering and architectural plans at this step because of that expectation. If they are serious about creating the best possible outcome for their investment they will welcome inputs, questions, suggestions, and even some changes which lead to a project that can get the required final approvals.

Finally, the City of Boulder Planning Staff will be reliably professional, courteous, and civil. They will expect the same of us and I am glad to see that the discussion so far has met that standard. Our credibility depends on it.

Ken Ziebarth

Van Schaack, Chandler

From: lee Buttrill [leebuttrill@gmail.com]
Sent: Wednesday, November 20, 2013 1:35 PM
To: Van Schaack, Chandler
Subject: Project # LUR2013-00058 - Comment

Hi Chandler,

I live in the Martin Park neighborhood and have just learned of the the proposed project at the current location of Grease Monkey and several other businesses. While I generally favor modernization and development of our older commercial spaces, I oppose this particular project. My two main objections are parking requirements/traffic congestion and the requested height variance. If you have done any driving recently down the Moorhead corridor or the intersection of Baseline and 27th Way, you will know that those areas are already extremely congested at most times of day. Students travel that area on foot, bike, skateboard, etc. at all hours of the day and we see regular back ups from their traffic and normal car traffic. Additionally, the parking is already at maximum capacity with a lot of spillover going onto Moorhead from the existing baseline mall and surrounding residences. We simply cannot have another high occupancy building there without full on site parking.

My second objection is the building height. We have a beautiful mountain range sitting at our doorstep, but every year more and more buildings get thrown up in front of it. The sunshine and mountains we are known for are blotted out by yet another tall building. The codes are there for a reason. No matter what the financial rewards of having a large hotel at that location, the city must not make exceptions to the height restrictions. The more variances that are given the more that will be given and eventually, we will be just another concrete jungle.

If the developer is willing to meet all parking requirements by development of underground parking and provides funding for expansion of the intersections to accommodate the traffic, I would consider withdrawing this objection. Likewise, if the developer reduces the building height to conform with city code; I would consider withdrawing my objection.

Best of luck,

--

Lee C Buttrill
leebuttrill@gmail.com
Cell: 720-530-6754

"It is neither wealth nor splendor, but tranquility and occupation which give happiness."
- Thomas Jefferson

Van Schaack, Chandler

From: Heather Janelle [hjanelle@lilbiker.com]
Sent: Wednesday, November 20, 2013 12:57 PM
To: Van Schaack, Chandler
Subject: Baseline Zero Concept

Dear Chandler

I have 2 main concerns with this proposed project.

First I have a major problem with any height variance. We have a 35 foot height restriction in Boulder for a reason and I don't believe any exceptions should ever be granted for the height restrictions.

Second is the lack of adequate parking for the facilities. Again, I don't believe it is appropriate to grant an exception to the number of parking places required in a residential area that already has parking issues due to the proximity to CU. If the developer would be willing to pay in full for the installation and maintenance of a permit parking system for the entire Martin Acres neighborhood, I might be convinced that the exception is valid.

Thank you

--

Heather Janelle
hjanelle@lilbiker.com
(720) 381-4969

Van Schaack, Chandler

From: Scott Upton [uptonic@gmail.com]
Sent: Friday, January 03, 2014 8:48 PM
To: Van Schaack, Chandler
Subject: Concerns on proposed development on Moorhead

Mr. Van Schaack,

I'm a father of two small kids in Martin Acres, just off Moorhead and 31st. I'm writing because I'm concerned about the proposed development near the intersection of Moorehead and 27th Way.

My concerns are threefold:

TRAFFIC CONGESTION ON MOORHEAD

The proposed traffic routing on the plan I've seen does not take into account the congestion that already exists at the corner of 27th Way and Moorhead. There are often so many cars turning off Baseline onto 27th Way (and subsequently onto Moorhead) that they clog the Baseline/27th intersection. By adding a single entrance to the proposed office space immediately after that turn, the developer will create another bottleneck with no "out" for residents simply trying to get to their homes.

Further, the proposed extension of the northbound bike lane across Moorhead and through the new development adds another reason for cars to stop in an already congested part of town. Basically, the plan as it stands today is overloading the main artery into the neighborhood at high traffic times.

INADEQUATE PARKING

There's a reason why the city mandates a certain number of parking spaces to meet the needs of new commercial spaces. In a fairly dense urban area, inadequate parking at businesses means people will look for alternatives. The closest alternative parking? In the neighborhood just off Moorhead. People who can't park at their office are going to be parking on 28th, 29th, 30th, and 31st streets. If you've ever visited these streets on CU game day, you'll get a sense of what that's like.

The increased traffic is also a problem because these streets are currently filled – FILLED – with families. Most kids in these families are under the age of 10. The last thing these winding streets need are more cars hunting for parking where the kids play.

LACK OF BUSINESSES SERVING THE NEIGHBORHOOD One of the things that drew us to this neighborhood was the proximity of a grocery store, bike shop, liquor store, coffee shop, veterinarian, and auto repair. When we take our car to Nick's Auto, we can just walk home while it's being fixed. When we need to take the cat to the vet, we can walk there and back, sparing her the trip in the car. Need some wine for a neighbor's party? Easy to get without driving.

The proposed development, rather than improving these aging businesses and giving them new life, replaces them with space for non-residents: A hotel and an office building. The developer is taking away things we use and replacing them with spaces no one in Martin Acres will visit.

I'm not against the re-development of this area. I am, however, concerned with the approach West Baseline Investors has taken here. They need to take a much harder look at traffic flows, parking, and the mix of businesses in the development to earn my support.

Sincerely,
Scott Upton
3050 Birch Ave
(720) 839-0643

Van Schaack, Chandler

From: Joan Margolis [joanmm888@gmail.com]
Sent: Wednesday, November 20, 2013 11:49 AM
To: Van Schaack, Chandler
Subject: development on baseline near 27th

Hi,

I am a Martin Acres resident and have been for almost 20 years. I also rented in the neighborhood as a younger adult. I looked at the development plans on Baseline and 27th and have a few comments. Whereas I do feel that the current site is an eye sore and needs to be developed, I also feel that the current proposal is way too large scale and will cause multiple problems, traffic issues first coming to mind. I do see that this piece of property has huge potential for the neighborhood and for south Boulder.

I would like you to consider a mixed land development with some retail on the first floor and perhaps residential and/or offices on a second floor. Anything that is against the current code related to height would not be agreeable to me.

Martin Acres seems to be looked upon by greater Boulder as an area of downtrodden rentals. If one took a closer look, there are many properties that are owner occupied and have been updated and maintained. Many homes have had second stories and additions added to them. Yes, there are still many rentals, but from what I hear, 50% of Boulder are rental properties. We are a diverse neighborhood, very tolerant of one another, and take great pride in our neighborhood. We would like to see a development on Baseline and 27th that would upgrade the entrance to our neighborhood, provide us with additional amenities, and also be a wonderful addition to the greater Boulder area.

Please consider these comments when you make your plans.

Best regards,

Joan Margolis

105 S. 33rd St.
Boulder, CO.

Van Schaack, Chandler

From: William E Arndt [William.Arndt@Colorado.EDU]
Sent: Wednesday, November 20, 2013 11:17 AM
To: Van Schaack, Chandler
Subject: Baseline / 27th Way

I have a feeling that the people who are opposed to this project will send lots of e-mails. So I wanted to send something to let you know that I heartily APPROVE of the proposal (knowing that the drawings and plans are simply in the conceptual stage).

This area is currently quite unattractive, with the empty Wendy's and blighted former carwash site. Nick's isn't exactly beautiful. And the frontage road has become a public dump.

I believe the worries about traffic are bogus; Traffic for offices and a hotel is likely to be considerably LESS than for what's there now. Also bogus is the worry about the height of the buildings. With no one's views being blocked from the east, why not build higher? The higher you go, the smaller the footprint. This will NOT cause shadow and ice on US 36, nor will it block any views of the mountains.

Drivers will NOT use Moorhead as a "short-cut" when they can use US 36 so easily.

The only thing that might become necessary is traffic light where Moorhead meets 27th Way. It may be too close to Baseline, but I thought the same thing about the light on Broadway at Pleasant. It's close to University Avenue, but it works well.

I am a Boulder native, have lived in Martin Acres for 27 years, worked in the Planning Office at CU for 16 years, and lived for 16 years in Philadelphia, where NIMBYism is usually limited to projects which really would have a big impact.

-- William

Van Schaack, Chandler

From: Coby Royer [see_two@hotmail.com]
Sent: Wednesday, November 20, 2013 10:47 AM
To: manalist@martinacres.org; Van Schaack, Chandler
Subject: RE: [Manalist] Baseline Zero Traffic Letter

Thank you Mark for bringing up this obviously incorrect assumption. While I understand the need for guidelines and standardized estimation practices, I must point out that we all need to have a sense of reality in reviewing assumptions. I am sure there is no a single resident here who believes there were ever 432 customers in one day at that car wash. I think that when considering traffic issues, we must also examine peak use patterns and understand the impact at morning and evening rush hour. Even if the car wash had that many customers, they would be more distributed throughout the day than the intended occupants and customers of Zero Baseline Concept.

Chandler--while such assumptions may satisfy a certain level of diligence in this project planning, how can we ensure we are only permitting valid assumptions going forward? I feel it a disservice to the community and to the developers to permit invalid assumptions in the process. It significantly undermines credibility of the developers and impairs their ability to attain the very goals they seek. I believe that a true partnership requires vetting assumptions with not only guidelines, but with empirical evidence.

Chandler--On one final note, I'd like to hear more about risk management of such large developments. What happens if the developer is unable to satisfy parking requirements due to ground water tables, buried power lines (to NIST--running through a major part of the planned development area), etc? What assurances does the community have that the developer must meet its commitments and what contingencies can be introduced to handle instances where the developer fails to meet its promises? This project is only just beginning and will undoubtedly go through modifications over the next several years. Feel free to post response directly to this list, or if you prefer, I will do so after our meeting next week.

thanks, Coby

> From: Mark.Correll@Colorado.EDU
> To: vanschaack@bouldercolorado.gov; manalist@martinacres.org
> Date: Wed, 20 Nov 2013 09:58:27 -0700
> Subject: [Manalist] Baseline Zero Traffic Letter
>
> Re: Baseline Zero 2013-11-04 TrafficLetter.pdf,
> <https://www-webapps.bouldercolorado.gov/pds/publicnotice/index.php?caseNumber=LUR2013-00058>
>
> Dear Chandler & Manalist:
>
> I really object to the assumption that the carwash averaged 432 customers per day!
>
> I understand that the trip generation analysis uses data from the Trip Generation Manual of the Institute of Transportation Engineers, according to a process prescribed in the City of Boulder Design and Construction Standards. I cannot tell if it is done correctly.
>
> In my memory, the carwash got maybe 40 customers on a good day, and it averaged far less. I suppose the

City could look up the water billing records to estimate actual carwash volume, if it matters.

>

> best wishes,

>

> Mark Correll

> 315 31st St.

> Boulder

>

>

> _____
> Manalist mailing list

> Manalist@martinacres.org

> http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: janetstr@totalspeed.net
Sent: Wednesday, November 20, 2013 10:12 AM
To: Van Schaack, Chandler
Subject: Martin Acres BASELINE 27th Way project

Dear Chandler,

Please consider the following issues with regards to the Baseline/Moorhead/27th way project.

- 1) All home owners have to adhere to height regulations. Please see that happens with the proposed hotel. Do not give a height variance. Rules are there for a reason.
- 2) Traffic issues. If traffic is backed up on Baseline turning left onto 27th way, it may force RTD to re-route the BOUND bus away from 27th way, which could disrupt the whole existence of that line. Currently the BOUND is a major line for south Boulder.

Janet Streater
2830 Dover Drive
Boulder, CO 80305

Van Schaack, Chandler

From: Tom Amy Sam and Anna [samandanna@comcast.net]
Sent: Tuesday, November 19, 2013 8:45 PM
To: Van Schaack, Chandler
Subject: Baseline Zero development

Hello Chandler,

We are writing to share some comments about the proposed development at Baseline Road and 27th Way. We have been Martin Acres residents for more than 20 years. We and our neighbors enjoy the cozy, close-knit community that characterizes our neighborhood. We also enjoy the easy access (by foot, bike, and automobile) to the shops at the Table Mesa and Basemar shopping centers as well as the businesses at Moorhead and Table Mesa Drive. We also patronize the businesses that currently occupy the proposed development site.

Personally, we are not opposed to redeveloping the site under review. We would like to see development that is in keeping with the character of and supports our neighborhood. We are also not opposed to a hotel and office building on the site. But we do have a few concerns about the development as currently proposed:

1. Height limit. The 55-foot height proposed is completely out of character with the neighborhood (mainly single story ranch homes immediately adjacent to the development site) and neighboring businesses (which currently do not exceed 2 stories). The city enacted a height limit to maintain the character of the entire city. What makes this development site appropriate for breaking that rule, especially considering that the buildings in the immediate vicinity fall within the current height limits?
2. Traffic. Traffic is already tricky at the intersection of 27th Way and Moorhead Avenue. Turning left off Moorhead onto 27th Way is difficult with the current traffic levels and mix of car, bike, and pedestrian traffic (especially when the University of Colorado is in session). Traffic is equally saturated turning left from West bound Baseline onto 27th Way. Should the development be allowed, the City is going to have to take action accommodate the substantially increased traffic flow into and out of 27th way, as well as on Moorhead Ave.
3. Parking. The parking situation is difficult already in that part of our neighborhood. You can see the spillover from the apartments at Moorhead and 27th Way onto Moorhead. And CU students and staff use our neighborhood as a convenient free parking location close to campus. The developer is requesting a 50% reduction in required parking spaces, which will only add to the congestion we already experience in the neighborhood. We strongly urge the City to NOT grant a parking space exemption to this development.
4. Building location. Based on the current proposed development concept, the developer might want to consider swapping the hotel and office space locations to make a better transition into the quiet neighborhood. This change would also make the hotel more visible to guests.

We hope the City will take our comments into consideration as they review the development proposal.

Sincerely,

Amy Eisenberg and Tom Van Dreser

130 S. 35th St., Boulder

Van Schaack, Chandler

From: Sarah [design-write@mindspring.com]
Sent: Tuesday, November 19, 2013 6:21 PM
To: Van Schaack, Chandler
Subject: Baseline Zero Concept

19 December 2013

Dear Mr. Van Schaack:

I am writing in response to the Baseline Zero Concept.

Baseline Zero, proposed by West Baseline Investors LLC, calls for a mammoth 55-foot-tall 180,000 square foot office development “complete with a large rooftop solar arrays and a vegetated roof” rendering it “sustainable,” and a 70,000 square foot 100-room hotel at the intersection of Baseline Road and 27th Way, as well as two levels of underground parking. The plan calls for a 20 ft. variance on the 35-foot height limit imposed on the area, and a 50% reduction of parking required by the city for office (300 as opposed to 600) and a 40% reduction of required spaces for the hotel (75 as opposed to 125). The project seeks LEED certification. Located on a wetland adjacent to Skunk Creek, the development purports to work with wetlands restrictions. The developers claim that the project will be “ecologically focused.” In addition, the project will displace the current uses.

Nobody disputes that something has to be done to improve the current site. The area is zoned Business-Community 2, defined as “business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate.” However, there are no “retail type stores serving the neighborhood” in this proposal. The proposal raises a number of other concerns.

- traffic – given the huge amount of reduced parking requested by the developers, the remaining cars would have to go somewhere. In this case, they would join the overflow of parking from CU and RTD commuters who use local residential streets as a parking lot, blocking homeowner access to their homes. The increased traffic at the already badly designed intersection of 27th Way and Moorhead would snarl even more. Bike and pedestrian safety is already dicey here; the project would not help that situation.
- scale and scope – in a neighborhood of one and two-story homes and businesses, all of whom adhere to building codes and size restrictions, the development is severely out of scale and disrespectful of the building codes respected by others.
- uses – rather than provide retail space that Martin Acres and other neighborhoods could use, and walk or bicycle to safely, the proposal calls for office and hotel use.
- architecture – the proposed design could exist in the Midwest or California or Michigan or or or It lacks an architectural and landscape architectural vocabulary that response to the community and the region.
- current occupants – Nick’s Auto has been on that site since 1977, has supported MANA activities, and has indicated that it would fix up the property if it stayed. Currently, there is no incentive to do so.

Martin Acres Neighborhood Association and a number of residents have expressed interest in working with the City to modify the proposal to one that more reasonably addresses the site and its context.

Thank you.

Sincerely,

Sarah Massey-Warren Ph.D
201 28th Street in Martin Acres
design-write@mindspring.com

Van Schaack, Chandler

From: Mark Correll [Mark.Correll@Colorado.EDU]
Sent: Tuesday, November 19, 2013 3:28 PM
To: Van Schaack, Chandler
Subject: RE: 2700 Baseline Concept Plan (LUR2013-00058)

Hi Chandler:

These comments concern the Site Access Diagram (p. 18 of Baseline Zero 2013-11-04 COMPLETE.pdf).

1) It appears that the development would eliminate the Moorhead Frontage Road. Currently I ride my bike west along the Moorhead Bike Lane and then turn into Moorhead Frontage Road to reach both the on-ramp underpass and the nice wide sidewalk farther west along Baseline. Apparently the development would take the frontage road and create a private driveway to the hotel's east end and the rest would be green space. It is not clear whether the public and neighbors would be invited into this green space. More important to me is that I don't see the bike path wrapping around the route of the frontage road which should be the logical extension of the path from 27th and Baseline.

If you just look at the paths in the drawing, it looks like it's saying that no one would ever want to ride their bike from 27th & Baseline to Martin Acres.

2) It appears that the new multi-use path goes through or under the office building. I wonder if this path will really work for the benefit of the public?

3) I don't see any cars on the streets in the diagram, and I am guessing the developer would eliminate parking along the street. Right now there are 10 cars parked along Moorhead and 4 more parked on Moorhead Frontage Road. (There are also dozens parked at Wendy's).

4) The office building will be built as close as possible to 27th Way. It looks like the diagram includes a narrow sidewalk, but regardless, the bulk of the building will make that stretch of 27th even more intimidating. It will also shade the street and sidewalk.

5) There are 2 patios overlooking the wetlands. It isn't clear if the neighborhood will be invited to use these.

Thank you for considering my comments,

Mark Correll
315 31st St.
Boulder CO 80305
720 304 8800

Van Schaack, Chandler

From: Eric Stonebraker [estonebr@uwalumni.com]
Sent: Tuesday, November 19, 2013 12:06 PM
To: Van Schaack, Chandler
Subject: Zero Baseline Project - Transportation Alternatives

Hi Chandler --

(For full disclosure - I am a Martin Acres homeowner and urban planning PhD student specializing in land use and transportation).

Couple thoughts --

We need to think creatively about parking at this location...

- * Hotel users -- many potential users come by bus / shuttle from DIA. More could take the bus or shuttle if a number of Zip cars were placed there and bike share (either Bicycle or like other hotels with private bikes for use).
- * Mandate transit passes and paid parking at hotel / offices (\$10 - 20 a day?..)

The area has great bikeability (walkscore) and decent transit. Efforts should maximize these modes...

- * Need to prevent overflow parking issues-- ie let's have permit parking in Martin Acres (most if not all?)

Good luck! More comments later if I think of more. (the Martin Acres List Serve is getting lots of traffic on this subject...)

Eric

--

Eric Stonebraker | NSF IGERT Fellow
Center for Sustainable Urban Infrastructure
College of Architecture and Planning
University of Colorado Denver
<http://www.actresearchgroup.org/>
www.ucdenver.edu/IGERT

Van Schaack, Chandler

From: Rachel Lee [rlee@mosaicarchitects.com]
Sent: Tuesday, November 19, 2013 9:45 AM
To: Van Schaack, Chandler
Subject: Comments: Baseline Zero Concept Plan

RE: 2700-2750 Baseline Rd., 2765 & 2800 Moorhead Ave.

PROJECT NAME: Baseline Zero Concept Plan

Hi Chandler,

I am a neighborhood resident of Martin Acres and I just learned about the proposed development at the above referenced location. I also work in Boulder as an Architectural Designer and Project Manager.

I must say, I have been looking forward to this area of Martin Acres and South Boulder being redeveloped for years. It feels like a wasteland and has the potential to invigorate our vibrant neighborhood. However, I'm not very thrilled by what has been proposed. While a hotel would be nice, a 55 foot tall hotel with 2 levels of underground parking and 180,000 sqft of office space hardly seems appropriate. There appears to be little transition into the neighborhood on Moorhead and little regard to the scale of the proposed structure. People in Martin Acres love to travel by foot and bike and this development hardly offers students, professionals or families any sort of destination.

I think it is also unfair to encourage support under guise of sustainability. I am a 100% supporter of eco-friendly, low-VOC and low-impact building, however, this development is wrong for so many reasons. It should go without saying that whatever is being built should be sustainable.

Not only is this large, development hinging on a small-scale neighborhood, this is a heavy student area. Does it really warrant and can it really support 180,000sqft of office space? There are vacant offices all over Boulder and the last thing this area needs is another massive structure sitting un-used.

Traffic is another issue as it is already difficult crossing 27th Way or turning onto Moorehead from 27th Way. More traffic turning into a hotel and office structure would increase congestion and possibly even warrant a stop light which would be terrible inconvenience and depressing. I happen to like the current Gas Station and Liquor store and feel that they support some neighborhood needs as far as entering and leaving the neighborhood and obtaining basic goods. I would happily welcome some more restaurants, some retail and even some night-life – something similar to what the Table Mesa shopping center offers with Southern Sun, the yarn shop, Bagel shop, etc. This attracts a neighborhood community and creates a sense of vibrant space.

I happen to know the family of the man who developed Martin Acres in the 60's. The neighborhood was intentionally planned so that there was one distinct way "in and out" of the neighborhood and that was past Baseline Liquor, which happened to also be part of the family business (smart, right?). Well, if this is the case, do we really need a 100 room hotel and 180,000 sqft business hotel announcing our neighborhood? Already we struggle with heavy CU activity and a lack of parking on our streets and obstacles for our children to ride their bikes safely on the streets.

Please reconsider the scale of this proposed project and ask the developers to do a better job of community engagement. You may have even noticed that our neighborhood is completely overlooked and not even mentioned on page 16 of the application.

I appreciate you hearing my and other neighbors concerns. Please also keep me informed of Planning Board hearing and any related decisions.

Warm regards,
Rachel

rachel lee | project manager
mosaic architects + interiors

p. 303.247.1100

vail | boulder | san francisco | santa barbara

Van Schaack, Chandler

From: Mike Marsh [mgmarsh1@juno.com]
Sent: Tuesday, November 19, 2013 8:21 AM
To: Van Schaack, Chandler
Subject: Project # LUR2013-00058

Dear Chandler,

As a 20-year resident homeowner in Martin Acres, I am writing you to express my extreme opposition to the proposed development at 27th and Moorehead, project #. The City will soon have an entire, well-organized neighborhood up in arms about this project if it elects to go forward with this ill-conceived development. To be clear, I am not opposed to development in that area. To the contrary, I would like to see the area developed in a way that serves the greater goals of the neighborhood and Boulder's widely stated environmental goals. This project is not that.

Here are the reasons:

1. The zoning in that area is supposed to include retail. It's BC-2 zoning, defined in the land use code as: "Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate" (section 9-5-2(c)(2)(G)). Yet this proposal won't have any retail at all.

Discussion: It is commendable and understandable that BC-2 zoning is supposed to have retail, for retail is an *additive* element for the neighborhood: It keeps us out of our cars, and allows us to shop within the neighborhood and walk for our quick errands here. I can't tell you how many my wife or myself needed a bottle of wine for a dinner party, and were able to walk down to Baseline Liquors to fulfill the errand. Or, we needed a quick bite and walked down to Wendy's. Or, we needed an oil change and dropped our car off at Grease Monkey, or needed repairs from Nick's Auto, and we were able to walk home to take care of things while our cars were worked on. While you all may think that the Basemar Center sufficiently addresses our retail needs within walking, that's far from true. The Basemar Center faces away from Martin Acres. It's a convoluted process to wind our way around to the actual front of the shopping center. I'd say Basemar serves the Bluebell Columbine neighborhood, and not Martin Acres. And finally, 27th Way is a psychological and actual physical barrier: It's busy, scary, and the truth is that errands to the Basemar Center are just farther enough away (1/2 mile further), and involves enough impediments, that we are forced into our cars when shopping at BaseMar. I can say to you truly that while I walked to the current and former retail on Moorehead, I always drive to BaseMar.

27th and Moorehead could represent a true retail opportunity to serve Martin Acres. I strongly recommend the City deny this proposed project and instead entertain other ideas for development that will help, rather than harm, our neighborhood.

2. This project hinders, rather than help's the City's stated environmental goals.

Discussion: The City has passed lofty greenhouse gas reduction goals and the City talks incessantly about reducing vehicle miles traveled. Yet the City proposes a project like this, which will exponentially add vehicle miles traveled. It will effectively get us off of our bikes, and out of our walking shoes, and force us behind the wheel of our cars, for every slightest thing that we need. As taxpaying residents, it boils our blood to see the City espouse environmental and traffic objectives on the one hand, yet turn around and propose a project such as this, which has the exact opposite effect. It will torpedo every City reduction goal for greenhouse gases and vehicle mile traveled.

3. The proposal will add huge amounts of traffic and traffic congestion to the main ingress and egress routes for our neighborhood.

Discussion: The fact that the developer is going with commercial rather than retail space means that the aforementioned traffic will be concentrated at the critical times of 8 a.m. to 9 a.m., and 5 p.m. to 6 p.m. Traffic is already bad at those times, this project will push it beyond absurdity. Whereas, retail would have a diffuse, round the clock traffic implication.

Secondly, let me ask if you have recently been driving west on Baseline, attempting to turn left onto 27th Way? It often takes us two to three cycles of that traffic light's left turn arrow, before we can turn left onto 27th Way (off of Baseline). The proposed project, bringing hundreds of hotel guests and commercial workers and clients, means we'll now have to wait 7, 8, 9 cycles of that traffic light before we can turn left. It will back up west-bound Baseline traffic well past 30th St., and likely, halfway to the Meadows Shopping Center. Whereas, if the project was instead 100% retail, the main customers would be Martin Acres residents and we would walk or bike rather than drive to the shops.

4. The proposed project doesn't even provide half of the parking spaces it will require.

Discussion: There is a rampant feeling in Martin Acres that the City regards us as the "armpit of Boulder." See letter to the editor, Boulder Daily Camera, October _____. A big reason for that is that Martin Acres is already "expected" to absorb all the parking needs for CU, because that entity failed to effectively plan, design, and build for its parking needs for football games and other events. The solution? Just let them park in Martin Acres. Those residents won't mind if drunken football fans park across their driveway.

To wit: In the past 15 years, I have called the Boulder Police more than 10 times about people being parked across my driveway. I have had to tow cars three times. Now, the City proposes a project that won't even provide half of its own, needed, parking spaces? Does the City just assume that its "armpit of Boulder neighborhoods" won't mind if more misery is inflicted on us? Guess again. The truth is, you will have organized civil disobedience, en mass, if you go forward with this project. I personally, my wife, and most of our neighbors, will form a human blockade around the site if it presumes to not "pay its own way" in terms of parking. To use a Hollywood movie vernacular, "We're mad as hell, and we're not going to take it any more." Parking frustration in Martin Acres is already sky-high. I cannot believe the City even allowed this proposal to come this far. The City truly is way out of touch with its neighborhoods and citizens. This is one of the most glaring and dramatic examples I've seen in my decades here.

Last, when I added onto my house here in Martin Acres, I was required to add another off-street parking space. It was very difficult and costly. It changed the entire plan for my addition. I had to widen my driveway and jump through all kinds of hoops to accomplish it. Why then, would you allow a wealthy developer to weasel out of City Code rules for parking? The duplicity and hypocrisy amazes me.

If you allow this project to go through, all of Martin Acres will demand that the City instigate a residents-only parking permit system for Martin Acres. Do you have the staff, funds, and band width to administer this?

5. The proposed project will violate the 35 foot height restriction.

Discussion: Again, I have to reference my own home remodel project here in Martin Acres. I added a second floor to my house. I had to abide with City building code height restrictions. I was expected by the City to design and plan my entire project around the central notion of complying with the height restriction. Yet this developer for the proposed project has the brazeness to expect, from the beginning, that they won't have to comply with the time-honored 35 foot height limit.

If you allow this project to go through, I will encourage my neighbors doing pop-tops to ignore the 35 foot height rule. Clearly the City isn't really serious about that rule. And what's good for the goose is good for the gander.

Summary: This is an incredibly ill-conceived project because of its increase in traffic, traffic congestion, vehicle miles traveled by neighborhood residents, parking impact on the neighborhood, and its failure to comply with many iron-clan building code requirements. Please deny this proposal with finality, and instead solicit retail proposals that will help rather than hurt our neighborhood, and will help rather than hinder the City's environmental goals.

6. It's a gargantuan, huge project.

Discussion: Something more commensurate with the size and scale of our small neighborhood would be better received.

Yours very truly,
Mike Marsh
265 31 St.
Boulder, CO 80305
(303) 499-3395

Van Schaack, Chandler

From: CJ Clack [chrisclack@gmail.com]
Sent: Monday, December 16, 2013 2:08 PM
To: Van Schaack, Chandler
Cc: leahboogy@gmail.com
Subject: Re: Baseline Zero Concept

Hi Mr. Van Schaack, thanks for your response. I have a few questions.

First, you said: It is also important to note that the applicant is not requesting any modifications to the allowed uses in the zone, as hotel and office uses are allowed by-right in the BC-2 zoning district."

Elsewhere (bcbr.com) you've been asked about this:

"Chandler Van Schaack, a planner with the city of Boulder, said the office building and hotel are allowed uses for areas zoned BC 2 in some instances through the use-review process despite the narrow definition."

So the first statement from your email doesn't mention the fact that the proposed uses are allowed IN SOME INSTANCES and that it depends on the use-review process. You may have just been trying to be succinct, but in my opinion there is a pretty big difference between claiming that its just allowed by definition and stating that it may be allowed depending on the review.

I'm wondering if you can provide some further documentation regarding this review-dependent allowance because I can find nothing about it in the BC2 zoning definition. Can you provide some examples where this has been done and why it was allowed? Personally I'm unwilling to just accept that the BC-2 zoning allows for such an interpretation without some proof. There must be some reason the zoning definition for this parcel says "business areas containing retail centers serving multiple neighborhoods, where retail-type stores predominate" and says nothing about allowing for radically different uses like hotels and office space. Looking at the code further, the use, form and intensity module designations further define the development of retail centers that city planners intended.

Mr. Van Schaack you've been quoted (bcbr.com) as saying 'the project looks promising overall', 'they're trying really hard to make it an appropriate use' and 'I think it could work'. What is the basis for your optimism? You seem to be on board with the proposed development, even though the developers have yet to define how they address the significant problems like parking, traffic, setback variances, etc. What have you seen that convinced you to support this development? Are your remarks representative of your colleagues or they simply your personal opinion? Its a bit disconcerting that the case manager for the city has already gone on record as an advocate for this development.

Thanks for your time, see you at the hearing.

Sincerely, Christopher Clack

Sent from my iPad

Van Schaack, Chandler

From: Jill Marce [jillm486@gmail.com]
Sent: Tuesday, November 19, 2013 7:56 AM
To: Van Schaack, Chandler
Subject: Proposed development at 27th and Moorhead

Chandler,

Being a resident of Martin Acres, I am extremely concerned about a proposed development on Moorhead from 27th Way and Moorhead. The impact on the neighborhood would be hellacious:

Automobile impacts:

-With inadequate parking for the development, homeowners would be heavily impacted by the clients and staff (of the hotel and businesses within the buildings) parking on side streets.

-Drive through the area on the days CU has home football games and you'll see an example of the impact of too many cars. That's only a small percentage of what a hotel and four story office building would bring to the neighborhood.

-Packed with cars, the likelihood of home values dropping is high as potential buyers see that there isn't adequate parking for them, their family and guests. They'll also see a high volume of people driving in the area. Who wants to live in high traffic areas?

-The delays in trying to make a right or left turn from Baseline onto 27th Way will increase...so will accidents. Try to make a left hand turn between 5:00 pm and 6:00 pm and you'll get a feel for that. Add more cars and.....

-Cyclists (recreational and those going to CU) have a constant presence on Moorhead. This increases on weekends.

-We've heard about the auto/cyclist interactions that have resulted in serious injury and death around the city. More cars...at least one per room at the hotel and additionally by an unknown number of employees in businesses.....raises the likelihood of injuries on Moorhead and the side streets.

- Cars rushing (as they currently do) to make right and left hand turns at Baseline and Moorhead and 27th Way and unobservant cyclists are already having bike/auto collisions. Kids, late for classes and events run across the intersections without looking. Add more cars and.....

-The increase in traffic could be horrific.

-Police cars and photo radar vehicles are constantly monitoring traffic on Moorhead right now. This indicates that a traffic problem already exists. The development of a hotel and business complex will increase the traffic problem. It won't be limited to one end of Moorhead.

-Traffic from a hotel will be ongoing throughout the day with guest coming and going. This will add to the student traffic that is also ongoing throughout the day.

-Current businesses offer services that Martin Acres residents can readily use.

-This eliminates car traffic.

-People bike and/or walk to the business.

-They serve the needs of residents and eliminate the need to drive a car.

-What's proposed will cause us to drive further...increasing the overall traffic in Boulder and Martin Acres.

-To get regularly priced gas, one will need to drive to Table Mesa and Broadway or 30th and Baseline vs. 27th Way and Baseline.

-To get gas prices that match those of the gas station located at 27th Way and Baseline, people will have to drive to the north end of town or University and Broadway.

-Extrapolate that for car repairs and purchasing a bottle of wine for dinner.

-

Waiving the height limit????? This is a residential neighborhood! It's not 28th Street.

-Those who have wanted to “pop” or expand their own homes within Martin Acres have had incredible problems with all of the hoops they’ve had to jump through. Most have had to modify their plans...some drastically.

-To even **consider** allowing businesses to go above the height limit is a scary abuse of power. It reminds me of the lobbyists in Washington.

The city and City Council present a picture of “We want more affordable housing” Martin Acres is the closest thing to that. Why is the city even considering not supporting us?

--

Jill L. Marce
325 31st Street
303-494-3863

Van Schaack, Chandler

From: Joe Shekiro [joe.shekiro@gmail.com]
Sent: Monday, November 18, 2013 11:36 AM
To: Van Schaack, Chandler
Subject: Baseline Zero Concept LUR2013-00058

Chandler,

I am writing to express my concern with the concept as proposed. As a current homeowner in the Martin Acres neighborhood, I foresee the current project resulting in significant negative impacts to the traffic, safety and livability with little to no positive impact on the immediate area.

Placing a large hotel and office building with reduced parking allocations will result in significant parking in already-congested neighborhood side streets. Placing the large office and hotel in that vicinity will also result in significant increases in traffic throughout the neighborhood side streets, creating safety hazards in an area presently suitable for children.

Further, the current proposal does not seem to be consistent with Boulder's vision of reducing GHG footprint and enabling alternative transit. The office location seems to ideal for commuters from the highway 36 corridor rather than bike or bus commuters within Boulder. It will increase vehicle traffic through an intersection already challenging for cyclists to navigate (27th way and baseline) without creating improved bicycle routing.

Thank you for being responsive to our community's concerns.

Joe Shekiro
4458 Hamilton Ct. Boulder, CO

Van Schaack, Chandler

From: echumphrey . [echumphrey14@gmail.com]
Sent: Saturday, November 16, 2013 3:46 PM
To: Van Schaack, Chandler
Subject: Comments on Baseline Zero concept plan

Good afternoon, Chandler,

My name is Cody Humphrey and I live in the Martin Acres neighborhood. I am currently a full time MBA student at CU and have 12 years of experience in community planning and landscape architecture.

I have several comments on the Baseline Zero concept:

1. Lack of contextual awareness.

After seeing this concept submission, not once do I see any mention of the Martin Acres neighborhood and how this development potentially acts as a gateway into MA. They don't even label Martin Acres on the context map on page 16! This concerns me for several of reasons. One, its completely arrogant and obvious that this developer has not considered the impact that these buildings will have on Martin Acres from an entry or traffic standpoint. Refer to my first point as well.

Two, the architecture looks as if these buildings belong in a highly urban setting like downtown Denver. The use of wood, metal and glass do not even relate to any of the surrounding architecture in the area, such as the brick often found on the homes in MA. Quoting the submission, "*Shiny modern materials will be used where reflecting light deep into the building is a priority and the glass used will be tuned for vision and light transmittance and even frosted where diffusing light deep into the building is most important.*" Just because they are using "shiny" exterior materials in the name of sustainability does not mean that this design is contextually aware and worthy of being built.

Finally, I quote the document again: "*The scale of the buildings grows from a small module at the east end of the site (closest to the existing single family residential) to a strong urban edge at the west end of the site.*" How is this true? Am I missing what the "small module" is? I see a huge 4 story hotel completely maxing its footprint without any type of step back, not a small module. This is not an accurate quote based on the concept that I see.

2. Lack of Transition from the concept plan to the Martin Acres neighborhood.

The plan shows a 4 story hotel maxing out its height limits without any concern of transition to a neighborhood of traditional one story ranch homes. This is very abrupt and obviously lack of concern by the developer for the residents of Martin Acres. The hotel should at least step down to a 1-2 story height on the eastern side of the building to help with the transition.

3. Parking

There is a shortage of parking already in the apartments across the street from this site on Moorhead. And this development wants to do a 40% parking reduction. That's great, but in my opinion not realistic. There will be a huge amount of conflict with employees who do decide to drive but don't have any space in the parking garage and residents parking on the street. Also, the hotel is only offering 75 spaces for a 100 room hotel. I find this to be humorous especially during home football games, CU graduation, and any other large event bringing in people from out of town who will typically drive. In other words, I find that there is way too much building for this site.

4. Traffic on Moorhead

I have looked at the traffic study showing the decrease in total average daily trips...This is great if the study holds true and assuming that the non-auto use factor of .85 holds true as well (I believe this is a very ambitious factor and I don't believe it is legitimate to assume for the hotel as mentioned earlier). However, the study does

not say how the change in use from retail traffic to hotel/office traffic will be dispersed when talking about the surrounding thru roads. The document shows Moorhead as a key automobile connection to the development. My assumption is that when people leaving at the end of the day from the office building who are commuting via the 36 corridor will try to cut off the backed up traffic on 36 by heading down Moorhead to the Table Mesa exit. Doing the quick math, say 30% of those 844 trips out are taking 36 home. Let's say 2/3 of that 30% decide to take Moorhead. That would mean an increase of 169 trips 5 days a week all occurring between 4:30 and 6 on Moorhead heading southeast to Table Mesa. This is definitely an assumption that I believe should be considered.

Overall, I think this development is way too much for this site (for the record I also disagree with the uses in general but not much can be said for that since the uses fit with the zoning for the site). Also I find that the developer is trying to highlight all the sustainable design points in the document rather than addressing the major impact this development will have on the surrounding area. There is a glaring lack of consideration for the Martin Acres neighborhood in terms of massing transition, architectural materials, traffic and parking. Please do not let this go unnoticed and let this concept move through this part of the process without some major changes to the plan.

Thank you for considering these thoughts.
Cody

Van Schaack, Chandler

From: Bradley Monton [bradleymonton@gmail.com]
Sent: Saturday, November 16, 2013 10:53 AM
To: Van Schaack, Chandler
Subject: Comments on Baseline Zero Concept Plan

Dear Chandler Van Schaack,

I have some comments regarding the Baseline Zero Concept Plan -- see below. Also, could you please put me on the list to receive notice of the Planning Board hearing? Thanks!

(1) I live nearby this site, at 219 29th St, and I wanted to voice my overall support of this project. I like the fact that there will be increased green space, that the wetlands area will be opened up, and that the buildings look reasonably nice -- I think they'll fit in in that area, and be an improvement over what is currently there.

(2) One worry I have is the proposal for 75 parking spaces for a 100 room hotel. I wouldn't want to see overflow parking happening in the residential neighborhood, and I think that it's a bit pollyannaish to expect that that many hotel guests will come to Boulder without a car (once you also factor in the fact that some of the hotel staff will arrive via cars, and some guests will have multiple cars per hotel room).

(I'd be willing to be proved wrong by seeing an analysis of other hotels in the area, and what percentage of guests arrive via car, but I think it would be unfair to compare this hotel to e.g. a downtown Boulder hotel -- downtown Boulder is more walkable and transit-accessible than this neighborhood. A good comparison hotel might be the Days Inn on Table Mesa.)

(3) Another worry I have is the difficulty of heading to south Boulder from this spot -- the best way for people to go south is to turn left on 27th Way, and then left onto Broadway, but there's no traffic light at that Moorhead/27th Way intersection. Would it be possible to have a light put it at that intersection? (It's kind of a dangerous intersection anyways, so there would be good reason to put a light there.)

Sincerely,

Bradley Monton
219 29th St
Boulder CO 80305
303-956-2742

Van Schaack, Chandler

From: Mark Correll [Mark.Correll@Colorado.EDU]
Sent: Friday, November 15, 2013 12:11 PM
To: Van Schaack, Chandler
Subject: Baseline Zero Concept Plan - Traffic Letter

Dear Case Manager:

This is a comment on the Traffic Letter for the Baseline Zero proposal:
<https://www-static.bouldercolorado.gov/docs/PDS/plans/LUR2013-00058/Baseline%20Zero%20Concept%20Submission%202013-11-04%20TrafficLetter.pdf>

I am a resident of Martin Acres, living at 315 31st St. I make frequent use of two businesses in the Baseline Zero proposal: the liquor store and the gas station. My route is north on 31st St., west on Moorhead to Moorhead Frontage Rd. and on to either store from the north side. The traffic letter shows me as one trip in/out, and then eliminates that for the proposed hotel and office building. This overlooks the fact that I will now be forced out of the neighborhood, causing me to navigate through Moorhead/27th Way and onto Baseline for either gas or liquor. Therefore the project increases traffic problems by eliminating neighborhood shopping.

thank you for considering my comment,

Mark R. Correll
315 31st St.
Boulder CO 80305
720 304 8800

Van Schaack, Chandler

From: katestange@gmail.com on behalf of Kate Stange [kstange@math.colorado.edu]
Sent: Thursday, November 14, 2013 10:56 AM
To: Van Schaack, Chandler; Jonathan Wise
Subject: Development at 27th and Baseline -- Comments

Hi,

As a resident of Martin Acres, my concern about the development is that it lies on a major bicycling commuter route. Many people in Martin Acres currently bicycle north on Moorehead toward the university. Currently there are two options for bikes: 1) turn right on 27th and then cross Baseline to enter campus; 2) go behind the proposed development area, turning right immediately before U-Haul and biking toward the 27th-baseline intersection along the backroad.

I would like you to create a safe and useable bicycle route through or around the development for cyclists who are headed north on Moorehead to campus (and returning home the same way).

Currently the cyclists entering 27th from Moorehead have to cross several lanes of traffic immediately to get to the left-turn lane at the baseline intersection. The alternative back-route involves a very slow series of pedestrian crossing signals which discourages use (most use option 1). It is not ideal.

I would like the project to consult professionals in bicycle/pedestrian planning in designing the area so that this significant stream of bicycle commuters have a safe route to campus.

It would be especially great if there were a tunnel/bridge across baseline, so pedestrians and cyclists from campus could get to the hotel easily without having to interact with car traffic. It would be a great addition to the neighbourhood, would save lives and reduce congestion, and would make the hotel a very appealing option for university guests.

Thank you,

Katherine Stange
Department of Mathematics ~ University of Colorado, Boulder
(Campus Box 395, Boulder, Colorado 80309 ~ kstange@math.colorado.edu)
math: <http://math.katestange.net/>
photos: <http://pixel.katestange.net/>

Van Schaack, Chandler

From: Kara Godbehare [kara@petrockfendel.com]
Sent: Thursday, November 14, 2013 10:16 AM
To: Van Schaack, Chandler
Subject: comments re baseline zero concept plan

Hello Chandler,

I just reviewed the plans for the Baseline Zero project near 36 and Baseline and had a few comments to provide during the comment period. I live in Martin Acres, just south of the proposed development, at 3669 Chase Court.

I would like to know how parking is going to be addressed during the construction period. The intersection of Moorhead and 27th is really the only access out of the neighborhood to major commuting routes (baseline, 36, 28th) to the north and is heavily used during rush hour periods. Are there going to be any times that residents of Martin Acres will be unable to access the neighborhood via the Moorhead and 27th intersection? Any times that the intersection will be completely closed? Any times that even one lane might be closed? And if there are times when access to 27th might be compromised, how long do you expect those to last?

Also I'm concerned about the apparent underground-only parking situation. As you've probably seen at other underground parking locations around Boulder, people prefer not to park in them if they are able to find street parking – ESPECIALLY if the underground parking requires payment. Will payment be required for the proposed underground parking structures? Is there going to be ANY above-ground parking solely dedicated to this development? If not I can foresee a lot of traffic and congestion along the northern portion of Moorhead during peak entry/exit times for the office building specifically, as there will likely be an increase in the amount of people using Moorhead to access the office/hotel buildings and looking for street parking in that area as opposed to the quick stopping in-and-out types of trips that currently occur there with the liquor store and gas station. Also is the city proposing any way to restrict parking on the northernmost streets in the Martin Acres neighborhood to residents only, to ensure those residential streets aren't being used as parking for the development? Almost all of the houses in Martin Acres have one-car garages and many have no garage at all, so street parking for residents is pretty common and I would hate to see people who live along those northern streets being unable to park in front of their own homes. Also how do you plan to prevent CU students from using the underground parking structures? Having attended CU for law school myself, I know how frequently students utilized the parking lot for Whole Foods to park and walk over to the law school, so I could foresee a similar situation with the underground parking structure at this location, unless a payment system or card-reading system of some sort is going to be utilized.

Finally I would be interested in seeing what the plan is for the bike path in that area (along Moorhead) during construction and after construction is completed. It's already a little tricky through there during rush hour with the merge lane and several major bike path arteries merging there, as well as just the proximity of the CU campus. Frankly I hate to see any potential for increased bike/car congestion in this area than there already is.

Thanks! Please add me to any mailing lists that might exist regarding this matter. Feel free to contact me at the number below with any questions.

Kara N. Godbehare
Petrock & Fendel, P.C.
700 17th Street, Suite 1800
Denver, Colorado 80202
303-534-0702

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Van Schaack, Chandler

From: CJ Clack [chrisjclack@gmail.com]
Sent: Sunday, December 15, 2013 12:55 PM
To: Van Schaack, Chandler
Cc: Boogy
Subject: Baseline Zero Concept

Chandler, We're writing out of concerns we have regarding the recent proposal for developing the NE corner of 27th Way and Moorhead Ave.

What is the process for commenting and getting information about the Baseline Zero Concept project? Our household and many of our neighbors strongly oppose the scope, scale and incompatibility of the project for our neighborhood.

The proposed parking, traffic, height, setback and use variances are unacceptable considering the approved zoning of the parcels and the existing parking and traffic issues that affect our neighborhood.

We are vehemently opposed to this development and ask the city to do its job and approve a project more compatible with our neighborhood and the existing retail zoning. We aren't anti-development but this neighborhood is not the place for a large 100 room hotel and 4 story office building complex with limited on-site parking and no easy vehicle access from Baseline. Any reasonable person can easily conclude that the developers are trying to shoehorn the largest buildings they can onto this parcel by attempting to circumvent every city-imposed restriction.

Please keep us posted on any public comment opportunities and further developments.

Thanks,

Christopher Clack, Leah Brenner 2808 Elm Ave Boulder, CO 80305

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Laurie Frain [ms.l.frain@gmail.com]
Sent: Friday, December 13, 2013 2:33 PM
To: manalist@martinacres.org
Subject: [Manalist] Baseline Zero
Attachments: ATT00001.c

I also went to the open house and was very discouraged. You know when people describe Boulderites as pretentious I get a bit defensive, That night I dealt with pretentious, and it was very unsettling. I too think we are voiceless here but are being given the play time to make them feel like they did the right thing.

They are taking down the hotels on the other side of the highway to make way for residential yet they were ruffled when I inquired why not put the hotels over there? They didn't have any answer other than but it is going to be designated residential. Really? So the difference being?

That area to be developed became trashed way before they car wash closed. That area became trashed when the condos went up and the extra people came in and started filling up Moorehead, then one side of the liquor store parking lot and then the car wash with trash turning up everywhere., Nicks went into the rental truck business and that didn't help either.

I see extra office space everywhere. Why do we even need this? Boulder needs to rethink how they are increasing the building and what it is doing to our beautiful city. Even the drive down Baseline isn't as pleasant anymore since the new build blocks off a beautiful part of the once incredible take your breath a way view you could see just by taking a drive down Baseline.

As much as I love the diversity here in Martin Acres which is why I never call on the too many cars/students/residents I am rethinking my tolerance. I am considering becoming extremely annoying and starting to request that my Boulder zoning rights be enforced...What a job they would have to undertake keeping up with that! The condos and 6 people with 6 cars in a house would be my first focus.

I am in for the fight, but I think this is one of those behind closed door deals that has nothing to do with us except fake lip service. That's the sense I left with, and I was very disappointed.

As much as I appreciate Chad's efforts at communication I am not sure he has any voice on this...zoning laws, development rules? Seriously? Exceptions are always made here so I am pretty sure this is another one of those times.

Anyway that's my perspective(rant?).

Please keep posting events/actions on this. I know Chad did encourage letters. They go behind the petition for the permit at the January meeting. If each of us writes a letter on the concerns, impacts etc., that may help...But it certainly will not be enough to stop this hotel/office space project.

Laurie
31st Ash

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of L. Frear [lfrear@ieee.org]
Sent: Friday, December 13, 2013 10:40 AM
To: manalist@martinacres.org
Subject: [Manalist] what else does the B0 guy profit from?

Okay, so that's another business I won't be spending my money at.
(Actually, their Vargas-esque ads tell me that they are targeting a different demographic anyway.)

Other than Hazel's and that new place on Baseline (with the burrito shop and the fancy burgers and lots of vacant space still), does anyone else know what this guy is invested in?

He might be sharp, but I also found him patronizing. (To be fair, it was probably a long evening for him by the time we chatted.)

WRT traffic, it won't just be that corner as we all find routes through the 'hood to avoid both ends of Moorehead.

>I can't believe that Bruce wouldn't have done his due diligence before
>presenting anything to the neighborhood. He's a lawyer with a
>specialty in development and land use. He's a co-founder of Hazels
>Beverages and an adjunct faculty member at the CU Law School.
>Additionally, the fact that he edited the Law Review says he's very sharp.

Manalist mailing list

Manalist@martinacres.org

http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of William E Arndt [William.Arndt@Colorado.EDU]
Sent: Friday, December 13, 2013 7:19 AM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house
Attachments: ATT00001.c

Personally, I LIKE not seeing cars lined up in a parking lot in front of the buildings. So I like the new buildings on Baseline, as well as the Steelyards and the projects on North Broadway.

-- William

On Fri, Dec 13, 2013 at 1:12 AM, Kate Hallberg <katecat@gmail.com> wrote: FWIW, it isn't the "fault" of the developers that mean buildings are close to the streets but rather is a requirement of the city. The Steelyards are an example of this.

~ Kate

On Dec 11, 2013, at 10:16 PM, Jill Marce <jillm486@gmail.com> wrote:

Kimman,

Thanks for the compliment. (My last name's Marce.)

Personally, I'm still sorting through what I saw and heard. What was said by Bruce leads me to believe that putting a hotel and office building on the site is a "done deal." How they're structured may be more open to negotiation.

When I came into the room at around 7:30, I asked about the number of people who had come earlier. I was told that it was around 30.

In seeing the model and the schematics, the traffic issue jumped out. Bruce mentioned that traffic flow either has been or can be validated. (I assume by the cables that are laid across roads at certain spots.) While numbers can be impressive, pictures in cases like these are much more impactful. (What does 27th Way look like at 5:00, 5:30, etc. What's the backup on Morehead on a typical morning look like? What about west bound Baseline at 27th Way?) Also, the numbers of cars doesn't always indicate the wait time to move or make a turn.

Seeing the model also highlighted that there's very little space between the buildings and the streets. As I drove by Bruce's other development on Baseline, this morning, I looked at that same scenereo (the buildings crowd the street.) Those are two story buildings and the proportion in relationship to the street isn't as daunting though. I think a four story building in that same situation would overpower the area. If Morehead were a four lane street that might not be the case, but as we all know, it's only two lanes.

Bruce mentioned something that I hadn't considered before. The hotel's patrons would be there at different times than those working in the office building, so parking spaces in one building could mitigate overflow in the other. As long as there aren't parking restrictions for each building, that could be helpful in lessening the impact on neighborhood parking.

The question I have about it is in regard to hotel occupancy. I don't know of any hotel that doesn't work hard to fill all of its rooms.

Jill

On Wed, Dec 11, 2013 at 10:13 AM, Kimman Harmon <kimman@kimmanharmon.com> wrote:
I arrived at the very end (would have been there 5 minutes earlier but their signage was lacking...)

My observations are that they have no clue about our neighborhood. Bruce was incredulous that our neighborhood doesn't use his other development across the highway on Baseline. Makes me wonder about his market surveys. Also they were totally unaware of the substation buried on the old car wash property. And traffic considerations are based on reducing parking spots; we know how that works... I get huffy and short with people who are shoving something at me that is thoughtless. I appreciate Ron Flax and Jill (don't know Jill's last name) ability to stay cool and calm around such foolishness.

Kimman

-

www.kimmanharmon.com

On Dec 10, 2013, at 9:31 PM, David Takahashi <the.dragons.be.here@gmail.com> wrote:

My personal experience at the Baseline Zero open house this evening is that there was enough wishful thinking to give Jiminy Cricket a headache from wishing upon stars, and that I have now seen the master plan (thanks Walt!)

and for those on you on the digest: <http://bit.ly/IOI32y>

Seriously, we have some work ahead of us. It probably will take a village...

Best

--

David Takahashi
326 29th Street
Boulder CO 80305
Location/Time Zone: Boulder, CO/ Mountain

Van Schaack, Chandler

From: L. Frear [frear@ieee.org]
Sent: Thursday, January 09, 2014 9:19 PM
To: Van Schaack, Chandler
Subject: Baseline Zero comments and concerns

To whom it may concern,

I have lived in Martin Acres for over a decade and was excited to hear about re-development at the 27th Way entrance to my neighborhood.

Last month I attended the open house at the Outlook hotel and was very disappointed at the proposal. Seriously, I could not see any aspect of the plan that could be considered useful to people living in Martin Acres.

The buildings are completely out of scale with the rest of the neighborhood. Even worse, the proposal replaces services that I use with buildings I won't ever have reason to step into. The Baseline Zero development does not enhance the neighborhood, but serves as a wall between me and destinations across 27th way and across Broadway. The extra traffic due to routing all vehicles for these new businesses onto Moorehead will also negatively affect me as I walk, bike, and commute.

Please do not allow the three variances for this speculative development. The proposed developments are too large compared to the neighboring buildings. Traffic and parking are already perpetual issues in this neighborhood due to proximity to CU. And allowing the buildings to run so far out to the street does not enhance walkability.

There are already office building vacancies and small hotels that cater to the university nearby, and this proposed development may not be successful. Certainly there is precedent for problems with large developments in Boulder— will the Baseline Zero project be another Peloton? I believe that it has the potential to be even worse.

I do hope that we can have appropriate development at Moorehead and 27th Way that is good neighbor. If the proposed development had anything to offer the neighborhood it would be more welcome. If the plan included a nice place to work out, a pool, or tennis courts, I would not be the only person who would gladly pay a membership fee. A decent coffee shop, bar, or restaurant would make either building a better neighbor.

Sincerely

L. Frear

**Debra H. Biasca
230 South 38th St
Boulder, CO 80305
303.494.3817**

November 18, 2013

To:

City of Boulder Planning Board

I wish to comment on the proposed Baseline Zero development project in Martin Acres, my neighborhood since 1978. It would be a dark day, indeed, if this monstrous project were to be allowed at the gateway to my neighborhood. The last thing our neighborhood needs is a giant hotel. The next-to-the-last thing we need is a giant office building. Many of us work from our homes, a much greener option.

While I understand the desire of property owners to recover a reasonable return on their investments, and in addition to the general reasons given in the previous paragraph, I oppose this project because: (1) The project is inappropriate for the BC-2 zoning category which should favor retail—particularly in an area that would benefit from more retail; (2) The proposed development design violates Boulder’s height limits without justification; (3) Even without parking requirement reductions but certainly with them, parking needs of the project will bleed unnecessarily into the neighborhood, creating substantial additional traffic and parking nightmares for residents and their guests; and (4) There is no justifiable reason to grant a setback variance for the proposed project. These concerns are addressed below.

1. Projects in BC-2 zones should encourage local retail.

The neighborhood has greatly appreciated its local businesses on the subject property. Driving, biking, bussing or walking to or from the area (for instance, when you’ve dropped your car off for repairs at Nick’s Auto) is convenient and ‘green’ for local residents. Local retail is important to us. We all miss our local 7-11 store (swallowed up some years ago by a dense residential development), though those of us with pets appreciate the local veterinarian services now available within our neighborhood. None of us plans to stay in a neighborhood hotel (though some of our visiting family members might, I doubt we are the identified clientele for the hotel). While the rules have apparently been bent to accommodate hotels in BC-2 in the past, hotel and office buildings are hardly retail establishments. The more retail we can locate in Martin Acres, the fewer vehicle miles people will travel to reach them. Taking existing retail out and replacing it with a hotel built with ‘green’ materials is hardly the kind of environmental step we should be taking now. Green building practices are nice, but putting a hotel where it doesn’t belong and where it will only increase our needs to drive to other retail and service businesses has ‘brown’ all over it. Let’s face it, hotels and office buildings are **not** retail, and BC-2 zoning is designed to favor retail -- for good reason.

2. Height limits should be observed at this location.

Height limits are important to us. Even the 35-foot limit, if applied to this site, sacrifices the mountain backdrop for all of us at the entrance to Martin Acres, not just for adjacent residents. The eye-sore, mega-footprint hotels on US 36 ruin it for anyone who drives that highway. The Wolf Law building, no matter how magnificent a facility it may be, interferes with our beautiful, natural mountain backdrop as we navigate the traffic arteries of our town; but the City had no say when those structures were built. We do have a say on the subject property.

Let’s not cast our height restrictions aside every time someone waves a revenue stream in front of us. It’s not about the money. It’s about the quality of life in Boulder. If we preserve that, we all benefit.

3. Negative parking and traffic impacts follow from this proposal.

I am deeply concerned about parking and traffic impacts threatened by this development. It is my understanding that the developers are seeking significant reduction in parking space requirements for their project—a 50% reduction in the required parking spaces for the office building (300 spaces instead of the required 60 based upon occupancy) and a 40% reduction in required parking spaces for the hotel. Even without the requested reductions, customers of the hotel and office building are destined to fill up the streets in front of our homes. If we wanted to live in a neighborhood like that, we'd have moved downtown—or to some metropolis in the Midwest.

While I have no data on traffic impacts, I urge Planning Board and the City to carefully evaluate the amount of additional traffic this giant project is sure to bring to the neighborhood. While retail would involve much of the existing traffic (i.e., folks walking over or stopping to shop on their way home), the hotel and office building is going to attract significant new traffic to our residential neighborhood—traffic that belongs on a major traffic artery, not in a residential neighborhood.

4. Setback variance is unjustified.

Although I do not have information on the specific nature of the setback variance being requested for this project, I urge the Planning Board and the City to be circumspect in following the rules for this project so that the structures are not allowed to overpower the property on which they are built. We have important policies that have resulted in our setback rules, and they should be observed unless good reason is offered to violate them. This is hardly the project that needs a variance -- it is a huge piece of property. If the project doesn't fit on this property, it should be established where it can fit.

We need to be fair and smart about development. There are development plans that meet local and city-wide goals and are a good fit for their proposed location. This isn't one of those. This plan is swallowing up good, long-term local retail businesses that meet important policy goals in terms of economics and environment and is relying on the City to bend all sorts of rules to let it happen. Our City is already on economically sound ground without this proposal. I urge you to send these developers back to the drawing board so that their next plan takes into proper account both the rules and the policies they were designed to promote.

Sincerely,

Debra Biasca
230 S. 38th St
Boulder, CO 80305
303.494.3817

DATE: 11.14.2013

pg. 1 of 2

RE: Concept Plan LUR2013-0058
Concept Plan Review and Comment

FROM: Lois LaCroix
2835 Elm Avenue
Boulder, CO 80305

This project is entirely too large both for the site itself and the location. ZERO borders on a neighborhood that was established in 1954. For the past 60 years the proposed sites have been home to small businesses which developed with the neighborhood, making for a gradual transition to the residential area. The proposed buildings are putting up a 65' tall, 250,000 sq. ft. behemoth next to 1100 square ft. homes.

1. Site Challenges (Pg 9 of 57) does NOT mention traffic or parking implications in the adjacent neighborhood. These would be extensive and add to an already difficult parking problem from residents at Brookside and University students parking in the area. I note that on pg 30 of 57, ZERO is proposing a 50% reduction (from 600 to 300) in required parking spaces for the office building. Pg 36 of 57 a 40% reduction in required spaces (from 120 to 75) for the hotel. What kind of folly is this? The only info I could find that even hints to backup the request for so few parking spaces was one nebulous sentence about their traffic reduction strategy. ZERO's stated traffic reduction strategy is "...encouraging alternative means of access."

2. Access is a huge problem.

a. Entering ZERO: 27th Way seems to be the main and only access to this complex. Especially difficult will be entering ZERO from 28th St or Baseline. Even today, going South on 27th Way into the L turn lane to enter Moorhead can be a trial. The L turn lane holds about 5 or 6 cars and

pg. 2 of 2

perhaps another 12 in the actual traffic lane. Any additional cars will back up Baseline. Turning across 2 lanes of increased oncoming traffic, would cause additional wait time/backup on Baseline.

After getting on Moorhead there are 2 problems. Many driver make a U-turn at the first cut in the median would be another L turn into the parking garage which appears to be directly across from the main exit for Brookside Apartments. Brookside is a very large complex with hundreds of residents. This will become a more dangerous exit.

b. Exiting ZERO: 27th Way again seems to be the main and only access road. Is someone planning a traffic light on Moorhead and 27th Way? One has a very difficult time now turning South (L) onto 27th Way from Moorhead. I can only imagine the additional backup (how many car trips will be added?) from this development. Perhaps ZERO is planning that everyone will exit by turning North (R) onto 27th Way. What will actually happen is that traffic will also exit down several of the nearby residential streets, mainly Elm Ave onto Broadway or down Moorhead. These non-resident drivers will surely always be mindful they are entering a residential area. They will obey the 25 mph speed limit on the 1.4 miles of Moorhead Avenue as they go through the entire length of the Martin Acres Neighborhood. These folks will end up at the Table Mesa intersection which by the way is home to a new 56 unit complex on the Martin Acres side.

3. Traffic divides neighborhoods. Homes on the north side of Moorhead already suffer from every increase in traffic on Rt 36. Additional traffic on Moorhead will split them further.

Please do not let a LEEDS certification overshadow another very real but detrimental environmental impact a project of this size would have on our neighborhood.

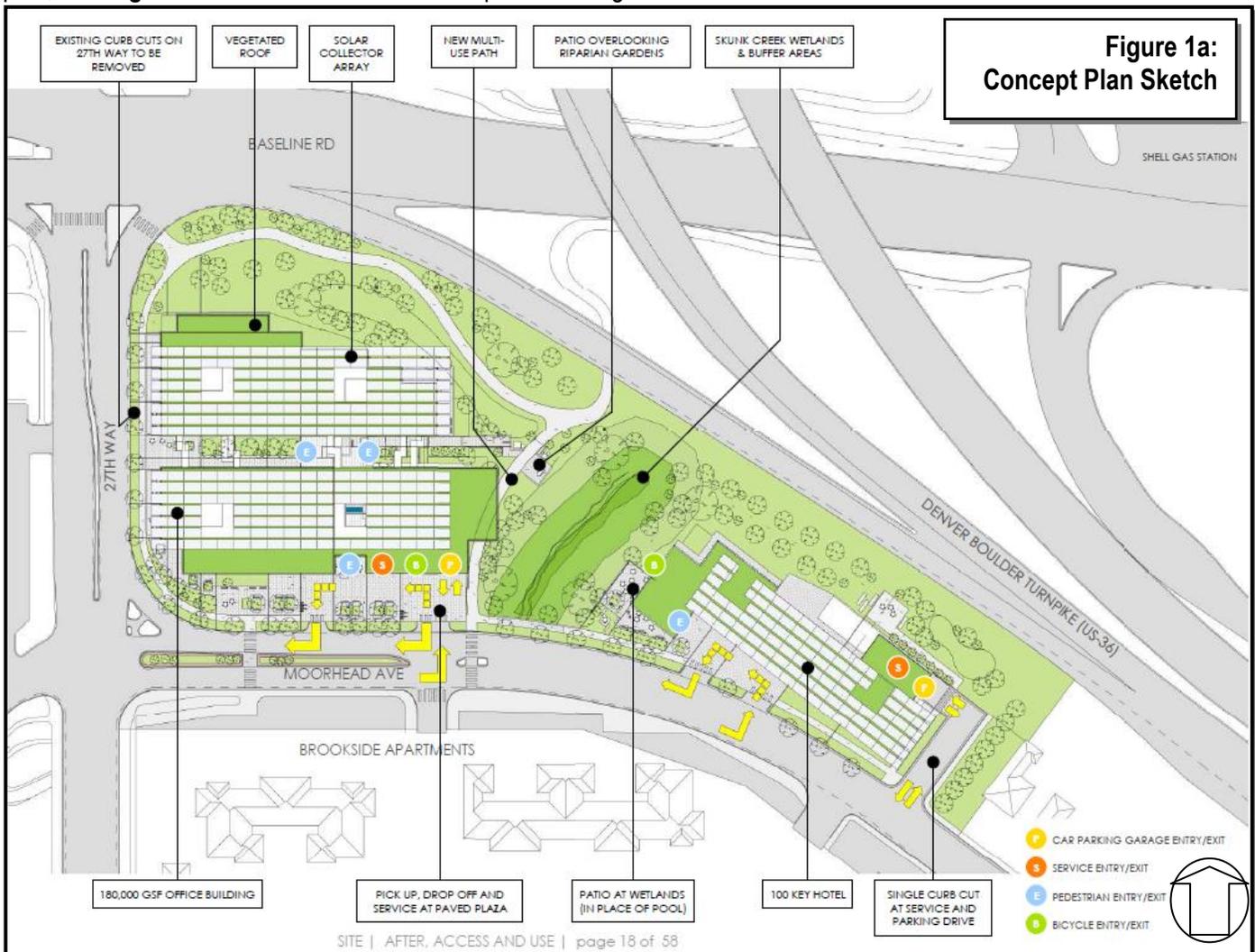
I. INTRODUCTION

According to the Land Use Code, section 9-2-13, the purpose of the Concept Plan review is,

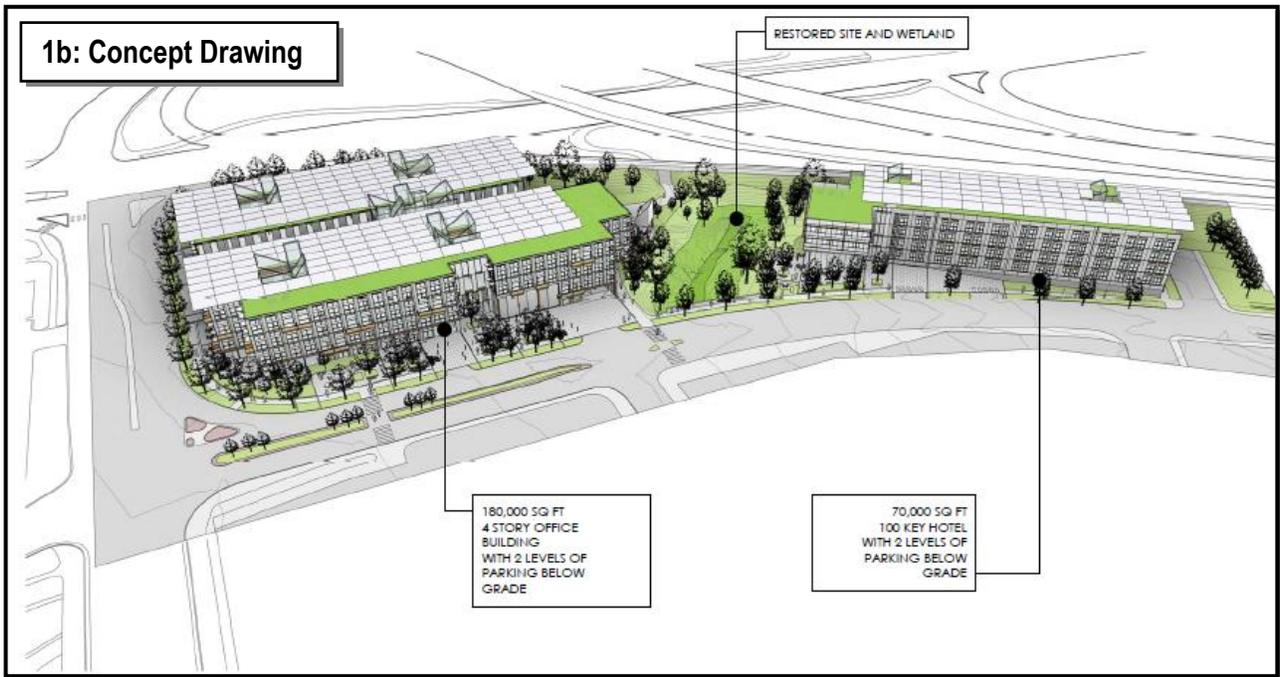
“to determine a general development plan for the site, including, without limitation, land uses, arrangement of uses, general circulation patterns and characteristics, methods of encouraging use of alternative transportation modes, areas of the site to be preserved from development, general architectural characteristics, any special height and view corridor limitations, environmental preservation and enhancement concepts, and other factors as needed to carry out the objectives of this title, adopted plans, and other city requirements. This step is intended to give the applicant an opportunity to solicit comments from the planning board authority early in the development process as to whether the concept plan addresses the requirements of the city as set forth in its adopted ordinances, plans, and policies.”

II. PROPOSED PROJECT SUMMARY

The proposal includes one, four-story, 55 foot tall, 180,000 square foot Class A office building with two levels of underground parking as well as a four-story, 50 foot tall, 70,000 square foot, 100 room extended stay hotel, also with two levels of underground parking. There are 300 parking spaces proposed for the office building where 600 are required and 75 parking spaces proposed for the hotel where 120 are required. In total, the project would provide 375 parking spaces where 720 are required, which represents a 48 percent parking reduction. **Figure 1a** below illustrates the conceptual site plan, and **Figures 1b thru 1d** include a conceptual drawing and elevations of the office and hotel.



According to the applicant's written statement found in [Attachment A](#), the project is focused on the goal of being as close to net zero as possible. Energy goals include exceeding LEED Platinum standards and meeting the targets of the [2030 Challenge](#), which include achieving carbon neutrality by 2030. Techniques that are anticipated to achieve these goals include rooftop photovoltaic and/or solar thermal systems, passive ventilation systems using automatic windows and vents, high performance glazing and wall systems, CLT (Cross Laminated Timber) and Glue Laminated wood member construction. CHP (Combined Heat and Power) and fuel cell systems are also being investigated.



According to the applicant, the architectural language of the concept is intended to respond to three key factors: context, energy, and simplicity. The buildings are intended to transition from the smaller residential buildings to the southeast of the site to a strong urban edge at the west end of the site along 27th Way, with a clean, modern design aesthetic that incorporates a simple material palette of primarily wood, metal and glass. The intended character of the buildings is shown in the precedent examples below and in the preliminary building elevations shown in **Figure 1d** below.





1d: Elevations (typ.)



The proposed office and hotel uses are allowed by-right in the BC-2 zone district; however, the project would require the following modifications from the city's development code:

- 48 percent parking reduction to allow for 375 parking spaces where 720 are required;
- Height modification to allow for a 54-foot tall office building and 45-foot tall hotel building where 35 feet is the maximum height allowed by the zone district;
- Modifications to the front yard setbacks to allow for rooftop solar panels to extend to less than 20 feet from the property line; and
- Modifications to the Site Access Standards to allow for five vehicular access points for the site where only one vehicular access point is permitted.

PROCESS:

Per section 9-2-14(b)(1), B.R.C. 1981, Concept Plan and Site Review are required for projects located in the BC-2 zone district that are over two acres in size or include over 25,000 square feet of floor area. Therefore, development of the 3 acre site requires both a Concept Plan and Site Review. Per section 9-2-13(b), B.R.C. 1981, an applicant for a development that exceeds the "Site Review Required" thresholds shall complete the Concept Plan review process prior to submitting an application for Site Review.

As noted above, the purpose of the Concept Plan review as defined by the city's code is to determine the general development plan for a particular site and to help identify key issues in advance of a Site Review submittal. This step in the development process is intended to give the applicant an opportunity to solicit comments from the Planning Board as well as the public early in the development process as to whether a development concept is consistent with the requirements of the city as set forth in its adopted plans, ordinances and policies (section 9-2-13, B.R.C. 1981). Concept Plan review requires staff review and a public hearing before the Planning Board.

In addition to the required Concept Plan Review public hearing, a request for a Height Modification also requires a public hearing and final decision by the planning board.

III. ANALYSIS

Concept Plan Review Criteria for Planning Section 9-2-13(e)

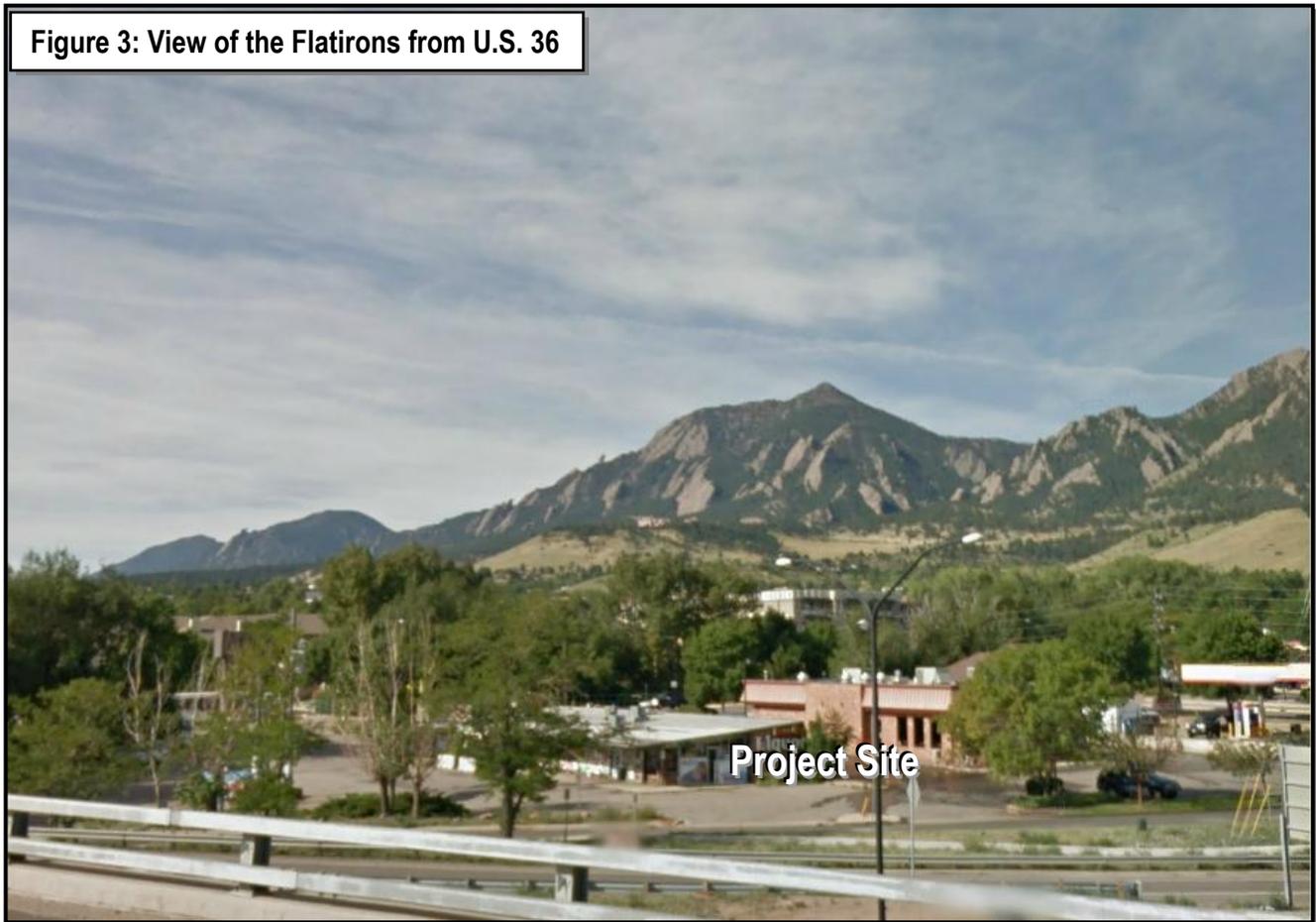
The following guidelines will be used to guide the Planning Board's discussion regarding the proposal. It is anticipated that issues other than those listed in this section will be identified as part of the concept plan review and comment process. The Planning Board may consider the following guidelines when providing comments on a concept plan:

- 1) Characteristics of the site and surrounding areas, including, without limitation, its location, surrounding neighborhoods, development and architecture, any known natural features of the site including, without limitation, mature trees, watercourses, hills, depressions, steep slopes and prominent views to and from the site;

Located to the southwest of the intersection of U.S. 36 and Baseline Rd. and at the northeast corner of the intersection of Moorhead Ave. and 27th Way, the 3 acre site is highly visible on all sides. **Figure 2** illustrates the broader context of the site, which includes the Martin Acres residential neighborhood to the southeast, high density residential housing and the Basemar commercial shopping center to the south and west, and the University of Colorado main campus to the north.



The site sits adjacent to Baseline Rd., one of the main arterials into Boulder, and immediately adjacent to the eastbound on-ramp to U.S. 36. The site is also visible from U.S. 36 traveling west into the city just before the road turns northward to become 28th Street. As such, this area serves as a “gateway” or “entry” into the city. As **Figure 3** below illustrates, there are broad views of the Flatirons from U.S. 36 looking west across the site.



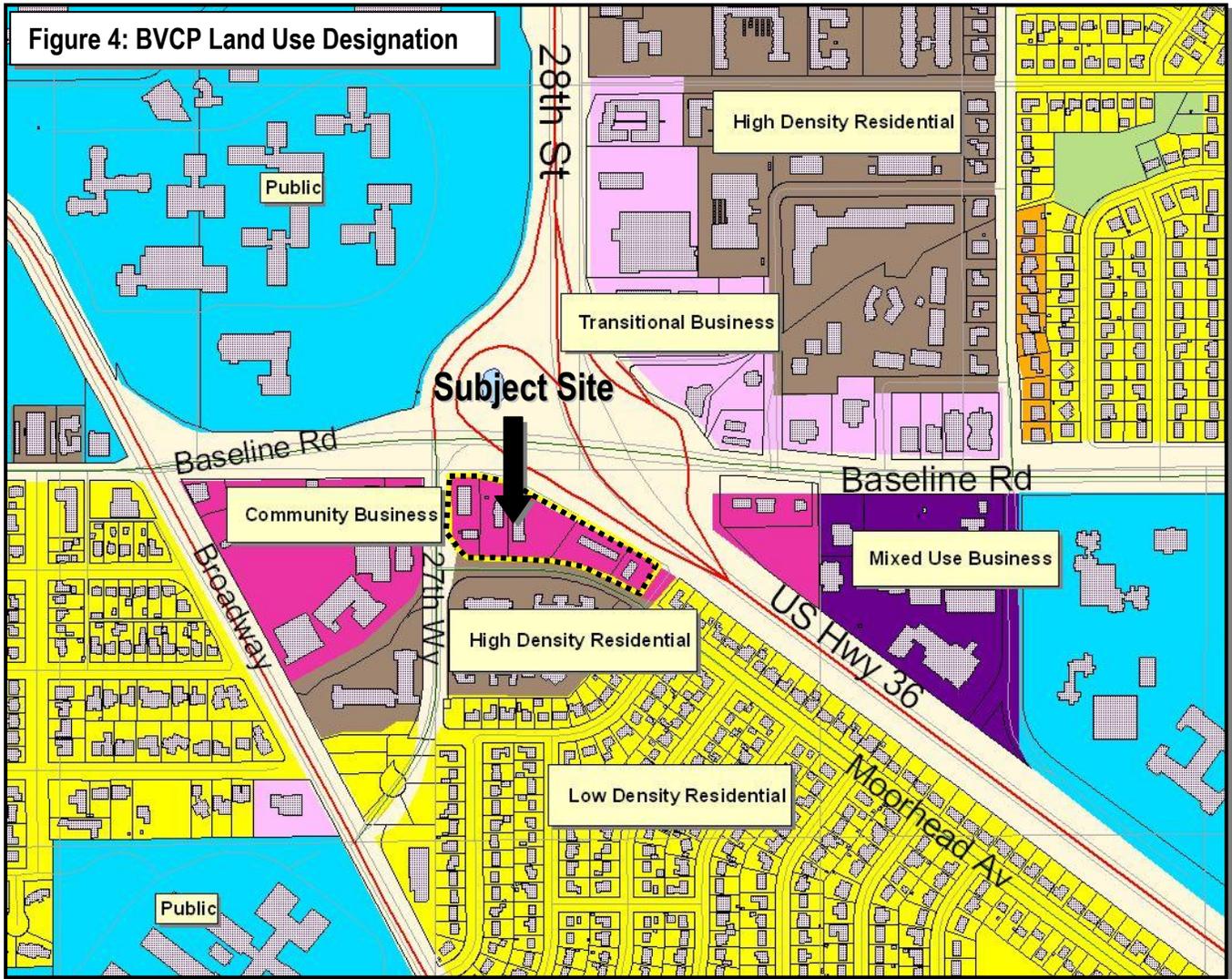
The site is currently occupied by a variety of small-scale service and retail uses, including the Boulder Gas station, an auto repair shop, a Wendy’s drive-thru restaurant (currently closed), a liquor store and a U-Haul rental center. Some of the buildings are in a state of disrepair and are near the end of their useful lives. Access to and from the site is somewhat difficult and awkward as each of the existing uses on the site has at least one access point, with the majority of access points being located along Moorhead Avenue, one on 27th Way and secondary access points existing on the Moorhead frontage road and CDOT right-of-way which wrap around the east and north sides of the site, respectively.

The character of the surrounding area is varied and eclectic. High density residential apartments lie adjacent to the site to the south on Moorhead Avenue and across 27th Way to the west, with a variety of one and two-story retail and service uses immediately to the west and across U.S. 36 to the east. Across Baseline to the north lies the CU main campus, which runs along the west side of U.S. 36 opposite various high density residential and hotel uses to the east. To the southeast of the site is the Martin Acres neighborhood, zoned Residential Low -1 (RL-1), comprised of low density, post war single family detached ranch style homes. As such, the project site represents both a gateway into and out of the city for travelers on Baseline and U.S. 36 as well as a gateway or transitional area between the low-density residential area to the southeast and the higher intensity uses to the west.

- 2) **Community policy considerations including, without limitation, the review process and likely conformity of the proposed development with the Boulder Valley Comprehensive Plan and other ordinances, goals, policies, and plans, including, without limitation, subcommunity and subarea plans;**

Land Use Designation: The Site Review criteria of the land use code section 9-2-14(h), B.R.C. 1981, will be used to evaluate the project and to make findings for any future Site Review approval. Among the findings that must be made is a project's consistency with the Boulder Valley Comprehensive Plan policies and Land Use designation. As shown in **Figure 4** below, the BVCP land use designation is Community Business, defined in Chapter III of the 2010 Boulder Valley Comprehensive Plan as follows:

“A Community Business area is the focal point for commercial activity serving a subcommunity or a collection of neighborhoods. These are designated to serve the daily convenience shopping and service needs of the local populations and are generally less than 150,000 to 200,000 square feet in area. Offices within the Community Business areas should be offices designated specifically for residents of the subcommunity. Where feasible, multiple uses will be encouraged within these centers.”



Currently, the proposal does not contain any retail or service uses; however, both hotel and office uses are allowed by-right in the BC-2 zoning district. As indicated in **Attachment B**, based upon extensive public input expressing a desire to see some form of neighborhood-oriented retail or service uses on the site, staff has requested that the applicant explore ways to incorporate such uses into the proposal that would serve both the users of the development as well as the surrounding neighborhood.

The proposed hotel and office uses are consistent with a number of BVCP Policies. Specifically, the project's location, site remediation and sustainability goals align with several [BVCP policies](#), including:

2.03 Compact Development Pattern
2.17 Variety of Activity Centers
2.20 Boulder Creek, Tributaries and Ditches as Important Urban Design Features
2.33 Environmentally Sensitive Urban Design
2.37 Enhanced Design for Private Sector Projects
3.06 Wetland and Riparian Protection
4.05 Energy-Efficient Building Design
5.03 Diverse Mix of Uses and Business Types

In addition, the provision of new Class A office space is consistent with the recently adopted Economic Sustainability Strategy. The Economic Sustainability Strategy can be viewed online at the following link:
<https://bouldercolorado.gov/business/economic-vitality>

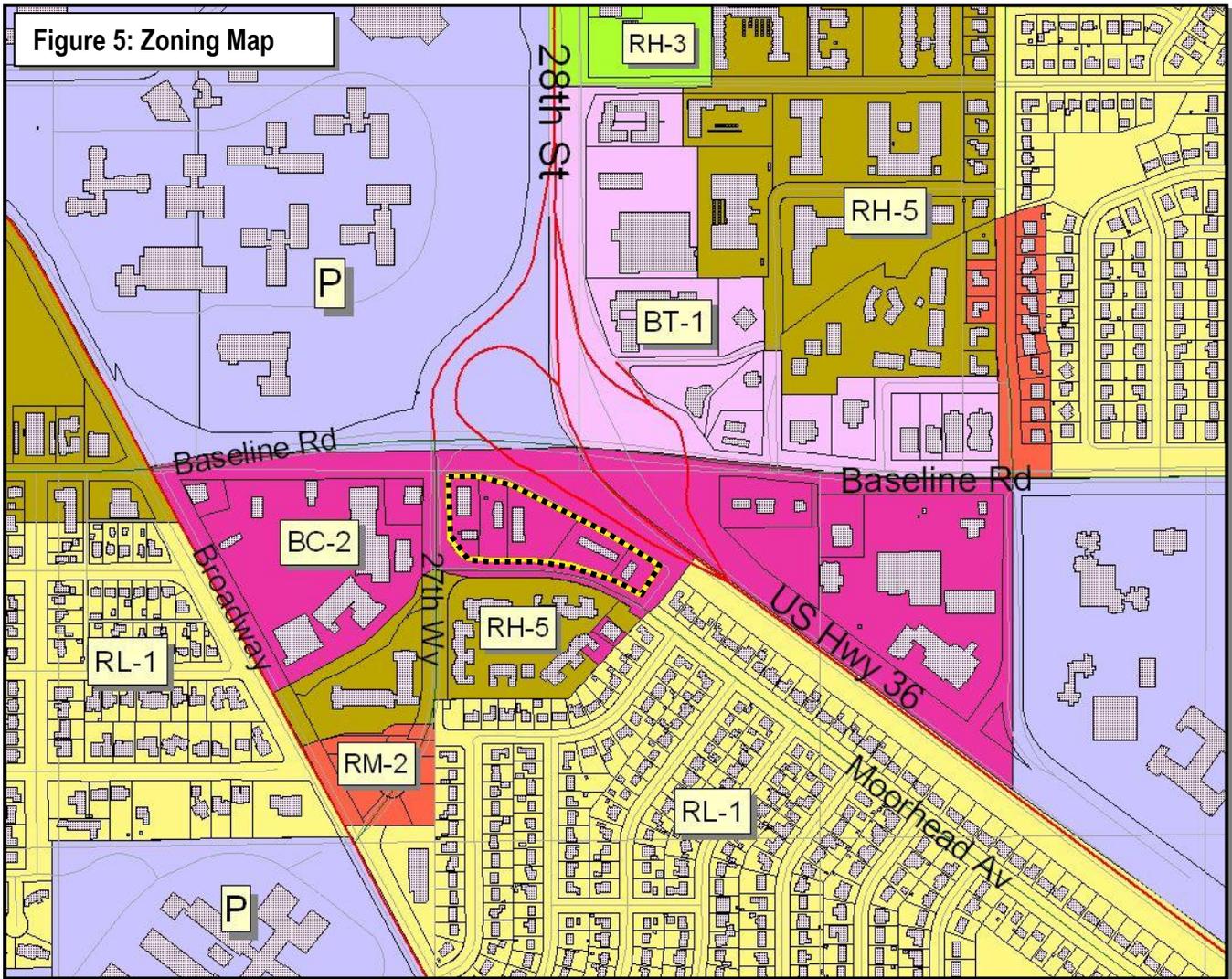
While the proposed project is consistent with several BVCP policies as listed above, there are several aspects of the project that will require further consideration and refinement in order to ensure that the project meets a broad range of BVCP policies as well as the Site Review criteria as discussed below in Section IV. As the applicant prepares to submit a Site Review application, special consideration should be given to meeting the intent of the following policies:

2.05 Design of Community Edges and Entryways
2.10 Preservation and Support for Residential Neighborhoods
2.13 Protection of Residential Neighborhoods Adjacent to Non-residential Zones
2.30 Sensitive Infill and Redevelopment
2.32 Physical Design for People
6.08 Transportation Impact

Zoning. As shown in **Figure 5** below, the site is zoned Business Community -2 (BC-2) and is adjacent to RL-1 zoning to the southeast, Residential High -5 (RH-5) zoning to the south, and other properties zoned BC-2 to the east and west. The intent of the BC-2 zoning as defined by section 9-5-2, B.R.C. 1981 is as “*Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate.*” Hotel and office uses are allowed by-right in the BC-2 zone district.

There is no FAR maximum defined within the BC-2 zoning district. Intensity for non-residential projects within the BC-2 zoning district is instead based on the provision of open space. For buildings over forty five feet in height, there is a minimum requirement that at least twenty percent of the total land area be provided as usable open space. Because this project exceeds the minimum threshold for required Site Review, the site review criteria will also be used to evaluate the proposed intensity.

Parking for nonresidential uses including office uses in the BC-2 zone district is based on a requirement of 1 parking space per every 300 square feet of floor area. Parking for hotel uses is based upon a requirement of 1 space per guest room plus required spaces for additional nonresidential uses at 1 space per 300 square feet of floor area.



3) Applicable criteria, review procedures, and submission requirements for a site review;

Because the three acre site exceeds the two-acre minimum threshold for mandatory Concept Plan and Site Review in the BC-2 zone district, the applicant is required to complete a Site Review application process for the proposed project and must demonstrate compliance with all Site Review criteria found in [Section 9-2-14, B.R.C.1981](#). In particular, given the gateway context and the site’s proximity to the Martin Acres neighborhood, demonstrating compliance with the criteria related to “Building Design, Livability, and Relationship to the Existing or Proposed Surrounding Area” as well as the “Circulation” and “Parking” criteria will be especially important. In order to evaluate the request for a 48 percent parking reduction for compliance with the criteria found within sections 9-2-14(h)(2)(K) and 9-9-6(f), B.R.C. 1981, a Traffic Study including traffic counts will be required.

All proposed modifications to the form and bulk standards must be reviewed and approved through the Site Review process, the intent of which is to encourage innovative design and improve the overall character and quality of the development. Per Section 9-2-14(g)(3), B.R.C. 1981, Planning Board approval is required for the requested height modification. The subject site is located in Solar Access Area III, which per section 9-9-17(c), B.R.C. 1981, “includes areas where, because of planned densities, topography or lot configurations or orientations, uniform solar access protection for south yards and walls or for rooftops may unduly restrict permissible development.” Therefore, no additional solar access restrictions would apply.

4) Permits that may need to be obtained and processes that may need to be completed prior to, concurrent with, or subsequent to site review approval;

Following Site Review approval, if approved, the applicant is required to submit an application for Technical Document (TEC doc) Review prior to application for building permit. The intent in the TEC doc review is to ensure that technical details are resolved such as drainage and transportation issues that may require supplemental analyses. Because the project site is affected by the regulatory floodplain including the 100-year, Conveyance and High Hazard zones, a Floodplain Development Permit will also be required for any new development.

5) Opportunities and constraints in relation to the transportation system, including, without limitation, access, linkage, signalization, signage, and circulation, existing transportation system capacity problems serving the requirements of the transportation master plan, possible trail links, and the possible need for a traffic or transportation study;

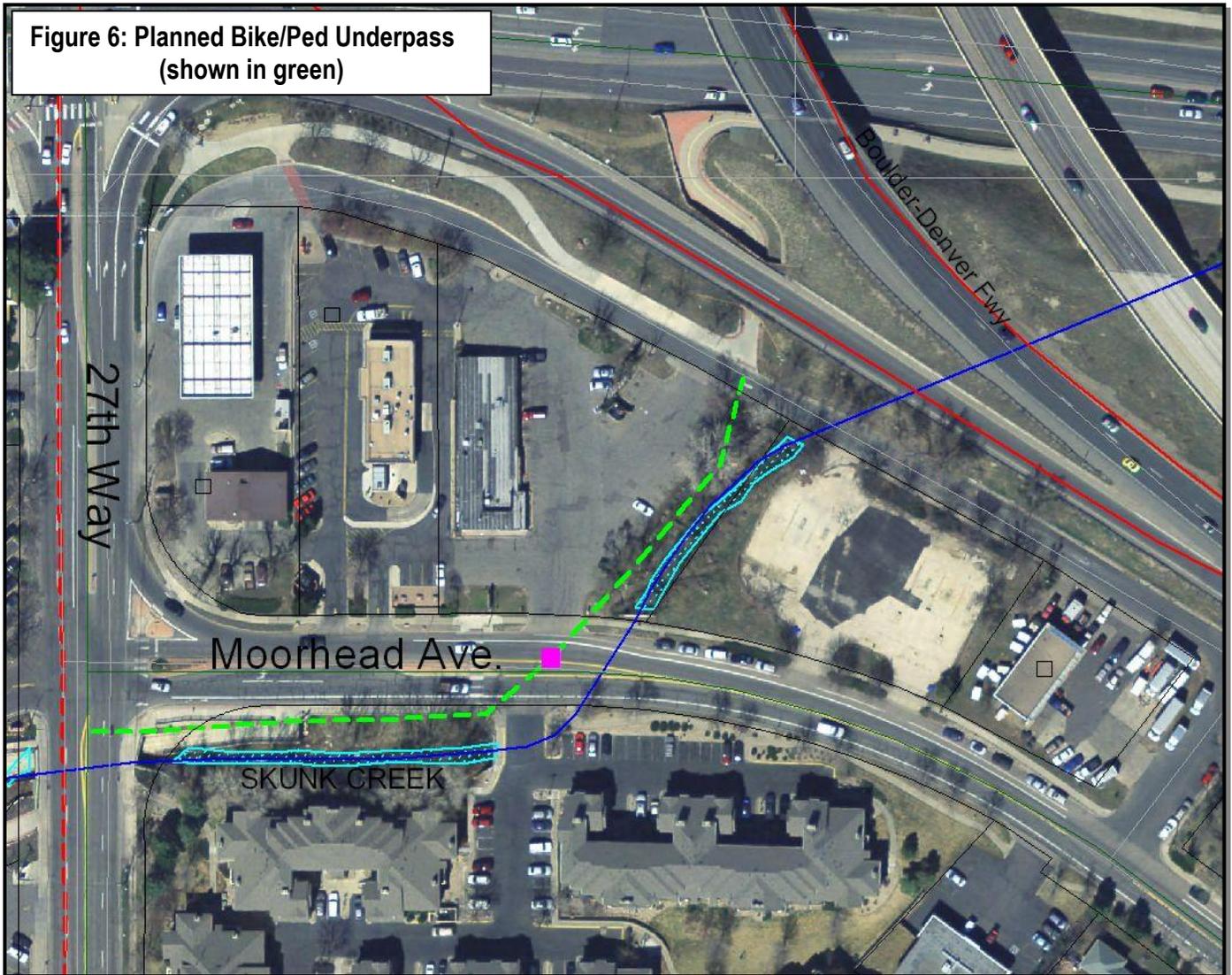
The site is bordered on the south by Moorhead Ave., a residential collector street that runs from Table Mesa to the southeast through the Martin Acres neighborhood to 27th Way, which borders the site on the west. The site is bordered on the east by the Moorhead frontage road, which dead-ends into a U.S. 36 frontage road lying on Colorado Department of Transportation (CDOT) right-of-way and running roughly east-west along the northern boundary of the site.

There are several opportunities and constraints related to the transportation system around the site. The existing site is highly constrained with regards to access and circulation. With several two-way access points along Moorhead Avenue and a right-only access off of 27th Way, as well as internal connections between parking areas, auto traffic to and from the site is unpredictable for drivers as well as bicyclists and pedestrians. The proposed project presents an opportunity to improve access and circulation on the site by consolidating access points on Moorhead Avenue to two one-way u-shaped driveways and removing the curb cut from 27th Way, thereby reducing the overall number of curb cuts and making traffic to and from the site more predictable. Due to the irregular shape of the site as well as the proximity of the proposed access points to the Moorhead/ 27th Way intersection, the applicant should give special consideration to design techniques that minimize the potential for traffic congestion along Moorhead Avenue and 27th Way as well as conflicts between vehicles and bicyclists/ pedestrians.

As mentioned above, the site is bordered on the north by a strip of CDOT right-of-way which runs east-west between the Moorhead frontage road and the existing gas station parking lot on the west side of the site. The owner has a preliminary agreement with CDOT to allow the project to replace the paved frontage road with a landscaped area via a special use permit. The project also proposes vacating the city right-of-way to the east to create more green space and a driveway to the hotel. Re-use of the existing CDOT and city right-of-way areas presents opportunities in terms of providing additional open space and allowing for improved bicycle/pedestrian connectivity across the site between Moorhead Avenue and the Baseline/27th Way intersection; however, additional information will be required on the terms of the CDOT special use permit to ensure the permanence of the landscaped area. The applicant will also be required to complete a Right-of-Way Vacation application process for vacation of the city right-of-way, which requires demonstrating that there is no longer a public need for the portion of right-of-way to be vacated. Special consideration should also be given to providing additional bicycle and pedestrian amenities in those areas.

As shown in **Figure 6**, the adopted Transportation Master Plan (TMP) includes a planned underpass just east of the Moorhead/ 27th Way intersection which would connect the existing Skunk Creek multi-use path from the south side of Moorhead to the existing underpass at U.S. 36. Once constructed, the underpass will provide a key connection and thus should be incorporated into the final site design to ensure compatibility with the project in the future.

Another traffic-related issue that the applicant should consider is increased traffic and parking demands along Moorhead Avenue to the southeast of the site. Many residents have expressed concern that users of the proposed development are likely to use Moorhead Avenue as a “cut-off” between 27th Way and Table Mesa Drive to the south. The Traffic Study submitted with the Site Review application should include traffic counts and Level of Service (LOS) analysis for all roadways adjacent to the site to determine how the project would impact existing parking and traffic patterns. The results of the Traffic Study should support the Transportation Demand Management plan (TDM) that will be required as part of the requested parking reduction. The TDM should include robust strategies to minimize the parking and traffic impacts of the proposed development, especially on the neighboring residential area to the south.

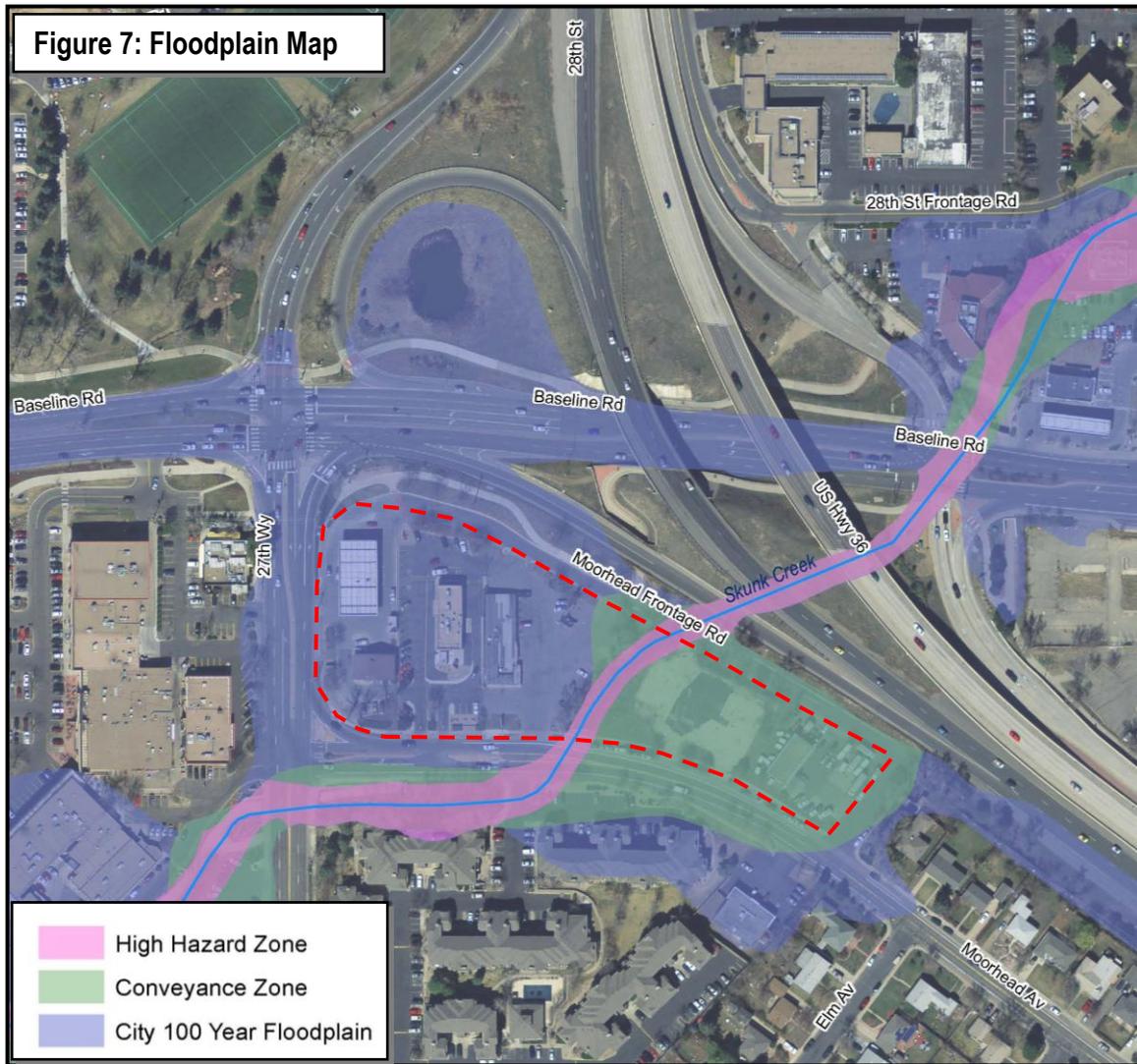


- 6) **Environmental opportunities and constraints including, without limitation, the identification of wetlands, important view corridors, floodplains and other natural hazards, wildlife corridors, endangered and protected species and habitats, the need for further biological inventories of the site and at what point in the process the information will be necessary;**

The existing site, formerly contaminated, has already been remediated as part of the proposed project, but the land remains largely paved over and in a state of disrepair. Skunk Creek, a major drainageway with a contributing basin area of approximately two square miles, runs roughly through the center of the site and currently receives all of the site’s runoff. There are several mature trees and a narrow strip of high-functioning wetlands surrounding the creek; however,

overall, the existing site is mostly impervious, and soil and habitat conditions are extremely poor. In light of the existing site conditions, the redevelopment of the site presents numerous opportunities for environmental improvements.

Much of the project site is affected by the regulatory floodplain including the 100-year, Conveyance and High Hazard zones (Please refer to **Pg. 22** of the Concept Plan package included in **Attachment A** for additional floodplain information). The applicant is proposing to open up and widen the stream channel in order to reduce flood elevations and spill volume towards Bear Creek, and to optimize the site layout to maintain or improve upon floodplain circulation. In addition, the project proposes to restore the currently degraded riparian and wetland areas and to implement distinct habitat areas on the site to make the creek more of a feature / amenity of the site. Overall, the environmental and flood-related improvements proposed for the site will likely have a significant positive impact, both within and around the site.



Another key environmental consideration for this project pertains to the protection of the existing views of the Flatirons across the site. As shown in the street level photos below in **Figure 8**, the existing site is comprised of single-story commercial buildings, and as such affords views to the Flatirons from both U.S. 36 as well as westbound Baseline Road. The existing view from Moorhead Ave. across the site is currently impacted by the CU Law building but still provides relatively open views of the foothills to the northwest.

As indicated in **Figure 8a**, the site sits significantly lower in elevation than U.S. 36, which makes it unlikely that the proposed 54-foot tall office height will impact the views of the Flatirons from U.S. 36; however, staff would like the opportunity to study the impacts from the proposed project height from Baseline Road and Moorhead Avenue.

In this regard, the city's policies focus on sensitivity to views from public view corridors. Note BVCP Policy 2.42 states: "Buildings and landscaped areas – not parking lots should present a well-designed face to the public realm, should not block access to sunlight and should be sensitive to important public view corridors."

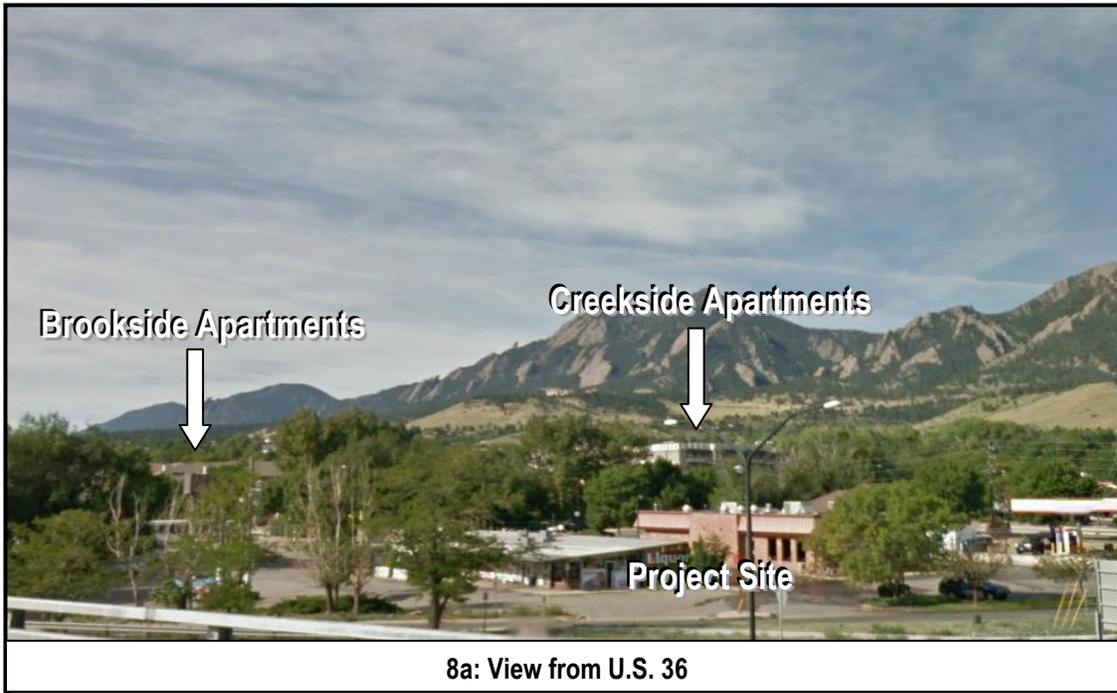


Figure 8: Existing views of Flatirons. Indicates the proposed 54-foot tall building would likely impact views from Baseline as well as residential properties to the southeast.



While the intent in the BVCP is to protect public view corridors, the Site Review Criteria section 9-2-14(h)(2)(k)(iii) states: "The orientation of buildings minimizes shadows on and blocking of views from adjacent properties." At the time of Site Review, the applicant should provide an analysis to compare impacts from a by-

right 35-foot building, built at the proposed setbacks to the proposed project to understand if the orientation of the buildings minimizes the blocking of views. Specifically, staff has requested that photo simulations or SketchUp modeling be provided to help inform the issues surrounding view corridors that will be affected by the proposed project.

7) Appropriate ranges of land uses;

As discussed above, the site lies within the BC-2 zone district, which is oriented towards “*business areas...serving a number of neighborhoods, where retail-type stores predominate*” but also permits hotel and office uses by-right. There are several existing retail and service uses lying in close proximity to the site within the BC-2 zone district, including the Basemar retail shopping center to the west, the Baseline East development, and Williams Village shopping center to the east across U.S. 36 (refer back to **Figure 2, Context Map**). Collectively, these uses provide a variety of neighborhood-oriented shopping options for nearby residents. With the abundance of retail and service uses nearby, the proposed office and hotel uses would add to the range of existing land uses supported by the BC-2 zone district.

Other land uses surrounding the project site include the University of Colorado main campus to the north across Baseline Road as well as high-density residential development to the south and the low-density Martin Acres neighborhood adjacent to the site on the east. To the southwest of the site at the southern terminus of 27th Way are the federal NIST and NOAA research facilities. The proposed hotel use would provide a direct service to the university as well as the federal labs by creating a walkable lodging option for visiting federal employees or visitors to the university. The proposed office use would support the surrounding retail uses and may also serve nearby residents by providing office space within walking/ biking distance of several residential neighborhoods.

Overall, the proposed uses appear to be appropriate for the existing context and are consistent with the zoning designation; however, as discussed above, the applicant should explore ways to incorporate additional neighborhood-oriented retail or service uses into the proposal that would serve both the users of the development as well as the surrounding neighborhood.

8) The appropriateness of or necessity for housing.

Not applicable, as there is no residential component included with the proposal.

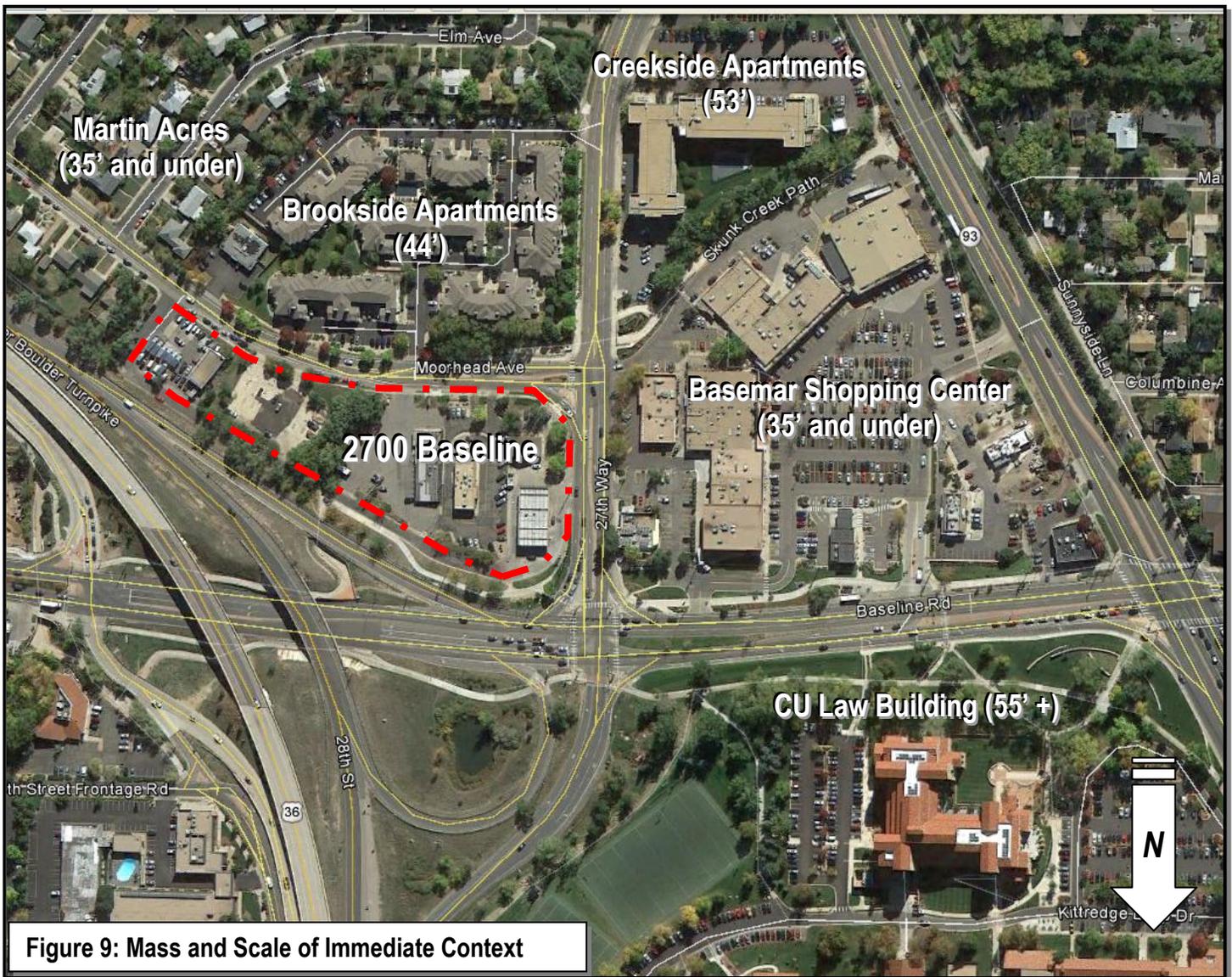
IV. KEY ISSUES

The following Key Issues are provided by staff to help guide the Concept Plan review discussion. There may be other issues identified by the Planning Board for discussion however, these are suggested issues as identified by staff.

Key Issue 1: Is the massing and scale of the proposed project compatible with the character of the area?

As shown in **Figure 9** below, the existing context surrounding the site is varied in terms of building mass and scale. While the residential structures to the east of the site are all under 35 feet in height and the Basemar shopping center to the west is also comprised of one and two-story buildings 35 feet in height and under, the proposed 45’ hotel and 54’ office building are not atypical for the immediate area, as the site is backdropped on the south and west by similarly tall structures that include the 45-foot tall Brookside Apartments to the south and the 53-foot tall Creekside Apartments across 27th Way to the West. There are also a number of taller buildings across Baseline to the north, lying on the CU campus and along the east side of U.S. 36. As the project plans progress, it will be important to provide images to adequately assess the massing and scale of the project through visual simulations to evaluate the fit of the building design and intensity into the context. Given the range in the mass and scale of nearby buildings, special care should be taken as the project progresses to provide an

appropriate massing, scale and character for the context.



Massing in Context of the Existing Development Pattern. In reviewing the appropriateness of the proposed mass and scale in context, it is instructive to look at the existing development pattern. **Figure 10** is a figure ground map of the site and surroundings and illustrates the development pattern roughly $\frac{1}{4}$ to $\frac{1}{2}$ mile surrounding the site. In terms of the development patterns in the area immediately surrounding the site, the proposed project's massing and building footprints are largely consistent with the high-density residential structures to the south and west as well as the one and two-story, large footprint commercial buildings to the west. The proposed massing is also consistent with the CU campus to the north (where there are large footprint university buildings and some up to 70 feet in height) as well as the commercial and high density residential areas to the east across U.S. 36. Special care should be given to the massing of the hotel, especially along the Moorhead frontage, to ensure an appropriate transition from the smaller residential buildings to the east to the more massive buildings to the west.



Figure 10:
Figure Ground Map of Proposed Project in Context

Perception of Mass. With the site adjacent to, and approximately ten feet lower in elevation than the state highway, perception of a 250-foot long, four story building mass as one travels into the city will be brief not only by virtue of speed, but also curvature of the roadway, and topography. As shown in **Figure 8a** above, the perceived building mass will be more pronounced as one travels out of the city on U.S. 36, as the project site is bordered on the north and northeast by city and state right-of-way, respectively, and is therefore highly visible.

The Site Review criteria recommend creating a building frontage that addresses the street, and building materials and modulation that serves to “break down” the massing. While the Concept Plan does illustrate modulation along several of the prominent building facades as well as building orientations that break up the overall massing of the project, as staff has indicated in the reviewer comments to the applicant (see **Attachment B**), the current design of the facades along Moorhead could be improved to mitigate the perceived mass from the pedestrian level. At time of Site Review submittal, the applicant should give special consideration to the treatment of the building facades along Moorhead Ave. and 27th Way in terms of how they are designed to “a human scale and promote a safe and vibrant pedestrian experience” as required by section 9-2-14(h)(2)(F)(v), B.R.C. 1981. At the time of Site Review, the applicant should provide sketches or modeling of how the buildings will read at the street level.

Mass and Scale Related to Immediate Context. As discussed above, there are several buildings of a comparable scale to the proposed project lying in close proximity to the site; however, the proposed project is cumulatively larger and taller than the two developments to the south and west of the site. Due to its location on the northwest corner of a major intersection, the project would also be more prominent than the other comparable developments on the south side of Baseline. To the north of the site the CU Law building is highly visible and provides a taller backdrop, but the mass as perceived from south

of the subject site is lessened by the building's distance away from the site. The most significant challenge in terms of providing an appropriate mass and scale for the immediate context relates to the transition to the Martin Acres neighborhood to the east, which is comprised of predominantly single-story ranch style homes.

While the project would be largely compatible in terms of mass and scale to the existing development to the south and west of the site, the applicant should consider a more graduated appearance on the east side of hotel the building such that the massing steps down to meet the scale of these adjacent uses. Further exploration of this approach should occur as project plans move forward.

In moving forward with the exploration of design ideas to enhance the project's transition in scale from west to east, consideration should be given to the following site review criteria:

“(i) The building height, mass, scale, orientation, architecture and configuration are compatible with the existing character of the area or the character established by adopted design guidelines or plans for the area;

“(ii) The height of buildings is in general proportion to the height of existing buildings and the proposed or projected heights of approved buildings or approved plans or design guidelines for the immediate area;

“(v) Projects are designed to a human scale and promote a safe and vibrant pedestrian experience through the location of building frontages along public streets, plazas, sidewalks and paths, and through the use of building elements, design details and landscape materials that include, without limitation, the location of entrances and windows, and the creation of transparency and activity at the pedestrian level.”

With regard to these, and other site review criteria found in the land use code, section 9-2-14(h), B.R.C., 1981 (and at the following link http://www.colocode.com/boulder2/chapter9-2.htm#section9_2_14) it is noted that efforts have been made at this conceptual level to address these criteria, and should continue to be refined throughout the process.

Key Issue #2: Is the request for a 48 percent parking reduction acceptable for the use and the context?

The applicant is requesting a 48 percent parking reduction to allow for 375 parking spaces where 720 are required (600 for the proposed office use and 120 for the proposed hotel use) per the BC-2 zone district parking standards. Each building would provide on-site below grade parking, with the current proposal showing 300 spaces for the office use and 75 spaces for the hotel use.

The applicant has indicated a willingness to implement cutting-edge TDM strategies to reduce the demand for parking, including providing Eco-Passes for office and hotel employees, a free shuttle bus service to and from the hotel, reserved parking spaces for car share (i.e. eGO), car pool and van pool vehicles and providing 300 bike parking spaces, as well as additional bicycle facilities such as dedicated locker rooms, shower rooms, and a repair shop; however, additional information will be required in order to determine whether the proposed parking reduction is acceptable for the proposed uses and location. Per the parking standards found in section 9-9-6, B.R.C. 1981, parking for nonresidential uses including office uses in the BC-2 zone district is based on a requirement of 1 parking space per every 300 square feet of floor area. Parking for hotel uses is based upon a requirement of 1 space per guest room plus required spaces for additional nonresidential uses at 1 space per 300 square feet of floor area.

At the time of Site Review, the applicant should submit a Parking Study prepared by a transportation engineer in order to demonstrate that the parking needs of the proposed uses will be adequately met. Additionally, the following criteria will need to be satisfied at the time of Site Review.

(ii) *Criteria: Upon submission of documentation by the applicant of how the project meets the following criteria, the approving agency may approve proposed modifications to the parking requirements of section 9-9-6, "Parking Standards," B.R.C. 1981 (see tables 9-1, 9-2, 9-3 and 9-4), if it finds that:*

a. For residential uses, the probable number of motor vehicles to be owned by occupants of and visitors to dwellings in the project will be adequately accommodated;

b. The parking needs of any nonresidential uses will be adequately accommodated through on street parking or off-street parking;

c. A mix of residential with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;

d. If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; and

e. If the number of off-street parking spaces is reduced because of the nature of the occupancy, the applicant provides assurances that the nature of the occupancy will not change.

V. PUBLIC NOTIFICATION AND COMMENT

Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the subject site and a sign posted on the property for at least 10 days. All notice requirements of section 9-4-3, B.R.C. 1981 have been met.

Staff has received extensive comments from nearby property owners, and has met with representatives of the Martin Acres Neighborhood Association (MANA) to discuss the issues identified by the neighborhood. Three neighborhood meetings were also held, on **December 2 and December 10, 2013, and on January 6, 2014**. The first and third meetings were held by MANA, while the second meeting was an open-house style meeting held by the applicant. All three meetings were well attended, and issues and concerns that have been identified by the neighborhood include:

- the proposed mass and scale of the building;
- the loss of the existing neighborhood service and retail uses;
- perceived inappropriateness of the proposed uses for the area; and
- potential parking and traffic impacts associated with the proposed uses

Please see [Attachment C](#), *Correspondence Received*, for additional details.

VI. PLANNING BOARD ACTION:

No action is required on behalf of the Planning Board. Public comment, staff, and Planning Board comments will be documented for the applicant's use. Concept Plan Review and comment is intended to give the applicant feedback on the proposed development plan and provide the applicant direction on submittal of the Site Review plans.

Approved By:

A handwritten signature in black ink, appearing to be 'D. Driskell', written over a horizontal line.

David Driskell, Executive Director
Department of Community Planning and Sustainability

ATTACHMENTS:

- A:** Applicant's Concept Plan and Written Statement
- B:** Staff's Development Review Comments
- C:** Neighborhood Correspondence Received



CONCEPT PLAN REVIEW

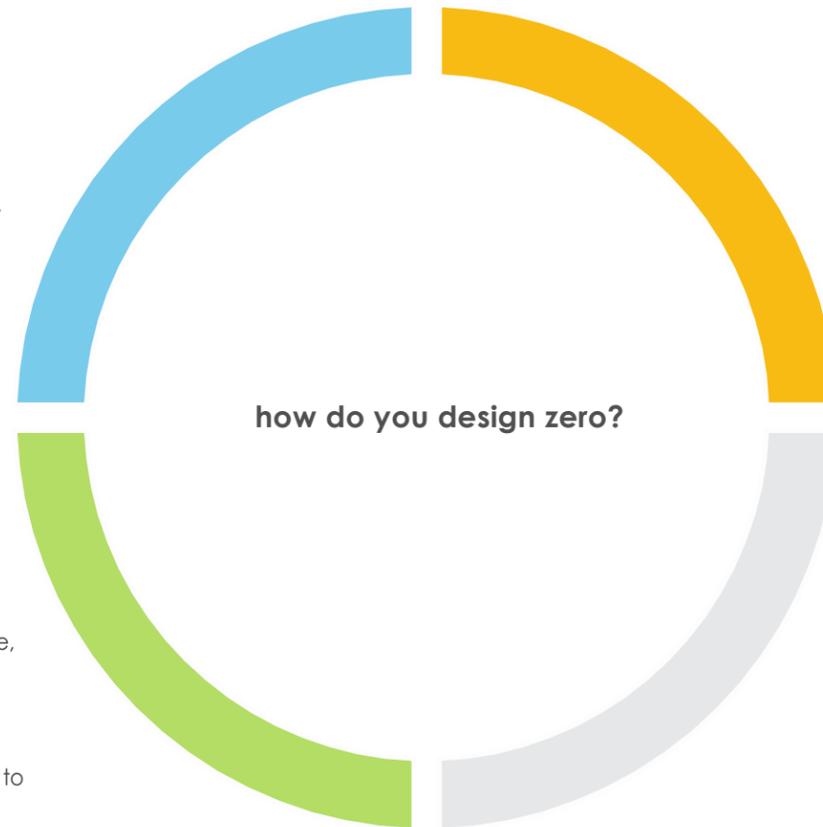
November 4th, 2013
Submission to City of Boulder

DESIGN FOR PEOPLE:

Today's planned uses are office and hotel, but a loose fit and resilient design aim to empower both today's and tomorrow's users. The building will flex and adapt to the evolution of user needs.

DESIGN FOR NATURE:

The site is not separate compartments for cars and people, with nature on the periphery. The design focuses on ecosystem services and the integration of natural systems: restoration, use, access, context, and connections to put users back into their natural environment.



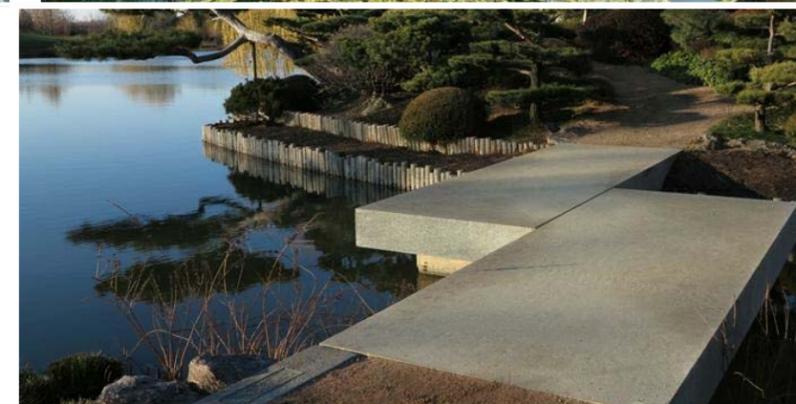
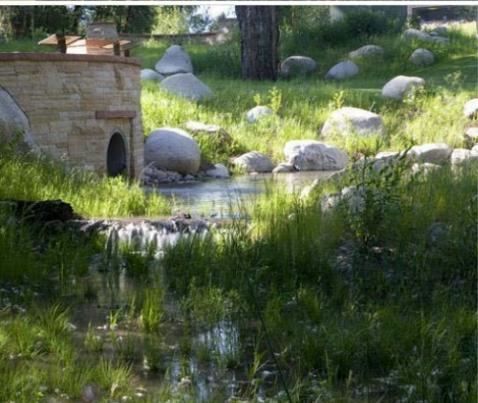
how do you design zero?

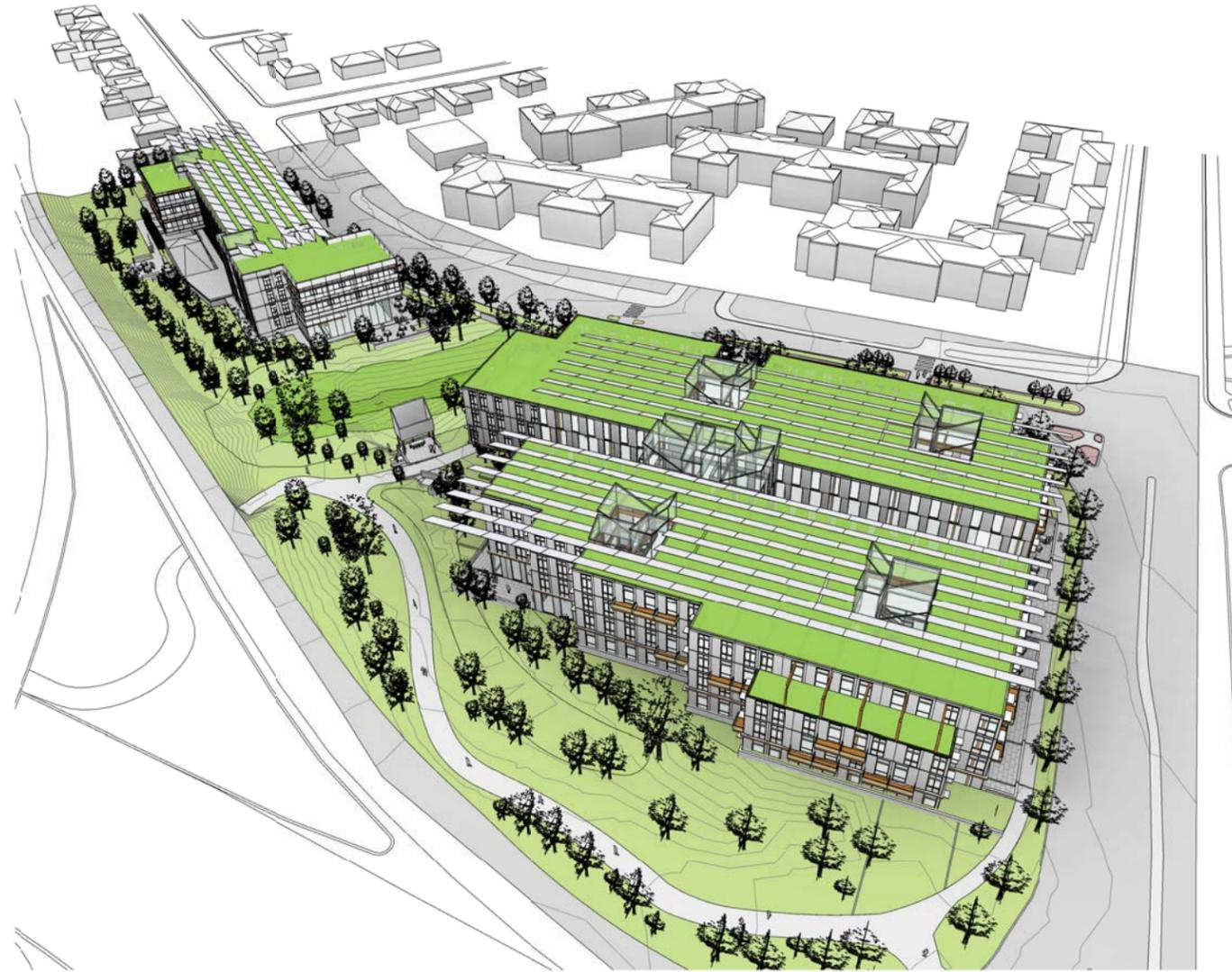
DESIGN FOR ENERGY:

Driving decisions in sustainable design is a goal of reducing the carbon footprint. The selection of passive systems, active systems, and materials is centered on the goal of being as close to net zero as possible. Zero carbon, through reduced emissions and sequestration, as designed and ultimately as measured.

DESIGN FOR THE FUTURE:

We recognize that within the confines of the current market and technology we may not reach net zero on day one. We are striving to get as close as possible now and designing to the technologies and strategies which will ultimately push the needle into net positive.





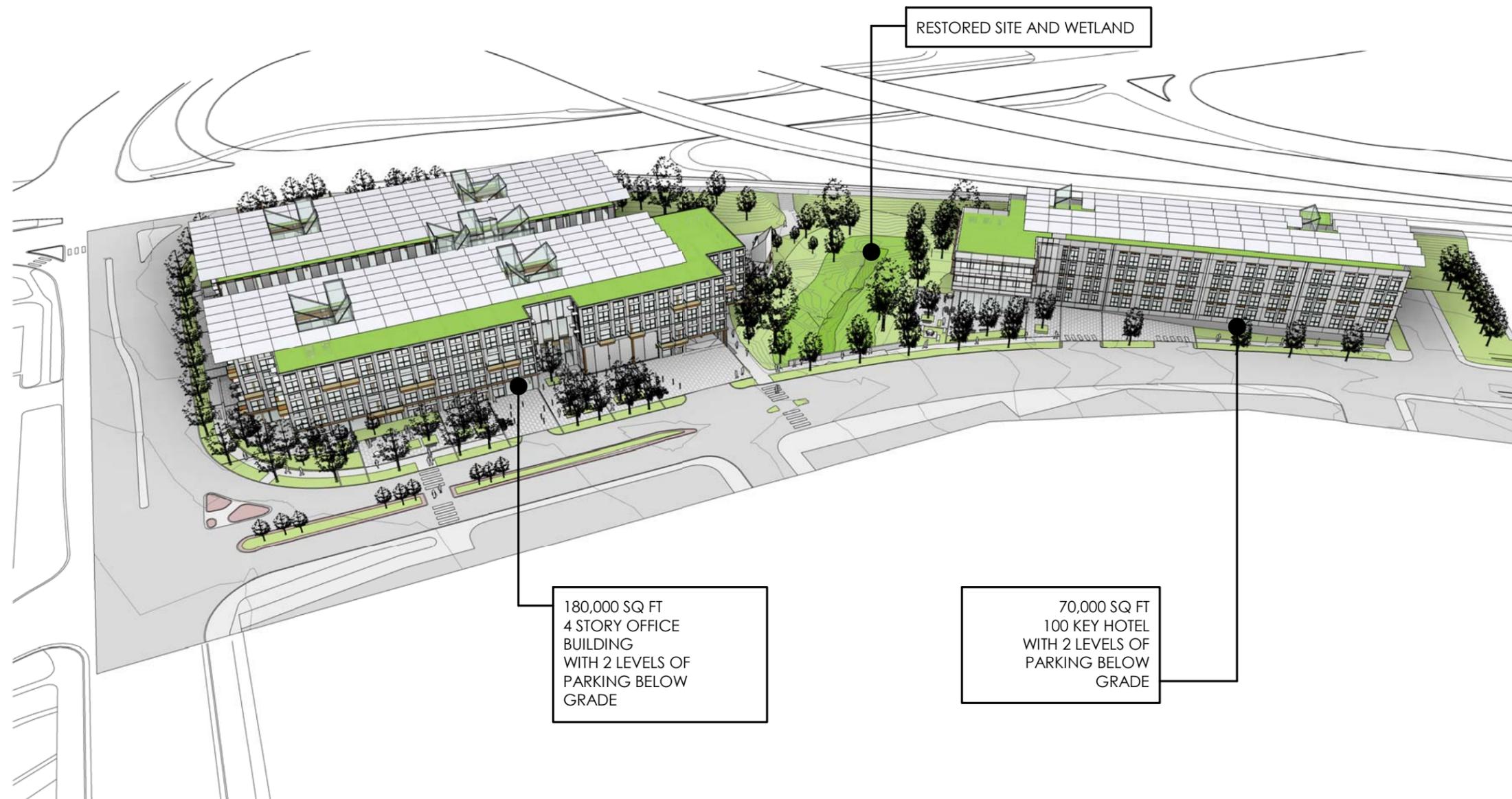
BASELINE ZERO

This project seeks to break new ground for the sustainability of commercial office development in Boulder. The project team approached the existing blighted site with the ambition of creating a regenerative project for the community which comes as close to a "net zero" carbon building as possible while restoring the site and proving sustainability is good business.

The integrated design process acknowledges the limits of current technology but by looking forward to the next 100 years not the last chooses systems which empowers future users rather than limiting them. Provisions will be made for future technologies and users to fill the gap which current capacity cannot meet. This building, the "Greenest office building in Boulder" will be a tool for users to enhance their community in three primary ways.

Site, Use, and Energy.





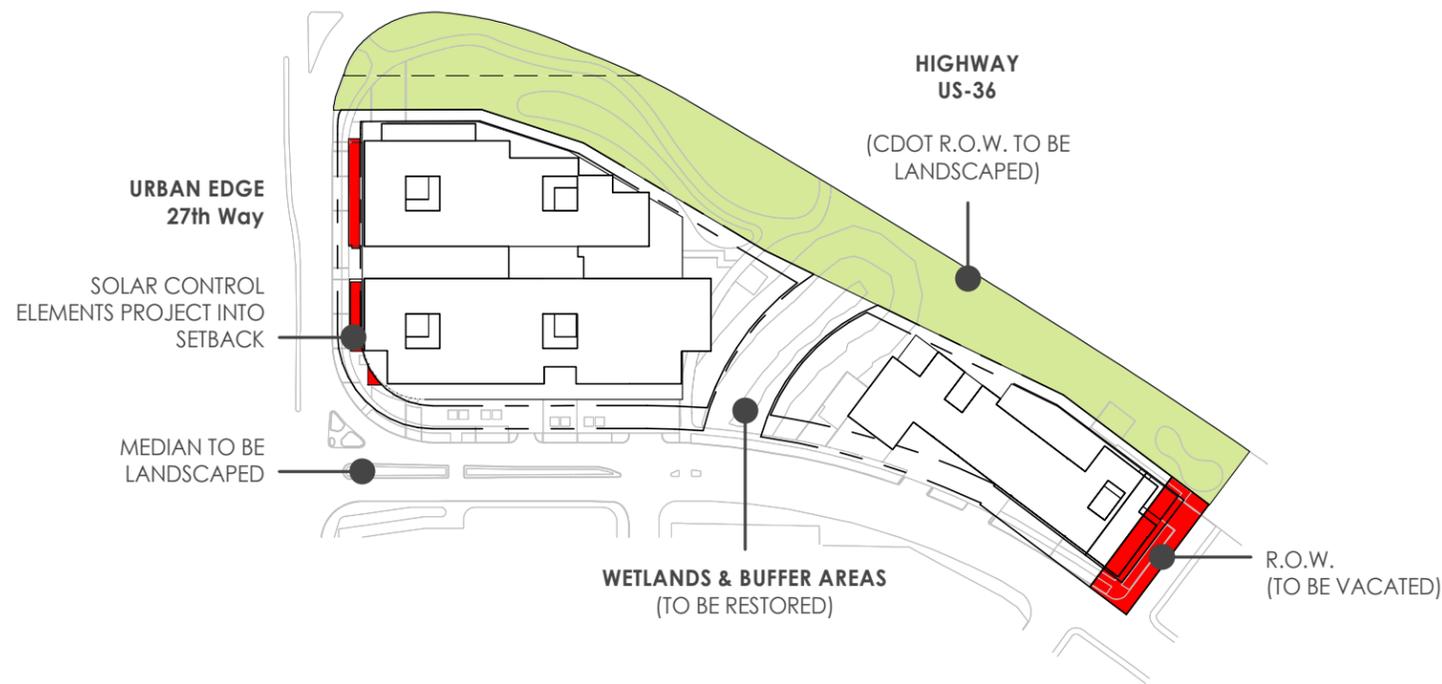
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SITE PLAN DIAGRAM

1" = 160'-0"

SITE CHALLENGE ONE: WETLANDS

A key feature of the site is the Skunk Creek wetlands which are currently surrounded by concrete and asphalt. To maximize the open space around the wetlands the project needs to embrace the urban edge along 27th way.

SITE CHALLENGE TWO: HIGHWAY

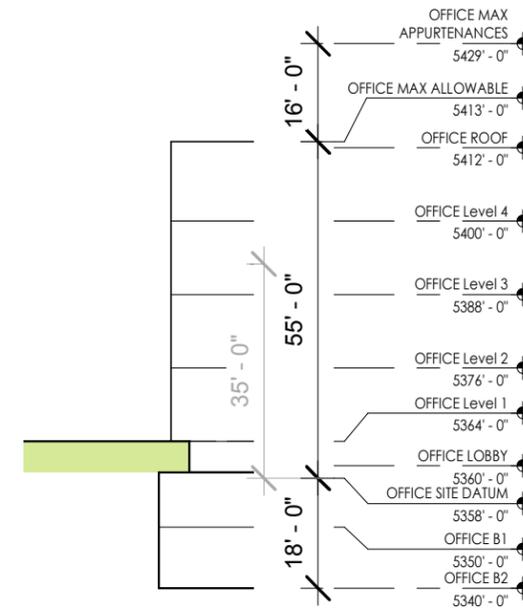
The north boundary of the site is a CDOT R.O.W. currently paved but serving only as a land bank for the Colorado Department of Transportation. The easement is reached by a City right of way which would be a dead end if the CDOT frontage road went away.

SITE DESIGN SOLUTIONS: URBAN EDGE

The project concept is built up to the allowable setback to push the bulk away from the wetlands and emphasize the urban edge. Solar control elements will project into the setbacks to enhance energy production capacity and reduce the project's carbon footprint.

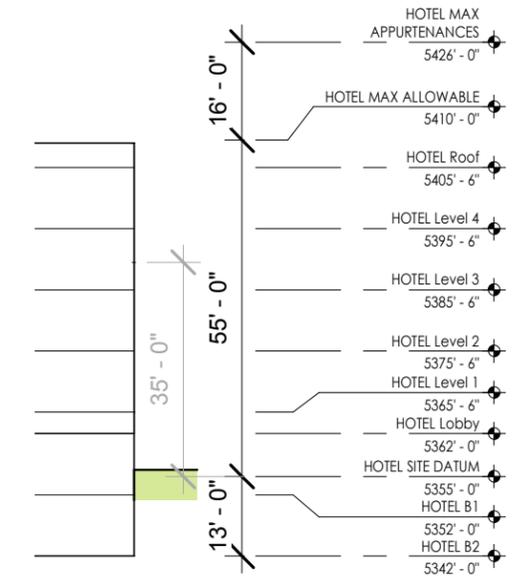
SITE DESIGN SOLUTIONS: LANDSCAPE BUFFERS

The owner has a preliminary agreement with CDOT to allow the project to replace the paved easement with a landscaped area via a special use permit. This would create additional green space and eliminate the need for the City R.O.W. at the east edge of the property. The project proposes vacating the City Right Of Way to create more green space and a private driveway to the hotel. (Utility Easements would remain.)



OFFICE HEIGHTS

1" = 30'-0"



HOTEL HEIGHTS

1" = 30'-0"

SITE CHALLENGE THREE: SUSTAINABILITY

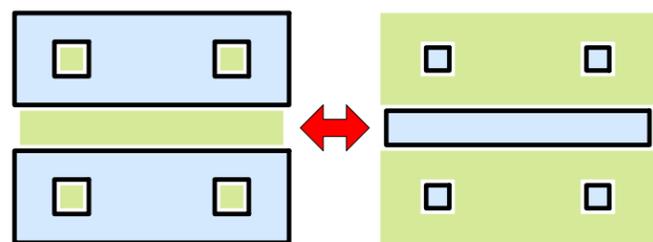
Basic features of sustainability include day lighting, natural ventilation and density. Protecting valuable green space both on site and beyond requires maximizing the usable built area and creating a project which will remain viable and vibrant over time.

SITE DESIGN SOLUTIONS: COMPACT DESIGN

The project proposes maximizing daylight and natural ventilation potential by optimizing the floor areas and intelligently using all the conditioned space. The footprint on site will be kept to a minimum by giving preference to spaces where people spend the most time and pushing periferal functions such as parking and mechanical under ground. Optimizing floor to ceiling heights together with the plan will allow passive strategies to work.

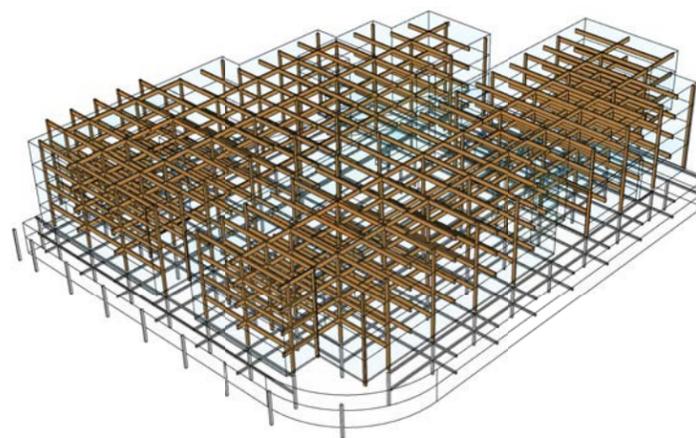
Having more riparian and vegetated areas will provide ecosystem services both on and off the site.





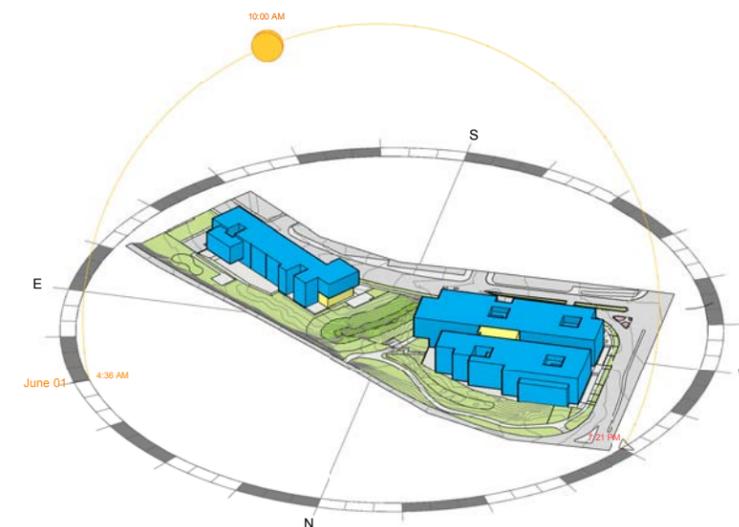
ACTIVE DESIGN:

The project concept engages occupants to be active using a key strategy of bringing the outside inside and the inside outside. Stair wells will be daylighted vertical gardens to encourage movement while courtyards and plazas will bring nature into the building and the work space out into the garden. Healthy, engaged users are part of a healthy building.



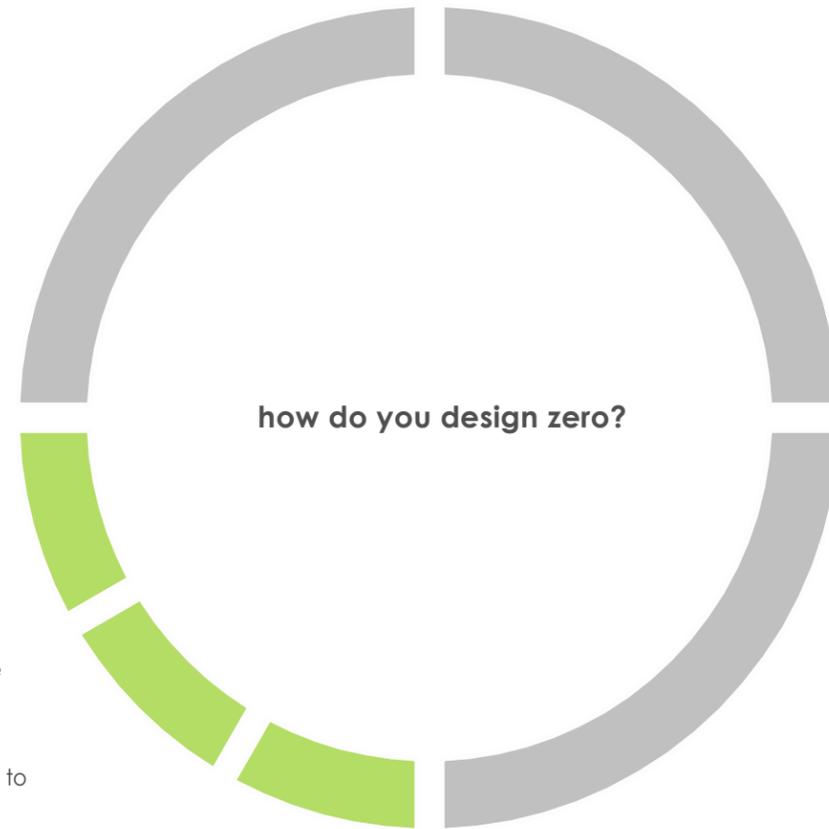
RESILIENT DESIGN:

Using the tenet of "Loose Fit, Long Life" the project concept sees Sustainable Design as long term design. A repetitive wood structure will provide an adaptable armature for many different tenants without requiring extensive additions of material, time, toxins, or money. Simple solutions such as daylighting and natural ventilation will make the buildings easy to use for decades to come.



360° DESIGN:

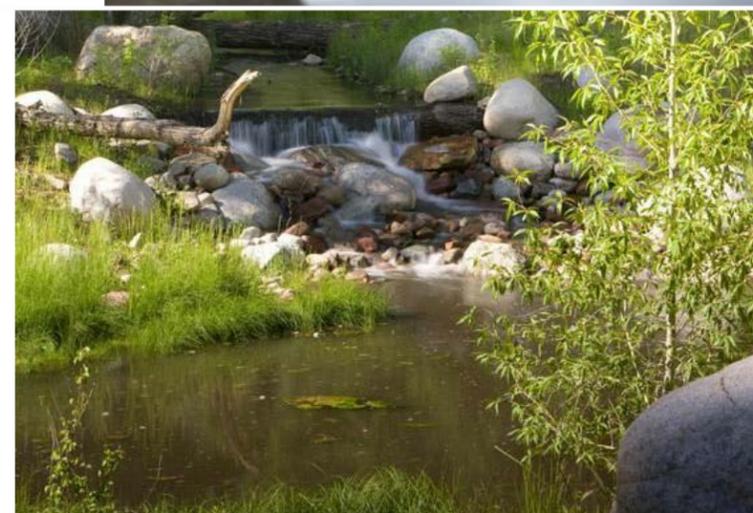
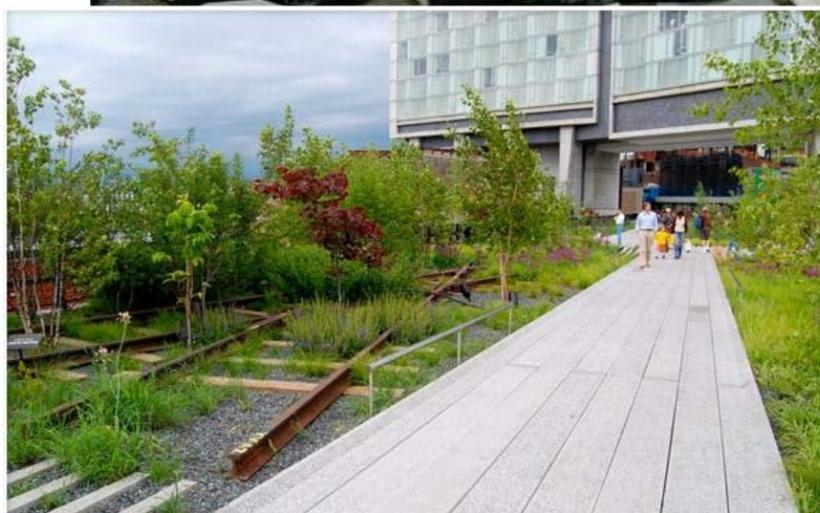
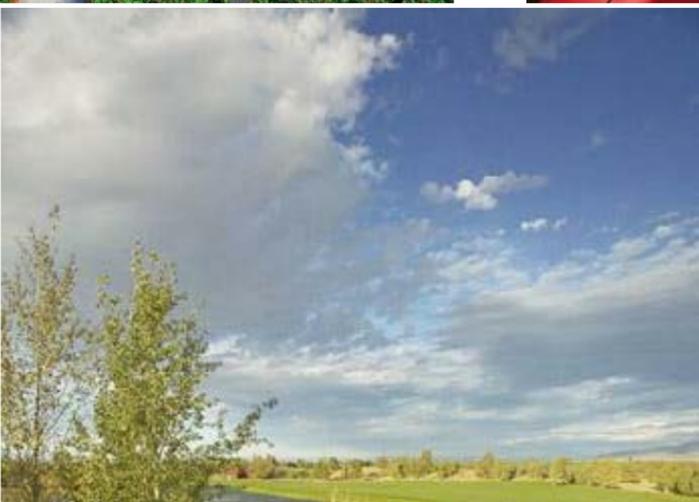
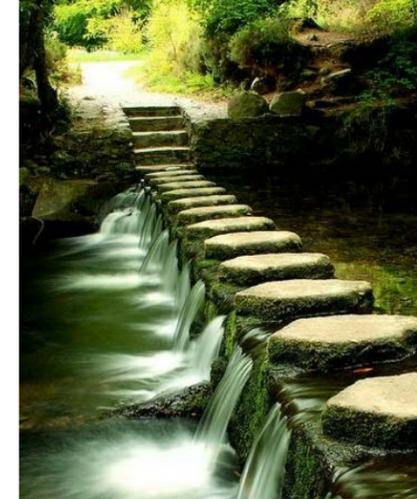
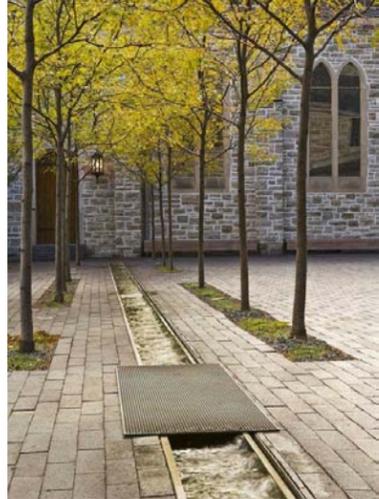
There is no "one size fits all" solution in sustainable design. The Baseline Zero concept will address each exposure with a solution which responds to the urban context, the critical solar angles, and prevailing winds at each exposure. The amount of vision glass, the size of the light shelves, and the way the building meets the ground will be carefully calibrated at each facade.

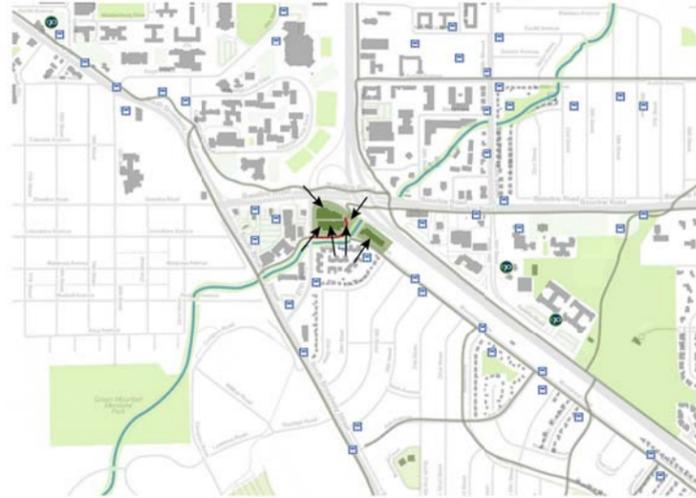


how do you design zero?

DESIGN FOR NATURE:

The site isn't a compartment for cars, a compartment for people, and nature on the periphery. The design focuses on ecosystem services and the integration of natural systems: restoration, use, access, context, and connections to put users back into their environment





CONTEXT & CONNECTIONS:

The project is located at the gateway to Boulder from the South. At the confluence of US-36 and Baseline Road, the project is easily accessible by car but more importantly is *easily accessible by bike, bus, and foot*. The regional Park n Ride at Table Mesa and the coming BRT service to and from Denver are close by. The project site, zoned BC-2, will add 180,000 GSF of class A office and a 100 key hotel to the community.



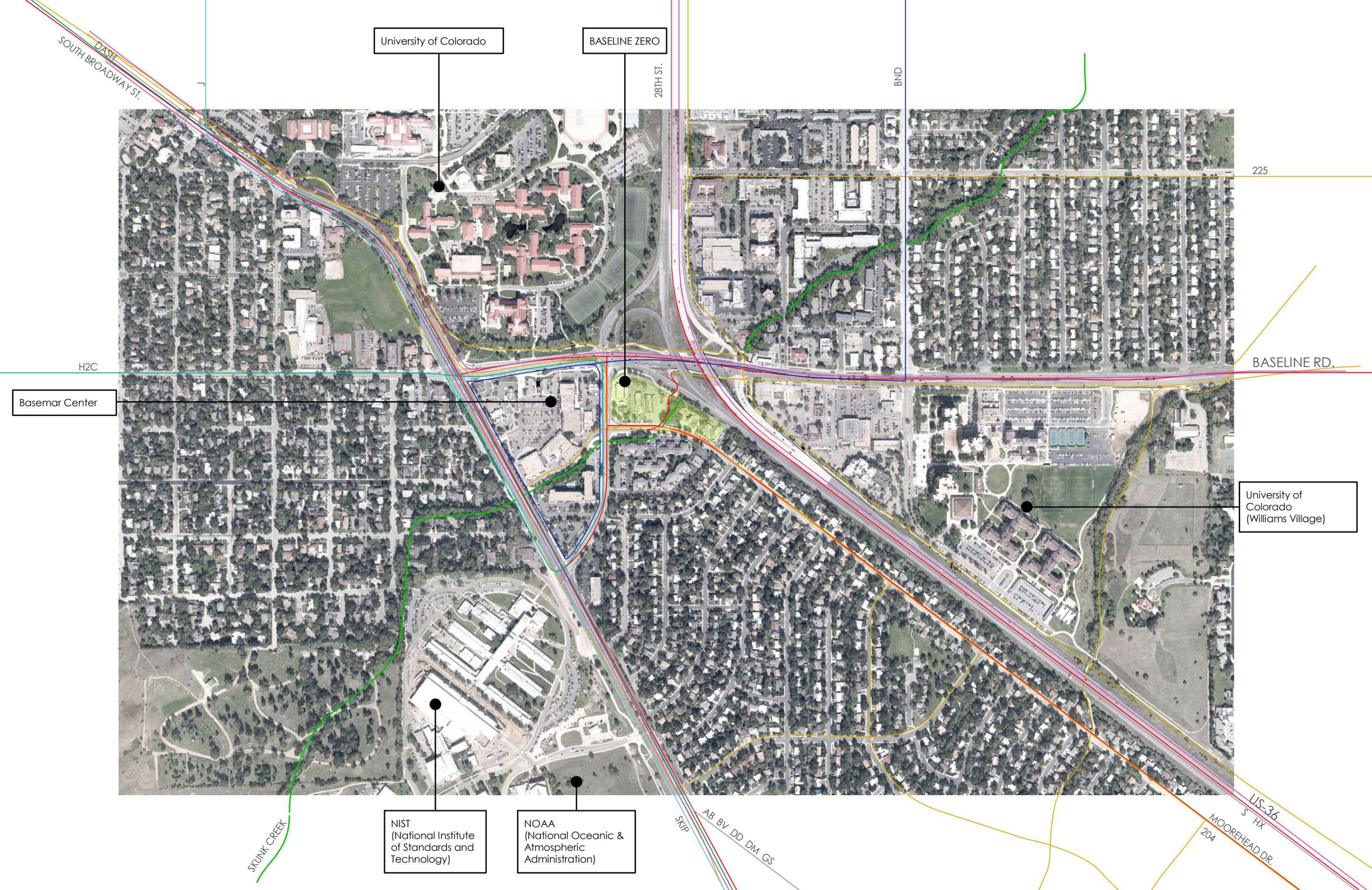
USE & ACCESS:

Apparently divided into two sites by Skunk Creek, the project concept is actually a single mixed use development. Anchored by buildings at either end and united by a riparian garden which brings together the wetlands, the multi-use path, and outdoor space, it provides a landscape for *work, enjoyment, and health in the community*. Protecting the creek and creating useable outdoor space are a common goal.



RESTORATION:

Imagine if a drop of water landing on the site didn't know there was an office building or hotel there. The site concept wipes the current impervious slate clean and adds diverse layers of landscaping, roofscaping, and protected wetlands to bring the permeability of the site back toward pre-development levels. Water and wildlife will not only be healthier on site, but *the whole downstream ecosystem benefits*.



University of Colorado

BASELINE ZERO

28TH ST.

BND

225

H2C

Basemar Center

BASELINE RD.

University of Colorado
(Williams Village)

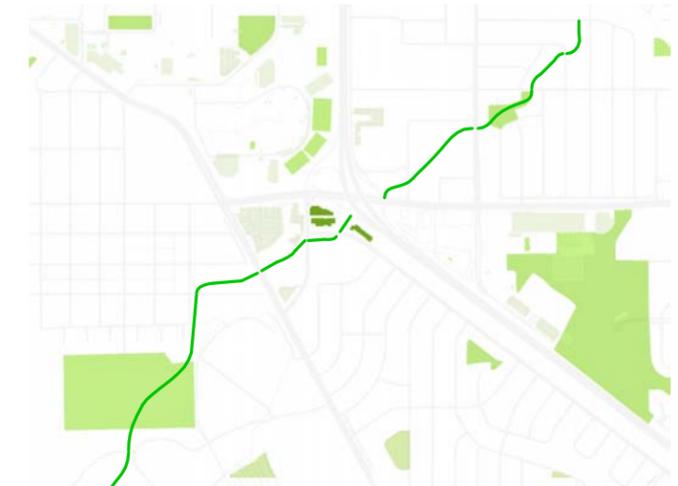
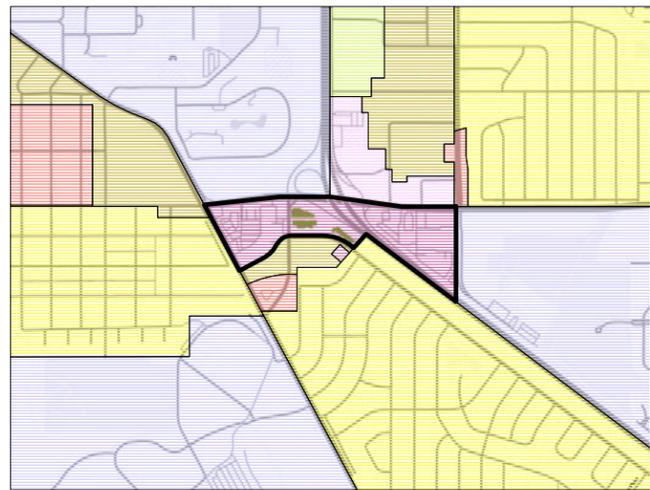
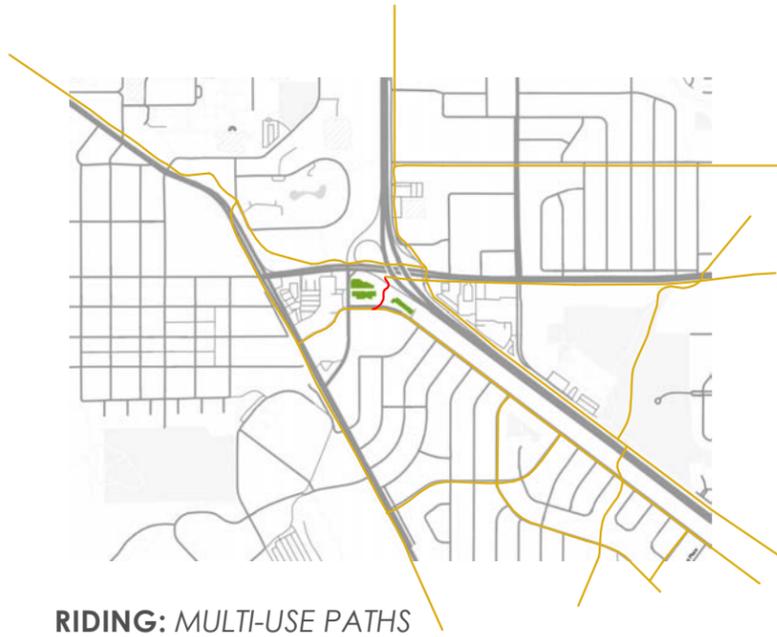
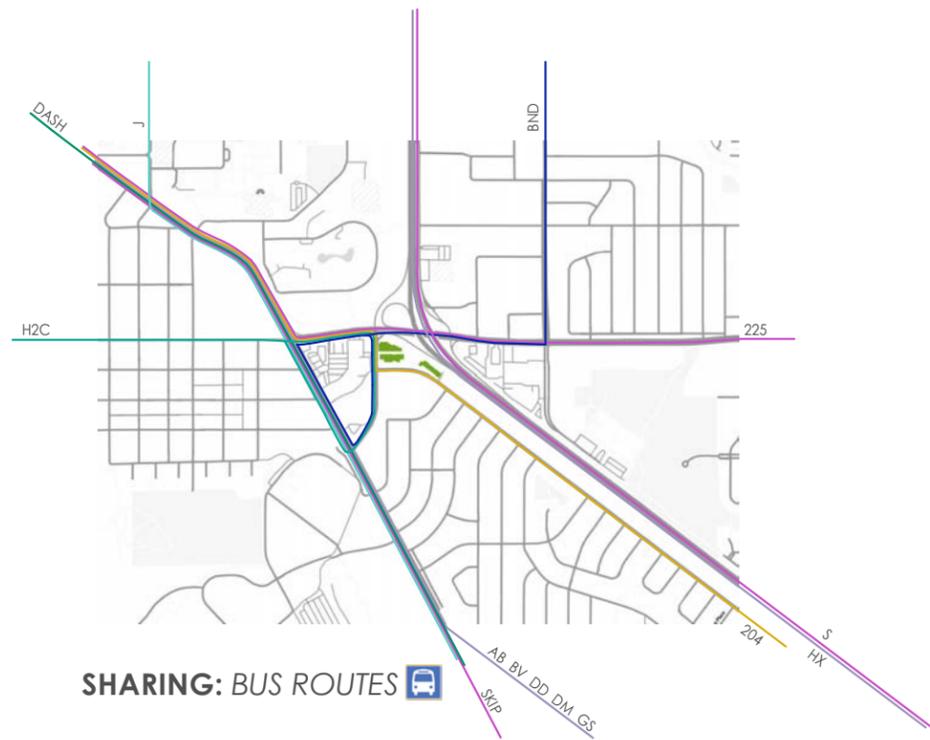
SKUNK CREEK

NIST
(National Institute of Standards and Technology)

NOAA
(National Oceanic & Atmospheric Administration)

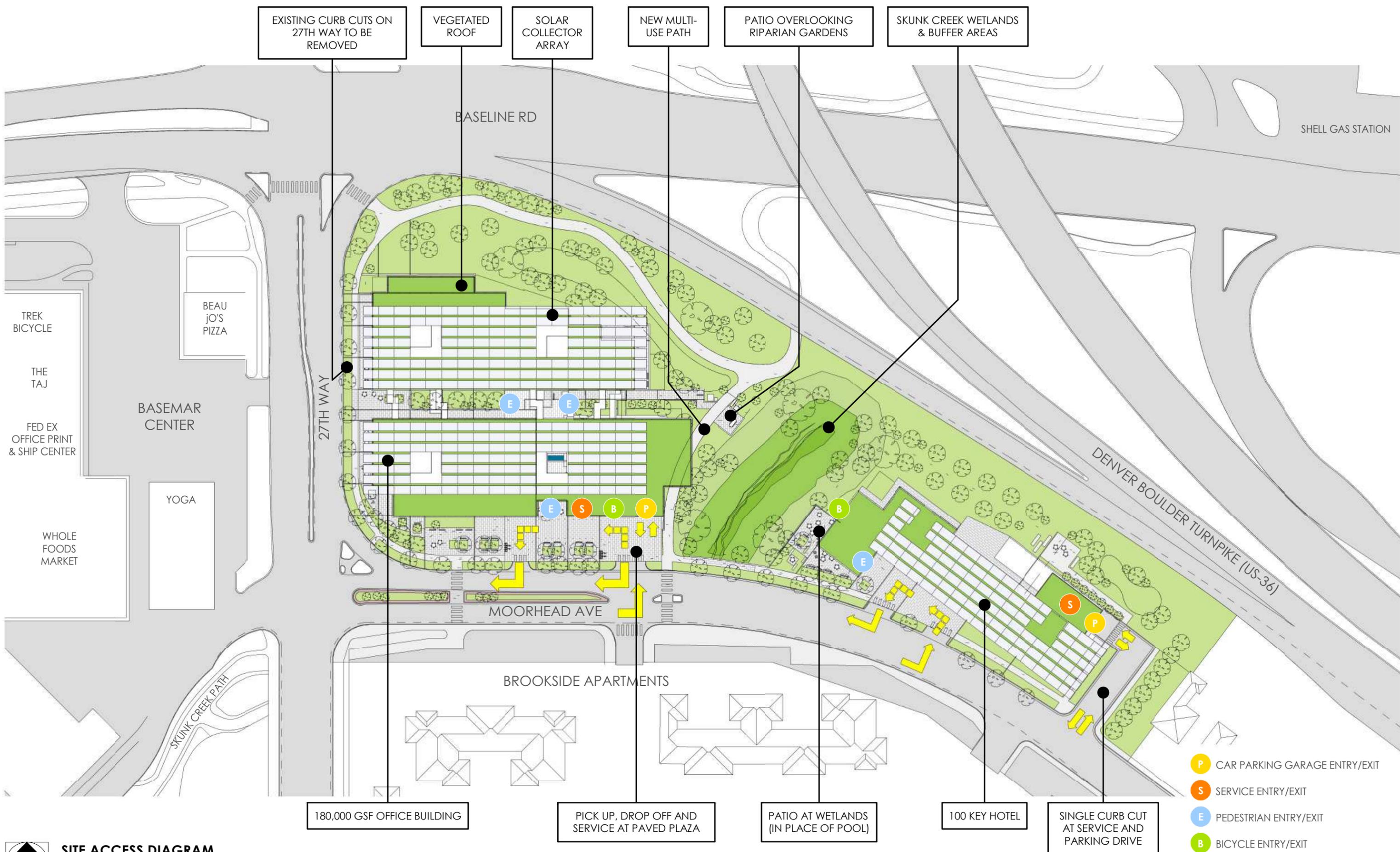
SKIP
AB BV DD DM GS

US-36
S HX
MOOREHEAD DR.
204



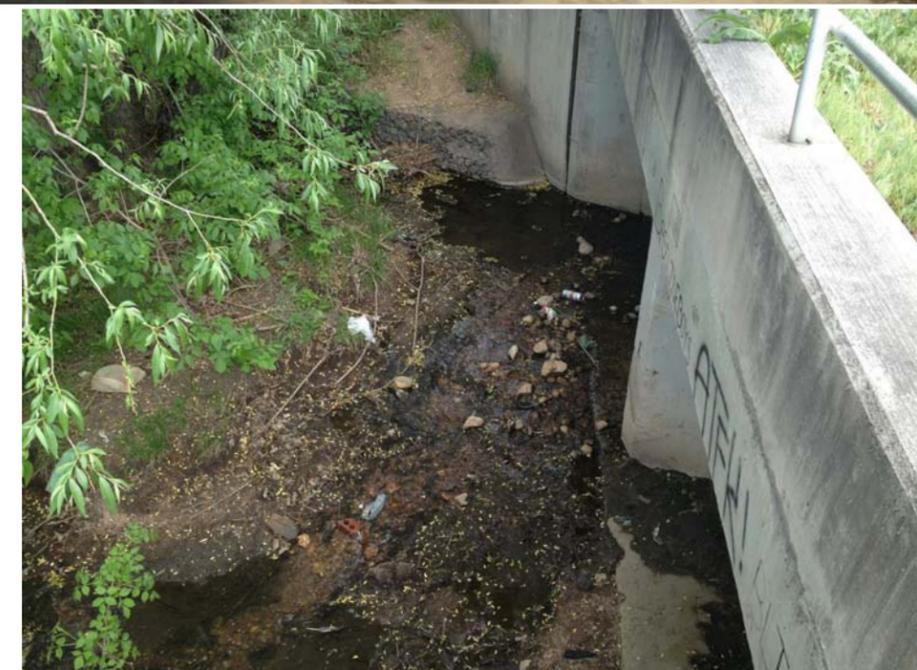
-  BC-2 Business - Community 2
-  BT-1 Business - Transitional 1
-  P Public
-  RL-1 Residential Low 1
-  RM-2 Residential Medium 2
-  RH-3 Residential High 3
-  RH-5 Residential High 5

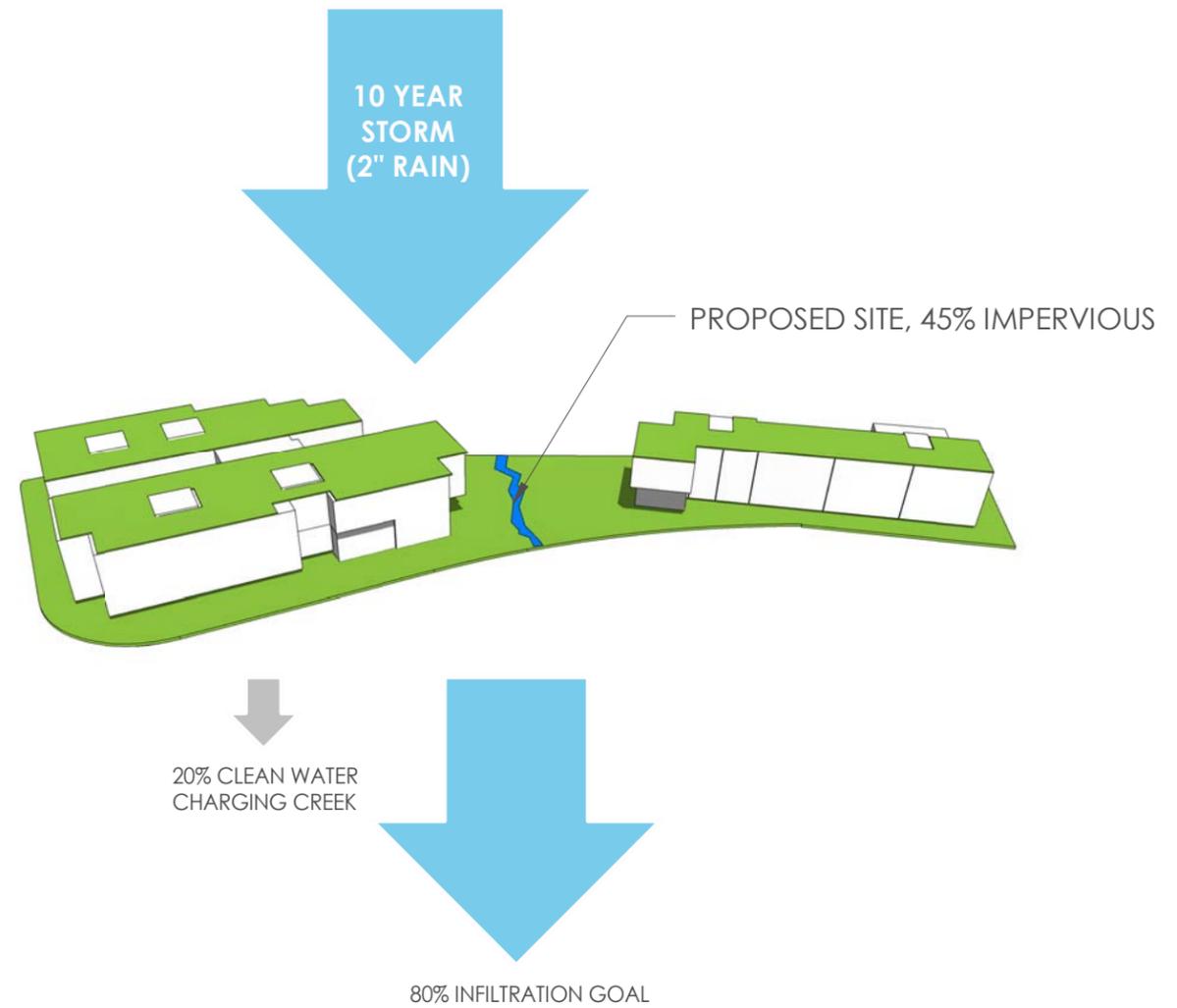




SITE ACCESS DIAGRAM
1" = 80'-0"

- CAR PARKING GARAGE ENTRY/EXIT
- SERVICE ENTRY/EXIT
- PEDESTRIAN ENTRY/EXIT
- BICYCLE ENTRY/EXIT





EXISTING SITE: Sending problems downstream

The existing site, formerly contaminated, has already been remediated as part of this development but the real estate remains under utilized and the land paved over and damaged.

The existing site is mostly impervious; soil and habitat conditions are extremely poor. The multi-use paths, the existing pedestrian and bike connectivity are interrupted by a parking lot on the site. Even though the site has a diversity of services in a walkable distance and nearby transit options, it is primarily an auto-centric and auto-dependant land use.

Runoff from the existing site is directed into Skunk Creek

PROPOSED SITE: Restoring the ecosystem

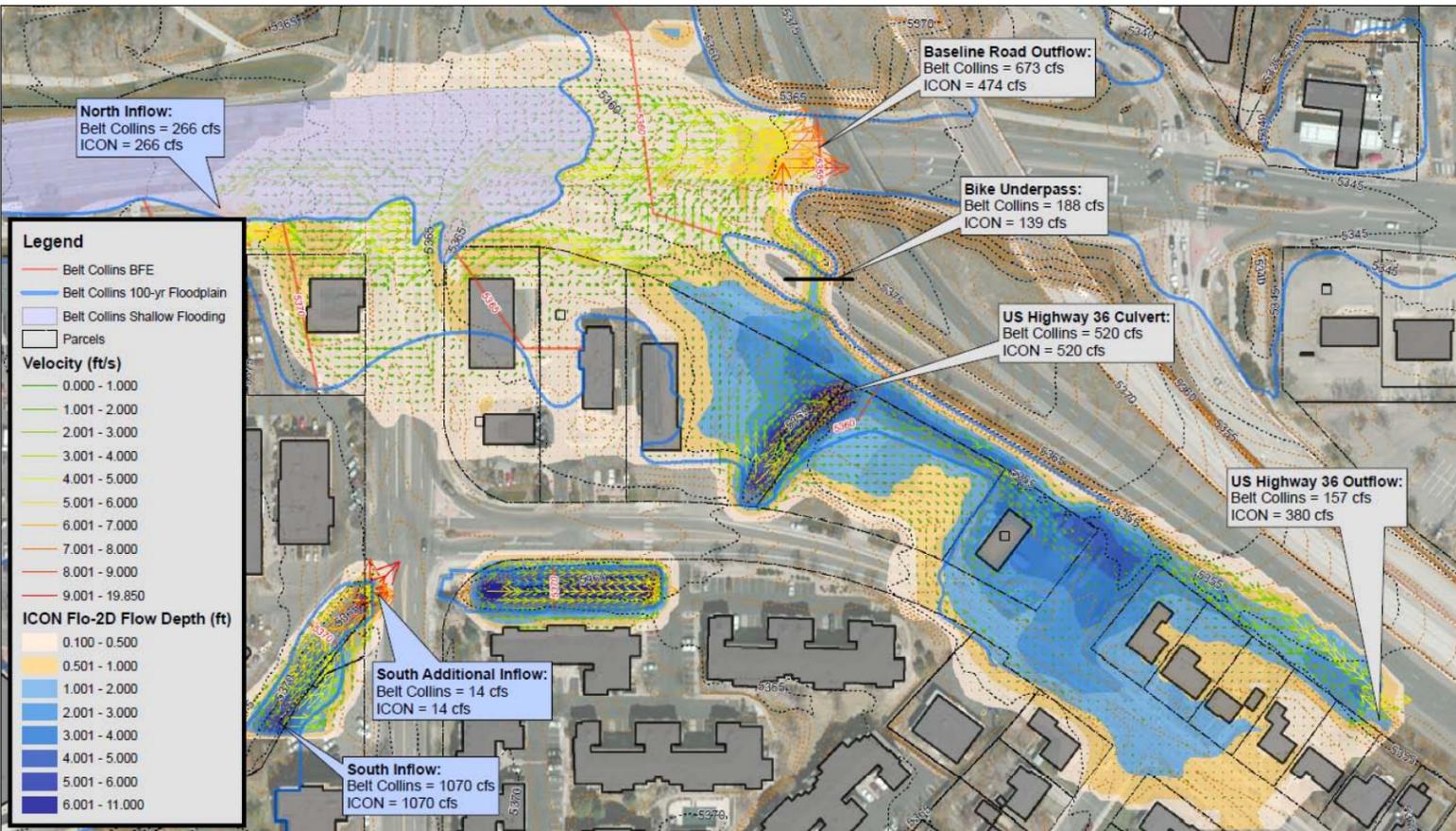
The restoration of the riparian and wetland areas and the rehabilitation of the stream will have significant impacts beyond the site.

Instead of displacing impact, ecosystem services will be used to treat the air and water on site. To this end, there will be a strong integration of natural systems. Vegetated buffers along the creek will treat site runoff before charging the waterway, while low impact, non-invasive pedestrian access will bring users closer to nature.

Opening up and widening the stream channel will reduce flood elevations. Distinct, appropriate habitate areas will be implemented. In the waterway and buffer zone vegetated biomass will protect the soil and clean the water while throughout the site, plant selection will reduce the use of irrigation and potable water for landscaping.

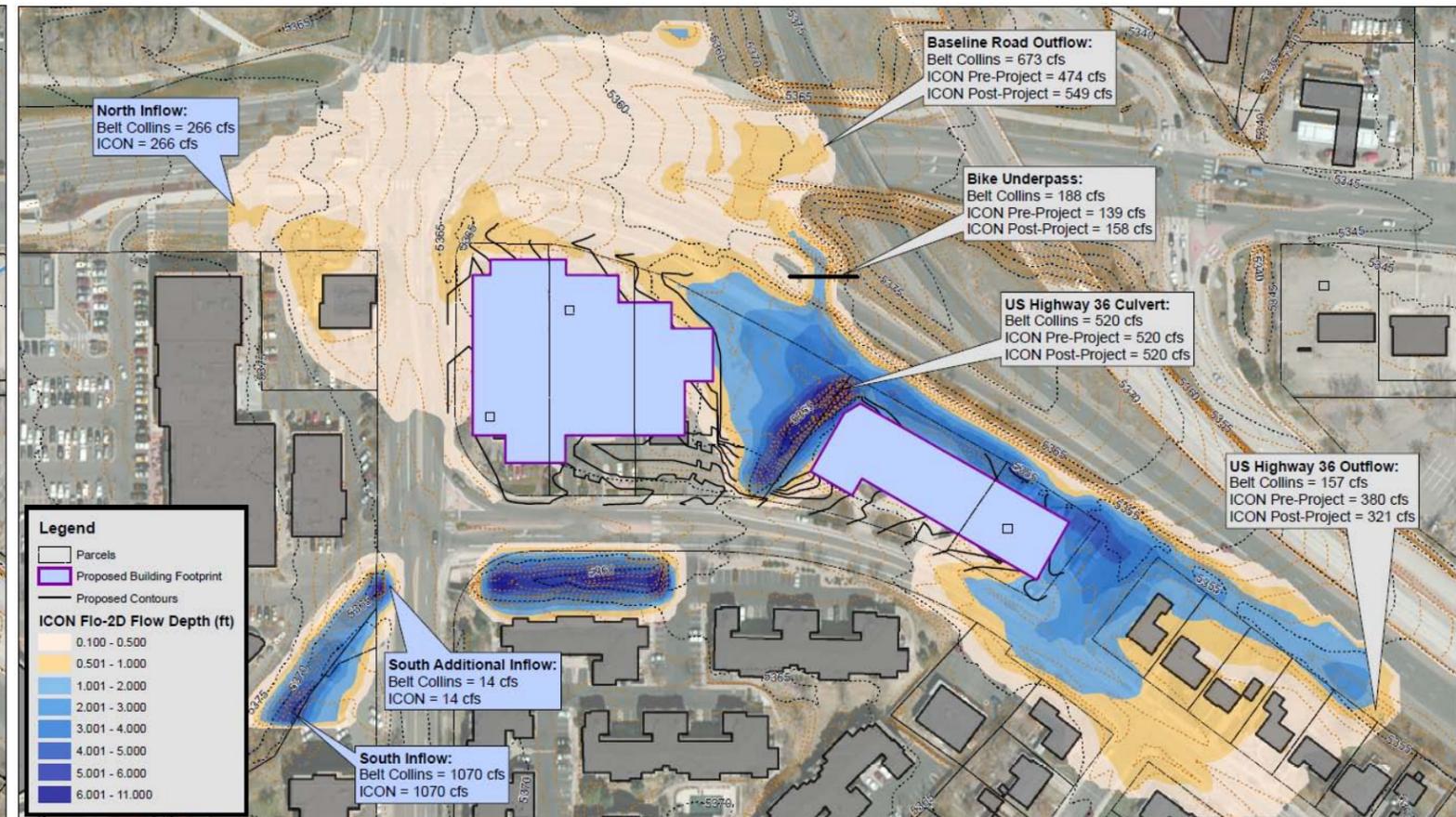
The high level sustainability goals for the project are focused on making real impact in the community. Third party verification such as LEED will also be sought, but any point system will be a product of the design, not a driver of the design.

- Set regional gold standard for energy and water performance for commercial office buildings
- Restore Natural Hydrology, Habitat, Landscape
- Provide Eco-System Services (air quality, water quality, sound buffers)
- Support bike and pedestrian connection (keystone to Baseline / Broadway corridor)
- Create an innovative, healthy workplace, with connectivity to the outdoors and natural systems
- Create auto-independent site uses
- Meet the growing demand for workspaces which foster creativity and a real connection to the outdoors.



ICON ENGINEERING, INC. Skunk Creek at West Baseline Investors Properties
 Flo-2D Existing Conditions 1%-Annual-Chance Floodplain - DRAFT

N 100 Feet



ICON ENGINEERING, INC. Skunk Creek at West Baseline Investors Properties
 Flo-2D Proposed Conditions 1%-Annual-Chance Floodplain - DRAFT

N 100 Feet

WEST BASELINE SITE ANALYSIS: BACKGROUND

The City of Boulder is a participating member of the National Flood Insurance Program (NFIP). The City is also subject to more stringent local regulations defined as part of its adopted land development code. Both the national program and local administration utilize floodplain mapping as a tool for managing development within flood prone locations. These floodplain maps provide the basis for flood management, regulation and insurance requirements. They also identify flood-prone areas that can threaten life and property.

The West Baseline project site is located along Skunk Creek, a major drainageway with a contributing basin area of approximately 2-square miles. Past floodplain information for Skunk Creek has been documented by FEMA in the form of Flood Insurance Rate Maps (FIRMs). The FIRM designates the Skunk Creek floodplain as a Zone AE floodplain, along with a regulatory floodway within the main channel limits. Outside of the main channel, the floodplain also includes a Zone AO (Depth 1) designation, reflecting areas of shallow flooding, particularly along the Baseline Road alignment. The AE, AO, and floodway zones are indicative of flooding with a 1% chance of occurring each year, commonly referred to as the 100-year storm event. FEMA also utilizes a Zone X designation for areas of lesser chance of flooding, specifically the 500-year event. The current FIRM for Skunk Creek, in the vicinity of the project is dated December 18, 2012. Information for the FIRM was based on a Flood Hazard Area Delineation (FHAD) report, for Boulder and Adjacent County Drainageways, dated May 1987, and prepared for the Urban Drainage and Flood Control District (UDFCD), the City of Boulder and Boulder County.

Several changes have occurred along Skunk Creek since the FEMA information was originally prepared. First, the CDOT culvert below US 36 has been extended to Baseline Road and the open channel in this area was removed. It is not known when exactly this change occurred, but it believed to be associated with changes to the highway off ramp or within the highway or Baseline Road right-of-way. Second, the multi-use pathways and trail underpass located at Baseline Road and Skunk Creek were installed. Finally, culvert and underpass improvements were made at 27th Way. All of these changes have an effect on the floodplain through the site; however the changes have not yet been adopted by the regulatory mapping.

The City of Boulder has specific development requirements related to each floodplain zone designated by FEMA, in addition to locally designated hazard zones. These zones include the 100-year floodplain, floodway (also referred to as the Conveyance Zone), and High Hazard Zones. Highlights from each zone include:

- 100-Year Floodplain
 - Residential Structures Elevated 2-ft above floodplain elevation (flood protection elevation, FPE)
 - Restrictions on basements
 - For Non-Residential / Mixed Use Structures, residential areas elevated to FPE, non-residential portions can be floodproofed to the FPE
 - No parking is allowed with depth of flow greater than 18" of flooding; however parking can be floodproofed.
- Conveyance Zone
 - Encroachment must demonstrate no rise in FPE
- High Hazard Zone
 - Restricts structures for human occupancy & parking areas.

Current floodplain mapping along the project site is shown by Figure 1 (FEMA FIRM) and Figure 2 (City regulatory zones).

It also should be recognized that the FEMA maps and regulatory floodplain zones are subject to change. In fact, over the last several years, the City of Boulder had initiated a new FHAD restudy along the entirety of Skunk Creek. This study is being completed by Belt Collins West (BCW) and was issued to the West Baseline project in a preliminary format with draft floodplain delineations. Although the date for completion of this study is still not known, West Baseline's floodplain consultant, ICON Engineering (ICON), had coordinated analysis and results with the City and BCW. At the current time, the regulatory FEMA/City information presented above still serves as the basis for the floodplain regulations until such time as the FEMA maps are revised.

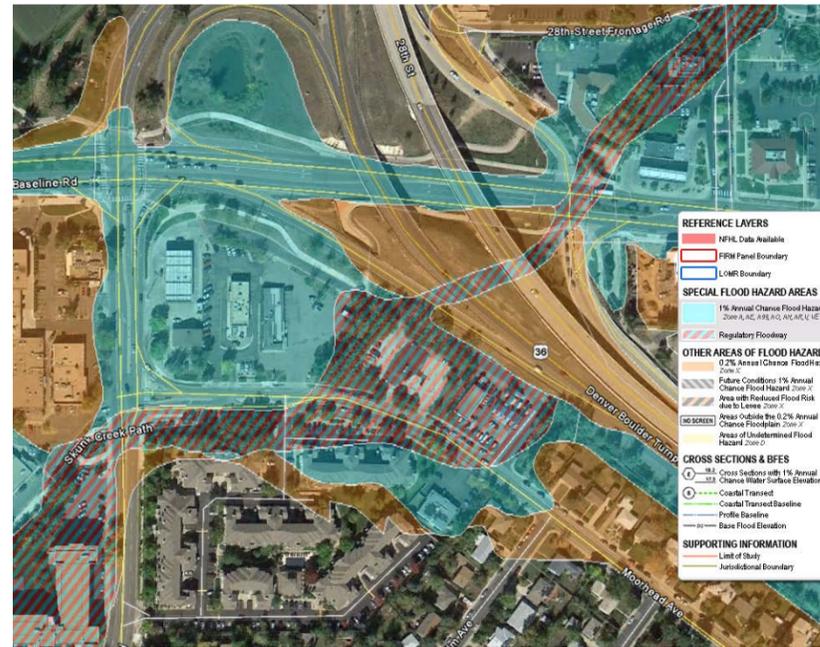


FIGURE 1 | FEMA FLOOD ZONES

Legend: 100-year (blue), Floodway (striped)

ANALYSIS: EXISTING WEST BASELINE SITE

As shown above, much of the West Baseline site is encumbered by designated flood hazard areas. As such, it was necessary to further define the existing floodplain conditions and explore conceptual site development opportunities. ICON assisted the project team with identifying the conveyance patterns through the site using 2-dimensional modeling software. This work was combined with past efforts from both FEMA and the ongoing BCW study.

The 100-year discharge at the site is 1,350-cfs. The modeling identified that flow enters the site through two primary paths, but leaves the site through four paths. This flow enters primarily from the Skunk Creek main channel at 27th Way, but also from overflows along Baseline Road. Flow exits the site through a combination of: the US 36 culvert, Baseline Road, the pedestrian underpass, and spills to Bear Canyon Creek, located southeast of the project site. These varying conditions present a challenge to managing the floodplain in this area.



FIGURE 2 | CITY FLOOD ZONES

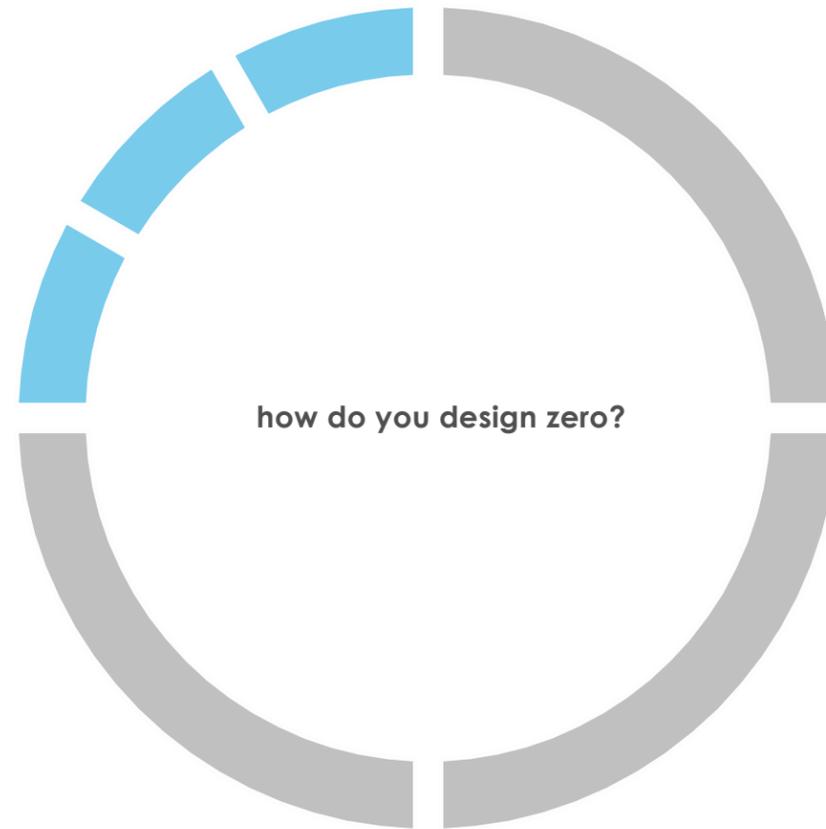
Legend: 100-year (dark blue), Conveyance Zone (green), High Hazard (red)

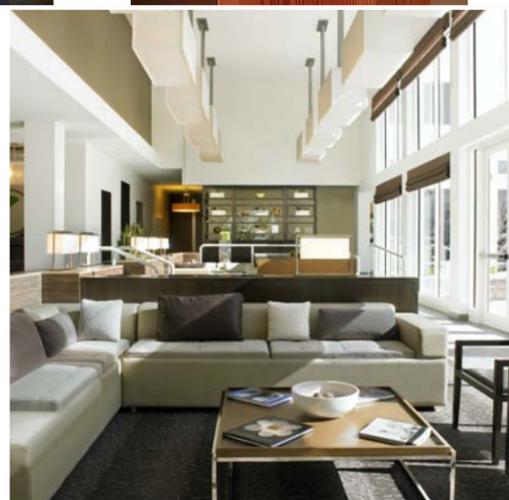
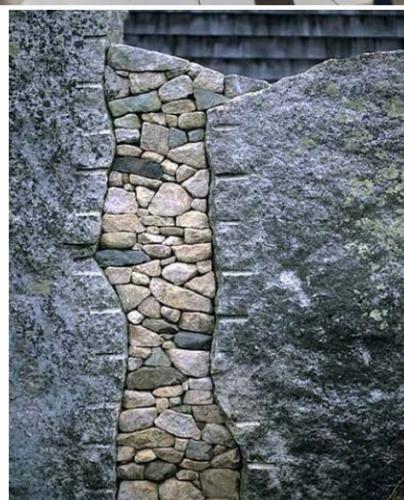
ANALYSIS: CONCEPT SITE

This system of outflows does provide a complex matrix for floodplain changes; however consideration to this has been given at all levels of the concept analysis. Onsite, the floodplain will be managed through a combination of elevation and flood proofing to meet the City's requirements. The site layout will be optimized to maintain, or improve upon floodplain circulation. As an example, consideration will be given towards using the site layout to lessen the spill volume towards Bear Canyon Creek and thus improving the floodplain conditions within the surrounding neighborhoods.

DESIGN FOR PEOPLE:

Today's planned uses are office and hotel, but a loose fit and resilient design aim to empower both today's and tomorrow's users.







OFFICE PROGRAM:

The office program is a core and shell development responding to market demand. An analysis of the market has identified the need for large floor plate office space. The concept will accommodate tenants from approximately 7,500 sqft up to the whole building at 180,000 sqft. To help facilitate adoption of open plan offices which maximize access to daylight and natural ventilation, there will be shared meeting facilities at the ground level. These shared meeting spaces will include both formal conference spaces and casual cafe spaces. When floor plates are divided into smaller tenant spaces, the concept plan is designed to still provide good access to daylight and natural ventilation.

Sustainability Metrics: Healthy Occupants

- Active Design Stairs
- 75% of floorspace daylight
- Exercise options on and from site
- Creation of vegetated tranquility spaces
- B-cycle, bike share, executive bike parking
- Biophilia options: bee keeping, planters by operable windows, vegetated deck space, pedestrian access to wetlands, access to natural sounds (air, water), onsite food production
- Quiet outdoor spaces that are accessible to users and provide seating for 5 percent of total site users, and spaces that encourage social interaction
- Support "Creative Economy" and distributed workspaces.



HOTEL PROGRAM:

The hotel program is targeting an eco-conscious brand such as Element by Westin, which is required to meet LEED certification. This would be an ecologically focused, extended stay, lifestyle brand targeting 30-45 year old professionals and frequent travelers. The psychographic of the typical users includes living balanced, healthy, active lifestyles, being socially and environmentally aware, and seeking a balance of style and design with comfort and performance.

The hotel program will take advantage of the wetlands to create a genuine connection to the riparian landscape, air, and water in lieu of the constructed landscape of a pool required at other sites.

Meeting LEED standards will make the hotel a very sustainable product even though it will not likely pursue the same net zero goals of the office building. The hotel will however compliment the office use with a potential overlap of users.



BEAUTY, GRACE, CHARACTER:

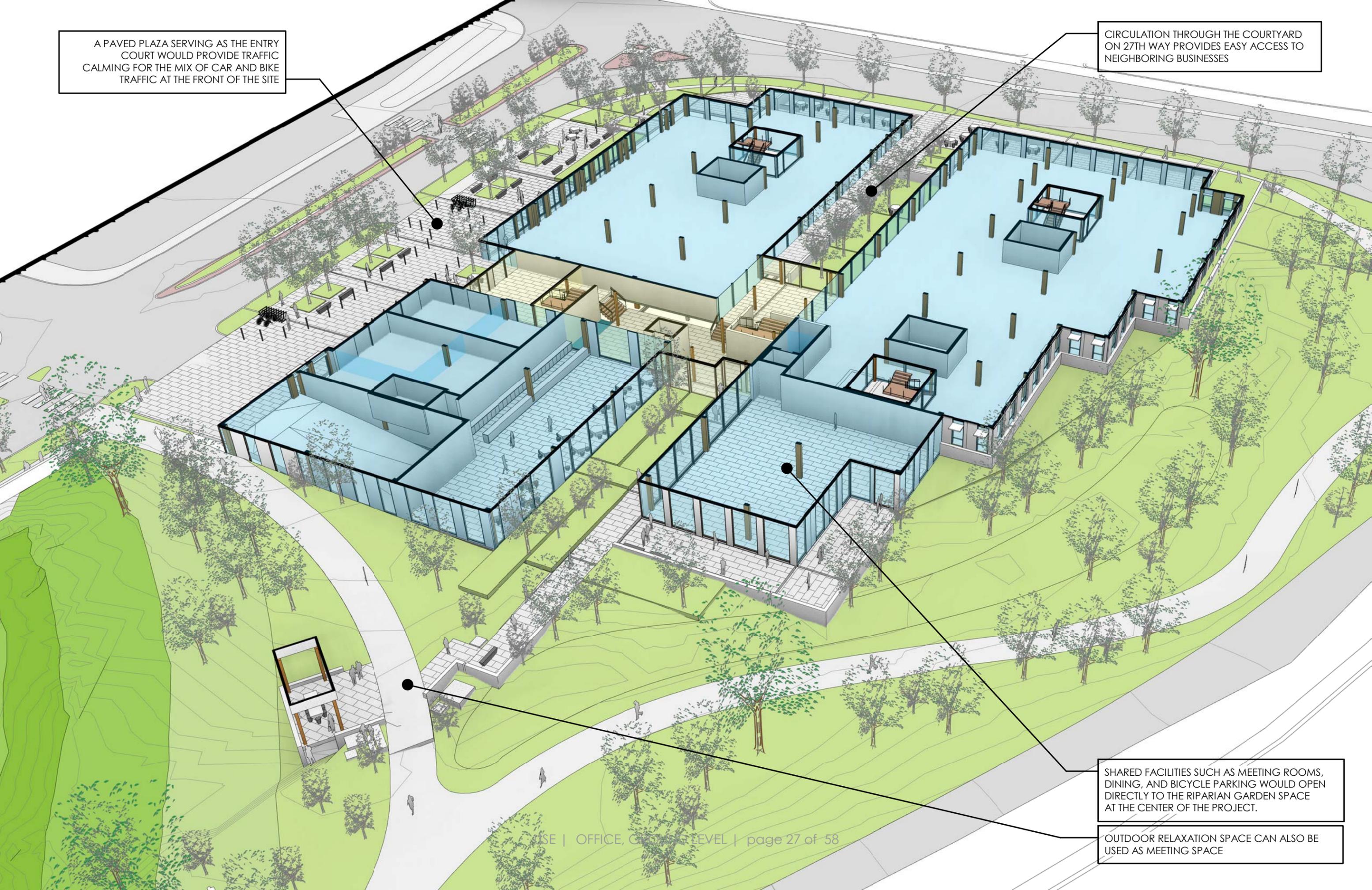
The architectural language of the concept responds with a consistent palette to three key factors: Context, Energy, and Simplicity.

Context: The scale of the buildings grows from a small module at the east end of the site (closest to the existing single family residential) to a strong urban edge at the west end of the site. Energy: The fenestration of each facade scales to maximize daylight and natural ventilation while reducing heat transfer. Simplicity: Wood, Metal, Glass. The palette of ordinary materials is selected to reduce additive layers, chemicals, and petroleum products as much as practically possible. For example, the timber frame of the building has been selected both for its energy profile (low embodied energy and carbon sequestration capacity) and its beauty. The metal cladding system will also use a basic material in its innate form which will age and patina gracefully and which can be removed and recycled at the end of its life.

While eschewing technically vulnerable materials and envelope strategies in favor of simple, resilient materials proven to stand the test of time, the concept does employ innovations where they make sense. Shiny modern materials will be used where reflecting light deep into the building is a priority and the glass used will be tuned for vision and light transmittance and even frosted where diffusing light deep into the building is most important.

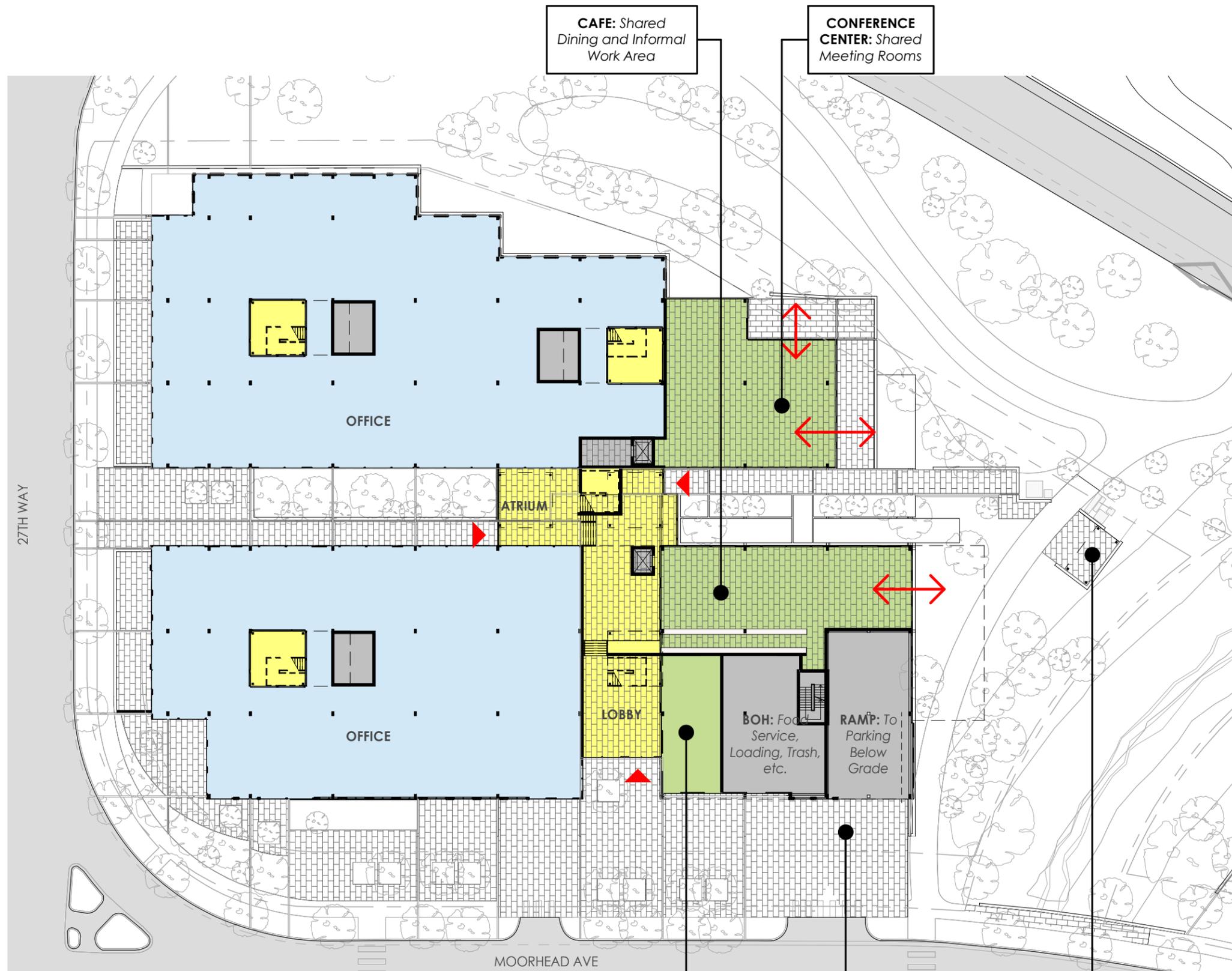
A PAVED PLAZA SERVING AS THE ENTRY COURT WOULD PROVIDE TRAFFIC CALMING FOR THE MIX OF CAR AND BIKE TRAFFIC AT THE FRONT OF THE SITE

CIRCULATION THROUGH THE COURTYARD ON 27TH WAY PROVIDES EASY ACCESS TO NEIGHBORING BUSINESSES



SHARED FACILITIES SUCH AS MEETING ROOMS, DINING, AND BICYCLE PARKING WOULD OPEN DIRECTLY TO THE RIPARIAN GARDEN SPACE AT THE CENTER OF THE PROJECT.

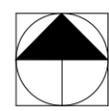
OUTDOOR RELAXATION SPACE CAN ALSO BE USED AS MEETING SPACE



USE LEGEND

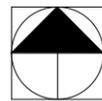
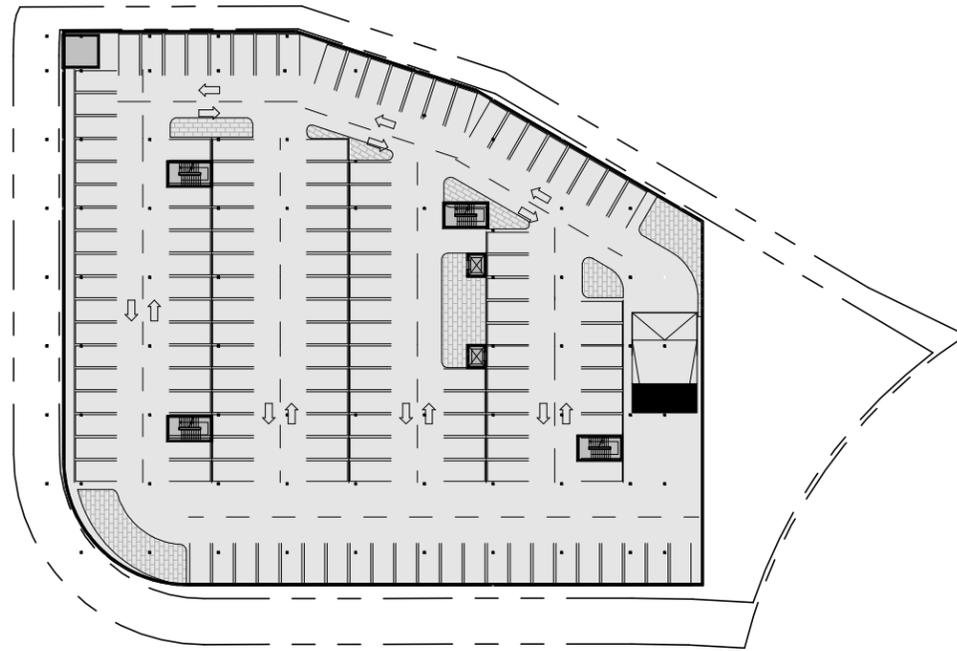
- SERVICE SPACES
- SHARED SPACES
- STAIR & LIGHT SPACES
See Page 45 for additional information.
- WORK SPACES

NOTE: RED ARROWS INDICATE PRIMARY AND SECONDARY ENTRANCES AND EXITS



Office Level 1

1" = 40'-0"



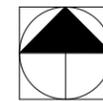
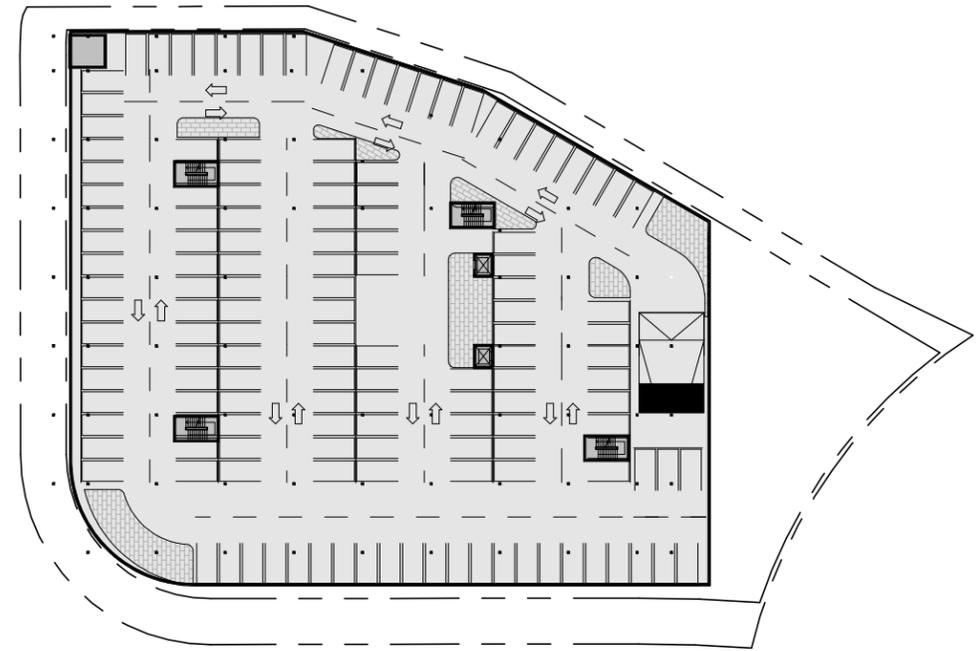
OFFICE B1

1" = 80'-0"

PARKING:

Approximately **300 parking spaces**, divided between standard spaces, compact spaces, accessible and van spaces, car share spaces (ie eGO), and plug-in hybrid spaces will be located in the below grade garage. Providing reserved spaces for car-share vehicles, car pool and van pool will contribute to lower parking requirements. (Note: Per zoning Table 9-3, for BC-2, 1 car per 300 sqft. is required, which is approximately 600 parking spaces total. We are proposing a 50% parking reduction)

Approximately **300 bicycle parking spaces**, divided between short term/long term, indoor/outdoor, and private/bike-share racks. The facilities would include basic cycling care stations. (Note: approximately 60 bicycle parking spaces are required per zoning Table 9-3)

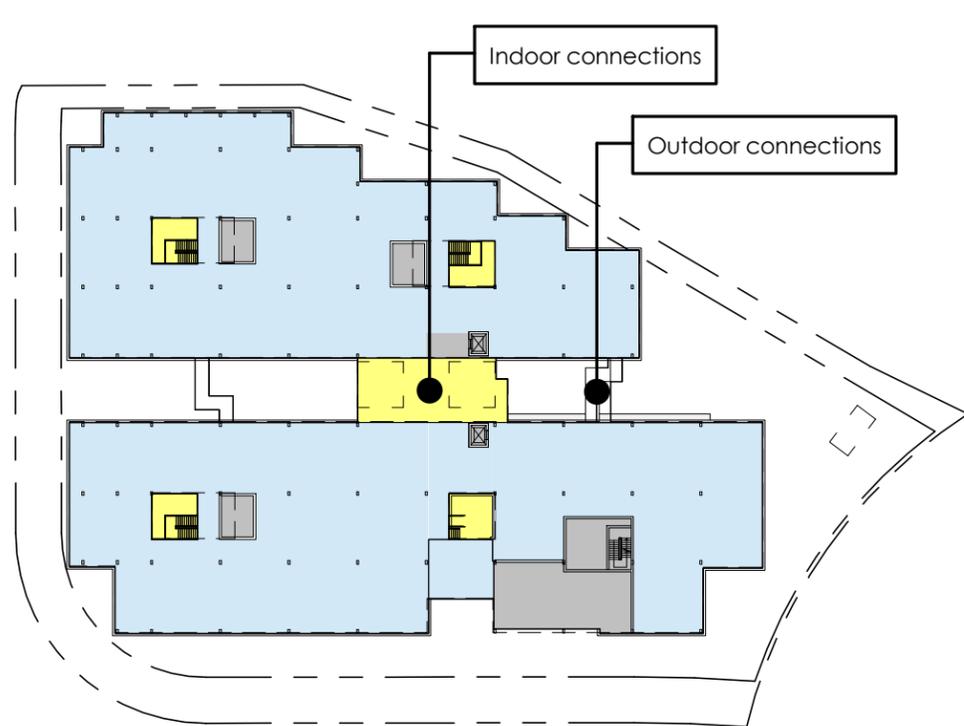


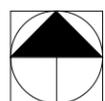
OFFICE B2

1" = 80'-0"

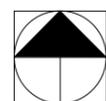
PARKING REDUCTION STRATEGIES:

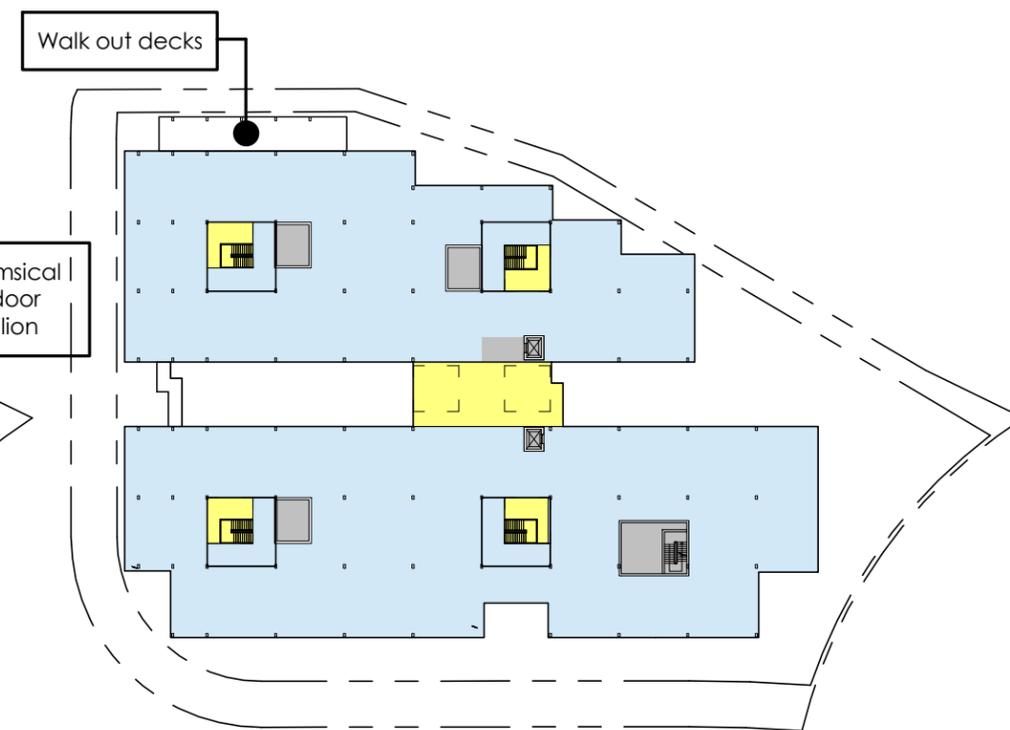
Car trips to the site will be reduced by encouraging alternative means of access. Facilities will be available for bicycle, executive bicycle, and bike share parking. These will be served by dedicated locker rooms, shower rooms, and a repair shop.



 **OFFICE Level 2**
1" = 80'-0"



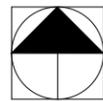
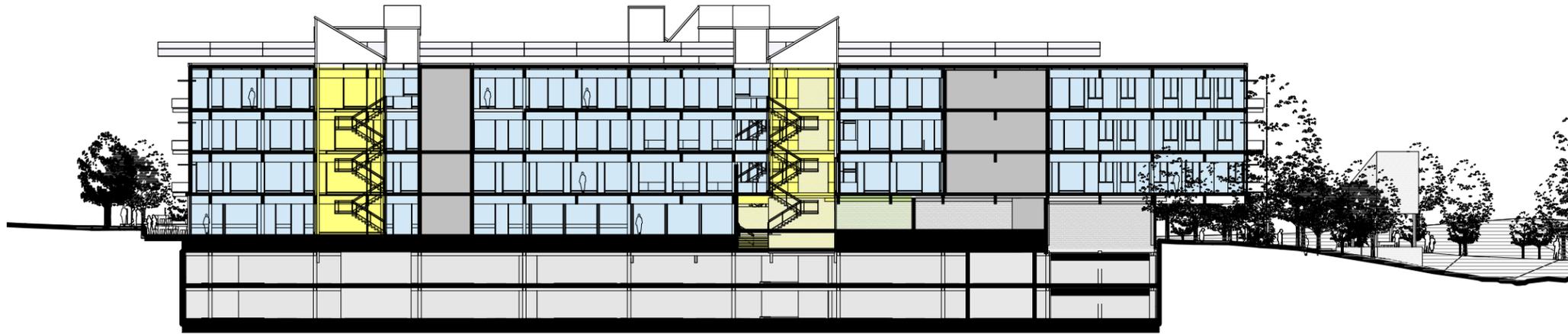
 **OFFICE Level 3**
1" = 80'-0"



 **OFFICE Level 4**
1" = 80'-0"

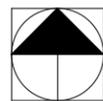
OFFICE USE:

The office building will contain approximately 180,000 GSF of space. This will include shared facilities such as dining, meeting, and break out spaces to allow tenants to have smaller dedicated square footage. The concept plans are designed to accommodate tenants of various sizes while ensuring that even if the spaces are divided up for small tenants, sustainable strategies will not be compromised. To meet the energy goals of the building the office leases will address sustainability metrics and contain other green requirements to ensure that users of the building participate in achieving our sustainability goals.



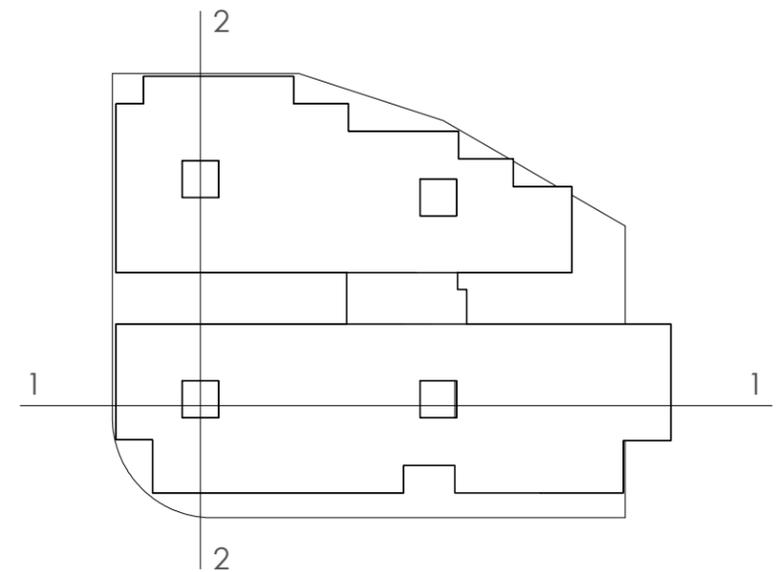
OFFICE SECTION 1

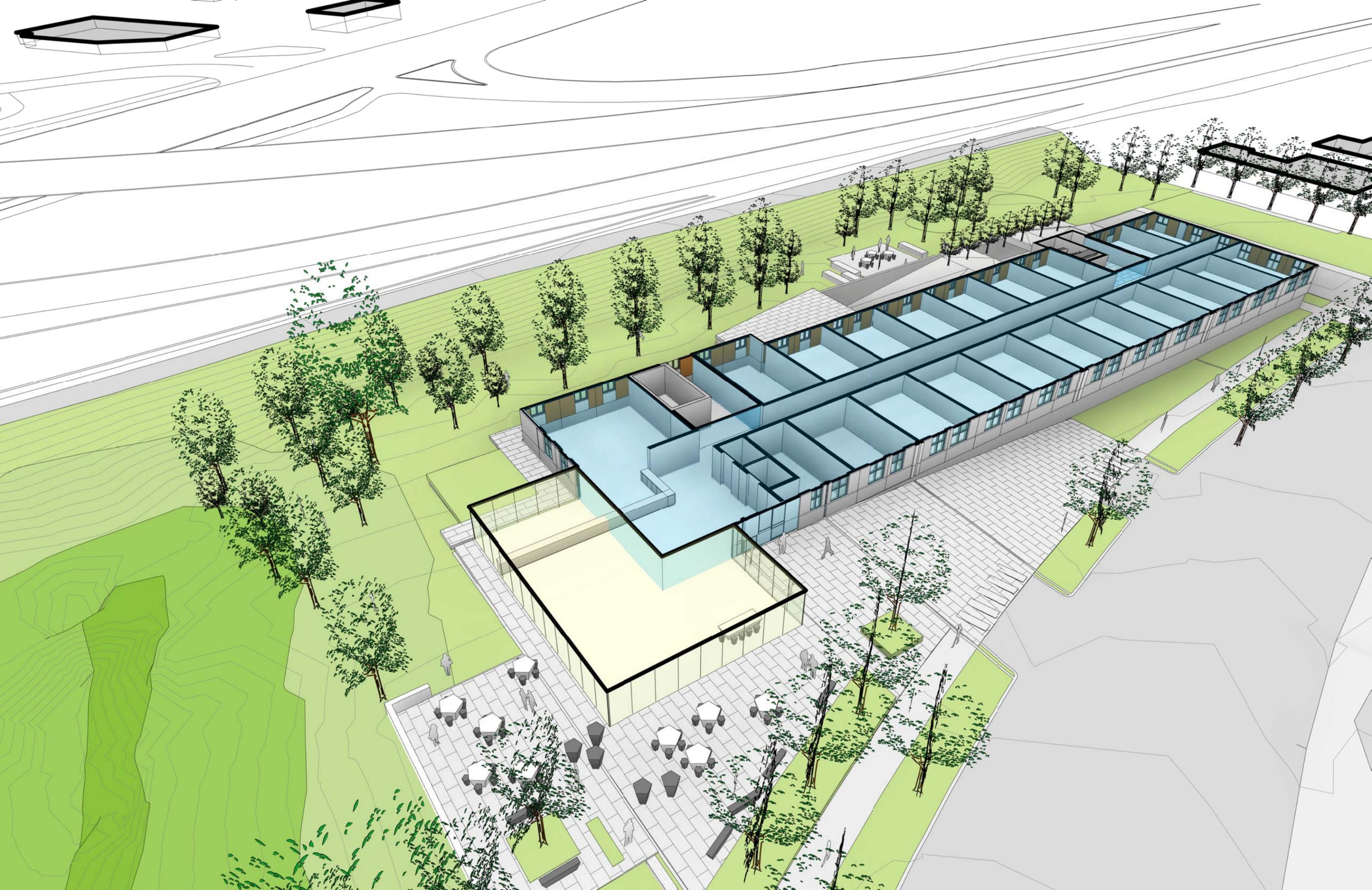
1" = 40'-0"

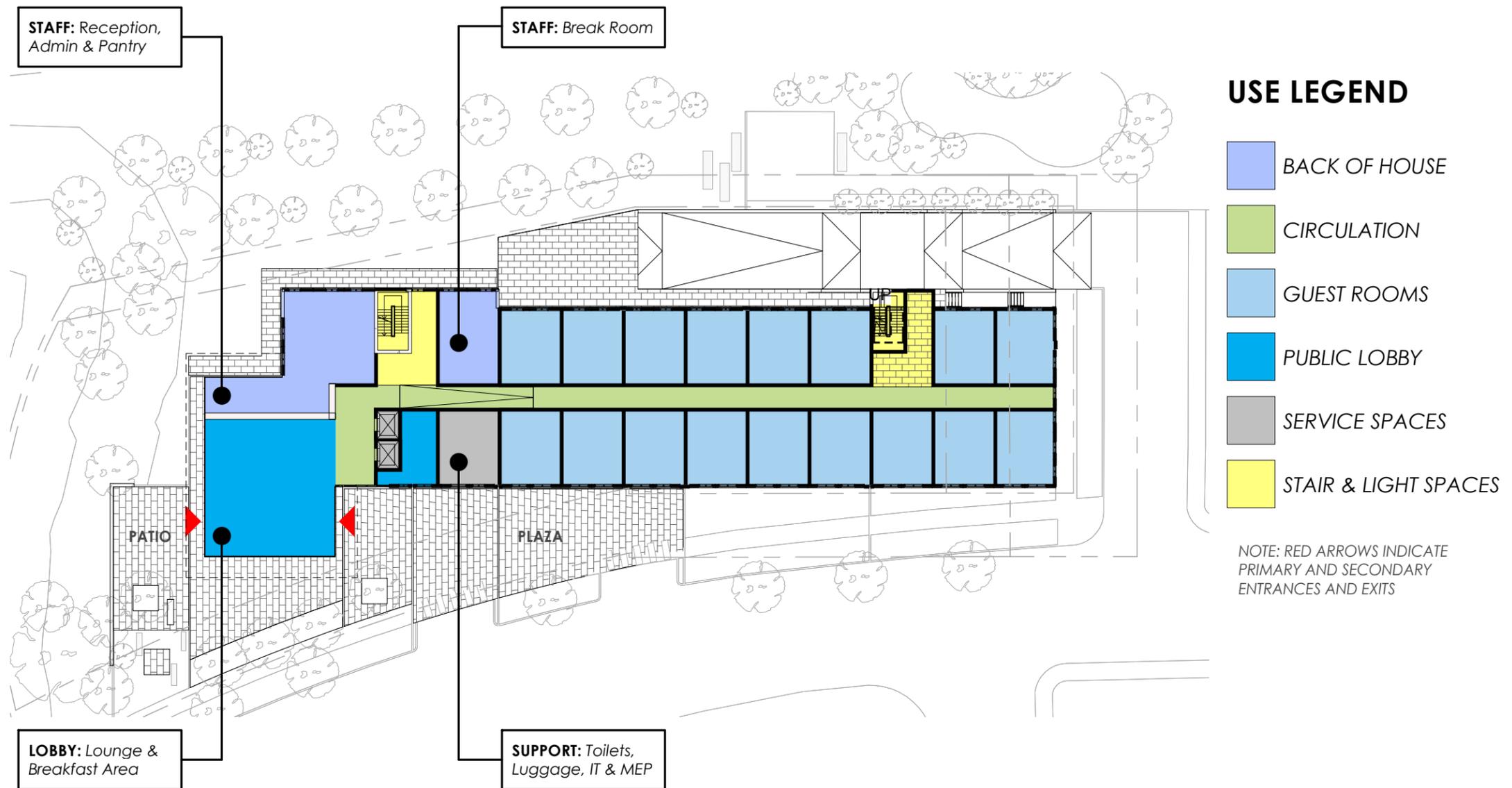


OFFICE SECTION 2

1" = 40'-0"





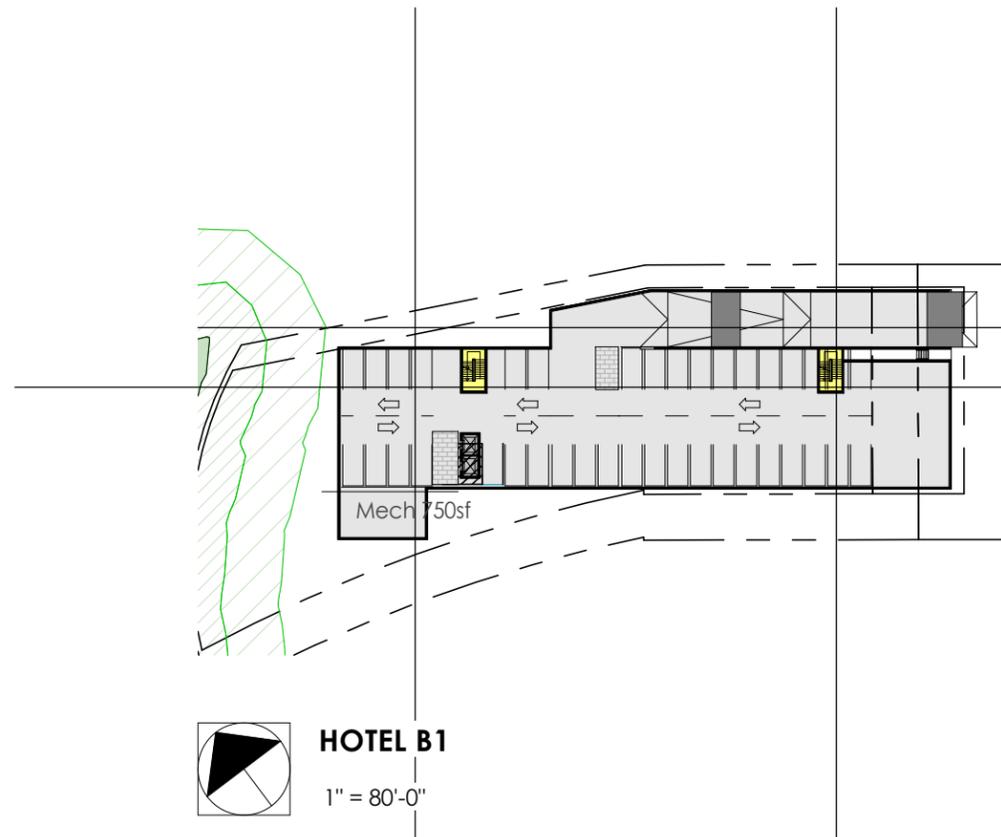


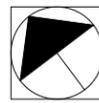
HOTEL Level 1

1" = 40'-0"

HOTEL USE:

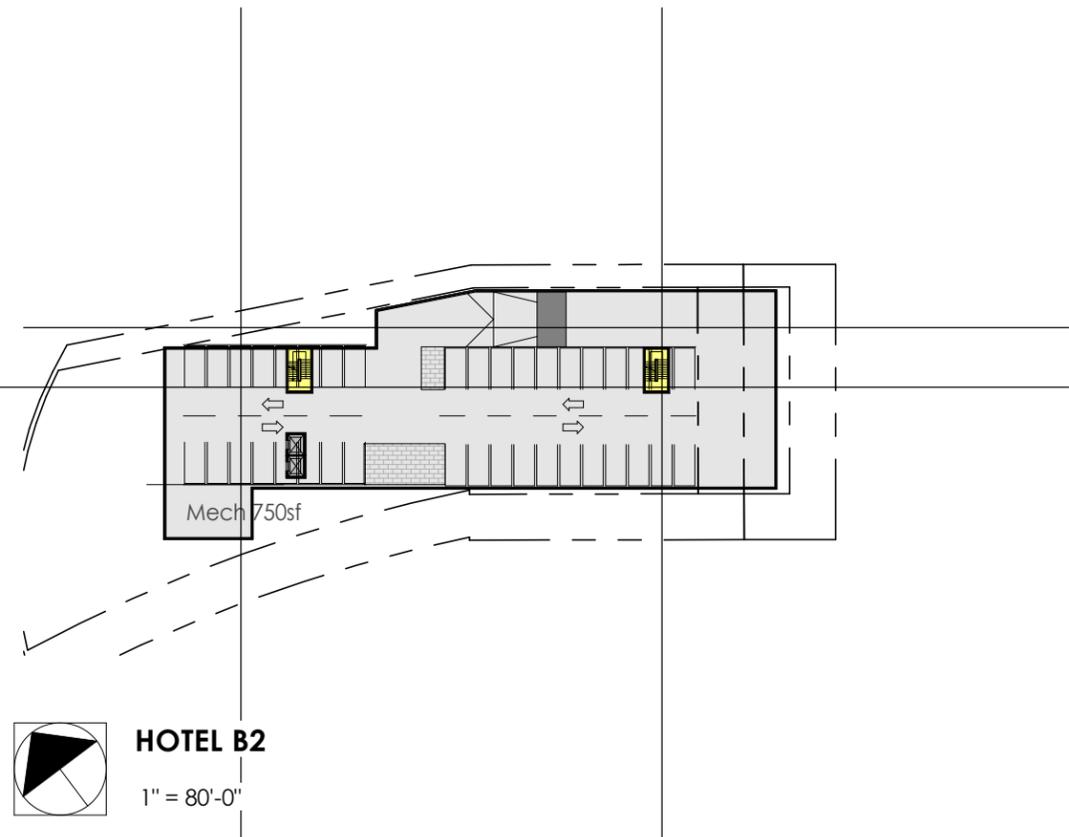
The Hotel Flag being considered is Element by Westin. The brand emphasizes sustainability and a healthy lifestyle, which fits well into the overall project concept. Building on the brand standards of LEED gold certification, the concept also suggests that the wetlands can serve as an amenity to the hotel in lieu of a swimming pool, and that indoor meeting space is reduced below typical by supplementing it with outdoor meeting space.

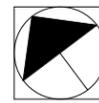


 **HOTEL B1**
1" = 80'-0"

PARKING:

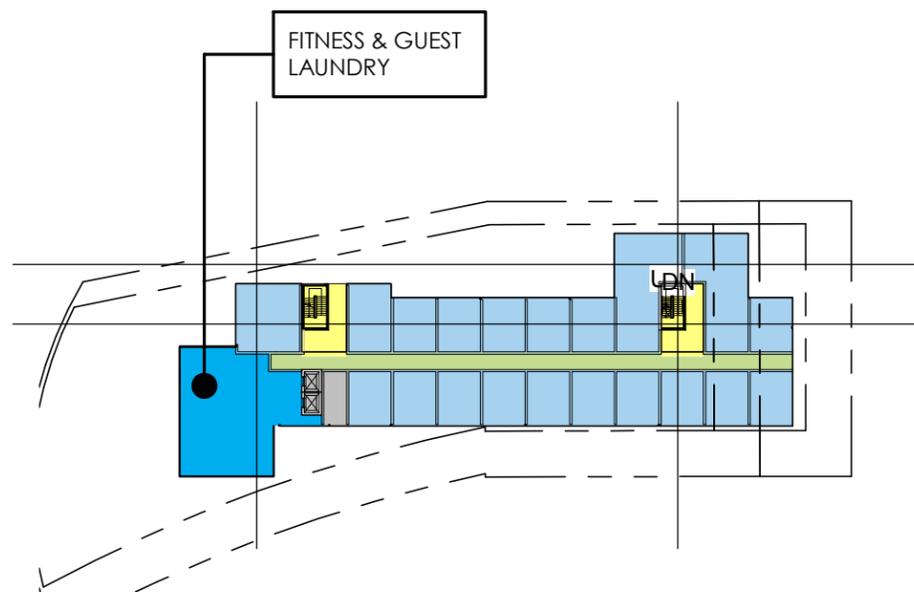
Approximately **75 parking spaces**, divided between standard spaces, compact spaces, accessible and van spaces, car share spaces (ie eGO), and plug-in hybrid spaces will be located in the below grade garage. (Note: Per zoning Table 9-4, Hotel Use, 1 car per room is required plus 1 car per 300 sqft. of other area, which is approximately 120 parking spaces total. We are proposing a 40% parking reduction)

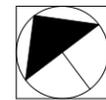


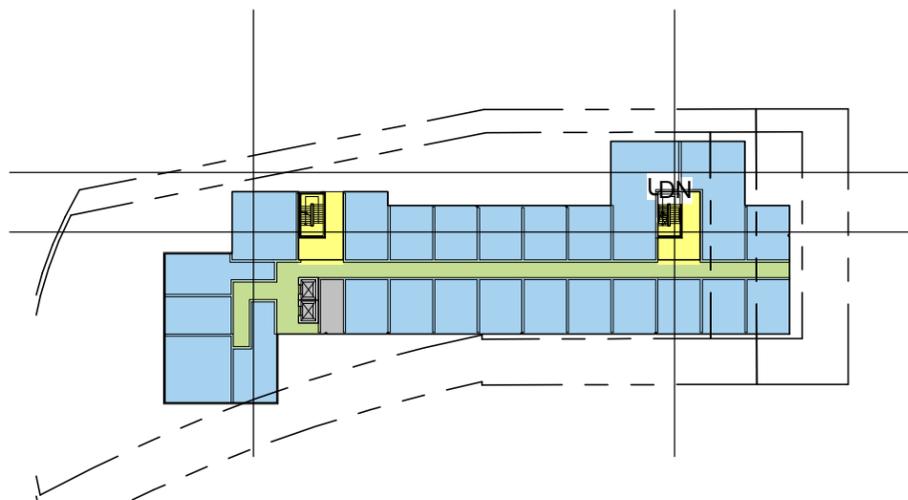
 **HOTEL B2**
1" = 80'-0"

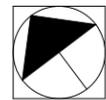
PARKING REDUCTION STRATEGIES:

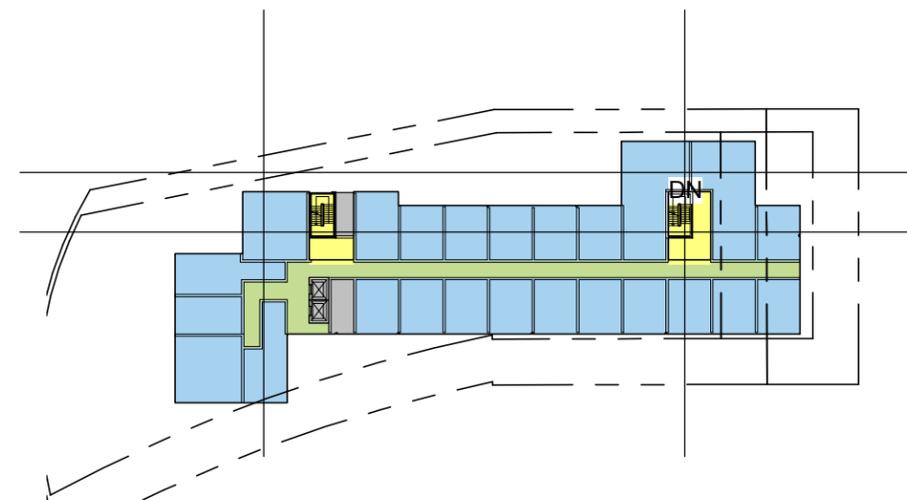
Car trips to the site will be reduced by encouraging alternative means of access. Facilities will be available for bicycles and shuttle buses. Bike share and car share parking will be dedicated and shared with the office building.

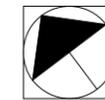


 **HOTEL Level 2**
1" = 80'-0"

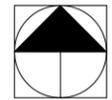
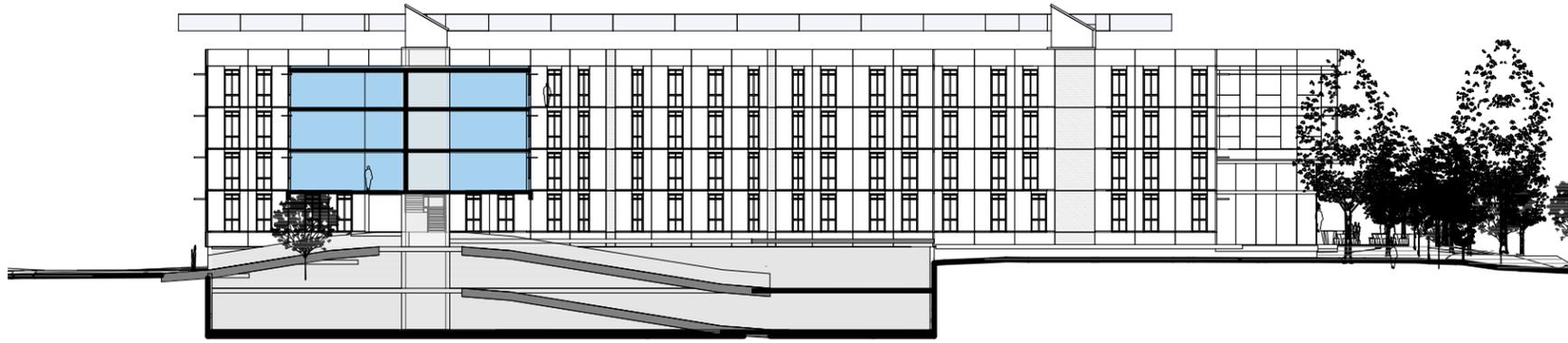


 **HOTEL Level 3**
1" = 80'-0"



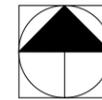
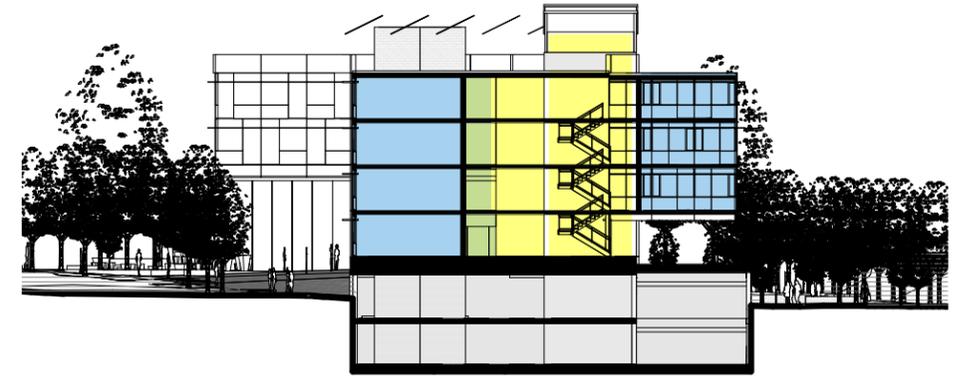
 **HOTEL Level 4**
1" = 80'-0"

HOTEL USE:
The hotel is targeting approximately 100 extended stay mini-suites.



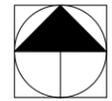
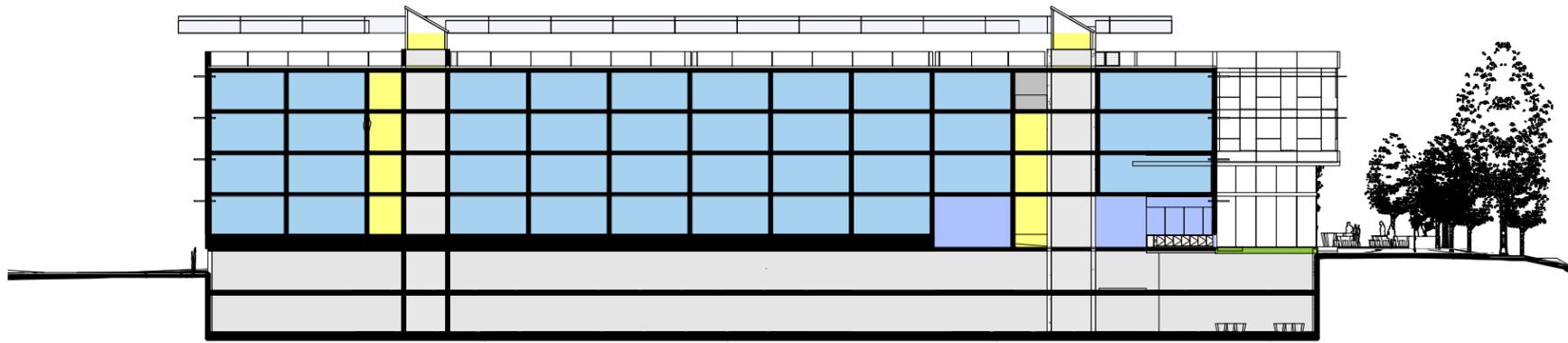
HOTEL SECTION 2

1" = 40'-0"



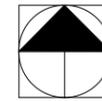
HOTEL SECTION 1

1" = 40'-0"



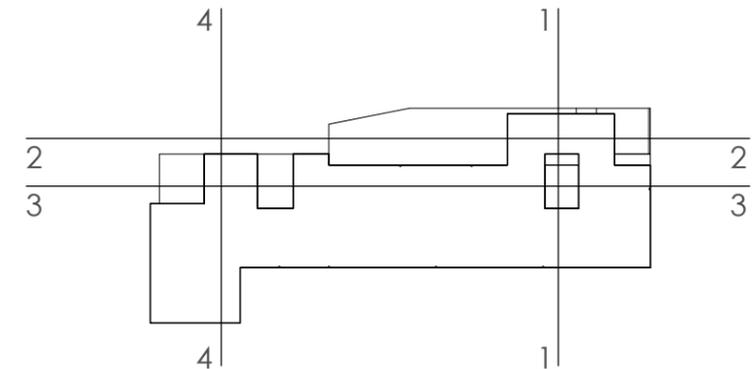
HOTEL SECTION 3

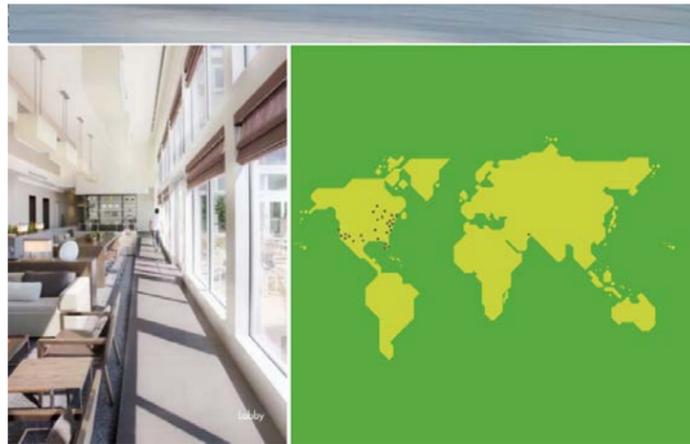
1" = 40'-0"



HOTEL SECTION 4

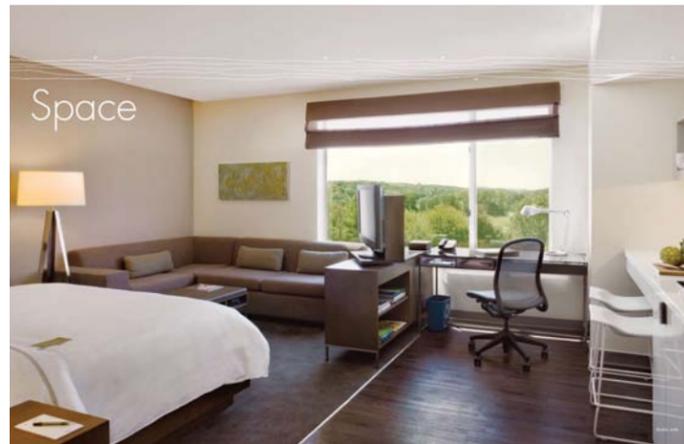
1" = 40'-0"





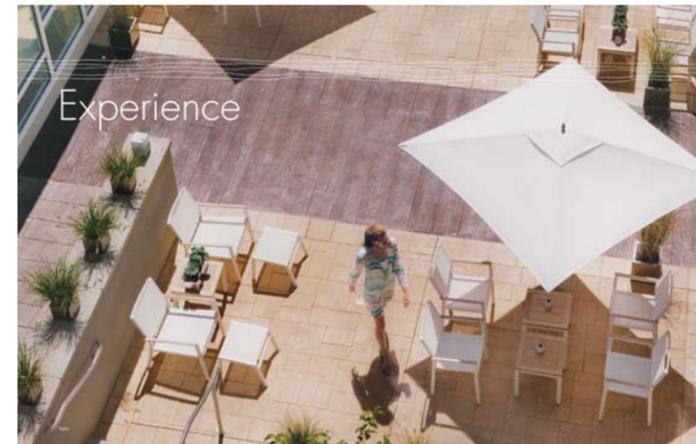
BRAND:

Element by Westin is a potential hotel brand and represents the basis of design. Element is a different kind of hotel which addresses a gap in the marketplace for hotels which offer modern design and green options. It is an extended stay product which emphasis natural light, open spaces, and healthy options. First piloted in 2007, the Element is expanding nationally and internationally, has an interest in the Boulder market, and would be a simbiotic fit with the office program.



SPACE:

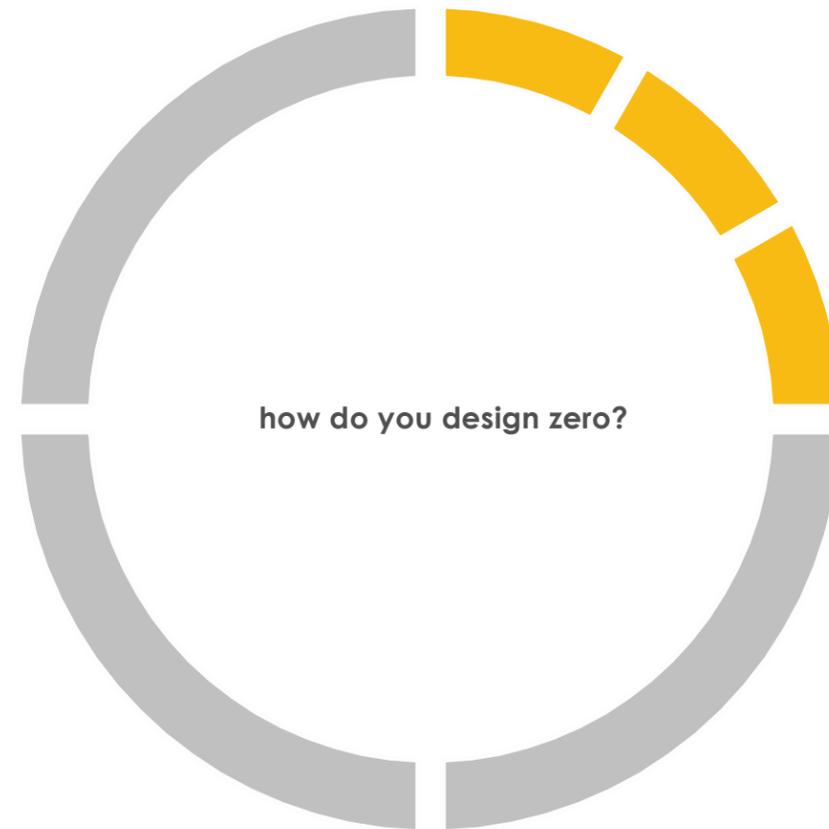
Element hotels emphasize bright airy environments and healthy options for guests. All Element hotels are LEED certified, some are LEED Gold, and all cater to the same business market as the Baseline Zero project is targeting. Each suite provides a fully equipped kitchen, water efficient spa bathroom, and connected workspace. The flexible public spaces transform during the day from breakfast cafe, to work space, to casual evening reception area. The stong emphasis on indoor outdoor connection and guest accessible outdoor spaces fits directly into the Baseline Concept.



EXPERIENCE:

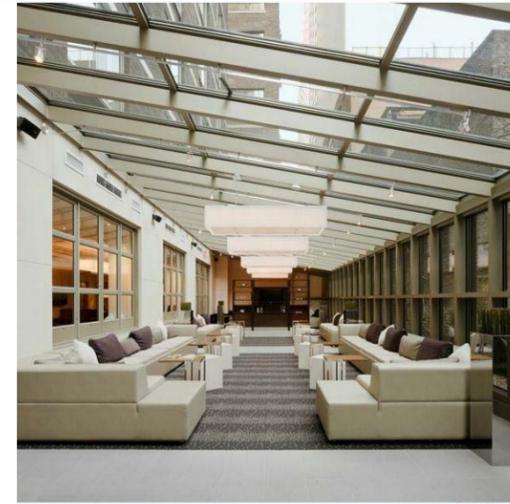
Starwood, the Element parent company, has done extensive research into building cost effective green buildings. The final execution of the building will follow their sustainability roadmap. Their green strategy focuses on developing sustainable sites, implementing water efficiency measures, saving energy, using sustainable materials, reducing waste, taking steps to preserve indoor air quality, putting in place an eco-friendly cleaning program, and using meaningful design to educate their guests and the public.

**Statements made are based on Element Standards and Promotional materials and are presented in good faith to be accurate. Element and Westin are trademarked brands not contractually related to the project.*



DESIGN FOR ENERGY:

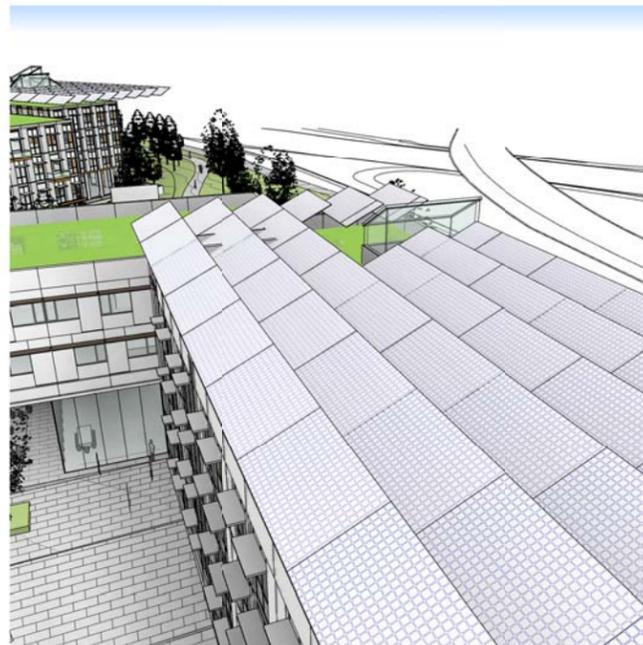
Driving decisions in sustainable design is a goal of reducing the carbon footprint. The selection of passive systems, active systems, and materials is centered on the goal of being as close to net zero as possible. As designed and ultimately as measured. Actual performance will be tracked and benchmarked.





PASSIVE SYSTEMS:

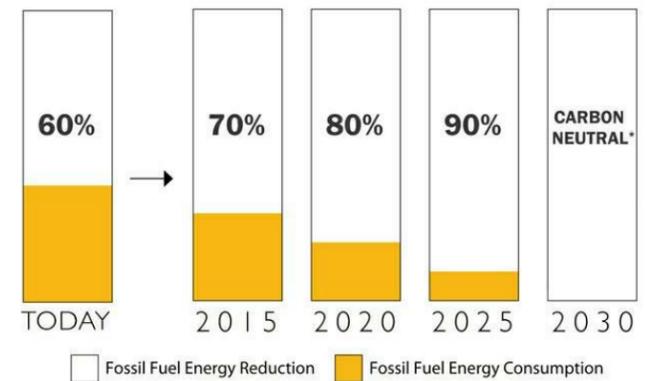
We are going to use daylight and wind -- imagine that. It's free, readily available, and all we have to do is keep the building out of the way. Within the constraints of the site, this concept connects users to their environment even when they're indoors.



ACTIVE SYSTEMS:

Seeking to not just "do less harm" but to move toward "doing good," the project concept intends to generate significant power on site. At the conceptual level, this will be harvesting the energy of the sun through Photovoltaic and/or solar thermal systems. We believe it is practical to produce about 25% of the building's energy, if not more, from onsite renewables, starting on Day One. As technologies improve, we intend to continually increase the percentage of renewable power we generate until we achieve the net zero goal.

NOTE: CHP (Combined Heat and Power) and fuel cell systems are also being investigated.



The 2030 Challenge
 Source: ©2010 2030, Inc. / Architecture 2030. All Rights Reserved.
 *Using no fossil fuel GHG-emitting energy to operate.

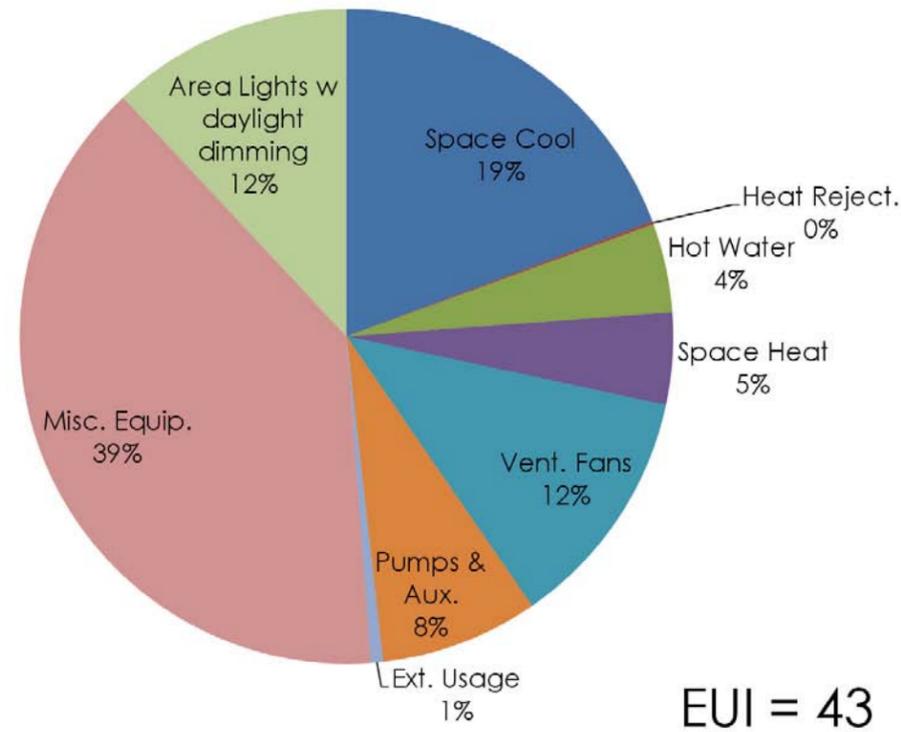
MEASUREMENT AND VERIFICATION:

Beginning with the first steps of concept design, the design team is integrating the expertise of sustainability consultants and the objective value of performance metrics to guide and shape the building. Every decision is informed by the metrics of cost, lifecycle, energy and ecosystem impact.

Goals for the project include exceeding LEED Platinum and meeting the targets of the 2030 Challenge.



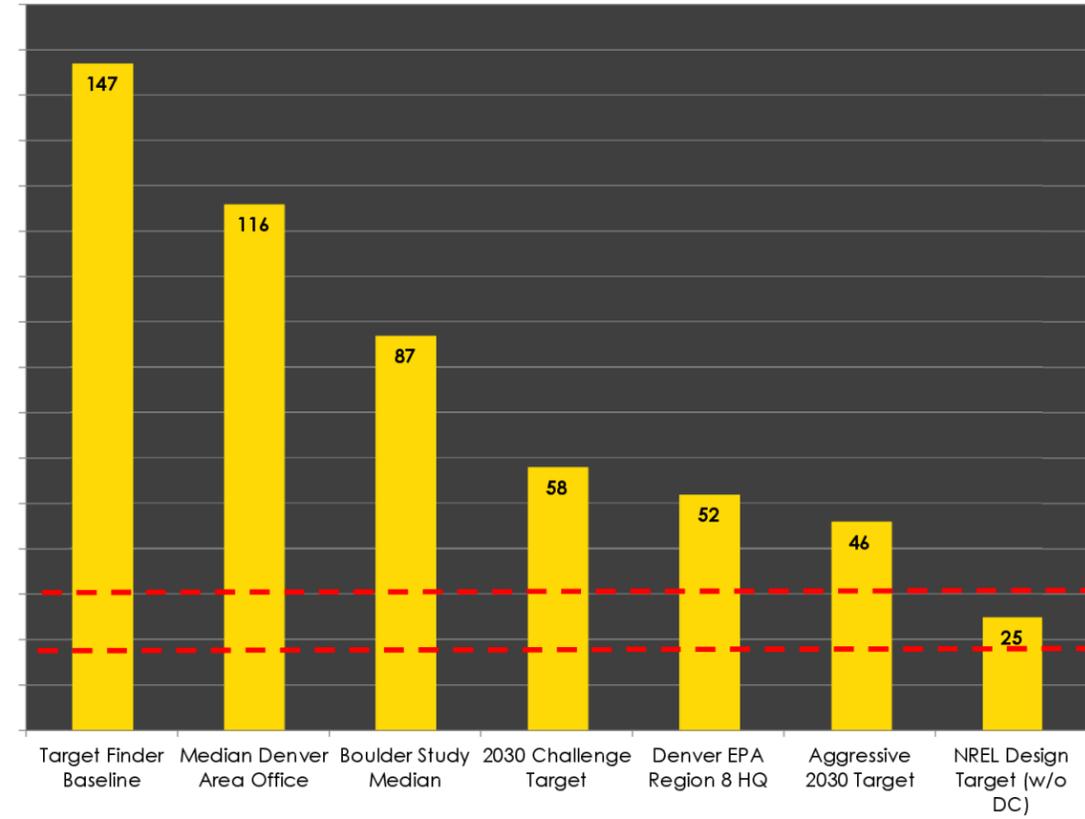
Annual Electricity Consumption By End Use



ENERGY USE INTENSITY TARGET:

At the concept level, the EUI target of the project is a maximum of 55 kBTU/sqft but working toward an ideal of approximately 43 kBTU/sqft. These goals are based on Preliminary Box Energy Models and a study of precedent projects such as those documented in the "Commercial Building Energy Rating & Reporting Pilot Program Report" for Boulder by McKinstry.

A key goal in achieving this metric will be to set a new standard for the use of passive ventilation systems.



EUI Reference Targets (kbtu / SF)

PRELIMINARY ENERGY MODELING:

Preliminary Energy Modeling for the project was done using the standards set forth in the "Advanced Energy Design Guide for Small to Medium Office Buildings: Achieving 50% Energy Savings Towards a Net Zero Energy Building" Guidance for Climate Zone 5. A comprehensive guideline developed by the ASHRAE, AIA, IESA, USGBC, and DOE.





SAFE:

As we strive to push the envelope in sustainability, comfort, and performance, it is important to remember the basic issues such as life safety. Building a large commercial building with wood is the most sustainable choice we can make, but is it safe? Yes.

Though simplistically associated with fire, wood structures and specifically heavy timber constructions perform very safely and predictably in fires. In a fire, the outer layer of wood chars providing a protective layer around the structural core. Unlike light wood framing or "stick framing", heavy timber is as difficult to burn as starting a camp fire with just a log. The mass timber products planned for this building are the most modern implementation of this time tested building method, rigorously tested for safety when used on their own and even safer with the added protection of a sprinkler system.



BEAUTIFUL:

Wood is beautiful. The uniqueness and natural character which wood brings to a project means that we like to leave it exposed. By leaving the wood structure exposed we build using less "stuff" and users become more attached. That attachment translates to happier users for a long time and that beauty translates into a greater likelihood that the building is saved and reused down the line.

Heavy timber construction recalls the lauded success of "loft buildings". Often cited as an example of the "loose fit, long life" architecture, loft buildings demonstrate the idea that a building designed for one purpose today may find new life with a different use in the future. Industrialists building heavy timber structures never intended their factories to become warehouses. Those warehouses in turn became very desirable offices, and the offices in turn became residences which defined contemporary urban living. While the idea is not unique to timber construction, it is easier to imagine some future user with some as yet unimagined program moving into and saving a beautiful modern timber "loft". Today the primary need being served is offices; in 100 years, who knows. The structure is adaptable.



SUSTAINABLE:

Wood construction is also uniquely positioned among major building systems to sequester carbon. Unlike other building structural systems such as steel and concrete, using wood captures carbon rather than producing it. Wood construction also uses significantly less energy and water than typical systems.

Concrete and steel are among the largest consumers of energy in the world; wood is the quintessential renewable material. A typical building of this size could put 8,000 to 10,000 tons of carbon into the atmosphere just in its construction, but by using wood as the primary system, this will be reduced by several thousand tons and capture several thousand more.

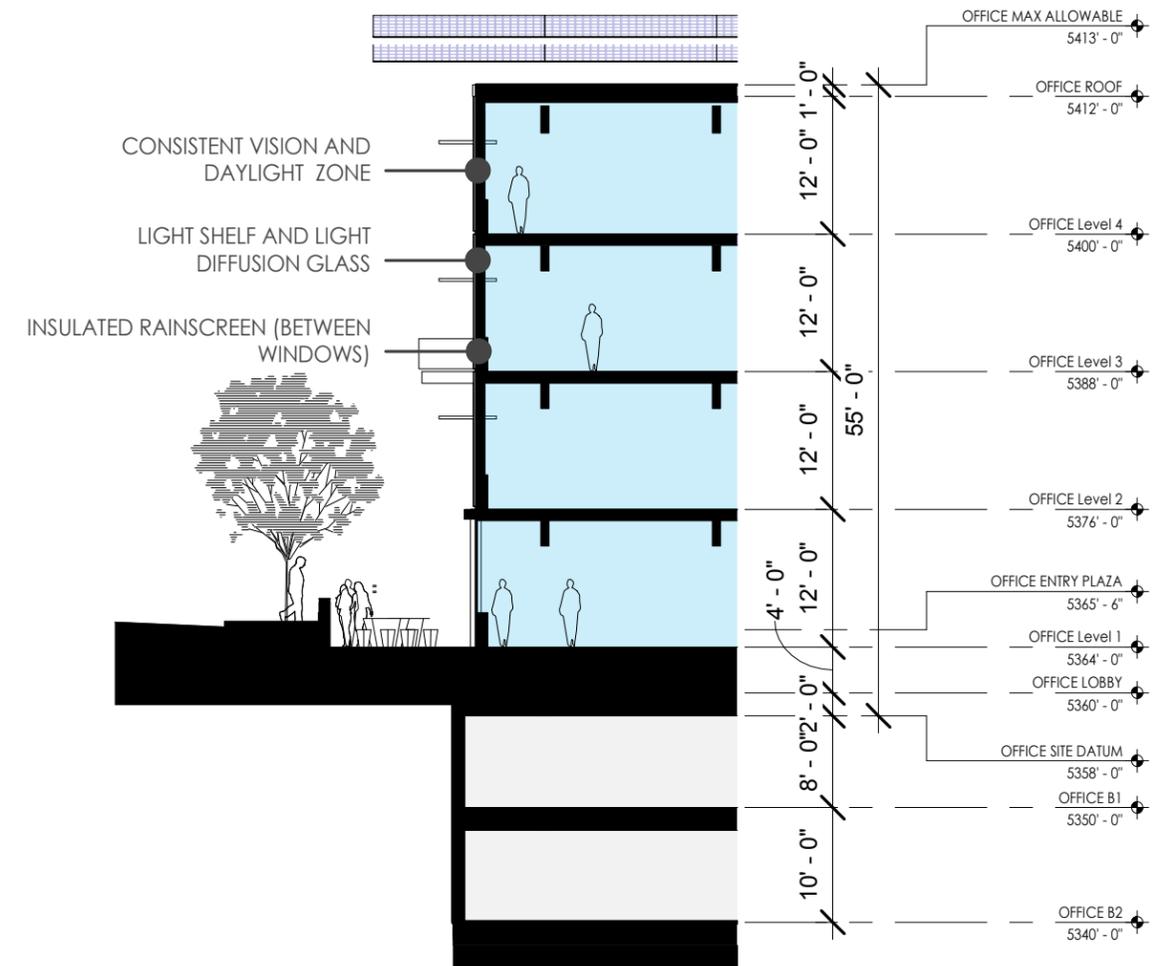
The modern CLT (Cross Laminated Timber) and Glue Laminated wood members used in this project are made from rapidly growing managed trees, not the massive old growth of historic heavy timber. Also, much of the wood used in the hidden inner layers can come from beetle kill trees.



WEST WALL ASSEMBLY



SOUTH WALL ASSEMBLY



CONCEPT WALL SECTION

1/16" = 1'-0"

WALL SYSTEMS:

Beginning right at the concept stage, the window to wall ratio and the visible light transmittance of the high performance exterior walls is being considered. Additionally, the light shelves, thermal mass, and translucent glazing to achieve deep diffuse light will be calibrated at each exposure.







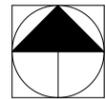
OFFICE NORTH ELEVATION

1" = 30'-0"



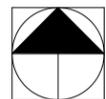
OFFICE EAST ELEVATION

1" = 30'-0"



OFFICE SOUTH ELEVATION

1" = 30'-0"



OFFICE WEST ELEVATION

1" = 30'-0"



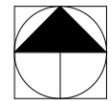
HOTEL NORTH ELEVATION

1" = 30'-0"



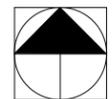
HOTEL WEST ELEVATION

1" = 30'-0"



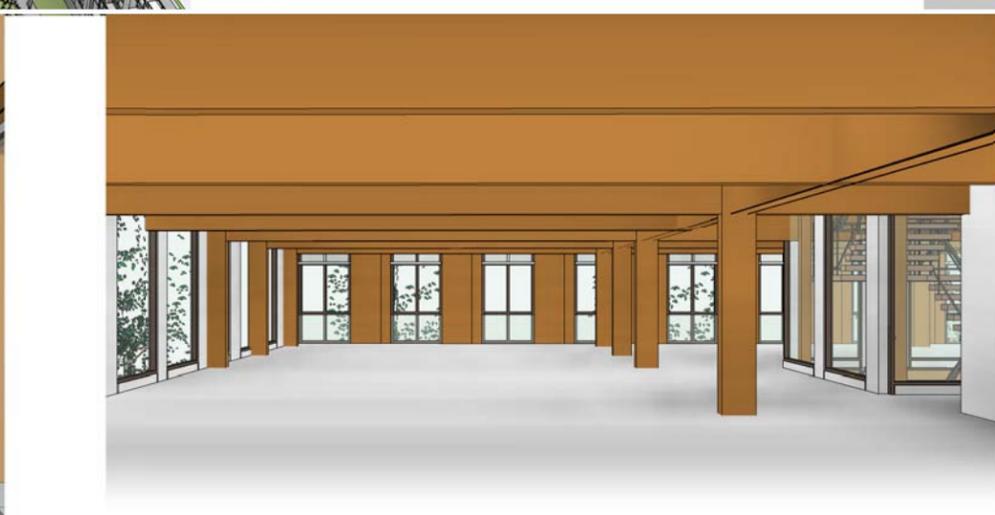
HOTEL SOUTH ELEVATION

1" = 30'-0"



HOTEL EAST ELEVATION

1" = 30'-0"





DEVELOPER: CIRCLE D COMPANIES

CONTACT:

Bruce Dierking
(303) 447-0450



ARCHITECTURE: SHEARS ADKINS + ROCKMORE

CONTACTS:

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Andre Baros
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CIVIL & STRUCTURAL ENGINEERING: JVA

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DEVELOPER: LOFTUS DEVELOPEMENTS

CONTACT:

James Loftus
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SUSTAINABILITY: YR&G

CONTACT:

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FLOOD ENGINEERING: ICON

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FLOOD CONSULTANT: Alan Taylor Consulting

CONTACT:

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CITY OF BOULDER
Community Planning & Sustainability

1739 Broadway, Third Floor • P.O. Box 791, Boulder, CO 80306-0791
 phone 303-441-1880 • fax 303-441-3241 • web www.bouldercolorado.gov

CITY OF BOULDER
LAND USE REVIEW RESULTS AND COMMENTS

DATE OF COMMENTS: **November 22, 2013**
 CASE MANAGER: **Chandler Van Schaack**
 PROJECT NAME: **BASELINE ZERO**
 LOCATION: **2700 BASELINE RD**
 COORDINATES: **S01W04**
 REVIEW TYPE: **Concept Plan Review & Comment**
 REVIEW NUMBER: **LUR2013-00058**
 APPLICANT: **Bruce Dierking**

DESCRIPTION: **Proposed development of 180,000 sq. ft. 4-story office building with 2 levels of below grade parking, and a 70,000 sq. ft. 100-key hotel with 2 levels of below grade parking.**

REQUESTED VARIATIONS FROM THE LAND USE REGULATIONS:

- **48% Parking Reduction to allow for 375 parking spaces where 720 are required**
- **Height Modification to allow for a 54-foot tall office building and 45-foot tall hotel building where 35 feet is the maximum height allowed by the zone district**
- **Modifications to the front yard setbacks to allow for rooftop solar panels to extend to less than 20 feet from the property line**

I. REVIEW FINDINGS

Overall, the redevelopment opportunity of the subject site is exciting and staff acknowledges the applicant's commitment to sustainability and innovative site and building design. As with all conceptual proposals, there are a few elements of the current proposal that require modifications for the project to fully meet the intent of the Site Review criteria. In addition, staff encourages the applicant to work with the nearby residents prior to submitting a Site Review application in order to address any potential concerns early in the process. While this proposal represents an outstanding first step, especially in terms of green building innovation and environmental remediation, at the time of Site Review submittal, the applicant should give special consideration to how the project can achieve more compatibility with the surrounding area. Staff encourages the applicant to be creative in their travel demand management techniques, to consider the possibility of incorporating additional retail/service uses that might better serve the nearby residential neighborhood, and to consider ways that the site and buildings can enhance the transition between the higher intensity uses to the west and the nearby residential neighborhood to the south and east.

II. CITY REQUIREMENTS

Access/Circulation David Thompson, 303-441-4417

1. The proposal to vacate the Moorhead Avenue Frontage Road right-of-way needs to include a justification on why the vacation is necessary and how access to the CDOT right-of-way and existing residential driveway will be maintained.
2. Additional public access and drainage easements need to be dedicated to the City in order to accommodate the proposed Moorhead Avenue underpass as shown in the Transportation Master Plan (TMP) and described the attached CEAP for Skunk Creek. The alignment and width of the easement will need to be shown at time of site review.
3. At time of Site Review a Traffic Impact Study is required since the project's trip generation is shown to exceed the nonresidential threshold of 100 vehicles during the peak hour, as described in Section 2.02 of the City of Boulder *Design and Construction Standards (DCS)*. Staff is concerned with the methodology used to determine the "net-added trips" with the proposed development because pass-by trips were not included and traffic generation data from sources other than the ITE Trip Generation Manual was used for the liquor store. The transportation consultant

preparing the Traffic Impact Study should contact David Thompson (303-441-4417) to discuss the study parameters prior to initiating the study.

4. Per Section 2.03(K) of the *DCS*, a Trip Distribution/Assignment letter needs to be submitted and approved by Staff prior to starting work on the Traffic Impact Study.
5. At the time of Site Review, a Transportation Demand Management (TDM) plan consistent with section 2.03(I) of the *DCS* and section 9-2-14(h)(2)(D)(iv) and (v) of the Boulder Revised Code is required to be submitted which outlines strategies to mitigate traffic impacts created by the proposed development and implementable measures for promoting alternate modes of travel.
6. As shown in the TMP and per to Section 9-9-8(g)(2) of the *Boulder Revised Code, 1981 (BRC)*, and Technical Drawing 2.61.A of the *DCS*, the applicant will be responsible for constructing the following right-of-way improvements on the west side of 27th Way:
 - a. Reconstruction of the raised center median between Moorhead Ave and Baseline Rd (if warranted) by the Traffic Impact Study
 - b. 5-foot wide bike lane beyond the existing adjacent 11-foot travel lane
 - c. 2-foot wide curb-and-gutter
 - d. 8-foot landscape strip
 - e. 8-foot detached sidewalk
 - f. Additional one-foot of right-of-way or public access easement beyond the back of walk

At time of Site Review the plans need to show the existing 27th Way infrastructure and right-of-way along with the required infrastructure improvements and right-of-way and/or public access easement to be dedicated.

7. The removal of the existing curb cut on 27th Way needs to be included with the removal of the existing deceleration lane which currently serves the site.
8. Per Section 9-9-8(g)(2) of the *BRC*, the applicant will be responsible for constructing the following right-of-way improvements on Moorhead Avenue:
 - a. Reconstruction of the existing raised median on Moorhead Avenue
 - b. Construction of left-turn lanes (if warranted) by the Traffic Impact Study
 - c. Upgrading the existing transit stop to include a concrete pad, bench and bike rack
 - d. 8-foot landscape strip
 - e. 5-foot detached sidewalk
 - f. Additional one-foot of right-of-way or public access easement beyond the back of walk

At time of Site Review the plans need to show the existing Moorhead Avenue infrastructure and right-of-way along with the required infrastructure improvements and right-of-way and/or public access easement to be dedicated.

9. At time of Site Review the plans need to show the extension of the five foot detached sidewalk across the curb cuts serving the office building, the area between the curb cuts, and the connection south to the proposed multi-use path.
10. Per Table 2-12 of Section 2.08(D) of the *DCS*, the proposed multi-use path needs to be 12-feet wide within a 14-foot wide public access easement and should not encroach under the roof of the proposed office building.
11. Lighting needs to be provided where the existing and proposed multi-use paths intersect and where the path approaches the existing underpass.
12. The existing marked cross-walk across Moorhead Avenue at the 27th Way intersection needs to be shown on the future submittals.
13. The proposed marked pedestrian crossing on Moorhead Avenue east of 27th Way needs to be removed unless the crossing is warranted as described in the City of Boulder Pedestrian Crossing Treatment Installation Guidelines.
14. The proposed relocated pedestrian crossing / raised median on Moorhead Avenue needs to be designed to the same design standards as the existing raised median / pedestrian crossing.

15. Per Section 2.04(I)(1) of the *DCS*, all curb cuts need to be designed as driveway ramps as shown in the technical drawings of the *DCS*. At time of Site Review, driveway ramps for the curb cuts with the 5-foot sidewalk adjacent to the driveway ramp need to be shown.
16. A Special Use Permit must be approved by CDOT for removal of the US-36 frontage road. Additionally, a CDOT Landscaping Permit is required prior to starting the work.
17. The applicant may consider an alternative design that reduces or preferably eliminates the need for additional curb cuts off Moorhead Ave. Staff understands the value and function of a pick-up / porte-cochere for the site; however, the additional curb cuts will significantly impact on-street parking and add additional points of conflict between turning vehicles, on-street cyclists and pedestrians. There may be opportunities to incorporate the porte-cochere for the hotel into the proposed service road further to the east. Staff is happy to work with the applicant to determine what alternatives exist.

Building Design Chandler Van Schaack, Case Manager

1. Technically the 28th Street corridor adjacent to the site is not a true gateway or entryway, as it is not referenced as such in the Comprehensive Plan; however, because the site sits adjacent to one of the main arterials into Boulder and near a transition point on Highway 36 where the roadway turns northward to become 28th Street, there is a perception that this area of the 28th Street corridor is a “gateway” or “entry” into the city. As such, the applicant should continue to focus on building and site design techniques which will establish a sense of entry and arrival to the City by creating a defined urban edge, while enhancing the community's unique sense of place and preserving/enhancing the existing viewshed to the Flatirons to the west. As shown in the street level photo below in Figure 1, the proposed 45’ hotel and 54’ office building are not atypical for the immediate area, and as is evident, the site is backdropped on the south and west by similarly tall structures that include the 45-foot tall Brookside Apartments to the south and the 53-foot tall Creekside Apartments across 27th Way to the West. As the project plans progress, it will be important to provide images to adequately assess the massing and scale in the context through visual simulations to evaluate the fit of the building design and intensity into the context.



Figure 1: Context Map

2. Criteria (i) and (ii) under section 9-2-14(h)(2)(F), “Building Design, Livability, and Relationship to the Existing or Proposed Surrounding Area,” require that the height of the buildings be in general proportion to existing buildings in the immediate area, and that the height, mass, scale, orientation and architecture are compatible with the existing

character of the area. While the proposed buildings are appropriate in the context of the apartment buildings mentioned above, the applicant should also strive to make the project provide a transition between the taller buildings to the south and west and the residential neighborhood to the southeast. While there are bound to be differences in scale and architecture between buildings in low-density residential versus commercial zone districts, under the current concept plan the east side of the hotel where the property borders the RL-1 zone does not provide much in the way of a transition from the larger commercial building to the west to the single-story ranch homes to the east. In order to make the project more consistent with the Site Review criteria and more compatible with the context of the area, the applicant should consider a more graduated appearance of the east side of the hotel building such that the massing steps down to meet the scale of these adjacent uses. Further exploration of this approach can occur as project plans move forward

3. While staff understands that the architectural renderings are preliminary, the elevations for both the hotel and office along Moorhead are currently somewhat monolithic at the street level. At time of Site Review submittal, the applicant should give special consideration to the treatment of the building facades along Moorhead and 27th Way in terms of how they are designed to “a human scale and promote a safe and vibrant pedestrian experience” as required by section 9-2-14(h)(2)(F)(v), B.R.C. 1981. At the time of Site Review, the applicant should provide sketches or modeling of how the buildings will read at the street level.
4. Additional information is needed regarding the use of the paved plaza on the south side of the office building. To the extent possible, the applicant should minimize the amount of paved area in front of the office and should try to maximize the amount and quality of landscaping and gathering areas. Also, to the extent possible, the applicant may explore ways of removing the service and loading area from the south side of the building, and further separating automobile traffic from bicycle/ pedestrian traffic, as required by subsections (D), “Circulation,” and (E) “Parking,” of section 9-2-14(h)(2), B.R.C. 1981. It appears that the “traffic calming” referred to in the application is at this point mainly provided by bollards; staff would encourage the applicant to explore other means of traffic calming such as additional landscaping.
5. Additional detail will be needed regarding the proposed corridor between the north and south wings of the office building. Treatment of the corridor space should be given special consideration so as to ensure that it provides functional and attractive open space for building users. It would also be preferable, in terms of providing a relief from density as required in the “Open Space” section of the Site Review criteria, if at least one floor of the proposed building connection across the corridor was completely open so as to provide a view from either side through the building.
6. Please note that at the time of Site Review submittal, additional information will be required regarding the proposed building materials to ensure consistency with the Site Review criteria requiring the use of authentic, high quality materials. The timber framing proposed in this plan is an outstanding example of the high quality materials encouraged by the Site Review criteria.

Flood Control Scott Kuhna, 303-441-4071

1. In accordance with Section 9-3-4, B.R.C., the applicant will need to demonstrate that any obstructions within the flood conveyance zone will not cause a rise in the 100-year flood water elevation. This would include any grading, buildings, bridges, etc. located within the conveyance zone.
2. The applicant will be required to receive approval of a Conditional Letter of Map Revision (CLOMR) through the Federal Emergency Management Agency (FEMA) prior to issuance of permits to complete any proposed drainageway improvements. Upon completion of the drainageway modifications the applicant must receive an approved Letter of Map Revision (LOMR) from FEMA. Building permits which are dependent upon the mapping change may not be issued until the LOMR becomes effective.
3. It should be noted that the city’s Critical Facilities Ordinance was approved on September 17, 2013 and will become effective on March 1, 2014 (See comment #4 below).
4. A floodplain development permit will be required for all development within the 100-year floodplain. The floodplain development permit shall contain certified drawings demonstrating:
 - a. Any new mixed-use structure will be floodproofed or the lowest floor elevated, including the basement, of the entire structure and all residential and lodging units within the structure will be elevated to or above the flood protection elevation (two feet above the 100-year flood).

- b. Any new nonresidential structure will have all lodging units within the structure elevated to or above the flood protection elevation and be floodproofed in a manner requiring no human intervention or have the lowest floor elevated, including the basement, to or above the flood protection elevation.
- c. The proposed buildings will have structural components capable of resisting projected hydrostatic and hydrodynamic loads and the effects of buoyancy, and be constructed with materials resistant to flood damage.
- d. Any proposed structures or obstructions in the floodplain, including trash enclosures and raised planters, will be properly anchored to prevent flotation, collapse, or lateral movement and be capable of resisting hydrostatic and hydrodynamic loads.
- e. The buildings will be constructed with electrical, heating, ventilation, plumbing, air conditioning equipment, and other service facilities that are designed and located (by elevating or floodproofing) so as to prevent water from entering or accumulating within the components during conditions of flooding.

Fees

Because revisions or corrections are not required for this application, based on 2013 development review fees, hourly billing will not be applicable unless another application is required or the applicant revises the current proposal.

Groundwater Scott Kuhna, 303-441-4071

While the proposed development site is not known to have high groundwater levels, groundwater is a concern in many areas of the city of Boulder. Please be advised that if it is encountered at this site, an underdrain/dewatering system may be required to reduce groundwater infiltration, and information pertaining to the quality of the groundwater encountered on the site will be required to determine if treatment is necessary prior to discharge from the site. City and/or State permits are required for the discharge of any groundwater to the public storm sewer system.

Land Uses Chandler Van Schaack, Case Manager

1. Additional information regarding the proposed "extended stay" hotel use will be required at time of Site Review submittal. Per section 9-16, "Definitions," B.R.C. 1981,

"Hotel/motel" means an establishment that offers temporary lodging in rooms, for less than one month, and may include a restaurant, meeting rooms, and accessory uses and services, including, without limitation, newsstands, gift shops, and similar incidental uses conducted entirely within the principal building but excludes a "bed and breakfast," as defined in this section.

In addition, the proposal to include kitchens in the suites raises the concern that the suites may meet the definition of dwelling unit, which is listed in section 1-2 of the B.R.C. as *"one room or rooms connected together for residential occupancy and including bathroom and kitchen facilities."*

The applicant should be aware that they may be required to sign a Declaration of Use as a condition of Site Review approval that would limit the number of days hotel customers would be allowed to stay and may include other measures to ensure that the use continues to function as a hotel rather than attached dwelling units.

2. While the proposed office and hotel uses are allowed by-right in the zoning district, the purpose of the BC-2 zone as defined in the B.R.C. is to foster *"Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate."* Several neighbors have indicated to staff that they are concerned about the loss of the existing "neighborhood service"-type uses, and would prefer to see at least a portion of the development remain as neighborhood-oriented service or retail uses. Staff encourages the applicant to consider ways to add such uses to the proposal or to modify the proposed uses (i.e., the hotel restaurant and office café) to serve both the users of the development as well as the general public.

Landscaping Elizabeth Lokocz, 303-441-3138

The overall goals described in the application are very consistent with all Site Review criteria. Careful and early consideration should be given to the following specific areas to facilitate a positive outcome:

1. Although there are many undesirable and invasive species along the Creek, there are a number of existing trees that appear to be in excellent condition. Their preservation could greatly enhance the overall project and help transition to the surrounding context. The required tree inventory may be helpful early in the design development process to guide open space locations. A number of the trees are public and require City Forester approval and mitigation for removal.
2. Continue to develop vegetated roof options that compliment rooftop solar collection. Evaluate any recent local applications with particular attention to the depth of growing medium and resulting irrigation demands. Local green

roof installers have observed the need for added depth (8-12 inches where 4-6 might typically be specified) to reach optimum results.

3. The overall water quality of the site is very likely to improve with the decrease in impervious surfaces. Consider incorporating some subtle landform to provide additional water quality opportunities while complimenting the outdoor spaces.

Neighborhood Comments Chandler Van Schaack, Case Manager

Staff has received numerous concerns from neighboring residents regarding the Concept Plan proposal, which have all been forwarded to the applicant at this time. The most common concerns relate to the potential parking and traffic impacts of the proposed uses on the surrounding area, the height and scale of the proposed buildings in relation to the residential neighborhood to the east, loss of bicycle/pedestrian connectivity across the site and the absence of neighborhood service and/or retail uses from the proposal. Staff recommends reviewing the comments in detail prior to the neighborhood meeting scheduled for 5:00 p.m. on December 10, and working with the neighbors to address their concerns prior to submitting for Site Review.

Review Process Chandler Van Schaack, Case Manager

1. The applicant indicates in the plan set that the right-of-way to the southeast of the site is to be vacated; however, it is staff's understanding that the adjacent single-family home currently takes access from said street. It is unclear how the applicant intends to vacate the right-of-way or whether it will be feasible. Applications to vacate a portion of Right-of-Way are reviewed per the criteria set forth in [section 8-6-9, B.R.C. 1981](#), and require approval of an ordinance by City Council. Please contact staff to discuss the vacation process in further detail.
2. Per section 9-2-14(b)(1), B.R.C. 1981, Concept Plan and Site Review are required for projects located in the BC-2 zone district that are over 2 acres in size or include over 25,000 square feet of floor area. Therefore, development of the 3- acre site requires both a Concept Plan and Site Review. Per section 9-2-13(b), B.R.C. 1981, an applicant for a development that exceeds the "Site Review Required" thresholds shall complete the concept review process prior to submitting an application for site review.

Once the Planning Board has reviewed a Concept Plan application and provided comments at a public hearing as required by section 9-2-13(f), B.R.C. 1981, a Site Review will be required. The Site Review application form can be found online at: <http://www.bouldercolorado.gov/www/publications/forms/208.pdf>. Please note that a request for a Height Modification to allow for the proposed buildings to exceed the 35' height limitation will require Planning Board approval at a public hearing.

Applications for Site Review are submitted to the Planning and Development Services Center and are reviewed through the Land Use Review process. This review process takes approximately three to four months to complete. Site Review approvals are valid for three years, after which they expire if they have not been implemented.

Site Design Chandler Van Schaack, Case Manager

Staff has concerns regarding the proposed multi-use path configuration across the site from the intersection of 27th Way and Baseline to Moorhead. The current CDOT right-of-way that runs along the north side of the project site is frequently used by bicyclists and pedestrians travelling between Moorhead and Baseline in order to avoid vehicular traffic at the intersection of Moorhead and 27th Way. Many neighbors have expressed the desire to maintain the existing degree of connectivity and safety across the site. While the current proposal is consistent with the Transportation Master Plan, given the neighborhood concerns as well as the high quality of the open space behind the hotel, staff strongly encourages the applicant to explore ways of maintaining the existing degree of connectivity across the site in some form, whether it be a private or public path. Please see the figures below for a conceptual idea as to how this may be accomplished. The applicant should contact Transportation staff as the project design progresses so that they can evaluate any proposed connections for consistency with the city's transportation policies.



Figure 2: Existing bike/ ped connection across site

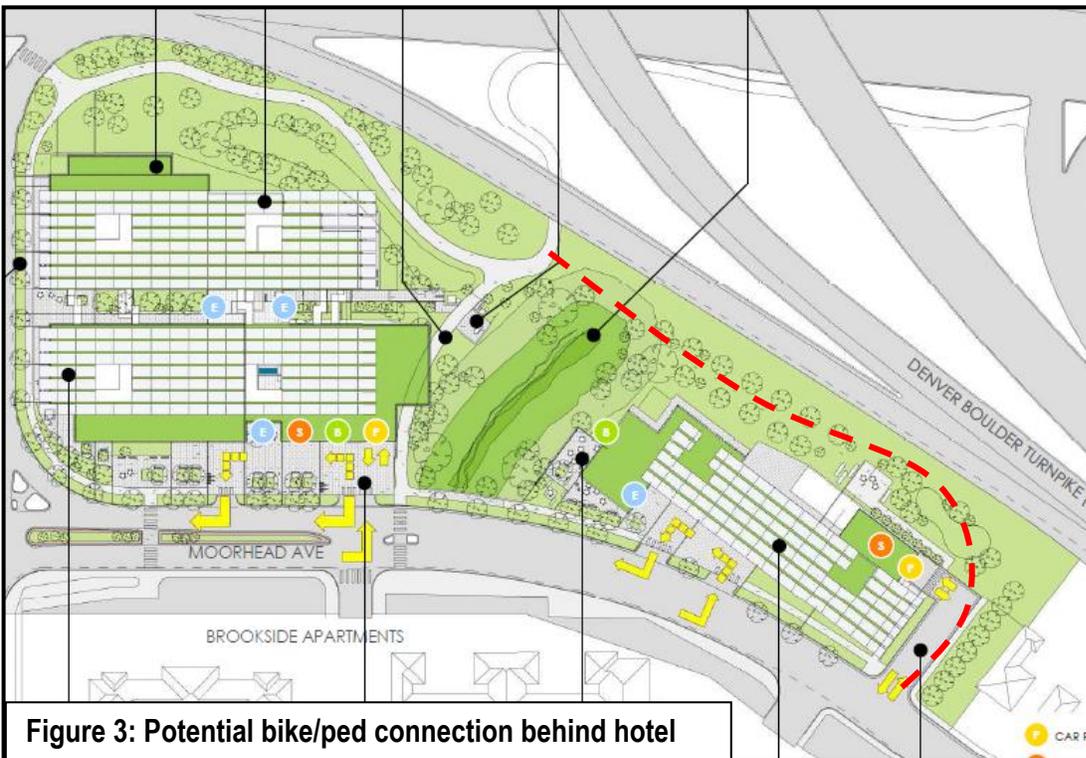


Figure 3: Potential bike/ped connection behind hotel

Utilities, Scott Kuhna, 303-441-4071

1. A water system distribution analysis will be required at time of Site Review in order to assess the impacts and service demands of the proposed development. Conformance with the city's *Treated Water Master Plan, October 2011* is necessary.
2. A collection system analysis will be required at time of Site Review to determine any system impacts based on the proposed demands of the development. The analysis will need to show conformance with the city's *Wastewater Collection System Master Plan, March 2009*.

Wetlands Scott Kuhna, 303-441-4071

1. Where improvements are proposed within a delineated wetland or wetland buffer area, as defined under the City's streams, wetlands and water body protection ordinance, the applicant shall satisfy and comply with all applicable regulations and requirements as set forth in Section 9-3-9, "Streams, Wetlands, and Water Body Protection," B.R.C. 1981, including any necessary identification, analyses, avoidance and mitigation measures, and improvements needed to address wetlands protection requirements. A draft of the required wetland permit application should be included with the site review application.
2. Best management practices shall be applied to all phases of the project and shall conform to the requirements of the "City of Boulder Wetlands Protection Program: Best Management Practices" adopted July, 1995; and "City of Boulder Wetlands Protection Program: Best Management Practices - Revegetation Rules" adopted July, 1998.

III. INFORMATIONAL COMMENTS

Access/Circulation David Thompson, 303-441-4417

1. The applicant is encouraged to construct a wider sidewalk along Moorhead Avenue between the office building and the Hotel to support the anticipated pedestrian circulation between the hotel and office building.
2. The applicant is encouraged to contact B-cycle to discuss the benefits of installing a B-cycle station on the site which would contribute to reducing daily trips.
3. Staff is currently evaluating the feasibility of creating a regional bus line route along 27th Way with a transit stop located on 27th Way between Moorehead Avenue and Baseline Road which should be considered in the layout of the office building.

Drainage, Scott Kuhna, 303-441-4071

1. Storm water runoff and water quality treatment are issues that must be addressed during the Site Review Process. A Preliminary Storm Water Report and Plan in accordance with the City of Boulder *Design and Construction Standards (DCS)* is required at time of Site Review application. The required report and plan must also address the following issues:
 - Water quality for surface runoff using "Best Management Practices"
 - Minimize Directly Connected Impervious Areas (MDCIA)
 - Water Quality Capture Volume (WQCV)
 - Storm sewer construction
 - Groundwater discharge
 - Erosion control during construction activities
2. Discharge of groundwater to the public storm sewer system or Skunk Creek may be necessary to accommodate construction and operation of the proposed development. City and/or State permits will be required for this discharge. The applicant is advised to contact the City of Boulder Storm Water Quality Office at 303-413-7350 regarding permit requirements. All applicable permits must be in place prior to building permit application. Additionally, special design considerations for the properties to handle groundwater discharge as part of the development may be necessary.
3. A construction storm water discharge permit is required from the State of Colorado for projects disturbing greater than 1 acre. The applicant is advised to contact the Colorado Department of Public Health and Environment.

Utilities, Scott Kuhna, 303-441-4071

1. On-site and off-site water main and wastewater main construction per the City of Boulder *Design and Construction Standards (DCS)* as necessary to serve the development will be required. All proposed public utilities for this project shall be designed in accordance with the *DCS*. A Utility Report per Sections 5.02 and 6.02 of the *DCS* will be required at time of Site Review to establish the impacts of this project on the City of Boulder utility systems.
2. The applicant is notified that, though the city allows Xcel and Qwest to install their utilities in the public right-of-way, they generally require them to be located in easements on private property.
3. The applicant is advised that any proposed street trees along the property frontage may conflict with existing or proposed utilities, including without limitation: water, wastewater, storm drainage, flood control, gas, electric, telecommunications, drainageways, and irrigation ditches, within and adjacent to the development site. It is the applicant's responsibility to resolve such conflicts with appropriate methods conforming to the Boulder Revised Code 1981, the City of Boulder *Design and Construction Standards*, and any private/franchise utility specifications.

4. Fire hydrants will need to be installed to meet the coverage requirements outlined in Section 5.10 of the DCS. Per the standards, no portion of any building shall be over 175 feet of fire access distance from the nearest hydrant. Fire access distance is measured along public or private (fire accessible) roadways or fire lanes, as would be traveled by motorized fire equipment. All fire hydrants and public water lines will need to be located within public utility easements.
5. The landscape irrigation system requires a separate water service and meter. A separate water Plant Investment Fee must also be paid at time of building permit. Service, meter and tap sizes will be required at time of building permit submittal.

IV. NEXT STEPS

A Planning Board hearing for this Concept Plan review is scheduled for January 16th, 2014.

V. CITY CODE CRITERIA CHECKLIST

Please see attached checklist.

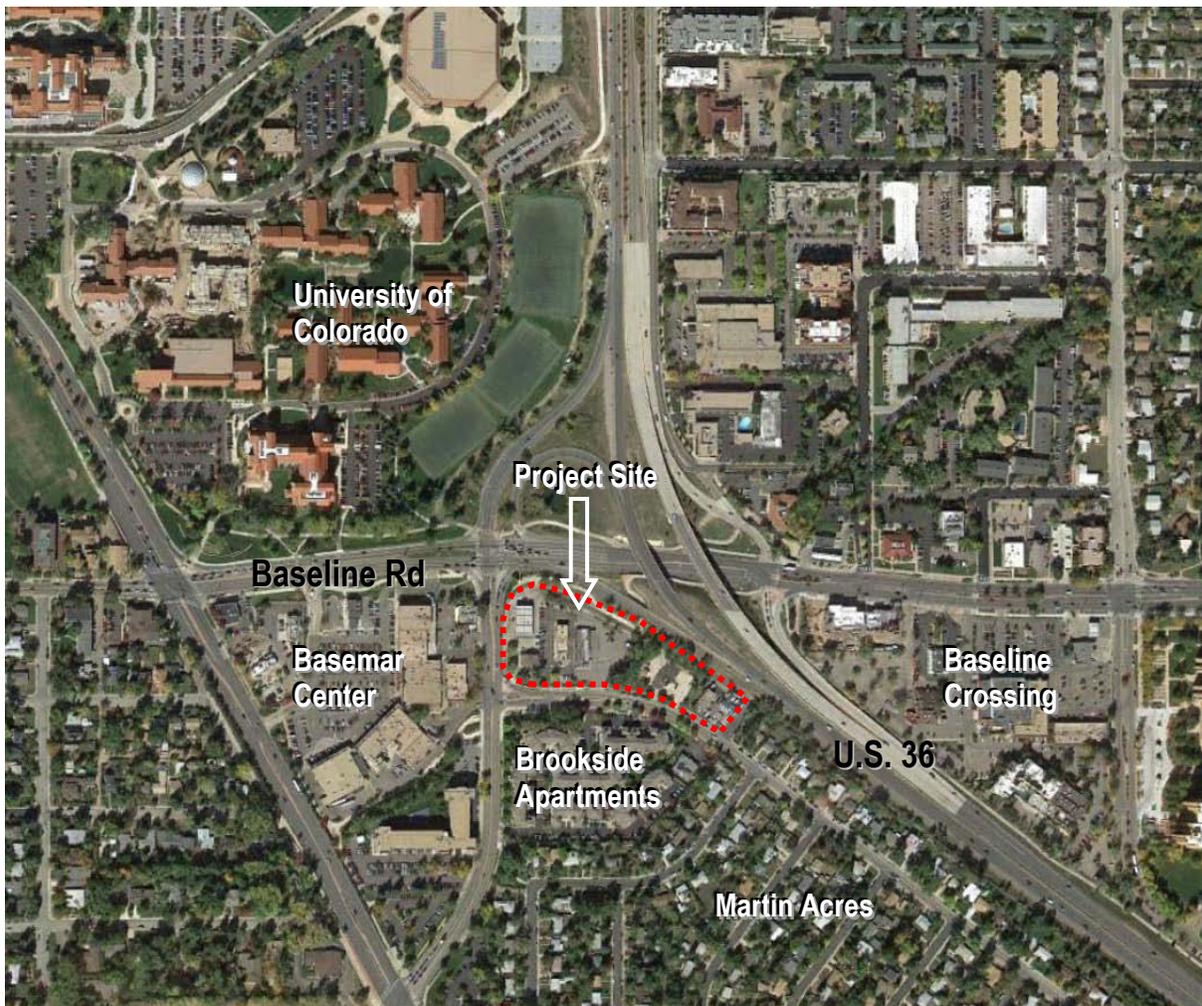
CONCEPT PLAN REVIEW AND COMMENT
Section 9-2-13

Concept Plan Review Criteria for Planning Section 9-2-13(e)

The following guidelines will be used to guide the Planning Board's discussion regarding the proposal. It is anticipated that issues other than those listed in this section will be identified as part of the concept plan review and comment process. The Planning Board may consider the following guidelines when providing comments on a concept plan.

- (1) Characteristics of the site and surrounding areas, including, without limitation, its location, surrounding neighborhoods, development and architecture, any known natural features of the site including, without limitation, mature trees, watercourses, hills, depressions, steep slopes and prominent views to and from the site;**

Located at the northwest corner of the intersection of U.S. 36 and Baseline Rd., the three acre site is readily visible. It is surrounded by the Martin Acres residential neighborhood to the southeast, high density residential housing and the Basemar commercial shopping center to the south and west, and the University of Colorado main campus to the north. The site also sits adjacent to one of the main arterials into Boulder and near a transition point on Highway 36 where the roadway turns northward to become 28th Street. Because of this transition, there is a perception that this area of the 28th Street corridor is a "gateway" or "entry" into the city. There are broad views of the Flatirons from U.S. 36 looking west across the site. The architectural



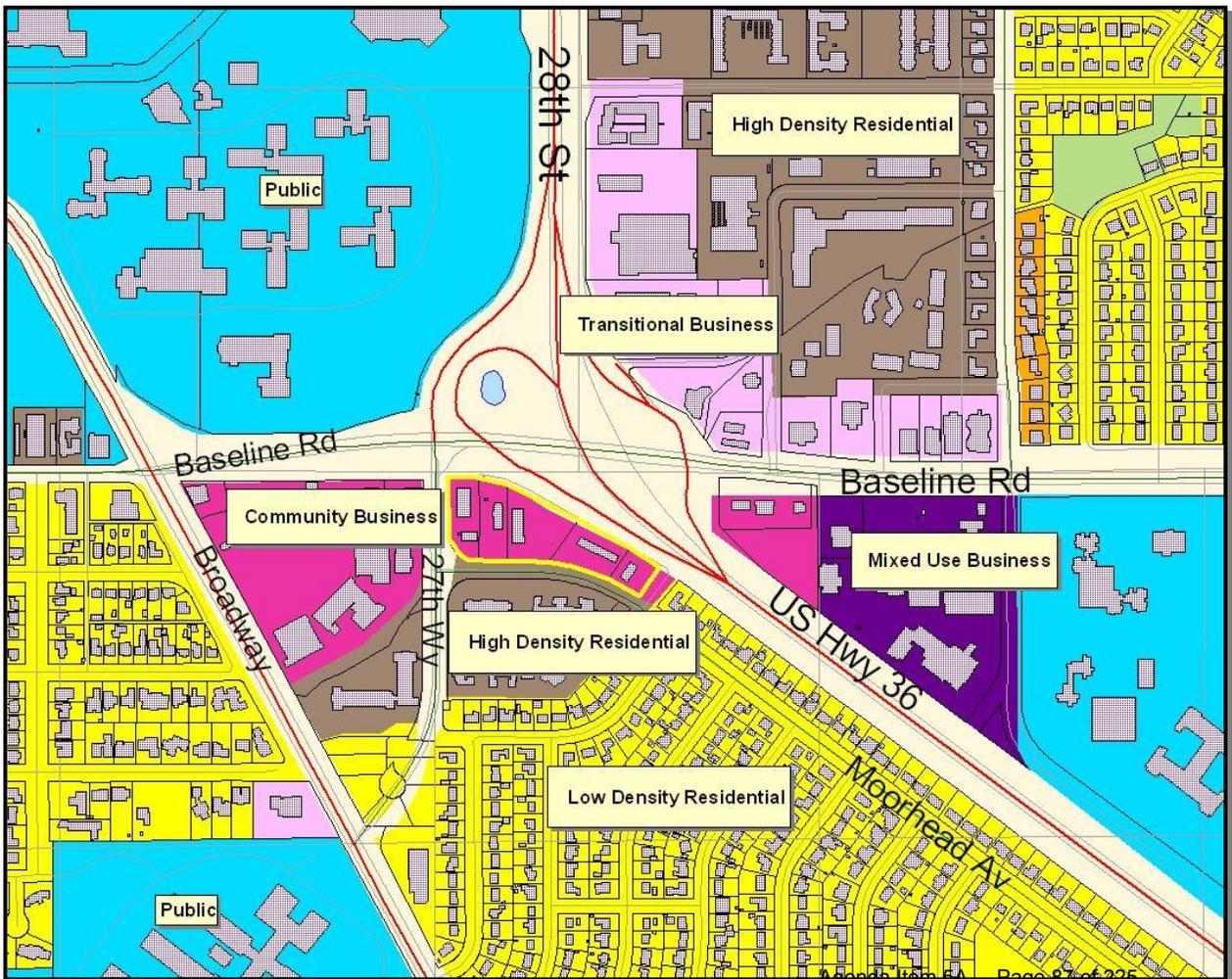
character of the surrounding area is varied and eclectic, with large apartment buildings built in the 1970's adjacent to the site, a variety of retail and service uses with no real architectural unity to the west, and to the southeast the Martin Acres neighborhood which exemplifies the suburban single family ranch-style architecture popular in the post-WWII era.

- (2) **Community policy considerations including, without limitation, the review process and likely conformity of the proposed development with the Boulder Valley Comprehensive Plan and other ordinances, goals, policies, and plans, including, without limitation, sub-community and sub-area plans;**

Land Use Designation: The Site Review criteria of the land use code section 9-2-14(h), B.R.C. 1981, will be used to evaluate a project and to make findings for any future Site Review approval. Among the findings that must be made is a project's consistency with the Boulder Valley Comprehensive Plan policies and Land Use designation. The BVCP land use designation for the site is Community Business, defined as follows:

"A Community Business area is the focal point for commercial activity serving a subcommunity or a collection of neighborhoods. These are designated to serve the daily convenience shopping and service needs of the local populations and are generally less than 150,000 to 200,000 square feet in area. Offices within the Community Business areas should be offices designated specifically for residents of the subcommunity. Where feasible, multiple uses will be encouraged within these centers."

The proposed project would utilize three acres of land zoned for community business uses for a 180,000 s.f. office building and 100-key hotel, both of which are allowed uses under the zoning regulations. As greater detail is provided in the Site Review application, additional policies will be used to evaluate the project.



The BVCP policies with which the current Concept Plan proposal is consistent include:

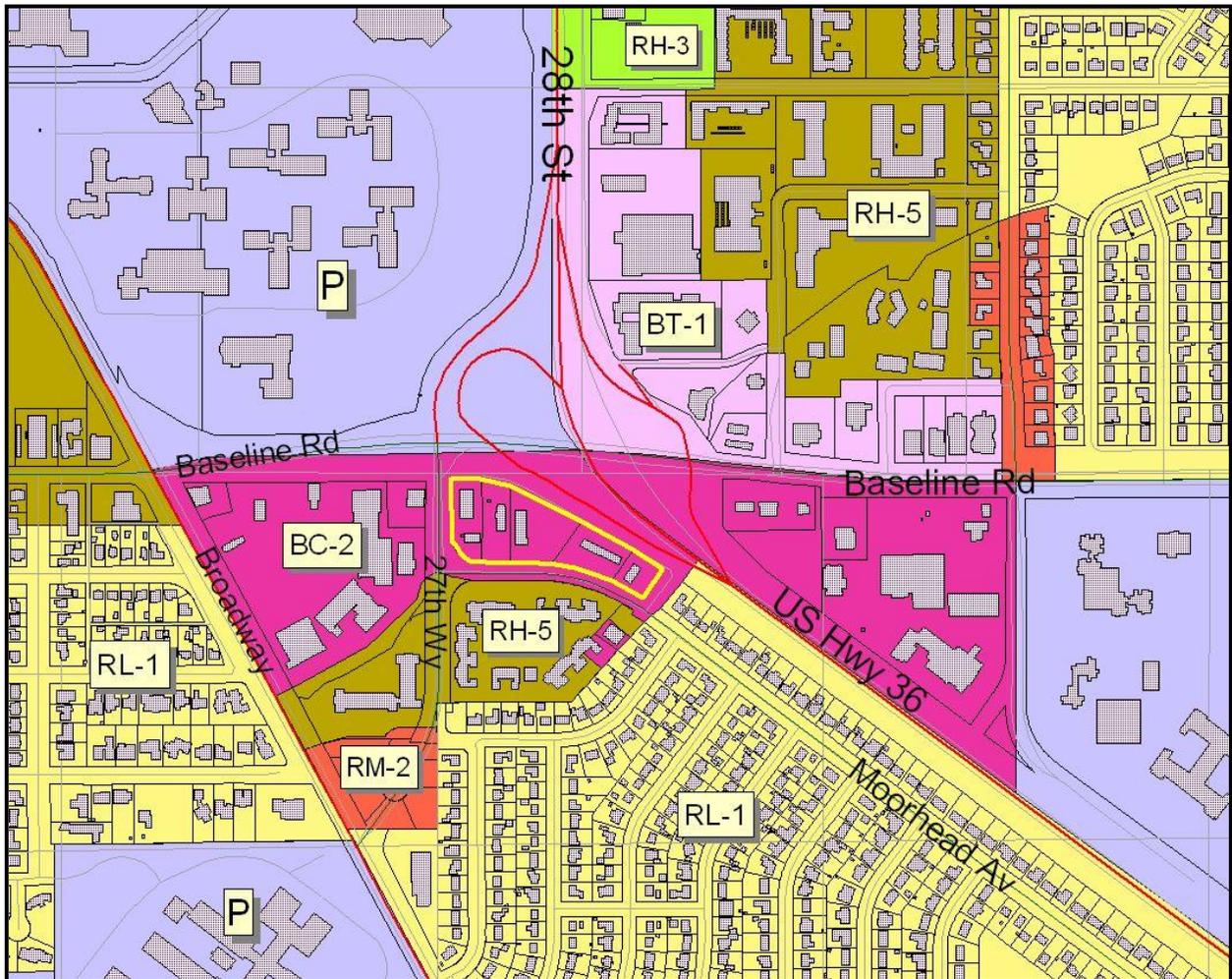
- 2.03 Compact Development Pattern
- 2.17 Variety of Activity Centers
- 2.20 Boulder Creek, Tributaries and Ditches as Important Urban Design Features
- 2.33 Environmentally Sensitive Urban Design
- 2.37 Enhanced Design for Private Sector Projects
- 3.06 Wetland and Riparian Protection
- 4.05 Energy-Efficient Building Design
- 5.03 Diverse Mix of Uses and Business Types

BVCP Policies which should be given special consideration as the project moves forward in order to ensure consistency include:

- 2.05 Design of Community Edges and Entryways
- 2.13 Protection of Residential Neighborhoods Adjacent to Non-residential Zones
- 2.30 Sensitive Infill and Redevelopment
- 2.32 Physical Design for People
- 6.08 Transportation Impact

Zoning. The site is zoned BC-2, where office and hotel uses are allowed by-right. The defined intent for BC-2 zoning from section 9-5-2, B.R.C. 1981 is as follows:

“Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate.”



There is no FAR maximum defined within the BC-2 zoning district. Intensity for nonresidential projects within the BC-2 zoning district is based on the provision of 10 – 20% of the total lot area as usable open space, along with application of height and setback standards, along with application of the site review criteria, when requesting a modification to the standards.

(3) Applicable criteria, review procedures, and submission requirements for a site review;

Because the three acre site exceeds the one acre minimum threshold for mandatory Concept Plan and Site Review, the applicant is required to complete a Site Review application process for the proposed project and must demonstrate compliance with all Site Review criteria found in Section 9-2-14(h), B.R.C., 1981. In particular, with the gateway context, the criteria related to building design, livability, and relationship to the existing or proposed surrounding area and open space will be important. The request for a 50% percent parking reduction will be evaluated for compliance with the criteria found within section 9-2-14(h)(2)(K), B.R.C. 1981.

All proposed modifications to the form and bulk standards must demonstrate improved design and be approved through Site Review. Per Section 9-2-14(g)(3),(4) Planning Board approval is required for the requested height modification and the proposed parking reduction.

(4) Permits that may need to be obtained and processes that may need to be completed prior to, concurrent with, or subsequent to site review approval;

Following Site Review approval, the applicant is required to submit an application for Technical Document (TEC doc) Review prior to application for building permit. The intent in the TEC doc review is to ensure that technical details are resolved such as drainage and transportation issues that may require supplemental analyses.

(5) Opportunities and constraints in relation to the transportation system, including, without limitation, access, linkage, signalization, signage, and circulation, existing transportation system capacity problems serving the requirements of the transportation master plan, possible trail links, and the possible need for a traffic or transportation study;

There are several opportunities and constraints related to the transportation system. The access to and circulation within the existing site are very poor, with numerous curb cuts and intra-site connections that make auto traffic to and from the site unpredictable and dangerous. The site is also bordered on the north by an unutilized piece of CDOT right-of-way which dead-ends at the existing gas station parking lot. While the CDOT right-of-way does not serve as a connection for automobiles, bicyclists and pedestrians utilize the road as an informal connector to the intersection of Baseline and 27th Way. The site is bordered on the south by Moorhead Ave., which is a residential collector street that passes through the Martin Acres neighborhood before connecting with Table Mesa to the south near the intersection of Table Mesa and U.S. 36.

The proposed project would improve access and circulation on the site by reducing the number of curb cuts on Moorhead and removing curb cuts from 27th Way. Due to the irregular shape of the site as well as the limited opportunities for access, the applicant should give special consideration to utilizing design techniques to minimize conflicts between vehicles and pedestrians. The applicant should also meet with staff prior to submitting for Site Review to discuss the feasibility of vacating the existing city right-of-way adjacent to the east side of the site. Because an existing home currently takes access from the right-of-way, vacation of that piece as shown in the concept plan may present a significant constraint. With regards to the CDOT right-of-way, while staff supports the provision of landscaping in that area, to the extent possible, the applicant should also strive to maintain the existing degree of bicycle/ pedestrian connectivity across the site.

(6) Environmental opportunities and constraints including, without limitation, the identification of wetlands, important view corridors, floodplains and other natural hazards, wildlife corridors, endangered and protected species and habitats, the need for further

biological inventories of the site and at what point in the process the information will be necessary;

The West Baseline project site is located along Skunk Creek, a major drainageway with a contributing basin area of approximately 2-square miles. Much of the project site is encumbered by designated flood hazard areas. The existing site, formerly contaminated, has already been remediated as part of this development but the land largely remains paved over and damaged. Runoff from the existing site is directed into Skunk Creek. Overall, the existing site is mostly impervious; soil and habitat conditions are extremely poor.

In light of the existing site conditions, the redevelopment of the site presents numerous environmental opportunities. The restoration of the riparian and wetland areas and the rehabilitation of the stream would have significant impacts beyond the site. The applicant is proposing to open up and widen the stream channel in order to reduce flood elevations, and to optimize the site layout to maintain, or improve upon floodplain circulation. The proposal also includes the implementation of distinct, appropriate habitat areas.

Regarding important view corridors there have been several comments from property owners in the nearby Martin Acres neighborhood. The concerns are about impact to views from the property. In this regard, the city's policies focus on sensitivity to public view corridors and minimizing the blocking of views from adjacent properties. Note BVCP Policy 2.42 states: *"Buildings and landscaped areas – not parking lots should present a well-designed face to the public realm, should not block access to sunlight and should be sensitive to important public view corridors."* While the intent in the BVCP is to protect public view corridors, the Site Review Criteria section 9-2-14(h)(2)(k)(iii) states: *"The orientation of buildings minimizes shadows on and blocking of views from adjacent properties."* At the time of Site Review, the applicant should provide an analysis to compare impacts from a by-right 35-foot building, built at the proposed setbacks to the proposed project to understand if the orientation of the buildings minimizes the blocking of views.

(7) Appropriate ranges of land uses;

As discussed above, the proposed uses are allowed by-right in the zoning district. The site is located in close proximity to the Basemar retail shopping center, the University of Colorado, and both high- and low-density residential development. Across U.S. 36 is another commercial development by the same investment group, as well as a mix of retail and residential uses. Overall, the proposed hotel and office uses both serve an "unmet market need" as determined by the applicant through several market studies and are consistent with the zoning designation; however, many of the neighboring property owners in Martin Acres have indicated that they do not feel the proposed uses are consistent with the intent of the site's land use and zoning designations. Several neighbors have expressed a desire for the project to include some kind of neighborhood service and/or retail component.

(8) The appropriateness of or necessity for housing.

Not applicable, as there is no residential component included with the proposal.

January 10, 2014

Martin Acres Neighborhood Association Working Group White Papers

INTRODUCTION

The Martin Acres Neighborhood Association (MANA) has been representing the residents of Martin Acres since 1977. Bounded by US Highway 36, Table Mesa Drive and Broadway, Martin Acres is a 1950's era subdivision in south Boulder, and Boulder's first subdivision. The neighborhood consists of about 1,350 single-family homes and 5 apartment complexes, including High Mar, the soon to be opened City of Boulder Senior Apartments. The northwestern portion of the neighborhood, known as Highland Park, borders directly on the southeastern portion of the proposed Baseline Zero project.

The charter of MANA calls for its members to **preserve the quality of life in the neighborhood**. When the MANA Steering Committee was informed of the Baseline Zero Concept Plan for this development, a vote was passed to form a Working Group to address any potential neighborhood concerns. After the public announcement of the Baseline Zero Proposal, much discussion ensued.

MANA then commissioned a neutrally-worded neighborhood survey in order to record residents' feelings about the proposed development – good, bad, or indifferent. We had only one week to commission the survey, distribute it, and get results prior to this writing. Results are coming in daily and we will provide future updates. However, here are the key findings from the nearly 100 survey responses through Jan. 9, 2014, the publication time of this document:

- 92% of respondents were concerned to some degree about traffic impact. 79% of overall respondents were “very concerned,” and another 10% were “significantly concerned.”
- 90% of respondents felt that buildings proposed in the developer's plans are “too high.”
- On the question of whether the scale of the development fits into the neighborhood, 75% of respondents replied, “not at all,” an additional 14% felt it “somewhat doesn't fit.” Only 2% felt it fits “very well.”
- Concerning the use of the space: 80% of respondents preferred that the development include retail.
- On the question of whether this development protects and enhances neighborhood character and livability, 75% of respondents replied “not at all.” Another 22% replied “possibly with changes.” Only 3% replied “very well in its current proposal.”
- On the question of the development providing half of its required parking spaces, 94% of respondents felt that “the parking will overflow into the neighborhood.” Only 6% replied, “It's okay, parking won't be a problem.”

These concerns were the basis for the following document offered by the Steering Committee of MANA, and prepared by individuals in the Working Group. Individual presentations you will see and hear provide detailed discussions of the following issues:

Traffic - There will be a large increase in traffic throughout the neighborhood, especially at the 27th Way and Moorhead intersection. This increase in both type and amount will cause many cars to seek cut through routes within the residential streets with significant impact on the existing neighborhood.

Height -The developer is asking for a height modification from an allowed height of 35' up to 55'. The resulting size has direct negative impacts on Martin Acres in terms of increased traffic, spill-over parking issues, and transition from development to neighborhood, to name just a few.

Zoning and Use - Although the Comprehensive Plan states that "... established neighborhoods will not be undermined by spillover impacts from adjacent regional or community business zones..." Baseline Zero, as currently proposed, will bring in regional traffic with major spill-over and no benefits to our neighborhood.

Hydrology - There are a number of potentially dangerous and serious water table and flood plain implications with this development.

Parking -The developer is asking for a 48% decrease in mandated parking, and is taking away 14 parking spaces along Moorhead, making an already difficult parking situation for residents even more troublesome.

Sustainability - We challenge the majority of the developer's claims as to the "green" and sustainable nature of his project.

MANA is not anti-development, and would welcome a BC-2 development comprised of retail and services that benefit the neighborhood that characterizes all other BC-2 areas in Boulder. We ask that the developer and the Planning Board take our concerns seriously. We hope that before the actual project is submitted, Martin Acres will become a partner in this project and can support a new plan that will actually help serve our neighborhood.

Baseline Zero Traffic Issues

The Boulder Valley Comprehensive Plan is clear on the impacts of new development on surrounding neighborhoods. In **Section 2.13, Protection of Residential Neighborhoods Adjacent to Non-residential Zones**, the plan states, "The city and county will take appropriate actions to ensure that the character and livability of established residential neighborhoods will not be undermined by spill-over impacts from adjacent regional or community business zones or by incremental expansion of business activities into residential areas." In **Section 6.08, Transportation Impact**, the plan states, "Traffic impacts from a proposed development that cause unacceptable community or environmental impacts or unacceptable reduction in level of service will be mitigated."

While it's true that any new development will create additional traffic on the surrounding road network, the intensity of use as proposed in the concept plan creates excessive traffic beyond what is reasonable for a BC-2 zone of this parcel size. More specifically, the height variance and the additional traffic generated by the office space resulting from the additional building height violate several principles of the Comprehensive Plan, two of which are listed above. Below are specific areas of concern.

Moorhead and 27th Way Intersection experiences regular back-ups.

Today during peak periods, the Moorhead approach to the 27th Way intersection regularly backs up along Moorhead. This is due to motorists having difficulty finding sufficient gaps in traffic on 27th Way to safely turn left, go straight, or go right. The proposed project will make this situation substantially worse. According to the *Initial Traffic Assessment* found in the Baseline Zero Concept Review Submission, there will be an *additional* 161 vehicles leaving the project in the PM peak hour –close to three each minute. (Note that this is after subtracting out the consultant-estimated 59 vehicles an hour that currently exit from the Liquor Store and Nick's Auto – about one every minute. If the actual trips from these two properties is less than 59 an hour, then the net traffic of the proposed development would be even higher than 161 an hour.) The Moorhead approach to this intersection simply cannot handle an additional three cars a minute and additional vehicle queuing will quickly ensue. This vehicle congestion will negatively impact all Martin Acres residents who use Moorhead as one of the primary access points to the surrounding arterial network.

Westbound Baseline turning left onto 27th Way experiences regular back-ups.

Ingress difficulties for Martin Acres residents would also be greatly increased. Currently, even without the development, Martin Acres residents driving west on Baseline, attempting to turn left (south) onto 27th Way, so as to get into Martin Acres, already have significant difficulty. At many points in the day, traffic overwhelms the left turn lights of Baseline onto 27th Way, causing residents to sit through as many as three cycles of the left turn light before being able to enter their neighborhood. While there are two left turn lanes here, Martin Acres residents can only use the left-most of the two left turn lanes, and this causes the current back-ups. But Baseline Zero workers would also only use the left-most left turn lane, also, effectively rendering this a one-lane quagmire, dumping dozens of cars onto a street (27th Way) that only has storage for six cars prior to the second left turn onto Moorhead. Currently, traffic on westbound Baseline approaching this intersection sometimes stretches back past the US 36 underpass, at which point this traffic is also stopped by the light there. Further complicating this complex traffic problem is that motorists who take the Baseline Rd. exit off westbound US 36, and turn left (west) onto Baseline, adding to the backup.

This development would add a large number of vehicles coming from westbound U.S. 36 (Baseline Zero

workers from Louisville to Denver) and also from westbound Baseline (workers from Lafayette, Erie). The left-most left turn lane off westbound Baseline onto 27th Way is already highly strained throughout much of the day, and this project in its current scale would push the intersection beyond the breaking point.

Additional synergistic effects from the High Mar development.

Also unknown is the impact that the recently approved High Mar development (across Moorhead from the High Mar Post Office) will have on the Moorhead and 27th Way intersection. According to High Mar Site Review documents, there will be an additional unknown number of vehicles in the PM peak hour entering the Moorhead and 27th Way intersection from this development.

Cut Through Traffic disrupts the neighborhood.

As the delay increases for the Moorhead and 27th Way intersection, incentives for drivers to avoid the intersection will also increase. Regular drivers to the project site, such as the office building employees, will find shortcut routes through the neighborhood to avoid the Moorhead and 27th Way intersection. More specifically, in the afternoon southbound traffic leaving the project will turn left (southeast) onto Moorhead. Drivers heading south on Broadway will then turn right onto S. 32nd Street and then right onto Dartmouth to access the traffic signal at Dartmouth and Broadway. Other drivers will continue down Moorhead to access the High Mar Post Office and Table Mesa, increasing the traffic at that intersection. The diagrams below show likely morning and afternoon neighborhood cut through traffic routes.

The proposed use of the property – office space – exacerbates the problem of cut through traffic for two reasons. First, these office commuters will have the same origin/destinations each day – from home to work and back – and will attempt to find the quickest route possible. The extra time it takes to research and attempt travel short cuts becomes warranted, especially if their existing route involves a troublesome intersection (e.g. Moorhead and 27th Way). If commuters can cut off 30 seconds to and from the office each day, they will. Second, office buildings tend to see traffic peaks at the same time the rest of the roadway network, namely 7am-9am in the morning and 4pm-6pm in the evening. The peak travel time – and thus peak congestion time – will further motivate commuters to search for alternative cut through routes.

Removal of 27th Way Access forces dangerous numbers of cars onto Moorhead

In general, the principle of removing curb cuts on arterial streets is a very good one, as it improves safety and comfort of non-motorized transportation and allows for buildings to front the street. As with any principle, however, context is important. The eastern side of 27th Way between Baseline and Moorhead sees very little bike and pedestrian traffic. Most destination paths of non-motorized traffic do not actually use this segment of road. Primary destination paths in the area are shown in the diagram below. This phenomenon is actually recognized by the city’s current transportation plan, which shows only a “Bike Way” on this segment and nothing on 27th Way between Moorhead and Broadway. In this particular instance, removing ingress and egress from 27th Way and forcing all of the traffic onto Moorhead creates an overall situation that is worse for cyclists and pedestrians. This would increase vehicle traffic on Moorhead, which serves as a primary conduit for bikes and pedestrians into and out of the surrounding neighborhood.

Instead, requiring the office building to have its sole access on 27th Way would improve the level of service of the Moorhead and 27th Way intersection by reducing the number of cars driving through the intersection. This would also decrease neighborhood cut through traffic significantly as PM peak drivers

leaving the office would be forced to turn right onto 27th Way, not given the option to turn left on Moorhead and subsequently through the neighborhood.

While we understand that Section 9-9-5 (c) (4) of the BRC states that property access is required to come from the lowest category street possible, due to the significant benefits just mentioned, we are requesting that Planning Board discuss granting a variance and instead *require* that all ingress and egress to the office building come from 27th Way. Moreover, the developer may have the legal right to maintain the existing right-in-right-out from 27th Way. The only legal access of Parcel A – as defined in the property survey filed with the Boulder County Surveyor – is 27th Way, thus making that the lowest category street.

As part of the discussion around making 27th Way the sole access to the office building, we are requesting that Planning Board consider motor vehicle access of the other BC-2 areas. We have done an evaluation of all six BC-2 zoning areas in the City of Boulder, namely, BaseMar, Table Mesa, Meadows, North Broadway, Arapahoe/ 55th and the 28th Street corridor. What is notable is the immediate proximity of these areas to minor and principle arterials. Every development three acres or larger within the BC-1 and BC-2 has a *minimum* of one ingress/ egress onto a minor arterial or principle arterial. This can be seen in the attached maps with 3+ acre parcels outlined in red and grey arrows showing ingress/ egress locations. There is no precedent set in the City for a development of the magnitude and intensity of Baseline Zero with the only motor vehicle access onto a collector.

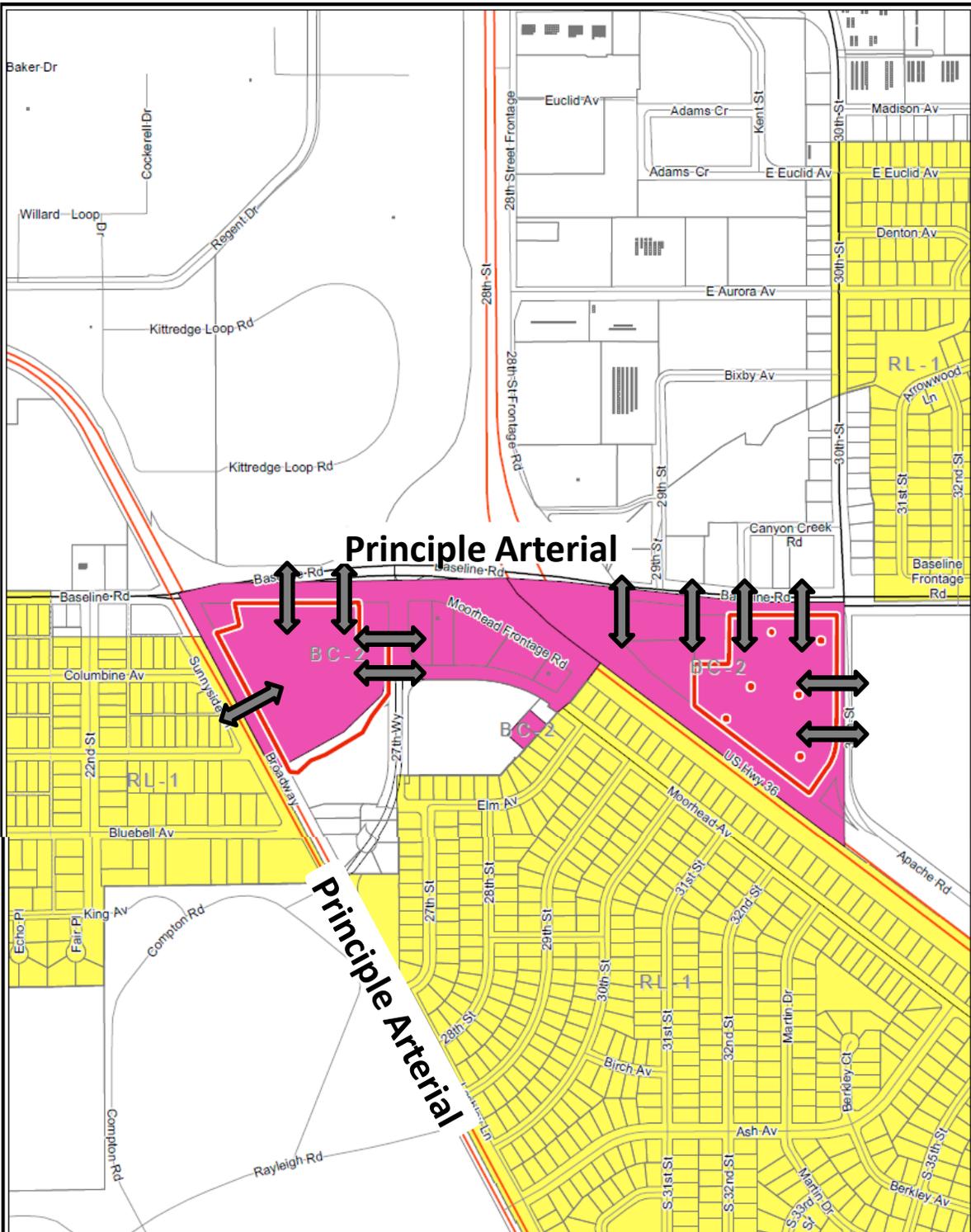
In summary, we believe that this proposed development will undermine the character and livability of the surrounding neighborhood. Specifically the intensity of use, the type of use, and the poor site access will lead to unacceptable reduction in level of service of the Moorhead and 27th Way intersection and unacceptable community impact from cut through traffic.



PM Peak Hour Cut Through Traffic

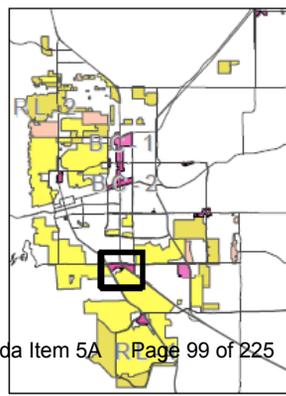
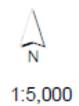


Non-motorized Destination Paths



**Baseline: Broadway-30th St
Business-Commercial & Residential Low
Zoning Analysis**

Business - Community Zone		Zoning Districts	
	Parcel > 3 acres		Commercial & Business
Streets			BC-1 Business - Community 1 (CB-D)
	Highway		BC-2 Business - Community 2 (CB-E)
	Major Road	Residential	
	Minor Road		RL-1 Residential - Low 1 (LR-E)
	Local Street		RL-2 Residential - Low 2 (LR-D)
	Alley		RR-1 Residential - Rural 1 (RR-E)
	Pedestrian Mall		RR-2 Residential - Rural 2 (RR-1-E)



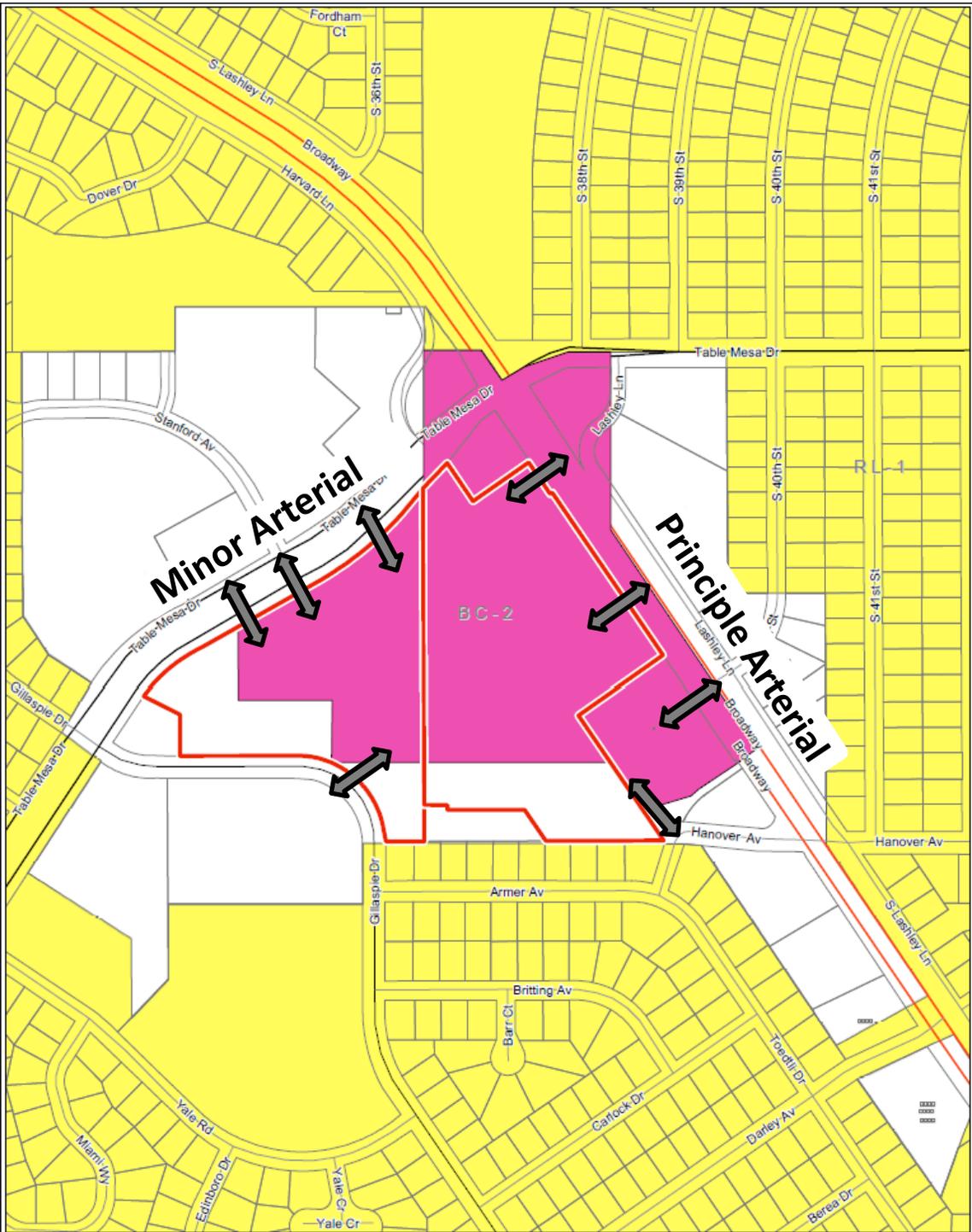
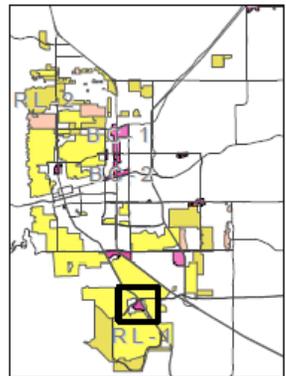
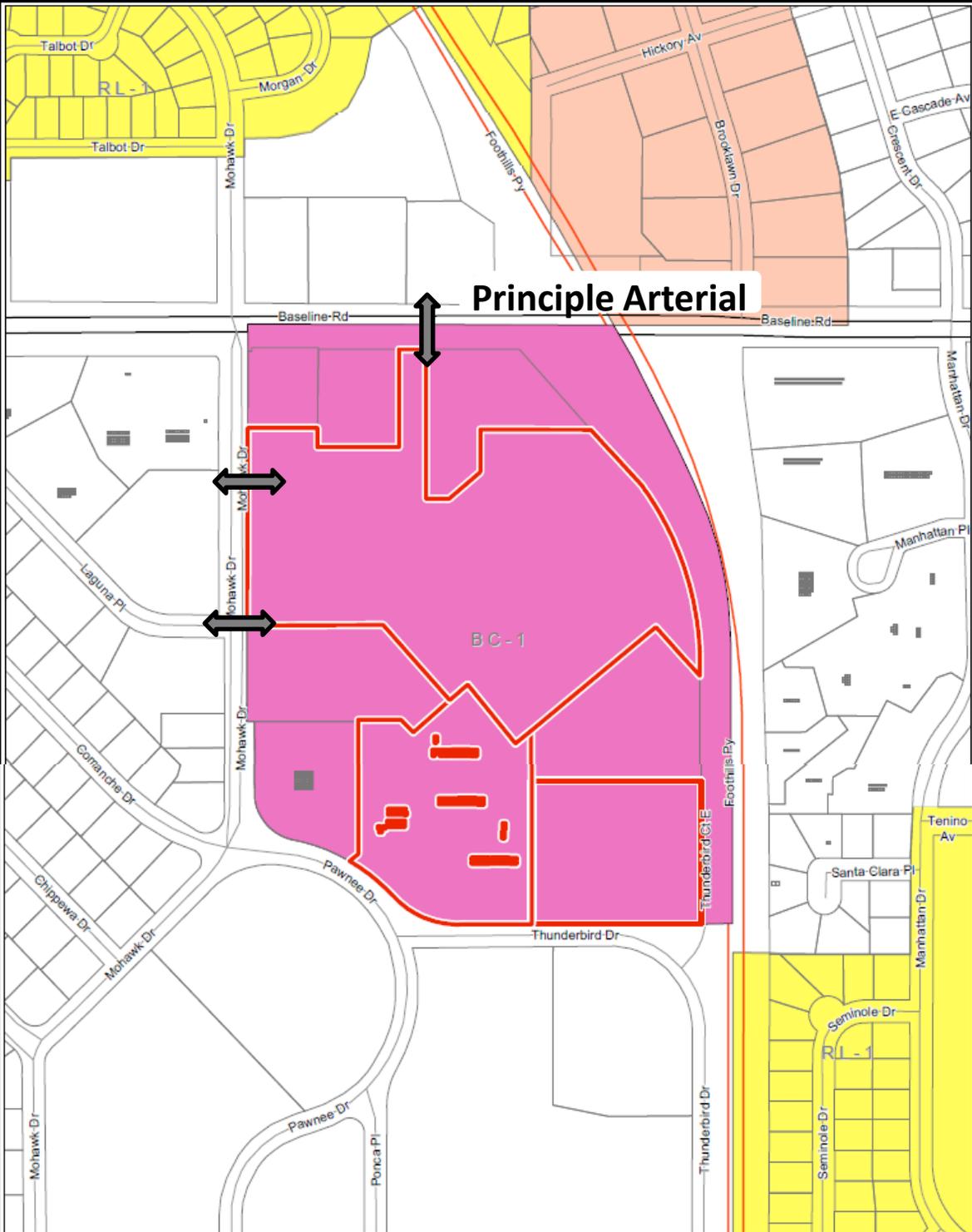


Table Mesa & Broadway Business-Commercial & Residential Low Zoning Analysis

Business - Community Zone	Zoning Districts
Parcel > 3 acres	Commercial & Business
Streets	BC-1 Business - Community 1 (CB-D)
Highway	BC-2 Business - Community 2 (CB-E)
Major Road	Residential
Minor Road	RL-1 Residential - Low 1 (LR-E)
Local Street	RL-2 Residential - Low 2 (LR-D)
Alley	RR-1 Residential - Rural 1 (RR-E)
Pedestrian Mall	RR-2 Residential - Rural 2 (RR1-E)

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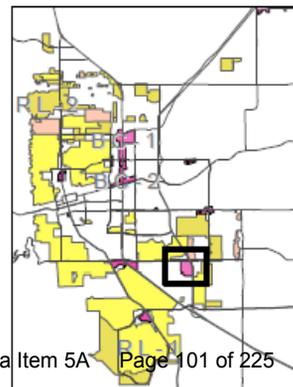


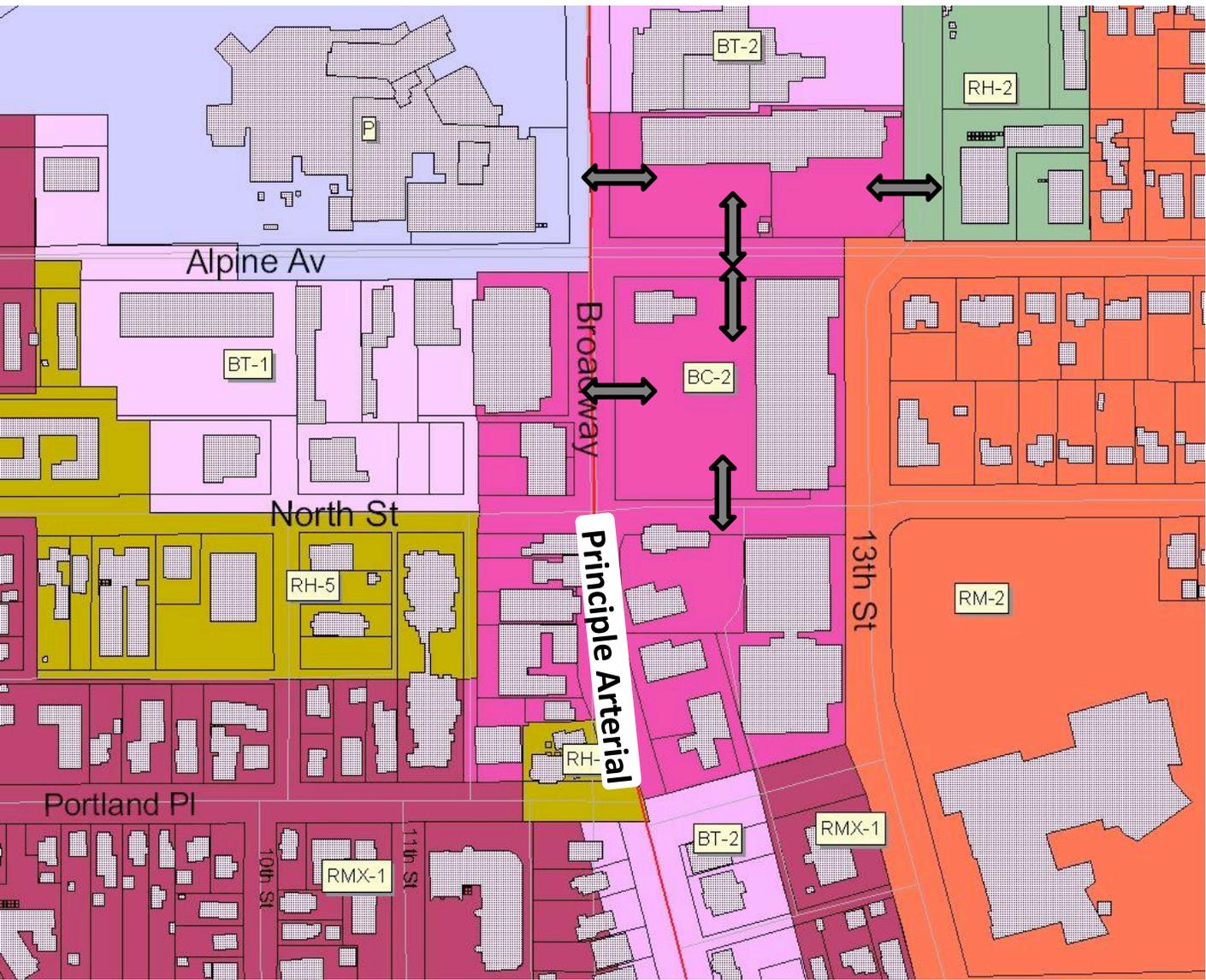


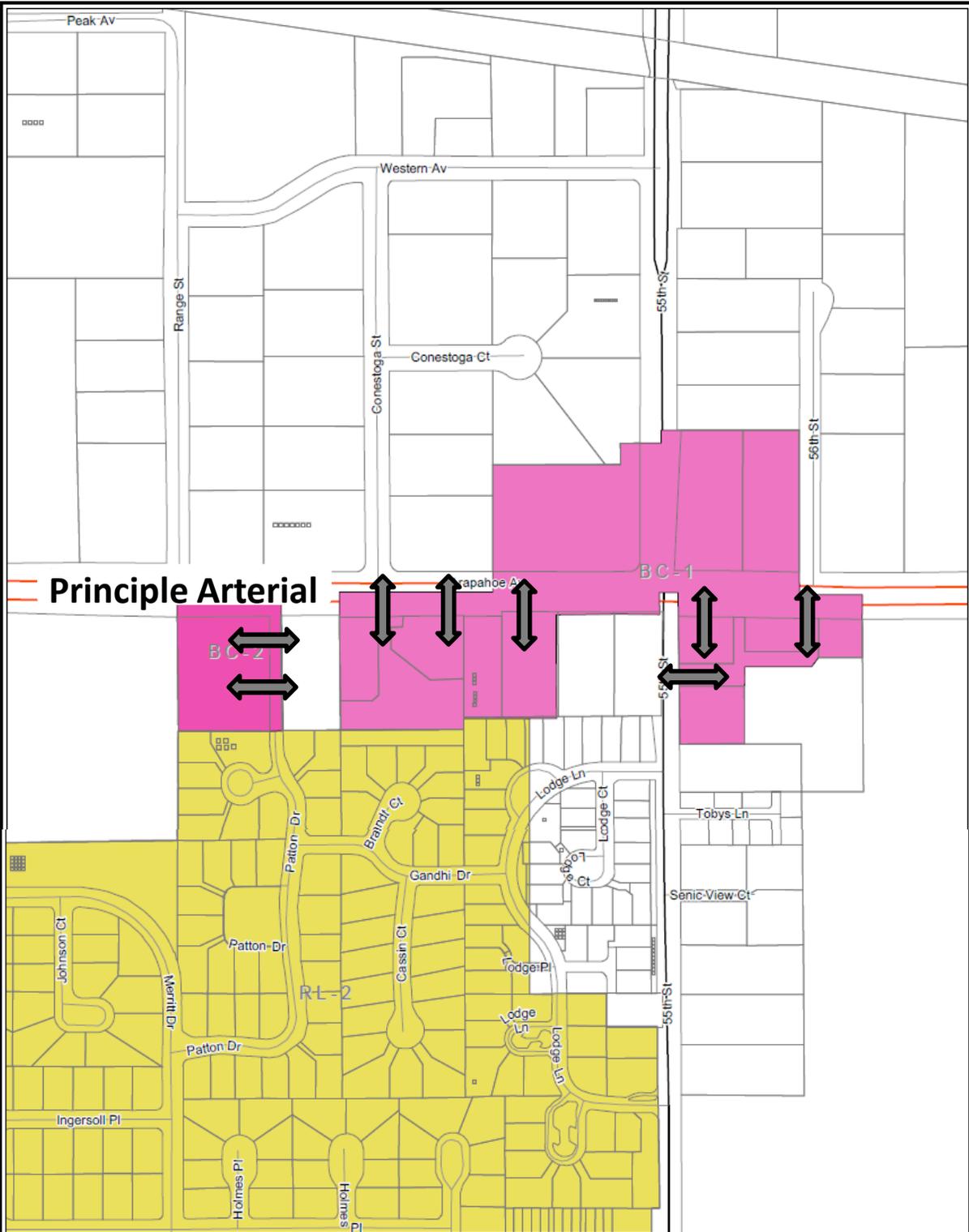
Baseline & Foothills Pkwy Business-Commercial & Residential Low Zoning Analysis

Business-Community Zone		Zoning Districts	
	Parcel > 3 acres		
Streets		Commercial & Business	
	Highway		BC-1 Business - Community 1 (CB-D)
	Major Road		BC-2 Business - Community 2 (CB-E)
	Minor Road	Residential	
	Local Street		RL-1 Residential - Low 1 (LR-E)
	Alley		RL-2 Residential - Low 2 (LR-D)
	Pedestrian Mall		RR-1 Residential - Rural 1 (RR-E)
			RR-2 Residential - Rural 2 (RR1-E)

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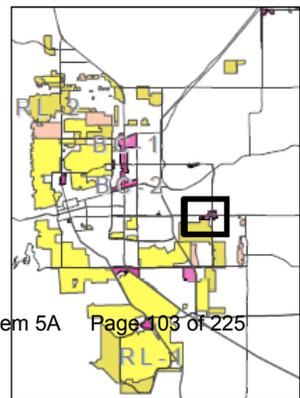


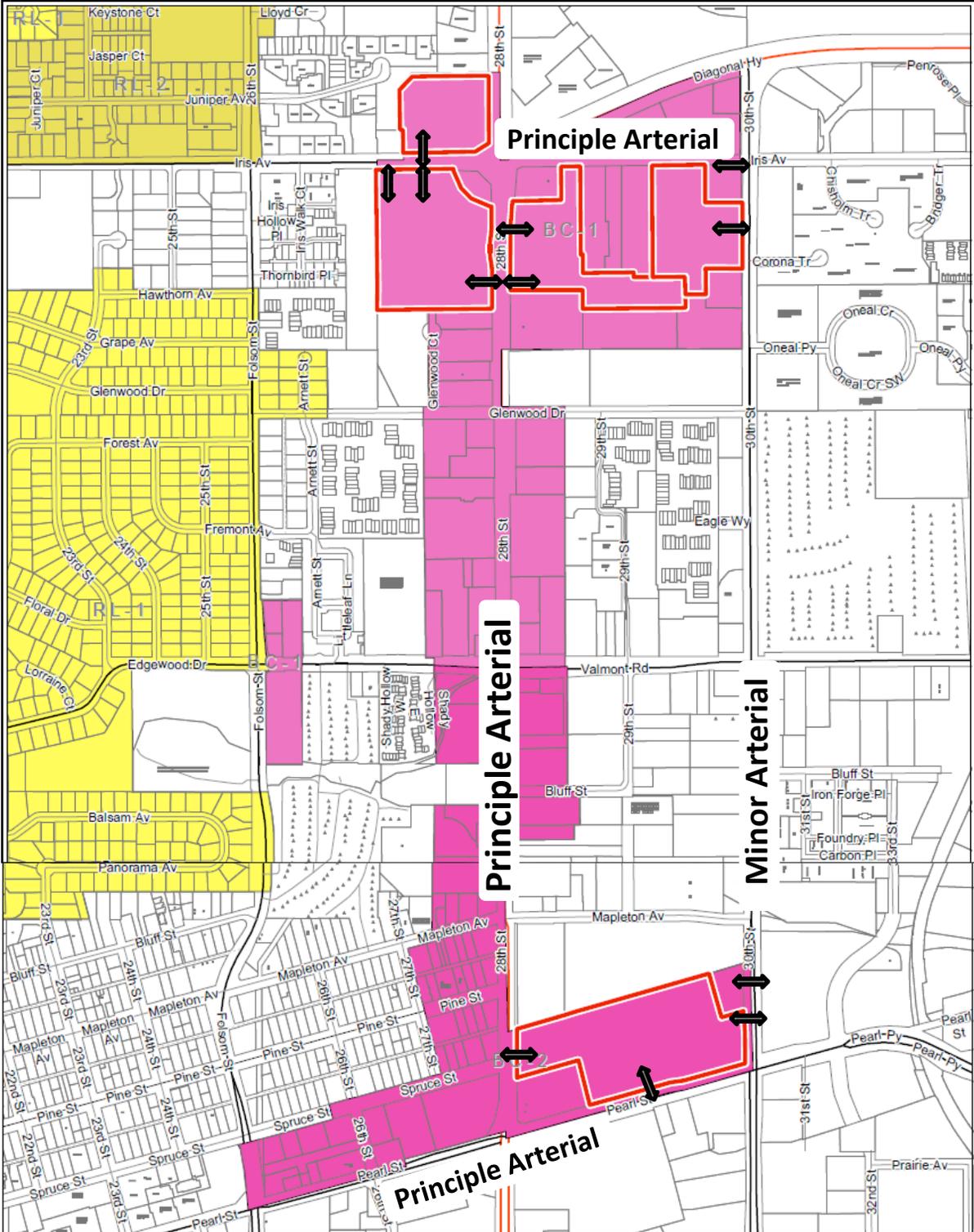


Arapahoe & 55th St Business-Commercial & Residential Low Zoning Analysis

Business- Community Zone		Zoning Districts	
	Parcel > 3 acres	Commercial & Business	
Streets			BC-1 Business - Community 1 (CB-D)
	Highway		BC-2 Business - Community 2 (CB-E)
	Major Road	Residential	
	Minor Road		RL-1 Residential - Low 1 (LR-E)
	Local Street		RL-2 Residential - Low 2 (LR-D)
	Alley		RR-1 Residential - Rural 1 (RR-E)
	Pedestrian Mall		RR-2 Residential - Rural 2 (RR1-E)

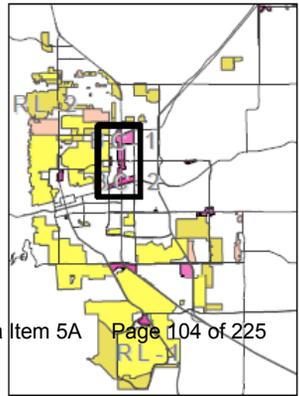
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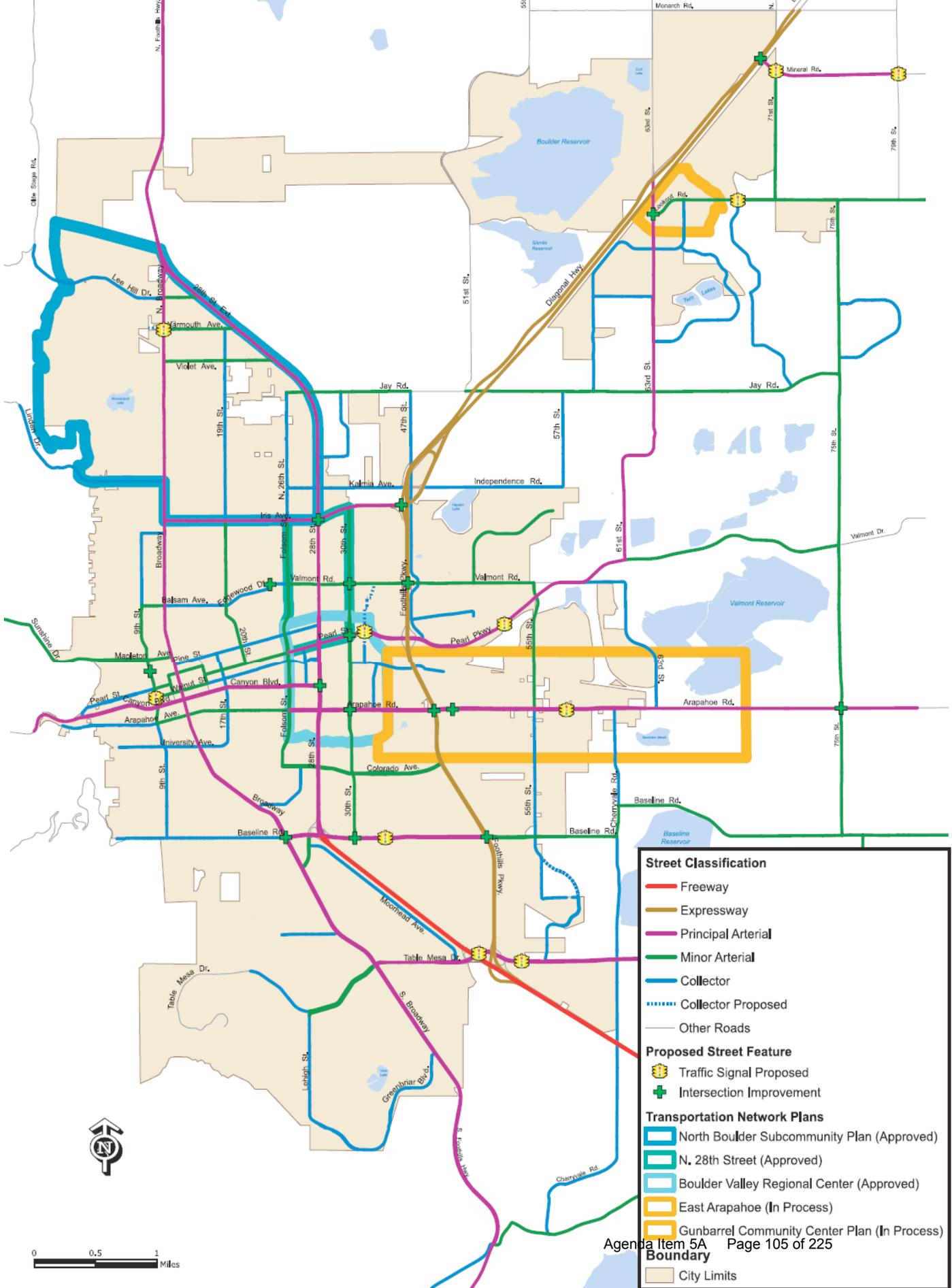




Folsom St & Valmont Rd and 28th St Business-Commercial & Residential Low Zoning Analysis

Business-Community Zone		Zoning Districts	
	Parcel > 3 acres		Commercial & Business
Streets			BC-1 Business - Community 1 (CB-D)
	Highway		BC-2 Business - Community 2 (CB-E)
	Major Road	Residential	
	Minor Road		RL-1 Residential - Low 1 (LR-E)
	Local Street		RL-2 Residential - Low 2 (LR-D)
	Alley		RR-1 Residential - Rural 1 (RR-E)
	Pedestrian Mall		RR-2 Residential - Rural 2 (RR1-E)





Street Classification

- Freeway
- Expressway
- Principal Arterial
- Minor Arterial
- Collector
- ⋯ Collector Proposed
- Other Roads

Proposed Street Feature

- Traffic Signal Proposed
- Intersection Improvement

Transportation Network Plans

- North Boulder Subcommunity Plan (Approved)
- N. 28th Street (Approved)
- Boulder Valley Regional Center (Approved)
- East Arapahoe (In Process)
- Gunbarrel Community Center Plan (In Process)

Boundary

- City Limits



Baseline Zero Height Issues

Boulder Revised Code 9-7-5 establishes a building height limit of 35 feet. This is the famed “three story limit” - as much a fixture in Boulder life as the blue skies we enjoy. Reasons for the law abound: access to the sun, access to mountain vistas, a sense of scale, proportion, a desire to not feel like downtown New York City, etc.

We request that no height modifications be granted. Reasons:

1. The scale is inappropriate for the neighborhood.

We are concerned about the proportionality of over-sized, towering buildings, situated immediately next to the modest, single-story 1000 sq. ft. ranch homes of Martin Acres. Martin Acres is already the most modest neighborhood in Boulder. This development will even further galvanize stark contrast to the nature of our neighborhood. Beyond grotesquely inappropriate scaling and design, this “Goliath vs. David” contrast might increase the adverse perception of Martin Acres from the outside. Though we heartily welcome appropriate development at the site, we know that many other alternative designs, scales, and uses exist, which would not have a negative effect on the neighborhood.

The developer included a highly deceptive “artist’s rendering” of his buildings, compared to local existing structures. That rendering placed the Brookside Apartments in the foreground and his proposed development in the background, thus, making Brookside appear inaccurately larger and monolithic, compared to a falsely tiny appearance of Baseline Zero.

See Exhibit A for an accurate rendering of actual (above Moorhead Ave. street level) relative heights of the four-to-five story Baseline Zero with height modifications, with an additional 15’ of roof appurtenances, compared to the three-story Brookside Apartments and the surrounding modest, 1-story homes. Note that this is an actual, architect scaled drawing (1 inch = 40 feet), in contrast to the developer’s “artist rendering.”

2. There is no precedent.

Regardless of what zoning we speak – be it LRE, or BC-2 zoning - there is no precedent in all of Martin Acres for buildings that exceed the 35 foot, three story limit.

The Baseline Zero developer incorrectly claims that the Brookside Apartments, on the opposite side of Moorhead, are 45’ high. See Exhibit B for the certified letter from Crest Surveying, which surveyed the height of Brookside’s “Building B,” (the alleged tallest building). The height was measured at 32.9’.

The developer’s height claim was based on Brookside’s initial 1991 application to the City. The fine print in the lower right hand corner of the document states, “Height estimates are worst-case scenario. Actual building heights will likely be less.” It also states that the application contained at least two feet of “discretionary height,” in case the carpenters had to make spot-adjustments while building the roof. These adjustments were apparently not needed, based on the actual surveyed height of the buildings.

More importantly, while we do see that in City code, building height can be construed to include the lowest land point within 25 feet, the actual specific topography must be taken into account. However, the key point to the entire discussion of precedent and proportionality, heretofore unaddressed by anyone, is this: the Brookside Apartments’ front property is a steep canyon that rapidly descends 12’ underneath the street level

of Moorhead, to meet the subterranean easement for Skunk Creek and the bike path. Both of those features are well “below street level.” (See Exhibit B.) Thus, the falsely claimed “height” of Brookside misleadingly takes into account 12’ of elevation loss below street level. Those subterranean 12’ are a full 26.66% of Brookside’s “alleged height.” However, those 12’ never enter the “visual plane,” “aesthetic plane,” “perceptual plane,” or “scale plane” that cause impact and therefore are typically of interest to planners. For all relevant purposes, the Brookside Apartments are exactly as Crest Surveying wrote – 32.9 feet above Moorhead Ave.

Meanwhile, Baseline Zero will be built 100% above street level. In other words, every foot of those buildings will be “actual” height, with “actual” impact on the visual, aesthetic, perceptual and scale planes.

If the Brookside Apartments sat on a “hill” that was truly 12’ above the street elevation of Moorhead, we would concede the point that Brookside is 45’ high. Nevertheless, that is not the case. The truth is that Brookside was built at street level, with the misfortune of its front property boundary dropping 12’ to a creek well below street level.

The actual height of Brookside Apartments is 32.9’ (see Exhibit C surveyor’s letter). It is a completely inaccurate to state that Brookside Apartments are 45’, for the purpose of precedent regarding Baseline Zero. The developer’s only other height reference point is the Creekside Apartments, which are across 27th Way, part of the BaseMar center area, well outside the boundaries of Martin Acres. Therefore we reject its use as a reference.

3. Baseline Zero’s shadows/solar shadows will deny solar access and cause dangerous icy spots. (Exhibit D)

a. At noon, on Dec. 22, at 40 degrees north latitude, a 55' building will throw a 105.65' long shadow due north. A 70' building (including roof appurtenances) will throw a 134.47' shadow. These shadows will completely shade the US 36 on-ramp north of the development. We wonder what will happen when cars trying to ascend the ramp start sliding backwards and sideways, with the potential for domino-type pile ups. In addition, the building will completely shade Baseline Road for much of the winter, making the sudden-stop pedestrian crossing there particularly difficult to negotiate in icy conditions. Last but not least, bicyclists and pedestrians using the Baseline Road sidewalks north of the development will face dangerous icy conditions.

b. At 10 a.m., on Dec. 22, at 40 degrees north latitude, a 55' building will throw a 151.11' shadow to the west-northwest. A 70' building (including roof appurtenances) will throw a 192.32' shadow. This is more than long enough to shade Beau Jo’s Pizza for the entire first half of the day. Beau Jo’s has solar panels on its roof, and a right to solar access issue may exist.

4. The glare will create a visual hazard.

We are concerned that the predominantly glass facades of these buildings, and overall shininess, will produce significant glare. This glare will be a safety hazard and an annoyance for regional and residential drivers.

5. The increased height elevates the risk of bird strikes.

Skunk Creek is a vibrant riparian zone. Martin Acres residents walking in the early morning hours note a rich diversity of fauna, particularly avian. Bird migrations regularly pass through the area. A 55’ tall structure

(actually 70' with the roof appurtenances), largely consisting of glass, will produce significantly more bird strikes and fatalities than a more modest structure. In fact, this migration pattern was recently cited as a reason for not providing noise mitigation on US Route 36.

EXHIBIT A

ACTUAL SCALE DRAWINGS OF BASELINE ZERO (AS PROPOSED) AND SURROUNDING STRUCTURES

Building height and width scale: 1 inch = 40 feet

Looking end-on at all subject buildings, from the east

Lateral scale btw. buildings is compressed to fit page.

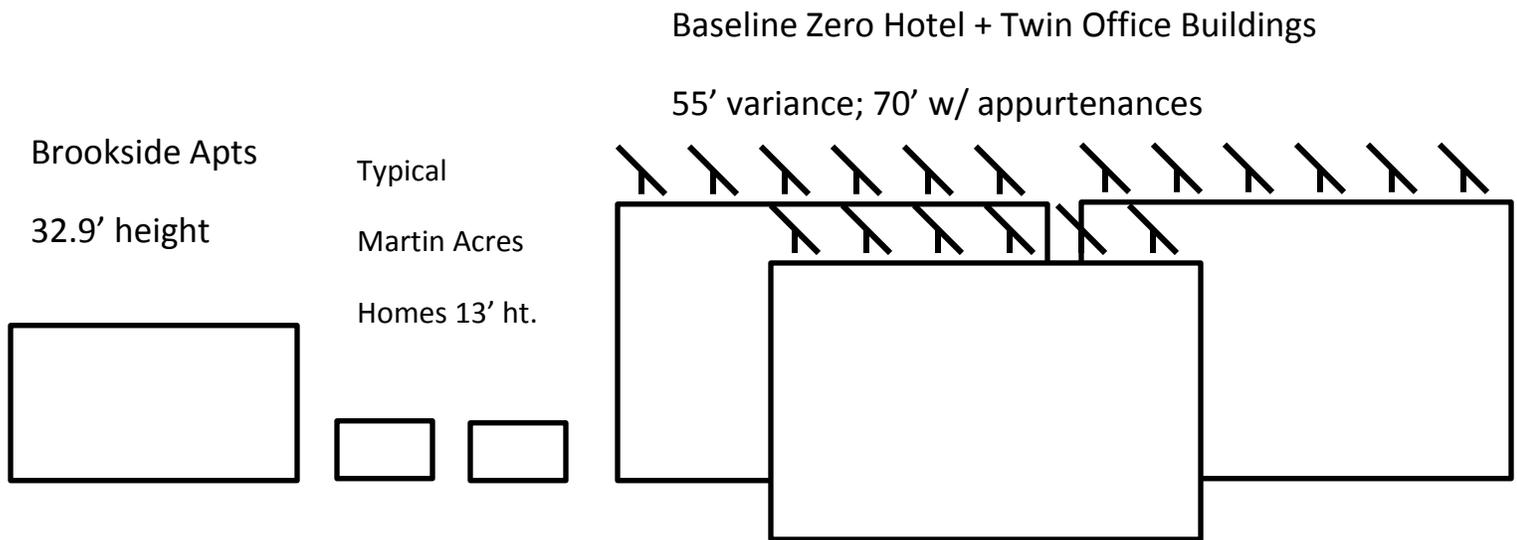


EXHIBIT B

CREST SURVEYING
1211 Lincoln St.
Longmont, CO 80501
303-776-1178

AS-BUILT BUILDING HEIGHT SURVEY

To: Mike Marsh

12/26/13

I hereby certify that on December 26, 2013, I measured the height of Building B of the Brookside Apartments located at 2726 Moorhead Avenue, Boulder, CO 80305. I surveyed the height of the Highest Westerly ridgeline at the West end of Building B. This is the building that is the Northwestern most of the buildings comprising the Brookside Apartments. This is the Building closest to the intersection of Moorhead Avenue and 27th Way.

The measured height of Building B, from the First Floor to the ridgeline peak described above is 32.9 feet.



Robert P. Hamilton
PLS#18982



EXHIBIT C – BROOKSIDE APTS HEIGHT



Street level

Human subject here in red shirt next to Skunk Creek

Street level view from Moorhead. Note human subject here, same position, 98% hidden



Moorhead Ave. street level is here (camera was looking up, so angle is deceiving).

Looking up from Skunk Cree bike path at Brookside Apts. 95% of snow covered ground is below street level. Pictured: Bldg. B, 32.9' in height

Looking north toward Moorhead. Human subject here, same location, well below street level. This 10' to 12' of elevation loss "below street level" at Brookside should not count as its "height" compared to Baseline Zero. B Zero will be 100% above street level.



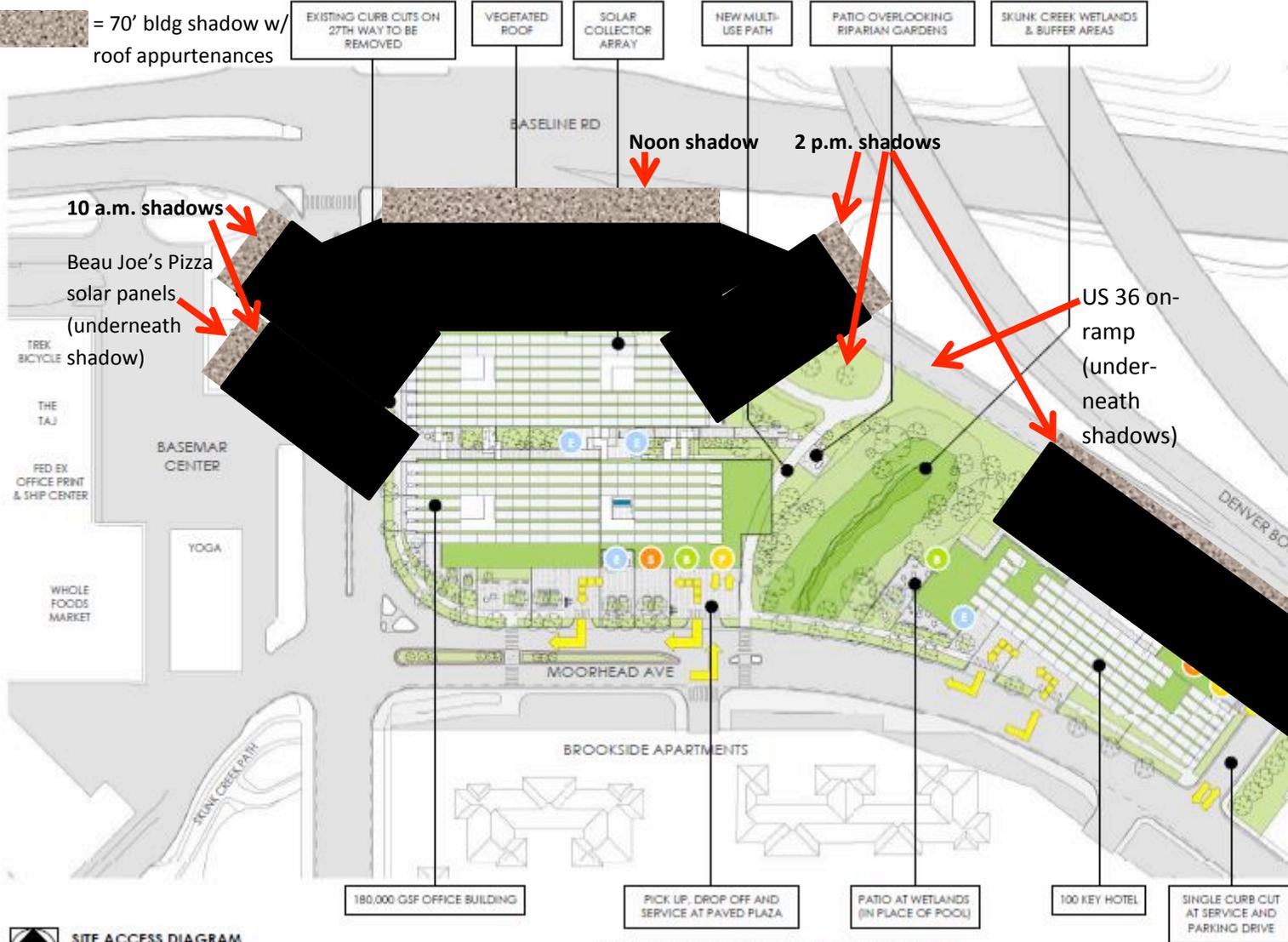
12 feet of descending grade, all below Moorhead street level (subterranean)



SOLAR SHADOW ANALYSIS

EXHIBIT D – Dec. 22

 = 55' bldg. shadow
 = 70' bldg shadow w/
 roof appurtenances



 **SITE ACCESS DIAGRAM**
 1" = 80'-0"

SITE | AFTER, ACCESS AND USE | page 18 of 58

Baseline Zero Zoning and Use Issues

Baseline Zero does not meet the spirit of BC-2 Zoning.

When evaluating the Baseline Zero concept, we ask City development staff and Planning Board to remember the City Code definition of BC-2 zoning under 9.5.2 (c) Zoning Districts Purposes, (2) Mixed Use Districts (D) Mixed Use – 4: “Mixed use residential areas generally intended for residential uses with neighborhood-serving retail....”

We ask that City staff and Planning Board hold Baseline Zero to the above litmus test. As with all Boulder ordinances, there is good sense underlying this one. Neighborhood-serving retail allows people to meet their needs locally by walking, without having to leave their neighborhood. The concept co-locates services and the populations needing those services. As a result, neighborhood residents drive less. In the case of Martin Acres, this would have the effect of reducing traffic congestion on the already two already strained north-south routes of Broadway and 28th St. Additional benefits include less pollution, less carbon emissions, and less gas consumption. Moreover, neighborhood retail contributes to a sense of neighborhood and a sense of place, goals that are often cited by the City.

Below is an Analysis of Existing Boulder BC-2 Zoning. (Exhibit A)

There are six other BC 2 zones in Boulder. BaseMar, Table Mesa, Meadows, 55th/Arapahoe, 28th Street, and the area around Ideal Market at Alpine and Broadway.

None of these BC-2 zones has hotels, and there are very few office complexes. By far, the predominant feature of all BC-2 zones in Boulder is neighborhood-serving retail. Yet here, the Baseline Zero developer seeks to take away all of our neighborhood-serving retail and replace it with nothing of actual value to the neighborhood.

Within the six other BC-2 zones in Boulder, an analysis of all square footage therein reveals:

- *68% of Boulder’s BC-2 zoned space is retail.
- *11% is restaurant
- *10% is office
- *6% is auto center (defined as gas stations, auto repair, oil change, tire stores)
- *3% is underground parking
- *2% is warehouse
- *No hotels whatsoever

In fact, we would wholeheartedly endorse development at the Baseline Zero site that mirrors this pattern seen everywhere else in Boulder. What we reject is the proposed project’s departure from all existing BC-2 development. Such a departure can only be described as radical, when 66.67% of the space would be office and 33.33% would be a first-ever siting of a hotel in BC-2 zoning.

There is plenty of empty hotel space in Boulder (current and approved.)

Occupancy rates for hotels in Boulder averaged 77.6% in 2013. See Exhibit B. This rate would not suggest a glaring need for more hotel rooms in Boulder.

The developer may argue that the people of Boulder need more hotel rooms. He may point to the facts that after 60 years, the 110 room Best Western Golden Buff just closed its doors, the 165 room Boulder Outlook is currently being sold to American Campus Communities for redevelopment into student housing, and the 71 room America's Best Value is also slated to be redeveloped.

Boulderites will soon have an overabundance of choices on where to lodge their visiting friends and family, with or without this proposed hotel. The 99 room Hampton Inn just opened in the summer of 2013, the Planning Board has approved two new hotels on the Golden Buff site (177 rooms and 184 rooms respectively), and a 150 room Hyatt is currently under construction at 30th and Pearl. In addition to these 600 hotel rooms moving forward as we speak, two other projects are currently under consideration: The Village Hotel on the site of the old Bennigan's, and another concept review on the site of Sutherlands Lumber. And none of these hotels coming on line will exist in residential neighborhoods.

Developer's neglect of the property led to blight.

The Baseline Zero developer has owned this property for more than five years and in that time, has allowed the property to become blighted. We regret this, not only because it has adversely affected the neighborhood, but also because we believe this neglect could increase support for building this project. Instead of a neutral "blank slate" alternative landscape, a blighted eyesore could be used to sway public and official opinion.

Baseline Zero, as currently proposed, represents no benefit for the neighborhood. It brings hundreds of strangers into our neighborhood to "park us in," inundate our streets, and deny us neighborhood services, thus forcing us into our cars to meet more of our needs. Ironically, we will scarcely be able to execute this forced daily exodus because the traffic congestion created by Baseline Zero, will nearly trap us here. It is difficult to imagine a more dramatic example of a neighborhood getting the raw end of a deal. This is truly a questionable case of "community benefit at the expense of the neighborhood."

We also think that Baseline Zero, as currently proposed, is in direct violation of numerous sections of the 2010 Boulder Valley Comprehensive Plan:

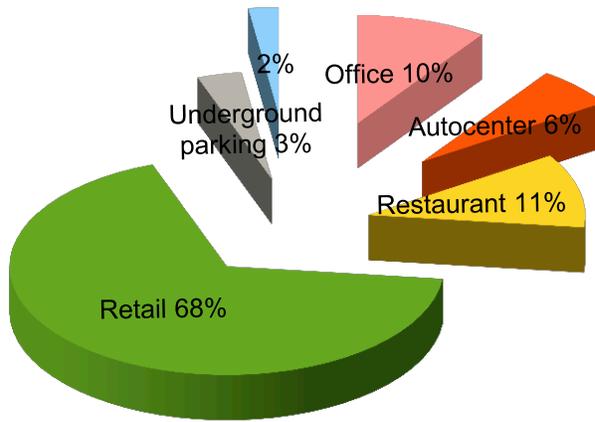
2.13 Protection of Residential Neighborhoods Adjacent to Non-residential Zones The city and county will take appropriate actions to ensure that the character and livability of established residential neighborhoods will not be undermined by spill-over impacts from adjacent regional or community business zones or by incremental expansion of business activities into residential areas. The city and county will protect residential neighborhoods from intrusion of non-residential uses by protecting edges and regulating the impacts of these uses on neighborhoods.

2.21 Commitment to a Walkable and Accessible City The city and county will promote the development of a walkable and accessible city by designing neighborhoods and business areas to provide easy and safe access by foot to places such as neighborhood centers, community facilities, transit stops or centers, and shared public spaces and amenities. The city will consider additional neighborhood-serving commercial areas where appropriate and supported by the neighbors they would serve.

2.32 Physical Design for People The city and county will take all reasonable steps to ensure that public and private development and redevelopment be designed in a manner that is sensitive to social, health and psychological needs. Broadly defined, this will include factors such as accessibility to those with limited mobility; provision of coordinated facilities for pedestrians, bicyclists and bus-riders; provision of functional landscaping and open space; and the appropriate scale and massing of buildings related to neighborhood context.

EXHIBIT A

Summation of all of Boulder's BC-2 Zoning,
calculated in square footage



Area	Business Name	Address	Zoning	Type	Square footage
TM & Broadway	#1	693 S Broadway	BC-2	Retail	124387
TM & Broadway	Orvis Boulder Cycle	693 S Broadway	BC-2	Retail	6290
TM & Broadway	#3	693 S Broadway	BC-2	Retail	14458
TM & Broadway	#4	693 S Broadway	BC-2	Retail	10356
TM & Broadway	Chase		BC-2	Office	10273
TM & Broadway	Good Year		BC-2	Autocenter	3780
TM & Broadway	Southern Sun Saver / Dollar Tree	695 S Broadway	BC-2	Restaurant	5276
TM & Broadway	King Soopers	3600 Table Mesa Dr	BC-2	Restaurant	58284
TM & Broadway	Convenience Store	601 S Broadway	BC-2	Retail	1517
TM & Broadway	Animal Clinic	601 S Broadway	BC-2	Office	1645
TM & Broadway	Quiznos	601 S Broadway	BC-2	Restaurant	1878
TM & Broadway	Medical Office	3400 Table Mesa Dr	BC-2	Office	3036
Baseline & Broadway	Whole Foods / Good Will		BC-2	Retail	15718
Baseline & Broadway	Beaujos		BC-2	Restaurant	3399

Baseline & Broadway	Starbucks / Einsteins		BC-2	Restaurant	3499
Arapahoe & 55 th Street		5290 Arapahoe	BC-2	Retail	14000
28 th Street b/w Pearl & Valmont	Crossroads Commons		BC-2	Retail	9292
28 th Street b/w Pearl & Valmont		2775 Pearl	BC-2	Office	2542
28 th Street b/w Pearl & Valmont		2775 Pearl	BC-2	Office	1140
28 th Street b/w Pearl & Valmont		2775 Pearl	BC-2	Retail	16791
28 th Street b/w Pearl & Valmont		2775 Pearl	BC-2	Retail	8968
28 th Street b/w Pearl & Valmont		2685 Pearl	BC-2	Restaurant	9292
28 th Street b/w Pearl & Valmont		2050 26 th	BC-2	Restaurant	772
28 th Street b/w Pearl & Valmont		2605 Pearl	BC-2	Retail	5892
28 th Street b/w Pearl & Valmont		2539 Pearl	BC-2	Retail	1089
28 th Street b/w Pearl & Valmont		2537 Pearl	BC-2	Retail	1512
28 th Street b/w Pearl & Valmont		2535 Pearl	BC-2	Warehouse	2400
28 th Street b/w Pearl & Valmont		2504 Spruce	BC-2	Retail	3000
28 th Street b/w Pearl & Valmont		2506 Spruce	BC-2	Retail	3000
28 th Street b/w Pearl & Valmont		2536 Spruce	BC-2	Autocenter	7912
28 th Street b/w Pearl & Valmont		2546 Spruce	BC-2	Retail	2905
28 th Street b/w Pearl & Valmont		Whole Foods	BC-2	Retail	66060
28 th Street b/w Pearl & Valmont		Whole Foods	BC-2	Underground parking	25614
28 th Street b/w Pearl & Valmont		Whole Foods	BC-2	Retail	8474
28 th Street b/w Pearl & Valmont		Whole Foods	BC-2	Retail	11494

28 th Street b/w Pearl & Valmont	Whole Foods	BC-2	Retail	25614
28 th Street b/w Pearl & Valmont	Whole Foods	BC-2	Retail	25614
28 th Street b/w Pearl & Valmont	2355 30 th	BC-2	Retail	8460
28 th Street b/w Pearl & Valmont	2575 Pearl	BC-2	Office	27954
28 th Street b/w Pearl & Valmont	2121 28 th	BC-2	Retail	7293
28 th Street b/w Pearl & Valmont	2709 Spruce	BC-2	Autocenter	5014
28 th Street b/w Pearl & Valmont	2707 Spruce	BC-2	Retail	2613
28 th Street b/w Pearl & Valmont	2705 Spruce	BC-2	Warehouse	744
28 th Street b/w Pearl & Valmont	2718 Pine	BC-2	Autocenter	5675
28 th Street b/w Pearl & Valmont	2726 Pine	BC-2	Retail	1756
28 th Street b/w Pearl & Valmont	2734 Pine	BC-2	Retail	1128
28 th Street b/w Pearl & Valmont	2738 Pine	BC-2	Office	1134
28 th Street b/w Pearl & Valmont	2163 28 th	BC-2	Autocenter	1769
28 th Street b/w Pearl & Valmont	2285 28 th	BC-2	Autocenter	21599
28 th Street b/w Pearl & Valmont	2705 Pine	BC-2	Office	1230
28 th Street b/w Pearl & Valmont	2709 Pine	BC-2	Office	912
28 th Street b/w Pearl & Valmont	2727 Pine	BC-2	Office	567
28 th Street b/w Pearl & Valmont	2405 28 th	BC-2	Autocenter	1204
28 th Street b/w Pearl & Valmont	2743 Mapleton	BC-2	Office	1200
28 th Street b/w Pearl & Valmont	2741 Mapleton	BC-2	Office	2434
28 th Street b/w Pearl &	2737 Mapleton	BC-2	Office	7426

Valmont

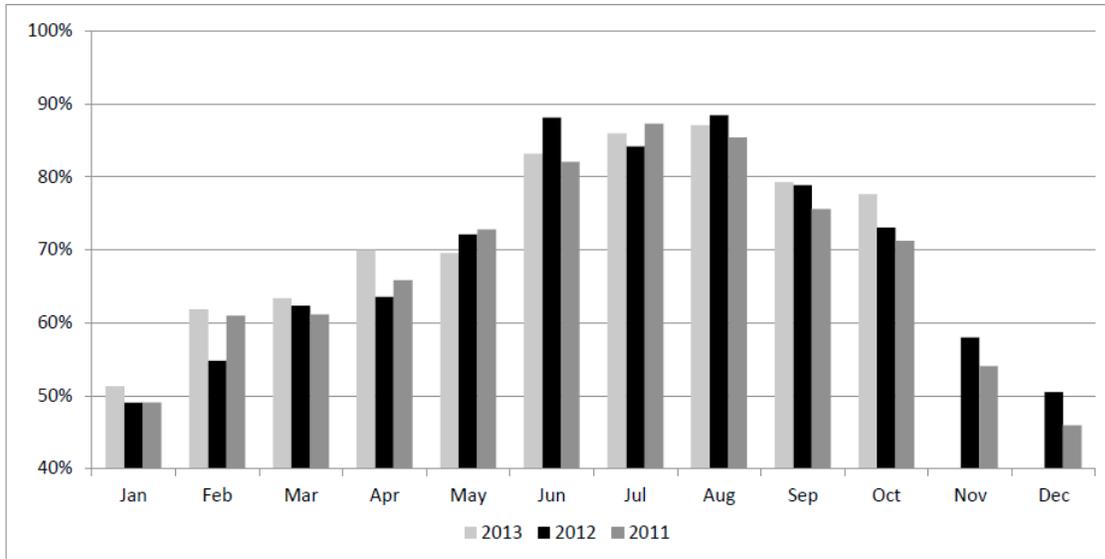
28 th Street b/w Pearl & Valmont	2525 28 th	BC-2	Retail	38671
28 th Street b/w Pearl & Valmont	2625 28 th	BC-2	Office	5287
28 th Street b/w Pearl & Valmont	2655 28 th	BC-2	Restaurant	3120
28 th Street b/w Pearl & Valmont	2690 28 th	BC-2	Retail	17291
28 th Street b/w Pearl & Valmont	2560 28 th	BC-2	Office	3480
28 th Street b/w Pearl & Valmont	286 Bluff	BC-2	Warehouse	14308
28 th Street b/w Pearl & Valmont	2700 28 th	BC-2	Retail	13914
28 th Street b/w Pearl & Valmont	2840 28 th	BC-2	Retail	3200
28 th Street b/w Pearl & Valmont	2995 28 th	BC-2	Retail	2156
28 th Street b/w Pearl & Valmont	2790 Valmont	BC-2	Office	3083
28 th Street b/w Pearl & Valmont	2870 28 th	BC-2	Retail	14737
28 th Street b/w Pearl & Valmont	2800 Valmont	BC-2	Office	1870
				774102

Office	10273	Autocenter	3780	Restaurant	5276	Retail	124387
Office	1645	Autocenter	7912	Restaurant	58284	Retail	6290
Office	3036	Autocenter	5014	Restaurant	1878	Retail	14458
Office	2542	Autocenter	5675	Restaurant	3399	Retail	10356
Office	1140	Autocenter	1769	Restaurant	3499	Retail	35700
Office	27954	Autocenter	21599	Restaurant	9292	Retail	1517
Office	1134	Autocenter	1204	Restaurant	772	Retail	15718
Office	1230			Restaurant	3120	Retail	14000
Office	912					Retail	9292
Office	567					Retail	16791
Office	1200					Retail	8968
Office	2434					Retail	5892
Office	7426					Retail	1089
Office	5287					Retail	1512
Office	3480					Retail	3000
Office	3083					Retail	3000
Office	1870					Retail	2905
						Retail	66060

Office	75213
Autocenter	46953
Restaurant	85520
Retail	523350
Underground parking	25614
Warehouse	17452

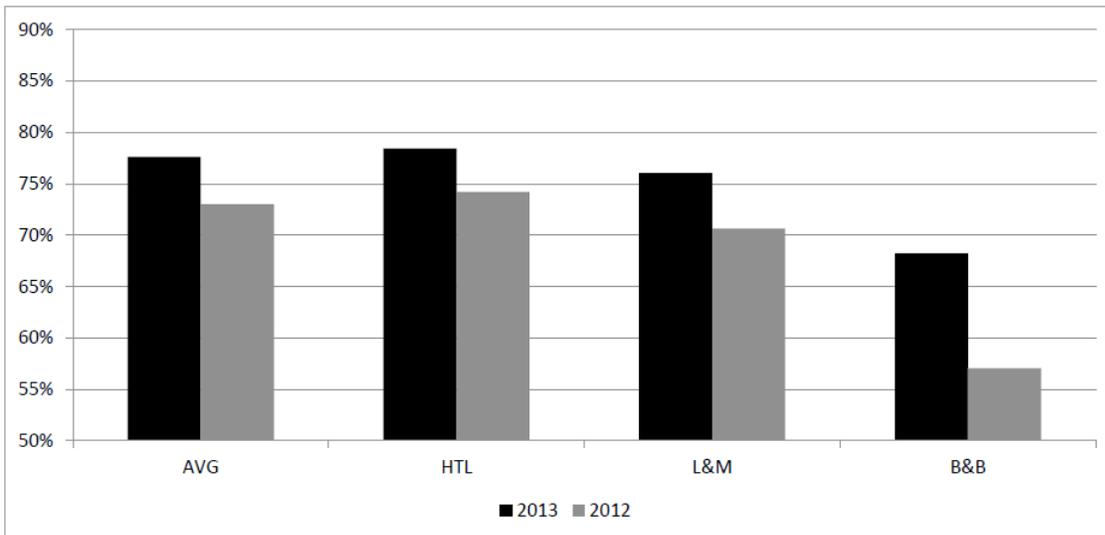
Retail	8474
Retail	11494
Retail	25614
Retail	25614
Retail	8460
Retail	7293
Retail	2613
Retail	1756
Retail	1128
Retail	38671
Retail	17291
Retail	13914
Retail	3200
Retail	2156
Retail	14737

**EXHIBIT B
Boulder Hotel and Motel Association
Lodging Report - October 2013
Occupancy/Percentage**



October	Available*	Occupied	OCC%	ADR**	YTD OCC% ¹	YTD ADR ¹
2013	64,321	49,930	77.6%	\$135.89	73.1%	\$130.50
2012	61,349	44,805	73.0%	\$122.86	71.5%	\$126.36
2011	61,380	43,732	71.2%	\$127.10	71.2%	\$122.16

¹The YTD occupancy and average daily rate (ADR) previously reported in the BHMA report was a simple average that added up the monthly results and then divided by the number of months. We are now calculating a weighted YTD occupancy and ADR average, using the reported rooms available, rooms occupied and rooms revenue, which provides a more accurate calculation. The YTD occupancy includes all hotels, while the YTD ADR is computed from the 18 properties consistently reporting revenues to the RMLR



October	Average	Hotel	Lod & Mot	Bed & Brk
2013	77.6%	78.5% (9)	76.1% (10)	68.3% (2)
2012	73.0%	74.2% (9)	70.6% (9)	57.0% (2)

Figures in parenthesis () are the number of properties reporting in that category. The 25 member properties of the Boulder Hotel and Motel Association represent 2172 rooms available per night; 792,780 rooms available per year. *Available rooms for only those properties participating in the occupancy report. **ADR computed from 18 properties consistently reporting to RMLR.

**Boulder Hotel and Motel Association, P.O. Box 2249, Boulder, CO 80306 (303) 297-8335
Compiled by Rocky Mountain Lodging Report - (303) 840-1666**

Baseline Zero Development - Hydrology and Flood Risk White Paper

The Baseline Zero development appears to have serious risk of flooding. Skunk Creek flows through the center of the property and is classified on City flood maps as being in the High Hazard Zone. The remainder of the property is within the 100-year flood plain of Skunk Creek, with a sizable portion east of Skunk Creek, where the extended-stay hotel is proposed, being located within the flood Conveyance Zone.

Each of these flood zones (high hazard, conveyance, 100-year flood plain) have restrictions and limitations on development as specified in Chapter 9-3 of the City codes. Within the 100-year flood plain all residential property, which we contend will include the extended-stay hotel, need to be elevated at least two feet above 100 year flood protection elevation (FPE), the computed elevation of the water level during the design 1 percent annual probability flood event. Using the preliminary flood mapping figures shown in the Developer's November 4, 2013 Concept Plan Review, it appears that fill dirt will need to be added to much of the land representing the footprint of the extended-stay hotel. Adding fill to this portion of the development will satisfy the City's FPE requirement but, in the event of a 100-year flood, this now higher elevation 70,000 square foot region will divert the flood waters to adjacent properties to the east, add flows to Skunk Creek, and cause ponding upstream that could impact the Brookside Apartments to the south. We question whether the 'Proposed Conditions' flood map shown on page 21 of the Concept Plan accounts for increase in elevation beneath the proposed hotel. Should this change in elevation be included in the flood modeling for the Proposed Conditions flood, we question whether the impacts will be as minimal as shown and whether there will be no rise in the FPE within the flood conveyance zone located beneath and adjacent to the extended-stay hotel, as required by the City codes.

We understand the City's development requirements allow for parking garages to be placed within the 100-year flood plain in locations where the depth of flooding will be greater than 18 inches, provided that the parking can be flood-proofed. The Concept Plan includes 2-story below grade parking structures beneath both buildings. We question whether the City contemplated parking structures that could be completely submerged during a 100-year flood. We will be looking with interest to see how these subgrade structures can be flood-proofed to the satisfaction of the City, without creating a local dewatering condition that could impact vested water rights, would result in continual and non-beneficial discharges of shallow groundwater to downstream neighborhoods, and require considerable electricity to run dewatering pumps with its attendant impacts on the City's carbon footprint.

We understand that the maps shown in the Concept Plan are preliminary and are being updated. The existing Flood Rate Insurance Maps do not include key changes that have been made in the area including elimination of an open channel located south of the adjacent Route 36 lanes and improvements to bike path underpasses. While we appreciate the developer's efforts to provide the most recent results possible, our experience with the City of Boulder's South Boulder Creek Flood Mapping project indicates that these preliminary maps are likely to change by the time the Site Review stage of this application occurs. We expect that the technical hydrology reports that describe the flood modeling and flood mapping will be made fully available for review as part of the Site Review submittal. Given the growing prospect of climate change, perhaps as manifested by the unprecedented rainfall event of September 2013, we expect the City and the Developer to give full consideration to more extreme climate events in their planning, design and evaluation of this development.

We also have concerns about the groundwater beneath and adjacent to the proposed development. The depth of ground water is likely very shallow beneath the proposed development due to the presence of Skunk Creek. Shallow groundwater would exacerbate flood impacts since there is little buffering capacity in the overlying soils to absorb flood waters. We ask that this be factored into any flood mapping evaluations. In addition, construction of the underground parking structures and associated building foundations will block the flow of groundwater. This blockage will create a damming effect, forcing groundwater levels to increase on the upgradient (south) side of each building and along their east and west sides. These increases in groundwater levels could result in basement flooding problems in adjacent properties, will increase the flow into Skunk Creek, and could affect the stability of the soils that make up the road base of nearby Route 36. None of these groundwater issues were discussed in the Concept Plan but we expect to see detailed analyses of them in the Site Review documents.

We understand that this site has a history of contamination of both the shallow soil and groundwater. While we applaud the efforts of the developer to remediate those historic impacts, we expect that should this development go into the construction phase that additional contamination will be found. The development plan must include a monitoring plan for additional sampling of subsurface soil and groundwater, and ongoing monitoring of both shallow groundwater and surface water in Skunk Creek, to ensure that the development does not result in any additional releases of contamination nor allow existing contaminants to spread.

Finally, we find the infiltration numbers provided on page 20 of the Concept Plan to be appealing but implausible. Reducing the impervious area by about half, as suggested, cannot increase infiltration by a factor of 5. While excess runoff at the current set of properties may indeed send the water problems downstream, we assert that the development with its below grade parking structures will create a new set of problems to adjacent and downstream neighbors that have not been designed for or mitigated against by these existing owners. For example, should infiltration increase dramatically, one could expect a rise in groundwater levels with increased risk of flooding of nearby basements and an increase in flow in Skunk Creek, which could increase flood risk, lead to greater erosion of the stream bed and the production of excess sediment. While we cannot predict the exact hydrologic impacts of the proposed development based on the information provided in the Concept Plan, we do anticipate there could be many and request that there be an escrow or bond of sufficient size provided by the developer to the City to mitigate those impacts so that existing home and business owners do not bear the cost of water-related damage created by this development.

Baseline Zero Parking Issues

The developer must off-set the loss of existing on-street parking.

There are 14 parking spaces along Moorhead and Moorhead Frontage Road that have a 90%+ occupancy rate when CU is in session, used by Brookside Apartments' residents and CU commuters (see figure below). These spaces must be included in planning for the site. If on-street parking is not possible given new traffic conditions, those spaces must be provided off-street within the development.

Parking by Brookside residents, CU commuters and neighborhood residents already heavily occupies the adjacent streets. Adding to the current burdensome parking shortage is not acceptable. While it might solve some of these issues, a neighborhood parking permit program is controversial and might unfairly burden residents. A parking permit program is not a one-size-fits-all solution. Based on conversations with residents using these programs, permits can create difficulties, from dealing with out-of-town guests or larger family gatherings, to how and where to locate signage.



The request for reduced parking must be denied.

The developer’s requested modification for a 48% parking reduction would provide for only 375 parking spaces where 720 are required. Any parking reduction should not be granted. As designed, the complex would generate significantly more parking demand than supplied, and the overflow would have a tremendous negative impact on the adjacent neighborhood. Granting the reduction would provide the developer with an opportunity to privatize profits while pushing costs and impacts onto the local community. This is not an acceptable plan.

Parking requirements for the proposed development assume that a height modification is also granted. This is not a reasonable request, and should not be granted. As shown in the table below, the development without a height modification and keeping all of the parking shown on the plans would not require a parking reduction. This is a possible solution to the parking problem.

	Parking Requirements			Shown on Plan	% Reduction Requested
	Office ¹	Hotel ²	Total		
4 story (assumes height modification is granted)	600	120	720	375	48
2 story (no height modification required)	300	70	370	375	No Parking Reduction Required

¹ Per zoning table 9-3: Minimum number of off-street parking spaces per square foot of floor area for nonresidential uses and their accessory uses is 1 space per 300 square feet of floor area. 180,000 SF/300=600 required; 90,000/300=300 required.

² Per zoning table 9-4: Motels, hotels, and bed and breakfasts require 1 space per guest room or unit, plus required spaces for nonresidential uses at 1 space per 300 square feet of floor area. 100 rooms +3000 SF=120 required; 50 rooms +3000 SF=70 required.

Shared parking and “encouraging alternative means of access” are insufficient for requested parking reduction.

The unfortunate result of installing a development with a regional, rather than local, focus is that people will be arriving at the site from the entire Front Range and beyond. While Boulder has made significant strides in advancing alternative means of travel, the surrounding communities are still in preliminary stages of development in this regard and residents may not be able to engage “alternative means of access.” It is unreasonable to think that alternative transportation will succeed by merely making it difficult to park on this particular site. The most likely scenario for a worker from a nearby city without good bus access is to drive to Martin Acres, park in our neighborhood, and then walk or bike the last leg of their commute. There are already many commuters who drive to Martin Acres then park, and ride the buses. There is simply insufficient parking capacity to handle these additional cars on the streets surrounding the proposed development.

Baseline Zero documents note that “Car trips to the site will be reduced by encouraging alternative means of access” and “Bike share and car share parking will be shared between the facilities.” Informal conversation at the developer-hosted open house revealed plans for sharing parking between the two facilities at syncopated peak parking times. The developer claimed this would decrease the actual parking required. There are two primary flaws in this thought process. The first is that while this may work some of the time, there will be times when both facilities are being heavily used simultaneously. Secondly, once these structures are built, and the developer has taken his profits and left, there will be no control of schedules and shared parking resources. While what has been suggested by the developer contains many admirable ideas, they do not constitute a sound policy basis for granting any parking reduction at all - let alone a massive 48% reduction.

Notes on Boulder City Code and the Boulder Valley Comprehensive Plan

*Boulder City Code Section 9-9-6 **Parking Standards (a) Rationale:** The intent of this section is to provide adequate off-street parking for all uses, **to prevent undue congestion and interference with the traffic carrying capacity of city streets**, and to minimize the visual and environmental impacts of excessive parking lot paving.*

- A 48% parking reduction would indeed add congestion and interfere with the traffic carrying capacity of city streets.

*Boulder City Code Section 9-9-6 **Parking Standards (f) (1) Parking Reduction:** The city manager may grant a parking reduction for commercial developments... exceeding twenty-five percent for those uses that are nonconforming only as to parking, if the manager finds that the*

requirements of subparagraph (f)(1)(B) of this section have been met...

- The parking reduction is beyond this 25% reduction tier.

*Boulder Valley Comprehensive Plan, Section 6.11 Transportation Facilities in Neighborhoods: The city and county will strive **to protect and improve the quality of life within neighborhoods** while developing a balanced transportation system. Improving access and safety within neighborhoods by controlling vehicle speeds or providing multi-modal connections will be given priority over vehicle mobility. The city and county will design and construct new transportation facilities to minimize noise levels. Neighborhood needs and goals will be balanced against the community benefit of a transportation improvement.*

- The quality of life within our neighborhood would be unreasonably compromised by a development of this size.

Additional Parking Issues

- Two stories of below-grade parking will act to displace and impede the flow of groundwater and Skunk Creek subsurface drainage. This will significantly alter and expand the 100-year floodplain into our neighborhood. Further floodplain modelling must include the subsurface components in the analysis. During the September flooding, a large portion of the proposed site functioned as a detention area. If this area had been displaced by structures in the floodplain they would have greatly exacerbated the flooding damage to the surrounding homes.
- Section drawings indicate 10' vertical between parking levels. Assuming a light structure of 2' at each level, the ADA required vertical clearance of 8.17' for vans will not be possible.
- This is going to be a difficult site on which to build and has the potential for massive disruption to the surrounding neighborhood's ability to access our homes during this process. With this in mind permitting should require all construction staging and contractor parking to be contained within the development footprint. The extended construction period of the development will cause significant disturbance to our neighborhood and this should be minimized to every extent possible.
- We look forward to seeing how the developer addresses the significant technical issues associated with constructing below-grade parking within the floodway without adversely affecting the efficiency, direction or flow of the floodway. It is vital that this development does not cause or lead to any increase in the base flood elevation of the surrounding area.

Baseline Zero Sustainability Issues

We believe strongly in sustainability and feel it should be part of every development. Baseline Zero carries with it numerous negative environmental and non-sustainable impacts. Further, we find these to be so great as to more than offset whatever alleged benefit the project may offer in these areas. We use the word alleged, because we challenge the majority of the developer's claims as to the "green" and sustainable nature of his project.

If this project goes forward, all retail at the location will disappear. Just one of the several retail outlets to disappear is Grease Monkey. Here is an analysis of the negative environmental impact from losing just this one retailer:

The loss of retail on Moorhead will increase vehicle miles.

For example, when Grease Monkey and Nick's Auto close, one of the next closest oil change location is Jiffy Lube at 1788 30th St, Boulder, CO. This facility is 1.69 miles one way, or 3.38 miles round trip further from not just Martin Acres, but all of south Boulder. An analysis of the impact on just Martin Acres is this:

There are 1500 homes in Martin Acres. For demonstration purposes, let's assume an average of 2 cars per home (many have more, with all the shared rentals here). That is 3000 cars just in Martin Acres. On average, cars need 4 oil changes per year. So that's 12,000 Martin Acres car trips for oil changes per year. Multiply this by the 3.38 additional miles traveled, and you get 40,560 additional vehicle miles traveled. And that is just Martin Acres. This does not even take into consideration the other 3 major South Boulder neighborhoods that also use some of our Moorhead Ave. services. They have an estimated additional 5,000 cars. Note: we realize that not every motorist would follow the above scenario, but we offer this so you may consider how Baseline Zero will create additional vehicle miles traveled for the neighborhood. The developer's concept plan mentioned none of this.

Ironically, we will all have to rely on our cars even more now. Baseline Zero would force us into our cars in search of services formally available right here in the neighborhood.

Add additional miles traveled for the loss of a neighborhood gas station. Ditto this for the loss of Baseline Liquor. Ditto for Wendy's.

We calculate that altogether, by eliminating current services, Baseline Zero could result in nearly a quarter million more vehicle miles traveled each year for South Boulderites. Ironically,

if the development was re-purposed, or even partially re-purposed to contain more neighborhood-serving retail, Baseline Zero could not only potentially *not* add any more vehicle miles traveled for the neighborhood, it could even result in a net *reduction* of hundreds of thousands vehicle miles traveled.

The fact is, South Boulder is dramatically under-served by certain kinds of retail. Just a few examples: Thousands of young south Boulder music students, elementary through college, lack a music store within any proximity. At the closest, a music student now must travel 5.54 miles round trip to Robb's Music. Another example: South Boulder also lacks an auto parts store. The closest one is NAPA Auto Parts, at 3550 Arapahoe, 4.5 miles round trip away. Nor are there any bookstores in South Boulder, and countless other examples.

There is a huge difference between retail located right within a neighborhood, within $\frac{1}{4}$ to $\frac{1}{2}$ mile, versus retail located $\frac{3}{4}$ to 1 mile away, across several busy main roads. Any number of studies about pedestrian behavior bear this out. Indeed, the European "transit oriented development model" stipulates that $\frac{1}{4}$ mile to $\frac{1}{2}$ mile is the maximum distance that people can be reasonably expected to walk to a transit hub. This is why we reject the developer's example of his under-patronized Baseline Crossing project. We don't go there because it's not in our neighborhood, and it's not easy to get to. There are two frighteningly busy intersections to cross, not to mention an underpass currently inhabited by aggressively pan-handling transients. None of these challenges would be present for retail developed at the northeast corner of 27th and Moorhead.

We challenge in the strongest possible terms, the developer's claim that retail would not be viable at this location, just as we challenge the notion that Baseline Zero is going to do nothing but good things for the environment. In fact, it will do little more than force Martin Acres residents into their cars to a greater degree, adding to vehicle miles traveled, traffic congestion, pollution, global warming, and consumption of scarce gas resources. This is NOT what is mandated in the Boulder Valley Comprehensive Plan. Co-location of services and human populations is what's called for at this location. Baseline Zero fails on all counts at this.

Is "green- washing" in play?

We are wary of "green-washing" tactics. The much vaunted "solar array at Coors Field," for example, produces 10 kilowatts of electricity. But of course, Coors Field uses many thousands of times that amount of electricity, rendering the contributions of their solar array to be statistically irrelevant as a percentage of energy the stadium consumes.

We find many of the developer's claims to be suspect. "Building will employ the use of carbon-absorbing wood in their construction." All of our homes are made out of wood. We would never claim that our homes are carbon-absorbing. And, even more outlandishly, the developer claims that "heavy timber is difficult to burn." We find this to be just one of many bizarre claims made by the developer, and we believe that the Boulder Fire Dept. would agree with us. What's particularly surprising is that this claim is set on page 48 of the developer's proposal, where he juxtaposes wood support columns to steel columns. (Our comment: steel columns can be made from recycled steel and are 100% fireproof.)

Onsite energy production plans are vague.

Baseline Zero vaunts that it "may produce" up to 25% of the energy it consumes. Yet the concept plan is vague on these points. It meanders through a series of vague references to "photovoltaic and/or solar thermal systems" and "CHP (Combined Heat and Power) and fuel cell systems are also being investigated." It is easy to say that things will be investigated or considered. Often, good intentions disappear under the actual reality of construction costs, cost over-runs, etc. Last, the developer refers to a goal "one day" of achieving net zero. Many businesses, of a smaller, more appropriate scale, and more sustainable nature, are achieving significant solar energy contributions now. Beau Jo's Pizza, just to the northwest of Baseline Zero, is an example of a more appropriately-scaled development. It has photovoltaic panels that produce a significant amount of its electricity. However, it is very likely that Baseline Zero's towering height will actually shade Beau Joe's solar array, thus taking away significant solar electricity in another location.

Baseline Zero's passive solar design is faulty.

While passive solar design is a laudable goal, it typically seeks to minimize glazing on the north side of a structure, and in the roof. Therefore we are surprised to see the developer's plan to maximize glazing in these facets of the building.

There is a faulty juxtaposition of buildings for passive solar. Of even greater concern is that the developer seems unaware that it's not best practice to locate two passive solar office buildings in a north-south relationship to each other. The reason is that, with only 30 feet separating them, south to north, the south office building will absolutely shade all but possibly the top floor of the north office building in winter, thereby robbing it of any passive solar gain. The traditional site plan for multiple passive solar buildings is to place them in east-west relationship to each other, thereby allowing each to have unfettered access to the sun. This

flaw in Baseline Zero's design is revealing: It illustrates that in fact, rather than opting for true sustainability, the developer gives greater weight to cramming more revenue-producing office space into an area than the area can actually accommodate in terms of solar access. We urge Planning Board to think carefully on this point.

Temperature extremes will exist on the north and south sides.

With the proposed amount of north glazing, we predict heat loss and discomfort in north-facing offices, causing significant energy consumption that is not accounted for in the developer's modeling.

There will be overheating from the roof and to the south. Even with reflective coatings, the amount of roof glazing proposed has a real potential to overheat the building. Further, the southern overhangs allotted to each south-facing floor do not appear anywhere near long enough to prevent summer overheating. There are prescribed formulas for optimized passive solar overhangs at 40 degrees north latitude. At least based on the developer's drawings, these shade overhangs do not appear to extend even half as far as they should in order to prevent summer overheating.

Summary.

We urge Planning Board and City Staff to look critically at the developer's sustainability claims, and consider the ways in which they are questionable. After having done that, carefully consider the project's aforementioned negative environmental impacts, which we believe more than offset any alleged gains.

CONCLUSION

There is a tremendous opportunity at Baseline Zero to do something great for the neighborhood – something that would allow Martin Acres to continue to be sustainable, and more self-sufficient as a neighborhood, where residents can easily walk to a spectacular neighborhood-serving hub of retail, precisely in the spirit of BC-2 zoning and the Boulder Valley Comprehensive Plan sections 2.21, and precisely in the manner in which BC-2 has been developed everywhere else in town. Martin Acres looks at the neighborhood sustainability efforts that have been effectively employed elsewhere in town. A terrific example of this is the complex at Ideal Market where residents are served by an array of north Broadway coffee shops, restaurants, pharmacies, and merchants, and rarely need to get in their cars for shopping or services. We support this notion of matching services with populations, and we need it here. We don't understand the apparent willingness to tear out all the neighborhood-serving retail within this wonderful triangle we call Martin Acres.

We urge you to deny the Baseline Zero project as currently planned because:

- The adjacent traffic intersections are already strained and cannot accommodate the additional volume this project, in its current form, would bring. Not only will the neighborhood suffer the impact of significant cut-through traffic, but also our main ingress and egress road, Moorhead Ave., is already seeing another large-scale development at its other end at Table Mesa, the future impacts of which are unclear.
- The project would break Boulder's time-honored three-story limit, which protects everything from appropriate scale, mass, and transitions to mountain vistas and solar access.
- It would be a radical departure from all other BC-2 zones in the city. Unlike the others, it includes not one single element of the actual spirit and intention of BC-2 zoning, "generally intended for residential uses with neighborhood-serving retail...."
- The developer seeks to build in the middle of a 100-year flood plain, and dig two levels of underground parking in an area with groundwater issues and groundwater contamination. A more modest and appropriately scaled project would be able to avoid the high hazard areas, but the project as planned puts the neighborhood at significant risk.
- The project proposes to provide only half of the parking spaces required by City code. This will severely impact Martin Acres streets near the development – a section of the neighborhood already beleaguered by commuters and other all day and longer visitors parking

here.

- The project as proposed would have a net-net negative environmental and sustainability impact by eliminating all goods and services available within the neighborhood, thereby forcing us into our cars to a greater degree than at any time in our neighborhood's history. This is hardly the direction called for in the Comprehensive Plan and the Climate Action Plan.

There is feeling here that Martin Acres is routinely taken for granted by 1) CU football fans, who inundate our streets because of the "free" parking, often parking across our driveways and making our houses inaccessible; 2) CU students, staff, and faculty, who drive from points distant and park and walk or bike to campus; 3) Brookside Apartments, which only provided one parking space per unit, though many units are shared by three people with cars; and 4) RTD commuters, who park their cars here for days to head to the airport, Denver, and other destinations. Martin Acres is already a neighborhood deep in frustration, well before Baseline Zero.

We are disappointed in Baseline Zero's total disregard for features benefiting our neighborhood, and we reject Baseline Zero as currently planned. Simply because a developer makes grandiose claims of sustainability (most of which we have disproved, because they are more than offset by sustainability losses for the neighborhood), it doesn't mean it's a good project. Martin Acres is Boulder's first, original subdivision and deserves, as much as any neighborhood, the wonderful benefits of a neighborhood-serving development. Baseline Zero is a big step backwards for our neighborhood.

We ask you to not approve this project as planned. If the City rubber stamps this development as proposed, the much maligned neighborhood of Martin Acres will, as a whole, view this as yet another example of Boulder's attitude towards us as the "armpit of Boulder" (Boulder Daily Camera, Guest Opinion, 11/3/13), but on a grand scale. The City will see formidable opposition to this project as it is currently planned.

We are highly interested in development at this site, in the manner that the City has approved in the other six BC-2 zones, and in the spirit of BC-2 Zoning, and the Boulder Valley Comprehensive Plan section 2.21, with a watchful eye to section 2.13. We see no reason why Martin Acres, alone, should be denied the benefits these other neighborhoods have enjoyed. We believe the project can and should be re-purposed in a neighborhood-benefiting way. If this can be done, you will have not only the support of our neighborhood, but our strong, highly engaged, economic support as well.

November 21, 2013

Chandler Van Schaack
P.O. Box 791, Boulder, CO 80306

RE: Baseline Zero Concept Plan, LUR2013-00058

Mr. Van Schaack,

Thank you for considering my comments on the Concept Review Plan for Baseline Zero. My comments are focused on the traffic impacts, specifically circulation and access. I work professionally for Boulder County Transportation as a Planner and Traffic Engineering specializing in vehicle trip reduction and multimodal infrastructure and operations. I realize this project is still early in its development but there are key issues that need to be addressed.

The traffic analysis for this project is currently inadequate. The most critical component of the traffic generation for this project is not actually the total traffic volumes but the streets and intersections that will be used to access the site. Today most of the traffic generated by the current development uses 27th Way. Of the four active properties – the gas station, Grease Monkey, Nicks' Auto and the Liquor Store – only 29% of the traffic uses Moorhead to access the businesses. Specially, the gas station and Grease Monkey generate 1,422 trips per day of the total 1,991 trips (using the ITE generation numbers). The proposed project will shift all trips to Moorhead and the unsignalized Moorhead/ 27th Way intersection creating a very different traffic operation dynamic than what is seen today. As such, it is not reasonable to simply subtract these existing trips from the proposed project's traffic impact. In addition, it is common traffic engineering practice to consider gas station trips as "pass by" trips. Most, if not all, gas station visits are made by drivers already on a trip to someplace else. In other words, gas stations are not considered to generate new trips. On the other hand, trips to office and hotel lands uses are considered "destination" trips that are in fact generated by that particular use. As such it is not reasonable to subtract the 1302 daily (81 AM Peak Hour) trips from the proposed project development's traffic impact.

A more accurate picture of the traffic impact would be to acquire current peak hour turning counts for the Moorhead/ 27th Way intersection. Over the same time frame, count peak hour trips into and out of Nick's Auto and the liquor store. (This can be done relatively easily due to the few ingress/egresses for these businesses. Tube counts are about \$100/day) Subtract the generation from these two business from the Moorhead/ 27th Way intersection turning counts. Then add the trip generation from proposed project for AM Peak Hour (296 trips) and PM Peak Hour (287 trips) and determine the degradation in LOS for the intersection.

The project proposal highlights the regional bike and pedestrian connectivity to the site. Should the project move forward there is tremendous opportunity to construct a grade-separated multi-use path underneath Moorhead, following the Skunk Creek corridor. This would leverage the recent investment in the 27th Way underpass by completing a fully-grade separated route from the Broadway multi-use path to 28th Street frontage road. The needed grade on the south side of Moorhead is already there and the major earthwork required for the proposed two levels of underground parking would seem to create an opportunity on the north side. Furthermore, the addition of a second box culvert for the multi-use path would greatly improve flood water dispersion under Moorhead. The additional benefit of expanded capacity was recently witnessed in the September flood just to the south at the Bear Creek underpasses at Martin and Moorhead.

Regarding regional transit access to the property, the City has spent the better part of the last decade planning and preparing for the Bus Rapid Transit enhancements that are part of the RTD FasTracks program. Upon completion of the transit/HOV lanes on US36 in 2015, new regional transit service will be added to the 28th Street Corridor, terminating at the Transit Village. If there ever were to be a regional transit stop along this corridor at Baseline, the redevelopment of this project would serve as an excellent opportunity to incorporate required elements of the stop. These elements include bus platforms, non-motorized access to the platform, and improved bike and pedestrian connections across US 36. It would seem fair that the developer could take credit for transportation emission reductions resulting from the land or financial contributions dedicated to development of this regional transit stop.

It's great to see such commitment to environmental sustainability in the proposed project. Unfortunately, transportation is completely absent from the energy analysis and energy commitment for the project. The energy required each day to move vehicles to and from the project (1,200 per day according to the traffic report) will be substantial. This should be included in the analysis for this project, especially one claiming to be a net zero project. In addition to the energy use, there is no mention of the greenhouse emissions that will be generated as a result of vehicle use. Given the City's commitment to reducing greenhouse gases and the fact that transportation makes up 27% of the City's greenhouse gas emissions, this project should commit to both measuring all transportation emissions and minimizing total output.

Finally, I think there is much work to be done still to be done to justify the 50% reduction in parking that is being proposed. While I support parking capacity reductions as a tool to reduce vehicle trips and encourage alternative transportation, substantial efforts must be made to reduce spillover parking into surrounding businesses and neighborhoods.

I look forward to working with you over the subsequent months and years during this project's development. Please don't hesitate to contact me at any time.

Sincerely,
Scott McCarey, PE, AICP
140 S. 32nd Street
Boulder, CO 80305
303-589-2982
scottmccarey@gmail.com

Ilene and Ron Flax
2836 Elm Avenue
Boulder, CO 80305

November 20, 2013

Chandler Van Schaack
PO Box 791
Boulder, CO 80306

Dear Mr. Van Schaack:

As neighbors of the Baseline Zero project, we are writing in response to the Concept Plan Submittal. We want to begin by stating our strong objection to the characterization of the site as “blighted” (as described in the proposal). While this site is clearly ripe for development, it exists on the edge of a thriving residential neighborhood and is located at an important nexus of community functions. Referring to this site as blighted is misleading, especially since several retail businesses closed in recent years because of these redevelopment plans. The plans raise a number of issues that need to be addressed:

1. Use

It is vital that the project does not wildly deviate from the current zoning regulations which call for “Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate.” Flexible office spaces that support the many home-based businesses could be an asset to our community. Small scale retail should be a piece of the plan. The sustainability goals of our city can only be met by making development choices that bring commerce to our community. The regional nature of the proposed uses does not support a sustainable city, or a pedestrian friendly walkable neighborhood.

2. Scale

The scale of the proposed buildings is too large and tall based on the context of the existing neighborhood. Buildings must be restricted to the allowed 35’ height rather than projecting an additional 20’, which would result in 55’ buildings. Despite statements to the contrary, buildings of this scale will have substantial negative visual, environmental, and experiential impacts. It unreasonable to request a height variance on this site.

3. Neighborhood Connections

The project must include robust multi-use pathways at the perimeter and through the site, connecting to Boulder’s existing bikeway network. At a minimum, the following connections are essential for this site:

- Bike and pedestrian access along the north side of the site, connecting Moorhead to the RT 36 on-ramp underpass and continuing west to the existing bike path (that leads to the intersection of Baseline and 27th Way).
- Grade separated crossing connecting the existing Skunk Creek Greenway trail under Moorhead with a greenway trail along Skunk Creek through the site, and connecting to the pathways on the north side of the site.
- Wide sidewalks/bikeway/bike lanes along Moorhead and 27th Way on the edge of the project area, reinforcing pedestrian connections to retail to the west.

4. Traffic

The project would draw regional traffic through our neighborhood creating significant vehicular traffic and parking issues. Among other issues with the traffic assessment, it does not take into account that vehicles currently access Boulder Gas via 27th Way directly, whereas all project traffic will be routed into the neighborhood along Moorhead. As designed, this project would require a signalized light at Moorhead and 27th Way.

The project includes no on-street parking and inadequate below-grade parking. This will exacerbate the existing congestion and parking issues created by insufficient parking at the Brookside condominiums. Many of those residents currently park on the street. Again, it is unreasonable to request a variance of the parking requirements. Should this project be approved, the project owner should bear all costs for soon to be necessary the Neighborhood Permit Parking Program.

Additional considerations include the mature existing honeylocusts, cottonwoods and willows that should be preserved, and the reconstruction of the CDOT right of way, which was not constructed per current CDOT standards as the slopes are too steep to be maintained.

We are generally supportive of redevelopment at this site, but are disappointed that the design disregards the context of this part of our community. Our neighborhood is a pedestrian friendly, human scale portion of the city. There are opportunities to develop this site that will promote economic prosperity for its owners while having an overall positive impact on our neighborhood and City. Our neighborhood and the City of Boulder deserve a more thoughtful plan that meets existing development regulations and fulfills the qualities identified by the 2010 Boulder Valley Comprehensive Plan. We look forward to where this conversation leads.

Sincerely yours,

Ilene and Ron Flax

January 7, 2014

Dear Mr. Van Schaack,

I am writing in regard to the proposed development at Moorhead and Broadway. I am strongly opposed to the development currently under consideration for the following reasons:

1. The size of the development is inappropriate for this quiet residential neighborhood.
2. The propose height of the buildings is totally out of synch with the neighborhood.
3. The increase in traffic will negatively impact the quality of life in Martin Acres.
4. The number of proposed parking spaces is totally inadequate.
5. There is absolutely no need for a hotel in this neighborhood. There are two to three hotels/motels within walking distance of this proposal.
6. There are no services that would benefit the neighborhood in the proposed development.
7. The removal of the Boulder Gas station is a reduction in neighborhood services.
8. The proposed bike path is dangerous.
9. The profits of these developers will not benefit the people living in Martin Acres.
10. Any expansionistic wish of CU should not be served by expansion into Martin Acres. (see #4)
11. Traffic will increase on side streets impacting the quality of life, including the safety of children who now feel safe on our neighborhood streets.

In the greater plan for the future of Boulder, there should be more consideration of the preservation of current neighborhood ambience and boundaries. I find it especially interesting that one of the last affordable middle class neighborhoods in this city was not adequately informed of this proposed development. The people in this neighborhood pay taxes and vote. Don't sell out the middle class, who are the backbone of this community.

Leah Conroe-Luzius
105 South 31st St.

Van Schaack, Chandler

From: plandvelop
Sent: Monday, January 06, 2014 9:12 AM
To: Van Schaack, Chandler
Subject: FW: proposed Martin Acres development

-----Original Message-----

From: David Thomson [<mailto:dthomson@originalcode.com>]
Sent: Saturday, January 04, 2014 3:32 PM
To: plandvelop
Subject: proposed Martin Acres development

Dear Sir or Madam,

I am writing out of concern over the proposed development in the northwest corner of Martin Acres, near 27th Way and Moorehead. As the development has been explained to me, it is clear that this proposal falls far outside of the intentions of the zoning for that area and will have a significant negative impact on the neighborhood. The proposed development, a hotel and office space, replaces half a dozen neighborhood businesses, including a service station, a gas station, a liquor store, and a fast food restaurant. All of those businesses contribute to the character and livability of the neighborhood.

Although I have no inherent objections to hotels or office space, they do not contribute to the neighborhood in the same manner as the businesses they are displacing. If they were to be added in addition to existing or new neighborhood businesses, they would add to the overall character of the neighborhood. But when they replace these businesses, the neighborhood is poorer for it.

The proposed development lies outside of both the intention and the letter of the zoning regulations for the area. In addition, the inappropriateness of the proposal is made all the more apparent by the numerous variances that the developer is requesting. They have requested an exception to the height limit, the setback limit, and the parking requirements. All of these variances will negatively impact the neighborhood, but the parking variance especially will have a negative impact on the houses and residents in the immediate vicinity. The negative impact of the proposal on the existing bike path is another issue that needs to be substantially improved before this project is approved.

Please enforce the zoning regulations and request that the developer adjust this plan to better fit the neighborhood.

Regards,

Dave Thomson
365 S. 45th Street
Boulder, CO 80305

Van Schaack, Chandler

From: Manalist [mailto:manalist-bounces@martinacres.org] on behalf of David Lorraine [David@BoulderDigs.com]
Sent: Thursday, December 12, 2013 3:06 PM
To: sara.symons@colorado.edu; 'Martin Acres Neighborhood Email List'
Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house
Attachments: ATT00001.c

I was there for an hour or so. At this point I would not say that I was reassured but also I would not say that I am fearful or disappointed from what I experienced at the meeting.

The biggest concern I have is that I'm not getting the feeling that the developer or the city realize how messy the traffic situation is on that corner.

Hopefully the traffic study is thorough, unrushed and unbiased. That's a very important piece to this puzzle. Especially since there is a brand new development on the other side of Moorhead (Hi Mar Senior Center), which had extreme variances due to the use, and we have not yet been able to see how that affects traffic on the other side of Moorhead since it is still under construction.

There are 150 houses on Moorhead which will be severely impacted both by cars travelling to and from these buildings and also by the busses being taken by the seniors at the High Mar to the Basemar shopping center, the guests at the Baseline Zero hotel travelling to the RTD park and ride on Table Mesa, and also the commuters to the Baseline offices from the RTD center and Hwy 36.

Then to top it off you have a ton more foot traffic walking from Baseline Zero to Whole Foods and also a ton of traffic during school hours travelling from Baseline to Moorhead to Martin Drive to get to Creekside Elementary School.

I'm just worried because many folks involved in this project don't seem to understand how messy that intersection really is and how easily the scale could tip and it would become a disaster.

I hope to be impressed with the traffic study.

David

From: Manalist [mailto:manalist-bounces@martinacres.org] **On Behalf Of** Sara Symons
Sent: Thursday, December 12, 2013 12:57 PM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house

Unfortunately, we were not able to attend the open house on Tuesday. Therefore, I appreciate all the feedback everyone has been sharing.

It seems like most of us came away from the meeting with a more negative view of the project than we had going into the meeting. Was there anyone who felt reassured by the information attained at the open house?

On Thu, Dec 12, 2013 at 7:28 AM, Jill Marce <jillm486@gmail.com> wrote:
Jeanette,

Thanks so much for sharing your real life experiences. I've not worked with developers and your insights are (and will be) great as this moves forward.

One of the gifts of the proposed development is seeing how many residents in Martin Acres are knowledgeable about land use, planning and development. I was very impressed with the questions that were asked along with the information that was shared by those attending Tuesday night.

Jill

On Thu, Dec 12, 2013 at 6:10 AM, <fielden@gmail.com> wrote:
It may or may not be a "done deal". Keep in mind the developer will always want to present the project as inevitable and written in stone :-)

The process of development is as much a poker and chess game as it is permits and construction.....

If a height variance is not granted the scope of the project changes considerably.

I absolutely agree that having a story to tell, connecting with people to make it human, and illustrating it helps immensely. In addition to the traffic time of day and parking issue photos, photos of the shadow cast from a 55 foot building to show that the east side condo's across Morehead will get little, if any, sun if the project gets built as proposed.

Morehead is the longest uninterrupted street in Boulder (no lights or stop signs) so adequate consideration of difficulty of entrance at 27th way and Morehead will drive easier access via Table Mesa and that long stretch. I would argue that the hotel is not on Baseline and it should not be assigned a Baseline address since all ingress will be from Morehead) to emphasize that this is locating in a residential area not a commercial strip. Calling it Baseline Zero is an attempt to associate the project with the busy commercial traffic of Baseline when it's not actually reachable that way.

During the compatible development(FAR) process I created 2 different slide shows - one for the planning board, another for city council, to show the un-intentional effects of the original proposal on houses in South Boulder. I absolutely believe based on the reaction of those present it raised issues that hadn't been considered. While I can't claim sole credit I like to think those helped get a couple of key points in FAR altered.

I did something similar with the adoption of the Internation Property Mgmt Code (IPMC). It would have made almost all 50's, 60's, 70's houses in South Boulder with finished basements immediately out of code with a hard requirement for 6'10" finished ceiling heights - the height of most of them unfinished. The working assumption was that when built the basements were never intended to be "habitable". Pictures of basement fireplaces and original era bathrooms helped them understand otherwise.

-jeanette

----- Original Message -----

From: Jill Marce <jillm486@gmail.com>

To: Martin Acres Neighborhood Email List <manalist@martinacres.org>

Date: Wed, 11 Dec 2013 22:16:16 -0700

Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house

> Kimman,

>

> Thanks for the compliment. (My last name's Marce.)

>

> Personally, I'm still sorting through what I saw and heard. What was said
> by Bruce leads me to believe that putting a hotel and office building on
> the site is a "done deal." How they're structured may be more open to
> negotiation.

> --

> Jill L. Marce

> Business Development

> Women's Vision Foundation

> [303-494-3863](tel:303-494-3863)

>

>

> _____
> Manalist mailing list

> Manalist@martinacres.org

> http://martinacres.org/mailman/listinfo/manalist_martinacres.org

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Jill L. Marce

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Manalist mailing list

Manalist@martinacres.org

http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of L. Frear [lfrear@ieee.org]
Sent: Thursday, December 12, 2013 11:21 AM
To: manalist@martinacres.org
Subject: [Manalist] My \$0.02 on Baseline Zero open house (looks like Baseline Negative to me)

Disclaimer--I went into the open house thinking that maybe we are a bunch of NIMBYs and that I needed to understand this better.

I walked out thinking thinking that we are so screwed. (It was actually another verb...)

Here is a summary of my questions and their answers (paraphrased):

Q: What makes this a good neighbor? How would I get my neighbors excited about this?

A: The property has been cleaned up. Maybe people will rent office space?

Comment: They were required to clean up the property and have a wetland area; they really can't take credit for that.

Q: Traffic is going to be difficult--how is that addressed?

A: A: We're GREEN! There is bike parking, and it's near to a bus.

No traffic light is possible at 27th and Moorehead.

Comments:

Note that ALL new traffic will be on Moorehead. That means deliveries and loading dock activity will face the condo complex.

Q: Parking is already an issue, how does this not add to the problem?

A: We're GREEN! There is bike parking, and it's near to a bus. People should get away from using cars anyway.

Comments:

They claim most guests in the hotel will be enlightened business people.

I say anyone there will most likely have a car. When I'm on a business trip, I get the car unless it is a town I know well that has good public transportation to interesting destinations. Maybe CU parents would be okay without a car, but it's still a walk with luggage from the AB RTD stops to the proposed hotel. It would be interesting to know % of people without cars staying at the near-to-campus Marriot, Best Western, and Outlook.

Q: Retail? Hotel amenities available for neighborhood?

A: No, the developer already has vacancies in the other place on Baseline and doesn't want more. The hotel will not have a pool or restaurant.

Comments:

My concern here is vacant office space is just as bad a vacant retail.

There is already enough of that surrounding our neighborhood.

Q: Lighting/light pollution?

A: It's a hotel and it needs to be seen so people can find it. And the scale here is too small to include lighting in our model.

Q: New jobs other than making beds at a low-end Westin hotel?

A: It depends on who rents the space.

Q: Where could I spend money at this new development in my neighborhood?

A: This isn't about that.

Comments:

Personally, I think the owner did things backwards--he should have put the hotel on Baseline and his small retail thing on Moorehead.

I was there for ~half hour. They only counted people who signed in.
(Maybe I'm the only one who refused?) In that time, a large precentage
of the people said "hey, instead of a hotel, how about something useful like a gas station, a
burger joint, a mechanic, a car wash?" The developer stated none of those were possible. He
may have been irony deficient.

This is more of an oversold speculation than Peloton is.

Lauren

Manalist mailing list

Manalist@martinacres.org

http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of fielden@gmail.com
Sent: Thursday, December 12, 2013 6:11 AM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house

It may or may not be a "done deal". Keep in mind the developer will always want to present the project as inevitable and written in stone :-)

The process of development is as much a poker and chess game as it is permits and construction.....

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Morehead) to emphasize that this is locating in a residential area not a commercial strip. Calling it Baseline Zero is an attempt to associate the project with the busy commercial traffic of Baseline when it's not actually reachable that way.

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I did something similar with the adoption of the Internation Property Mgmt Code (IPMC). It would have made almost all 50's, 60's, 70's houses in South Boulder with finished basements immediately out of code with a hard requirement for 6'10" finished ceiling heights - the height of most of them unfinished. The working assumption was that when built the basements were never intended to be "habitable". Pictures of basement fireplaces and original era bathrooms helped them understand otherwise.

-jeanette

----- Original Message -----

From: Jill Marce <jillm486@gmail.com>

To: Martin Acres Neighborhood Email List <manalist@martinacres.org>

Date: Wed, 11 Dec 2013 22:16:16 -0700

Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house

> Kimman,

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>
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> Jill L. Marce
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http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Jill Marce [jillm486@gmail.com]
Sent: Wednesday, December 11, 2013 10:16 PM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house
Attachments: ATT00001.c

Kimman,

Thanks for the compliment. (My last name's Marce.)

Personally, I'm still sorting through what I saw and heard. What was said by Bruce leads me to believe that putting a hotel and office building on the site is a "done deal." How they're structured may be more open to negotiation.

When I came into the room at around 7:30, I asked about the number of people who had come earlier. I was told that it was around 30.

In seeing the model and the schematics, the traffic issue jumped out. Bruce mentioned that traffic flow either has been or can be validated. (I assume by the cables that are laid across roads at certain spots.) While numbers can be impressive, pictures in cases like these are much more impactful. (What does 27th Way look like at 5:00, 5:30, etc. What's the backup on Morehead on a typical morning look like? What about west bound Baseline at 27th Way?) Also, the numbers of cars doesn't always indicate the wait time to move or make a turn.

Seeing the model also highlighted that there's very little space between the buildings and the streets. As I drove by Bruce's other development on Baseline, this morning, I looked at that same scenario (the buildings crowd the street.) Those are two story buildings and the proportion in relationship to the street isn't as daunting though. I think a four story building in that same situation would overpower the area. If Morehead were a four lane street that might not be the case, but as we all know, it's only two lanes.

Bruce mentioned something that I hadn't considered before. The hotel's patrons would be there at different times than those working in the office building, so parking spaces in one building could mitigate overflow in the other. As long as there aren't parking restrictions for each building, that could be helpful in lessening the impact on neighborhood parking.

The question I have about it is in regard to hotel occupancy. I don't know of any hotel that doesn't work hard to fill all of its rooms.

Jill

On Wed, Dec 11, 2013 at 10:13 AM, Kimman Harmon <kimman@kimmanharmon.com> wrote:
I arrived at the very end (would have been there 5 minutes earlier but their signage was lacking...)

My observations are that they have no clue about our neighborhood.

Bruce was incredulous that our neighborhood doesn't use his other development across the highway on Baseline. Makes me wonder about his market surveys.

Also they were totally unaware of the substation buried on the old car wash property.

And traffic considerations are based on reducing parking spots; we know how that works...

I get huffy and short with people who are shoving something at me that is thoughtless. I appreciate Ron Flax and Jill (don't know Jill's last name) ability to stay cool and calm around such foolishness.

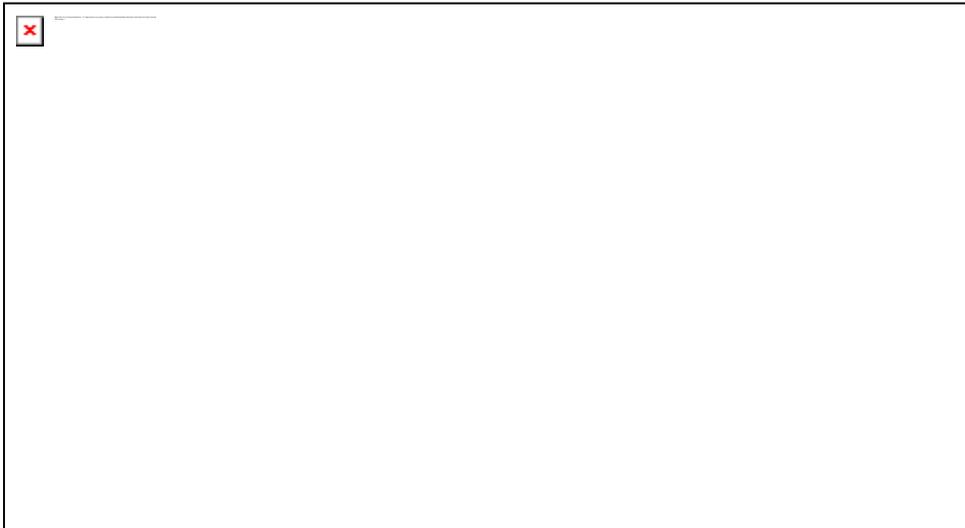
Kimman

-

www.kimmanharmon.com

On Dec 10, 2013, at 9:31 PM, David Takahashi <the.dragons.be.here@gmail.com> wrote:

My personal experience at the Baseline Zero open house this evening is that there was enough wishful thinking to give Jiminy Cricket a headache from wishing upon stars, and that I have now seen the master plan (thanks Walt!)



and for those on you on the digest: <http://bit.ly/IOI32y>

Seriously, we have some work ahead of us. It probably will take a village...

Best

--

David Takahashi
326 29th Street
Boulder CO 80305
Location/Time Zone: Boulder, CO/ Mountain

Manalist mailing list

Manalist@martinacres.org

http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Manalist mailing list

Van Schaack, Chandler

From: jimmy martin@comcast.net
Sent: Wednesday, December 11, 2013 10:00 AM
To: Van Schaack, Chandler
Subject: Zero Baseline

Good Morning. I was not able to attend the meeting at the Outlook hotel last night. I would like to reiterate my position that I previously sent you. Nothing has changed since that time. I am glad the property is being redeveloped. However, the height, size and use is not compatible with the surrounding neighborhoods. There will be no benefit to the surrounding neighborhoods, particularly with the large hotel. The project will increase traffic and congestion in that area considerably and with the reduction in on site parking overflow traffic and parking will move into the residential neighborhood.

I currently use the gas station, liquor store and oil change shop. It would be nice to have a mix of commercial uses that would be useful for those living in surrounding areas.

Thanks.

Jim Martin
240 32nd St.

Van Schaack, Chandler

From: joseph gartner [jegartner@yahoo.com]
Sent: Tuesday, December 10, 2013 1:38 PM
To: Van Schaack, Chandler
Subject: Re: Baseline Zero Neighborhood Meeting Reminder

finally got the plan to download. That looks really sweet! Much better than the vacant lot set up for homeless drinking and underage keg buying. The Gartner dudes abide

On Tuesday, December 10, 2013 11:00 AM, "Van Schaack, Chandler" <VanSchaackC@bouldercolorado.gov> wrote:
[Here is some info on the development proposal.](#)

Chandler Van Schaack • Planner I • City of Boulder
Community Planning & Sustainability • 303.441.3137

From: Van Schaack, Chandler
Sent: Monday, December 09, 2013 4:44 PM
To: manalist@martinacres.org; 'Coby Royer'
Cc: 'Raymond Bridge'; 'Raymond Bridge'; 'Tina Stenquist'
Subject: Baseline Zero Neighborhood Meeting Reminder
Importance: High

Hello All,

I am writing to remind everyone that there will be a second neighborhood meeting regarding the Baseline Zero Concept Plan proposal, held by the applicant **tomorrow, December 10, 2013 from 5 – 8 p.m. at the Boulder Outlook Hotel, 800 28th Street**. This will be an open house style meeting, so please feel free to drop by at any time during those hours. The applicant will have several displays explaining various components of the concept plan as well as members of the development team present to answer questions and hear your feedback. I will also be present to answer any code- or process-related questions you may have.

- In case you have not had a chance to review the Concept Plan application materials, they are available on the City's website at: <https://www-webapps.bouldercolorado.gov/pds/publicnotice/index.php?caseNumber=LUR2013-00058>
- Information on the Concept Plan Review and Comment process can be found in section 9-2-13 of the Boulder Revised Code, available online at: http://www.colocode.com/boulder2/chapter9-2.htm#section9_2_13

If you cannot attend but wish to provide feedback or ask a question, please feel free to contact either myself at this email address or the applicant, Bruce Dierking, at (303) 447-0450 or bruce@circledcos.com. I look forward to seeing you all tomorrow evening!

Respectfully,

Chandler Van Schaack
Planner I • City of Boulder
Community Planning & Sustainability
office: 303.441.3137 • fax: 303.441.3241
vanschaackc@bouldercolorado.gov
www.bouldercolorado.gov

Van Schaack, Chandler

From: Kirk Heatwole [kirk.heatwole@gmail.com]
Sent: Friday, December 06, 2013 10:25 AM
To: Van Schaack, Chandler
Subject: comments on baseline zero redevelopment plan

Hi Chandler,

I live in Martin Acres and wanted to provide some input and share some concerns with the proposed baseline zero project that I read about in a Nov 21 letter from Bruce Dierking.

Overall, I think the redevelopment of the property at Baseline and 27th will be a positive outcome for the city and neighborhood provided the developer is willing to address some key concerns and incorporate some input from people in the neighborhood.

My biggest concern is impacts to traffic in the area. The intersection of Moorhead Ave with this area is a key in/out route from the Martin Acres neighborhood. This redevelopment is an opportunity to maybe even improve the traffic flow from Moorhead Ave to the Baseline and 27th way area.

The other input I would like the developer to consider would be to incorporate a restaurant/bar/brewpub retail space into redevelopment. From Martin Acres the closest nearby establishments where one can go get some food and drink a beer or have a glass of wine would be the Table Mesa area to the south or the new Baseline Crossing area to the east. While one could argue the Baseline Crossing area is only another couple of blocks away, I truly believe having a brewpub or restaurant/bar on the west side of 28th/Hwy 36 would draw a lot of customers from Martin Acres and it would be very walkable from many parts of the neighborhood.

While the other proposed redevelopment of hotel and office space probably wouldn't be the first choice for many nearby residents, I think if the developer is willing to integrate something similar to the suggestion above that they would have a much easier time getting support from people in the neighborhood.

I appreciate the opportunity to provide input and hope they city and Bruce will take these suggestions seriously.

Regards,

Kirk Heatwole
3325 Martin Drive

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Sarah [design-write@mindspring.com]
Sent: Friday, November 22, 2013 6:47 PM
To: Martin Acres Neighborhood Email List
Subject: [Manalist] Baseline Zero

I sent the design proposal to my friend Natali Steinberg, who lived in Boulder with her husband from 1950 - 2000. They were instrumental in much of Boulder's planning, were a part of forming the Open Space Plan, and worked on various planning boards and with the city. Here is what she said (they lived off Jay Road, but also lived in other parts of Boulder, and she knows our neighborhood well). Keep in mind this is her advice, not necessarily my two cents:

From Natali:

The info you sent on the proposed development is pretty radical. I can understand why the neighborhood is up in arms. If it can raise enough money to hire an attorney, I think that's the way to go. Fighting it on the basis of zoning might not be best as then it could develop into an enormous mall. Working with the developer is smart as long as the committee can convince the developer that it means business and will fight to the bitter end for the things it believes in.

The way our rural neighborhood developed a reputation that no developer wanted to test was by not trusting the city council and by threatening and then hiring the best zoning attorney in the state and taking developers to court. after we did that twice, no one wanted to try us and the city bought all the undeveloped land for open space. I think the hood needs to find it's bottom line and take a really proactive stance in protecting that. In our case we had the Boulder Valley Comprehensive Plan to back us up. All it took was our maintaining that each project did not comply. The threat of legal action seemed to work every time. At that time the plan was newly formed and fresh in people's minds.'Advice from one who's been there and done that!

Manalist mailing list

Manalist@martinacres.org

http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Julie Matter [boulderjulie@gmail.com]
Sent: Friday, November 22, 2013 9:32 AM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Baseline zero planning meeting
Attachments: ATT00001.c

Anne,

That is a great idea and i agree with Kate about distributing flyers, i can help also. Understanding which meeting is imperative and not an evening hanging out with Bruce Dierking and his developers-- is not what we need to do in order to stop this over developed plan from happening. The email from Bruce sounded like he was up for election...they don't know if it will increase traffic?? Really do we need a study for that?? I have lived here 24 years and i understand what all the developing has caused...a lot of traffic. Boulder is an awesome place to live...don't misunderstand me, but the number one reason we have stayed in Martin Acres, besides the awesome people, is the fact we rarely have cars come down our street-- and as a mother of a 6 year old-- his safety is priority.

Julie Mutuc

On Thu, Nov 21, 2013 at 9:28 PM, Anne <annegallagerwest@gmail.com> wrote:

Hi manalist members,

I was wondering if it would be helpful to canvas the neighborhood to inform people of when the planning meeting is occurring, what some of the facts are about the BZ development and what the bigger concerns are? I think this would help ensure that we have a good turn out and show that we are a cohesive community that truly cares about the direction of neighborhood development.

If so, please let me know I'd be happy to help out.

Thanks,

Anne Gallager-West

S 36th St

Sent from my iPad

Manalist mailing list

Manalist@martinacres.org

http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Samhitta Jones [samhitta7@gmail.com]
Sent: Monday, January 06, 2014 8:54 AM
To: Van Schaack, Chandler
Subject: Martin Acres

Dear Mr VanSchaack

We urge you to consider this low key neighborhood's needs when looking at the proposed development of the NE corner of 27th way and Moorhead. A 4 story building will not only look totally out of place bit also rob us of out much used gas station and make the traffic and parking impossible.

Thank you for your consideration.

warmly

Samhitta Jones, Scott Brown

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of jean_ma@mail.com
Sent: Thursday, November 21, 2013 9:20 PM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Baseline Zero Traffic Letter

I don't think they'll drive 25 mph. I do think they'll be tempted to speed down Moorhead where they only have to deal with a single light at Table Mesa vs getting over to Baseline, waiting for the light to merge onto 36, getting off 36 at Table Mesa and waiting for another light to do a left hand turn.

Since the new bus stop area opened along the 36 on-ramp at Table Mesa - I see people come barreling down Moorhead shoot through the light towards South Campus and pull a u-turn to drop people off at the 36 on-ramp Should they? No. Will shuttle drivers resist the temptation to? I tend to think they won't. Especially during high volume traffic times when cars stack up at Baseline waiting to get on 36.

----- Original Message -----

From: Derrell Durrett <derrelldurrett@gmail.com>
To: Martin Acres Neighborhood Email List <manalist@martinacres.org>
Date: Thu, 21 Nov 2013 14:09:25 -0700
Subject: Re: [Manalist] Baseline Zero Traffic Letter

> I'm curious why you think a hotel-airport shuttle (or even hotel/PnR
> shuttle) driver would choose to drive 25 miles an hour for a mile when
> he could cover the same mile at highway speeds. In my experience, that
> driver will choose the highway 99% of the time (avoiding it only when
> s/he

knows

> the highway to be slow. They're all about time efficiency, and driving
> 25 mph is completely counter to that....

>
>

> On Wed, Nov 20, 2013 at 7:36 PM, <jean_ma@mail.com> wrote:

>

> > Have they estimated the number of car/hotel shuttle trips added to
Moorhead

> > to/from the Table Mesa ParknRide? I doubt traffic will go out to
Baseline

> > to get on 36 to get off at Table Mesa to pick up/drop off people
> > using the DIA shuttle.

> >

> > The carwash had what 6 bays? 432/12 hours (assuming few cars are
> > washed over night) means 36 cars per hour. Each bay would wash 6
> > cars per hour

> > - which means only 10 minutes per car. If you stretch it out to 24
hours

> > that's 18 cars -- 3 per bay per hour.

> >
> > In all these years I never saw all the car wash bays in use at the
> > same time much less the line of cars that 18 or 36 cars per hour
> > would require.

> >

> > ----- Original Message -----

> > From: Coby Royer <see_two@hotmail.com>

> > To: "manalist@martinacres.org" <manalist@martinacres.org>, "Van
> > Schaack, Chandler" <vanschaackc@bouldercolorado.gov>
> > Date: Wed, 20 Nov 2013 10:46:43 -0700
> > Subject: Re: [Manalist] Baseline Zero Traffic Letter
> >
> > > Thank you Mark for bringing up this obviously incorrect assumption.
While
> > I understand the need for guidelines and standardized estimation
> > practices, I must point out that we all need to have a sense of
> > reality in reviewing assumptions. I am sure there is no a single
> > resident here who believes there were ever 432 customers in one day at that car wash.
I
> > think that when considering traffic issues, we must also examine
> > peak
use
> > patterns and understand the impact at morning and evening rush hour.
Even
> > if the car wash had that many customers, they would be more
> > distributed throughout the day than the intended occupants and
> > customers of Zero Baseline Concept.
> > >
> > > Chandler--while such assumptions may satisfy a certain level of
diligence
> > in this project planning, how can we ensure we are only permitting
> > valid assumptions going forward? I feel it a disservice to the
> > community and
to
> > the developers to permit invalid assumptions in the process. It
> > significantly undermines credibility of the developers and impairs
> > their ability to attain the very goals they seek. I believe that a
> > true partnership requires vetting assumptions with not only
> > guidelines, but with empirical evidence.
> > >
> > > Chandler--On one final note, I'd like to hear more about risk
management
> > of such large developments. What happens if the developer is unable
> > to satisfy parking requirements due to ground water tables, buried
> > power lines (to NIST--running though a major part of the planned
> > development area), etc? What assurances does the community have that
> > the developer must meet its commitments and what contingencies can
> > be introduced to handle instances where the developer fails to meet
> > its promises? This project is only just beginning and will
> > undoubtedly go through modifications over the next several years.
> > Feel free to post response directly to this list, or if you prefer,
> > I will do so after our meeting next week.
> > >
> > > thanks, Coby
> > >
> > > > From: Mark.Corrrell@Colorado.EDU
> > > > To: vanschaackc@bouldercolorado.gov; manalist@martinacres.org
> > > > Date: Wed, 20 Nov 2013 09:58:27 -0700
> > > > Subject: [Manalist] Baseline Zero Traffic Letter
> > > >
> > > > Re: Baseline Zero 2013-11-04 TrafficLetter.pdf,
> > > >
> >
> >

Van Schaack, Chandler

From: Anne [annegallagerwest@gmail.com]
Sent: Thursday, November 21, 2013 8:49 PM
To: Van Schaack, Chandler
Subject: Baseline zero development

Dear Mr. Van Schaack:

A lot of this has already been said but I feel compelled to reiterate these sentiments. My particular concerns are requests for variances for height restrictions & setbacks. Additionally I would like to see a more community feel (based on the houses we have in Martin acres) type development that encourages walking/biking to the development.

As neighbors of the Baseline Zero project, we are writing in response to the Concept Plan Submittal. We want to begin by stating our strong objection to the characterization of the site as "blighted" (as described in the proposal). While this site is clearly ripe for development, it exists on the edge of a thriving residential neighborhood and is located at an important nexus of community functions. Referring to this site as blighted is misleading, especially since several retail businesses closed in recent years because of these redevelopment plans. The plans raise a number of issues that need to be addressed:

1. Use

It is vital that the project does not wildly deviate from the current zoning regulations which call for "Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate." Flexible office spaces that support the many home-based businesses could be an asset to our community. Small scale retail should be a piece of the plan. The sustainability goals of our city can only be met by making development choices that bring commerce to our community. The regional nature of the proposed uses does not support a sustainable city, or a pedestrian friendly walkable neighborhood.

2. Scale

The scale of the proposed buildings is too large and tall based on the context of the existing neighborhood. Buildings must be restricted to the allowed 35' height rather than projecting an additional 20', which would result in 55' buildings. Despite statements to the contrary, buildings of this scale will have substantial negative visual, environmental, and experiential impacts. It unreasonable to request a height variance on this site.

3. Neighborhood Connections

The project must include robust multi-use pathways at the perimeter and through the site, connecting to Boulder's existing bikeway network. At a minimum, the following connections are essential for this site:

- o Bike and pedestrian access along the north side of the site, connecting Moorhead to the RT 36 on-ramp underpass and continuing west to the existing bike path (that leads to the intersection of Baseline and 27th Way).

- o Grade separated crossing connecting the existing Skunk Creek Greenway trail under Moorhead with a greenway trail along Skunk Creek through the site, and connecting to the pathways on the north side of the site.

- o Wide sidewalks/bikeway/bike lanes along Moorhead and 27th Way on the edge of the project area, reinforcing pedestrian connections to retail to the west.

4. Traffic

The project would draw regional traffic through our neighborhood creating significant vehicular traffic and parking issues. Among other issues with the traffic assessment, it does not take into account that vehicles currently access Boulder Gas via 27th Way directly, whereas all project traffic will be routed into the neighborhood along Moorhead. As designed, this project would require a signalized light at Moorhead and 27th Way.

The project includes no on-street parking and inadequate below-grade parking. This will exacerbate the existing congestion and parking issues created by insufficient parking at the Brookside condominiums. Many of those residents currently park on the street. Again, it is unreasonable to request a variance of the parking requirements. Should this project be approved, the project owner should bear all costs for soon to be necessary the Neighborhood Permit Parking Program.

Additional considerations include the mature existing honeylocusts,

cottonwoods and willows that should be preserved, and the reconstruction of the CDOT right of way, which was not constructed per current CDOT standards as the slopes are too steep to be maintained.

We are generally supportive of redevelopment at this site, but are disappointed that the design disregards the context of this part of our community. Our neighborhood is a pedestrian friendly, human scale portion of the city. There are opportunities to develop this site that will promote economic prosperity for its owners while having an overall positive impact on our neighborhood and City. Our neighborhood and the City of Boulder deserve a more thoughtful plan that meets existing development regulations and fulfills the qualities identified by the 2010 Boulder Valley Comprehensive Plan. We look forward to where this conversation leads.

Thank you,
Anne Gallagher-West
Martin Acres community member

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Laurie Frain [ms.l.frain@gmail.com]
Sent: Thursday, November 21, 2013 4:11 PM
To: Manalist@martinacres.org
Subject: [Manalist] Keep everyone informed
Attachments: ATT00001.c

Not all of us take the time to read all the items on the MANA list and many of us are not signed up to receive it. I ask that we go out of our way to keep everyone informed. I would be happy to donate a few dollars towards flyers announcing the December meeting along with adding the issues involved. This includes helping to distribute them throughout the neighborhood. Every resident should know what is happening. The more voices the better. The thought of this useless, and unnecessary project, going forward is so disappointing to me. The fact that city/planning would accomodate their needs w/parking restrictions modified, along with height, is even more disappointing. Lets make it really difficult for the planning department and the developers to approve this.

Laurie
31st /Ash

Van Schaack, Chandler

From: LisaMarie Harris [lisamarieharris@hotmail.com]
Sent: Thursday, November 21, 2013 3:39 PM
To: Van Schaack, Chandler
Subject: Comments regarding proposed Baseline Zero Development in Martin Acres

Dear Mr. Van Schaack,

I am writing to express my deep concern over the "Baseline Zero" development project proposed in my neighborhood. Let me say up front, that I am not opposed to all or any development of the space. However, as it is currently planned, both the type of businesses, as well as the scale of them will have a negative impact on Martin Acres. Combined with the requested variances for both building height and diminished parking, this outcome could be a real disaster for those of us in this neighborhood.

To begin with, the proposal of a hotel and an office building contributes nothing to the people living nearby. Both of these businesses, by definition, exist to bring more people into the neighborhood--not to be patronized by people already here. Not only is this a variance from the Business-Community 2 zoning which exists there, it also goes against the spirit of the code. If something is going to be built in the middle of our neighborhood, it should be additive to the community around it and bring value to us. As a side note, I would think this would be of utmost importance to the developer and any business person investing in the property. Doesn't it make sense to choose a business with a ready-made customer base? Currently, many of us walk to patronize both the businesses at Basemar, as well as those which remained on the proposed development site. The fact that we have shown we are willing to shop at something like Baseline Liquor, simply because it is close, despite the existence of several cheaper options in Boulder and nearby Superior indicates we are a neighborhood of locally-focused people. By contrast, this developer plans businesses which do not serve us at all. Not only are there there many hotels very near us already, with the Boulder Outlook, the Days Inn, The Broker, Homewood Suites, etc., there are also two new hotels going in on Canyon and 28th on the site of the Golden Buff and Eads in the near future.

Second, the increase in traffic to Martin Acres and through it, is going to be extremely detrimental. For the past 6 and a half years I have driven to my work at a company in an office park on the northeast side of Boulder.

While it was a reasonably painless commute, the traffic back-up on Baseline, as I approached from the east is already significant. Waiting to take a left onto 27th way will go from bad to worse if these externally-focused, commute based business are allowed to be built. Additionally, I am concerned about an increase in traffic through the neighborhood, an increase in noise from everyone driving in, and the creation of a real parking squeeze. There is already inadequate parking for the Brookside Apartments, and we have a daily influx of CU commuters who park in our neighborhood and walk to CU to avoid the cost of on campus parking.

Last, it is entirely inappropriate for the developer to be granted variances for important city regulations such as limited height and adequate parking in this situation. Not only is a residential neighborhood the last place one should allow a disproportionately high building, the parking variance will further exacerbate what will already be a crisis situation. At root, this developer is proposing to add a high-density project in a neighborhood (which represents the first variance to zoning) and shirking the responsibilities to meet codes which would minimize the impact on the neighborhood.

As the precinct leader since 2009 for Precinct 871, this proposed development falls right in the middle of a zone I have walked hundreds of times and directly impacts a community I am intimately familiar with. Please reconsider this current proposal, in favor of a more appropriate one which better fits the site, meets the code and adequately provides for the City of Boulder requirements.

Very Sincerely,

Lisa Harris

265 31st Street

303-443-4068

lisamarieharris@hotmail.com

Van Schaack, Chandler

From: jimmy martin@comcast.net
Sent: Thursday, November 21, 2013 3:05 PM
To: Van Schaack, Chandler
Subject: Zero Baseline

Dear Mr. Van Schaack:

I am commenting about the proposed development referenced above. I live at 240 32nd St. I have lived at that location for 17 years.

The project is too big and the proposed height is too high for the surrounding neighborhood. Height should remain at 35 feet.

The traffic impacts are understated. The car wash apparently used for the study did not have as many per day visits as the study stated. There will be negative impacts to the neighborhood concerning traffic and overflow parking. The intersections nearby will be clogged with traffic.

The project does not fit within the current zoning which is focused more on retail and community benefit. The developer's other recent project on Baseline with the mix of retail/office space and restaurants is more appropriate. There is no neighborhood and nearby community benefit from the project as planned. The hotel/motel will introduce a transient/visiting population into a residential neighborhood.

The project will interfere with current bicycle and pedestrian traffic between CU and/or downtown and the neighborhood.

The area definitely needs to be redeveloped. However the project as proposed is not appropriate.

Thank you.

Jim Martin

Van Schaack, Chandler

From: Emma Karlovitz [elkarlovitz@gmail.com]
Sent: Thursday, November 21, 2013 12:36 PM
To: Van Schaack, Chandler
Subject: Baseline Zero - Martin Acre Resident Comments

Dear Chandler:

As Martin Acres residents, we are writing in response to the Concept Plan Submittal for the Baseline Zero project. While this site clearly is open for development/clean up on the empty lots, I think the city needs to keep the local neighborhood in mind. The plans raise a number of issues that need to be addressed:

1. Use

We currently use all of the existing businesses that are there including the auto shop, gas station, and liquor store. To displace these existing businesses will make us have to travel farther, and lose the convenience of local businesses. I am open to a small hotel, that should be usable for business visitors and neighborhood visitors if it does not add to noise and light in neighborhood. Small scale retail should be a piece of the plan. It would be good for some kid friendly business and other businesses the neighborhood would use. The sustainability goals of our city can only be met by making development choices that bring commerce to our community. The regional nature of the proposed uses does not support a sustainable city, or a pedestrian friendly walkable neighborhood.

2. Scale The scale of the proposed buildings is too large and tall based on the context of the existing neighborhood. Buildings must be restricted to the allowed 35' height rather than projecting an additional 20', which would result in 55' buildings. Despite statements to the contrary, buildings of this scale will have substantial negative visual, environmental, and experiential impacts. It unreasonable to request a height variance on this site.

3. Neighborhood Connections

The project must include robust multi-use pathways at the perimeter and through the site, connecting to Boulder's existing bikeway network. At a minimum, the following connections are essential for this site:

- o Bike and pedestrian access along the north side of the site, connecting Moorhead to the RT 36 on-ramp underpass and continuing west to the existing bike path (that leads to the intersection of Baseline and 27th Way).
- o Grade separated crossing connecting the existing Skunk Creek Greenway trail under Moorhead with a greenway trail along Skunk Creek through the site, and connecting to the pathways on the north side of the site.
- o Wide sidewalks/bikeway/bike lanes along Moorhead and 27th Way on the edge of the project area, reinforcing pedestrian connections to retail to the west.

4. Traffic

The project would draw regional traffic through our neighborhood creating significant vehicular traffic and parking issues. Among other issues with the traffic assessment, it does not take into account that vehicles currently access Boulder Gas via 27th Way directly, whereas all project traffic will be routed into the

neighborhood along Moorhead. As designed, this project would require a signalized light at Moorhead and 27th Way.

The project includes no on-street parking and inadequate below-grade parking. This will exacerbate the existing congestion and parking issues created by insufficient parking at the Brookside condominiums. Many of those residents currently park on the street. Again, it is unreasonable to request a variance of the parking requirements. Should this project be approved, the project owner should bear all costs for soon to be necessary the Neighborhood Permit Parking Program.

A thorough impact of traffic, and pedestrian/bike use, and safety would need to be done. Any development in the city should allow for more pedestrian/bike use. This area is currently not very safe for bike/pedestrians.

We are generally supportive of redevelopment at this site, but are disappointed that the design disregards the context of this part of our community. Our neighborhood is a pedestrian friendly, human scale portion of the city. There are opportunities to develop this site that will promote economic prosperity for its owners while having an overall positive impact on our neighborhood and City. Our neighborhood and the City of Boulder deserve a more thoughtful plan that meets existing development regulations and fulfills the qualities identified by the 2010 Boulder Valley Comprehensive Plan. We look forward to where this conversation leads.

Sincerely yours,
Emma Karlovitz

Van Schaack, Chandler

From: Davide Del Vento [davide.del.vento@gmail.com]
Sent: Thursday, November 21, 2013 12:08 PM
To: Van Schaack, Chandler
Subject: 2700 Baseline Concept Plan (LUR2013-00058) comments

Dear Mr. Van Schaack,

Thanks for the opportunity to comment on the 2700 Baseline Concept Plan (LUR2013-00058), "Baseline Zero".

I have three concerns about this project.

One concern is the projected traffic/parking issues. The developer concept submission uses an estimate of current traffic that is not accurate (I'm referring to the <https://www-static.bouldercolorado.gov/docs/PDS/plans/LUR2013-00058/Baseline%20Zero%20Concept%20Submission%202013-11-04%20TrafficLetter.pdf>

document). For one, at present there is zero traffic for the car wash, and it has been like that for a long time (and not 800+ cars per day).

Second, most of the Greasy Monkey and all of the gas pump traffic currently goes from the 27th, whereas in this new development the entry traffic will go from Moorhead. Third, the fast food restaurant is not operating, and even when it was, it wasn't that popular as this assessment indicates. So, all of these should be excluded from the estimate of "current traffic levels". In addition, lots of incoming/outgoing traffic will use the intersection at Baseline and 27th, which at present is already above capacity and cannot certainly bear an increase.

I have no traffic experience so I am not sure how to solve these serious issues (other than reducing the size of the development, which of course will change the bottom line of the developer and might make it not profitable). Some random ideas which you might want to explore with the developer and the traffic experts of the City of Boulder could be: make the car entrance of this complex on the west or north side of the lot, namely on 27th (as current gas pump and greasy monkey), or baseline or the US 36 ramp, as opposed to Moorhead. A major overhauling of the 27th and Baseline intersection as well as 27th and Moorhead intersection should also be planned to improve the situation (which is already bad).

My second concern is that the area in question is an important exit/entry point of the Martin Acres neighborhood. It is also a very weak point from a pedestrian/bike commuting. I appreciate the fact that the developer is willing to encourage alternative commuting (and therefore wants to save on the costs of building more underground park). However, alternative commuting coming/going from/to north needs to cross the intersection at 27th and Baseline. As a biker who does that frequently, I know that I have to wait 3 separate traffic lights, and the wait is often long. Moreover, it's not a safe/easy cross, because the safety islands are very small. They are certainly inadequate for the number of bike commuters who may go to those offices during rush hours. The best way to solve the situation would be a diagonal underpass going from the current gas pump to the area where the buffalo statue is on the CU campus. I fear the price tag of an underpass will be too high for the City and/or the developer to afford. However I believe we have to compare that price with another story or two of underground parking, so maybe the underpass will sound "cheap". And it could be a very strong way to justify the requested variance of the parking requirements, since it will really encourages alternative commuting, making it easier, safer and faster to cross baseline in a very critical location (which connects the area to the brand new bike path on the west side of 28th, to CU, and of course the Broadway path which goes to downtown). Just waving the hands and saying "we will encourage alternative transportation by making the parking space smaller" should not be accepted by the City, in my opinion.

My last concern is about the zoning regulation, which calls for a predominant retail-type stores. I understand that offices and hotel do fit the zoning regulation, but certainly are not retail-type stores.

The developer does not elaborate too much about that, but the neighborhood will certainly miss retail-type stores (which at present are there). I hope that the city can require that some of the first floor of the office space should be used as retail-type stores, serving "serving a number of neighborhoods" (and firstly Martin Acres) as the zoning regulation requires. A nice restaurant and a nice coffee shop will further decrease daytime trips (and traffic) because the users of the office space to off-site restaurants and bars. The increased evening traffic would not be too much of a concern, if those retails will not be huge.

Thank you very much again for the opportunity to comment, and good luck with the evaluation of this project.

Davide Del Vento
Homeowner living on 3020 Birch Ave.
Bike and pedestrian commuter.

Van Schaack, Chandler

From: ED FULLER [petmenders@msn.com]
Sent: Thursday, November 21, 2013 12:00 PM
To: Van Schaack, Chandler
Subject: Zero Baseline Concept

Chandler,

I am concerned and interested in the Zero Baseline Concept project. My main concern is parking. There is already a parking problem with the Brookside Apartment complex having too few parking spaces for their residents. Their people are currently force to park along Moorhead Ave., and along skunk creek in the Baseline Liquor parking lot. Allowing a variance and accommodating the developer with only 300 parking spaces will add to the frustration of the public and put a burden on myself , other business owners and Martin Acres residents trying to keep unauthorized cars off our property. In addition, I have concerns about the 2-level subterranean parking garage. A couple years ago when the utilities company was in the old car wash lot tunneling under HWY 36 they hit water at about 16 feet. (If my memory serves my correctly). I'm no engineer but this might present problems. If they are constantly pumping out water and discharging into Skunk Creek, will this affect flood control?

Ed Fuller, DVM
Pet Menders Animal Hospital
2790 Moorhead Ave.
Boulder, CO 80305

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Davide Del Vento [davide.del.vento@gmail.com]
Sent: Thursday, November 21, 2013 10:34 AM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Baseline Zero thoughts

Good thoughts.

One other important thing which has not been mentioned explicitly so far, is the following. Right now to go from Martin Acres (Baseline Zero) to CU a biker has to wait 3 separate traffic lights, with a often long wait. Such a wait for a just 10 yards cross is certainly not encouraging biking there!

Moreover, it's not safe, especially when there are more than 2-3 bikers since all the safety islands are very small. It's an important crossing since it leads to very good paths that go both to downtown (via Broadway) and to 29th mall (via the brand new path on the west of the 28th st). An underpass there will certainly be very welcome and encourage bike use for people going to/from Baseline Zero (and Martin Acres).

I fear the price tag of an underpass will be too high for the developer to afford, but I believe we should put it on the bargaining table and see what's happen: maybe it's cheaper than another story of underground parking and could be the right way to justify the "less than required" parking they are proposing. The underpass will really encourages alternative commuting, making it easier, safer and faster (no lights to wait for - as opposed to the current 3).

And of course our 'hood (not only BZ) would benefit from an easier, safer and faster way to go to downtown, the 29th st mall, "The Village" where McGuckin is, etc.

On Thu, Nov 21, 2013 at 8:00 AM, Martha Roskowski <martha@johnandmartha.net> wrote:

> Hi folks,

>

> Thought I'd toss a few more ideas into the mix. I'm very grateful that the conversation so far has been productive and respectful, I hope it stays that way.

>

> I'm not anti-development. I actually like the idea of something more vibrant in that shabby area. The location has good transit service and good road access from US 36, so it's a logical place for redevelopment. But it would be great if it served the neighborhood and enhanced our community. Some residential (Boulder needs more moderately-priced housing, in my opinion), some neighborhood-serving retail and some office space might be a good mix. I dream of a nice cafe along a newly-uncovered section of Skunk Creek.

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>

> Is this an opportunity to explore reducing the speed and volume of traffic in Martin Acres? Cities in the Netherlands do this beautifully...great bike and ped access through the neighborhoods, and neighbors drive in and out, but the big traffic stays on the big roads. What if through-traffic was discouraged on Moorhead, Martin and Elm and instead directed back to Broadway, 27th Way, Baseline and US 36? The new developments on the south end of Moorhead also raise this question. These concepts are challenging, but they're worth discussing in the context of our vision for our neighborhood.

>
> In my opinion, providing less parking can be good when it is managed in a way that discourages driving and encourages other modes of travel. We've paved a staggering amount of land in the interest of storing cars, and there are often better uses for the land than more asphalt. Trees, flowers, benches, parklets for starters. The trick is to not create a scenario where everybody still drives and just parks on the neighborhood streets. The city's neighborhood parking permit program has been fairly useful in mitigating overflow parking and might be worth considering. Requiring that the developers fund a significant program to encourage alternate mode use (EcoPasses and more) is another good step.

>
> Thanks,

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> -m

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> Manalist mailing list
> Manalist@martinacres.org
> http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Manalist mailing list
Manalist@martinacres.org
http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Eric Stonebraker [estonebr@uwalumni.com]
Sent: Thursday, November 21, 2013 10:29 AM
To: Van Schaack, Chandler
Subject: Bicycle / Pedestrian network at Baseline Zero
Attachments: baseline zero bike network.JPG

Chandler -

Couple thoughts as a frequent bike commuter / utilitarian cyclist from Moorehead drive through that area to the intersection of baseline and 27th way.

Baseline and 27th way is a bit of a difficult bicycle crossing as it is. I worry with how the plans are drawn, the network distance will be increased/ convenience reduced / and even encourage more people to ride on 27th way.

Let me explain -- currently, I ride West on Moorehead and turn Right into the little street in front of Nick's Auto, and then curve left onto the "frontage" road. Next I access the multi-use path.(BLUE LINE)

The new development removes that frontage road (which is probably not a bad thing) - but requires me to continue further west on Moorehead until i reach Skunk creek (and the ped crossing) -- and then bisect the property /riding along a new multiuse path parallel to the creek and then head left onto multiuse path (RED LINE).

Personally, I think it would be more pleasant if I could turn into the proposed driveway for the hotel (that ends in a underground parking) -- but continue on a new multiuse path (YELLOW) that would be added to the plans...

Heck -- while you are at it -- how about a bicycle underpass diagonally (Boulder Gas to Buffalo Statue)... that would really make things nice!

Eric

--

Eric Stonebraker | NSF IGERT Fellow
Center for Sustainable Urban Infrastructure
College of Architecture and Planning
University of Colorado Denver
<http://www.actresearchgroup.org/>
www.ucdenver.edu/IGERT

Van Schaack, Chandler

From: Michele Novosad [m_novosad@yahoo.com]
Sent: Friday, January 03, 2014 8:53 PM
To: Van Schaack, Chandler
Subject: baseline zero

Hi Chandler,

I am a long term resident and homeowner in Martin acres and live on 31st St. near Birch Ave. I am concerned about the proposed development at Moorhead and 27th way. I am concerned this will increase traffic on residential streets like 31st where kids are playing on the street (due to congestion at moorhead/27th way people will use Ash instead).

The proposed traffic plan also reflects a lack of understanding of this intersection. As people enter the baseline zero space by turning left off Moorhead this will be a very difficult turn to make, this will very quickly back up into 27th way during busy times (morning, evening). This will also be terrible for bike commuters like myself who live in Martin acres and head towards the CU bike bath system- the entrance to this development will have cars left turning through a busy bike lane and already confusing and dangerous area for motorists and cyclists alike.

I am concerned that this development offers absolutely no benefit to the neighborhood- this is in walking distance for us but there is no reason to ever walk there with a hotel and office space. I do not see how this could "foster businesses that serve neighborhood needs" for BC2 zoning.

I am concerned that there are requested variances for height, parking spaces, and setbacks. We popped the top on our own home several years ago and had to follow all city codes including height restrictions, setbacks, parking spaces, etc. What possible reason could there be to exempt this development from doing so? The idea that visitors to the building will not need parking is a joke, Hotel visitors are very unlikely to come by bus or bicycle, and office bicycle commuters are still more rare than common.

This area would be much better served by retail that actually serves the neighborhood, a place where the residents of martin acres would actually want to walk to.

We buy gas at the gas station currently there all the time, as that is a useful neighborhood service. We take our pets to the vet across the street from this development. We took our car to Nick's auto before it became a Uhaul storage yard. We would use the carwash if it was still there. We would use other businesses in this area... coffee shop, liquor store, other services needed by residents.

I hope you will not approve this proposed development as it is not a fit for this location. If you do approve it I hope you will make it meet all the parking, height and setback requirements, this is what these regulations are for and they should be applied consistently unless there is a compelling reason otherwise...

Thank you for your consideration.

Michele Novosad

Van Schaack, Chandler

From: David Takahashi [the.dragons.be.here@gmail.com]
Sent: Thursday, November 21, 2013 9:00 AM
To: Van Schaack, Chandler
Subject: Submission I made to the ManaList, not sure you received it...
Attachments: Baseline Zero Position.docx

Chandler,

I made this submission to the Martin Acres Neighborhood Assoc email list on Nov 18. You may not have the ability to look back any further than your new subscription allows. I would like to join my voice to those that have already availed of your email inbox.

I have a concern that somehow some remodels have been permitted in Martin Acres that due to their NorthBoulder inspired architecture, and others building to the property lines, tend to stick out like sore thumbs. My concern is that our planning department allowed these through, and will allow this development through in a likewise fashion.

It is my understanding that there is now a formula that planning applies to the property lines which ensures there is a reasonable proportion of house to lot. Then there is a determination for height, which for this project probably would not involve blocking sun or views. I am curious what that allowable footprint calculation is called?

I am thinking the builder is playing the game of ask for more than could possibly be approved in order to get more than we would if sized the project realistically. I personally do not think this is a very nice game. In the 60's there was a mock study on the conditions necessary for world peace: one of them was an invasion from outer space. It turns out the existence of a common enemy is a rallying factor. About the only good thing this news has brought is the rallying of an already strong community.

Finally, if you have the time, I have a hopefully quick question on an unrelated subject. Would take maybe 5 minutes. I know you are busy, please let me know if you can spare the time.

Thanks

--

David Takahashi
326 29th Street
Boulder CO 80305
Location/Time Zone: Boulder, CO/ Mountain

Van Schaack, Chandler

From: Julie Matter [jamatter@yahoo.com]
Sent: Thursday, November 21, 2013 8:46 AM
To: Van Schaack, Chandler
Subject: Baseline Zero Project

Dear Mr. Van Schaack,

I know this is a long email but i ask that you please take the time to read.

Strongly Disagree with the current proposal for Baseline Zero Project.

When i bought our home my husband was in medical school...the only thing in the price range we could afford (he was in school without an income) was Martin Acres. Over the years the neighborhood has changed. Small families, when lucky are buying the dumpy rentals and fixing up. Our home is a very modest 1000 square feet, but i must say beautiful and modern inside, a big back yard with grass and landscaping, the birds love it, and the best neighbors you could have... and that is why we have not moved.

Our neighbors and their children are from let's just say "normal" families and that is so nice for our son to grow up with-- neighbors who have homes our size and not the neighbors who have guest houses the size of our home!

We see this often, our child attends a private school. A lot of families with the same income do not live in Boulder...do you want Boulder to be comprised of only wealthy people, and single family homes and low income subsidized-- without a middle class, because that is what Martin Acres is...middle class.

Martin Acres has very little crime and if you look at the map other neighborhoods have a lot more. Right now, we have very little traffic even though we are in a great location.

Cleaning the area up is important, i often wonder what the city is thinking when visitors come in to our town and the area off

36 looks awful. We need an area similar to the Breadworks area, small retail stores, mixed use...if they want to ad apartments or condos it is a great location for students. Right now, the current proposal, looks "green" but could be in broomfield or some other town everyone here makes fun of, because Boulder is so much better...but just because you put a garden and solar panels on the roof...

Do you want to live next to the proposed plan?? I think that is the big question...if it were YOUR house and you lived a few blocks away is this what you want to live next to? And if the city has zoning rules, why is it that all of a sudden that does not matter?? a 5 story building next to small homes??

Thank you,
Julie Matter
303.931.6437

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Martha Roskowski [martha@johnandmartha.net]
Sent: Thursday, November 21, 2013 8:01 AM
To: manalist@martinacres.org
Subject: [Manalist] Baseline Zero thoughts

Hi folks,

Thought I'd toss a few more ideas into the mix. I'm very grateful that the conversation so far has been productive and respectful, I hope it stays that way.

I'm not anti-development. I actually like the idea of something more vibrant in that shabby area. The location has good transit service and good road access from US 36, so it's a logical place for redevelopment. But it would be great if it served the neighborhood and enhanced our community. Some residential (Boulder needs more moderately-priced housing, in my opinion), some neighborhood-serving retail and some office space might be a good mix. I dream of a nice cafe along a newly-uncovered section of Skunk Creek.

Some questions and observations from a transportation perspective:

Will the developer complete the missing link in the Skunk Creek pathway? This would include an underpass under Moorhead and a connection to the underpass under the US 36 on-ramp. Plus, the project should protect/improve the current bike/ped route that links the intersection of 27th Way & Baseline to Moorhead south of Nick's. If there's going to be more traffic in the area, we need to make sure there are safe and comfortable routes for people on foot and bike to and through the new development.

Is this an opportunity to explore reducing the speed and volume of traffic in Martin Acres? Cities in the Netherlands do this beautifully...great bike and ped access through the neighborhoods, and neighbors drive in and out, but the big traffic stays on the big roads. What if through-traffic was discouraged on Moorhead, Martin and Elm and instead directed back to Broadway, 27th Way, Baseline and US 36? The new developments on the south end of Moorhead also raise this question. These concepts are challenging, but they're worth discussing in the context of our vision for our neighborhood.

In my opinion, providing less parking can be good when it is managed in a way that discourages driving and encourages other modes of travel. We've paved a staggering amount of land in the interest of storing cars, and there are often better uses for the land than more asphalt. Trees, flowers, benches, parklets for starters. The trick is to not create a scenario where everybody still drives and just parks on the neighborhood streets. The city's neighborhood parking permit program has been fairly useful in mitigating overflow parking and might be worth considering. Requiring that the developers fund a significant program to encourage alternate mode use (EcoPasses and more) is another good step.

Thanks,

-m

Van Schaack, Chandler

From: L. Frear [frear@ieee.org]
Sent: Wednesday, November 20, 2013 10:54 PM
To: Van Schaack, Chandler
Subject: baseline zero

Sir,

I am writing to state my opposition to the concept for BaselineZero development. I have been a homeowner in Martin Acres for over a decade. This proposal comes at a very bad time as the neighborhood is still recovering from the September floods and it disregards our needs. Furthermore, it flouts zoning rules and does a poor job of assessing parking and traffic impacts. A hotel will contribute a good deal of light and noise. Tall buildings would be completely at odds with everything around them. There is plenty of office space nearby with frequent vacancies. Neither of the proposed buildings would be good neighbors and they belong on a more appropriate parcel.

I am very disappointed that the plans do not include businesses that would actually be useful and welcome. I do not need a hotel. A mechanic, gas station, and other quotidian businesses are a better match. We could use a good neighborhood bakery instead more vacant office space.

Thank you for your consideration,
L. Frear

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of ilene flax [flax.ilene@gmail.com]
Sent: Wednesday, November 20, 2013 9:08 PM
To: Martin Acres Neighborhood Email List
Subject: [Manalist] Baseline Zero
Attachments: ATT00001.c

Our letter...

Dear Mr. Van Schaack:

As neighbors of the Baseline Zero project, we are writing in response to the Concept Plan Submittal. We want to begin by stating our strong objection to the characterization of the site as “blighted” (as described in the proposal). While this site is clearly ripe for development, it exists on the edge of a thriving residential neighborhood and is located at an important nexus of community functions. Referring to this site as blighted is misleading, especially since several retail businesses closed in recent years because of these redevelopment plans. The plans raise a number of issues that need to be addressed:

1. Use

It is vital that the project does not wildly deviate from the current zoning regulations which call for “Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate.” Flexible office spaces that support the many home-based businesses could be an asset to our community. Small scale retail should be a piece of the plan. The sustainability goals of our city can only be met by making development choices that bring commerce to our community. The regional nature of the proposed uses does not support a sustainable city, or a pedestrian friendly walkable neighborhood.

2. Scale

The scale of the proposed buildings is too large and tall based on the context of the existing neighborhood. Buildings must be restricted to the allowed 35’ height rather than projecting an additional 20’, which would result in 55’ buildings. Despite statements to the contrary, buildings of this scale will have substantial negative visual, environmental, and experiential impacts. It unreasonable to request a height variance on this site.

3. Neighborhood Connections

The project must include robust multi-use pathways at the perimeter and through the site, connecting to Boulder's existing bikeway network. At a minimum, the following connections are essential for this site:

- Bike and pedestrian access along the north side of the site, connecting Moorhead to the RT 36 on-ramp underpass and continuing west to the existing bike path (that leads to the intersection of Baseline and 27th Way).
- Grade separated crossing connecting the existing Skunk Creek Greenway trail under Moorhead with a greenway trail along Skunk Creek through the site, and connecting to the pathways on the north side of the site.
- Wide sidewalks/bikeway/bike lanes along Moorhead and 27th Way on the edge of the project area, reinforcing pedestrian connections to retail to the west.

4. Traffic

The project would draw regional traffic through our neighborhood creating significant vehicular traffic and parking issues. Among other issues with the traffic assessment, it does not take into account that vehicles currently access Boulder Gas via 27th Way directly, whereas all project traffic will be routed into the neighborhood along Moorhead. As designed, this project would require a signalized light at Moorhead and 27th Way.

The project includes no on-street parking and inadequate below-grade parking. This will exacerbate the existing congestion and parking issues created by insufficient parking at the Brookside condominiums. Many of those residents currently park on the street. Again, it is unreasonable to request a variance of the parking requirements. Should this project be approved, the project owner should bear all costs for soon to be necessary the Neighborhood Permit Parking Program.

Additional considerations include the mature existing honeylocusts, cottonwoods and willows that should be preserved, and the reconstruction of the CDOT right of way, which was not constructed per current CDOT standards as the slopes are too steep to be maintained.

We are generally supportive of redevelopment at this site, but are disappointed that the design disregards the context of this part of our community. Our neighborhood is a pedestrian friendly, human scale portion of the city. There are opportunities to develop this site that will promote economic prosperity for its owners while having an overall positive impact on our neighborhood and City. Our neighborhood and the City of Boulder deserve a more thoughtful plan that meets existing development regulations and fulfills the qualities identified by the 2010 Boulder Valley Comprehensive Plan. We look forward to where this conversation leads.

Sincerely yours,

Ilene and Ron Flax

Van Schaack, Chandler

From: Peter Mutuc [pmutuc@yahoo.com]
Sent: Wednesday, November 20, 2013 7:49 PM
To: Van Schaack, Chandler
Subject: Comments RE: Baseline Zero Concept Plan

Dear Mr. Van Schaack:

After reviewing the development review application for the Baseline Zero Concept Plan, I have decided that I am against the current plan for the following reasons.

One, the development is much too large for the chosen location next to a residential neighborhood. A five story building right next to a community of ranch homes does not fit.

Two, the increased traffic would be excessive. At this time, the Baseline, 27th Way and highway 36 intersection is extremely busy. Adding traffic to this development would push the amount of traffic from a mere annoyance to prohibitive to residents living in Martin Acres.

Three, there is not enough parking to accommodate the development leading to spill-over into the neighborhood.

Four, there is no benefit to the Martin Acres community from this development. Few, in any, residents would likely work in the office building or hotel. In addition, the development does not add any retail stores or service businesses that the residents would use.

Four, the development completely disregards the zoning requirements and building height restriction of the City of Boulder. A hotel and office building do not conform to the land use code: "Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate".

If the City of Boulder Planning Board seriously considers this development as currently described, then they are stating they have no regard for the Martin Acres community. Already, I think the city ignores Martin Acres as illustrated by the fact they disregard the noise pollution from highway 36 and they let landlords rent out homes that can only be described as dumps.

Sincerely,
Dr. Peter Mutuc

Van Schaack, Chandler

From: Thomas Masterson [Tom.Masterson@Colorado.EDU]
Sent: Wednesday, November 20, 2013 6:15 PM
To: Van Schaack, Chandler
Subject: Baseline 0

Baseline/27th/Moorhead redevelopment:

Neighborhood improvement must be a prime concern. Development should enhance the neighborhood, not bring additional traffic, noise, &c. It should be useful for locals, and not a magnet to bring more people into an already overcrowded town.

Any redevelopment should be locally & environmentally friendly

Any development must include park space. This part of Martin Acres has been entirely devoid of any park space since the development of the apartment complex on the south side of Moorhead and 27th.

Any development must include noise abatement along US36 as traffic noise is already above acceptable limits and development will exacerbate it. Whether it be a simple berm constructed from excavated dirt, or something more sophisticated, noise mitigation must be included.

Height restrictions – nothing over 35', must be respected. Even that is high, and anything higher seems totally incompatible with local environment/neighbourhood/Boulder ethics.

Standard parking allotments must be adhered to. We have been told many times that motorized traffic will decrease, (to wit: NOAA/NIST) and traffic has inexorably increased.

There are already many hotels a few hundred feet away on the north side of Baseline. Why are more needed here? Should there be a demolition plan for them, put a big hotel there, but not at the entrance to Martin Acres.

Thank you, Tom Masterson, 250 31st St., Boulder CO 80305

Tom.masterson@colorado.edu

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Ken Ziebarth [kziebarth@aol.com]
Sent: Wednesday, November 20, 2013 2:05 PM
To: manalist@martinacres.org
Subject: [Manalist] Background and comments on Baseline Zero
Attachments: ATT00001.c

The 3 acre 'Baseline Zero' property was purchased by West Baseline Investors from the Mochetti family in November 2008 for \$6.55 M. When Highland Park Subdivision was platted, in the early '50s, the Mochetti property was a county island. Because prohibition, except for 3.2 beer, was not repealed in Boulder until the late 60s, the liquor store remained a county island until that time. The Highland Park plat ends at the last lot on Moorhead and the lot on the Elm corner. The street at the east end is not a platted right-of-way. And it is not clear the Moorhead even went further west since 27th Way from Broadway to Baseline was not constructed until the 70s, after the property was annexed into Boulder.

As we are aware the Zoning is now Business - Community 2, described in the City Code as "Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate." The local area with that zoning includes BaseMar and Williams Village shopping centers and everything in between, so the description remains valid even if the office and hotel uses were to be approved, no rezoning is necessary. Hotels and Offices are allowed in BC-2, as are restaurants, pubs, retail, etc. Car repair and service now require 'Use Review' so the existing gas station, oil change, and repair/rental businesses must either have had that review at some time or be non-conforming (grandfathered).

The present application is for 'Concept Plan Review'. This step is required before 'Site Review' because of the size of the area and of the proposed development. The Code describes the purpose of the concept plan review step as: "to determine a general development plan for the site, including without limitation, land uses, arrangement of uses, general circulation patterns and characteristics, methods of encouraging use of alternative transportation modes, areas of the site to be preserved from development, general architectural characteristics, any special height and view corridor limitations, environmental preservation and enhancement concepts, and other factors as needed to carry out the objectives of this title, adopted plans, and other city requirements. This step is intended to give the applicant an opportunity to solicit comments from the planning board authority early in the development process as to whether the concept plan addresses the requirements of the city as set forth in its adopted ordinances, plans, and policies."

It is important to understand that Concept Plan Review is NOT a 'decision' process. No yes, no, or maybe decision can result from this review. The purpose is to allow the Planning Board, as well as neighbors and other interested people, to review the proposal and provide input, reservations, expectations, etc. to the applicants prior to their submittal of the required Site Review. It is exactly the step that we should welcome and use to express all of our concerns and suggestions.

No developer is ever likely to submit such a concept plan for anything other than the maximum development they would ever hope to ultimately get approved. It is highly unlikely that a review will add to the developers' plans! No developer experienced in Boulder, which these certainly are, expects to get everything in their first submittal approved. And so they will not have spent money on very expensive and detailed engineering and architectural plans at this step because of that expectation. If they are serious about creating the best possible outcome for their investment they will welcome inputs, questions, suggestions, and even some changes which lead to a project that can get the required final approvals.

Finally, the City of Boulder Planning Staff will be reliably professional, courteous, and civil. They will expect the same of us and I am glad to see that the discussion so far has met that standard. Our credibility depends on it.

Ken Ziebarth

Van Schaack, Chandler

From: lee Buttrill [leebuttrill@gmail.com]
Sent: Wednesday, November 20, 2013 1:35 PM
To: Van Schaack, Chandler
Subject: Project # LUR2013-00058 - Comment

Hi Chandler,

I live in the Martin Park neighborhood and have just learned of the the proposed project at the current location of Grease Monkey and several other businesses. While I generally favor modernization and development of our older commercial spaces, I oppose this particular project. My two main objections are parking requirements/traffic congestion and the requested height variance. If you have done any driving recently down the Moorhead corridor or the intersection of Baseline and 27th Way, you will know that those areas are already extremely congested at most times of day. Students travel that area on foot, bike, skateboard, etc. at all hours of the day and we see regular back ups from their traffic and normal car traffic. Additionally, the parking is already at maximum capacity with a lot of spillover going onto Moorhead from the existing baseline mall and surrounding residences. We simply cannot have another high occupancy building there without full on site parking.

My second objection is the building height. We have a beautiful mountain range sitting at our doorstep, but every year more and more buildings get thrown up in front of it. The sunshine and mountains we are known for are blotted out by yet another tall building. The codes are there for a reason. No matter what the financial rewards of having a large hotel at that location, the city must not make exceptions to the height restrictions. The more variances that are given the more that will be given and eventually, we will be just another concrete jungle.

If the developer is willing to meet all parking requirements by development of underground parking and provides funding for expansion of the intersections to accommodate the traffic, I would consider withdrawing this objection. Likewise, if the developer reduces the building height to conform with city code; I would consider withdrawing my objection.

Best of luck,

--

Lee C Buttrill
leebuttrill@gmail.com
Cell: 720-530-6754

"It is neither wealth nor splendor, but tranquility and occupation which give happiness."
- Thomas Jefferson

Van Schaack, Chandler

From: Heather Janelle [hjanelle@lilbiker.com]
Sent: Wednesday, November 20, 2013 12:57 PM
To: Van Schaack, Chandler
Subject: Baseline Zero Concept

Dear Chandler

I have 2 main concerns with this proposed project.

First I have a major problem with any height variance. We have a 35 foot height restriction in Boulder for a reason and I don't believe any exceptions should ever be granted for the height restrictions.

Second is the lack of adequate parking for the facilities. Again, I don't believe it is appropriate to grant an exception to the number of parking places required in a residential area that already has parking issues due to the proximity to CU. If the developer would be willing to pay in full for the installation and maintenance of a permit parking system for the entire Martin Acres neighborhood, I might be convinced that the exception is valid.

Thank you

--

Heather Janelle
hjanelle@lilbiker.com
(720) 381-4969

Van Schaack, Chandler

From: Scott Upton [uptonic@gmail.com]
Sent: Friday, January 03, 2014 8:48 PM
To: Van Schaack, Chandler
Subject: Concerns on proposed development on Moorhead

Mr. Van Schaack,

I'm a father of two small kids in Martin Acres, just off Moorhead and 31st. I'm writing because I'm concerned about the proposed development near the intersection of Moorehead and 27th Way.

My concerns are threefold:

TRAFFIC CONGESTION ON MOORHEAD

The proposed traffic routing on the plan I've seen does not take into account the congestion that already exists at the corner of 27th Way and Moorhead. There are often so many cars turning off Baseline onto 27th Way (and subsequently onto Moorhead) that they clog the Baseline/27th intersection. By adding a single entrance to the proposed office space immediately after that turn, the developer will create another bottleneck with no "out" for residents simply trying to get to their homes.

Further, the proposed extension of the northbound bike lane across Moorhead and through the new development adds another reason for cars to stop in an already congested part of town. Basically, the plan as it stands today is overloading the main artery into the neighborhood at high traffic times.

INADEQUATE PARKING

There's a reason why the city mandates a certain number of parking spaces to meet the needs of new commercial spaces. In a fairly dense urban area, inadequate parking at businesses means people will look for alternatives. The closest alternative parking? In the neighborhood just off Moorhead. People who can't park at their office are going to be parking on 28th, 29th, 30th, and 31st streets. If you've ever visited these streets on CU game day, you'll get a sense of what that's like.

The increased traffic is also a problem because these streets are currently filled – FILLED – with families. Most kids in these families are under the age of 10. The last thing these winding streets need are more cars hunting for parking where the kids play.

LACK OF BUSINESSES SERVING THE NEIGHBORHOOD One of the things that drew us to this neighborhood was the proximity of a grocery store, bike shop, liquor store, coffee shop, veterinarian, and auto repair. When we take our car to Nick's Auto, we can just walk home while it's being fixed. When we need to take the cat to the vet, we can walk there and back, sparing her the trip in the car. Need some wine for a neighbor's party? Easy to get without driving.

The proposed development, rather than improving these aging businesses and giving them new life, replaces them with space for non-residents: A hotel and an office building. The developer is taking away things we use and replacing them with spaces no one in Martin Acres will visit.

I'm not against the re-development of this area. I am, however, concerned with the approach West Baseline Investors has taken here. They need to take a much harder look at traffic flows, parking, and the mix of businesses in the development to earn my support.

Sincerely,
Scott Upton
3050 Birch Ave
(720) 839-0643

Van Schaack, Chandler

From: Joan Margolis [joanmm888@gmail.com]
Sent: Wednesday, November 20, 2013 11:49 AM
To: Van Schaack, Chandler
Subject: development on baseline near 27th

Hi,

I am a Martin Acres resident and have been for almost 20 years. I also rented in the neighborhood as a younger adult. I looked at the development plans on Baseline and 27th and have a few comments. Whereas I do feel that the current site is an eye sore and needs to be developed, I also feel that the current proposal is way too large scale and will cause multiple problems, traffic issues first coming to mind. I do see that this piece of property has huge potential for the neighborhood and for south Boulder.

I would like you to consider a mixed land development with some retail on the first floor and perhaps residential and/or offices on a second floor. Anything that is against the current code related to height would not be agreeable to me.

Martin Acres seems to be looked upon by greater Boulder as an area of downtrodden rentals. If one took a closer look, there are many properties that are owner occupied and have been updated and maintained. Many homes have had second stories and additions added to them. Yes, there are still many rentals, but from what I hear, 50% of Boulder are rental properties. We are a diverse neighborhood, very tolerant of one another, and take great pride in our neighborhood. We would like to see a development on Baseline and 27th that would upgrade the entrance to our neighborhood, provide us with additional amenities, and also be a wonderful addition to the greater Boulder area.

Please consider these comments when you make your plans.

Best regards,

Joan Margolis

105 S. 33rd St.
Boulder, CO.

Van Schaack, Chandler

From: William E Arndt [William.Arndt@Colorado.EDU]
Sent: Wednesday, November 20, 2013 11:17 AM
To: Van Schaack, Chandler
Subject: Baseline / 27th Way

I have a feeling that the people who are opposed to this project will send lots of e-mails. So I wanted to send something to let you know that I heartily APPROVE of the proposal (knowing that the drawings and plans are simply in the conceptual stage).

This area is currently quite unattractive, with the empty Wendy's and blighted former carwash site. Nick's isn't exactly beautiful. And the frontage road has become a public dump.

I believe the worries about traffic are bogus; Traffic for offices and a hotel is likely to be considerably LESS than for what's there now. Also bogus is the worry about the height of the buildings. With no one's views being blocked from the east, why not build higher? The higher you go, the smaller the footprint. This will NOT cause shadow and ice on US 36, nor will it block any views of the mountains.

Drivers will NOT use Moorhead as a "short-cut" when they can use US 36 so easily.

The only thing that might become necessary is traffic light where Moorhead meets 27th Way. It may be too close to Baseline, but I thought the same thing about the light on Broadway at Pleasant. It's close to University Avenue, but it works well.

I am a Boulder native, have lived in Martin Acres for 27 years, worked in the Planning Office at CU for 16 years, and lived for 16 years in Philadelphia, where NIMBYism is usually limited to projects which really would have a big impact.

-- William

Van Schaack, Chandler

From: Coby Royer [see_two@hotmail.com]
Sent: Wednesday, November 20, 2013 10:47 AM
To: manalist@martinacres.org; Van Schaack, Chandler
Subject: RE: [Manalist] Baseline Zero Traffic Letter

Thank you Mark for bringing up this obviously incorrect assumption. While I understand the need for guidelines and standardized estimation practices, I must point out that we all need to have a sense of reality in reviewing assumptions. I am sure there is no a single resident here who believes there were ever 432 customers in one day at that car wash. I think that when considering traffic issues, we must also examine peak use patterns and understand the impact at morning and evening rush hour. Even if the car wash had that many customers, they would be more distributed throughout the day than the intended occupants and customers of Zero Baseline Concept.

Chandler--while such assumptions may satisfy a certain level of diligence in this project planning, how can we ensure we are only permitting valid assumptions going forward? I feel it a disservice to the community and to the developers to permit invalid assumptions in the process. It significantly undermines credibility of the developers and impairs their ability to attain the very goals they seek. I believe that a true partnership requires vetting assumptions with not only guidelines, but with empirical evidence.

Chandler--On one final note, I'd like to hear more about risk management of such large developments. What happens if the developer is unable to satisfy parking requirements due to ground water tables, buried power lines (to NIST--running through a major part of the planned development area), etc? What assurances does the community have that the developer must meet its commitments and what contingencies can be introduced to handle instances where the developer fails to meet its promises? This project is only just beginning and will undoubtedly go through modifications over the next several years. Feel free to post response directly to this list, or if you prefer, I will do so after our meeting next week.

thanks, Coby

> From: Mark.Correll@Colorado.EDU
> To: vanschaack@bouldercolorado.gov; manalist@martinacres.org
> Date: Wed, 20 Nov 2013 09:58:27 -0700
> Subject: [Manalist] Baseline Zero Traffic Letter
>
> Re: Baseline Zero 2013-11-04 TrafficLetter.pdf,
> <https://www-webapps.bouldercolorado.gov/pds/publicnotice/index.php?caseNumber=LUR2013-00058>
>
> Dear Chandler & Manalist:
>
> I really object to the assumption that the carwash averaged 432 customers per day!
>
> I understand that the trip generation analysis uses data from the Trip Generation Manual of the Institute of Transportation Engineers, according to a process prescribed in the City of Boulder Design and Construction Standards. I cannot tell if it is done correctly.
>
> In my memory, the carwash got maybe 40 customers on a good day, and it averaged far less. I suppose the

City could look up the water billing records to estimate actual carwash volume, if it matters.

>

> best wishes,

>

> Mark Correll

> 315 31st St.

> Boulder

>

>

> _____
> Manalist mailing list

> Manalist@martinacres.org

> http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: janetstr@totalspeed.net
Sent: Wednesday, November 20, 2013 10:12 AM
To: Van Schaack, Chandler
Subject: Martin Acres BASELINE 27th Way project

Dear Chandler,

Please consider the following issues with regards to the Baseline/Moorhead/27th way project.

- 1) All home owners have to adhere to height regulations. Please see that happens with the proposed hotel. Do not give a height variance. Rules are there for a reason.
- 2) Traffic issues. If traffic is backed up on Baseline turning left onto 27th way, it may force RTD to re-route the BOUND bus away from 27th way, which could disrupt the whole existence of that line. Currently the BOUND is a major line for south Boulder.

Janet Streater
2830 Dover Drive
Boulder, CO 80305

Van Schaack, Chandler

From: Tom Amy Sam and Anna [samandanna@comcast.net]
Sent: Tuesday, November 19, 2013 8:45 PM
To: Van Schaack, Chandler
Subject: Baseline Zero development

Hello Chandler,

We are writing to share some comments about the proposed development at Baseline Road and 27th Way. We have been Martin Acres residents for more than 20 years. We and our neighbors enjoy the cozy, close-knit community that characterizes our neighborhood. We also enjoy the easy access (by foot, bike, and automobile) to the shops at the Table Mesa and Basemar shopping centers as well as the businesses at Moorhead and Table Mesa Drive. We also patronize the businesses that currently occupy the proposed development site.

Personally, we are not opposed to redeveloping the site under review. We would like to see development that is in keeping with the character of and supports our neighborhood. We are also not opposed to a hotel and office building on the site. But we do have a few concerns about the development as currently proposed:

1. Height limit. The 55-foot height proposed is completely out of character with the neighborhood (mainly single story ranch homes immediately adjacent to the development site) and neighboring businesses (which currently do not exceed 2 stories). The city enacted a height limit to maintain the character of the entire city. What makes this development site appropriate for breaking that rule, especially considering that the buildings in the immediate vicinity fall within the current height limits?
2. Traffic. Traffic is already tricky at the intersection of 27th Way and Moorhead Avenue. Turning left off Moorhead onto 27th Way is difficult with the current traffic levels and mix of car, bike, and pedestrian traffic (especially when the University of Colorado is in session). Traffic is equally saturated turning left from West bound Baseline onto 27th Way. Should the development be allowed, the City is going to have to take action accommodate the substantially increased traffic flow into and out of 27th way, as well as on Moorhead Ave.
3. Parking. The parking situation is difficult already in that part of our neighborhood. You can see the spillover from the apartments at Moorhead and 27th Way onto Moorhead. And CU students and staff use our neighborhood as a convenient free parking location close to campus. The developer is requesting a 50% reduction in required parking spaces, which will only add to the congestion we already experience in the neighborhood. We strongly urge the City to NOT grant a parking space exemption to this development.
4. Building location. Based on the current proposed development concept, the developer might want to consider swapping the hotel and office space locations to make a better transition into the quiet neighborhood. This change would also make the hotel more visible to guests.

We hope the City will take our comments into consideration as they review the development proposal.

Sincerely,

Amy Eisenberg and Tom Van Dreser

130 S. 35th St., Boulder

Van Schaack, Chandler

From: Sarah [design-write@mindspring.com]
Sent: Tuesday, November 19, 2013 6:21 PM
To: Van Schaack, Chandler
Subject: Baseline Zero Concept

19 December 2013

Dear Mr. Van Schaack:

I am writing in response to the Baseline Zero Concept.

Baseline Zero, proposed by West Baseline Investors LLC, calls for a mammoth 55-foot-tall 180,000 square foot office development “complete with a large rooftop solar arrays and a vegetated roof” rendering it “sustainable,” and a 70,000 square foot 100-room hotel at the intersection of Baseline Road and 27th Way, as well as two levels of underground parking. The plan calls for a 20 ft. variance on the 35-foot height limit imposed on the area, and a 50% reduction of parking required by the city for office (300 as opposed to 600) and a 40% reduction of required spaces for the hotel (75 as opposed to 125). The project seeks LEED certification. Located on a wetland adjacent to Skunk Creek, the development purports to work with wetlands restrictions. The developers claim that the project will be “ecologically focused.” In addition, the project will displace the current uses.

Nobody disputes that something has to be done to improve the current site. The area is zoned Business-Community 2, defined as “business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate.” However, there are no “retail type stores serving the neighborhood” in this proposal. The proposal raises a number of other concerns.

- traffic – given the huge amount of reduced parking requested by the developers, the remaining cars would have to go somewhere. In this case, they would join the overflow of parking from CU and RTD commuters who use local residential streets as a parking lot, blocking homeowner access to their homes. The increased traffic at the already badly designed intersection of 27th Way and Moorhead would snarl even more. Bike and pedestrian safety is already dicey here; the project would not help that situation.
- scale and scope – in a neighborhood of one and two-story homes and businesses, all of whom adhere to building codes and size restrictions, the development is severely out of scale and disrespectful of the building codes respected by others.
- uses – rather than provide retail space that Martin Acres and other neighborhoods could use, and walk or bicycle to safely, the proposal calls for office and hotel use.
- architecture – the proposed design could exist in the Midwest or California or Michigan or or or It lacks an architectural and landscape architectural vocabulary that response to the community and the region.
- current occupants – Nick’s Auto has been on that site since 1977, has supported MANA activities, and has indicated that it would fix up the property if it stayed. Currently, there is no incentive to do so.

Martin Acres Neighborhood Association and a number of residents have expressed interest in working with the City to modify the proposal to one that more reasonably addresses the site and its context.

Thank you.

Sincerely,

Sarah Massey-Warren Ph.D
201 28th Street in Martin Acres
design-write@mindspring.com

Van Schaack, Chandler

From: Mark Correll [Mark.Correll@Colorado.EDU]
Sent: Tuesday, November 19, 2013 3:28 PM
To: Van Schaack, Chandler
Subject: RE: 2700 Baseline Concept Plan (LUR2013-00058)

Hi Chandler:

These comments concern the Site Access Diagram (p. 18 of Baseline Zero 2013-11-04 COMPLETE.pdf).

1) It appears that the development would eliminate the Moorhead Frontage Road. Currently I ride my bike west along the Moorhead Bike Lane and then turn into Moorhead Frontage Road to reach both the on-ramp underpass and the nice wide sidewalk farther west along Baseline. Apparently the development would take the frontage road and create a private driveway to the hotel's east end and the rest would be green space. It is not clear whether the public and neighbors would be invited into this green space. More important to me is that I don't see the bike path wrapping around the route of the frontage road which should be the logical extension of the path from 27th and Baseline.

If you just look at the paths in the drawing, it looks like it's saying that no one would ever want to ride their bike from 27th & Baseline to Martin Acres.

2) It appears that the new multi-use path goes through or under the office building. I wonder if this path will really work for the benefit of the public?

3) I don't see any cars on the streets in the diagram, and I am guessing the developer would eliminate parking along the street. Right now there are 10 cars parked along Moorhead and 4 more parked on Moorhead Frontage Road. (There are also dozens parked at Wendy's).

4) The office building will be built as close as possible to 27th Way. It looks like the diagram includes a narrow sidewalk, but regardless, the bulk of the building will make that stretch of 27th even more intimidating. It will also shade the street and sidewalk.

5) There are 2 patios overlooking the wetlands. It isn't clear if the neighborhood will be invited to use these.

Thank you for considering my comments,

Mark Correll
315 31st St.
Boulder CO 80305
720 304 8800

Van Schaack, Chandler

From: Eric Stonebraker [estonebr@uwalumni.com]
Sent: Tuesday, November 19, 2013 12:06 PM
To: Van Schaack, Chandler
Subject: Zero Baseline Project - Transportation Alternatives

Hi Chandler --

(For full disclosure - I am a Martin Acres homeowner and urban planning PhD student specializing in land use and transportation).

Couple thoughts --

We need to think creatively about parking at this location...

- * Hotel users -- many potential users come by bus / shuttle from DIA. More could take the bus or shuttle if a number of Zip cars were placed there and bike share (either Bicycle or like other hotels with private bikes for use).
- * Mandate transit passes and paid parking at hotel / offices (\$10 - 20 a day?..)

The area has great bikeability (walkscore) and decent transit. Efforts should maximize these modes...

- * Need to prevent overflow parking issues-- ie let's have permit parking in Martin Acres (most if not all?)

Good luck! More comments later if I think of more. (the Martin Acres List Serve is getting lots of traffic on this subject...)

Eric

--

Eric Stonebraker | NSF IGERT Fellow
Center for Sustainable Urban Infrastructure
College of Architecture and Planning
University of Colorado Denver
<http://www.actresearchgroup.org/>
www.ucdenver.edu/IGERT

Van Schaack, Chandler

From: Rachel Lee [rlee@mosaicarchitects.com]
Sent: Tuesday, November 19, 2013 9:45 AM
To: Van Schaack, Chandler
Subject: Comments: Baseline Zero Concept Plan

RE: 2700-2750 Baseline Rd., 2765 & 2800 Moorhead Ave.

PROJECT NAME: Baseline Zero Concept Plan

Hi Chandler,

I am a neighborhood resident of Martin Acres and I just learned about the proposed development at the above referenced location. I also work in Boulder as an Architectural Designer and Project Manager.

I must say, I have been looking forward to this area of Martin Acres and South Boulder being redeveloped for years. It feels like a wasteland and has the potential to invigorate our vibrant neighborhood. However, I'm not very thrilled by what has been proposed. While a hotel would be nice, a 55 foot tall hotel with 2 levels of underground parking and 180,000 sqft of office space hardly seems appropriate. There appears to be little transition into the neighborhood on Moorhead and little regard to the scale of the proposed structure. People in Martin Acres love to travel by foot and bike and this development hardly offers students, professionals or families any sort of destination.

I think it is also unfair to encourage support under guise of sustainability. I am a 100% supporter of eco-friendly, low-VOC and low-impact building, however, this development is wrong for so many reasons. It should go without saying that whatever is being built should be sustainable.

Not only is this large, development hinging on a small-scale neighborhood, this is a heavy student area. Does it really warrant and can it really support 180,000sqft of office space? There are vacant offices all over Boulder and the last thing this area needs is another massive structure sitting un-used.

Traffic is another issue as it is already difficult crossing 27th Way or turning onto Moorehead from 27th Way. More traffic turning into a hotel and office structure would increase congestion and possibly even warrant a stop light which would be terrible inconvenience and depressing. I happen to like the current Gas Station and Liquor store and feel that they support some neighborhood needs as far as entering and leaving the neighborhood and obtaining basic goods. I would happily welcome some more restaurants, some retail and even some night-life – something similar to what the Table Mesa shopping center offers with Southern Sun, the yarn shop, Bagel shop, etc. This attracts a neighborhood community and creates a sense of vibrant space.

I happen to know the family of the man who developed Martin Acres in the 60's. The neighborhood was intentionally planned so that there was one distinct way "in and out" of the neighborhood and that was past Baseline Liquor, which happened to also be part of the family business (smart, right?). Well, if this is the case, do we really need a 100 room hotel and 180,000 sqft business hotel announcing our neighborhood? Already we struggle with heavy CU activity and a lack of parking on our streets and obstacles for our children to ride their bikes safely on the streets.

Please reconsider the scale of this proposed project and ask the developers to do a better job of community engagement. You may have even noticed that our neighborhood is completely overlooked and not even mentioned on page 16 of the application.

I appreciate you hearing my and other neighbors concerns. Please also keep me informed of Planning Board hearing and any related decisions.

Warm regards,
Rachel

rachel lee | project manager
mosaic architects + interiors

p. 303.247.1100

vail | boulder | san francisco | santa barbara

Van Schaack, Chandler

From: Mike Marsh [mgmarsh1@juno.com]
Sent: Tuesday, November 19, 2013 8:21 AM
To: Van Schaack, Chandler
Subject: Project # LUR2013-00058

Dear Chandler,

As a 20-year resident homeowner in Martin Acres, I am writing you to express my extreme opposition to the proposed development at 27th and Moorehead, project #. The City will soon have an entire, well-organized neighborhood up in arms about this project if it elects to go forward with this ill-conceived development. To be clear, I am not opposed to development in that area. To the contrary, I would like to see the area developed in a way that serves the greater goals of the neighborhood and Boulder's widely stated environmental goals. This project is not that.

Here are the reasons:

1. The zoning in that area is supposed to include retail. It's BC-2 zoning, defined in the land use code as: "Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate" (section 9-5-2(c)(2)(G)). Yet this proposal won't have any retail at all.

Discussion: It is commendable and understandable that BC-2 zoning is supposed to have retail, for retail is an *additive* element for the neighborhood: It keeps us out of our cars, and allows us to shop within the neighborhood and walk for our quick errands here. I can't tell you how many my wife or myself needed a bottle of wine for a dinner party, and were able to walk down to Baseline Liquors to fulfill the errand. Or, we needed a quick bite and walked down to Wendy's. Or, we needed an oil change and dropped our car off at Grease Monkey, or needed repairs from Nick's Auto, and we were able to walk home to take care of things while our cars were worked on. While you all may think that the Basemar Center sufficiently addresses our retail needs within walking, that's far from true. The Basemar Center faces away from Martin Acres. It's a convoluted process to wind our way around to the actual front of the shopping center. I'd say Basemar serves the Bluebell Columbine neighborhood, and not Martin Acres. And finally, 27th Way is a psychological and actual physical barrier: It's busy, scary, and the truth is that errands to the Basemar Center are just farther enough away (1/2 mile further), and involves enough impediments, that we are forced into our cars when shopping at BaseMar. I can say to you truly that while I walked to the current and former retail on Moorehead, I always drive to BaseMar.

27th and Moorehead could represent a true retail opportunity to serve Martin Acres. I strongly recommend the City deny this proposed project and instead entertain other ideas for development that will help, rather than harm, our neighborhood.

2. This project hinders, rather than help's the City's stated environmental goals.

Discussion: The City has passed lofty greenhouse gas reduction goals and the City talks incessantly about reducing vehicle miles traveled. Yet the City proposes a project like this, which will exponentially add vehicle miles traveled. It will effectively get us off of our bikes, and out of our walking shoes, and force us behind the wheel of our cars, for every slightest thing that we need. As taxpaying residents, it boils our blood to see the City espouse environmental and traffic objectives on the one hand, yet turn around and propose a project such as this, which has the exact opposite effect. It will torpedo every City reduction goal for greenhouse gases and vehicle mile traveled.

3. The proposal will add huge amounts of traffic and traffic congestion to the main ingress and egress routes for our neighborhood.

Discussion: The fact that the developer is going with commercial rather than retail space means that the aforementioned traffic will be concentrated at the critical times of 8 a.m. to 9 a.m., and 5 p.m. to 6 p.m. Traffic is already bad at those times, this project will push it beyond absurdity. Whereas, retail would have a diffuse, round the clock traffic implication.

Secondly, let me ask if you have recently been driving west on Baseline, attempting to turn left onto 27th Way? It often takes us two to three cycles of that traffic light's left turn arrow, before we can turn left onto 27th Way (off of Baseline). The proposed project, bringing hundreds of hotel guests and commercial workers and clients, means we'll now have to wait 7, 8, 9 cycles of that traffic light before we can turn left. It will back up west-bound Baseline traffic well past 30th St., and likely, halfway to the Meadows Shopping Center. Whereas, if the project was instead 100% retail, the main customers would be Martin Acres residents and we would walk or bike rather than drive to the shops.

4. The proposed project doesn't even provide half of the parking spaces it will require.

Discussion: There is a rampant feeling in Martin Acres that the City regards us as the "armpit of Boulder." See letter to the editor, Boulder Daily Camera, October _____. A big reason for that is that Martin Acres is already "expected" to absorb all the parking needs for CU, because that entity failed to effectively plan, design, and build for its parking needs for football games and other events. The solution? Just let them park in Martin Acres. Those residents won't mind if drunken football fans park across their driveway.

To wit: In the past 15 years, I have called the Boulder Police more than 10 times about people being parked across my driveway. I have had to tow cars three times. Now, the City proposes a project that won't even provide half of its own, needed, parking spaces? Does the City just assume that its "armpit of Boulder neighborhoods" won't mind if more misery is inflicted on us? Guess again. The truth is, you will have organized civil disobedience, en mass, if you go forward with this project. I personally, my wife, and most of our neighbors, will form a human blockade around the site if it presumes to not "pay its own way" in terms of parking. To use a Hollywood movie vernacular, "We're mad as hell, and we're not going to take it any more." Parking frustration in Martin Acres is already sky-high. I cannot believe the City even allowed this proposal to come this far. The City truly is way out of touch with its neighborhoods and citizens. This is one of the most glaring and dramatic examples I've seen in my decades here.

Last, when I added onto my house here in Martin Acres, I was required to add another off-street parking space. It was very difficult and costly. It changed the entire plan for my addition. I had to widen my driveway and jump through all kinds of hoops to accomplish it. Why then, would you allow a wealthy developer to weasel out of City Code rules for parking? The duplicity and hypocrisy amazes me.

If you allow this project to go through, all of Martin Acres will demand that the City instigate a residents-only parking permit system for Martin Acres. Do you have the staff, funds, and band width to administer this?

5. The proposed project will violate the 35 foot height restriction.

Discussion: Again, I have to reference my own home remodel project here in Martin Acres. I added a second floor to my house. I had to abide with City building code height restrictions. I was expected by the City to design and plan my entire project around the central notion of complying with the height restriction. Yet this developer for the proposed project has the brazeness to expect, from the beginning, that they won't have to comply with the time-honored 35 foot height limit.

If you allow this project to go through, I will encourage my neighbors doing pop-tops to ignore the 35 foot height rule. Clearly the City isn't really serious about that rule. And what's good for the goose is good for the gander.

Summary: This is an incredibly ill-conceived project because of its increase in traffic, traffic congestion, vehicle miles traveled by neighborhood residents, parking impact on the neighborhood, and its failure to comply with many iron-clan building code requirements. Please deny this proposal with finality, and instead solicit retail proposals that will help rather than hurt our neighborhood, and will help rather than hinder the City's environmental goals.

6. It's a gargantuan, huge project.

Discussion: Something more commensurate with the size and scale of our small neighborhood would be better received.

Yours very truly,
Mike Marsh
265 31 St.
Boulder, CO 80305
(303) 499-3395

Van Schaack, Chandler

From: CJ Clack [chrisclack@gmail.com]
Sent: Monday, December 16, 2013 2:08 PM
To: Van Schaack, Chandler
Cc: leahboogy@gmail.com
Subject: Re: Baseline Zero Concept

Hi Mr. Van Schaack, thanks for your response. I have a few questions.

First, you said: It is also important to note that the applicant is not requesting any modifications to the allowed uses in the zone, as hotel and office uses are allowed by-right in the BC-2 zoning district."

Elsewhere (bcbr.com) you've been asked about this:

"Chandler Van Schaack, a planner with the city of Boulder, said the office building and hotel are allowed uses for areas zoned BC 2 in some instances through the use-review process despite the narrow definition."

So the first statement from your email doesn't mention the fact that the proposed uses are allowed IN SOME INSTANCES and that it depends on the use-review process. You may have just been trying to be succinct, but in my opinion there is a pretty big difference between claiming that its just allowed by definition and stating that it may be allowed depending on the review.

I'm wondering if you can provide some further documentation regarding this review-dependent allowance because I can find nothing about it in the BC2 zoning definition. Can you provide some examples where this has been done and why it was allowed? Personally I'm unwilling to just accept that the BC-2 zoning allows for such an interpretation without some proof. There must be some reason the zoning definition for this parcel says "business areas containing retail centers serving multiple neighborhoods, where retail-type stores predominate" and says nothing about allowing for radically different uses like hotels and office space. Looking at the code further, the use, form and intensity module designations further define the development of retail centers that city planners intended.

Mr. Van Schaack you've been quoted (bcbr.com) as saying 'the project looks promising overall', 'they're trying really hard to make it an appropriate use' and 'I think it could work'. What is the basis for your optimism? You seem to be on board with the proposed development, even though the developers have yet to define how they address the significant problems like parking, traffic, setback variances, etc. What have you seen that convinced you to support this development? Are your remarks representative of your colleagues or they simply your personal opinion? Its a bit disconcerting that the case manager for the city has already gone on record as an advocate for this development.

Thanks for your time, see you at the hearing.

Sincerely, Christopher Clack

Sent from my iPad

Van Schaack, Chandler

From: Jill Marce [jillm486@gmail.com]
Sent: Tuesday, November 19, 2013 7:56 AM
To: Van Schaack, Chandler
Subject: Proposed development at 27th and Moorhead

Chandler,

Being a resident of Martin Acres, I am extremely concerned about a proposed development on Moorhead from 27th Way and Moorhead. The impact on the neighborhood would be hellacious:

Automobile impacts:

-With inadequate parking for the development, homeowners would be heavily impacted by the clients and staff (of the hotel and businesses within the buildings) parking on side streets.

-Drive through the area on the days CU has home football games and you'll see an example of the impact of too many cars. That's only a small percentage of what a hotel and four story office building would bring to the neighborhood.

-Packed with cars, the likelihood of home values dropping is high as potential buyers see that there isn't adequate parking for them, their family and guests. They'll also see a high volume of people driving in the area. Who wants to live in high traffic areas?

-The delays in trying to make a right or left turn from Baseline onto 27th Way will increase...so will accidents. Try to make a left hand turn between 5:00 pm and 6:00 pm and you'll get a feel for that. Add more cars and.....

-Cyclists (recreational and those going to CU) have a constant presence on Moorhead. This increases on weekends.

-We've heard about the auto/cyclist interactions that have resulted in serious injury and death around the city. More cars...at least one per room at the hotel and additionally by an unknown number of employees in businesses.....raises the likelihood of injuries on Moorhead and the side streets.

- Cars rushing (as they currently do) to make right and left hand turns at Baseline and Moorhead and 27th Way and unobservant cyclists are already having bike/auto collisions. Kids, late for classes and events run across the intersections without looking. Add more cars and.....

-The increase in traffic could be horrific.

-Police cars and photo radar vehicles are constantly monitoring traffic on Moorhead right now. This indicates that a traffic problem already exists. The development of a hotel and business complex will increase the traffic problem. It won't be limited to one end of Moorhead.

-Traffic from a hotel will be ongoing throughout the day with guest coming and going. This will add to the student traffic that is also ongoing throughout the day.

-Current businesses offer services that Martin Acres residents can readily use.

-This eliminates car traffic.

-People bike and/or walk to the business.

-They serve the needs of residents and eliminate the need to drive a car.

-What's proposed will cause us to drive further...increasing the overall traffic in Boulder and Martin Acres.

-To get regularly priced gas, one will need to drive to Table Mesa and Broadway or 30th and Baseline vs. 27th Way and Baseline.

-To get gas prices that match those of the gas station located at 27th Way and Baseline, people will have to drive to the north end of town or University and Broadway.

-Extrapolate that for car repairs and purchasing a bottle of wine for dinner.

-

Waiving the height limit????? This is a residential neighborhood! It's not 28th Street.

-Those who have wanted to “pop” or expand their own homes within Martin Acres have had incredible problems with all of the hoops they’ve had to jump through. Most have had to modify their plans...some drastically.

-To even **consider** allowing businesses to go above the height limit is a scary abuse of power. It reminds me of the lobbyists in Washington.

The city and City Council present a picture of “We want more affordable housing” Martin Acres is the closest thing to that. Why is the city even considering not supporting us?

--

Jill L. Marce
325 31st Street
303-494-3863

Van Schaack, Chandler

From: Joe Shekiro [joe.shekiro@gmail.com]
Sent: Monday, November 18, 2013 11:36 AM
To: Van Schaack, Chandler
Subject: Baseline Zero Concept LUR2013-00058

Chandler,

I am writing to express my concern with the concept as proposed. As a current homeowner in the Martin Acres neighborhood, I foresee the current project resulting in significant negative impacts to the traffic, safety and livability with little to no positive impact on the immediate area.

Placing a large hotel and office building with reduced parking allocations will result in significant parking in already-congested neighborhood side streets. Placing the large office and hotel in that vicinity will also result in significant increases in traffic throughout the neighborhood side streets, creating safety hazards in an area presently suitable for children.

Further, the current proposal does not seem to be consistent with Boulder's vision of reducing GHG footprint and enabling alternative transit. The office location seems to ideal for commuters from the highway 36 corridor rather than bike or bus commuters within Boulder. It will increase vehicle traffic through an intersection already challenging for cyclists to navigate (27th way and baseline) without creating improved bicycle routing.

Thank you for being responsive to our community's concerns.

Joe Shekiro
4458 Hamilton Ct. Boulder, CO

Van Schaack, Chandler

From: echumphrey . [echumphrey14@gmail.com]
Sent: Saturday, November 16, 2013 3:46 PM
To: Van Schaack, Chandler
Subject: Comments on Baseline Zero concept plan

Good afternoon, Chandler,

My name is Cody Humphrey and I live in the Martin Acres neighborhood. I am currently a full time MBA student at CU and have 12 years of experience in community planning and landscape architecture.

I have several comments on the Baseline Zero concept:

1. Lack of contextual awareness.

After seeing this concept submission, not once do I see any mention of the Martin Acres neighborhood and how this development potentially acts as a gateway into MA. They don't even label Martin Acres on the context map on page 16! This concerns me for several of reasons. One, its completely arrogant and obvious that this developer has not considered the impact that these buildings will have on Martin Acres from an entry or traffic standpoint. Refer to my first point as well.

Two, the architecture looks as if these buildings belong in a highly urban setting like downtown Denver. The use of wood, metal and glass do not even relate to any of the surrounding architecture in the area, such as the brick often found on the homes in MA. Quoting the submission, "*Shiny modern materials will be used where reflecting light deep into the building is a priority and the glass used will be tuned for vision and light transmittance and even frosted where diffusing light deep into the building is most important.*" Just because they are using "shiny" exterior materials in the name of sustainability does not mean that this design is contextually aware and worthy of being built.

Finally, I quote the document again: "*The scale of the buildings grows from a small module at the east end of the site (closest to the existing single family residential) to a strong urban edge at the west end of the site.*" How is this true? Am I missing what the "small module" is? I see a huge 4 story hotel completely maxing its footprint without any type of step back, not a small module. This is not an accurate quote based on the concept that I see.

2. Lack of Transition from the concept plan to the Martin Acres neighborhood.

The plan shows a 4 story hotel maxing out its height limits without any concern of transition to a neighborhood of traditional one story ranch homes. This is very abrupt and obviously lack of concern by the developer for the residents of Martin Acres. The hotel should at least step down to a 1-2 story height on the eastern side of the building to help with the transition.

3. Parking

There is a shortage of parking already in the apartments across the street from this site on Moorhead. And this development wants to do a 40% parking reduction. That's great, but in my opinion not realistic. There will be a huge amount of conflict with employees who do decide to drive but don't have any space in the parking garage and residents parking on the street. Also, the hotel is only offering 75 spaces for a 100 room hotel. I find this to be humorous especially during home football games, CU graduation, and any other large event bringing in people from out of town who will typically drive. In other words, I find that there is way too much building for this site.

4. Traffic on Moorhead

I have looked at the traffic study showing the decrease in total average daily trips...This is great if the study holds true and assuming that the non-auto use factor of .85 holds true as well (I believe this is a very ambitious factor and I don't believe it is legitimate to assume for the hotel as mentioned earlier). However, the study does

not say how the change in use from retail traffic to hotel/office traffic will be dispersed when talking about the surrounding thru roads. The document shows Moorhead as a key automobile connection to the development. My assumption is that when people leaving at the end of the day from the office building who are commuting via the 36 corridor will try to cut off the backed up traffic on 36 by heading down Moorhead to the Table Mesa exit. Doing the quick math, say 30% of those 844 trips out are taking 36 home. Let's say 2/3 of that 30% decide to take Moorhead. That would mean an increase of 169 trips 5 days a week all occurring between 4:30 and 6 on Moorhead heading southeast to Table Mesa. This is definitely an assumption that I believe should be considered.

Overall, I think this development is way too much for this site (for the record I also disagree with the uses in general but not much can be said for that since the uses fit with the zoning for the site). Also I find that the developer is trying to highlight all the sustainable design points in the document rather than addressing the major impact this development will have on the surrounding area. There is a glaring lack of consideration for the Martin Acres neighborhood in terms of massing transition, architectural materials, traffic and parking. Please do not let this go unnoticed and let this concept move through this part of the process without some major changes to the plan.

Thank you for considering these thoughts.
Cody

Van Schaack, Chandler

From: Bradley Monton [bradleymonton@gmail.com]
Sent: Saturday, November 16, 2013 10:53 AM
To: Van Schaack, Chandler
Subject: Comments on Baseline Zero Concept Plan

Dear Chandler Van Schaack,

I have some comments regarding the Baseline Zero Concept Plan -- see below. Also, could you please put me on the list to receive notice of the Planning Board hearing? Thanks!

(1) I live nearby this site, at 219 29th St, and I wanted to voice my overall support of this project. I like the fact that there will be increased green space, that the wetlands area will be opened up, and that the buildings look reasonably nice -- I think they'll fit in in that area, and be an improvement over what is currently there.

(2) One worry I have is the proposal for 75 parking spaces for a 100 room hotel. I wouldn't want to see overflow parking happening in the residential neighborhood, and I think that it's a bit pollyannaish to expect that that many hotel guests will come to Boulder without a car (once you also factor in the fact that some of the hotel staff will arrive via cars, and some guests will have multiple cars per hotel room).

(I'd be willing to be proved wrong by seeing an analysis of other hotels in the area, and what percentage of guests arrive via car, but I think it would be unfair to compare this hotel to e.g. a downtown Boulder hotel -- downtown Boulder is more walkable and transit-accessible than this neighborhood. A good comparison hotel might be the Days Inn on Table Mesa.)

(3) Another worry I have is the difficulty of heading to south Boulder from this spot -- the best way for people to go south is to turn left on 27th Way, and then left onto Broadway, but there's no traffic light at that Moorhead/27th Way intersection. Would it be possible to have a light put it at that intersection? (It's kind of a dangerous intersection anyways, so there would be good reason to put a light there.)

Sincerely,

Bradley Monton
219 29th St
Boulder CO 80305
303-956-2742

Van Schaack, Chandler

From: Mark Correll [Mark.Correll@Colorado.EDU]
Sent: Friday, November 15, 2013 12:11 PM
To: Van Schaack, Chandler
Subject: Baseline Zero Concept Plan - Traffic Letter

Dear Case Manager:

This is a comment on the Traffic Letter for the Baseline Zero proposal:
<https://www-static.bouldercolorado.gov/docs/PDS/plans/LUR2013-00058/Baseline%20Zero%20Concept%20Submission%202013-11-04%20TrafficLetter.pdf>

I am a resident of Martin Acres, living at 315 31st St. I make frequent use of two businesses in the Baseline Zero proposal: the liquor store and the gas station. My route is north on 31st St., west on Moorhead to Moorhead Frontage Rd. and on to either store from the north side. The traffic letter shows me as one trip in/out, and then eliminates that for the proposed hotel and office building. This overlooks the fact that I will now be forced out of the neighborhood, causing me to navigate through Moorhead/27th Way and onto Baseline for either gas or liquor. Therefore the project increases traffic problems by eliminating neighborhood shopping.

thank you for considering my comment,

Mark R. Correll
315 31st St.
Boulder CO 80305
720 304 8800

Van Schaack, Chandler

From: katestange@gmail.com on behalf of Kate Stange [kstange@math.colorado.edu]
Sent: Thursday, November 14, 2013 10:56 AM
To: Van Schaack, Chandler; Jonathan Wise
Subject: Development at 27th and Baseline -- Comments

Hi,

As a resident of Martin Acres, my concern about the development is that it lies on a major bicycling commuter route. Many people in Martin Acres currently bicycle north on Moorehead toward the university. Currently there are two options for bikes: 1) turn right on 27th and then cross Baseline to enter campus; 2) go behind the proposed development area, turning right immediately before U-Haul and biking toward the 27th-baseline intersection along the backroad.

I would like you to create a safe and useable bicycle route through or around the development for cyclists who are headed north on Moorehead to campus (and returning home the same way).

Currently the cyclists entering 27th from Moorehead have to cross several lanes of traffic immediately to get to the left-turn lane at the baseline intersection. The alternative back-route involves a very slow series of pedestrian crossing signals which discourages use (most use option 1). It is not ideal.

I would like the project to consult professionals in bicycle/pedestrian planning in designing the area so that this significant stream of bicycle commuters have a safe route to campus.

It would be especially great if there were a tunnel/bridge across baseline, so pedestrians and cyclists from campus could get to the hotel easily without having to interact with car traffic. It would be a great addition to the neighbourhood, would save lives and reduce congestion, and would make the hotel a very appealing option for university guests.

Thank you,

Katherine Stange
Department of Mathematics ~ University of Colorado, Boulder
(Campus Box 395, Boulder, Colorado 80309 ~ kstange@math.colorado.edu)
math: <http://math.katestange.net/>
photos: <http://pixel.katestange.net/>

Van Schaack, Chandler

From: Kara Godbehere [kara@petrockfendel.com]
Sent: Thursday, November 14, 2013 10:16 AM
To: Van Schaack, Chandler
Subject: comments re baseline zero concept plan

Hello Chandler,

I just reviewed the plans for the Baseline Zero project near 36 and Baseline and had a few comments to provide during the comment period. I live in Martin Acres, just south of the proposed development, at 3669 Chase Court.

I would like to know how parking is going to be addressed during the construction period. The intersection of Moorhead and 27th is really the only access out of the neighborhood to major commuting routes (baseline, 36, 28th) to the north and is heavily used during rush hour periods. Are there going to be any times that residents of Martin Acres will be unable to access the neighborhood via the Moorhead and 27th intersection? Any times that the intersection will be completely closed? Any times that even one lane might be closed? And if there are times when access to 27th might be compromised, how long do you expect those to last?

Also I'm concerned about the apparent underground-only parking situation. As you've probably seen at other underground parking locations around Boulder, people prefer not to park in them if they are able to find street parking – ESPECIALLY if the underground parking requires payment. Will payment be required for the proposed underground parking structures? Is there going to be ANY above-ground parking solely dedicated to this development? If not I can foresee a lot of traffic and congestion along the northern portion of Moorhead during peak entry/exit times for the office building specifically, as there will likely be an increase in the amount of people using Moorhead to access the office/hotel buildings and looking for street parking in that area as opposed to the quick stopping in-and-out types of trips that currently occur there with the liquor store and gas station. Also is the city proposing any way to restrict parking on the northernmost streets in the Martin Acres neighborhood to residents only, to ensure those residential streets aren't being used as parking for the development? Almost all of the houses in Martin Acres have one-car garages and many have no garage at all, so street parking for residents is pretty common and I would hate to see people who live along those northern streets being unable to park in front of their own homes. Also how do you plan to prevent CU students from using the underground parking structures? Having attended CU for law school myself, I know how frequently students utilized the parking lot for Whole Foods to park and walk over to the law school, so I could foresee a similar situation with the underground parking structure at this location, unless a payment system or card-reading system of some sort is going to be utilized.

Finally I would be interested in seeing what the plan is for the bike path in that area (along Moorhead) during construction and after construction is completed. It's already a little tricky through there during rush hour with the merge lane and several major bike path arteries merging there, as well as just the proximity of the CU campus. Frankly I hate to see any potential for increased bike/car congestion in this area than there already is.

Thanks! Please add me to any mailing lists that might exist regarding this matter. Feel free to contact me at the number below with any questions.

Kara N. Godbehere
Petrock & Fendel, P.C.
700 17th Street, Suite 1800
Denver, Colorado 80202
303-534-0702

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Van Schaack, Chandler

From: CJ Clack [chrisjclack@gmail.com]
Sent: Sunday, December 15, 2013 12:55 PM
To: Van Schaack, Chandler
Cc: Boogy
Subject: Baseline Zero Concept

Chandler, We're writing out of concerns we have regarding the recent proposal for developing the NE corner of 27th Way and Moorhead Ave.

What is the process for commenting and getting information about the Baseline Zero Concept project? Our household and many of our neighbors strongly oppose the scope, scale and incompatibility of the project for our neighborhood.

The proposed parking, traffic, height, setback and use variances are unacceptable considering the approved zoning of the parcels and the existing parking and traffic issues that affect our neighborhood.

We are vehemently opposed to this development and ask the city to do its job and approve a project more compatible with our neighborhood and the existing retail zoning. We aren't anti-development but this neighborhood is not the place for a large 100 room hotel and 4 story office building complex with limited on-site parking and no easy vehicle access from Baseline. Any reasonable person can easily conclude that the developers are trying to shoehorn the largest buildings they can onto this parcel by attempting to circumvent every city-imposed restriction.

Please keep us posted on any public comment opportunities and further developments.

Thanks,

Christopher Clack, Leah Brenner 2808 Elm Ave Boulder, CO 80305

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of Laurie Frain [ms.l.frain@gmail.com]
Sent: Friday, December 13, 2013 2:33 PM
To: manalist@martinacres.org
Subject: [Manalist] Baseline Zero
Attachments: ATT00001.c

I also went to the open house and was very discouraged. You know when people describe Boulderites as pretentious I get a bit defensive, That night I dealt with pretentious, and it was very unsettling. I too think we are voiceless here but are being given the play time to make them feel like they did the right thing.

They are taking down the hotels on the other side of the highway to make way for residential yet they were ruffled when I inquired why not put the hotels over there? They didn't have any answer other than but it is going to be designated residential. Really? So the difference being?

That area to be developed became trashed way before they car wash closed. That area became trashed when the condos went up and the extra people came in and started filling up Moorehead, then one side of the liquor store parking lot and then the car wash with trash turning up everywhere., Nicks went into the rental truck business and that didn't help either.

I see extra office space everywhere. Why do we even need this? Boulder needs to rethink how they are increasing the building and what it is doing to our beautiful city. Even the drive down Baseline isn't as pleasant anymore since the new build blocks off a beautiful part of the once incredible take your breath a way view you could see just by taking a drive down Baseline.

As much as I love the diversity here in Martin Acres which is why I never call on the too many cars/students/residents I am rethinking my tolerance. I am considering becoming extremely annoying and starting to request that my Boulder zoning rights be enforced...What a job they would have to undertake keeping up with that! The condos and 6 people with 6 cars in a house would be my first focus.

I am in for the fight, but I think this is one of those behind closed door deals that has nothing to do with us except fake lip service. That's the sense I left with, and I was very disappointed.

As much as I appreciate Chad's efforts at communication I am not sure he has any voice on this...zoning laws, development rules? Seriously? Exceptions are always made here so I am pretty sure this is another one of those times.

Anyway that's my perspective(rant?).

Please keep posting events/actions on this. I know Chad did encourage letters. They go behind the petition for the permit at the January meeting. If each of us writes a letter on the concerns, impacts etc., that may help...But it certainly will not be enough to stop this hotel/office space project.

Laurie
31st Ash

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of L. Frear [lfrear@ieee.org]
Sent: Friday, December 13, 2013 10:40 AM
To: manalist@martinacres.org
Subject: [Manalist] what else does the B0 guy profit from?

Okay, so that's another business I won't be spending my money at.
(Actually, their Vargas-esque ads tell me that they are targeting a different demographic anyway.)

Other than Hazel's and that new place on Baseline (with the burrito shop and the fancy burgers and lots of vacant space still), does anyone else know what this guy is invested in?

He might be sharp, but I also found him patronizing. (To be fair, it was probably a long evening for him by the time we chatted.)

WRT traffic, it won't just be that corner as we all find routes through the 'hood to avoid both ends of Moorehead.

>I can't believe that Bruce wouldn't have done his due diligence before
>presenting anything to the neighborhood. He's a lawyer with a
>specialty in development and land use. He's a co-founder of Hazels
>Beverages and an adjunct faculty member at the CU Law School.
>Additionally, the fact that he edited the Law Review says he's very sharp.

Manalist mailing list

Manalist@martinacres.org

http://martinacres.org/mailman/listinfo/manalist_martinacres.org

Van Schaack, Chandler

From: Manalist [manalist-bounces@martinacres.org] on behalf of William E Arndt [William.Arndt@Colorado.EDU]
Sent: Friday, December 13, 2013 7:19 AM
To: Martin Acres Neighborhood Email List
Subject: Re: [Manalist] Personal Reflections from the Baseline Zero open house
Attachments: ATT00001.c

Personally, I LIKE not seeing cars lined up in a parking lot in front of the buildings. So I like the new buildings on Baseline, as well as the Steelyards and the projects on North Broadway.

-- William

On Fri, Dec 13, 2013 at 1:12 AM, Kate Hallberg <katecat@gmail.com> wrote: FWIW, it isn't the "fault" of the developers that mean buildings are close to the streets but rather is a requirement of the city. The Steelyards are an example of this.

~ Kate

On Dec 11, 2013, at 10:16 PM, Jill Marce <jillm486@gmail.com> wrote:

Kimman,

Thanks for the compliment. (My last name's Marce.)

Personally, I'm still sorting through what I saw and heard. What was said by Bruce leads me to believe that putting a hotel and office building on the site is a "done deal." How they're structured may be more open to negotiation.

When I came into the room at around 7:30, I asked about the number of people who had come earlier. I was told that it was around 30.

In seeing the model and the schematics, the traffic issue jumped out. Bruce mentioned that traffic flow either has been or can be validated. (I assume by the cables that are laid across roads at certain spots.) While numbers can be impressive, pictures in cases like these are much more impactful. (What does 27th Way look like at 5:00, 5:30, etc. What's the backup on Morehead on a typical morning look like? What about west bound Baseline at 27th Way?) Also, the numbers of cars doesn't always indicate the wait time to move or make a turn.

Seeing the model also highlighted that there's very little space between the buildings and the streets. As I drove by Bruce's other development on Baseline, this morning, I looked at that same scenario (the buildings crowd the street.) Those are two story buildings and the proportion in relationship to the street isn't as daunting though. I think a four story building in that same situation would overpower the area. If Morehead were a four lane street that might not be the case, but as we all know, it's only two lanes.

Bruce mentioned something that I hadn't considered before. The hotel's patrons would be there at different times than those working in the office building, so parking spaces in one building could mitigate overflow in the other. As long as there aren't parking restrictions for each building, that could be helpful in lessening the impact on neighborhood parking.

The question I have about it is in regard to hotel occupancy. I don't know of any hotel that doesn't work hard to fill all of its rooms.

Jill

On Wed, Dec 11, 2013 at 10:13 AM, Kimman Harmon <kimman@kimmanharmon.com> wrote:
I arrived at the very end (would have been there 5 minutes earlier but their signage was lacking...)

My observations are that they have no clue about our neighborhood. Bruce was incredulous that our neighborhood doesn't use his other development across the highway on Baseline. Makes me wonder about his market surveys. Also they were totally unaware of the substation buried on the old car wash property. And traffic considerations are based on reducing parking spots; we know how that works... I get huffy and short with people who are shoving something at me that is thoughtless. I appreciate Ron Flax and Jill (don't know Jill's last name) ability to stay cool and calm around such foolishness.

Kimman

-

www.kimmanharmon.com

On Dec 10, 2013, at 9:31 PM, David Takahashi <the.dragons.be.here@gmail.com> wrote:

My personal experience at the Baseline Zero open house this evening is that there was enough wishful thinking to give Jiminy Cricket a headache from wishing upon stars, and that I have now seen the master plan (thanks Walt!)

and for those on you on the digest: <http://bit.ly/IOI32y>

Seriously, we have some work ahead of us. It probably will take a village...

Best

--

David Takahashi
326 29th Street
Boulder CO 80305
Location/Time Zone: Boulder, CO/ Mountain

Van Schaack, Chandler

From: L. Frear [frear@ieee.org]
Sent: Thursday, January 09, 2014 9:19 PM
To: Van Schaack, Chandler
Subject: Baseline Zero comments and concerns

To whom it may concern,

I have lived in Martin Acres for over a decade and was excited to hear about re-development at the 27th Way entrance to my neighborhood.

Last month I attended the open house at the Outlook hotel and was very disappointed at the proposal. Seriously, I could not see any aspect of the plan that could be considered useful to people living in Martin Acres.

The buildings are completely out of scale with the rest of the neighborhood. Even worse, the proposal replaces services that I use with buildings I won't ever have reason to step into. The Baseline Zero development does not enhance the neighborhood, but serves as a wall between me and destinations across 27th way and across Broadway. The extra traffic due to routing all vehicles for these new businesses onto Moorehead will also negatively affect me as I walk, bike, and commute.

Please do not allow the three variances for this speculative development. The proposed developments are too large compared to the neighboring buildings. Traffic and parking are already perpetual issues in this neighborhood due to proximity to CU. And allowing the buildings to run so far out to the street does not enhance walkability.

There are already office building vacancies and small hotels that cater to the university nearby, and this proposed development may not be successful. Certainly there is precedent for problems with large developments in Boulder— will the Baseline Zero project be another Peloton? I believe that it has the potential to be even worse.

I do hope that we can have appropriate development at Moorehead and 27th Way that is good neighbor. If the proposed development had anything to offer the neighborhood it would be more welcome. If the plan included a nice place to work out, a pool, or tennis courts, I would not be the only person who would gladly pay a membership fee. A decent coffee shop, bar, or restaurant would make either building a better neighbor.

Sincerely

L. Frear

**Debra H. Biasca
230 South 38th St
Boulder, CO 80305
303.494.3817**

November 18, 2013

To:

City of Boulder Planning Board

I wish to comment on the proposed Baseline Zero development project in Martin Acres, my neighborhood since 1978. It would be a dark day, indeed, if this monstrous project were to be allowed at the gateway to my neighborhood. The last thing our neighborhood needs is a giant hotel. The next-to-the-last thing we need is a giant office building. Many of us work from our homes, a much greener option.

While I understand the desire of property owners to recover a reasonable return on their investments, and in addition to the general reasons given in the previous paragraph, I oppose this project because: (1) The project is inappropriate for the BC-2 zoning category which should favor retail—particularly in an area that would benefit from more retail; (2) The proposed development design violates Boulder’s height limits without justification; (3) Even without parking requirement reductions but certainly with them, parking needs of the project will bleed unnecessarily into the neighborhood, creating substantial additional traffic and parking nightmares for residents and their guests; and (4) There is no justifiable reason to grant a setback variance for the proposed project. These concerns are addressed below.

1. Projects in BC-2 zones should encourage local retail.

The neighborhood has greatly appreciated its local businesses on the subject property. Driving, biking, bussing or walking to or from the area (for instance, when you’ve dropped your car off for repairs at Nick’s Auto) is convenient and ‘green’ for local residents. Local retail is important to us. We all miss our local 7-11 store (swallowed up some years ago by a dense residential development), though those of us with pets appreciate the local veterinarian services now available within our neighborhood. None of us plans to stay in a neighborhood hotel (though some of our visiting family members might, I doubt we are the identified clientele for the hotel). While the rules have apparently been bent to accommodate hotels in BC-2 in the past, hotel and office buildings are hardly retail establishments. The more retail we can locate in Martin Acres, the fewer vehicle miles people will travel to reach them. Taking existing retail out and replacing it with a hotel built with ‘green’ materials is hardly the kind of environmental step we should be taking now. Green building practices are nice, but putting a hotel where it doesn’t belong and where it will only increase our needs to drive to other retail and service businesses has ‘brown’ all over it. Let’s face it, hotels and office buildings are **not** retail, and BC-2 zoning is designed to favor retail -- for good reason.

2. Height limits should be observed at this location.

Height limits are important to us. Even the 35-foot limit, if applied to this site, sacrifices the mountain backdrop for all of us at the entrance to Martin Acres, not just for adjacent residents. The eye-sore, mega-footprint hotels on US 36 ruin it for anyone who drives that highway. The Wolf Law building, no matter how magnificent a facility it may be, interferes with our beautiful, natural mountain backdrop as we navigate the traffic arteries of our town; but the City had no say when those structures were built. We do have a say on the subject property.

Let’s not cast our height restrictions aside every time someone waves a revenue stream in front of us. It’s not about the money. It’s about the quality of life in Boulder. If we preserve that, we all benefit.

3. Negative parking and traffic impacts follow from this proposal.

I am deeply concerned about parking and traffic impacts threatened by this development. It is my understanding that the developers are seeking significant reduction in parking space requirements for their project—a 50% reduction in the required parking spaces for the office building (300 spaces instead of the required 60 based upon occupancy) and a 40% reduction in required parking spaces for the hotel. Even without the requested reductions, customers of the hotel and office building are destined to fill up the streets in front of our homes. If we wanted to live in a neighborhood like that, we'd have moved downtown—or to some metropolis in the Midwest.

While I have no data on traffic impacts, I urge Planning Board and the City to carefully evaluate the amount of additional traffic this giant project is sure to bring to the neighborhood. While retail would involve much of the existing traffic (i.e., folks walking over or stopping to shop on their way home), the hotel and office building is going to attract significant new traffic to our residential neighborhood—traffic that belongs on a major traffic artery, not in a residential neighborhood.

4. Setback variance is unjustified.

Although I do not have information on the specific nature of the setback variance being requested for this project, I urge the Planning Board and the City to be circumspect in following the rules for this project so that the structures are not allowed to overpower the property on which they are built. We have important policies that have resulted in our setback rules, and they should be observed unless good reason is offered to violate them. This is hardly the project that needs a variance -- it is a huge piece of property. If the project doesn't fit on this property, it should be established where it can fit.

We need to be fair and smart about development. There are development plans that meet local and city-wide goals and are a good fit for their proposed location. This isn't one of those. This plan is swallowing up good, long-term local retail businesses that meet important policy goals in terms of economics and environment and is relying on the City to bend all sorts of rules to let it happen. Our City is already on economically sound ground without this proposal. I urge you to send these developers back to the drawing board so that their next plan takes into proper account both the rules and the policies they were designed to promote.

Sincerely,

Debra Biasca
230 S. 38th St
Boulder, CO 80305
303.494.3817

DATE: 11.14.2013

pg. 1 of 2

RE: Concept Plan LUR2013-0058
Concept Plan Review and Comment

FROM: Lois LaCroix
2835 Elm Avenue
Boulder, CO 80305

This project is entirely too large both for the site itself and the location. ZERO borders on a neighborhood that was established in 1954. For the past 60 years the proposed sites have been home to small businesses which developed with the neighborhood, making for a gradual transition to the residential area. The proposed buildings are putting up a 65' tall, 250,000 sq. ft. behemoth next to 1100 square ft. homes.

1. Site Challenges (Pg 9 of 57) does NOT mention traffic or parking implications in the adjacent neighborhood. These would be extensive and add to an already difficult parking problem from residents at Brookside and University students parking in the area. I note that on pg 30 of 57, ZERO is proposing a 50% reduction (from 600 to 300) in required parking spaces for the office building. Pg 36 of 57 a 40% reduction in required spaces (from 120 to 75) for the hotel. What kind of folly is this? The only info I could find that even hints to backup the request for so few parking spaces was one nebulous sentence about their traffic reduction strategy. ZERO's stated traffic reduction strategy is "...encouraging alternative means of access."

2. Access is a huge problem.

a. Entering ZERO: 27th Way seems to be the main and only access to this complex. Especially difficult will be entering ZERO from 28th St or Baseline. Even today, going South on 27th Way into the L turn lane to enter Moorhead can be a trial. The L turn lane holds about 5 or 6 cars and

pg. 2 of 2

perhaps another 12 in the actual traffic lane. Any additional cars will back up Baseline. Turning across 2 lanes of increased oncoming traffic, would cause additional wait time/backup on Baseline.

After getting on Moorhead there are 2 problems. Many driver make a U-turn at the first cut in the median would be another L turn into the parking garage which appears to be directly across from the main exit for Brookside Apartments. Brookside is a very large complex with hundreds of residents. This will become a more dangerous exit.

b. Exiting ZERO: 27th Way again seems to be the main and only access road. Is someone planning a traffic light on Moorhead and 27th Way? One has a very difficult time now turning South (L) onto 27th Way from Moorhead. I can only imagine the additional backup (how many car trips will be added?) from this development. Perhaps ZERO is planning that everyone will exit by turning North (R) onto 27th Way. What will actually happen is that traffic will also exit down several of the nearby residential streets, mainly Elm Ave onto Broadway or down Moorhead. These non-resident drivers will surely always be mindful they are entering a residential area. They will obey the 25 mph speed limit on the 1.4 miles of Moorhead Avenue as they go through the entire length of the Martin Acres Neighborhood. These folks will end up at the Table Mesa intersection which by the way is home to a new 56 unit complex on the Martin Acres side.

3. Traffic divides neighborhoods. Homes on the north side of Moorhead already suffer from every increase in traffic on Rt 36. Additional traffic on Moorhead will split them further.

Please do not let a LEEDS certification overshadow another very real but detrimental environmental impact a project of this size would have on our neighborhood.