



**CITY OF BOULDER
PLANNING BOARD MEETING AGENDA**

DATE: February 6, 2014

TIME: 6 p.m.

PLACE: Council Chambers, 1777 Broadway

1. CALL TO ORDER

2. APPROVAL OF MINUTES

3. PUBLIC PARTICIPATION

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

A. Wetland Permit (LUR2013-00067) 3100 Nevada Road – OSMP, Expires Feb. 7, 2014

B. Wetland Permit (LUR2013-00069) Skunk Canyon Trails – OSMP, Expires Feb. 7, 2014

5. PUBLIC HEARING ITEMS

A. CONCEPT PLAN REVIEW AND COMMENT: Request for public and Planning Board comment on a proposal for the redevelopment of 1750 28th Street. Proposed to include reuse of existing James Travel Building along with residential, commercial and office space.

Applicant: Kyle McDaniel

Owner: B&H, LLC

B. Public hearing to consider a recommendation to City Council on an ordinance amending Title 9, “Land Use Code,” B.R.C. 1981, to add a new land use intensity modification to permit modifications to lot area and open space requirements on properties subject to required right-of-way dedications and to include an additional method of property valuation for upgrade thresholds (e.g., lighting, landscaping standards) in the Land Use Code.

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

7. DEBRIEF MEETING/CALENDAR CHECK

8. 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.

MEMORANDUM

TO: Planning Board

FROM: Heidi Hansen, Floodplain and Wetlands Administrator

DATE: January 24, 2014

SUBJECT: **Call Up Item:** Wetland Permit (LUR2013-00067)
3100 Nevada Road - OSMP

This decision may be called up before Planning Board on or before **February 7, 2014**.

A wetland permit was approved by Public Works Development Review staff on January 24, 2013 for Beech Wetlands Restoration Project.

Open Space and Mountain Parks (OSMP) identified the Beech wetland as a Best Opportunity Area for wetland restoration in OSMP's Grassland Ecosystem Management Plan which was accepted by the City of Boulder Council in May 2010. The goal of the Beech Wetland Restoration project is to improve the ecological integrity of this degraded wetland by restoring the wetland's natural hydrological regime and restoring the wetland's vegetative community. Work will consist of filling the drainage ditches within the wetland and actively treating the non-native plant species. The applicant has demonstrated that wetland impacts have been minimized and the project meets the requirements of the city's Stream, Wetlands and Water Body Protection ordinance.

The wetland permit was approved by Public Works Development Review staff on January 24, 2014 and the decision may be called up before Planning Board on or before February 7, 2014. There are two Planning Board meetings within the 14 day call up period on **February 7, 2014**. A copy of the wetland permit is attached.

Questions about the project should be directed to the Floodplain and Wetlands Administrator, Heidi Hansen at 303-441-3273 or by e-mail at hansenh@bouldercolorado.gov.

Attachments:

- A. Wetland Permit



CITY OF BOULDER
Planning and Development Services

1739 Broadway, Third Floor • P.O. Box 791, Boulder, CO 80306-0791
 phone 303-441-1880 • fax 303-441-4241 • web boulderplandevlop.net

Wetland Permit

Date Issued: 1/24/2014 **Expiration Date: January 23, 2017**
 (Pursuant to Subsection 9-3-9(k), B.R.C. 1981)

Permit Number: LUR2013-00067

Contact Information

CITY OF BOULDER OPEN SPACE AND MO
 PO BOX 791
 BOULDER, CO 80306

Project Information

Location: 0 CITYWIDE

Legal Description:

Description of Work: Wetlands Permit for Beech Wetland Restoration. Please refer to vicinity map for location of proposed work (north of town on OSMP-owned lands). (3100 Nevada Road)

Conditions of Approval

- The proposed project/activity is approved on the basis that it satisfies applicable requirements of Chapter 9-3-9, "Wetlands Protection," Boulder Revised Code 1981. Other wetland requirements as set forth in Chapter 9-3-9 which are not specifically outlined in the conditions of approval below remain applicable to this project/activity.
- The improvements shall be constructed to minimize and mitigate impacts to the existing wetlands in conformance with the conditions of the City of Boulder Wetland Permit issued for this project.
- The applicant shall obtain a site inspection and approval from the City of Boulder Floodplain and Wetlands Coordinator upon completion of the projects.
- 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.

Inspections

To schedule an inspection, call 303-441-3280 and refer to your permit number (LUR2013-00067).

- Wetland Mitigation Inspection
- Wetland Mitigation 2nd Year
- Wetland Mitigation 3rd Year
- Wetland Mitigation 4th Year
- Final Wetland Mitigation Insp

MEMORANDUM

TO: Planning Board

FROM: Heidi Hansen, Floodplain and Wetlands Administrator

DATE: January 24, 2014

SUBJECT: **Call Up Item:** Wetland Permit (LUR2013-00069)
Skunk Canyon Trails - OSMP

This decision may be called up before Planning Board on or before **February 7, 2014**.

A wetland permit was approved by Public Works Development Review staff on January 24, 2013 for the Skunk Canyon Trails re-route project.

Open Space and Mountain Parks (OSMP) identified the Skunk Canyon Trails re-route project in their West Trail Study Area Plan which was accepted by the City of Boulder Council in March 2011. Work will consist of re-routing the main stem of the Skunk Canyon Trail, re-routing a portion of an unnamed, undesignated trail, and abandoning and restoring portions of the Skunk Canyon Trail and unnamed, undesignated trail. The project also includes replacing one bridge across the Skunk Canyon drainage that was washed away during the September 2013 flood and placing a new bridge across the Skunk Canyon drainage at a different location. These improvements will result in impacts to the outer and inner buffer areas that will be mitigated onsite by actively restoring abandoned portions of the Skunk Canyon Trail and the undesignated trail. The applicant has demonstrated that wetland impacts have been minimized and the project meets the requirements of the city's Stream, Wetlands and Water Body Protection ordinance.

The wetland permit was approved by Public Works Development Review staff on January 24, 2014 and the decision may be called up before Planning Board on or before February 7, 2014. There are two Planning Board meetings within the 14 day call up period on **February 7, 2014**. A copy of the wetland permit is attached.

Questions about the project should be directed to the Floodplain and Wetlands Administrator, Heidi Hansen at 303-441-3273 or by e-mail at hansenh@bouldercolorado.gov.

Attachments:

- A. Wetland Permit



CITY OF BOULDER
Planning and Development Services

1739 Broadway, Third Floor • P.O. Box 791, Boulder, CO 80306-0791
 phone 303-441-1880 • fax 303-441-4241 • web boulderplandevlop.net

Wetland Permit

Date Issued: 1/24/2014 **Expiration Date: January 23, 2017**
 (Pursuant to Subsection 9-3-9(k), B.R.C. 1981)

Permit Number: LUR2013-00069

Contact Information

CITY OF BOULDER OPEN SPACE AND MO
 PO BOX 791
 BOULDER, CO 80306

Project Information

Location: 0 CITYWIDE

Legal Description:

Description of Work: Standard Wetland Permit associated with re-route of Skunk Canyon Trail system (see attached vicinity map for exact location of scope of work).

Conditions of Approval

- The proposed project/activity is approved on the basis that it satisfies applicable requirements of Chapter 9-3-9, "Wetlands Protection," Boulder Revised Code 1981. Other wetland requirements as set forth in Chapter 9-3-9 which are not specifically outlined in the conditions of approval below remain applicable to this project/activity.
- The improvements shall be constructed to minimize and mitigate impacts to the existing wetlands in conformance with the conditions of the City of Boulder Wetland Permit issued for this project.
- The applicant shall obtain a site inspection and approval from the City of Boulder Floodplain and Wetlands Coordinator upon completion of the projects.
- 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.

Inspections

To schedule an inspection, call 303-441-3280 and refer to your permit number (LUR2013-00069).

- Wetland Mitigation Inspection
- Wetland Mitigation 2nd Year
- Wetland Mitigation 3rd Year
- Wetland Mitigation 4th Year
- Final Wetland Mitigation Insp

CITY OF BOULDER
AGENDA ITEM PLANNING BOARD
MEETING DATE: February 6, 2014

AGENDA TITLE:

CONCEPT PLAN REVIEW AND COMMENT: Request for public and Planning Board comment on a proposal for the redevelopment of 1750 28th Street. Proposed to include reuse of existing James Travel Building along with residential, commercial and office space.

Applicant: Kyle McDaniel

Owner: B&H, LLC

REQUESTING DEPARTMENT:

Community Planning and Sustainability:

David Driskell, Executive Director

Susan Richstone, Deputy Director

Charles Ferro, Development Review Manager

Elaine McLaughlin, Senior Planner

OBJECTIVE:

1. Planning Board hears applicant and staff presentations
2. Hold Public Hearing
3. Planning Board discussion and comment on Concept Plan. No action is required by Planning Board

PROPOSAL AND SITE SUMMARY:

Proposal: CONCEPT PLAN REVIEW AND COMMENT Request for public and Planning Board comment on a proposal for the redevelopment of 1750 28th Street. Proposed to include reuse of existing James Travel Building with buildout of the existing surrounding surface parking lots. The new construction includes 43 attached apartment units in 33,634 square feet and 11,629 square feet of new office space along with podium-style, first floor structured parking. Request includes modifications to standards in land use code section 9-7-1, Form and Bulk, B.R.C. 1981 for height up to 55 feet where 38 feet is by-right and four stories where two are by-right.

Project Name: The James
Location: 1750 14th Street
Zoning: Downtown – 5 (DT-5)
Comprehensive Plan: Regional Business

Key Issues for Discussion:

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

- 1) Is the scale compatible with the existing and planned context, particularly with the adjacent Civic Area Plan?
- 3) Does the proposed project preliminarily meet the Downtown Urban Design Guidelines for the Non-Historic District?

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. PROJECT DESCRIPTION SUMMARY

The proposed project is planned as an infill, mixed use development with attached residential units and office space. The project includes reuse and remodeling of the existing James Travel building with continued office use on two stories. The existing north parking lot is planned with two stories of office and a third story with four, two-bedroom residential units. The eastern parking lot is planned to be built out with a first floor parking structure at the center of the site, with “micro-office” units along the south side of the parking structure, fronting the existing Farmer’s Ditch. A multi-use path is proposed along the northern edge of the Farmer’s Ditch, consistent with the city’s Transportation Master Plan. The second story, above the parking structure, includes 10 one- or two-bedroom residential units, two “micro-loft” units and a shared conference room space; the micro-loft units open to an “amenity deck” space open to the sky. The third and fourth stories have a similar configuration, each planned with 10 one-bedroom residential units and three micro-lofts. The micro-lofts are proposed to be approximately 475 square feet each, and the one- and two-bedroom units are planned at approximately 700 square feet each.



Figure 1: Birds-eye perspective toward the northwest showing lot layout

The applicant has proposed a unique combination of uses as noted in the project plan narrative,

Many mixed-use projects enforce a separation between residents and office users. The James is intentionally a “shared-use” building, in which incubator office/studio spaces along the ditch path are available to residents, while the commercial building’s amenity space is open to residents. Architecturally, the existing commercial building includes window openings onto the interior residential “street,” and the residential building includes a keyhole view of the historic brick office building to the east.



Figure 2: Perspective illustrating proposed building from 14th Street

III. Concept Plan Review Criteria for Planning Section 9-2-13(e), B.R.C. 1981

The following guidelines will be used to guide the planning board's discussion regarding the site. 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;**

The site is occupied by the existing two-story James Travel company offices, an attractive two story brick structure with a landscaped front yard setback and mature trees. According the Concept Plan submittal,

“Historically, the site is linked to a family with deep ties to the City of Boulder. The James Family purchased the property in 1947, when the James Family founded and operated the Boulder-Denver Bus Company, which eventually became RTD. Since then, four generations of the James family have been involved in various businesses and activities both on the property, as well as in the larger downtown Boulder area.”

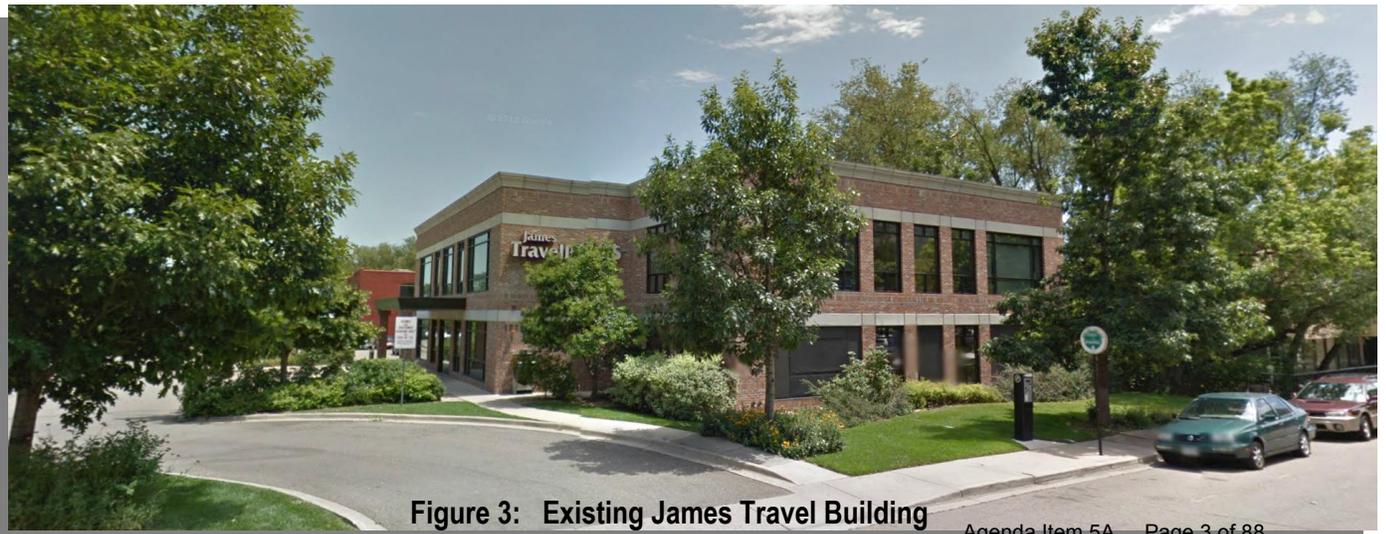


Figure 3: Existing James Travel Building

Figure 4 Site Surroundings

a) Looking North up 14th Street toward Canyon and Downtown



b) Looking west across 14th Street toward City Property, existing parking lot and the Atrium Building



c) To the south of the site: the Rink Office Building



d) To the east: historic McAllister Building on 15th Street



e) existing gas station to the northeast of the site along Canyon Blvd.



Adjacent Historic Resources

As shown in Figure 9, the McAllister Lumber and Supply Company was located at 1750 14th Street from the 1880s until the 1920s when it changed ownership to become the Boise Payette Lumber Company. An early Boulder settler, Ira McAllister established the company in 1878 and operated a hardware and building supply store at 1550 Pearl Street. The business supplied materials for many of the houses constructed in the city during the nineteenth and early twentieth-centuries including kit houses, a number of which were built in the University Hill neighborhood.



Figure 5: Adjacent McAllister Lumber Building, 1735 15th Street, c. 1922



Figure 6: Former lumber kiln building immediately adjacent to subject property, 1735 15th Street



Figure 7: Building constructed between 1932 and 1958 at 1750 14th Street

Both the main brick building and small brick building immediately east of the subject property at 1725 15th Street date from the late nineteenth century and from the McAllister ownership of the property (see photo in Figure 6). Sanborn Fire Insurance maps indicate the smaller building was a drying kiln for lumber.

The small frame building located at the south edge of the property was constructed between 1932 and 1958, shown in the photo of Figure 7. It may have been a portion of the longer wood sheds that were located along the ditch until the late 1920s.

Because this building is older than 50 years in age, its removal will require demolition review by the historic preservation program. Staff suggests that the applicant consider preserving the building and integrating it into part of the planned pedestrian pathway, or possibly as a bike storage building.

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;**

The proposed project will be evaluated through a Site Review process for conformance with the DT-5 zoning and the Regional Business land use designation of the BVCP along with policies of the BVCP; and Site Review criteria of the Land Use Code. The application will also require consistency analysis with the Downtown Urban Design Guidelines for the Non-Historic District.

BVCP Land Use Designation: As shown in Figure 8, the land use map below, the property is located within the middle of the Regional Business land use designation. The intent of the Regional Business designation as described on page 63 of the BVRC is as follows:

“Within these areas are located the major shopping facilities, offices, financial institutions, and government and cultural facilities serving the entire Boulder Valley and abutting communities. These areas will continue to be refurbished and upgraded and will remain the dominant focus for major business activities in the region.”

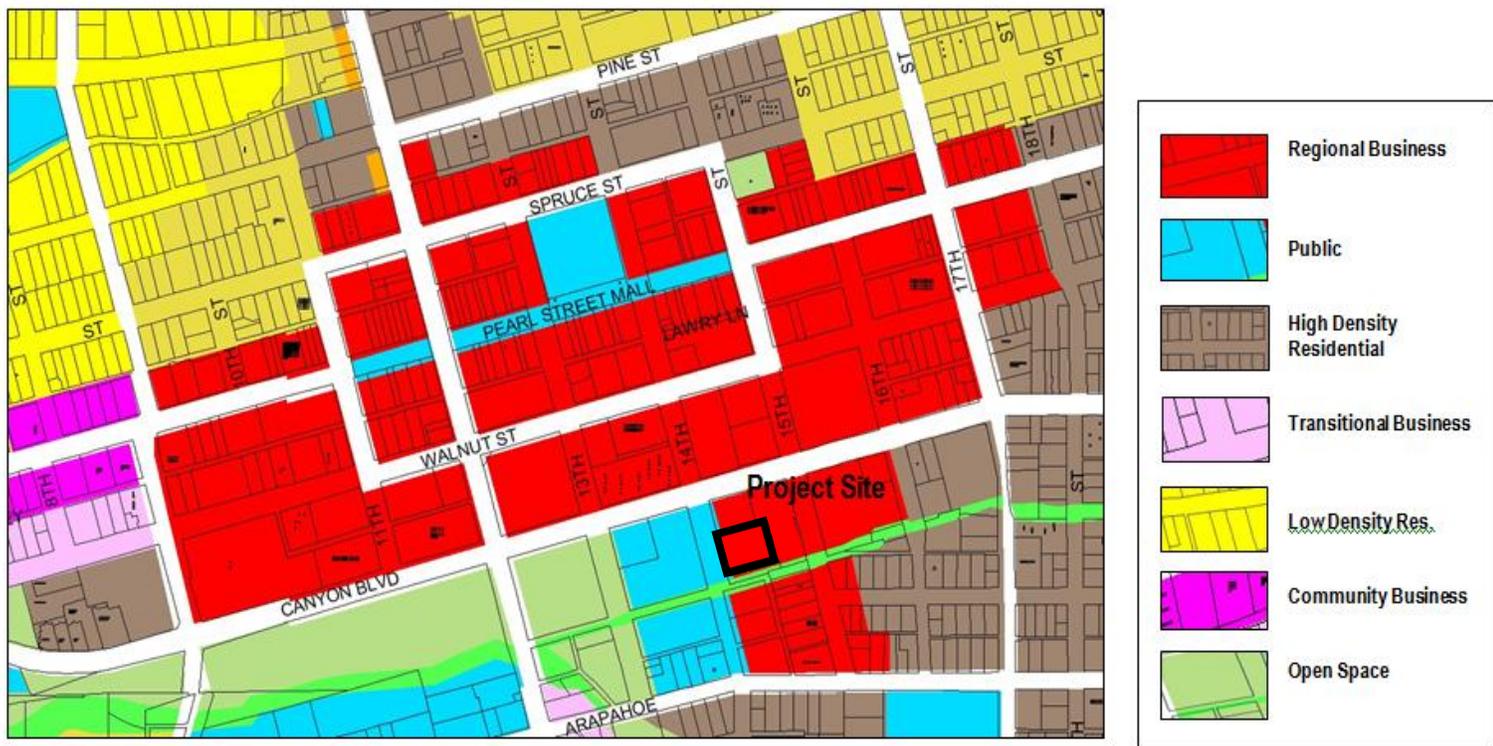


Figure 8: Boulder Valley Comprehensive Plan Land Use of Subject Site and Surroundings

The proposed use of the site for office and retail is consistent with the “Regional Business” definition of the BVCP, in that the area is intended for “major” retail and offices “serving the entire Boulder Valley. The definition also indicates the city’s expectation that such areas will continue to be redeveloped and a dominant focus for major business activities in the region.

Relevant BVCP Policies: The proposed project is consistent with the following BVCP policies:

- | | |
|--|---|
| 1.03 Principles of Economic Sustainability | 5.02 Regional Job Center. |
| 2.01 Unique Community Identity | 5.05 Support for Local Business. |
| 2.03 Compact Land Use Pattern | 5.09 Role of Arts and Cultural Programs. |
| 2.18 Role of the Central Area | 5.11 Sustainable Business Practices. |
| 2.32 Physical Design for People | 5.13 Responsive to Changes in the Marketplace |
| 2.33 Environmentally Sensitive Urban Design | |
| 2.37 Enhanced Design for Private Sector Projects | |

Zoning: As shown in Figure 9, the zoning map below, the property is located within the Downtown – 5 (DT-5) zoning district, surrounded by DT-5 to the north and east, and DT-2 to the south. Further to the south is RH-2 zoning and further west is public zoning.

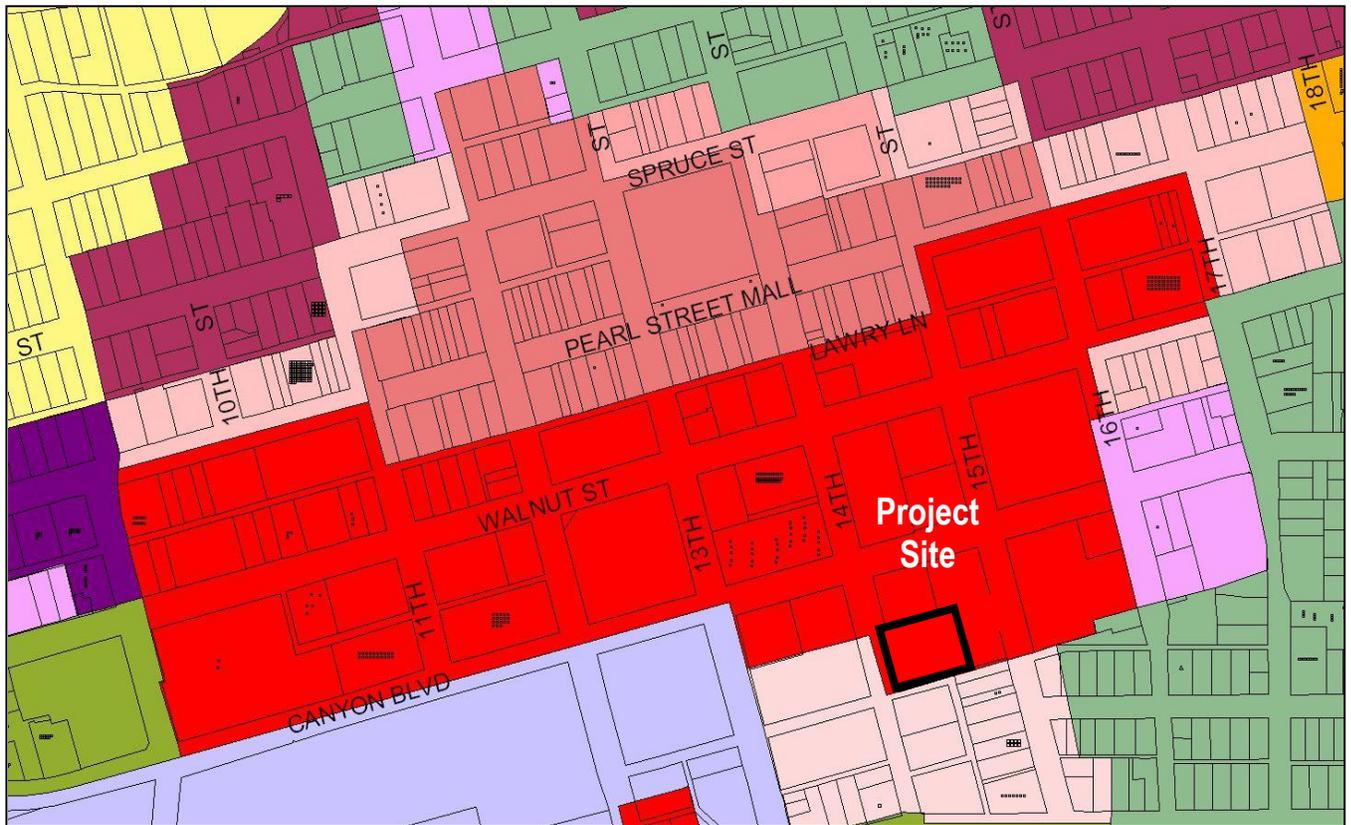


Figure 9: Zoning on the Subject Site and Surroundings

The DT-5 zoning district is defined in the Land Use Code, section 9-5-2, B.R.C. 1981 as follows:

“The business area within the downtown core that is in the process of changing to a higher intensity use where a wide range of office, retail, residential and public uses are permitted. This area has the greatest potential for new development and redevelopment within the downtown core.”

From the intent statement for the DT-5 zoning district in the Land Use Code, it is evident that the area within downtown where the project site is located is intended for “higher intensity uses” and an area where the city has anticipated the highest potential for “redevelopment.”

Downtown Urban Design Guidelines:

Along with the zoning, the Downtown Urban Design Guidelines were also an outgrowth of the Downtown Alliance Report in the 1990s as well as and the Downtown Urban Design Plan of 1986, and were adopted to provide guidance on the design and character of development within the downtown zoning districts. Under the guidelines, the site is part of the Non-Historic area, defined as, “offering unique opportunities for design options and creation of variety in building forms. A focus on pedestrian activity and attention to massing, scale and alignment of building features are important design considerations.” A link to the guidelines is provided [here](#).

Refer to Figure 10 below that establishes the type of guidelines the site must adhere to in relationship to the rest of downtown. Because of the location of the site within the “Non Historic” area of the downtown, a preliminary consistency analysis of the proposed project with the non-historic district guidelines is provided in Key Issue no.3, beginning on page ____.

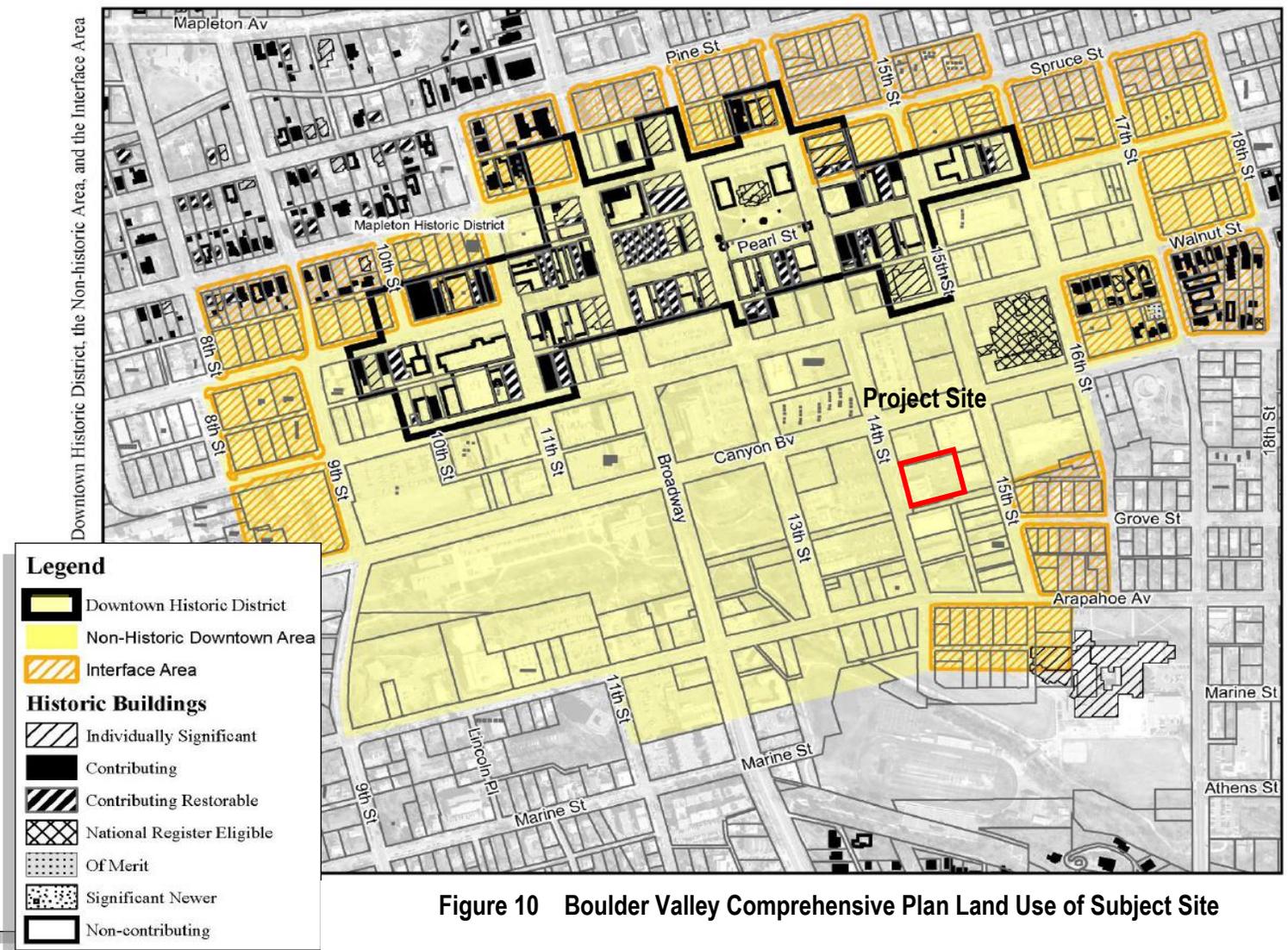


Figure 10 Boulder Valley Comprehensive Plan Land Use of Subject Site

It is important to note several relevant goal statements from the guidelines that would be considered in Site Review:

Page 6: *1. Assure the long term economic vitality of the downtown:*

Downtown Boulder is the heart of the city, the traditional hub of city life. Its future economic vitality is of great importance to the future health of the city. These guidelines will help the city to balance the need for economic vitality with the need to maintain and enhance downtown's unique "sense of place".

Page 8: *"The RB-1X zone (now termed DT-5) is the area likely to undergo the most significant change while the RB-1E zone, which includes most of the Historic Area, is likely to undergo the least change."*

Central Area General Improvement District. The site is located within CAGID and as such there is no parking requirement for non-residential uses. Staff notes that the applicant's intent is to provide parking only for the residential uses. Note that given the very central location of the site, across Canyon from a regional bus facility and along major transit corridors, regional bike paths and near services, the applicant may consider reducing the amount of parking on the site.

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

At the time of Site Review, the applicant will be required to demonstrate compliance with the Site Review Criteria and submittal requirements found in Section 9-2-14, B.R.C.1981. As a part of the submittal, a traffic analysis along with detailed architectural and landscape architectural plans will be required, along with a number of other components. As noted, the applicant will also be required to demonstrate compliance with Section 2 of the Downtown Urban Design Guidelines.

Depending on the final uses proposed, Use Review may be required. During Site Review, a review and comment by the Boulder Design Advisory Board will be required. Should the Site Review be approved, the applicant will be required to process a Technical Document Review prior to building permit.

(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;

Subsequent to Concept Plan review, the applicant will be required to apply for Site Review with Planning Board approval for the height modification requested. Following Site Review, the applicant will be required to process a Technical Document Review prior to building permit.

(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;

Currently, the Transportation Master Plan and the Civic Area Plan both illustrate extension of a multi-use path along the North Boulder Farmer's Ditch to connect from the Civic Area into Goss Grove neighborhood. The project plans illustrate this link which would meet the goals of the TMP and the Civic Area Plan.

The site's central location surrounded by transportation options makes it ideally suited for the mix of uses that are proposed. The site is also located across Canyon Boulevard from the regional RTD bus station. Similarly, there are a number of transit lines surrounding the site along Canyon Boulevard, 15th Street, and Arapahoe Avenue. The regional bike path along Boulder Creek is a quarter mile to the south. At time of Site Review a Traffic Impact Study is required given that the project's trip generation is shown to exceed the residential threshold of 20 vehicles during the peak hour.

- (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 property is located adjacent to the North Boulder Farmer's Ditch and a small area of 100 year flood zone is located on the property as shown in Figure 11. Because of the flood context, the site must be developed in compliance with Section 9-3-3 of the Boulder Revised Code, 1981 (*BRC*). A floodplain development permit demonstrating compliance with floodplain development regulations will be required at the time of building permit. The City of Boulder has adopted modifications to the floodplain development regulations which will become effective on March 1, 2014. The revisions include a clarification of the standards for development of a mixed use structure. The ordinance will require that any person making a substantial modification or a substantial improvement to an existing mixed-use structure shall flood proof or elevate the lowest floor, including the basement of the entire structure and shall elevate all residential and lodging units within the structure to or above the flood protection elevation.

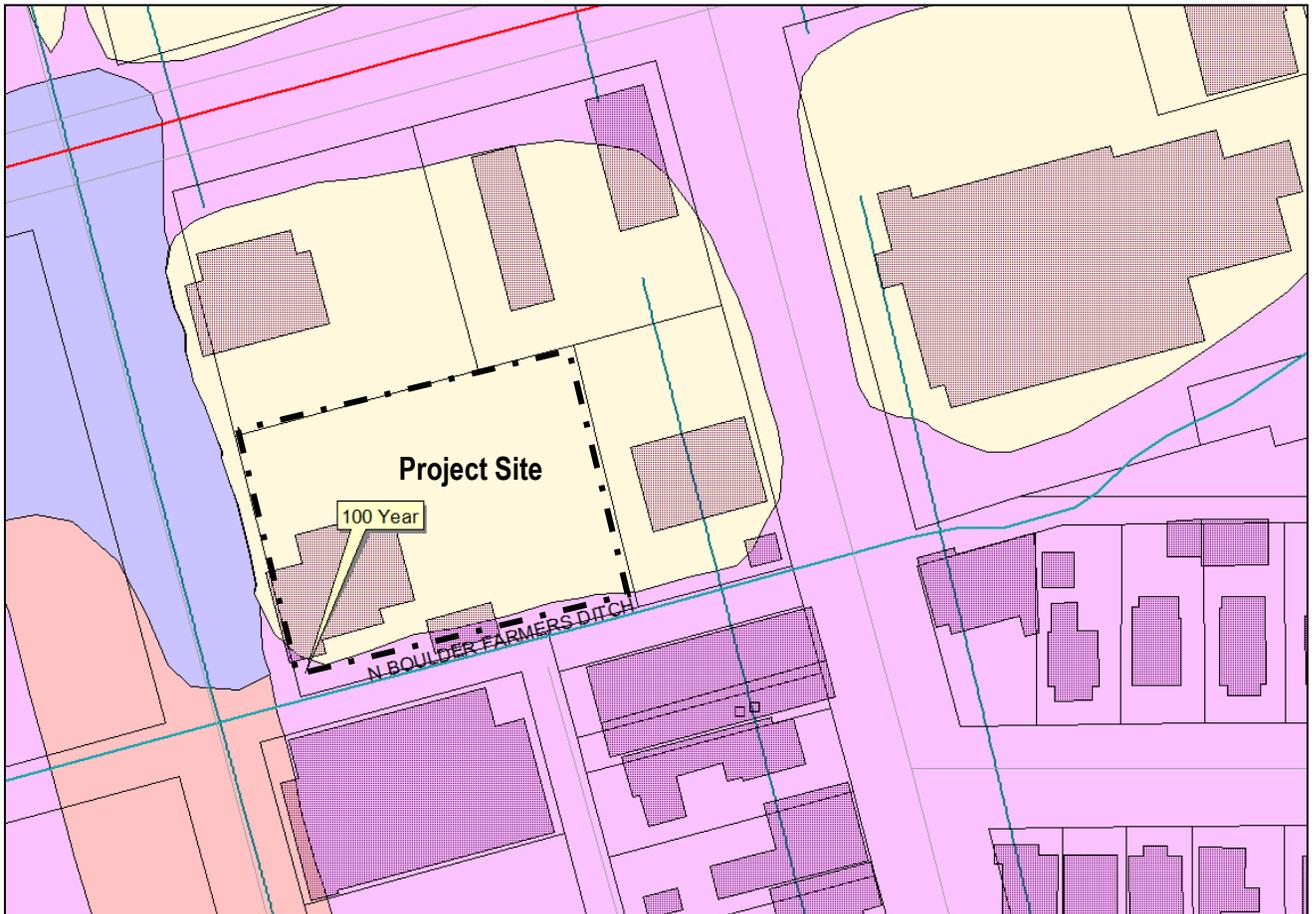


Figure 11: Location of 100 year flood zone in relation to property

Other environmental considerations include a number of existing trees that align the ditch that such as box elder and willow, that should be preserved with any extension of the multi-use path. There are also existing established oak trees along the street frontage on 14th Street that are valued as a species and should be preserved. Refer to the Landscape comments regarding preservation of on-and off-site trees near the area planned for construction.

(7) Appropriate ranges of land uses;

The site is designated Regional Business by the BVCP and has a Downtown - 5 (DT-5) zoning designation. Such properties are well suited for high density, mixed use, infill development. With the city's recent code change to permit floor area ratio additions through provision of Class A office, the intent to include a variety of office space, including the smaller micro offices appears to meet the city's desire for the office land use in the downtown. The BVCP encourages a range of land uses including policy 2.16 that states, "*the city will encourage well-designed mixed use and higher density development that incorporates a substantial amount of affordable housing in appropriate locations, including in some commercial centers and industrial areas and in proximity to multimodal corridors and transit centers.*" Staff would also encourage retail uses facing 14th Street.

(8) The appropriateness of or necessity for housing.

The proposed micro units could fill a "market rate affordability" niche for residential and would be consistent with the BVCP policy 7.06 which encourages a range and variety of housing types. "*The city and county, through their land use regulations and housing policies will encourage the private sector to provide and maintain needs of the full range of the Boulder Valley population.*"

IV. ANALYSIS OF KEY ISSUES

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

1) Is the proposed project and the scale compatible with the existing and planned context, particularly with the adjacent Civic Area Plan?

Located across 14th Street from city property that is envisioned for new urban redevelopment through the Civic Area Plan the site's proposed use, mass and scale is considered compatible with the future plans for the area. The Civic Area Plan is focused generally on the area from 14th Street west to 9th Street, and from Arapahoe Avenue to Canyon Boulevard. The area is considered the "symbolic, geographic and functional civic heart" of Boulder. The area plan is intended to provide the vision, guiding principles and development guidelines for the area. Adopted in September 2013 the plan's intent, in part, is to "*provide direction for the future of adjacent private lands, encouraging coordinated planning and proposals that are consistent with the intent of this plan.*" The area plan illustrates greater intensity on the project site which is adjacent to the area defined in the area plan as the East End, see Figure 11 which is an excerpt of the overall vision plan shown in Figure 12, along with the area accessibility plan shown in Figure 13. The East End of the civic area, located across 14th Street from the proposed project is described as follows:

"The East End (from 13th Street to 14th Street between Canyon Boulevard and Arapahoe Avenue) will include an expanded Farmers' Market and plaza space, the Dushanbe Teahouse, the BMoCA building, possibly a public market hall, a mixed use community services /innovation center and performing arts space, and structured parking to support these functions. Additionally, small restaurants, cafes, incubator offices, hotel and/or residential units, will be mixed in with city services and civic functions, such as event and meeting space. This will ensure activity and interest throughout the day and night, all week long, all year round.

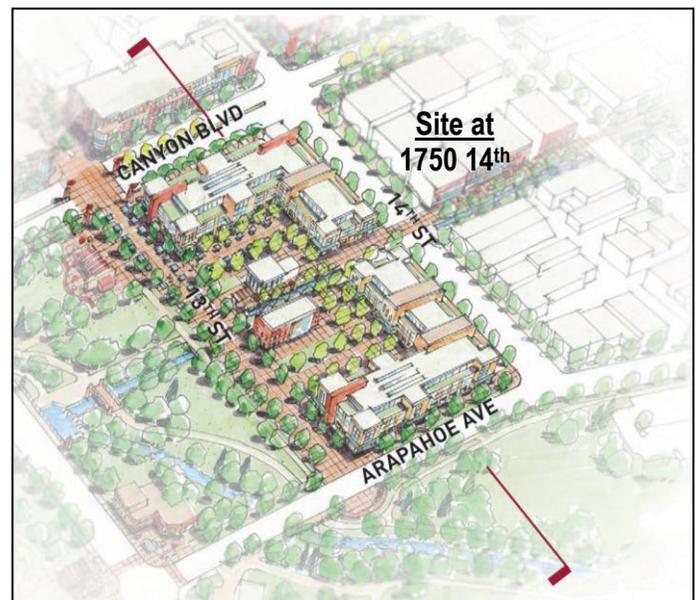


Figure 11:
Excerpt from Civic Area Master Plan Illustrative
showing the East End, adjacent to project site

Figure 12:
Site Shown in Context of Civic Area Master Plan Illustrative



The plan graphics and drawings shown here are intended to illustrate the concepts and principles contained in the plan. They are not meant to provide the exact location, type or size of future buildings or activities. The actual physical form of the area will evolve over 10 or more years and will likely be different from these illustrations.

The Civic Area's Future

Boulder's Civic Area will be a place for everyone—a lively and distinct destination that reflects our community's values, where people of all ages, abilities, backgrounds and incomes feel welcome to recreate, socialize, deliberate, learn and access city services. The green space and beauty along Boulder Creek will provide significant open space and parkland and will be the spine of a unifying design that weaves existing and new facilities with a rich diversity of civic, commercial, recreational, artistic, cultural and educational amenities and programs. The Civic Area also will continue to be the service center for Boulder municipal government and a new center for innovation, where community members, officials, and partners can meet, interact, and deliberate, and innovate. All together, these elements create a true civic heart for the Boulder community.

CIVIC HEART

City services embody the civic nature of the area and will continue to be housed within the Civic Area or nearby. New community meeting space and gathering places will engender even more civic involvement.

FARMER'S DITCH

Farmer's Ditch provides a linear water amenity to walk, bike and relax along and continues into the Goss/Grove neighborhood.

FARMERS' MARKET

The tradition and exuberance of the outdoor Farmers' Market along 13th Street will be maintained and expanded to keep pace with the market's popularity. It may be supplemented by a new public market hall, a year-round venue for local food and goods.

RICH HISTORY

Designated and eligible landmarks—the Municipal Building, the City Moving and Storage Building (now BMOCA), the Teahouse and the Bandshell—enrich the area and reflect its history.

CANYON BOULEVARD

Canyon Boulevard will be transformed into a true boulevard, with enhanced biking and walking environments and more attractive landscaping.

BOULDER LIBRARY

The Boulder Public Library is a popular community asset that contributes to the vitality of the area. It is and will continue to be accessible and welcoming a diverse population of all ages, incomes, ethnicities and interests.

PLACE FOR ARTS

Additional outdoor art—sculpture, plazas and gathering spaces—will complement existing art to bring more beauty and interest to the area.

LIFE SAFETY

Life and property safety will be improved by removing existing buildings (New Britain and Park Central) and surface parking from the High Hazard Flood Zone (HHZ). The underlying land will be developed as park space.

BOULDER CREEK

Boulder Creek will remain a unifying focal feature for Civic Park and the entire area. It will continue to be a natural corridor with trees and creekside vegetation, interspersed with access points to the water.

PARK

Civic Park and Central Park are downtown's most expansive public open spaces and provide ample room to gather, recreate and enjoy being outdoors in the middle of the city.



The Civic Area's Future



Access and Mobility

Access and mobility are important to the vitality of the Civic Area. People using all transportation modes—whether on foot, bicycle, bus or car—need to be able to get around easily. People also need to be able to connect to surrounding destinations safely and conveniently. The Civic Area and Downtown already have well-used multi-modal amenities and connections including the 13th Street contra-flow bike lanes, local and regional transit services and the Transit Center, bike parking, Boulder Creek Path, Pearl Street Mall, and a parking district (CAGID). However, improvements throughout the area could still be made.

Figure 13: Site Shown in Context of Civic Area Plan Access and Mobility Illustrative

CANYON BOULEVARD



Canyon Boulevard will be enhanced from 9th to 17th Street to become a complete street, incorporating dedicated bike lanes, safe pedestrian environments and more street trees and landscaping while still accommodating cars and buses.

PUBLIC TRANSIT



Continue to enable local and regional public transportation services including the HOP, SKIP, BX and AB in the Civic Area to accommodate accessibility for downtown park users.

BICYCLE / PEDESTRIAN



Maintain and expand current bicycle and pedestrian pathways to facilitate better circulation as well as connections to nearby areas including Pearl Steet Mall, Goss/Grove, CU and University Hill.

PARKING



Overtime, the surface parking will be removed to improve life safety and to open up more parkland; however, these spaces will be replaced with CAGID parking structures on either or both the west and east end of the Civic Area.

BROADWAY



Reduce Broadway as a barrier by employing design elements to improve pedestrian safety at the Arapahoe and Canyon intersections. Design treatments similar to the special brick pavers used at the Pearl Street Mall and Broadway crossing, as an example, would help to reduce the barrier perception while improving safety.

13TH STREET



13th Street could be kept as is which is open to vehicular traffic except during the Farmers' Market or could be transformed into an urban plaza with bike access and a stronger connection to Pearl Street Mall.

14TH STREET

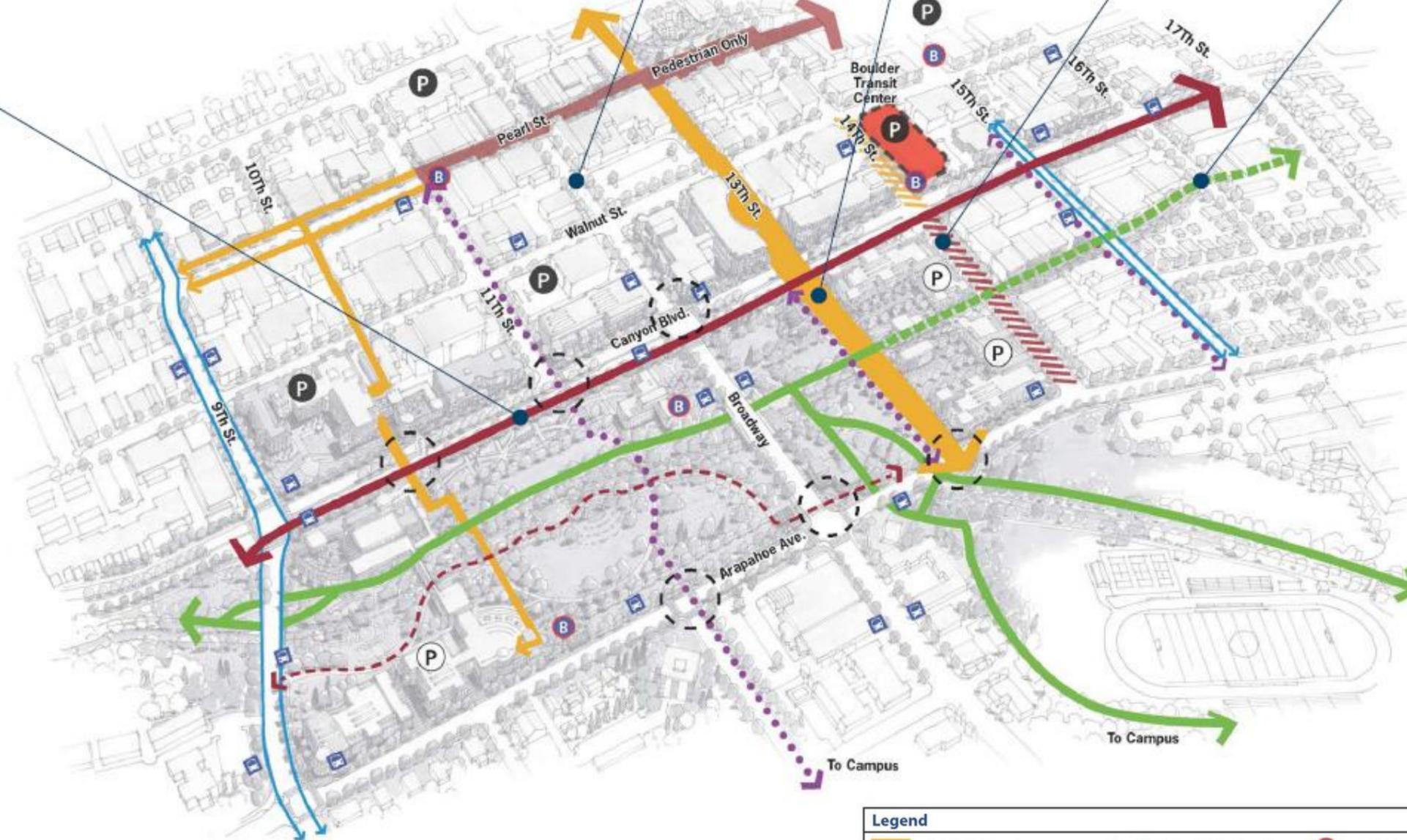


14th Street could be kept as is, converted to transit-only while maintaining bike and pedestrian access or could be converted to a transit and general use street.

GOSS/GROVE ACCESS



Create an east-west bike/pedestrian corridor through the Goss/Grove neighborhood starting at 14th Street and continuing to 17th Street.



Legend					
	Major Ped/Bike Connection		Internal East/West Connection		B-Cycle Station
	New Ped/Bike Connection - Canyon Blvd.		Bike Lane		Transit Station and/or Stop
	Ped/Bike Connection		Existing Parking Structure		Boulder Transit Center
	Boulder Creek Trail - Ped/Bike		Future Parking Structure		Transit Corridor
	New Ped/Bike Connection - Goss/Grove Access		Enhanced Ped Crossing		Potential Transit Corridor

While the site is not specifically a part of the area encompassed within the Civic Area Plan, there are inherent assumptions about the build out the Civic Area that would require a certain level of intensity in the surroundings to activate the Civic Area.

The Civic Area Plan access and mobility plan, as shown in Figure 13, is intended to provide strong connectivity from the civic area to downtown, the university campus and Boulder Creek, as well as to Goss Grove neighborhood via a new multi-use path connection along the Farmer's Ditch.

As shown in Figures 14(a), (b) and (c), the proposed project illustrates this important multi-use path link in a well-designed manner to relate to the proposed project and the ditch.

As shown in the plan view of Figure 14(a), the micro-office uses are also shown to open up to multi-use path in a similar relationship as an urban streetscape, where ground floor uses open up to a city walkway.

The relationship of the path to the ground floor micro offices and to the natural greenway aligning the ditch is shown in the perspective of Figure 14(b). The perspective sketch shown in Figure 14(c) illustrates the dynamic "mews" configuration along the greenway of the ditch.

Similarly, along 14th Street, where the proposed project is at an interface with the Civic Area, the plans call for active uses along the ground floor. This is in keeping with the DT-5 zoning as well as the Downtown Urban Design Guidelines for the non-historic district.

Key Issue 2: Is the massing and scale of the proposed project compatible in the built context?

As shown in the aerial presented in Figure 15, the proposed four story structure would not be atypical for the surroundings, particularly those to the north and across Canyon Boulevard, where recent redevelopment within the DT-5 zoning has been built to four stories and 55 feet. As can be noted in the aerial, to the south of the site is area zoned as DT-1. As can also be seen in Figure 15, the areas immediately surrounding the site on the west, north and east are also within the DT-5

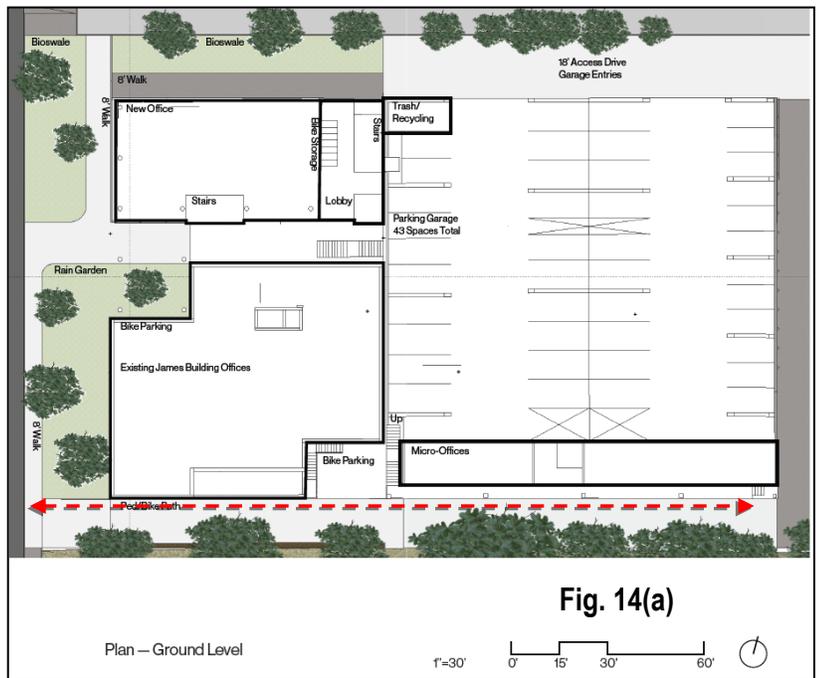


Fig. 14(a)



Fig. 14(b)



Fig. 14(c)

zoning and, given that they are currently not built to maximum DT-5 standards, they are somewhat underutilized. However, the lower intensity DT-1 and lower density RMX-1 are located to the south and southeast of the site. While the by-right number of stories for DT-1 is two stories, and 38 feet. The zoning does establish a gradient of intensity and transition in this location.



Figure 15: Aerial illustrating mass and scale of site and surroundings with zoning in context

Another means of transition in this location is the existing Farmers Ditch that straddles the zoning district boundary between DT-5 and DT-1. The Farmer’s Ditch does create a means to transition height and mass in this location. Because of the existing ditch and proposed multi-use path along this boundary, the minimum building-face-to-building-face separation between the site and the property to the south would be approximately 45-to 65-feet as shown below.



Figure 16: Elevation on 14th Street illustrating building separation

The site was also part of the planning analysis for the South of Downtown Area (SODA) that was used to inform code changes focused on those areas of DT-5 zoned land south of Canyon Boulevard, adopted on Sept. 20, 2011. Among the elements approved was the codification of a 65-foot building setback from the centerline of Canyon Boulevard for DT-5 and P (Public) zoning districts along Canyon Boulevard from 9th to 16th streets. The SODA study also affirmed that DT-5 zoning should be kept intact for the area south of Canyon and within the area where the project site is located, including the allowance of the 2.7 FAR, four stories with a 4th story setback of 15 feet, on both sides of Canyon Boulevard. In the SODA analysis, the council evaluated three options for zoning, guidelines, and connections plan for the DT-5 zoning district south of Canyon Boulevard. As shown in Figure 17, “Option 3” massing study was the preferred option; it illustrates the 65-foot building setback from the centerline of Canyon Boulevard, along with the DT-5 zoning (on either side of Canyon Boulevard) mass and bulk. As can be seen, a portion of the illustration includes the site. From this, staff notes that the proposed project appears consistent with this massing study.



- Is consistent with Planning Board's preference to keep the DT-5 zone district intact on both sides of Canyon Blvd.
- Reduces the 4th story setback to 15 feet
- Adds east-west and north-south connections in an adopted connections plan to help reduce the perceived and real mass of new buildings
- Property owners are most supportive of retaining the existing FAR

Figure 17:
Concept Plan Site in Context of SODA Massing Analysis – Preferred Massing Option

Key Issue 3: Is the Concept Plan preliminarily consistent with the Downtown Urban Design Guidelines?

At this Concept Plan level of detail, the guidelines are intended as an aid for assessing appropriate mass and scale; and preliminary fenestration, not as a checklist of items for compliance. The matrix format is intended to provide a means to summarily analyze consistency with the guidelines. Images are provided to support or emphasize points made in the analysis.

PRELIMINARY CONSISTENCY ANALYSIS: DOWNTOWN URBAN DESIGN GUIDELINES – NON HISTORIC DISTRICT

2.0	Guidelines for New Construction		
<p>While new building design is expected to reflect the character of its own time, thereby making the downtown a living district, it is important that it also respect the traditional qualities that make the downtown unique such as massing, scale, uses of storefront detailing and choice materials.</p>			
	GUIDELINE:	PRELIMINARY CONSISTENCY	IMAGES
2.1	<p>Consider Incorporating Traditional Façade Elements in New Designs</p> <p>Repetition and use of traditional façade elements creates patterns and visual alignments that contribute to the overall character of the historic commercial area. While these features may be interpreted in new and contemporary ways, they include:</p> <ul style="list-style-type: none"> A. Kick plate as a base to the store front or restaurant front. Align the height with others when possible. B. First floor display window. Align with height of others in the block when others are appropriately placed. C. Transom. Align with others when others are appropriately placed. D. Sign band. E. Parapet cap or cornices. F. Vertical window patterns and shapes, window sills. G. Angled corner entrance. H. Recessed central entrances 	<p>Yes.</p> <p>The proposed building design, while currently conceptual, does illustrate a compatibility with this guideline. Contextually, the critical elevation for consistency is along the 14th Street and while contemporary in style, the proposed west elevation appears to incorporate traditional façade elements. In keeping with the primary intent in incorporating “traditional” façade elements in the Non-Historic district, these elements help to establish a pedestrian context and maintain pedestrian interest.</p>	
2.2	<p>Consider the Alignment of Architectural Features and Established Patterns With Neighboring Buildings</p> <p>The alignment of architectural features, from one building to the next, creates visual continuity and establishes a coherent visual context throughout the downtown. While new building forms are expected, building facades should be designed to reinforce these patterns and support downtown’s established visual character. Some horizontal elements that typically align with adjoining buildings include:</p> <ul style="list-style-type: none"> • building kickplate • the top and bottom height of first floor display windows • transom over the entranceway • horizontal and vertical proportions of the building • storefront windows • window openings and styles, especially upper story windows • sign band above the street level • parapet and cornice line • window sills on upper floors • roof line and proportion 	<p>Maybe.</p> <p>The challenge of this site is that there is a great deal of separation between the site and the neighboring buildings. To the north of the site, along 14th Street is a broad surface parking lot and the existing Wells Fargo Building. To the south is the Farmer’s Ditch which establishes a strong visual break between the site and the adjacent Rink building. Shown at the right is an elevation of the proposed project in the current context. Alignment of the first floor is the most critical in this context. As shown, the proposed project would be consistent with this guideline by aligning the first floor with the adjacent buildings.</p>	

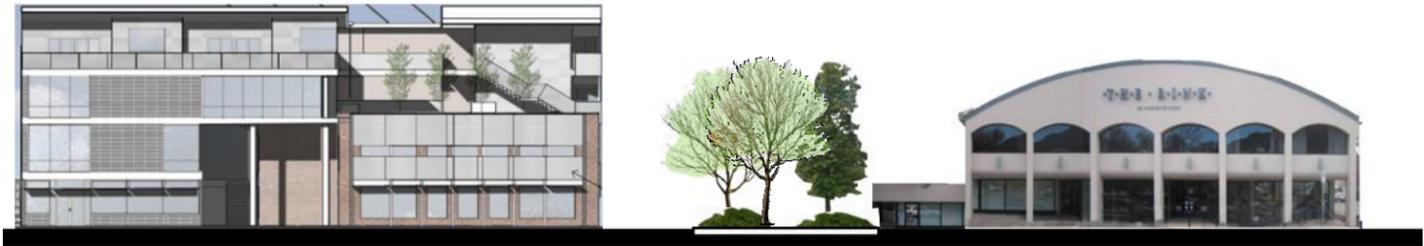
	GUIDELINES:	ANALYSIS:	IMAGES
<p>2.3</p>	<p>Maintain the Line of Storefronts at the Sidewalk Edge and Orient Main Entrances Open Toward the Street</p> <p>Buildings or other design features that are built up to the sidewalk maintain a line of visual continuity and provide visual interest for pedestrians. If a portion of the building façade is set back from the sidewalk, the sidewalk edge should be visually maintained through the use of a line of columns supporting upper floors or other features, such as a change in surface texture, a line of planters, portals, or railings. Maintain the original setback of historic buildings. In many cases, the building's placement on the site is an important defining characteristic. For instance, the County Courthouse and the Post Office have an open area between the building and the sidewalk which is important to retain. For historic buildings that are not located at the zero setback line, place the addition behind the original setback.</p>	<p>Because of the ditch headwall, there is an existing attached walkway adjacent to the James Travel Building. While the existing building is setback somewhat from the attached sidewalk with mature trees in the front setback as shown to the right, the proposed north addition to the building is proposed to be built up to the existing detached walkway. While the proposed configuration of the building to walkway not only responds to existing conditions well, it also would meet the spirit of the guideline. Staff suggests transitioning the newly proposed detached walk to the attached walk to provide a smoother transition.</p>	 <p>Plan view of front (14th Street) walkway-to-building configuration</p> <p>Perspective sketch of building along 14th Street</p>

<p>2.4</p>	<p>Consider the Height, Mass, and Scale of Buildings</p> <p>Buildings that appear similar in mass and scale to other buildings in the area help to maintain the coherent visual image of the downtown character. At the same time, it is important to maintain a variety of heights to create visual interest. While the actual heights of buildings are of concern, the perceived heights of buildings are equally important. One, two and three story buildings make up the primary architectural fabric of the downtown, with taller buildings located at key intersections.</p>	<p>While the existing context is varied in height and mass, the proposed project is located in the DT-5 zoning district, for which the land use code form, bulk and intensity standards are the highest intensity of the downtown.</p> <p>In addition the use of a fourth story setback on the fourth floor of the new building will help to reduce the mass and create a perception of a three story building.</p> <p>Shown in the figures to the right are images of the building superimposed into the background along Canyon Boulevard and 15th Street. While the DT-5 zoned properties along Canyon Boulevard will likely change over time to a greater build out, consistent with the zoning, the images illustrate that the proposed project, setback from Canyon Boulevard will likely dominate the other buildings in terms of mass and scale until those sites are redeveloped consistent with zoning and Regional Business land use.</p>	 <p>Historic McAllister Building Proposed Project Existing Bank Existing Gas Station</p> <p>East Elevation as seen from 15th Street</p> <p>Existing Gas Station Proposed Project Existing Bank</p> <p>North Elevation as seen from Canyon Boulevard.</p>
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	GUIDELINES:	ANALYSIS:	IMAGES
<p>2.4.A.</p>	<p>Maintain visual interest in building forms. Create architectural variety by stepping back upper floors and varying building massing, especially on larger sites.</p>	<p>As can be seen in the concept plan sketches, the proposed project overall has a contemporary appearance and is illustrated with varying roof and building forms.</p>	 <p>Front – 14th Street Elevation South Elevation</p>
<p>B.</p>	<p>Relate the height of buildings to neighboring structures at the sidewalk edge. For new structures that are significantly taller than adjacent buildings, upper floors should be set-back a minimum of 15 feet from the front facade to reduce the perceived height. However, slender forms such as towers and dormers that extend forward to the front facade may add visual variety and interest to the setback area.</p>	<p>As shown to the right, the building height is modulated from two to four stories along the front, 14th Street, elevation. The two stories of the existing James Travel Building, proposed to remain as such provide a transition to the two-story, barrel-roofed Rink Building to the south. The northern new addition is shown to be setback on the fourth floor.</p>	 <p>Perspective Sketch along 14th Street looking southeast illustrating transition in height South Elevation showing existing/remodeled James Travel building at 2 stories</p>
<p>C.</p>	<p>Maintain a standard floor to floor height. Generally, for commercial and residential buildings RB-1X (DT-5), RB-2X (DT-2), RB-1E (DT-4), and RB-2E (DT-3), the ground level floor to floor heights should be approximately 13 to 15 feet and up to 12 to 14 feet for the second floor. <u>This is particularly important in the RB-1X (DT-5) zone along Walnut Street.</u> It is also important guideline for commercial buildings, but not necessarily for residential buildings in the RB- 3X and RB-3E zones.</p>	<p>The proposed building appears to meet this guideline. However, the Concept Plan elevations provide a maximum height of 54'-8". While not specific, the proposed building appears to maintain the existing floor-to-floor heights of the existing James Travel Building for the first two floors, with the third floor appearing to have the same height and the fourth floor being somewhat taller. Greater detail will be provided in Site Review of each floor-to-floor height.</p>	 <p>South Elevation</p>

	GUIDELINES:	ANALYSIS:	IMAGES
D.	<p>Consider the effect of building height on shading and views.</p> <p>Building height can shade sidewalks during winter months leading to icy sidewalks which can discourage pedestrian activity. Wherever possible, new buildings should maintain view corridors and should not shade the northern sidewalk of east-west running streets at noon on December 21.</p>	<p>The building is planned within the DT-5 zoning district and Solar Access Area III where, due to anticipated densities no solar access protection is provided by right.</p> <p>Regarding view corridors, along Canyon Boulevard near the project site, there are existing glimpses toward the Flatirons and direct views up Canyon Boulevard toward the foothills, as can be seen to the right.</p> <p>While the new building will likely encroach into the existing viewshed from Canyon Boulevard, the properties to the north of the site are within DT-5 where two stories can be built by-right.</p> <p>As can be seen in the image to the right, even the two story Wells Fargo Building located at the corner of 14th Street and Canyon Boulevard encroaches into Flatiron views from Canyon.</p> <p>With any future redevelopment on the property, a by-right, two-story building built to a 65-foot setback from center line of Canyon Boulevard, would be seen in the foreground of the proposed project aligning Canyon. The building typology envisioned in DT-5, and affirmed through the Civic Area Plan are for buildings along Canyon Boulevard to provide a pedestrian experience with a building built to a 65-foot setback from the centerline of Canyon Boulevard, creating a foreground of development between Canyon Boulevard and the site.</p>	

	GUIDELINES	ANALYSIS	IMAGES
2.5	<p>Maintain a Human Building Scale Rather Than a Monolithic or Monumental Scale.</p> <p>Avoid large featureless facade surfaces. Facade elements that are familiar to the pedestrian help establish a sense of scale and create visual patterns that link buildings within a block, while allowing individual identity of each building. Smaller scale buildings and the use of traditionally-sized building components help to establish human scale and maintain the character of downtown. Standard size brick, uniform building components, and standard window sizes are most appropriate.</p>	<p>While preliminary, the applicant illustrates pedestrian scaled, traditionally sized building elements in a contemporary style that will establish a human scale.</p> <p>One exception to this may be the two story entryway located at the center of the site. While the proposed entry is somewhat oversized, the applicant has indicated that views into the site are available from the front entry. Additional windows in the side portions of the enclosed space may also help to create a more human scale in this portion of the building.</p>	
2. 6.A	<p>Create Pedestrian Interest at the Street Level</p> <p>Develop the first level of buildings to provide visual interest to pedestrians.</p>	<p>As shown in the perspective to the right, the first floor of the new building is anticipated to be ground floor office. Staff would encourage retail uses if possible as well. Ensuring that these windows remain transparent with activity beyond will help to meet this guideline. The existing James Travel portion of the building currently blocks the windows due to heat from the sun.</p> <p>The plan for the screens on the front of the building will help to achieve some shading of the windows. If that is the case, the applicant should ensure that the ground floor window glazing is transparent to help provide the visual interest to meet this guideline.</p>	

	GUIDELINES:	ANALYSIS:	IMAGES
2.6.B	<p>Consider how the Texture and Pattern of Building Materials Will Be Perceived</p>	<p>The proposed first floor of the new portion of the building is illustrated with significant glazing to provide visual transparency for the pedestrian. The other materials appear to include stacked bond brick along with stucco and other materials. As project plans progress, greater detail will be expected, as well as use of authentic and durable materials will be required to meet the criteria.</p>	
2.6.C	<p>Maintain The Design Distinction Between Upper and Lower Floors</p>	<p>The Concept Plan appears to meet this criteria with transparency on the first floor, and variation in fenestration and material on upper floors.</p>	
2.7	<p>Avoid Half Level, or Partial Level Basements That Extend More Than 2 Feet Above Grade</p>	<p>Not applicable, as the Concept Plan does not illustrate half or partial level basements.</p>	
2.8	<p>Shade Storefront Glass by Appropriate Means</p>	<p>On west elevations of the building, the Concept Plan illustrates a canopy along the ground floor along with screen mesh on the upper floors of the James Travel building intended to shade the upper story windows. As project plan progress, greater detail will be necessary to ensure this guideline is met.</p>	
2.9	<p>Maintain The Rhythm Established by the Repetition of The Traditional 25 Foot Facade Widths</p> <p>Maintain the rhythm of facade widths, especially for projects that extend over several lots, by changing materials, patterns, reveals, building setbacks, facade portions, or by using design elements such as columns or pilasters.</p>	<p>The unique character of the nearby Rink Building does have a repetition in the façade, and while the proposed building doesn't try to mimic this repetition, staff would note that the proposed plans for first floor glazing and active space would meet the intent of the guideline. Staff views the intent to be a means to maintain consistent pedestrian interest.</p>	

GUIDELINES:

ANALYSIS:

CONFORMS

2.10 Consider the Scale, Texture, and Pattern of Building Materials

Refer to the analysis under Guideline 2.6.B

2.11 Consider The Quality of Open Space Incorporated in New And Renovated Buildings

Orient open spaces to the sun and views. Create a sense of enclosure while maintaining safety, so that open spaces feel like outdoor rooms. Provide seating that is useable year round. Plazas, courtyards, pocket parks, and terraces should be designed to be easily accessible and comfortable for a substantial part of the year.

The Concept Plan illustrates an interior courtyard serving to provide central light and air for the residential units that face into the courtyard. While not planned to be accessed by the public, and created more as outdoor space for the residents, staff notes that sunshine into the space throughout the year may be limited given the four story massing on the south and the relatively narrow courtyard space.

However, staff notes that this configuration doesn't preclude the space from being interesting or active. As recently described by the applicant, daylight hours will provide light into the courtyard and evening hours will have ambient light that spills from the units into the courtyard. As the project plans move forward, the courtyard space will need careful consideration to ensure it is a viable and welcoming space.



2.11.A Create comfortable, safe, accessible, and appropriately located open spaces to provide pedestrian interest and convenience.

AND,

2.11.B Connect open spaces to other activity areas where people gather to sit, eat, or watch other people.

The existing James Travel building has a relatively large front setback with mature landscaping. As shown to the right, the setback along 14th Street offers opportunities to provide seating to augment the pedestrian experience. Similarly, the site design creates connectivity from the front of the building into the site, and to the planned multi-use path, consistent with this guideline.



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 9-4-10(g), B.R.C. 1981 have been met. Staff received two letters via email, provided in Attachment A.

VI. PLANNING BOARD ACTION:

No action is required by Planning Board. Planning Board, Public and staff comments will be documented for use by the applicant. Concept Plan review and comment is intended to give the applicant preliminary feedback on the development concepts, and direction for site review applications.

Approved By:



David Driskell, Executive Director
Department of Community Planning and Sustainability

Attachments

- [Attachment A: Correspondence Received](#)
- [Attachment B: Staff's Development Review Comments](#)
- [Attachment C: Applicant's Submittal Materials](#)

Attachment A: Correspondence Received – Neighbor Comments

From: Brandon Thomas
Sent: Saturday, November 30, 2013 1:03 PM
To: McLaughlin, Elaine
Subject: Public Comment: The James - Mixed Use Development

Hi Elaine,

Thanks for taking the time to read my comments.

I am a home owner and resident at 1625 16th St, just 2 blocks from this project site. I support this project and the densification of downtown Boulder in general with some reservations.

1. This is the easy one: Extend the the bike path branch that currently follows the Left-Hand/Boulder ditch (branches from creek path in Central Park), from it's current termination at 14th all the way through to at least 16th st. This new project offers the perfect opportunity to create a critical piece of this infrastructure. I understand that there will be issues going all the way to 16th, but as these properties transition I think we should be looking towards the future, not the current issues. This is also part of addressing the next issue.

2. I'm highly concerned about vehicular traffic, from both a public safety and a pollution standpoint. One reason I support densification is because I hope that it will encourage people to stay local and drive less / walk or bike more. Having lived on 16th street for 6 1/2 years now, I can tell you that my perception is that drivers are becoming more aggressive as traffic increases. I have noticed that this particularly bad at intersections where pedestrians are crossing and traffic is waiting (or not waiting) for pedestrians to get through the intersection. I know this isn't project specific, however, adding more residents, works and shoppers to a crowded district will only increase driver frustrations. It is my strong belief that the city needs to look at more long-term planning for reducing vehicular traffic and promoting more pedestrian and bicycle travel.

Besides the above idea, I would like the city to consider the idea of building parking garages on the perimeter of the downtown area (between Folsom & 28th streets) and providing a free or very cheap shuttle service that runs up Canyon to serve the downtown corridor. Reduce the number of lanes and the speed of Canyon and target a European Boulevard Experience. This would work to nearly everyones advantage - it would enhance Boulder's already significant tourist draw, expanding retail and food service opportunities from the Pearl Corridor all the way south to Canyon, a very natural extension of what already exists. Having a free shuttle would encourage not only tourists to park on the fringe and shuttle in, but would also encourage residents to leave their vehicles in long term parking outside the corridor as a matter of convenience.

Best,
Brandon Thomas
Concerned Resident
720-352-5633

From: K Lehto
Sent: Friday, December 06, 2013 9:12 AM
To: McLaughlin, Elaine
Subject: Comments on James Mixed Use Development

December 6, 2013

Elaine McLaughlin
City of Boulder, Planning and Development Services

Re: Case Review # LUR2013-00061, James - Mixed Use Development

Dear Ms. McLaughlin:

I hope my comments can be accepted because I misread the due date as December 14 instead of December 4.

I have four comments about this proposed project.

1. The proposed uses seem appropriate to the surrounding area.
2. The City and applicant need to ensure adequate off-street parking since there is very limited on-street parking in this neighborhood.
3. The developer needs to provide adequate storage for each unit. Depending on the population targeted, perhaps college students, these renters will be accumulating things for current and future use and will need places to store them out of the elements.
4. These are very small units (as little as 450 SF) only a little larger than an average hotel room. This size emphasizes the need for adequate protected, on-site storage facilities or the site has the potential to become an eyesore.

Thank you for the opportunity to comment on this concept plan review.

Sincerely,

Kathy Lehtola
1301 Canyon Blvd. # 311
Boulder, CO 80302



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: **December 6, 2013**
CASE MANAGER: **Elaine McLaughlin**
PROJECT NAME: **The James**
LOCATION: **1750 14TH ST**
COORDINATES: **N03W06**
REVIEW TYPE: **Concept Plan Review & Comment**
REVIEW NUMBER: **LUR2013-00061**
APPLICANT: **KYLE MCDANIEL**
DESCRIPTION: **CONCEPT PLAN REVIEW AND COMMENT: Re-development of site to include 43 attached apartment units in 33,634 s.f. and 10,054 s.f. of existing commercial space and 11,629 of new office space.**

REQUESTED VARIATIONS FROM THE LAND USE REGULATIONS: **§9-7-1 B.R.C. 1981:**

- **Site Height (to 55-feet) where 38 feet is by-right; and**
- **Number of Stories (four where two is by right) for interior/non-corner lot**

I. REVIEW FINDINGS

The proposed project meets many of the policies of the Boulder Valley Comprehensive Plan (BVCP) and will help to infill a parking lot in the city's highest intensity downtown (DT-5) zoning district as well as the Civic Area Master Plan. Because this is a Concept Plan review submittal, no revisions are required. The comments below are City Requirements at the time of Site Review, along with Informational comments that should also be referenced as project plans progress to Site Review. The Planning Board hearing to discuss the Concept Plan is tentatively set for Jan. 30, 2014. Prior to the hearing, the applicant should coordinate with the Case Manager to ensure that presentation materials and any plan submittal requirements are met.

II. CITY REQUIREMENTS

This section addresses issues that must be resolved prior submittal of a Site Review application. Requirements are organized by topic area so that each department's comments of a similar topic are grouped together. Each reviewer's comment will be followed by the reviewer's department or agency and telephone number. Reviewers are asked to submit comments by section and topic so that the comments can be more efficiently organized into one document. Topics are listed here alphabetically for reference.

Access/Circulation David Thompson, 303-441-4417

1. At time of Site Review a Traffic Impact Study is required since the project's trip generation is shown to exceed the residential threshold of 20 vehicles during the peak hour, as described in Section 2.02 of the City of Boulder *Design and Construction Standards (DCS)*. The transportation consultant preparing the Traffic Impact Study should contact David Thompson to discuss the study parameters prior to initiating the study.
2. Staff supports reducing the width of the new sidewalk along 14th Street to a five foot sidewalk consistent with the adjacent land use and with Table 2-12 of the *DCS*. A long smooth transition should be used to transition between the attached and detached sidewalks and coordinated with the existing trees. The detached section of the proposed 14th Street sidewalk will need to be within a dedicated public access easement if the sidewalk is outside of the existing City right-of-way. The sidewalk for the open arcade should end at the back of the sidewalk.

3. A public access easement will need to be dedicated from the 1735 15th Street property (Lot 2 James Subdivision) to the 1750 14th Street property and to the City in order to accommodate ingress and egress into the site from 15th Street.
4. At time of Site Review, a curb extension needs to be shown where the multi-use path intersects with 14th Street. This is necessary to allow for the construction of a curb ramp within the curb extension without impacting the intersection of the sidewalk, multi-use path, and headwall of the Farmer’s Ditch. Also, it needs to be shown how the multi-use path will intersect at the property line between the 1735 15th Street property and the 1750 14th Street property.
5. Per Technical Drawing 2.02.D of the DCS, provide a two-foot clearance from lateral obstructions on each side of the multi-use path.
6. Per Section 9-9-6(g)(B) of the *Boulder Revised Code, 1981 (BRC)* short-term bicycle parking should be placed within 50-feet of building entrances.
7. At time of Site Review and pursuant to Section 9-9-6(g)(4) *BRC* show the location of the long-term bicycle parking.
8. Per Section 9-9-6(d)(3)(B) *BRC*, parking turnaround spaces are to be provided for dead-end bays of eight stalls or more.
9. Accessible parking spaces need to be provided following the guidelines in the current edition of the ADA - Accessibility Guidelines Manual.
10. The Transportation Demand Management (TDM) Plan should be revised to include the following information and additional strategies:

a. NECO Passes

Year	Units	Cost/unit	Total
Year 1	43	\$192.00	\$8,256.00
Year 2	43	\$211.20	\$9,081.60
Year 3	43	\$232.32	\$9,989.76
Total	43		\$27,327.36

- b. Unbundle parking and charge market rates
- c. BECO Passes will be provided through CAGID
- d. Include the number of long-term bike parking spaces to be provided

Building Design Elaine McLaughlin, 303-441-4130

1. Overall, staff finds the proposed project to be consistent with many of the BVCP policies such as “2.30: Sensitive Infill and Redevelopment” and “2.32 Physical Design for People” which includes the following,

“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.”

With integration of the multi-use path along the North Boulder Farmer’s Ditch, pedestrians and bicyclists will have a new opportunity to connect to the Civic Area along a well positioned and active building face. The imagery provided in the perspective sketch shows that the multi-use path and building relationship sets up a walkway “muse” that will help to



create urban design variety along the path.

2. While much of the discussion at the Concept Plan hearing will be about massing and scale, there are some details that staff and the Planning Board will want to have clarified to fully understand the vision of the plan. Following are comments related to detailing that, as project plans progress, the applicant should clarify and help convey intent to staff and the board.
 - a. Clarify how the pathway will relate to the ditch – what types of access or if access will be prohibited by use of fencing or a wall.
 - b. The interior courtyard is an intriguing concept. The Sketchup modeling appears to illustrate potential plant materials in the space. As plans progress, better identification of the use of this space will be important. Given that the space would be enclosed on the south and east sides by four story buildings, the space may not offer more than light and air as an inner courtyard during the cold winter months. Consideration should be made on how to better design to sunlight access into the courtyard as well as the interior units on the northern portion of the building. This is a requirement of site review criteria related to open space: *“(i) Useable open space is arranged to be accessible and functional and incorporates quality landscaping, a mixture of sun and shade, and places to gather.”*
 - d. The site is located within the area guided by the Downtown Urban Design Guidelines, Non-Historic District. Given that, findings will be required to be made by staff about how the proposed project meets the guidelines. A weblink to the guidelines is provided herein, and the applicant should be prepared to address how the project plans meet the guidelines. <https://www-static.bouldercolorado.gov/docs/historic-preservation-downtown-design-guidelines-1-201311121524.pdf> The intent of the Non-Historic District, as described on page 13 of the Downtown Urban Design Guidelines, is as follows:

“The Non-Historic Area offers unique opportunities for design options and creation of variety in building forms. A focus on pedestrian activity and attention to massing, scale and alignment of building features are important design considerations.”

Among for the Non-Historic District is noted as,

- *“visually interesting, stylistically appropriate, compatible in scale and character”*
- *“Create pedestrian interest at the street level”*

While the Non-Historic District guidelines do focus on incorporation of “traditional elements” into building design, literal translation of these elements is not required. However, the intent of the guidelines to create pedestrian interest at the street level should be translated into the contemporary style.

In that regard, the two story main entrance in the new building, to be attached to the James Travel while serving the contemporary design will



Address: 1750 14th Street

Figure 1: Additional glazing potentially warranted at main entry

need to ensure detailing that will serve to enliven the pedestrian level and not appear monolithic. For example, the types of materials that would be used for the two story pillars shown to support the cantilevered third story and the exterior finish materials for wall in this location can contribute to establishing pedestrian scale interest.

Staff suggests additional first floor glazing on the inset portion of the wall (shown above in Figure 1), adjacent to the main entry to help fulfill the intent. Reference guideline 2.5 which states,

“Maintain a Human Building Scale, Rather than Monolithic or Monumental Scale. Avoid large featureless facade surfaces. Facade elements that are familiar to the pedestrian help establish a sense of scale and create visual patterns that link buildings within a block, while allowing individual identity of each building. Smaller scale buildings and the use of traditionally-sized building components help to establish human scale and maintain the character of downtown. Standard size brick, uniform building components, and standard window sizes are most appropriate.”

Similarly, reference, guideline 2.6 which states,

“A. Develop the first level of buildings to provide visual interest to pedestrians. For a non-residential building, the first floor street walls should contain architectural elements that create visual interest and a pedestrian street environment such as display windows facing the sidewalk, outdoor dining areas, display cases, public art integrated with the building design, and architectural elements and details that create visual interest.”

“B. Consider how the Texture and Pattern of Building Materials Will Be Perceived. Use building materials that are familiar in their dimensions and that can be repeated. To help establish a sense of human scale use familiar building components in traditional sizes. For example, standard size brick, uniform building components, and typical window sizes, help to establish human scale. Combining building materials that can be visually contrasted also helps to achieve a sense of human scale.”

“C. Maintain the Design Distinction Between Upper and Lower Floors. Develop the first floor facade as primarily transparent, making it inviting to the public. Consider using windows and other architectural features to create a pattern that will reinforce the traditional facade rhythm found on commercial buildings in the downtown area. Upper floors generally are differentiated through the use of more solid areas than voids and with smaller, vertically oriented windows in a regular pattern.”

- e. Staff finds that the proposed reuse of the existing James Travel building would also meet many BVCP policies. As project plans progress, more information should be provided about the planned intent of the screen wall over the window openings. If the screens are used to retrofit James Travel building into the new contemporary styling, staff questions the need for the screening beyond embellishment. The location of the building has rare access to views of the Flatirons and west facing sunlight. The applicant should provide greater information on this detail for the Planning Board discussion.
- f. Shown in Figure 2 is a rough approximation of the proposed building, in color, in the existing context as looking south from Canyon Boulevard. The Civic Area Master Plan does anticipate redevelopment of the properties to the north of the subject property and as such, the north elevation of the building will essentially be the “back” of the building. However, until such a time that the adjacent properties redevelop, the rear of the building will be highly visible, as is illustrated below. The applicant should consider use of green walls on the north elevation of the building as well as the east.



Figure 2:
**Proposed North Elevation of the Building Placed into the Existing Context
 Looking South from Canyon Boulevard.**

- g. To a similar extent, the views of the building from the east, along 15th Street as shown below in Figure 3 will also be pronounced in the interim prior to redevelopment of the adjacent properties. Precedent images of how the green walls will be implemented would be helpful in understanding the appearance of the building during the period of time from the existing context to the future redevelopment of the surroundings.

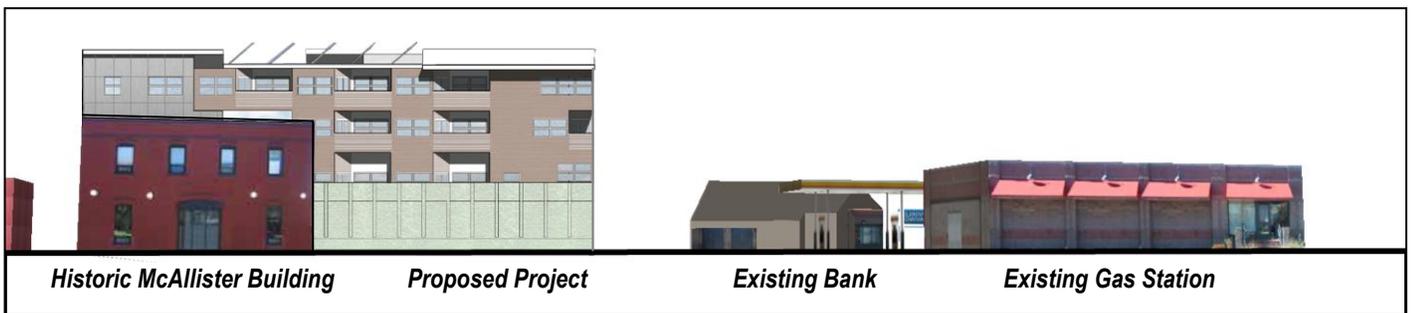


Figure 3:
**Proposed East Elevation of the Building Placed into the Existing Context
 Looking West from 15th Street with Historic McAllister Building in Foreground**

- h. While the proposal for new office space is considered an appropriate use for the context, the applicant is encouraged to look at the potential for active uses on the ground floor of the existing and proposed buildings along 14th Street.

Drainage, Jessica Stevens, 303-441-3121

1. Storm water quality enhancement and detention ponding 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)* will be required at time of Site Review application. The report and plan must also address the following issues:

- Water quality for surface runoff using "Best Management Practices"
- Minimize Directly Connected Impervious Areas (MDCIA)
- Detention ponding facilities
- Storm water quality facilities
- Irrigation Ditches and Laterals
- Groundwater discharge
- Erosion control during construction activities

2. Storm water quality facilities may not be located within the right-of-way or public easements. The locations of the bioswales and rain garden as proposed on the site plan are located within the 14th Street right-of-way and a public utility easement.

Engineering, Jessica Stevens, 303-441-3121

1. The location of all easements should be shown on the Site Plan. It appears that a portion of the proposed addition to the James Building is located within a Ditch Easement (Reception Number 1720231). No portion of a structure, including footings and eaves may be located within an easement.
2. The North Boulder Farmer's Ditch runs along the southern property boundary. There are three ditch companies that share the ditch. The applicant will be required to provide preliminary approval from the ditch companies prior to Site Review approval. Please contact the following company presidents to receive written approval for all plans related to redevelopment of the property.

Boulder & Lefthand: John Bruner, president, 303-652-3124

North Boulder Farmers: Dan Lisco, president, 303-717-1404

Boulder & White Rock: Jules Van Thuyne, president, 303-775-7894

3. Discharge of site runoff to the irrigation ditch or the City storm sewer main which releases into the irrigation ditch will also require approval from the ditch companies.

Flood Control, Jessica Stevens, 303-441-3121

1. The property is located within the 100-year floodplain of Boulder Creek. The site must be developed in compliance with Section 9-3-3 of the Boulder Revised Code, 1981 (*BRC*). A floodplain development permit demonstrating compliance with floodplain development regulations will be required at the time of building permit.
2. The City of Boulder has adopted modifications to the floodplain development regulations which will become effective on March 1, 2014. The revisions include a clarification of the standards for development of a mixed use structure. The ordinance will require that any person making a substantial modification or a substantial improvement to an existing mixed-use structure shall floodproof or elevate the lowest floor, including the basement of the entire structure and shall elevate all residential and lodging units within the structure to or above the flood protection elevation.

Fees Elaine McLaughlin, 303-441-4130

Please note that 2013 development review fees include a \$131 hourly rate for reviewer services following the initial city response (these written comments). Please see the P&DS Questions and Answers brochure for more information about the hourly billing system.

Fire Protection: David Lowrey, 303.441.4356

The site is very dense for fire access. The developer will need to confer with Fire as to how the fire suppression system will be designed. The residential area will likely be required to be designed to NFPA 13 system with a standpipe and possible extra hose connections in the interior walk area.

Inclusionary Housing (IH) Michelle Allen, 303-441-4076

1. Each new residential unit developed on the property is subject to 9-13 B.R.C., 1981, "Inclusionary Housing." The general Inclusionary Housing requirement is that all residential developments must dedicate 20 percent of the total dwelling units as permanently affordable housing. For rental projects this requirement may be met through the provision of on-site or comparable existing or newly built off-site permanently affordable rental units owned all or in part by a housing authority or similar agency, through the dedication of land appropriate for affordable housing or by payment of a cash-in-lieu contribution.

2. Rental developments that meet the requirement with a cash contribution are required to execute an “Agreement for Costs Due on Sale: Affordable Housing Restrictive Covenant and Deed Restriction” (aka Conversion Agreement.) The Inclusionary Housing ordinance requires that for-sale developments pay an additional 50 percent CIL premium in the event that they do not provide affordable units on-site. Accordingly, if you choose to convert the rental units to for-sale units within five years you will be required to pay the difference between the rental and for-sale CIL amounts. The Conversion Agreement is required prior to calling for final inspections pursuant to the issuance of a temporary or final Certificate of Occupancy and will be sent to you for signature once the cash-in-lieu has been paid.
3. Per 9-13 B.R.C., 1981, and associated regulations, permanently affordable dwelling units must be proportionate in type (such as detached, attached or stacked units) and number of bedrooms and bathrooms to the market rate units. Attached permanently affordable units must have an average floor area equal to no less than 80 percent of the market-rate units. Permanently affordable dwelling units must meet the “Livability Guidelines and Standards for Permanently Affordable Housing.”
4. Any required documents including the Determination of Inclusionary Housing Compliance form, Covenants to secure the permanent affordability of the units, and if provided off-site, an Off-site Agreement must be signed and if necessary recorded prior to application for any residential building permit. Any applicable cash-in-lieu contribution must be made prior to receipt of a residential building permit. On or off-site permanently affordable units must be marketed and constructed concurrently with the market-rate units.
5. Additional information about the Inclusionary Housing program including the 2013-2014 cash-in-lieu amounts for attached units may be found on-line at www.boulderadffordablehomes.com.
6. Please contact a housing planner as soon as possible in the development process to determine how best to meet the IH requirement.

Historic Preservation James Hewat(303) 441-3207

The McAllister Lumber and Supply Company was located at 1750 14th Street from the 1880s until the 1920s when it changed ownership to become the Boise Payette Lumber Company. An early Boulder settler, Ira McAllister established the company in 1878 and operated a hardware and building supply store at 1550 Pearl Street. The business supplied materials for many of the houses constructed in the city during the nineteenth and early twentieth-centuries including kit houses, a number of which were built in the University Hill neighborhood.



McAllister Lumber Building, 1735 15th Street, 1922



Former lumber kiln building immediately adjacent to subject property, 1735 15th Street

Both the main brick building and small brick building immediately east of the subject property at 1725 15th Street date from the late nineteenth century and from the McAllister ownership of the property (see photographs above). Sanborn Fire Insurance maps indicate the smaller building was a drying kiln for lumber.



Building constructed between 1932 and 1958 at 1750 14th Street

The small frame building located at the south edge of the property was constructed between 1932 and 1958 though it may have been a portion of the longer wood sheds that were located along the ditch until the late 1920s. Because this building is older than 50 years in age, its removal will require demolition review by the historic preservation program. Staff suggests that the applicant consider preserving the building and integrating it into part of the planned pedestrian pathway, or possibly as a bike storage building.

Landscaping Elizabeth Lokocz, 303-441-3138

The proposed project is generally consistent with the Civic Area Plan and presents some interesting opportunities to integrate low impact development approaches. As the design development progresses, consider the following:

1. With the positive identification of Emerald Ash Borer in Boulder and the anticipated loss of a many ash trees, preserving the city's urban canopy becomes increasingly important. The existing established oaks along the street front are public street trees and require City Forester approval for removal. Little if any grading may occur within the dripline of these trees which makes it unlikely that any bioswales or rain gardens would function within this area. Also, keep in mind that private runoff may not be treated in public right of way. See chapter 3 of the Design and Construction Standards for a complete description of tree protection requirements.
2. The sidewalk alignment must coordinate both minimum transportation/ADA requirements and will ideally preserve the three existing oaks. Accurately locating the trunks and driplines will, be critical to determining the feasibility of different design solutions. The proposed plans appear to show the existing five foot plus attached sidewalk adjacent to the building (although it is labeled as eight feet) and a new detached walk to the north. This configuration will need additional detail to determine if it meets all minimum standards. If removing the trees is inevitable, mitigation will be assessed for current value and replacement street trees will be required. Large maturing street trees are preferable.
3. There are a number of existing trees along the ditch that will need a detailed assessment at the time of Site Review Submittal. These trees include Boxelder and willows. Although many, if not all, actually fall outside the property line, the proposed development appears to have a significant impact on their root zones and canopies. Safety should be the first priority when assessing an appropriate level of impact.
4. Likewise, there is a row of existing trees just north of the property. The project should consider how the bioswale and access drive will impact these trees. As proposed, the project may result in their removal. The existing trees are providing required parking lot screening and would need to be replaced as part of this project if their removal is necessary. The adjacent property owner will need to provide acknowledgement of this proposed condition and the plans will need to include the removal and proposed planting.
5. Any proposed rooftop planting should be carefully considered for feasibility prior to submittal. Green roofs can increase solar PV efficiency and contribute to water quality and are highly supported.
6. There are comments included in building design regarding the visibility of the podium parking from surrounding streets. Green screens are suggested. Consideration should be given to how plants will be accommodated at the base of these screens, appropriate species selections for the light conditions and how they might be impacted if adjacent sites redevelop in the future based on the Civic Area Plan.

Legal Documents

None at this time.

Neighborhood Comments Elaine McLaughlin 303-441-4130

Staff received several inquiries about the proposed project and one comment letter which is provided in attachment

Utilities, Jessica Stevens, 303-441-3121

1. All new, replacement, or relocated electrical utilities and telecommunication and cable television systems shall be installed underground as set forth in Section 9-12-12(a)(3)(D) of the *BRC*.
2. Upon vacation of the alley right-of-way, the City of Boulder reserved an easement for maintenance and replacement of the sanitary sewer main. If the applicant proposes to locate other utilities within this location, a new public utility easement will be required prior to permit issuance.

3. Fire hydrants may need to be installed to meet the coverage requirements outlined in Section 5.10 of the City of Boulder *Design and Construction Standards*. Per the standards, no portion of any building shall be located greater than 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 must be located within the right-of-way or public utility easements.
4. The applicant should note that trees are not permitted within ten feet of underground utility lines. At Site Review, the applicant will be required to demonstrate that their plans can meet both landscaping and utility requirements.

III. NEXT STEPS

A public hearing before the Planning Board for review and comment on the Concept Plan is tentatively scheduled for Jan. 30, 2014. Please coordinate with the case manager several weeks prior for any additional exhibits that may be required.

IV. CITY CODE CRITERIA CHECKLIST

See attached checklist.

ATTACHMENT A: CONCEPT PLAN REVIEW AND COMMENT
Section 9-2-13

(g) Guidelines for Review and Comment: The following guidelines will be used to guide the planning board's discussion regarding the site. 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;**

The site is occupied by the existing two-story James Travel company offices, an attractive two story brick structure with a landscaped front yard setback and mature trees. The building is surrounded on the north and east by a surface parking lot. Among the site's distinctive characteristics are the mature vegetation, the trees and shrubs on-site as well as along the North Boulder Farmer's Ditch that aligns the south side of the site.



**Figure 4:
Existing Site**

**(James Travel – above
Toward ditch – below)**



Figure 5: Surroundings

a) Looking North up 14th Street toward Canyon and Downtown



b) Looking west across 14th Street toward City Property, existing parking lot and the Atrium Building



c) To the south of the site: the Rink Office Building



d) To the east: historic McAllister Building on 15th Street



e) existing gas station to the northeast of the site along Canyon Blvd.





Figure 6: Existing Site in Context to the Civic Area with direct link along Farmer's Ditch

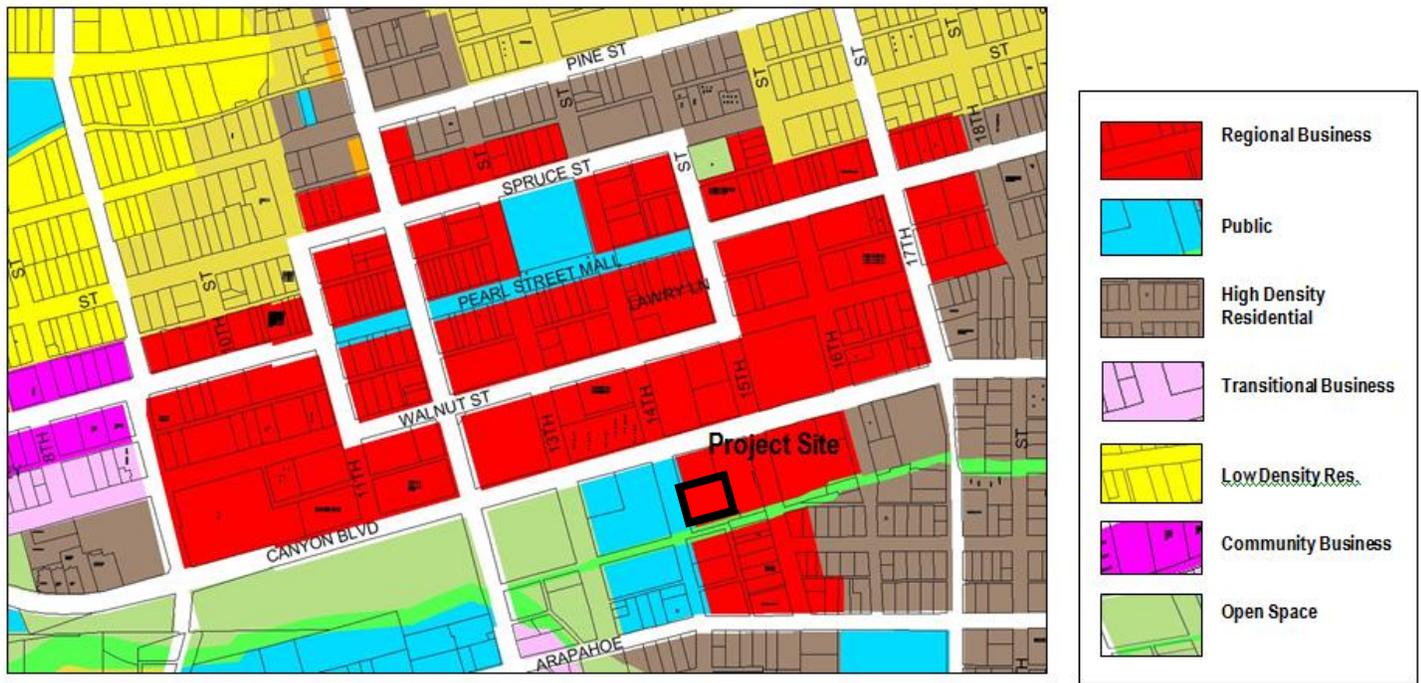
- (2) **Community policy considerations including, without limitation, the review process and likely conformity of the proposed development with the Boulder Valley Comprehensive Plan and other ordinances, goals, policies, and plans, including, without limitation, sub-community and sub-area plans;**

The proposed project will be evaluated through a Site Review process for conformance with the DT-5 zoning and the Regional Business land use designation of the BVCP along with policies of the BVCP; and Site Review criteria of the Land Use Code. The application will also require consistency analysis with the Downtown Urban Design Guidelines for the Non-Historic District. Only the small carriage house building will require compliance with the Guidelines for Historic Buildings; along with any changes to the façade of the former James Hotel.

BVCP Land Use Designation: As shown in Figure 2, the land use map below, the property is located within the middle of the Regional Business land use designation. The intent of the Regional Business designation as described on page 63 of the BVRC is as follows:

“Within these areas are located the major shopping facilities, offices, financial institutions, and government and cultural facilities serving the entire Boulder Valley and abutting communities. These areas will continue to be refurbished and upgraded and will remain the dominant focus for major business activities in the region.”

Figure 2: Boulder Valley Comprehensive Plan Land Use of Subject Site and Surroundings



The proposed use of the site for office and retail is consistent with the “Regional Business” definition of the BVCP, in that the area is intended for “major” retail and offices “serving the entire Boulder Valley. The definition also indicates the city’s expectation that such areas will continue to be redeveloped and a dominant focus for major business activities in the region.

Relevant BVCP Policies: The proposed project is consistent with the following BVCP policies:

- | | |
|--|---|
| 1.03 Principles of Economic Sustainability | 5.02 Regional Job Center. |
| 2.01 Unique Community Identity | 5.05 Support for Local Business. |
| 2.03 Compact Land Use Pattern | 5.09 Role of Arts and Cultural Programs. |
| 2.18 Role of the Central Area | 5.11 Sustainable Business Practices. |
| 2.32 Physical Design for People | 5.13 Responsive to Changes in the Marketplace |
| 2.33 Environmentally Sensitive Urban Design | |
| 2.37 Enhanced Design for Private Sector Projects | |

Zoning: As shown in Figure 3, the zoning map below, the property is located within the Downtown – 5 (DT-5) zoning district, surrounded by DT-5 to the north and east, and DT-2 to the south. Further to the south is RH-2 zoning and further west is public zoning.



Figure 3: Zoning on the Subject Site and Surroundings

The DT-5 zoning district is defined in the Land Use Code, section 9-5-2, B.R.C. 1981 as follows:

“The business area within the downtown core that is in the process of changing to a higher intensity use where a wide range of office, retail, residential and public uses are permitted. This area has the greatest potential for new development and redevelopment within the downtown core.”

From the intent statement for the DT-5 zoning district in the Land Use Code, it is evident that the area within downtown where the project site is located is intended for “higher intensity uses” and an area where the city has anticipated the highest potential for “redevelopment.”

Downtown Urban Design Guidelines:

Along with the zoning, the Downtown Urban Design Guidelines were also an outgrowth of the Downtown Alliance Report in the 1990s as well as and the Downtown Urban Design Plan of 1986, and were adopted to provide guidance on the design and character of development within the downtown zoning districts. Under the guidelines, the site is part of the Non-Historic area, defined as,

“offering unique opportunities for design options and creation of variety in building forms. A focus on pedestrian activity and attention to massing, scale and alignment of building features are important design considerations.”

At the time of site review, a consistency analysis is required with the guidelines because of the location of the site within the “Non Historic” area of the downtown. Refer to Figure 4 below that establishes the type of guidelines the site must adhere to in relationship to the rest of downtown. It is important to note several relevant goal statements from the guidelines that would be considered in Site Review:

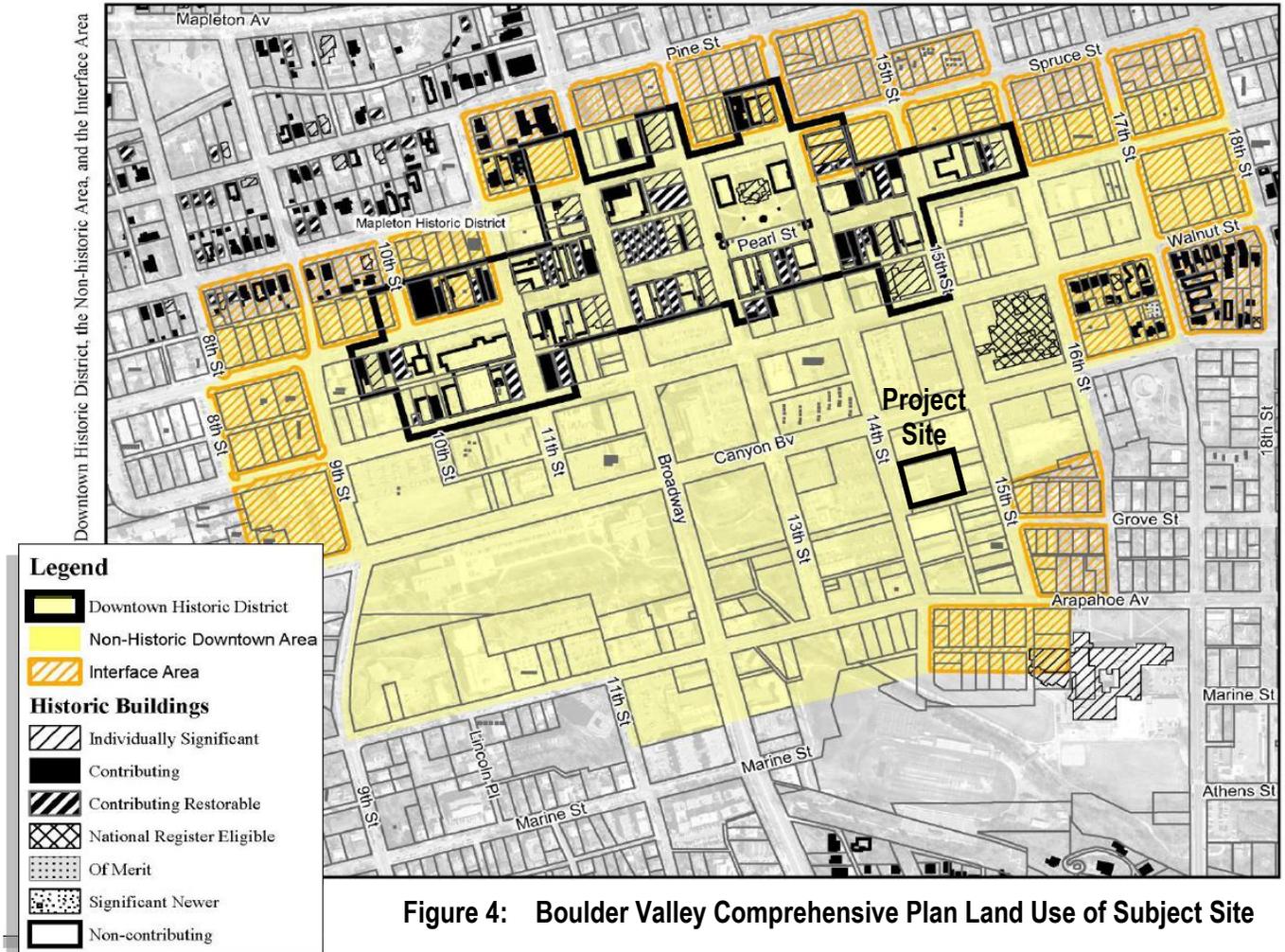


Figure 4: Boulder Valley Comprehensive Plan Land Use of Subject Site

Page 6: 1.

Assure the long term economic vitality of the downtown:

Downtown Boulder is the heart of the city, the traditional hub of city life. Its future economic vitality is of great importance to the future health of the city. These guidelines will help the city to balance the need for economic vitality with the need to maintain and enhance downtown’s unique “sense of place”.

Page 8: “The RB-1X zone (now termed DT-5) is the area likely to undergo the most significant change while the RB-1E zone, which includes most of the Historic Area, is likely to undergo the least change.”

Central Area General Improvement District The site is located within CAGID and as such there is no parking requirement for non-residential uses. Staff notes that the applicant’s intent is to provide parking only for the residential uses. Note that given the very central location of the site, across Canyon from a regional bus facility and along major transit corridors, regional bike paths and near services, the applicant may consider reducing the amount of parking on the site.

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

At the time of Site Review and Preliminary Plat, the applicant will be required to demonstrate compliance with the Site Review Criteria and submittal requirements found in Section 9-2-14, B.R.C., 1981 as well as the criteria and submittal requirements for Preliminary Plat and Subdivision found in Section 9-12, B.R.C., 1981. As noted, the applicant will also be required to demonstrate compliance with Section 2 of the Downtown Urban Design Guidelines.

Based on the proposed non standard densities, an ordinance approved by City Council would be required which would be processed concurrently with the required applications for Site Review and Preliminary Plat. Depending on the final uses proposed, Use Review may be required. During Site Review, a review and comment by the Boulder Design Advisory Board will be required. Should the ordinance, site review, and preliminary plat be approved, the applicant will be required to process a Technical Document Review prior to building permit.

(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;

Subsequent to Concept Plan review, the applicant will be required to apply for Site Review with Planning Board approval for the height modification requested. Following Site Review, the applicant will be required to process a Technical Document Review prior to building permit.

(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;

Currently, the Transportation Master Plan illustrates extension of a multi-use path along the North Boulder Farmer's Ditch to connect from the Civic Area to, ultimately 16th Street. The project plans illustrate this link which would meet the goals of the TMP. The site is located across Canyon Boulevard from the regional RTD bus station. Similarly, there are a number of transit lines surrounding the site along Canyon Boulevard, 15th Street, and Arapahoe Avenue. The regional bike path along Boulder Creek is a quarter mile to the south. The site's central location surrounded by transportation options makes it ideally suited for the mix of uses that are proposed. At time of Site Review a Traffic Impact Study is required given that the project's trip generation is shown to exceed the residential threshold of 20 vehicles during the peak hour.

(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 property is located adjacent to the North Boulder Farmer's Ditch and a small area of 100 year flood zone is located on the property as shown in Figure 5. Reference the Flood Control comments regarding mitigations for locating within the 100-year flood zone.

There's a number of existing trees that align the ditch that include Boxelder and Willow that should be preserved with any extension of the multi-use path. There are also existing established oak trees along the street frontage on 14th Street that are valued as a species and should be preserved. Refer to the Landscape comments regarding preservation of on-and off-site trees near the area planned for construction.

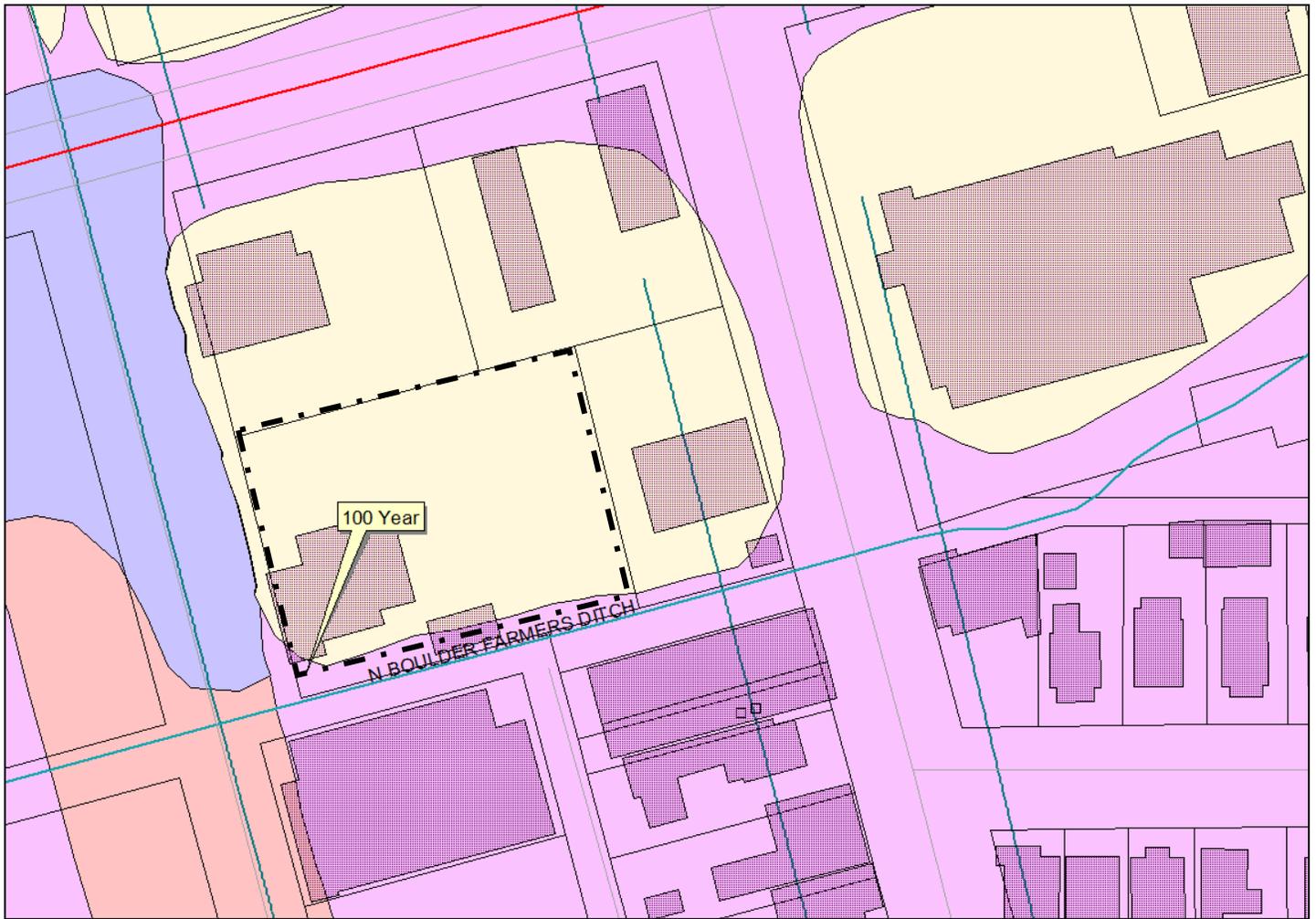


Figure 5: Location of 100 year flood zone in relation to property

(7) Appropriate ranges of land uses;

The site is designated Regional Business by the BVCP and has a Downtown - 5 (DT-5) zoning designation. Such properties are well suited for high density, mixed use, infill development. With the city's recent code change to permit floor area ratio additions through provision of Class A office, the intent to include a variety of office space, including the smaller micro offices appears to meet the city's desire for the office land use in the downtown. The BVCP encourages a range of land uses including policy 2.16 that states, "the city will encourage well-designed mixed use and higher density development that incorporates a substantial amount of affordable housing in appropriate locations, including in some commercial centers and industrial areas and in proximity to multimodal corridors and transit centers."

(8) The appropriateness of or necessity for housing.

The proposed micro units could fill a "market rate affordability" niche for residential and would be consistent with the BVCP policy 7.06 which encourages a range and variety of housing types.

"The city and county, through their land use regulations and housing policies will encourage the private sector to provide and maintain a mixture of housing types with varied prices, sizes and densities, to meet the housing needs of the full range of the Boulder Valley population."

1750 14th Street
Boulder, CO



The James A Shared Use Place





A diverse, connected, and aspirational
place designed to enhance our
community's Civic Area.

4	Team
5	Regional Context
6	Site Survey
7	Site Plan
8	Regional & Community Planning
9	The Civic Center Plan
10	The Civic Center Plan: East End
11	Existing Site Conditions
12	The James
13	The James: Features
14	Floor Plans
15	Elevations
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Appendix	Traffic Study

Team



Development



Architecture



Sustainability



Structural



Landscape



Civil



Traffic



Project Site



PRELIMINARY PLAT JAMES SUBDIVISION

A RESUBDIVISION OF LOTS 7 THROUGH 12 AND A 20' WIDE VACATED ALLEY, BLOCK 15, BOULDER,
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M.,
CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO

TOTAL AREA = 47,884 SQ FT

SHEET 1 OF 1

Parcel Description

PARCEL A: LOTS 7, 8, 9, 10, 11 AND 12, EXCEPT THE SOUTH 100 FEET OF SAID LOTS 11 AND 12, BLOCK 15, BOULDER, TOGETHER WITH THE ALLEY IN BLOCK 15 VACATED BY ORDINANCE NO. 1701 RECORDED JANUARY 13, 1953 IN BOOK 920 AT PAGE 147, COUNTY OF BOULDER, STATE OF COLORADO AND PARCEL B: THE SOUTH 100 FEET OF LOTS 11 AND 12, BLOCK 15, ALL LOCATED IN THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONSIDERING THE NORTHERLY LINE OF SUBJECT PROPERTY TO BEAR N75°00'00"E, A DISTANCE OF 299.24 FEET BETWEEN A FOUND #5 REBAR WITH ALUMINUM COLLAR "ILLEGIBLE" AT THE NORTHWEST CORNER OF SAID PROPERTY AND A FOUND #5 REBAR 0.35' OFFSET AT THE NORTHEAST CORNER OF SAID PROPERTY, WITH ALL BEARINGS CONTAINED HEREON RELATIVE THERETO.

BEGINNING AT THE NORTHWEST CORNER OF A 20' WIDE VACATED ALLEY VACATED IN ORDINANCE NO. 1701 OF THE BOULDER COUNTY RECORDS, A POINT ON THE EASTERLY R.O.W. LINE OF 14TH STREET AND THE SOUTHWEST CORNER OF LOT 6, BLOCK 15, BOULDER AS RECORDED IN PLAT BOOK 2 AT PAGE 31 OF THE BOULDER COUNTY RECORDS, THENCE ALONG SAID NORTHERLY LINE N75°00'00"E, A DISTANCE OF 299.24 FEET TO THE NORTHEAST CORNER OF SAID 20' WIDE VACATED ALLEY AND A POINT ON THE WESTERLY R.O.W. LINE OF 15TH STREET; THENCE ALONG SAID WESTERLY R.O.W. LINE S14°47'55"E, A DISTANCE OF 160.42 FEET TO THE SOUTHEAST CORNER OF SAID LOT 12, A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF 15TH STREET AND A POINT ON THE NORTHERLY LINE OF A PARCEL OF LAND AS DESCRIBED IN BOOK 566 AT PAGE 180 OF THE BOULDER COUNTY RECORDS, THENCE ALONG THE SOUTHERLY LINE OF SAID BLOCK 15 S75°04'00"W, A DISTANCE OF 298.40' TO THE SOUTHWEST CORNER OF SAID LOT 7, AND A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF 14TH STREET; THENCE

N15°05'52"W ALONG THE EASTERLY RIGHT-OF-WAY LINE OF 14TH STREET, A DISTANCE OF 160.07 FEET TO THE POINT OF BEGINNING.

CITY OF BOULDER,
COUNTY OF BOULDER,
STATE OF COLORADO.

SAID PARCEL CONTAINING 47,884 SQ.FT.

Boundary Closure Report

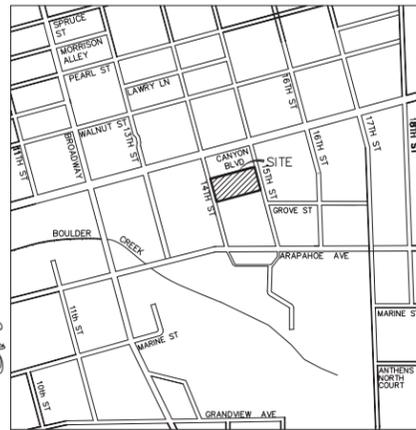
Course: N75°00'00"E Length: 299.24'
Course: S14°47'55"E Length: 160.42'
Course: S75°04'00"W Length: 298.40'
Course: N15°05'52"W Length: 160.07'

Perimeter: 918.13' Area: 47884.22 Sq. Ft.
Error Closure: 0.00 Course: S72°19'01"E
Error North: -0.001 East: 0.004

Precision 1: 918130000.00

Legend

- FOUND MONUMENT AS DESCRIBED
- SET #5 REBAR WITH 1 1/2" ALUMINUM CAP "FLATRONS SURV 16406"
- CALCULATED POSITION (NOT FOUND OR SET)
- (AM) AS MEASURED AT TIME OF SURVEY
- (C) CALCULATED FROM RECORD AND AS MEASURED INFORMATION
- (P) AS PER THE PLAT OF BOULDER
- CONCRETE
- EDGE OF ASPHALT
- FENCE
- SIGN
- ⊙ BOLLARD
- ⊘ NO PARKING
- WATER LINE
- WATER VALVE
- ⊙ WATER METER
- FIRE HYDRANT
- SANITARY SEWER LINE
- ⊙ SANITARY SEWER MANHOLE
- CLEANOUT
- STORM DRAINAGE LINE
- ⊙ STORM DRAINAGE MANHOLE
- GRATE INLET
- ELECTRICAL LINE
- EM ELECTRICAL METER
- ★ LIGHT POLE
- ★ DECORATIVE LIGHT
- OVERHEAD UTILITY LINE
- ⊙ UTILITY POLE
- GUY WIRE
- CABLE/FIBEROPTIC RISER
- TELEPHONE LINE
- TELEPHONE RISER
- GAS LINE
- GAS VALVE
- GM GAS METER
- COV COVERED
- RCP REINFORCED CONCRETE PIPE
- VCP VITRIFIED CLAY PIPE
- CIP CAST IRON PIPE

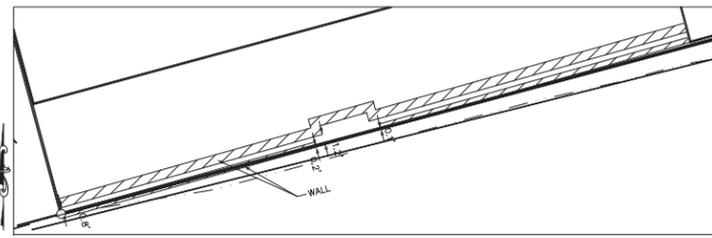
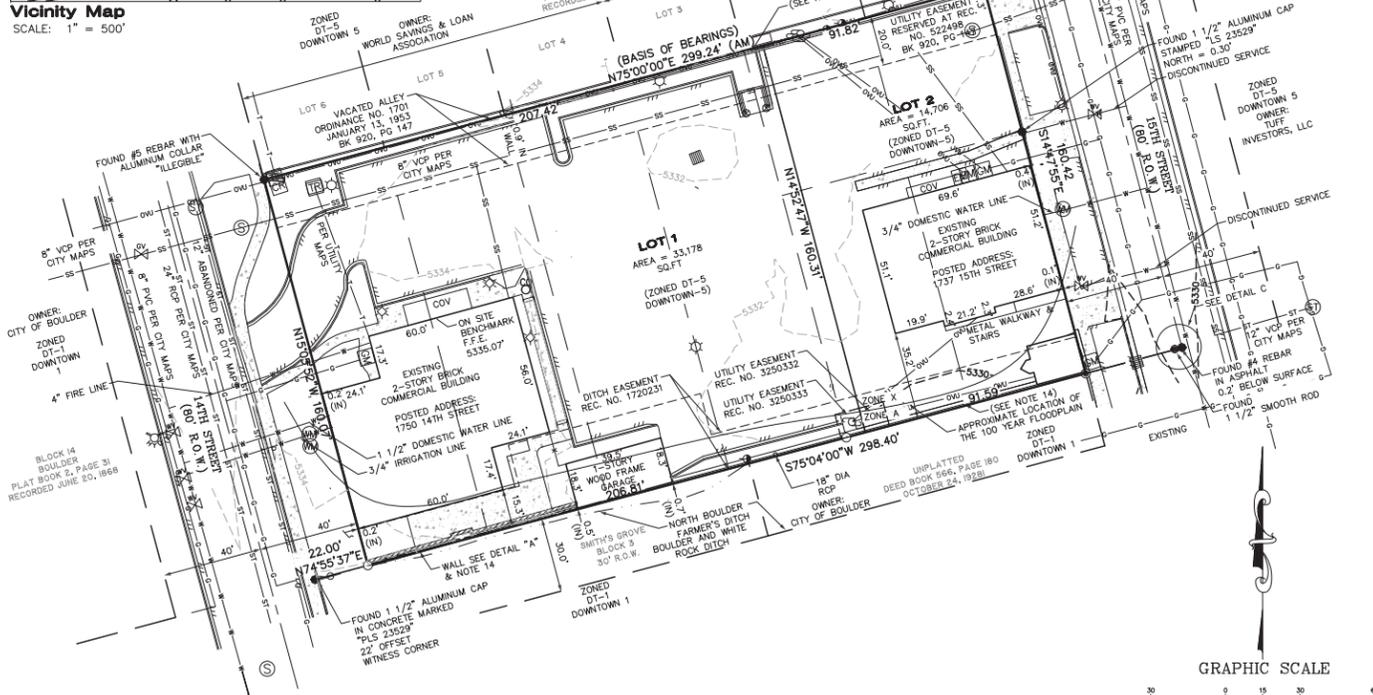


Vicinity Map
SCALE: 1" = 500'

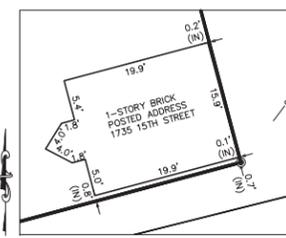
Lot Area Calculations

Original Parcels	
EXISTING PARCEL A	37,932 SQ. FT. .87 ACRES
EXISTING PARCEL B	9,952 SQ. FT. .23 ACRES
TOTAL	47,884 SQ. FT. 1.10 ACRES

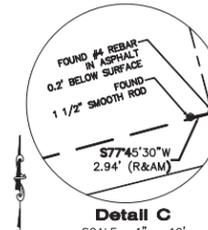
James Subdivision	
RESULTING LOT 1	33,178 SQ. FT. 0.76 ACRES
RESULTING LOT 2	14,706 SQ. FT. 0.34 ACRES
TOTAL	47,884 SQ. FT. 1.10 ACRES



Detail "A"
SCALE: 1" = 10'

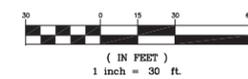


Detail "B"
SCALE: 1" = 10'



Detail "C"
SCALE: 1" = 10'

GRAPHIC SCALE



Notes

- FIDELITY NATIONAL TITLE COMPANY COMMITMENT NUMBER 515-F0391793-170-TVO, AMENDMENT NO. 3 DATED SEPTEMBER 6, 2012 AT 7:00 A.M., WAS ENTIRELY RELIED UPON FOR RECORDED INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS SURVEY. THE PROPERTY SHOWN AND DESCRIBED HEREON IS ALL OF THE PROPERTY DESCRIBED IN SAID TITLE COMMITMENT.
- ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT, IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
- BASIS OF BEARINGS: AN ASSUMED BEARING OF NORTH 75°00'00" EAST ALONG THE NORTHERLY LINE OF SUBJECT PROPERTY, BETWEEN A FOUND #5 REBAR WITH ALUMINUM COLLAR "ILLEGIBLE" AND A FOUND #5 REBAR 0.35' OFFSET AS SHOWN AND DESCRIBED HEREON. ALL BEARINGS SHOWN HEREON ARE RELATIVE THERETO.
- THE LOCATIONS FOR UNDERGROUND UTILITIES ARE BASED UPON VISIBLE SURFACE EVIDENCE AND MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANIES AND MUNICIPALITIES. LOCATIONS OF UNDERGROUND UTILITIES AND STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES AND STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES AND STRUCTURES. ALL UNDERGROUND UTILITIES MUST BE FIELD LOCATED BY THE APPROPRIATE AGENCY OR UTILITY COMPANY PRIOR TO ANY EXCAVATION, PURSUANT TO C.R.S. SEC. 9-1.5-103.
- ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT AND/OR BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE C.R.S. SEC 18-4-508.
- THE DISTANCE MEASUREMENTS SHOWN HEREON ARE U.S. SURVEY FOOT.
- THE CONTOURS REPRESENTED HEREON WERE INTERPOLATED BY AUTOCAD CIVIL 3D (DIGITAL TERRAIN MODELING) SOFTWARE BETWEEN ACTUAL MEASURED SPOT ELEVATIONS. DEPENDING ON THE DISTANCE FROM A MEASURED SPOT ELEVATION AND LOCAL VARIATIONS IN TOPOGRAPHY, THE CONTOUR SHOWN MAY NOT BE AN EXACT REPRESENTATION OF THE SITE TOPOGRAPHY. THE PURPOSE OF THIS TOPOGRAPHIC MAP IS FOR SITE EVALUATION AND TO SHOW SURFACE DRAINAGE FEATURES. ADDITIONAL TOPOGRAPHIC OBSERVATIONS MAY BE NECESSARY IN SPECIFIC AREAS OF DESIGN.
- BENCHMARK INFORMATION: ELEVATIONS BASED ON CITY OF BOULDER BENCHMARK DESIGNATED U-O-R, WITH A PUBLISHED ELEVATION OF 5329.26 FEET (CITY OF BOULDER DATUM), BEING A FOUND ALUMINUM CAP IN BOX LOCATED AT THE INTERSECTION OF 15 AND ARAPAHOE. AN ONSITE BENCHMARK WAS ESTABLISHED AT THE FRONT DOOR OF 1750 14TH STREET, WITH AN ELEVATION OF 5335.07 FEET.
- SUBSURFACE BUILDINGS, IMPROVEMENTS OR STRUCTURES ARE NOT NECESSARILY SHOWN. BUILDINGS AND OTHER IMPROVEMENTS OR STRUCTURES ON ADJACENT PROPERTIES THAT ARE MORE THAN FIVE (5) FEET FROM ANY OF THE PROPERTY LINES OF THE SUBJECT PROPERTY ARE NOT NECESSARILY SHOWN.
- FLOOD INFORMATION: ACCORDING TO THE BOULDER FLOOD MAP SUBJECT PROPERTY IS LOCATED WITHIN THE 100 YEAR FLOODPLAIN AS RESEARCHED ON AUGUST 24, 2012. FLOODPLAIN AS DEPICTED HEREON IS FROM THE GIS LAYERS FROM THE CITY OF BOULDER GIS MAPPING. FLOOD INFORMATION IS APPROXIMATE AND IS SUBJECT TO CHANGE.
- DATES OF FIELDWORK: SEPTEMBER 2, 2011 AND JUNE 1, 2012.
- THE FOLLOWING DOCUMENTS ARE MENTIONED IN THE ABOVE REFERENCED TITLE COMMITMENT AND APPEAR TO AFFECT THE SUBJECT PROPERTY BUT CANNOT BE SHOWN GRAPHICALLY. THE FOLLOWING LIST CONTAINS THE TITLE COMMITMENT EXCEPTION NUMBER, DATE RECORDED, RECEPTION NUMBER AND/OR BOOK AND PAGE.

10) NOV 6, 1978	REC. NO. 308219	CITY OF BOULDER ORDINANCE NO. 4218
MAY 13, 1981	REC. NO. 445960	AMENDMENT TO ORDINANCE NO. 4218
- THE TOTAL AREA OF THE SUBJECT PROPERTY IS 47,884 SQ. FT. OR 1.10 ACRES, MORE OR LESS. AREA AS SHOWN HEREON IS A RESULTANT FACTOR, NOT A DETERMINATIVE FACTOR, AND MAY CHANGE SIGNIFICANTLY WITH MINOR VARIATIONS IN FIELD MEASUREMENTS OR THE SOFTWARE USED TO PERFORM THE CALCULATIONS. FOR THIS REASON, THE AREA IS SHOWN AS A "MORE OR LESS" FIGURE, AND IS NOT TO BE RELIED UPON AS AN ACCURATE FACTOR FOR REAL ESTATE SALES PURPOSES.
- WALLS ARE NOT COINCIDENT WITH PROPERTY LINES AS SHOWN HEREON.
- THE SUBJECT PROPERTY IS ZONED DT-5 DOWNTOWN-5, PER CITY OF BOULDER, AS RESEARCHED ON JUNE 8, 2012.

Surveyor's Statement

I, JOHN B. GUYTON, A LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, HEREBY STATE FOR AND ON BEHALF OF FLATRONS, INC. THAT A SURVEY OF JAMES SUBDIVISION WAS MADE BY ME OR UNDER MY SUPERVISION ON MAY 29, 2012; AND THAT THE ACCOMPANYING PLAT ACCURATELY AND PROPERLY SHOWS SAID SUBDIVISION AND THE SURVEY THEREOF

JOHN B. GUYTON
COLORADO P.L.S. #16406
CHAIRMAN & CEO, FLATRONS, INC.

FSI JOB NO. 11-58,672

Approved by the City of Boulder

DIRECTOR OF PLANNING _____		DATE _____	
PRELIMINARY PLAT			
Flatrons, Inc. Surveying, Engineering & Geomatics			
DRAWN BY: E. PRESCOTT	3825 IRIS AVE, STE 395 BOULDER, CO 80501 PH: (303) 443-7001 FAX: (303) 443-9830	655 FOURTH AVE LONGMONT, CO 80501 PH: (303) 776-1733 FAX: (303) 776-4355	WB 10/1/12 EP 9/14/12
DATE: JUNE 29, 2012	FSI JOB NO. 11-58,672	REVISIONS: CHECKED BY: ETB/WW/ZG	
COPYRIGHT 2012 FLATRONS, INC.			

Site Plan





Planning Area



- DT-1
- DT-5
- RH-1
- P
- DT-2
- BT-2
- RH-2
- RMX-1
- DT-4
- BC-2

Land Use Designation



- Mixed-Use
- Office + Retail
- Office
- Retail
- Single Family
- Multi-family
- Institutional
- Transit
- Parking

Trails



- On-Street Bike Lane
- Designated Bike Route
- Contra Flow Bike Lane
- Off-Street Multi-Use Path
- ▬▬ Pearl St Pedestrian Mall
- ⊙ Transit Center

The Civic Center Plan



The Civic Center Plan: East End



“A place to deliberate, enjoy art, gather, eat, shop and innovate.”

— Boulder Civic Area Plan



Existing Site Conditions

By replacing a large, unwatched asphalt parking lot with residential and commercial spaces, The James activates an area of Boulder which has become overrun with transients. Having "eyes on the street" enhances both safety and activity in a critical downtown area, and increases pedestrian involvement both day and night in the Civic Area.



Existing parking lot facing West



Existing parking lot North of building



Existing street view looking North up 14th Street

The James

Aerial View Looking Northeast (Not to Scale)





A— Future 3 and 4 story buildings, as envisioned in Civic Area plan.

B— Central atrium between commercial spaces opens The James to 14th Street.

C— 25kw rooftop photovoltaic system enhances energy sustainability.

D— Distinctive roofline of existing Rink Building is mirrored by butterfly roof of The James.

E— Bioswale and new landscaping enhance pedestrian experience along 14th Street.

F— Close proximity of Boulder Transit Center enables The James to be a true transit oriented development.

G— Ground level micro-offices enliven proposed pedestrian path.

H— Existing historic brick building visually connects to The James through "key hole" in eastern façade.

I— Top floor residential units step back from 14th Street to reduce visual mass of building.

J— Future buildings on Canyon, as envisioned in the Civic Area Plan.

K— Existing landscaping along Farmer's Ditch provides a green border along southern edge of property.

L— 15th Street Design District connects to Civic Area along multi-modal path.

M— Smaller scale 1 and 2 bedroom apartments add diversity to downtown housing.

N— Roof garden on existing James building adds greenscape to 14th Street façade.

O— Existing 2 story James Building is adaptively re-used to create a transition in building heights and materials.

P— Proposed multi-use path creates a pedestrian connection from Civic Area to Goss Grove neighborhood.

Q— Eight (8) "micro-lofts" designed for affordable, attractive downtown living.

R— Interior "street" courtyard creates permeability and accessibility.

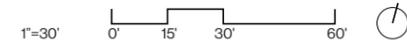
● Diverse

● Connected

● Aspirational



Plan – Ground Level



Plan – 2nd Level



Plan – 3rd Level



Plan – 4th Level



Elevations



West Elevation



South Elevation



East Elevation



North Elevation

Site & Zoning Data

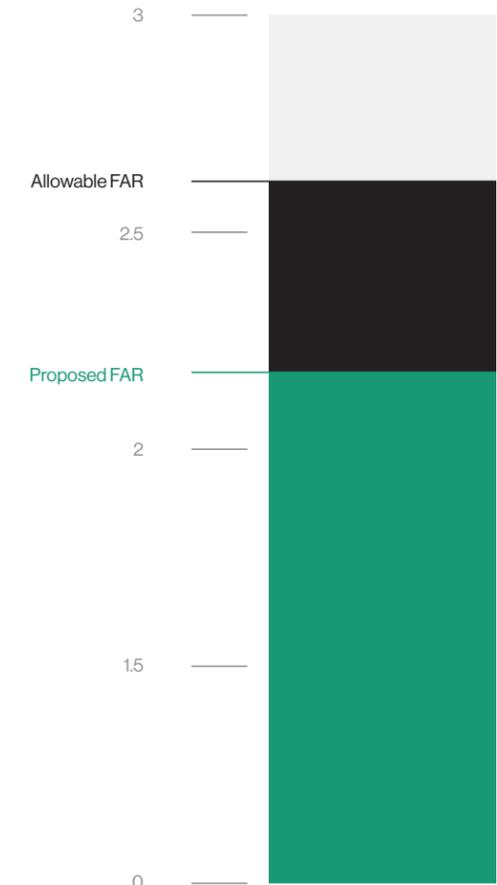
Proposed New Building Area



Zoning	DT-5
Site Area	32,200 SF
Base FAR	1.7
FAR Addition for Residential	1.0
Total Allowable FAR	2.7
Total Allowable SF	86,940 SF
Total Existing Area (James Building)	10,054 SF
Total Required Open Space	6,400 SF
Total Proposed Open Space	9,219 SF
"By right" Building Height	35'
Allowed Building Height through Site Review	55'
Proposed Building Height	54'-8"
"By right" Number of Stories	2 stories
Proposed Number of Stories	2, 3 and 4 stories
Total Required Commercial Parking	None (CAGID)
Total Required Residential Parking	43 spaces
Total Proposed Residential Parking	43 spaces
Total Required Bicycle Parking	5 spaces
Total Proposed Bicycle Parking	50 spaces

Commercial: 8,517 SF
 Micro-Offices: 1,570 SF
 Residential: 29,834 SF
 Micro-Lofts: 3,800 SF
 Residential Circulation: 5,350 SF
 Amenity: 2,389 SF
 Covered Parking: 12,920 SF
 Total: 64,380 SF

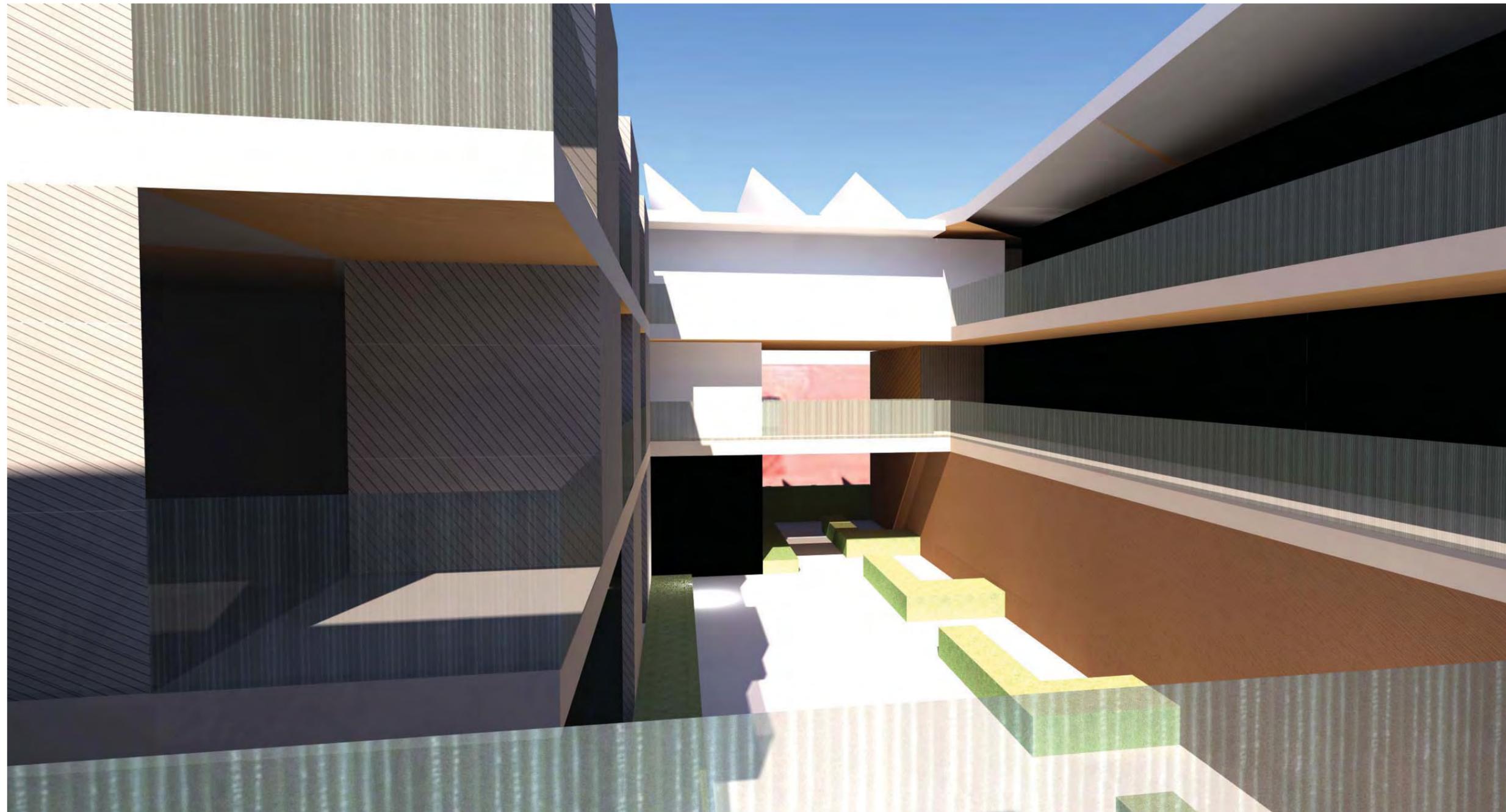
Total Area (Existing + Proposed): 74,434 SF
 Total Proposed FAR: 2.31
 Total Residential Units Proposed: 43
 Total Parking Spaces Proposed: 43
 Total Bicycle Parking Proposed: 50



View from 14th Street



Interior Courtyard looking East



Interior Courtyard looking West

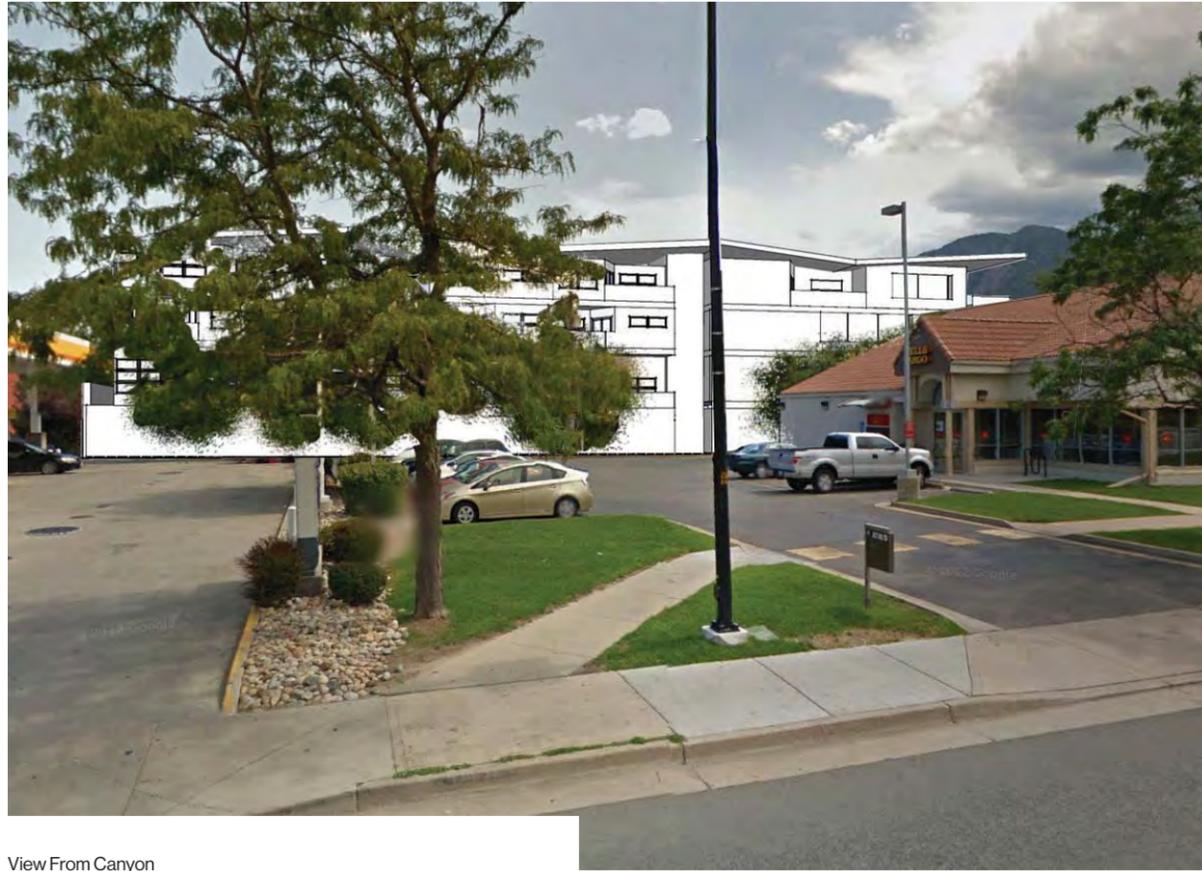


Multi-Modal path along Farmer's Ditch



Looking North up 14th Street





View From Canyon



Northwest Corner



Aerial view from Northwest



Aerial view from Southeast

Written Statement



Element Properties and re:architecture are pleased to present The James to the community, city staff, and to Planning Board for Concept Review. This “shared use” building is designed to serve a diverse population, to connect residents and office users with the downtown area, and to aspire to high standards of environmental sustainability and design excellence.

Serving A Diverse Population

- Residential development in the downtown core area has primarily focused on large scale, for-sale condominiums. The James offers a different model: smaller scale one and two bedroom, for-rent apartments, designed for an economically diverse population. In addition, The James is pioneering a new model of housing—the “micro-loft”—which provides residents with small, attractive, and affordable living spaces in the heart of downtown
- The James also provides commercial space for the diverse business communities of Boulder, including high tech office users and community groups. The unique ground level “micro-offices” have been designed specifically for Boulder’s burgeoning start-up and entrepreneurial culture.
- Many mixed-use projects enforce a separation between residents and office users. The James is intentionally a “shared-use” building, in which incubator office/studio spaces along the ditch path are available to residents, while the commercial building’s amenity space is open to residents. Architecturally, the existing commercial building includes window openings onto the interior residential “street,” and the residential building includes a keyhole view of the historic brick office building to the east.
- By replacing a large, unwatched asphalt parking lot with residential and commercial spaces, The James activates an area of Boulder which has become overrun with transients. Having “eyes on the street” enhances both safety and activity in a critical downtown area, and increases pedestrian involvement both day and night in the Civic Area.

Creating a Connected Place

- The James intentionally connects with the Civic Area and downtown by providing a multi-modal path along its southern border. Ground level studio offices along the new path enliven an important pedestrian connection between the Civic Area and the 15th St. Design District. Further permeability is provided along the northern edge with a pedestrian path leading to the residential lobby and a woonerf- shared street leading to parking.
- The building’s architecture divides the massing into four discrete sections, providing a variety of height and materials, and a visual transition from the Goss-Grove homes to the larger scale downtown buildings. In addition, the permeable architecture enhances the pedestrian experience, by creating a landscaped entry arcade, which leads into an open plaza on the second level, winding through the heart of the project.
- Historically, The James is linked to a family with deep ties to the City of Boulder. The James Family purchased the property in 1947, when the James Family founded and operated the Boulder-Denver Bus Company, which eventually became RTD. Since then, four generations of the James family have been involved in various businesses and activities both on the property, as well as in the larger downtown Boulder area.

Aspiring to Environment Sustainability

- As a Transit Oriented Development, The James is rightfully classified as a walker’s paradise, located within 100 feet of the RTD station, immediately adjacent to the Boulder Creek Path and Farmer’s Market, only 2 blocks from Alfalfa’s Market and within minutes of the shops and restaurants of downtown Boulder.
- The James introduces a new benchmark for sustainable development in the Civic Area. At a high Gold, trending toward Platinum LEED rating, the project enhances the energy efficiency of the existing building with new solar screening, incorporates a new photo-voltaic system, and adds both rooftop and ground level landscape to improve water quality, minimize run-off and integrate the natural and built environments for the benefit of residents and pedestrians.. Further the streetscape of 14th St. is enhanced with high level landscaping, stone sidewalks and public art to incorporate concepts of the Civic Area Plan.
- With over 50 bike parking spaces, and a one car per unit parking ratio, The James encourages alternative modes of transportation, without burdening the surrounding neighborhoods with additional parking demands.

Element Properties and re:architecture share our community’s aspirations for a culturally rich and architecturally dynamic Civic Area. It is our goal to inspire imagination, investment, and activity in the downtown Boulder area by building a sustainable and socially diverse place, which responds to our community’s needs and values.

Sincerely,

Element Communities & re:architecture

Concept-Level Sustainability Narrative

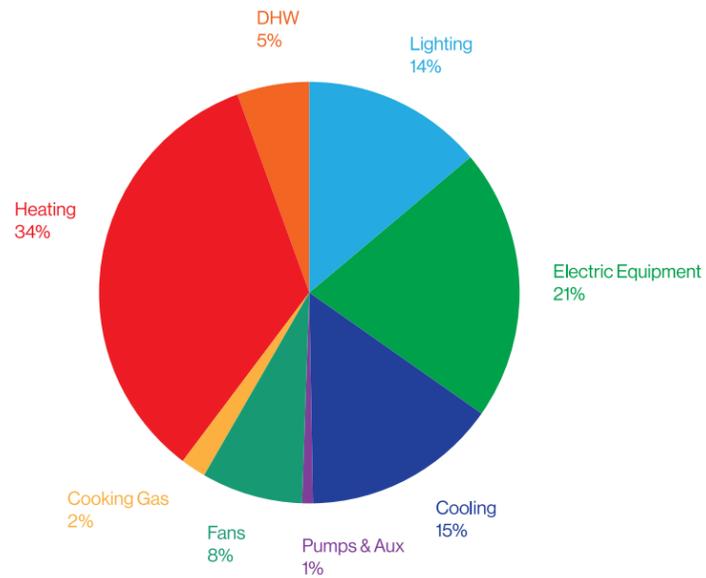


Fig 1. Energy End-Use Costs

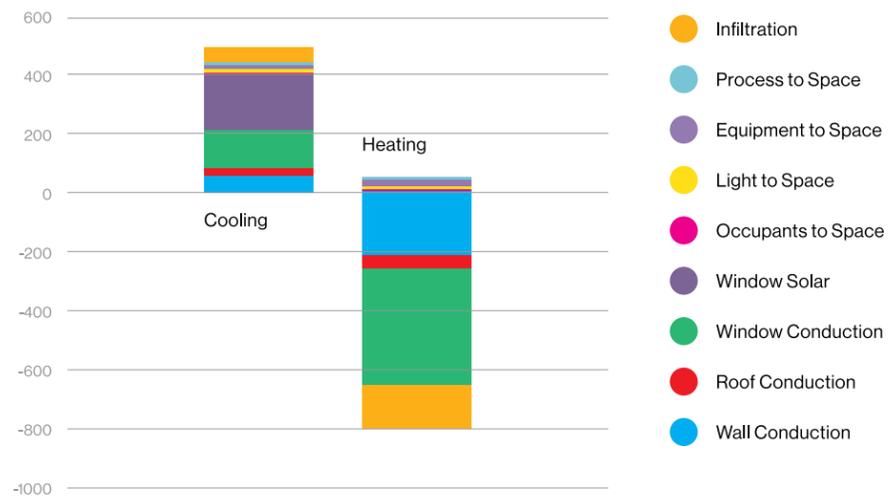


Fig 2. Peak Heating & Cooling Loads

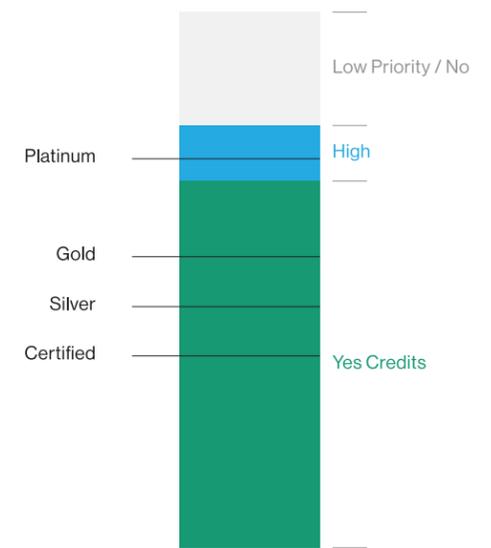


Fig 3. LEED Strategy

The sustainability program for 1750 14th street is intended to be broadly focused, addressing the new Boulder energy code, as well as the various other aspects that make up a robust green building strategy, from occupant health and well being, to water efficiency and stormwater quality, to heat island mitigation and delivery of ecosystem services. Because we recognize the importance of measurable sustainability elements, we have developed a LEED approach that achieves a high Gold with the potential of earning Platinum certification.

First, to ensure that we were developing a design that would meet Boulder's new IECC 2012-based energy code, we developed a preliminary energy model to understand the energy end uses (Fig 1) and peak loads (Fig 2) for the project and target our efficiency strategies in response to this.

The building is well oriented with two wings positioned on an east-west access to effectively manage solar gain, along with single loaded corridors to promote cross ventilation and the ability to condition without mechanical HVAC.

These strategies included improved windows, impact of window-to-wall ratio, improved wall and roof insulation and infiltration values, reduced lighting power densities, and enhanced HVAC systems. Based on the reductions demonstrated by these measures, we are confident that some combination of the above should enable to project to reach an EUI of 50-55 kbtu / SF, and, with the option of including solar PV, meet the 30% reduction goal. The project is currently allocating space for ~20 kW of rooftop PV, and we contacted third party power purchase agreement providers and have confirmed the feasibility of that financing option for this project.

By doing so, we estimate that the project will earn 16-18 LEED EAc1 energy efficient points, and 5-7 EAc2 renewable energy points. Using this as the basis for the overall LEED strategy, along with an aggressive water efficiency strategy (6-8 points) the fact that the project is extremely well located for transit opportunities, is very walkable and bikeable, with a Walk Score of 93 (a "Walker's Paradise"), and a Bike Score of 100 (out of 100), the project will target between 75-85 total LEED points, earning a high Gold to Platinum level of certification.

Included in this approach will be an effort to treat stormwater through Low Impact Development (LID) methods, and increase the amount of vegetated open space on the site. The office space portion will include operable windows, natural ventilation, and ample daylight throughout. Beyond the core LEED energy measures of the project, we intend to provide residents with means of managing their HVAC and plug load electrical use with advanced thermostats, energy meters, and master shut-off switches.

Narrative by Joshua Radoff, YR&G



Diverse, Connected, Aspirational



Travel Demand Management Plan

1750 14th Street

Boulder, Colorado

Prepared for

re : architecture
2511 31st Street
Boulder, CO 80302

Prepared by

LSC Transportation Consultants, Inc.
1889 York Street
Denver, CO 80206
(303) 333-1105

November 1, 2013
(LSC #130760)



Introduction

This Travel Demand Management Plan has been prepared for the 1750 14th Street development in Boulder, Colorado. The site is located south of Canyon Boulevard between 14th and 15th Street. The development is proposed to include 43 apartment dwelling units and about 11,629 square feet of new office space to compliment the existing 10,054 square feet of office space currently on the site. Access to the site is proposed from 15th Street. The location of the site with respect to the surrounding land uses and roadway system is shown in Figure 1. The conceptual site plan is shown in Figure 2.

Existing Alternate Modes Description

The following existing site conditions contribute to the transportation demand management goals of the City of Boulder. The 1750 14th Street site and development is well-positioned to make good use of these existing opportunities.

Existing Transit Service

The Regional Transportation District (RTD) is the governing body responsible for fixed-route transit (public transportation) service throughout the Denver metropolitan area, including Boulder. The site is within a one-half block of the Boulder Transit Station. Figure 3 illustrates the existing bus stops and transit routes within the vicinity of the site, including the following routes:

- BOLT
- DASH
- HOP
- JUMP
- SKIP
- AB
- B
- DD
- DM
- N
- Y
- 203
- 204
- 205
- 206
- 208



Approximate Scale
Scale: 1" = 300'

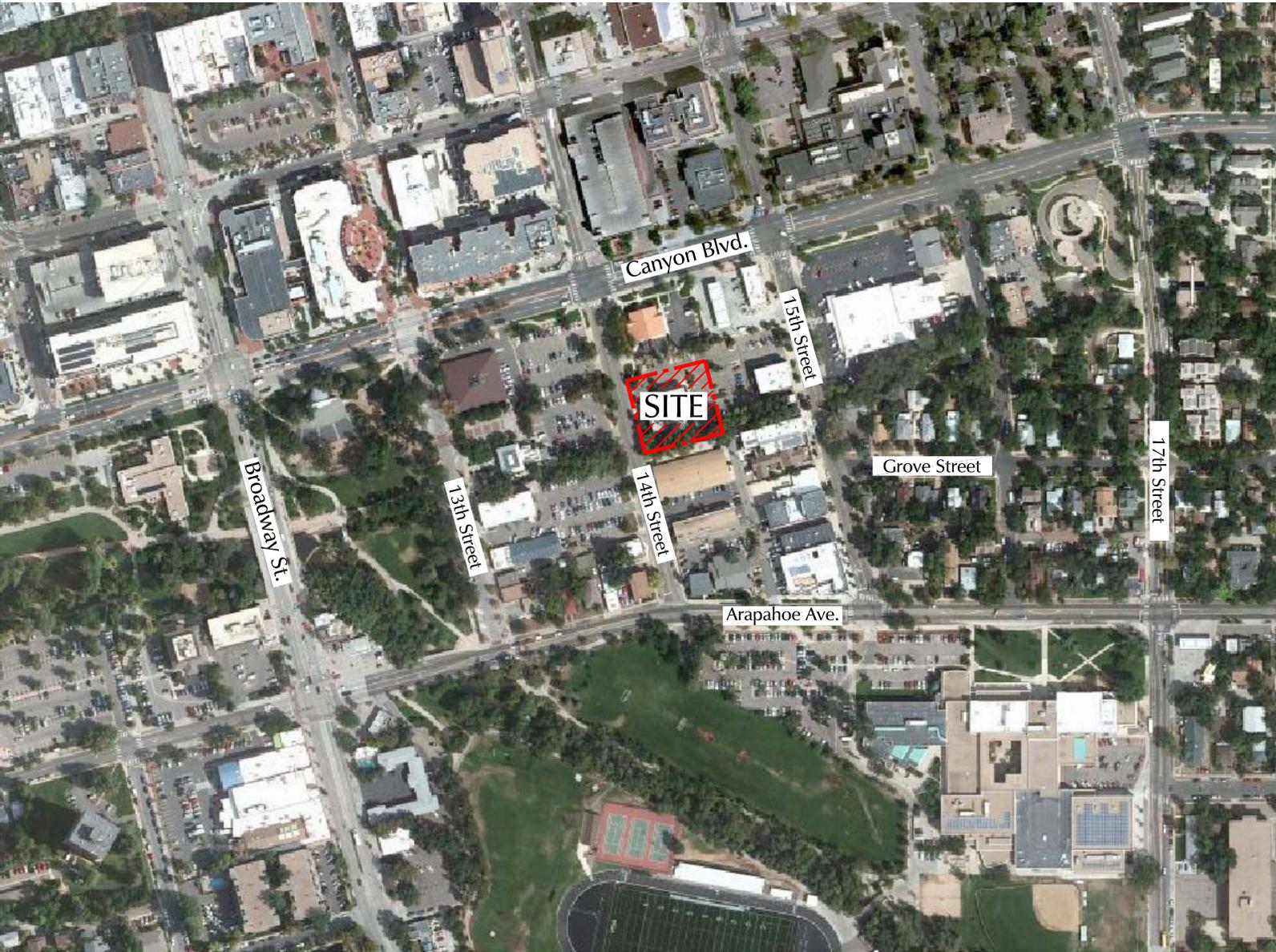
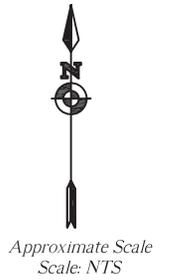
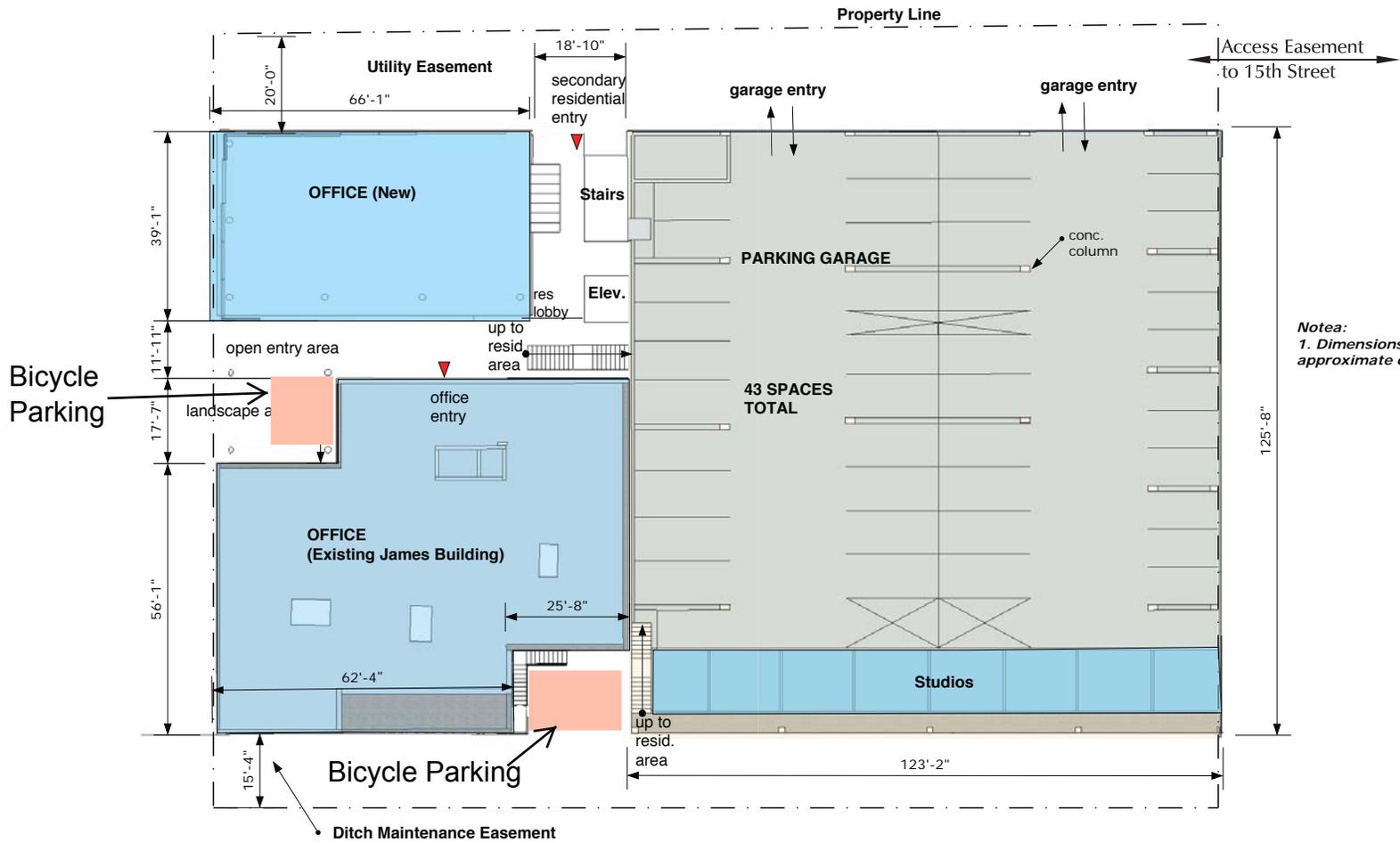


Figure 1
**Vicinity
Map**

1750 14th Street TDM Plan (LSC #130760)

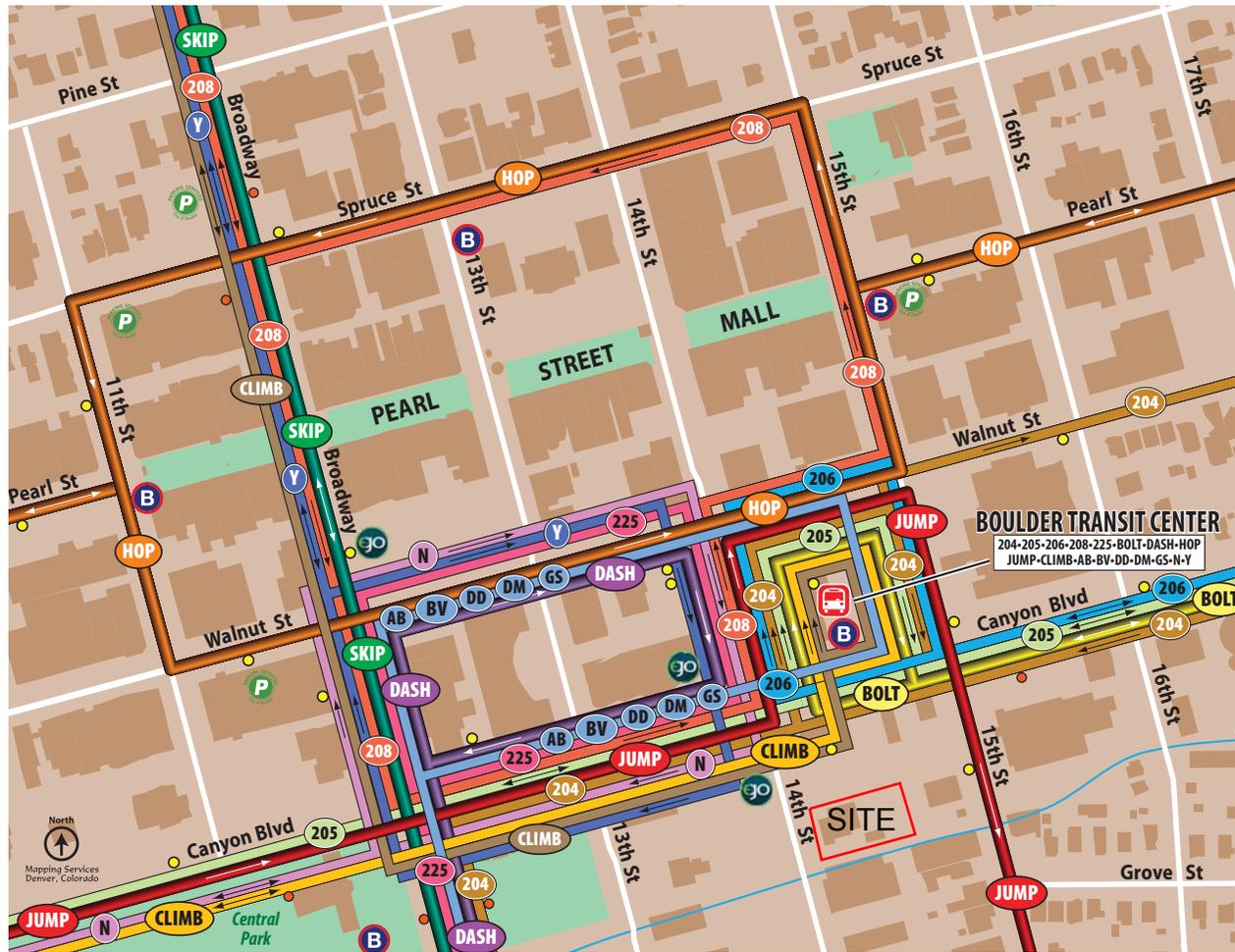




Nota:
 1. Dimensions are approximate on all sheets

Figure 2
**Site Plan
 (Ground Floor)**

1750 14th Street TDM Plan (LSC #130760)



Note: Map from Boulder Bus Map 2013

Figure 3

Existing Bus Stops and Transit Routes

1750 14th Street TDM Plan (LSC #130760)

Demand-responsive services are available to both seniors and persons with disabilities through Via (formerly Special Transit). Established in 1979, this non-profit provides safe and affordable rides in accessible buses to people with limited mobility. Rides are scheduled in advance, and have a 30-minute pick-up window.

Existing Bicycle and Pedestrian Network

The City of Boulder maintains an extensive bicycle and pedestrian network throughout the City. Figure 4 shows bicycle and pedestrian routes within the vicinity of the site. There are multi-use paths along Arapahoe Road and Boulder Creek to the south of the site. Canyon Boulevard, 15th Street, and 13th Street have dedicated bike lanes. Many of the streets in the project vicinity have attached or detached sidewalks.

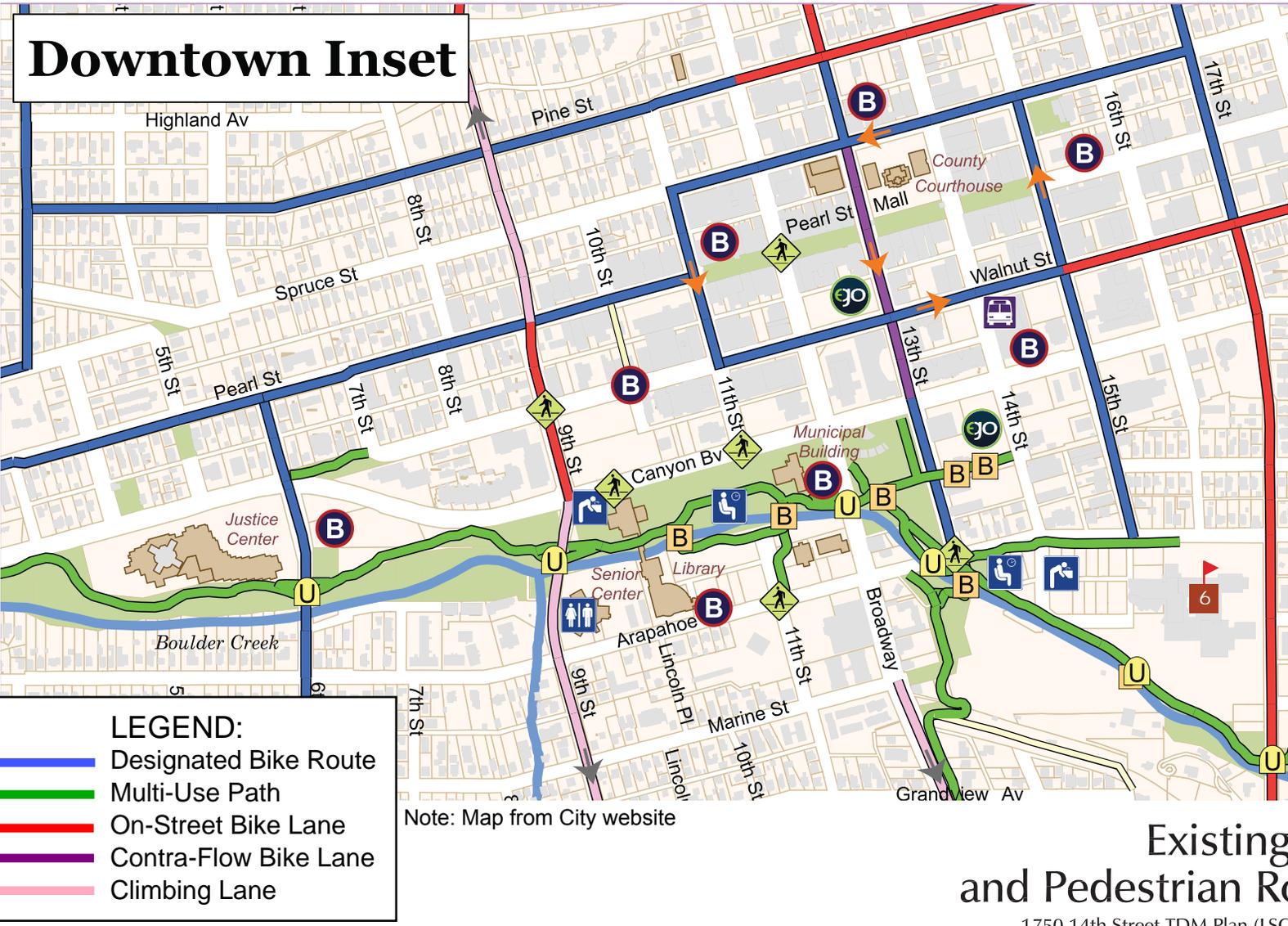


Figure 4

Existing Bike and Pedestrian Routes

1750 14th Street TDM Plan (LSC #130760)

Transportation Demand Management (TDM) Strategy for Apartment Units

The City of Boulder's draft residential development toolkit packages are shown below in Table 1. The site is more than ten multi-family units. The "core elements" section of the table shows elements required of all new residential developments, including orientation packets, participation in TDM evaluation programs, and pedestrian, bike, and transit enhancements.

Two toolkit options are available under City of Boulder standards, Package A and Package B. Based on the existing alternate modes available around the site, Package A is the most advantageous for the site, requiring the establishment of a NECO pass participation program, meeting the short- and long-term bicycle parking code, and the consideration of managed on-street parking.

Table 2 shows the actions that the 1750 14th Street developer intends to take to fulfill the intent of the Concept Review and TDM Plan processes.

Transportation Demand Management (TDM) Strategy for Office Space

The City of Boulder's draft commercial development toolkit packages are shown below in Table 3. The site is located within the CTN Buffer. The "core elements" section of the table shows elements required of all new commercial developments, including meeting the short- and long-term bicycle parking code; participation in eGo car share and Bicycle bike share where appropriate, pedestrian and bicycle enhancements; consideration of showers and changing facilities; and establishing a transportation information center.

Three toolkit options are available under City of Boulder standards, Packages A, B, and C. Based on the existing alternate modes available around the site, Package A is the most advantageous for the site, requiring the establishment of a BECO pass participation program and consideration of managed on-street parking.

Table 4 shows the actions that the 1750 14th Street developer intends to take to fulfill the intent of the Concept Review and TDM Plan processes.

**Table 1
City of Boulder Residential Development Toolkit Packages**

TDM Toolkit Element		Residential Toolkit Packages							
		Single Family ≤10 Units		Single Family 11 or More Units		Multi-Family ≤10 Units		Multi-Family 11 or More Units	
		Pkg A	Pkg B	Pkg A	Pkg B	Pkg A	Pkg B	Pkg A	Pkg B
CORE ELEMENTS	Orientation Packets	✓	✓	✓	✓	✓	✓	✓	✓
	Evaluation	✓	✓	✓	✓	✓	✓	✓	✓
	Pedestrian Enhancements	✓	✓	✓	✓	✓	✓	✓	✓
	Bike Enhancements	✓	✓	✓	✓	✓	✓	✓	✓
	Transit Enhancements	✓	✓	✓	✓	✓	✓	✓	✓
PACKAGE ELEMENTS	Alternative Transportation Subsidy Fund	✓			✓	✓			✓
	Carshare Subsidy		✓		✓		✓		✓
	Bikeshare Subsidy		✓		✓		✓		✓
	NECO Pass Program Participation			✓				✓	
MULTI-FAMILY ELEMENTS	Meet Short-Term Bicycle Parking Code					✓	✓	✓	✓
	Exceed Short-Term Bicycle Parking Code						✓		✓
	Meet Long-Term Bicycle Parking Code					✓	✓	✓	✓
	Exceed Long-Term Bicycle Parking Code						✓		✓
	Managed On-Street Parking					✓	✓	✓	✓
	Unbundled Parking						✓		✓

**Table 2
1750 14th Street TDM Plan - Apartment Units**

TDM Toolkit Element		Actions for Package A
CORE ELEMENTS	Orientation Packets	An orientation packet will be provided to each new resident of the site which includes brochures, maps, and other resources to inform residents of their transportation options. This packet will include RTD bus information, the City of Boulder bicycle and pedestrian map (or similar), and information on special events. This packet will be provided initially by the developer at the time of sale or by a lessor thereafter.
	Evaluation	Through sales or lease agreement, the site's residents will agree to participate in annual on-line or paper surveys regarding their use and satisfaction with transportation demand management programs. The evaluation is expected to be administered by the City of Boulder using Survey Monkey or similar on-line tools. The developer will secure agreement to participate, with the expectation that 10-20% of residents will actually participate based on typical survey return rates. The City of Boulder will be responsible for data analysis and summarization.
	Pedestrian Enhancements	The site proposes sidewalks to connect to the existing sidewalks adjacent to the site.
	Bike Enhancements	The site access to 15th Street connects directly to the designated bike route on 15th Street.
	Transit Enhancements	The proposed bicycle and pedestrian enhancements, described above, will increase both walk- and bike-accessibility to nearby transit routes and the Boulder Transit Station. Information about transit service will be provided in the orientation packets, also described above.
PACKAGE ELEMENTS	NECO Pass Program Participation	The site will create a NECO Pass participation program sufficient for a period of three years for the multi-family homes. Homeowners and tenants will reimburse the developer for the costs at the time of sale or lease of the residential units.
MULTI-FAMILY ELEMENTS	Short-Term Bicycle Parking	Auto parking for the site totals 43 stalls, and the bicycle parking requirement is either 3 spaces or 10% of the off-street parking, whichever is higher. This results in an estimated 5 bicycle parking spaces. Bicycle racks for at least 50 bicycles will be provided.
	Long-Term Bicycle Parking	Bicycle lockers and/or indoor bike storage space will be provided.
	Managed On-Street Parking	The proposed on-site parking garage will adequately park the site - if necessary, the management of adjacent on-street parking spaces could be considered.

**Table 3
Commercial Development Toolkit Matrix of Packages
Multiple Business Development - Developer**

TDM Toolkit Element		Commercial Toolkit Packages - Multiple Business/Developer									
		Within CTN Buffer			Outside CTN Buffer			CAGID	Uni-Hill		
		Pkg A	Pkg B	Pkg C	Pkg A	Pkg B	Pkg C	Pkg A	Pkg A	Pkg B	Pkg C
CORE ELEMENTS	Meet Short-Term Bicycle Parking Code	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Meet Long-Term Bicycle Parking Code	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Ratio of MOV Mode Share	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Pedestrian Enhancements	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Bike Enhancemetns	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Showers - Conditional	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Changing Facilities - Conditional	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Transportation Information Center / Access	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
PACKAGE ELEMENTS	Transit Enhancements - Conditional		✓	✓		✓	✓			✓	✓
	Business Eco Pass Program (BECO Pass) - 3 years	✓			✓			✓*	✓		
	Alternative Transportation Subsidy Fund		✓			✓				✓	
	Lease Requirements for BECO Pass - 3 years			✓			✓				✓
	Managed On-Street Parking - Conditional	✓	✓	✓	✓	✓	✓				

CTN = community transportation network, and refers to a set of high-frequency bus routes defined by the City of Boulder.

*Note: Business Eco Pass already provided by RTD for Uni-Hill.

Source: City of Boulder, 2011.

**Table 4
1750 14th Street TDM Plan - Commercial Actions**

TDM Toolkit Element		Within CTN Buffer Package A
CORE ELEMENTS	Meet Short-Term Bicycle Parking Code	Auto parking for the site totals 43 stalls, and the bicycle parking requirement is either 3 spaces or 10% of the off-street parking, whichever is higher. This results in an estimated 5 bicycle parking spaces. Bicycle racks for at least 50 bicycles will be provided.
	Meet Long-Term Bicycle Parking Code	Bicycle lockers and/or indoor bike storage space will be provided.
	Ratio of MOV Mode Share	The site will include ridesharing information in its employee orientation packets. This may include eGo Car sharing and DRCOG's RideArrangers. The nearest current eGO car share site is just east of the site. The nearest Bicycle site is just north of the site on Canyon Boulevard.
	Pedestrian Enhancements	The site proposes sidewalks to connect to the existing sidewalks adjacent to the site.
	Bike Enhancements	The site access to 15th Street connects directly to the designated bike route on 15th Street.
	Showers - Conditional	The proposed building will include showers for employees in the first floor restrooms.
	Changing Facilities - Conditional	The shower areas will include suitable changing facilities.
	Transportation Information Center / Access	The site will include transportation information in its employee packets/employee orientation process. The information will also be available in interior brochure racks within the building.
PACKAGE ELEMENTS	BECO Pass Participation	The site will create a NECO Pass participation program sufficient for a period of three years for the office portion. Tenants will reimburse the developer for the costs at the time of sale or lease of the commercial units.
	Managed On-Street Parking - Conditional	The proposed on-site parking garage will adequately park the site - if necessary, the management of adjacent on-street parking spaces could be considered.

Source: LSC, 2011.



November 1, 2013

Mr. Richard H. Epstein
re : architecture
2511 31st Street
Boulder, CO 80302

Re: 1750 14th Street
Boulder, CO
(LSC #130760)

Dear Mr. Epstein:

In response to your request, LSC Transportation Consultants, Inc. has prepared this Trip Generation and Assignment Report for the proposed mixed use development located at 1750 14th Street. As shown on Figure 1, the site is located south of Canyon Boulevard between 14th and 15th Streets in Boulder, Colorado.

IMPACT AREA

Figure 1 shows the vicinity map.

Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **Canyon Boulevard** is an east-west four-lane principal arterial north of the site with auxiliary lanes at the signalized intersections with 14th and 15th Streets. The posted speed limit in the vicinity of the site is 35 mph.
- **Arapahoe Avenue** is an east-west three-lane minor arterial south of the site. The posted speed limit in the vicinity of the site is 30 mph.
- **14th Street** is a two-lane north-south local street west of the site with auxiliary turn lanes at the signalized intersection with Canyon Boulevard. The intersection with Arapahoe Avenue is stop-sign controlled on 14th Street. No speed limit is posted in the vicinity of the site
- **15th Street** is a two-lane north-south local street east of the site with auxiliary turn lanes at the signalized intersection with Canyon Boulevard and Arapahoe Avenue. No speed limit is posted in the vicinity of the site.

PROPOSED LAND USE AND ACCESS

The development is proposed to include 43 apartment dwelling units and about 11,629 square feet of new office space to compliment the existing 10,054 square feet of office space currently on the site.

ALTERNATIVE TRAVEL MODES

A minimum alternate travel mode share of 20 percent is expected. The site is well positioned to take advantage of the City’s extensive network of sidewalks, multi-use paths, and bike lanes as well as the existing RTD station located approximately one block north of the site. A separate Travel Demand Management (TDM) plan has been completed.

TRIP GENERATION

Table 1 shows the estimated typical weekday, morning peak-hour, and afternoon peak-hour trip generation for the site based on the rates from *Trip Generation, 9th Edition, 2012*, by the Institute of Transportation Engineers (ITE) and the implementation of a TDM Plan.

The proposed new land use on the site is projected to generate about 331 new vehicle-trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 16 new vehicles would enter and about 16 new vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:30 p.m., about 16 new vehicles would enter and about 18 new vehicles would exit the site.

TRIP DISTRIBUTION

Figure 2 shows the estimated distribution of site-generated traffic.

TRIP ASSIGNMENT

Figure 3 shows the assignment of site-generated traffic.

* * * * *

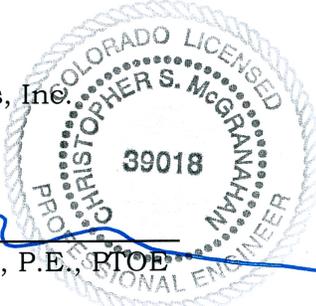
We trust this information will assist you in planning for the proposed mixed-use development located at 1750 14th Street.

Respectfully submitted,

LSC Transportation Consultants, Inc.

By: _____

Christopher S. McGranahan, P.E., PTOE
Principal



11-1-13

CSM/wc

Enclosure: Table 1
Figures 1 - 3

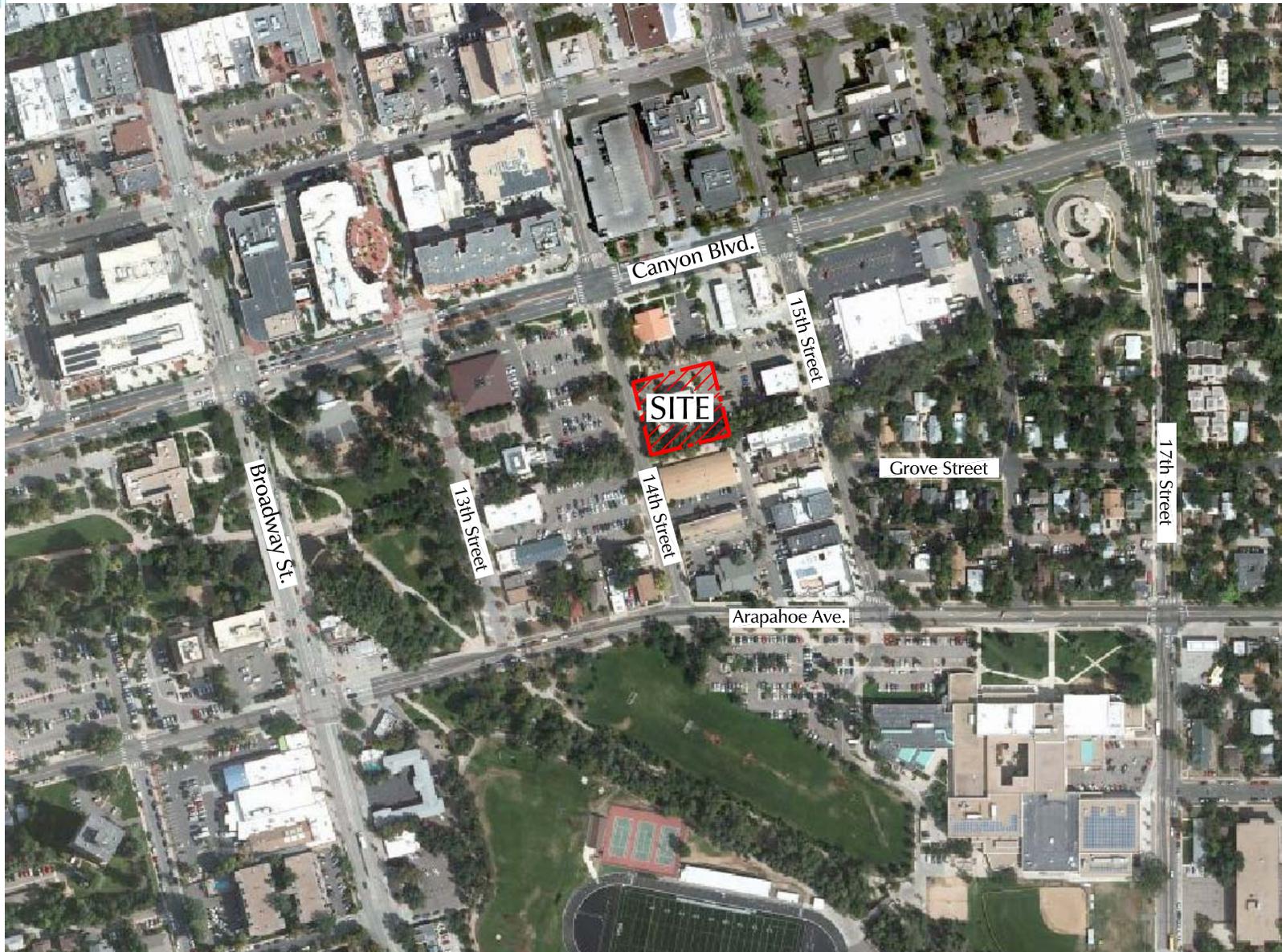
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Table 1
ESTIMATED TRAFFIC GENERATION
1750 14th Street
Boulder, CO
(LSC #130760; November, 2013)

ITE Category	Quantity	Trip Generation Rates ⁽¹⁾					Vehicle-Trips Generated				
		Average Weekday	AM Peak-Hour In	PM Peak-Hour Out	AM Peak-Hour In	PM Peak-Hour Out	Average Weekday	AM Peak-Hour In	PM Peak-Hour Out	AM Peak-Hour In	PM Peak-Hour Out
Apartment ⁽²⁾	43 DU ⁽³⁾	6.65	0.102	0.408	0.403	0.217	286	4	18	17	9
Proposed Office ^{(4) (5)}	11,629 KSF ⁽⁶⁾	11.03	1.373	0.187	0.253	1.237	128	16	2	3	14
Total							414	20	20	20	23
Alternate Mode Reduction = 20%							83	4	4	4	5
Net New Vehicle-Trips							331	16	16	16	18

Notes:

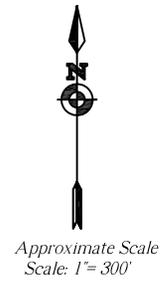
- (1) Source: *Trip Generation*, Institute of Transportation Engineers, 9th Edition (2012)
- (2) ITE Land Use #220 - Apartment
- (3) DU = Dwelling Units
- (4) ITE Land Use #710 - General Office Building
- (5) The site includes 10,054 square feet of existing office space. The proposed redevelopment will add 11,629 square feet for a total of 21,683 square feet.
- (6) KSF = 1,000 square feet



North Arrow
Approximate Scale
Scale: 1" = 300'

Figure 1
Vicinity
Map

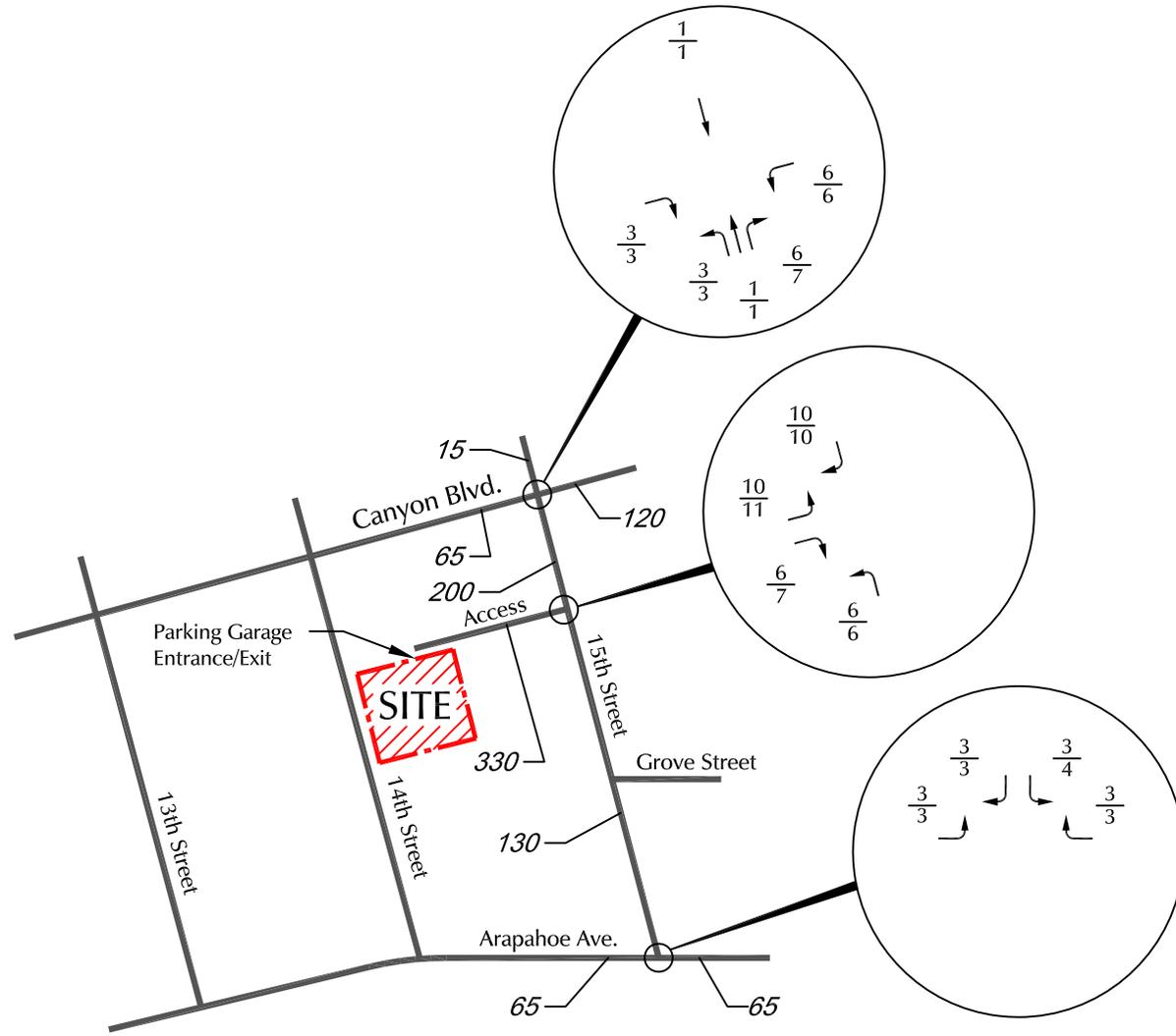
1750 14th Street (LSC #130760)



LEGEND:

↔ 35% = Percent Directional Distribution

Figure 2
**Directional Distribution
of Site-Generated Traffic**
1750 14th Street (LSC #130760)



Approximate Scale
Scale: 1" = 300'

Figure 3
Assignment of Site-Generated Traffic
1750 14th Street (LSC #130760)

LEGEND:
 $\frac{26}{31}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)
 $\frac{26}{31}$ = PM Weekday Peak-Hour Traffic (vehicles per hour)
 35,000 = Average Weekday Traffic (vehicles per day)