



**CITY OF BOULDER
PLANNING BOARD MEETING AGENDA**

DATE: February 27, 2014

TIME: 5 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. **Call-up: Technical Document Review (TEC2013-00016)** Modena Estates Subdivision. Expires March 7, 2014.

5. PUBLIC HEARING ITEMS

- A. **Continuation for Public Comment Only:** Request for public comment on a Concept Review proposal for the redevelopment of 1750 14th 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. **2nd CONCEPT PLAN REVIEW AND COMMENT:** Request for public and Planning Board comment on a proposal for the redevelopment of 2930 Pearl Street (case no. LUR2014-00011); this is a Second Concept Plan Review, requested by the Planning Board at the first review public hearing was on Nov. 7, 2013 (case no. LUR2013-00045. Proposal is for the redevelopment of the property generally located at the southwest corner of 30th and Pearl streets (2920 and 2930 Pearl St., 2077-2079 and 2111 30th St.) with three new four story buildings of 100,000 square feet each for a total of 300,000 square feet for corporate offices with below grade parking.

Applicant: Collin Kemberlin, Tryba Architects

Property Owner: Pearl Place Associates, LLC and Peregrine Ridge, LLC

- C. **Public hearing and consideration of a Site Review application for 1301 Walnut Street**, referred to as the Wencel Building, case no. LUR2013-00053, to redevelop the site including the existing surface parking lot on the site with a new four-story building. The project site includes the existing buildings referred to as the former James Hotel and the former Peyton Insurance Company building, not planned for redevelopment as well as the existing Colorado Building, also not planned for redevelopment but proposed to be landmarked along with a small historic carriage house at the rear of the property.

Applicant: Jeff Wingert

Property Owners: APLZA LLC; 1916 LLC; Lookout LLC; and 1919 Street LLC

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

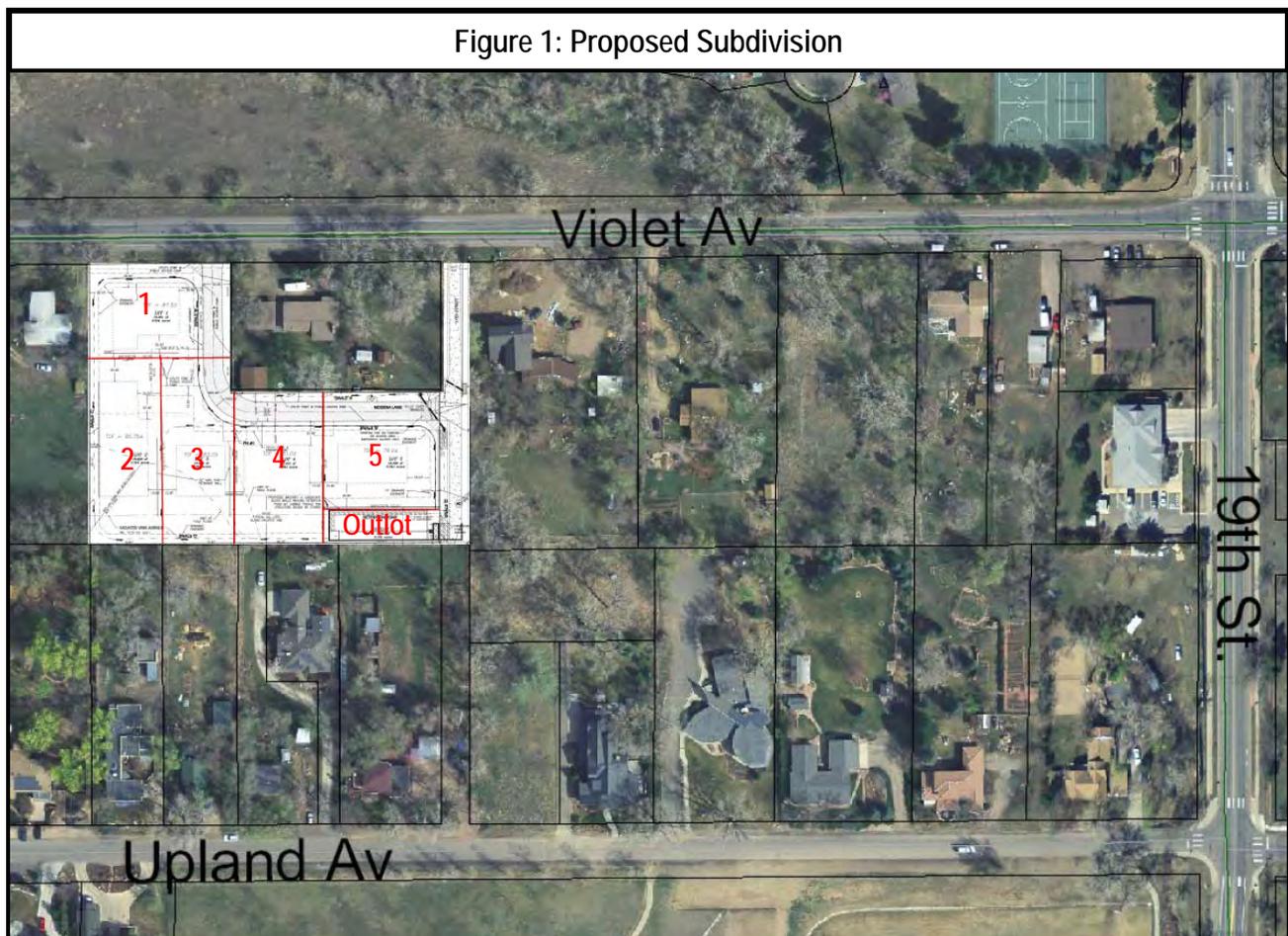
The Board's goal is that regular meetings adjourn by 10:30 p.m. and that study sessions adjourn by 10:00 p.m. Agenda items will not be commenced after 10:00 p.m. except by majority vote of Board members present.

*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: Chandler Van Schaack, Case Manager
DATE: February 27, 2014
SUBJECT: **Call Up Item:** Modena Estates Subdivision (TEC2013-00016): Request to subdivide a 1.85-acre parcel located at 1604 Violet to create five new 15,000 square foot lots (Lots 1 – 5, Modena Estates Subdivision) to be served by a shared driveway off of Violet Ave. The call up period expires on **March 7, 2014**.

Attached is the disposition for the conditional approval (see [Attachment A](#)) for a review of the Final Plat for the proposed Modena Estates Subdivision within the RE (Residential- Estate) zoning district. As indicated in [Attachment B](#), this approval will result in the subdivision of one existing parcel) to create five new, 15,000 square foot developable lots. The new lots will take access from a shared driveway extending south from Violet Ave. and west to the 17th Street right-of-way. As part of this subdivision, the applicant will construct a new multi-use path and emergency access in the 17th Street right-of-way along the east side of the subdivision.



Process.

Due to the required public improvements including water and sewer as well as the 17th Street multi-use path, the removal of an existing structure and the dedication of a public access easement for a shared driveway, the proposed subdivision exceeds the limitations of a Minor Subdivision. Pursuant to Chapter 9-12, B.R.C. 1981, any proposed subdivision of land in a residential zone district which exceeds the limitations of a Minor Subdivision requires approval of a Preliminary and Final Plat. Pursuant to section 9-12-10, B.R.C. 1981, approval of a final plat

is subject to call-up by the planning board. If the decision is not called up by the planning board then it will become final fourteen days after the date of the initial approval.

Background.

The 1.85-acre project site is located on Violet Ave. between 13th and 19th Streets in the RE (Residential-Estate) zone district, which is defined as “*Single-family detached residential dwelling units at low to very low residential densities*” per section 9-5-2(c)(1)(A), B.R.C. 1981. Properties adjacent to the project site on the south side of Violet Ave. are zoned RE and RR-1 (Residential- Rural 1). Across Violet Ave. to the north is an undeveloped future city park site zoned P (Public).

The subject property was annexed into the city in 1997 as part of the annexation of the Crestview West Neighborhood. The property has historically contained a detached single-family dwelling unit, which has since been demolished in anticipation of the proposed subdivision. A previous proposal to subdivide the property in the same configuration was approved by in February 2006 (previously named the “Denny Lane” Subdivision); however, due to the economic downturn, the subdivision approval expired on February 10, 2008 after a signed Final Plat was not received. Currently, the applicant has purchased the subject property and wishes to subdivide it into five new lots, to be sold for single-family residential development. Per the Annexation Agreement for the subject property, subdivision of the property requires dedication of a public access easement to serve as a shared driveway, and also requires that the applicant construct half of the planned multi-use path and emergency access between Violet and Upland Ave. See **Figure 1** above for the proposed subdivision layout.

Analysis / Conclusion.

Staff finds that this application is consistent with the intent of the Subdivision standards found in Chapter 9-12, B.R.C. 1981 and meets all applicable Final Plat criteria set forth in section 9-12-8(b), B.R.C. 1981. Staff has reviewed the plat and determined that the proposed subdivision meets all applicable zoning standards as well as the “Standards for Lots and Public Improvements” as set forth in section 9-12-12, B.R.C. 1981 (see **Attachment C** for Staff’s Analysis of the Lot Standards for Subdivision).

Public Comment And Process:

The required public notice was given in the form of written notification mailed to all property owners within 600 feet of the subject property and a sign posted on the property for at least 10 days. All notice requirements of Section 9-4-2, B.R.C. 1981 have been met. Staff initially received comments from several neighbors who opposed the proposed subdivision; however, following additional notification regarding the subdivision approval, staff has not received any further comments.

This proposal was approved by Planning and Development Services staff on February 21, 2014, and the decision may be called up before Planning Board on or before **March 7, 2014**. There are two Planning Board meetings within the 14-day call up period on **February 27 and March 6, 2014**. Questions about the project or decision should be directed to Chandler Van Schaack at (303) 441-3137 or vanschaack@bouldercolorado.gov.

Attachments:

- A. Signed Disposition
- B. Approved Final Plat for Modena Estates Subdivision
- C. Staff’s Analysis of Lot Standards for Subdivision



CITY OF BOULDER
Community Planning and 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 PLANNING DEPARTMENT
NOTICE OF DISPOSITION

You are hereby advised that the following action was taken by the Planning Department based on the standards and criteria of the Land Use Regulations as set forth in Section 9-12, B.R.C. 1981, as applied to the proposed development.

DECISION: Approved with Condition
PROJECT NAME: Modena Estates Subdivision
DESCRIPTION: Final Plat to subdivide one 1.85-acre developed lot into to five new residential lots.
LOCATION: 1604 Violet Ave.
COOR: N08W06
LEGAL DESCRIPTION: See Attached Exhibit A
APPLICANT: Urban Green Development c/o Mark Young
OWNER: 1604 Violet LLC
APPLICATION: TEC2013-00016
ZONING: RE
CASE MANAGER: Chandler Van Schaack

THIS IS NOT A SITE SPECIFIC DEVELOPMENT PLAN APPROVAL AND NO VESTED PROPERTY RIGHT IS CREATED BY THIS APPROVAL.

Approved On:

2/21/14
Date

By:


David Driskell, Executive Director of Community Planning & Sustainability

This decision may be appealed to the Planning Board by filing an appeal letter with the Planning Department within two weeks of the decision date. If no such appeal is filed, the decision shall be deemed final fourteen days after the date above mentioned.

Appeal to Planning Board expires:

3/7/14

1. The subdivision is approved subject to the terms of the Subdivision Agreement.

FINAL PLAT

MODENA ESTATES SUBDIVISION

A REPLAT OF LOTS 10, 11, 23, 24, 25 & 26, BLOCK 3 AND A PART OF THE N1/2 OF VACATED VINE STREET, ALL OF MOORE'S SUBDIVISION LOCATED IN THE NW1/4 OF SECTION 18, T1N, R70W OF THE 6TH P.M., CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO.

AREA = 1.854 ACRES. SHEET 1 OF 2

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED, BEING THE OWNER OF THAT REAL PROPERTY SITUATED IN THE NW1/4 OF SECTION 18, T1N, R70W OF THE 6TH P.M., BOULDER COUNTY, COLORADO, DESCRIBED AS FOLLOWS:

ALL OF LOTS 10, 11, 23, 24, 25, & 26 OF BLOCK 3, AND A PORTION OF VACATED VINE AVENUE, ALL OF MOORE'S SUBDIVISION, A SUBDIVISION LOCATED IN THE NW1/4 OF SECTION 18, T1N, R70W OF THE 6TH P.M., CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO, ACCORDING TO THE PLAT RECORDED IN PLAT BOOK 5 AT PAGE 92 OF THE RECORDS OF BOULDER COUNTY, COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SW1/4 OF SAID SECTION 18, FROM WHICH THE NORTHEAST CORNER OF THE SE1/4 OF THE NW1/4 OF SAID SECTION 18 BEARS N89°34'51"E, 2627.21 FEET (BASIS OF BEARING), THENCE N89°34'51"E, 1410.02 FEET ALONG THE NORTH LINE OF THE S1/2 OF THE NW1/4 OF SAID SECTION 18 TO THE WESTERLY LINE EXTENDED NORTHERLY OF SAID LOT 10, THENCE S00°08'30"E, 30.00 FEET ALONG THE WESTERLY LINE EXTENDED NORTHERLY OF SAID LOT 10 TO THE NORTHWEST CORNER OF SAID LOT 10 AND THE TRUE POINT OF BEGINNING;

THENCE N89°34'51"E, 150.00 FEET ALONG THE NORTHERLY LINES OF SAID LOTS 10 AND 11 TO THE NORTHEAST CORNER OF SAID LOT 11;

THENCE S00°08'30"E, 132.41 FEET ALONG THE EASTERLY LINE OF SAID LOT 11 TO THE SOUTHEAST CORNER OF SAID LOT 11;

THENCE N89°38'23"E, 220.55 FEET ALONG THE NORTHERLY LINES OF SAID LOTS 25 AND 26 TO THE WESTERLY RIGHT-OF-WAY LINE OF 17TH STREET, ACCORDING TO THE PLAT OF SAID MOORE'S SUBDIVISION;

THENCE S00°08'27"E, 164.62 FEET ALONG THE WESTERLY RIGHT-OF-WAY LINE OF SAID 17TH STREET TO THE CENTERLINE OF VACATED VINE AVENUE, ACCORDING TO RESOLUTION RECORDED JUNE 21, 1956, IN BOOK 1015 AT PAGE 444 OF THE RECORDS OF BOULDER COUNTY, COLORADO;

THENCE N89°43'26"W, 370.55 FEET ALONG THE CENTERLINE OF SAID VACATED VINE AVENUE TO THE WESTERLY LINE EXTENDED SOUTHERLY OF SAID LOT 23;

THENCE N00°08'30"W, 296.33 FEET ALONG THE WESTERLY LINE EXTENDED SOUTHERLY OF SAID LOT 23 AND ALONG THE WESTERLY LINES OF SAID LOTS 23 AND 10 TO THE TRUE POINT OF BEGINNING.

AREA = 80,747.4 SQUARE FEET, 1.854 ACRES.

HAS CAUSED SAID REAL PROPERTY TO BE LAID OUT, SURVEYED, SUBDIVIDED, AND PLATTED UNDER THE NAME OF "MODENA ESTATES SUBDIVISION," A SUBDIVISION IN THE CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO.

THE UNDERSIGNED DOES GRANT TO THE CITY OF BOULDER, FOR ITS USE AND THE USE OF THE PUBLIC FOREVER, THOSE PORTIONS OF SAID REAL PROPERTY SHOWN ON THE ACCOMPANYING PLAT AS "PUBLIC ACCESS EASEMENT" AS EASEMENTS FOR PUBLIC INGRESS AND EGRESS. SAID PUBLIC ACCESS EASEMENT SHALL REMAIN THE MAINTENANCE RESPONSIBILITY OF THE SUBDIVIDER AND THEN, WHEN CONVEYED TO THE UNIT OWNER'S ASSOCIATION CREATED FOR THE SUBDIVISION, IT SHALL BECOME THE MAINTENANCE RESPONSIBILITY OF SAID UNIT OWNER'S ASSOCIATION, ITS SUCCESSORS AND ASSIGNS AND SHALL NOT BECOME THE PROPERTY OR MAINTENANCE RESPONSIBILITY OF THE CITY OF BOULDER.

THE UNDERSIGNED DOES FURTHER GRANT TO THE CITY OF BOULDER THOSE PORTIONS OF SAID REAL PROPERTY DESIGNATED AS "UTILITY EASEMENT" ON THE ACCOMPANYING PLAT AS EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT FOR ALL SERVICES, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FOREGOING: TELEPHONE AND ELECTRIC LINES, WORKS, POLES, UNDERGROUND CABLES, GAS PIPELINES, WATER PIPELINES, SANITARY SEWER LINES, STREET LIGHTS, CULVERTS, HYDRANTS, DRAINAGE DITCHES AND DRAINS AND ALL APPURTENANCES THERETO. IT IS EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTING AND INSTALLING WATER, PIPELINES AND APPURTENANCES, SANITARY SEWER WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, STORM SEWERS AND DRAINS, STREET LIGHTING, GRADING AND LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS, AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER OR ARRANGEMENTS MADE BY THE SUBDIVIDER THEREFOR WHICH ARE APPROVED BY THE CITY OF BOULDER, AND SUCH SUMS SHALL NOT BE PAID BY THE CITY OF BOULDER, COLORADO, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED AND ACCEPTED BY THE CITY OF BOULDER, COLORADO, SHALL BECOME THE SOLE PROPERTY OF THE CITY OF BOULDER, EXCEPT ITEMS OWNED BY MUNICIPALLY FRANCHISED OR PERMITTED UTILITIES, WHICH ITEMS, WHEN CONSTRUCTED OR INSTALLED, SHALL REMAIN THE PROPERTY OF THE OWNER OF THE PUBLIC UTILITY, AND SHALL NOT BECOME THE PROPERTY OF THE CITY OF BOULDER.

THE UNDERSIGNED DOES FURTHER GRANT TO THE CITY OF BOULDER, THAT REAL PROPERTY DESIGNATED AS "DRAINAGE EASEMENT" ON THE ACCOMPANYING PLAT AS AN EASEMENT FOR STRUCTURES TO CONTAIN STORM RUN-OFF FROM THE SUBDIVISION, AND FOR THE CONSTRUCTION, INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT OF UTILITIES, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FOREGOING: CULVERTS, DRAINAGE DITCHES AND DRAINS, FLOOD CONTROL IMPROVEMENTS AND ALL APPURTENANCES THERETO. IT BEING EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTING AND INSTALLING THE DRAINAGE IMPROVEMENTS AND OTHER SUCH UTILITIES AND SERVICES, SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER OR ARRANGEMENTS MADE BY THE SUBDIVIDER THEREFOR WHICH ARE APPROVED BY THE CITY, AND SUCH SUMS SHALL NOT BE PAID BY THE CITY, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE CITY SHALL REMAIN THE PROPERTY AND MAINTENANCE RESPONSIBILITY OF THE SUBDIVIDER AND THEN, WHEN CONVEYED TO THE UNIT OWNER'S ASSOCIATION CREATED FOR THE SUBDIVISION, IT SHALL BECOME THE MAINTENANCE RESPONSIBILITY OF SAID UNIT OWNER'S ASSOCIATION, ITS SUCCESSORS AND ASSIGNS AND SHALL NOT BECOME THE PROPERTY OR MAINTENANCE RESPONSIBILITY OF THE CITY OF BOULDER.

THE UNDERSIGNED DOES FURTHER GRANT TO THE CITY OF BOULDER THAT PORTION OF SAID REAL PROPERTY DESIGNATED AS "OUTLOT C" ON THE ACCOMPANYING PLAT AS A "STORMWATER DETENTION AND DRAINAGE EASEMENT" AS AN EASEMENT FOR THE CONSTRUCTION, INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT OF STORMWATER DETENTION FACILITIES AND ALL APPURTENANCES THERETO. IT BEING EXPRESSLY UNDERSTOOD THAT THE INSTALLATION AND MAINTENANCE OF THE STORMWATER DETENTION FACILITIES AND ALL APPURTENANCES THERETO SHALL BE THE RESPONSIBILITY OF THE SUBDIVIDER AND THEN, WHEN CONVEYED TO THE UNIT OWNER'S ASSOCIATION CREATED FOR THE SUBDIVISION, IT SHALL BECOME THE MAINTENANCE RESPONSIBILITY OF SAID UNIT OWNER'S ASSOCIATION, ITS SUCCESSORS AND ASSIGNS AND SHALL NOT BECOME THE PROPERTY OR MAINTENANCE RESPONSIBILITY OF THE CITY OF BOULDER.

FOR THE APPROVAL OF "MODENA ESTATES SUBDIVISION" AND THE DEDICATIONS AND CONDITIONS WHICH APPLY THERETO.

1604 VIOLET, LLC A COLORADO LIMITED LIABILITY COMPANY

SCOTT KIERE, MANAGER

ACKNOWLEDGMENT

STATE OF _____) COUNTY OF _____) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____ 2013, BY SCOTT KIERE, AS MANAGER OF 1604 VIOLET, LLC, A COLORADO LIMITED LIABILITY COMPANY.

WITNESS MY HAND AND SEAL. MY COMMISSION EXPIRES: _____

NOTARY PUBLIC

LENDER'S CONSENT & SUBORDINATION

THE UNDERSIGNED, A BENEFICIARY UNDER A CERTAIN DEED OF TRUST ENCUMBERING THE PROPERTY, HEREBY EXPRESSLY CONSENTS TO AND JOINS IN THE EXECUTION AND RECORDING OF THIS SUBDIVISION PLAT, DEDICATION AND EASEMENTS SHOWN HEREON AND MAKES THE DEED OF TRUST SUBORDINATE HERETO. THE UNDERSIGNED REPRESENTS THAT HE OR SHE HAS FULL POWER AND AUTHORITY TO EXECUTE THIS LENDER'S CONSENT AND SUBORDINATION ON BEHALF OF THE LENDER STATED BELOW.

GARY CALDERON

ACKNOWLEDGMENT

STATE OF _____) COUNTY OF _____) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____ 2013, BY GARY CALDERON.

WITNESS MY HAND AND SEAL. MY COMMISSION EXPIRES: _____

NOTARY PUBLIC

LENDER'S CONSENT & SUBORDINATION

THE UNDERSIGNED, A BENEFICIARY UNDER A CERTAIN DEED OF TRUST ENCUMBERING THE PROPERTY, HEREBY EXPRESSLY CONSENTS TO AND JOINS IN THE EXECUTION AND RECORDING OF THIS SUBDIVISION PLAT, DEDICATION AND EASEMENTS SHOWN HEREON AND MAKES THE DEED OF TRUST SUBORDINATE HERETO. THE UNDERSIGNED REPRESENTS THAT HE OR SHE HAS FULL POWER AND AUTHORITY TO EXECUTE THIS LENDER'S CONSENT AND SUBORDINATION ON BEHALF OF THE LENDER STATED BELOW.

FIRSTBANK

BY: _____

ACKNOWLEDGMENT

STATE OF _____) COUNTY OF _____) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____ 2013, BY _____ AS _____ OF FIRSTBANK.

WITNESS MY HAND AND SEAL. MY COMMISSION EXPIRES: _____

NOTARY PUBLIC

LENDER'S CONSENT & SUBORDINATION

THE UNDERSIGNED, A BENEFICIARY UNDER A CERTAIN DEED OF TRUST ENCUMBERING THE PROPERTY, HEREBY EXPRESSLY CONSENTS TO AND JOINS IN THE EXECUTION AND RECORDING OF THIS SUBDIVISION PLAT, DEDICATION AND EASEMENTS SHOWN HEREON AND MAKES THE DEED OF TRUST SUBORDINATE HERETO. THE UNDERSIGNED REPRESENTS THAT HE OR SHE HAS FULL POWER AND AUTHORITY TO EXECUTE THIS LENDER'S CONSENT AND SUBORDINATION ON BEHALF OF THE LENDER STATED BELOW.

JGD DEVELOPMENT, LLC A COLORADO LIMITED LIABILITY COMPANY

BY: JAMES G. DAVIDSON, MANAGER

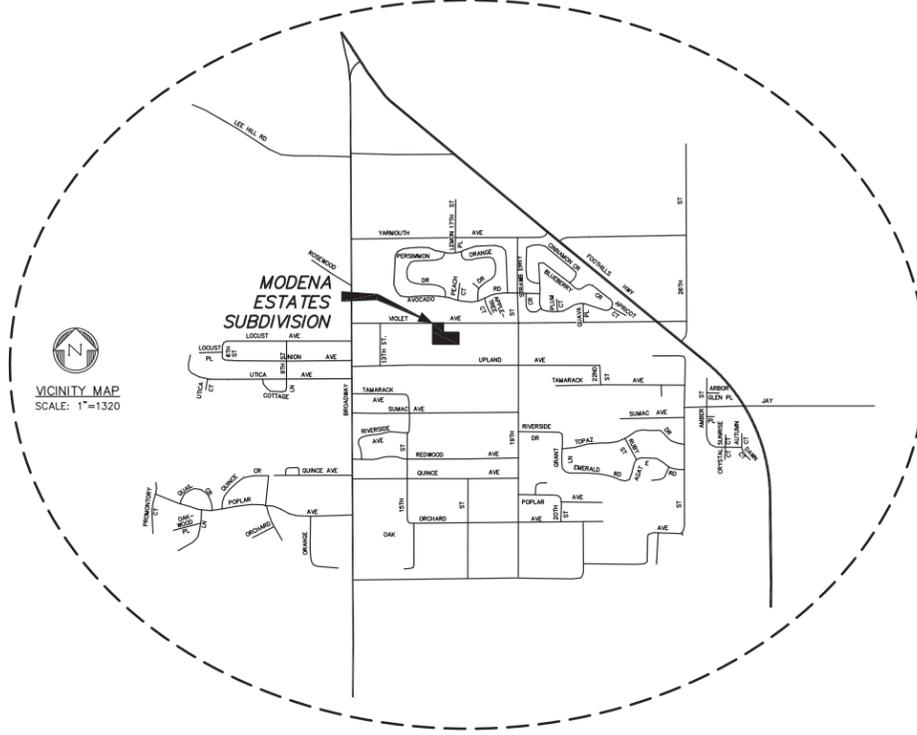
ACKNOWLEDGMENT

STATE OF _____) COUNTY OF _____) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____ 2013, BY JAMES G. DAVIDSON AS MANAGER OF JGD DEVELOPMENT, LLC, A COLORADO LIMITED LIABILITY COMPANY.

WITNESS MY HAND AND SEAL. MY COMMISSION EXPIRES: _____

NOTARY PUBLIC



NOTES

- 1. BEARINGS SHOWN ON THE ACCOMPANYING MAP ARE BASED ON THE ASSUMPTION THAT THE NORTH LINE OF THE S1/2 OF THE NW1/4 SECTION 18, T1N, R70W OF THE 6TH P.M., BEARS N89°34'51"E AS MONUMENTED AND SHOWN HEREON.
2. FOUND #5 REBAR WITH 2 INCH ALUMINUM CAP MARKED "PLS 24305" AT ALL EXTERIOR BOUNDARY CORNERS AND WHERE NOTED "FND", UNLESS OTHERWISE NOTED.
3. RECORDED EASEMENTS AND RIGHTS-OF-WAY, IF ANY, ARE SHOWN ON THIS MAP AS INDICATED ON THE PLAT OF MOORE'S SUBDIVISION RECORDED IN PLAT BOOK 5 AT PAGE 93 OF THE RECORDS OF BOULDER COUNTY AND FIRST COLORADO TITLE COMPANY COMMITMENT NO. 98831, EFFECTIVE DATE AUGUST 28, 2012. NO ADDITIONAL RESEARCH WAS COMPLETED.
4. THE PRIMARY BENCH MARKS USED TO DETERMINE THE BASIS OF ELEVATIONS FOR THIS MAP ARE CITY OF BOULDER BENCH R-440-2, A CHISELED "X" AT THE SW CORNER OF THE INTERSECTION OF VIOLET AND 19TH STREET, PUBLISHED ELEVATION = 5466.25 FEET, AND CITY OF BOULDER BENCHMARK B9-3, A CHISELED "X" IN TOP OF CONCRETE WALK AT THE SE CORNER OF THE GYM AT THE SE CORNER OF CRESTVIEW ELEMENTARY SCHOOL, PUBLISHED ELEVATION = 5449.31 FEET.
5. LEGAL DESCRIPTION PREPARED BY KELLY MILLER, 1860 LEFTHAND CIRCLE, SUITE "A" LONGMONT, CO. 80501.
6. INFORMATION ABOUT THE FENCES AND WALLS THAT MAY BE LOCATED ALONG THE EXTERIOR LINES OF THE SUBDIVISION IS AVAILABLE ON THE PRELIMINARY PLAT ON FILE WITH THE CITY OF BOULDER.
7. ACCORDING TO THE FIRM FLOOD INSURANCE RATE MAP, MAP NUMBER 0801300392J, MAP REVISED DECEMBER 18, 2012, PANEL 392 OF 615, BOULDER COUNTY, COLORADO AND INCORPORATED AREAS, MODENA ESTATES LIES WITHIN: 1) ZONE AE, A SPECIAL FLOOD HAZARD AREA WITH A 1% ANNUAL CHANCE FLOOD (100-YEAR FLOOD) WITH BASE FLOOD ELEVATIONS DETERMINED; 2) ZONE X OF OTHER FLOOD AREAS, AREAS OF 0.2% ANNUAL CHANCE FLOOD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD; AND 3) ZONE X OF OTHER AREAS, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. SEE MAP FOR APPROXIMATE POSITION OF THE FLOOD LINES AND NEAREST BASE FLOOD ELEVATION.
8. THE POSITION OF ANY AREA DESIGNATED ON THE FIRM MAP RELATIVE TO THE SUBJECT PROPERTY, AS MAY BE NOTED OR SHOWN ON THIS PLAT, IS BASED ON GRAPHICALLY SPOTTING OR SCALING THE BOUNDARIES OF THE SUBJECT PROPERTY RELATIVE TO IDENTIFIABLE FEATURES, SUCH AS ROADS, DRAINAGES, OR REFERENCED SECTION LINES, AND MAY NOT BE ACCURATE. ALL FLOOD INFORMATION IS SUBJECT TO CHANGE.
9. LINEAR UNITS SHOWN ON THIS MAP ARE U.S. SURVEY FEET.
10. ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVERED 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.

APPROVALS

DIRECTOR OF PLANNING

DIRECTOR OF PUBLIC WORKS AND UTILITIES

CITY MANAGER'S CERTIFICATE

THIS IS TO CERTIFY THAT THE CITY OF BOULDER VACATES THAT A PORTION OF THE 10' UTILITY EASEMENT AND 5' UTILITY EASEMENT SHOWN ON THIS PLAT AND RECORDED AT FINAL PLAT OF MOORE'S SUBDIVISION, PLAT BOOK 4, PAGES 92-93 & 94 IN THE OFFICE OF THE BOULDER COUNTY CLERK AND RECORDER. THESE VACATIONS AND RELEASES OF SAID EASEMENTS EXTENDS ONLY TO THOSE PORTIONS AND TYPES OF EASEMENTS SPECIFICALLY VACATED. ANY CROSS EASEMENTS OVER THE ABOVE-DESCRIBED EASEMENTS ARE RESERVED AND ANY OTHER EXISTING EASEMENTS NOT SPECIFICALLY INCLUDED IN THE DESCRIPTION OF THE VACATED EASEMENTS DESCRIBED ABOVE ARE RESERVED.

IN WITNESS WHEREOF, THE SAID CITY OF BOULDER HAS CAUSED ITS SEAL TO BE HEREUNTO AFFIXED BY ITS CITY MANAGER THIS _____ DAY OF _____, 2013.

ATTEST:

CITY CLERK

CITY MANAGER

SURVEYOR'S CERTIFICATE

I, FRANK N. DREXEL, A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT OF "MODENA ESTATES SUBDIVISION" REFLECTS THE RESULTS OF A SURVEY MADE UNDER MY DIRECT SUPERVISION IN ACCORDANCE WITH APPLICABLE STATE LAW AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Professional seal and signature of Frank N. Drexel, Colorado Registered Professional Land Surveyor No. 24305, dated January 23, 2014.

CLERK AND RECORDER'S CERTIFICATE

STATE OF COLORADO) COUNTY OF BOULDER) SS

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT _____ O'CLOCK _____ M, THIS _____ DAY OF _____ 2013, AND IS RECORDED AT RECEPTION NO. _____

FEES PAID \$ _____

CLERK AND RECORDER

DEPUTY

LEGEND table with columns for symbol and description. Includes entries for ALUM (ALUMINUM), COR (CORNER), ESMT (EASEMENT), MKD (MARKED), (P) (PER PLAT), SEC (SECTION), SF (SQUARE FEET), FLOOD LINE (NOTE 7), SET (SET #5 REBAR W/ 2" ALUM. CAP MKD. "PLS 24305"), FND (FOUND #5 REBAR W/ 2" ALUM. CAP MKD. "PLS 24305"), and NFS (MONUMENT NOT FOUND OR SET).

LOT/AREA TABLE

Table with columns for Lot, Area in Acres, and Square Feet. Lists lots 1 through 5 and outlots A, B, and C, with a total area of 80,747.4 square feet.

OUTLOT TABLE

Table with columns for Outlots, Area in Acres, Owned & Maintained By, and Purpose. Lists outlots A, B, and C with their respective areas and purposes.

Section 9-12-12, "Standards for Lots and Public Improvements," B.R.C. 1981

Section 9-12-12, "Standards for Lots and Public Improvements," B.R.C. 1981 includes all of the substantive regulatory requirements that need to be met in order to have an approvable final plat. The proposed subdivision meets all of the standards set forth in Section 9-12-12, B.R.C. 1981. Below is a summary of the staff findings on each of the standards.

(a) Conditions Required: Except as provided in subsection (b) of this section, subdivision plats shall comply with section 9-9-17, "Solar Access," B.R.C. 1981, and meet the following conditions:

(1) Standards for Lots: Lots meet the following conditions:

(A) Each lot has access to a public street.

Standard met. The applicant is dedicating a public access easement to provide access to the new lots.

(B) Each lot has at least thirty feet of frontage on a public street.

Standard met.

(C) No portion of a lot is narrower than thirty feet.

Standard met.

(D) Lots meet all applicable zoning requirements of this title and section 9-9-17, "Solar Access," B.R.C. 1981.

All of the proposed new lots meet the 15,000 s.f. minimum lot size requirement for the RE zone district, with each lot being between 15,000 and 15,001 square feet, respectively. The existing home on the proposed Lot 1 has been demolished, so all of the new lots will be redeveloped in accordance with the applicable zoning standards. Standard met.

(E) Lots with double frontage are avoided, except where necessary to provide separation from major arterials or incompatible land uses or because of the slope of the lot.

Standard met. Due to the irregular shape of the existing lot, the proposed Lot 1 would have frontage on both Violet and the proposed Modena Lane; however, access to all lots will be taken off of Modena Lane.

(F) Side lot lines are substantially at right angles or radial to the centerline of streets, whenever feasible.

Standard met.

(G) Corner lots are larger than other lots to accommodate setback requirements of section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981.

The proposed Lot 1 would be the only lot with two frontages, and is 15,000.7 square feet in area, which is slightly larger than the two adjacent lots (Lots 2 and 3), which are 15,000.3 and 15,000.0, respectively. All of the proposed new lots are large enough to accommodate the setback requirements of section 9-7-1.

(H) Residential lots are shaped so as to accommodate a dwelling unit within the setbacks prescribed by the zoning district.

Standard met. All of the proposed new lots are large enough to accommodate the setback requirements of section 9-7-1.

(I) Lots shall not be platted on land with a ten percent or greater slope, unstable land, or land with inadequate drainage unless each platted lot has at least one thousand square feet of buildable area, with a minimum dimension of twenty-five feet. The city manager may approve the platting of such land upon finding that acceptable measures, submitted by a registered engineer qualified in the particular field, eliminate or control the problems of instability or inadequate drainage.

Not Applicable, as the subject lot does not contain slopes greater than ten percent, is not unstable, and will provide adequate drainage. Regardless, each lot has at least one thousand square feet of buildable area, and a preliminary drainage and grading plan has been approved by staff.

(J) Where a subdivision borders an airport, a railroad right-of-way, a freeway, a major street, or any other major source of noise, the subdivision is designed to reduce noise in residential lots to a reasonable level and to retain limited access to such facilities by such measures as a parallel street, a landscaped buffer area, or lots with increased setbacks.

Standard met. The proposed subdivision borders a major street, Violet Ave. Pursuant to the Annexation Agreement for the property, the applicant is required to install large maturing street trees, and is encouraged to install a 36" landscape berm along Violet Ave. The Annexation Agreement also includes provisions allowing for an additional 36" fence on top of the landscape berm for properties along Violet Ave.

(K) Each lot contains at least one deciduous street tree of two-inch caliper in residential subdivisions, and each corner lot contains at least one tree for each street upon which the lot fronts, located so as not to interfere with sight distance at driveways and chosen from the list of acceptable trees established by the city manager, unless the subdivision agreement provides that the subdivider will obtain written commitments from subsequent purchasers to plant the required trees.

Standard will be met at time of building permit application.

(L) The subdivider provides permanent survey monuments, range points, and lot pins placed by a Colorado registered land surveyor.

Standard met.

(M) Where an irrigation ditch or channel, natural creek, stream, or other drainage way crosses a subdivision, the subdivider provides an easement sufficient for drainage and maintenance.

Standard met.

(N) Lots are assigned street numbers by the city manager under the city's established house numbering system, and before final building inspection the subdivider installs numbers clearly visible and made of durable material.

Standard met.

(O) For the purpose of ensuring the potential for utilization of solar energy in the city, the subdivider places streets, lots, open spaces, and buildings so as to maximize the potential for the use of solar energy in accordance with the following solar siting criteria:

The applicant has demonstrated that following subdivision any new development on the new lots will be able to meet all applicable solar access standards for the zone district.

(i) Placement of Open Space and Streets: Open space areas are located wherever practical to protect buildings from shading by other buildings within the development or from buildings on adjacent properties. Topography and other natural features and constraints may justify deviations from this criterion.

Standard met.

(ii) Lot Layout and Building Siting: Lots are oriented and buildings sited in a way which maximizes the solar potential of each principal building. Lots are designed so that it would be easy to site a structure which is unshaded by other nearby structures and so as to allow for owner control of shading. Lots also are designed so that buildings can be sited so as to maximize the solar potential of adjacent properties by minimizing off-site shading.

Standard met.

(iii) Building Form: The shapes of buildings are designed to maximize utilization of solar energy. Existing and proposed buildings shall meet the solar access protection and solar siting requirements of section 9-9-17, "Solar Access," B.R.C. 1981.

Standard met.

(iv) Landscaping: The shading impact of proposed landscaping on adjacent buildings is addressed by the applicant. When a landscape plan is required, the applicant shall indicate the plant type and whether the plant is coniferous or deciduous.

Standard met.

(2) Transportation Standards for Streets, Alleys, and Sidewalks: Streets, curb and gutters, sidewalks, alleys, and the public rights-of-way therefor, are provided in conformity with the standards in the City of Boulder Design and Construction Standards, and meet the following conditions:

There is one new access lane proposed as part of this subdivision, which will be in the form of a public access easement. The provision of a public access easement to allow for shared access to the five proposed lots is consistent with the provision of the Annexation Agreement for the property. The proposed access lane meets all applicable City of Boulder Design and Construction Standards, and will continue to meet these standards following the proposed subdivision.

(A) Streets are aligned to join with planned or existing streets.

Standard met. The proposed Modena Lane will extend from Violet Ave. to the 17th Street Right-of-Way, as required in the Annexation Agreement for the subject property.

(B) Streets are designed to bear a relationship to the topography, minimizing grade, slope, and fill.

Standard met.

(C) There are no dead-end streets without an adequate turnaround and appropriate barriers.

Standard met.

(D) Access to freeway, arterial, or collector street occurs only at intersections approved by the city manager, if the manager finds that the access provides efficient traffic movement and safety for drivers and pedestrians.

Standard met.

(E) A street of only one-half width is not dedicated to or accepted by the city.

Standard met.

(F) When the plat dedicates a street that ends on the plat or is on the perimeter of the plat, the subdivider conveys that last foot of the street on the terminal end or outside border of the plat to the city in fee simple, and it is designated by using an outlet.

Standard met.

(G) Streets are provided as prescribed by the Boulder Valley Comprehensive Plan, adopted subcommunity or area plans, or the Transportation Master Plan.

Standard met. The proposed street configuration and construction of the 17th Street multi-use path and emergency access is consistent with the Annexation Agreement for the subject property as well as the North Boulder Subcommunity Plan.

(H) Alleys are encouraged and should be provided. If they are provided, they are paved or otherwise appropriately surfaced with a material approved by the city manager for the specific application and location.

Standard met. No new alleys are being constructed as part of this subdivision.

(I) Sidewalks are provided in all subdivisions, unless the city manager determines that no public need exists for sidewalks in a certain location.

Standard met.

(J) Signs for street names (subject to approval of the city manager), directions, and hazards are provided.

Standard will be met at time of redevelopment.

(K) Traffic control signs are provided, as required by the city manager for control of traffic.

Standard met.

(L) Pedestrian crosswalks are provided, as required by the city manager for traffic control and, at a minimum, between streets where the distance between intersecting streets exceeds one thousand feet.

Standard met. No crosswalks will be required.

(M) Bike paths or lanes are provided in conformity with the City of Boulder Comprehensive Plan for bicycle facilities and are dedicated to the city.

Standard met. The applicant is required to construct the 17th Street multi-use path adjacent to the proposed subdivision.

(N) Private streets are not permitted.

Standard met. No private streets are being constructed as part of this subdivision, as the proposed Modena Lane will be a dedicated public access easement.

(3) Standards for Water and Wastewater Improvements: Water and wastewater utilities are provided in conformity with the construction and design standards in the City of Boulder Design and Construction Standards, and meet the following conditions:

(A) Water and sanitary sewer mains are provided as necessary to serve the subdivision.

Standard met.

(B) Easements are provided for city utilities as prescribed by the City of Boulder Design and Construction Standards.

Standard met.

(C) Easements for utilities other than city utilities are provided as required by the applicable private utility.

Standard met.

(D) Newly installed telephone, electric, and cable television lines and other similar utility service are placed underground. Existing utilities are also placed underground unless the subdivider demonstrates to the manager that the cost substantially outweighs the visual benefit from doing so. But transformers, switching boxes, terminal boxes, meter cabinets, pedestals, ducts, electric transmission and distribution feeder lines, communication long distance trunk and feeder lines, and other facilities necessarily appurtenant to such facilities and to underground utilities may be placed above ground within dedicated easements or public rights-of-way.

Standard met.

(4) Standards for Flood Control and Storm Drainage: Flood control and storm drainage measures are provided as required by the city's master drainage plan and in conformity with the construction and design standards in the City of Boulder Design and Construction Standards, and meet the following conditions:

(A) The measures retain existing vegetation and natural features of the drainageway where consistent with the master drainage plan.

Standard met.

(B) Any land subject to flooding by a one hundred-year flood conforms to the requirements of chapter 11-5, "Storm Water and Flood Management Utility," B.R.C. 1981.

Standard met.

(C) Storm drainage improvements and storm sewers are maintained to collect drainage from the subdivision and convey it off-site into a city right of way or drainage system without adversely affecting adjacent property.

Standard met.

(D) Bridges, culverts, or open drainage channels are provided when required by the flood control utility master drainage plan.

Standard met.

(E) All subdivisions shall be designed to minimize flood damage.

Standard met.

(F) All subdivisions shall have public utilities and facilities, including, without limitation, sewer, gas, electrical, and water systems, located and constructed to prevent flood damage.

Standard met.

(G) All subdivisions shall have adequate drainage provided to reduce exposure to flood damage.

Standard met.

(5) Standards for Fire Protection: Fire protection measures meet the following conditions:

(A) Fire hydrants are provided as required by chapter 10-8, "Fire Prevention Code," B.R.C. 1981.

Standard met.

(B) Fire lanes are provided where necessary to protect the area; an easement at least sixteen feet wide for fire lanes is dedicated to the city, remains free of obstructions, and permits emergency access at all times.

Standard met.

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 14th 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 14th 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.”

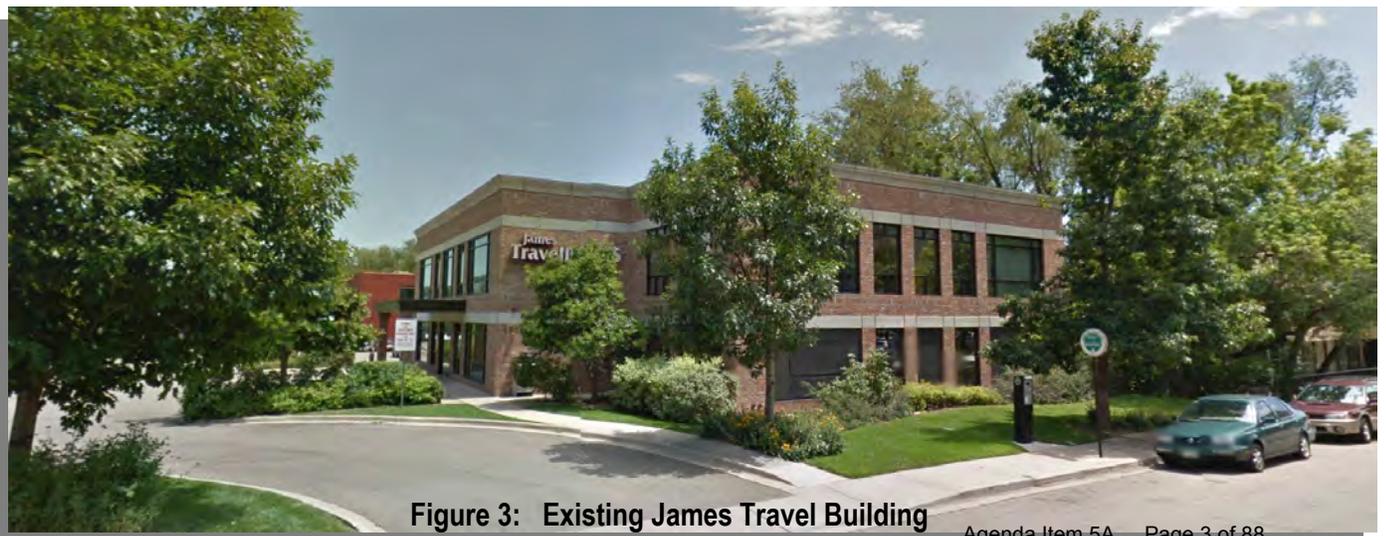


Figure 3: Existing James Travel Building

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.”

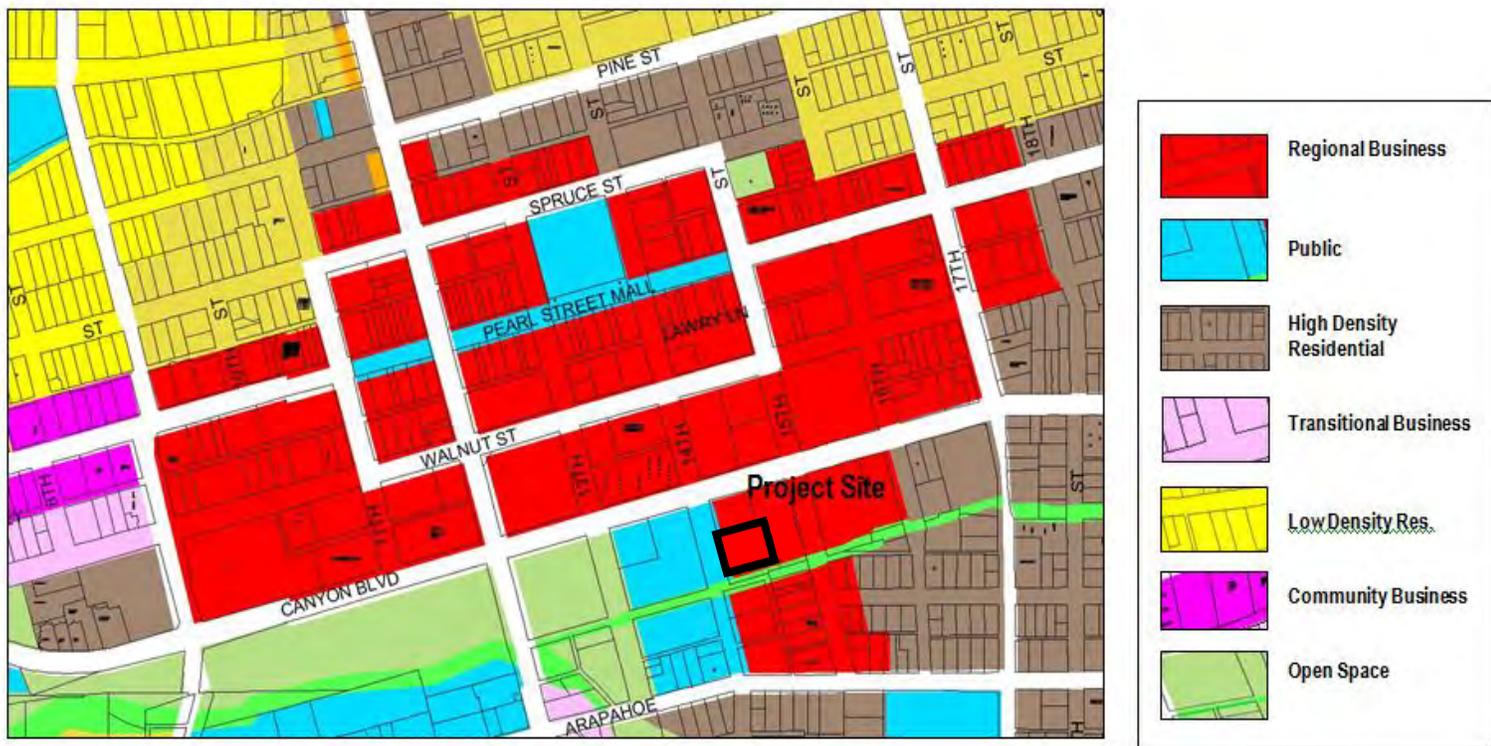


Figure 8: Boulder Valley Comprehensive Plan Land Use of Subject Site and Surroundings

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 ____.

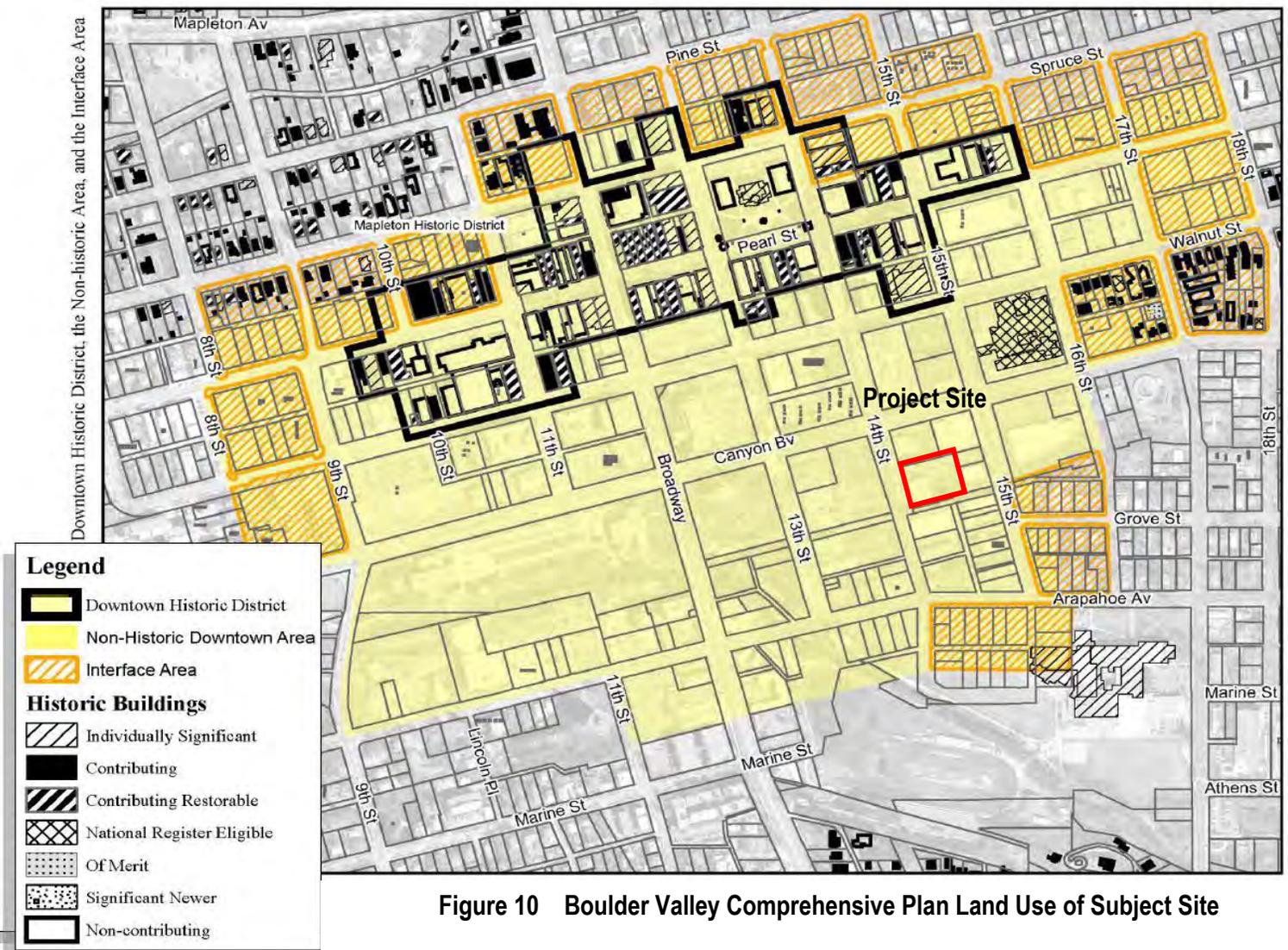


Figure 10 Boulder Valley Comprehensive Plan Land Use of Subject Site

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.

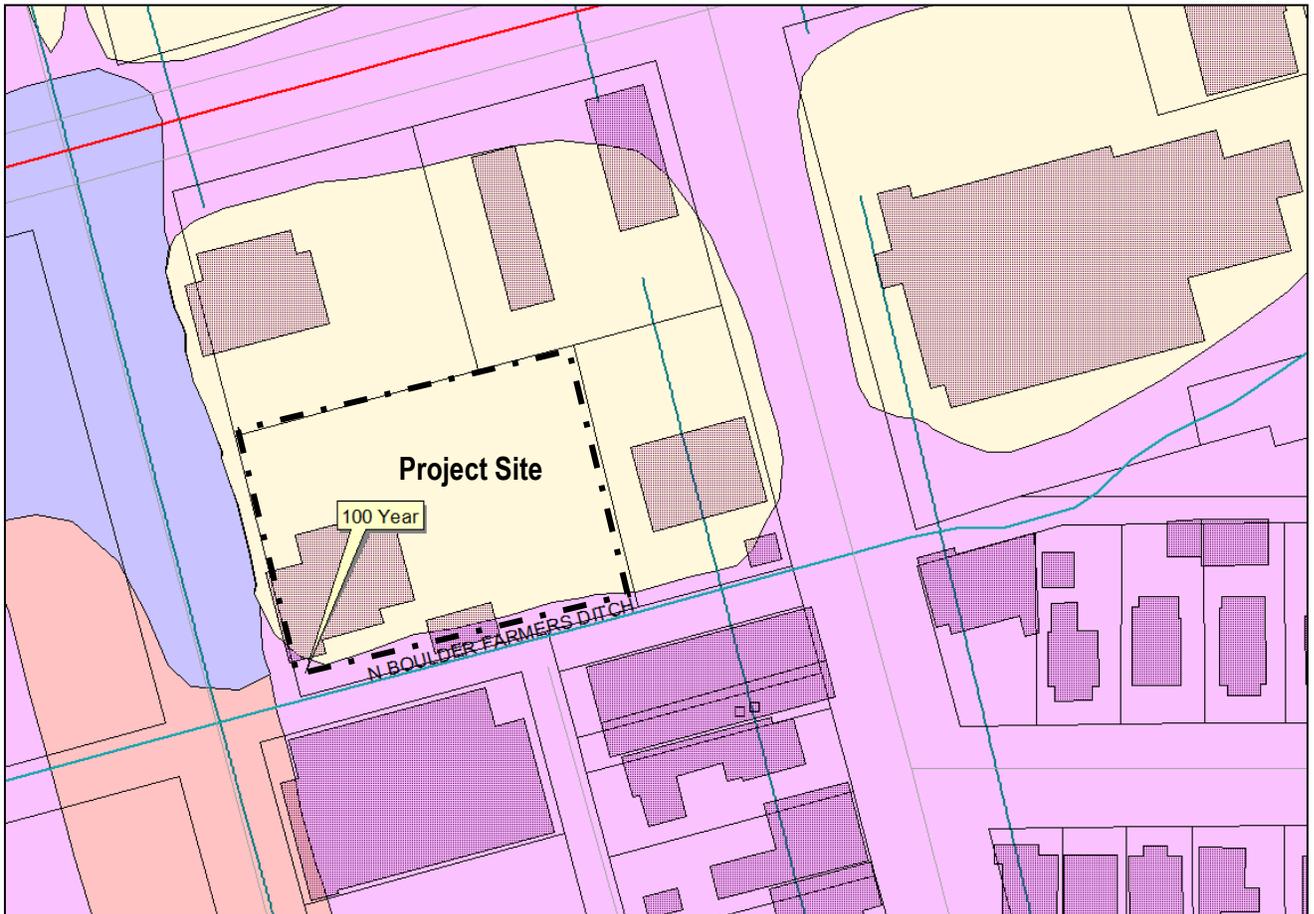


Figure 11: Location of 100 year flood zone in relation to property

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.

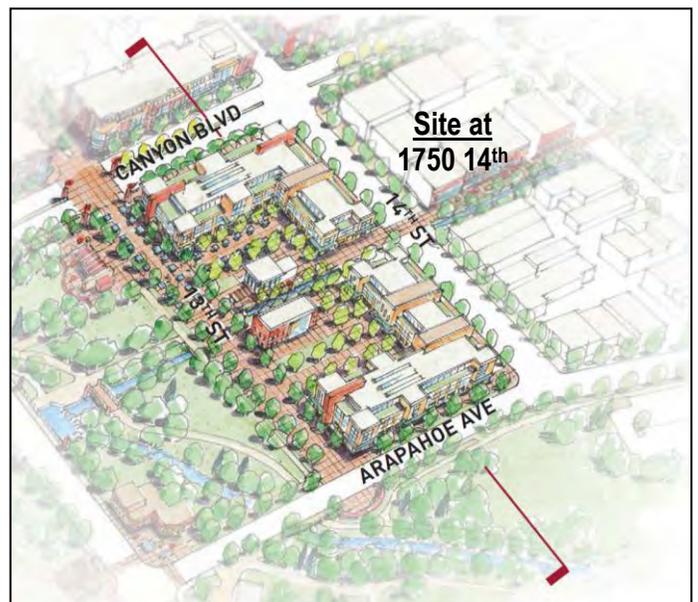


Figure 11:
Excerpt from Civic Area Master Plan Illustrative
showing the East End, adjacent to project site

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



The site, design and development are intended to align with the vision and principles contained in the plan. They do not constitute a guarantee, warranty, or prediction of future performance. A final site plan and other documents will be prepared to address all details of the site and its development. To ensure these and other documents are consistent with the plan, they will be prepared in accordance with the plan's requirements.

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.

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.

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.



The Civic Area's Future

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

Access and Mobility



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.

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 Street 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><i>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.</i></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>	 <p>Existing Wells Fargo Building/ parking Proposed Project Farmer's Ditch The Rink Building</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>
-------------------	--	---	--

	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
	<p>D. 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:

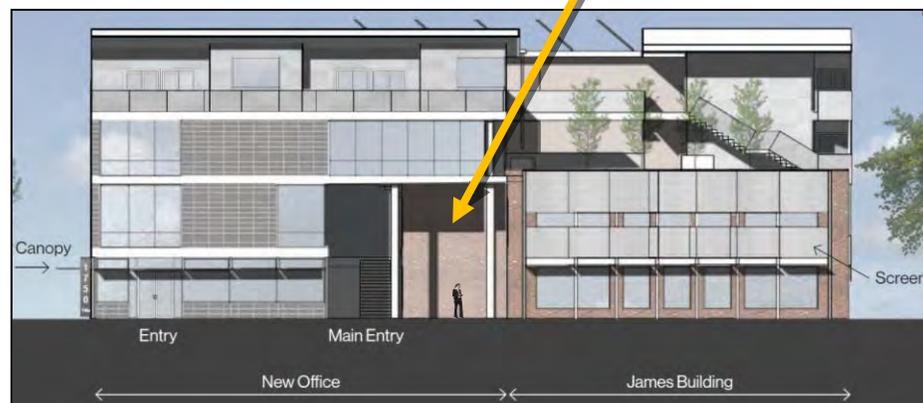
“The Non-Historic Area offers unique opportunities for design options and creation of variety in building forms. A focus on pedestrian activity and attention to massing, scale and alignment of building features are important design considerations.”

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.

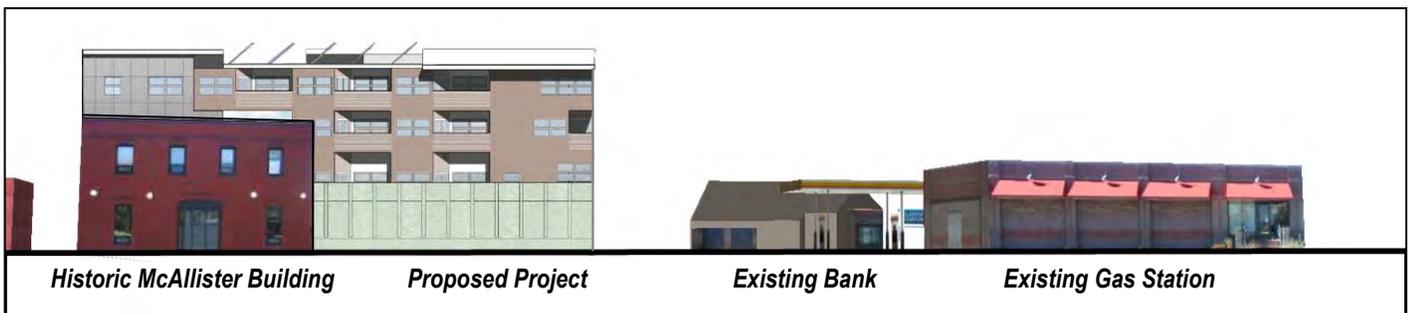


Figure 3:

**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.boulderaffordablehomes.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

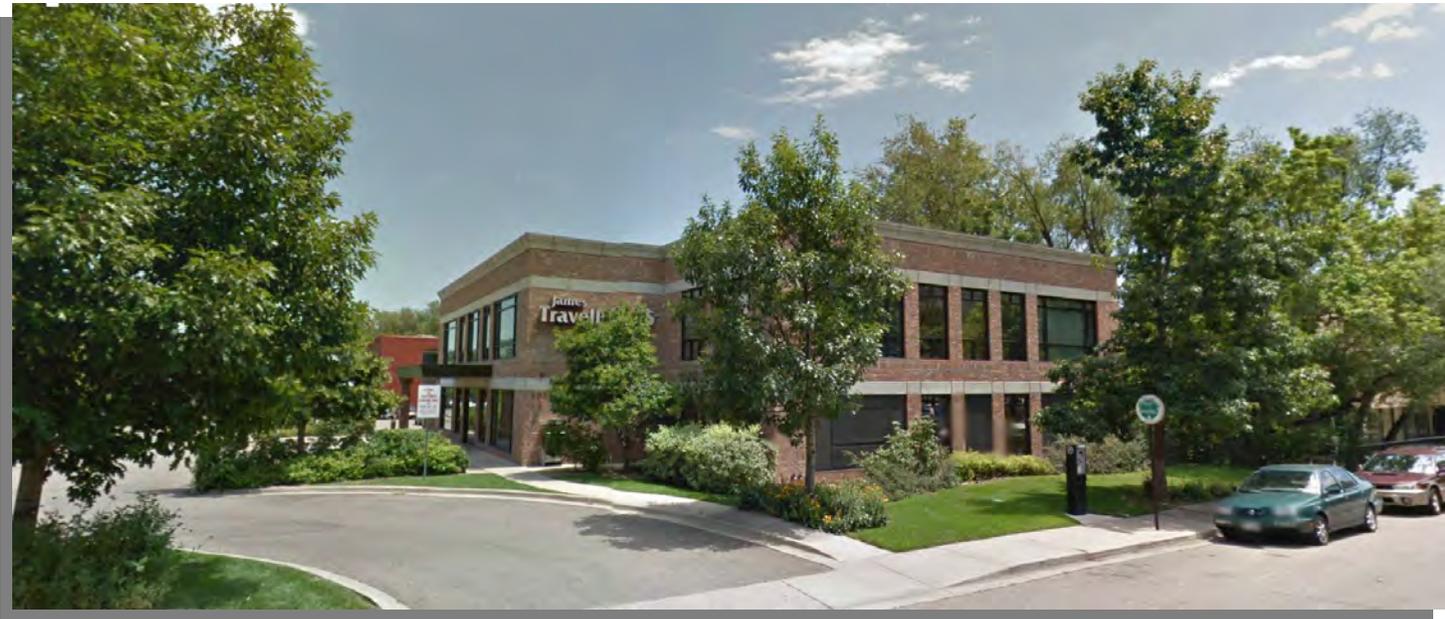
See attached checklist.

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

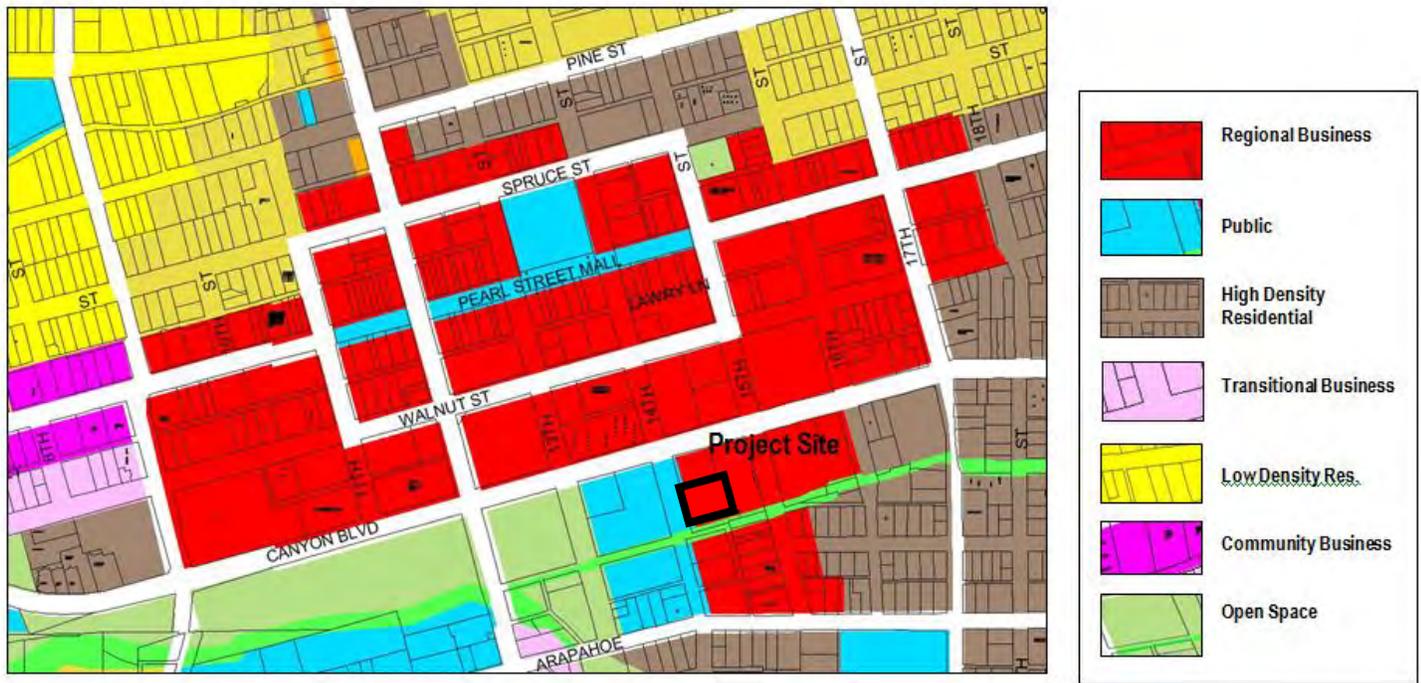
- (2) **Community policy considerations including, without limitation, the review process and likely conformity of the proposed development with the Boulder Valley Comprehensive Plan and other ordinances, goals, policies, and plans, including, without limitation, sub-community and sub-area plans;**

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:

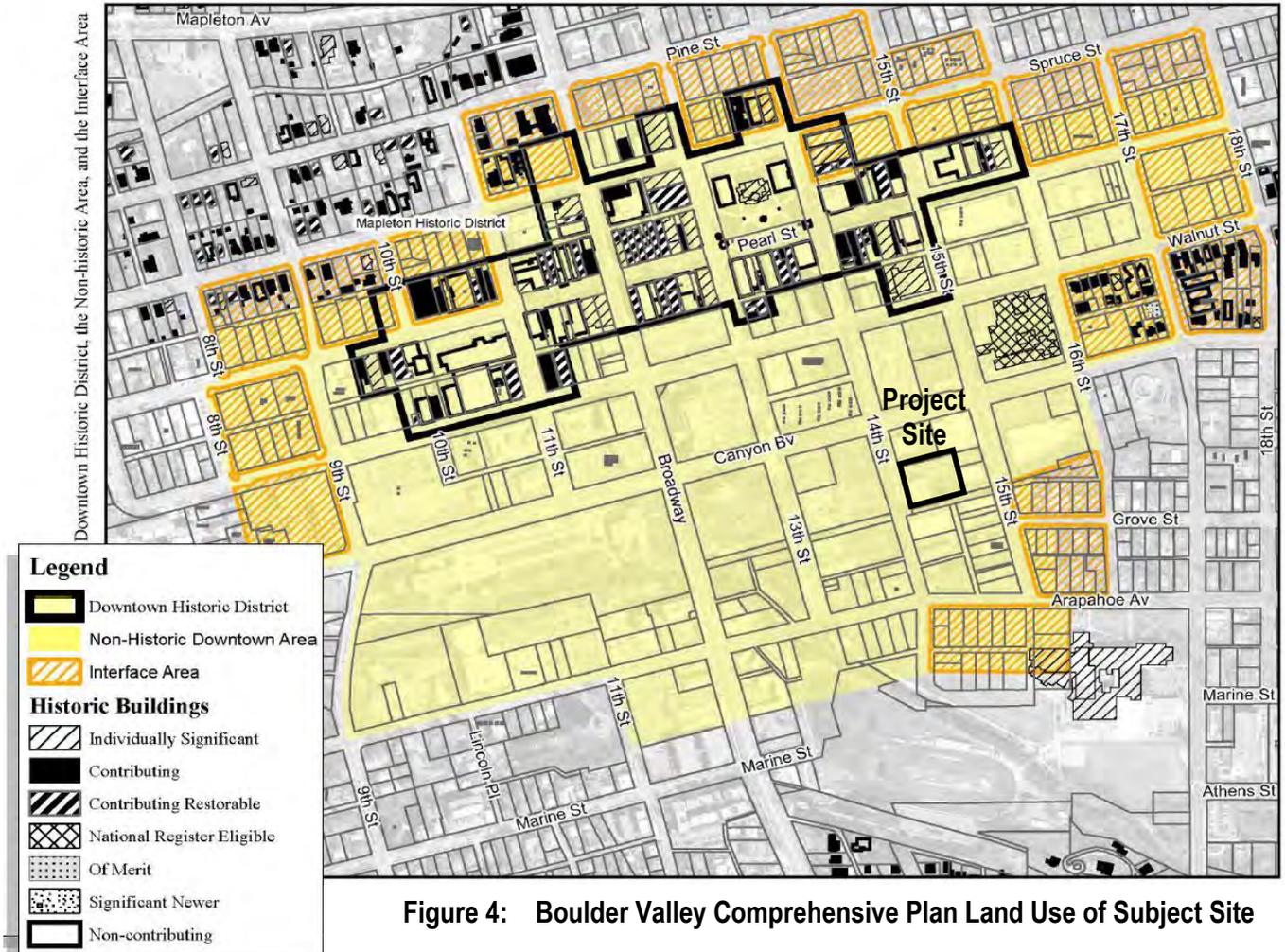


Figure 4: Boulder Valley Comprehensive Plan Land Use of Subject Site

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.

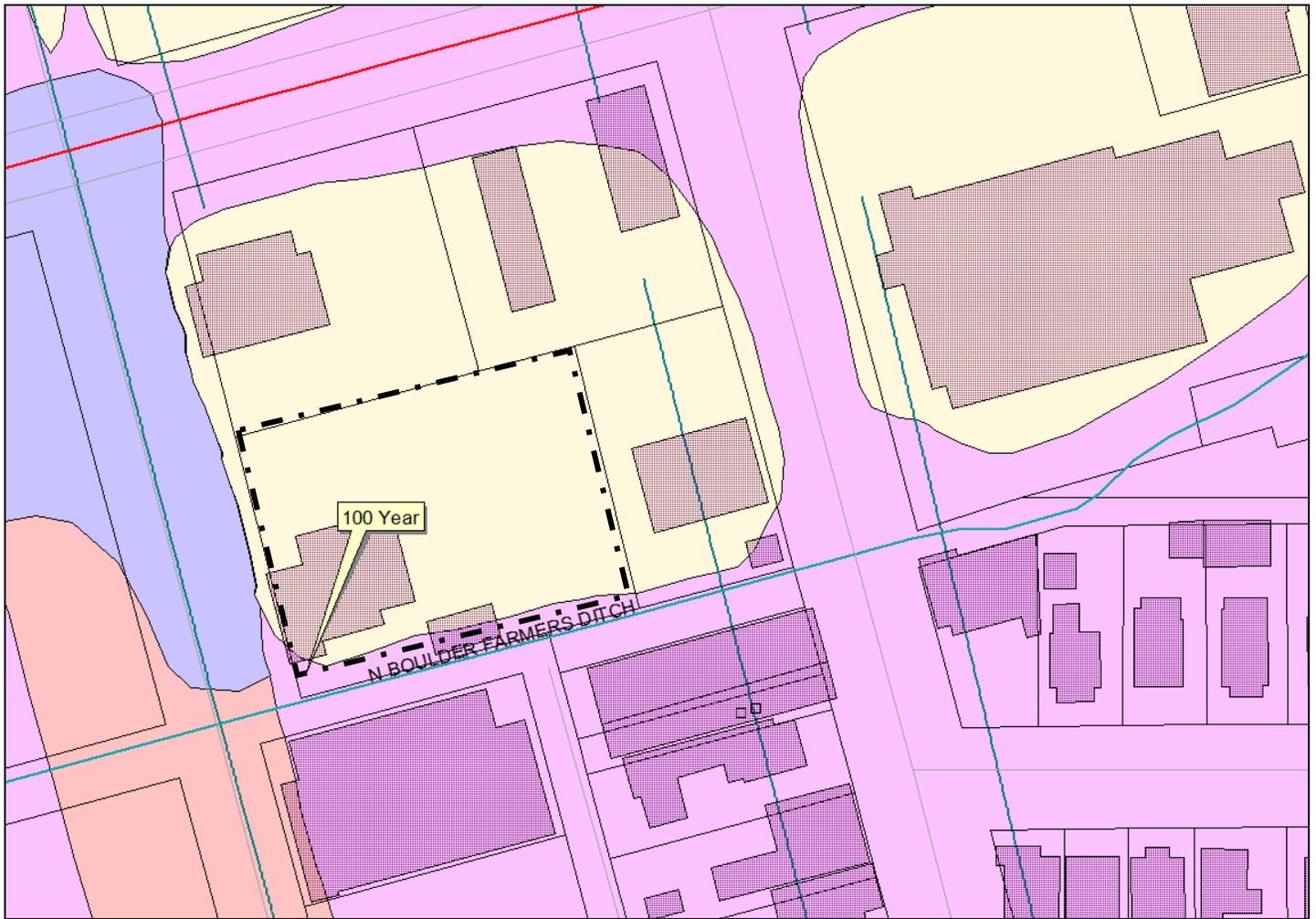


Figure 5: Location of 100 year flood zone in relation to property

(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
16	Site & Zoning Data
17 - 21	Views
22	Written Statement
23	Concept-Level Sustainability Narrative
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

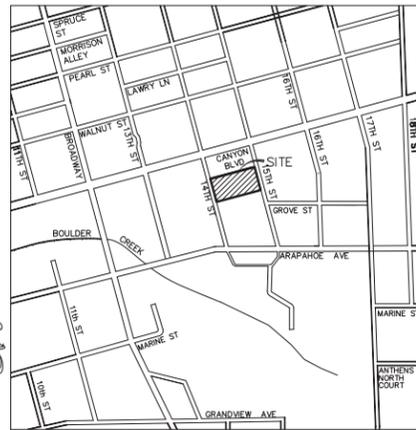
Course: N75°00'00"E Length: 299.24'
Course: S14°47'55"E Length: 160.42'
Course: S75°04'00"W Length: 298.40'
Course: N15°05'52"W Length: 160.07'

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 "FLATIRONS 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

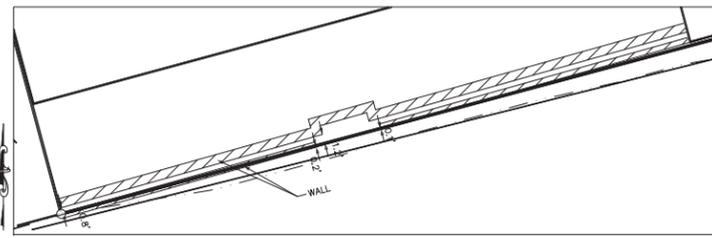
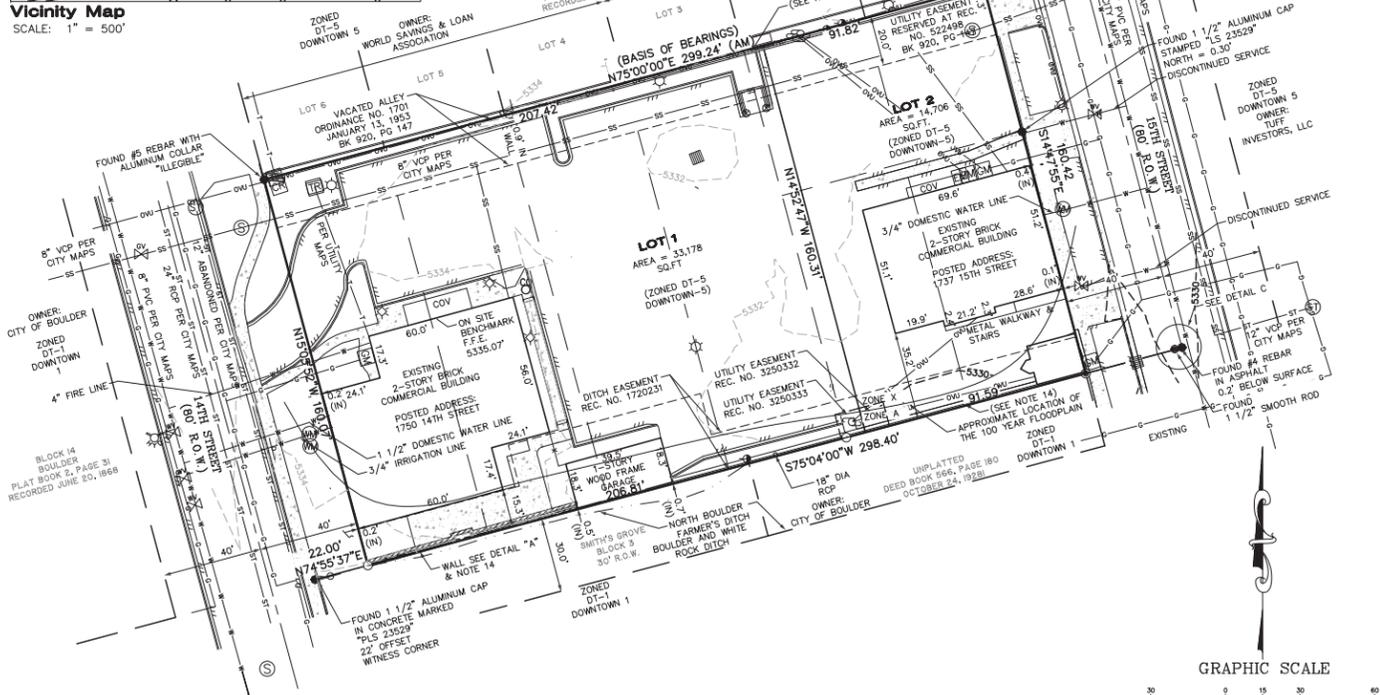


Vicinity Map
SCALE: 1" = 500'

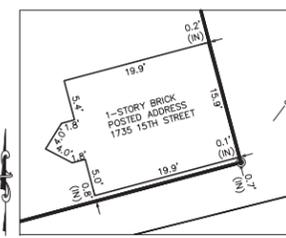
Lot Area Calculations

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

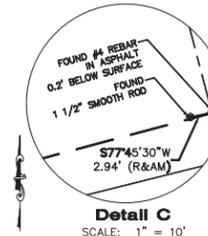
James Subdivision	
RESULTING LOT 1	33,178 SQ. FT. 0.76 ACRES
RESULTING LOT 2	14,706 SQ. FT. 0.34 ACRES
TOTAL	47,884 SQ. FT. 1.10 ACRES



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 FLATIRONS, 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 FSI JOB NO. 11-58,672
CHAIRMAN & CEO, FLATIRONS, INC.

Approved by the City of Boulder

DIRECTOR OF PLANNING _____ DATE _____

PRELIMINARY PLAT

DRAWN BY: E. PRESCOTT	DATE: JUNE 29, 2012	3825 IRIS AVE, STE 395 BOULDER, CO 80301 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 INT: DATE: REVISIONS: CHECKED BY: ETB/WW/ZG
--------------------------	------------------------	--	---	--

COPYRIGHT 2012 FLATIRONS, INC.

Site Plan





Planning Area



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

Land Use Designation



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

Trails



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

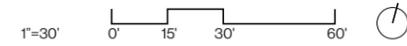
● Diverse

● 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

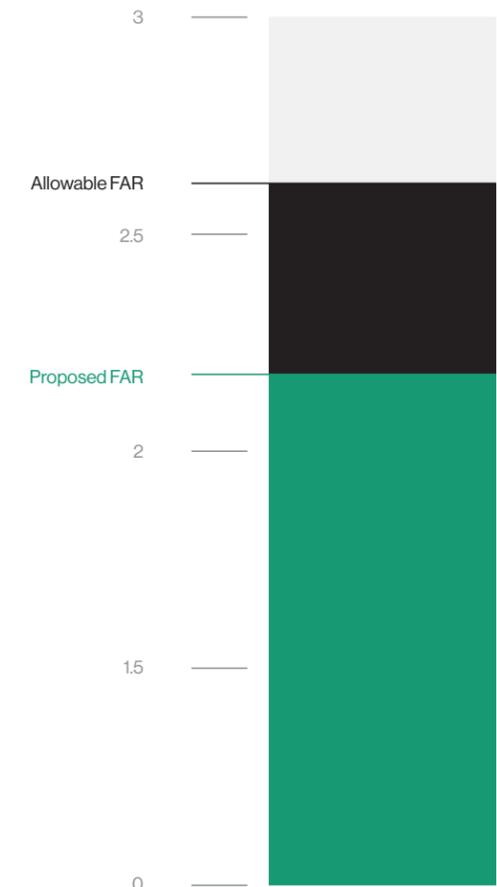
Proposed New Building Area



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

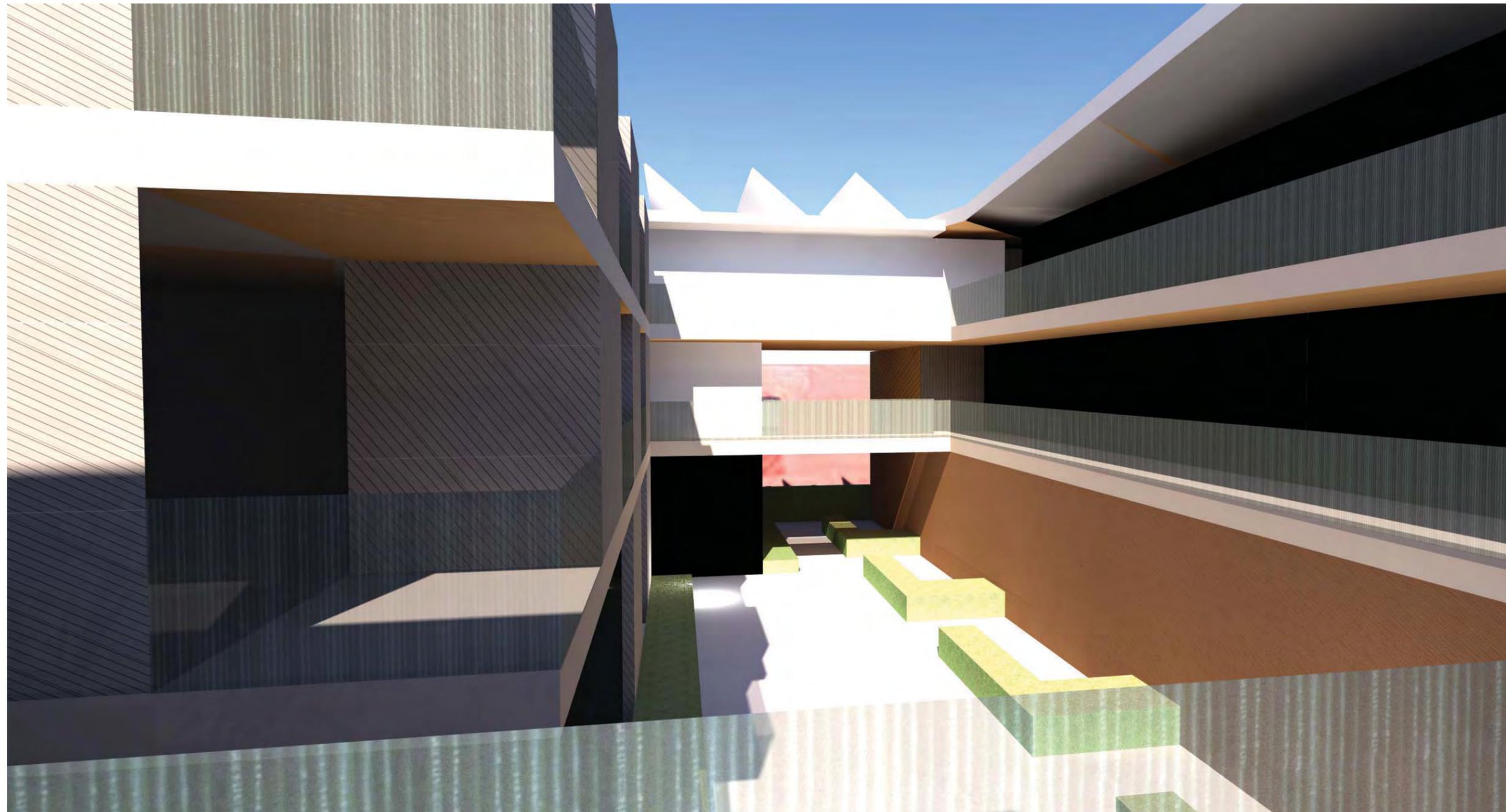
Total Area (Existing + Proposed): 74,434 SF
 Total Proposed FAR: 2.31
 Total Residential Units Proposed: 43
 Total Parking Spaces Proposed: 43
 Total Bicycle Parking Proposed: 50



View from 14th Street



Interior Courtyard looking East



Interior Courtyard looking West

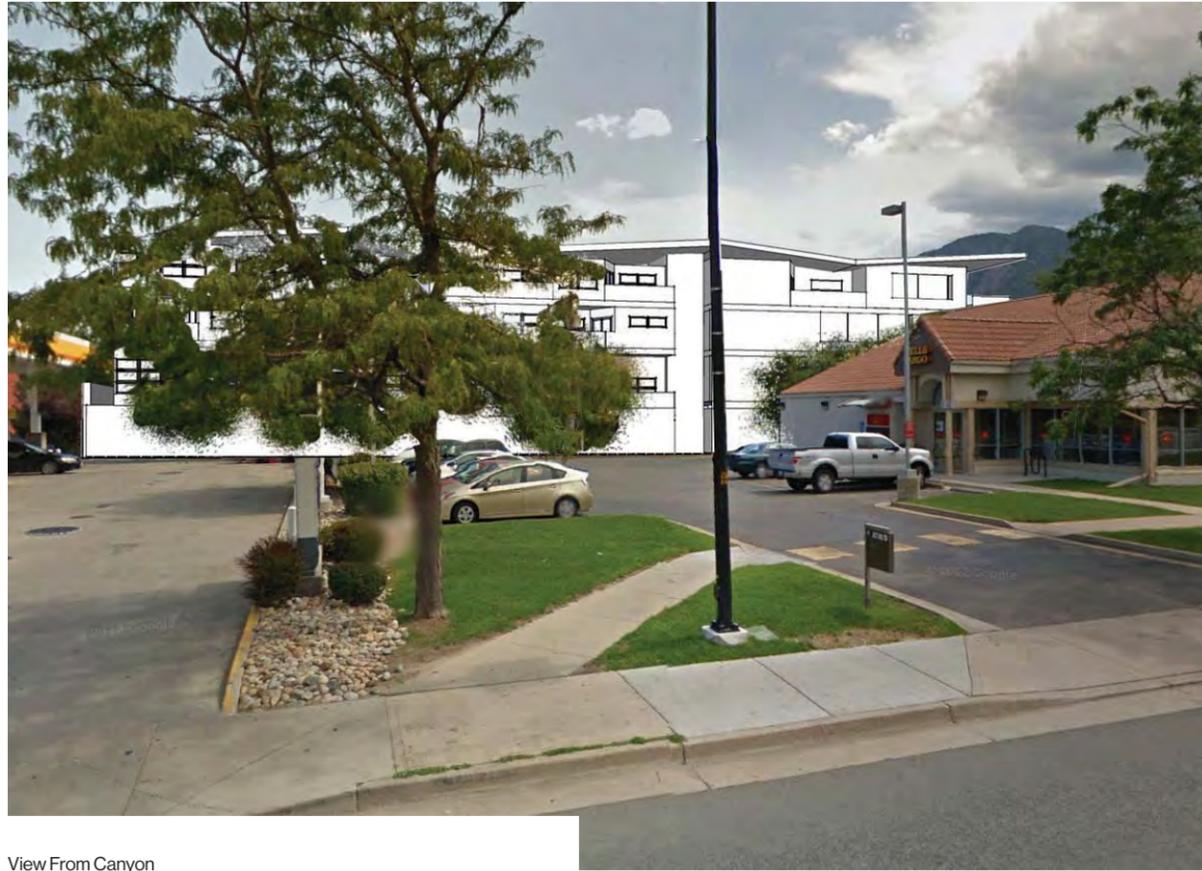


Multi-Modal path along Farmer's Ditch



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

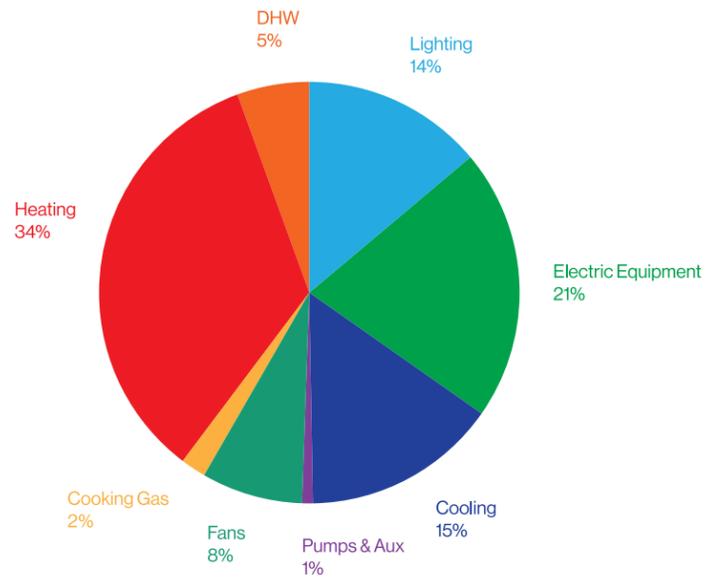


Fig 1. Energy End-Use Costs

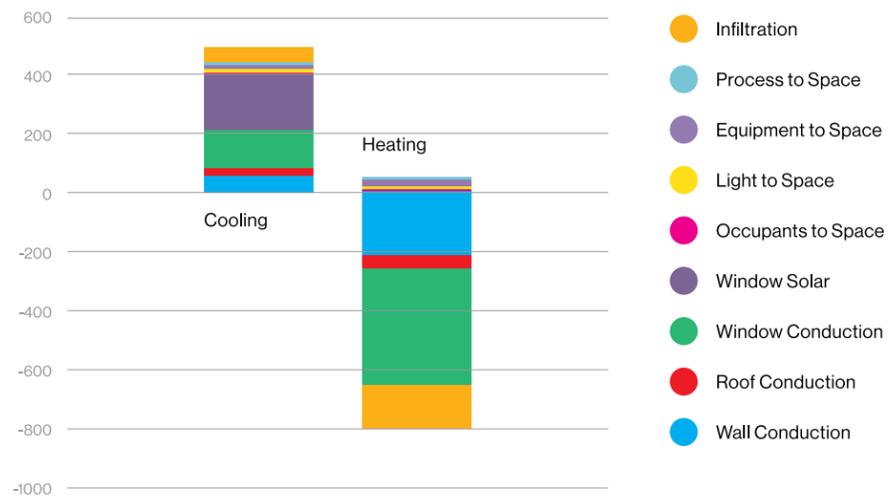


Fig 2. Peak Heating & Cooling Loads



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'

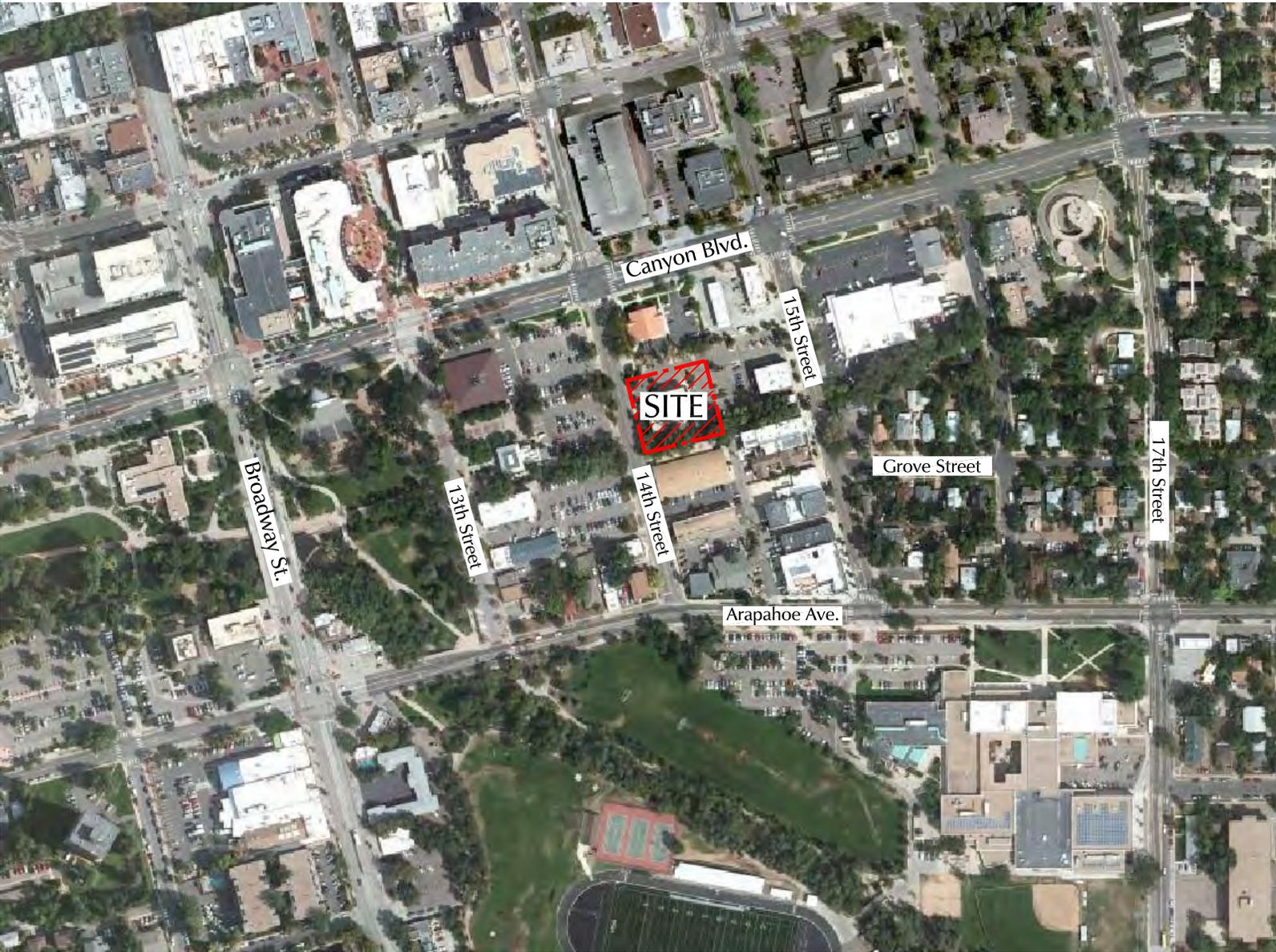
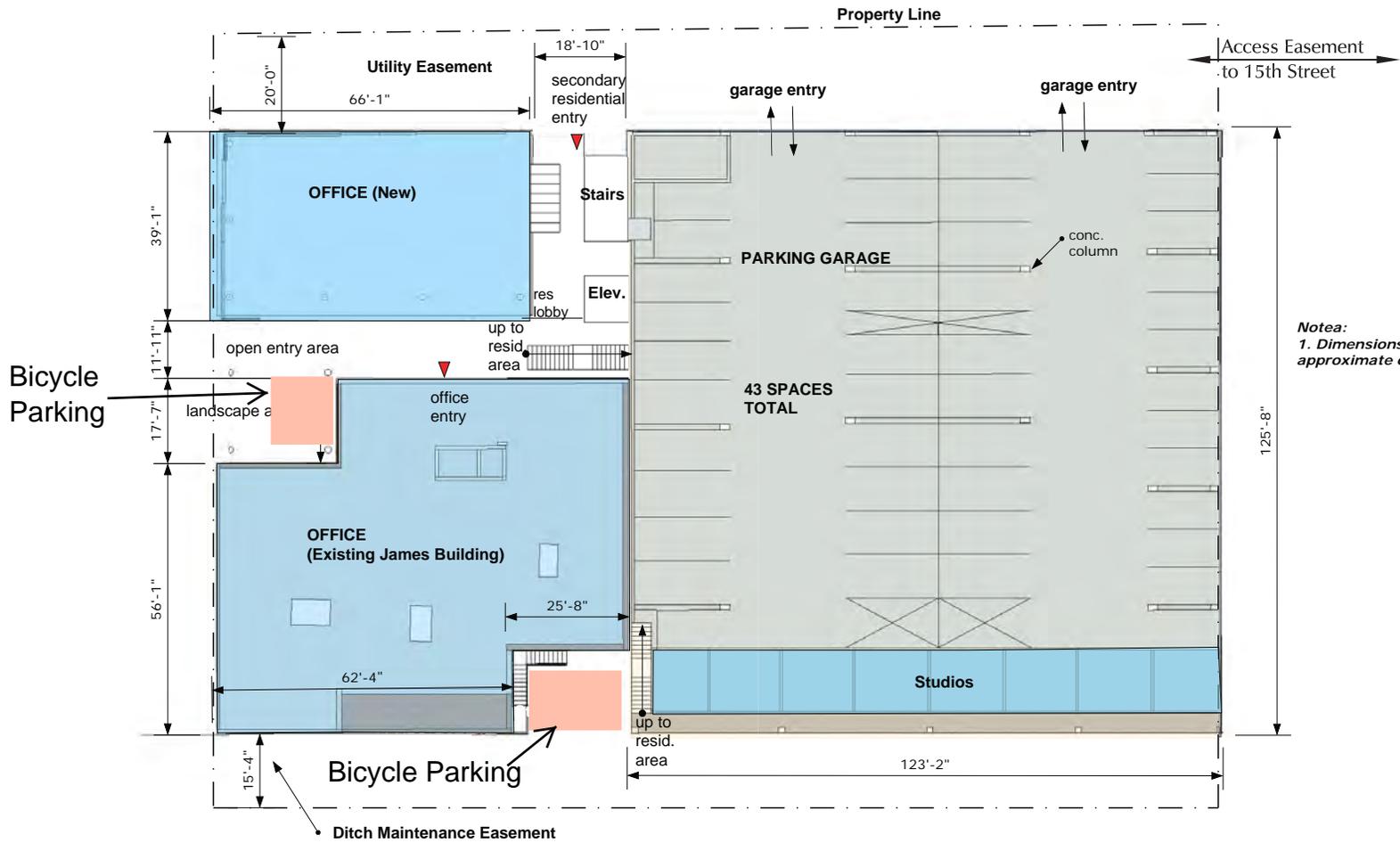


Figure 1
**Vicinity
Map**

1750 14th Street TDM Plan (LSC #130760)

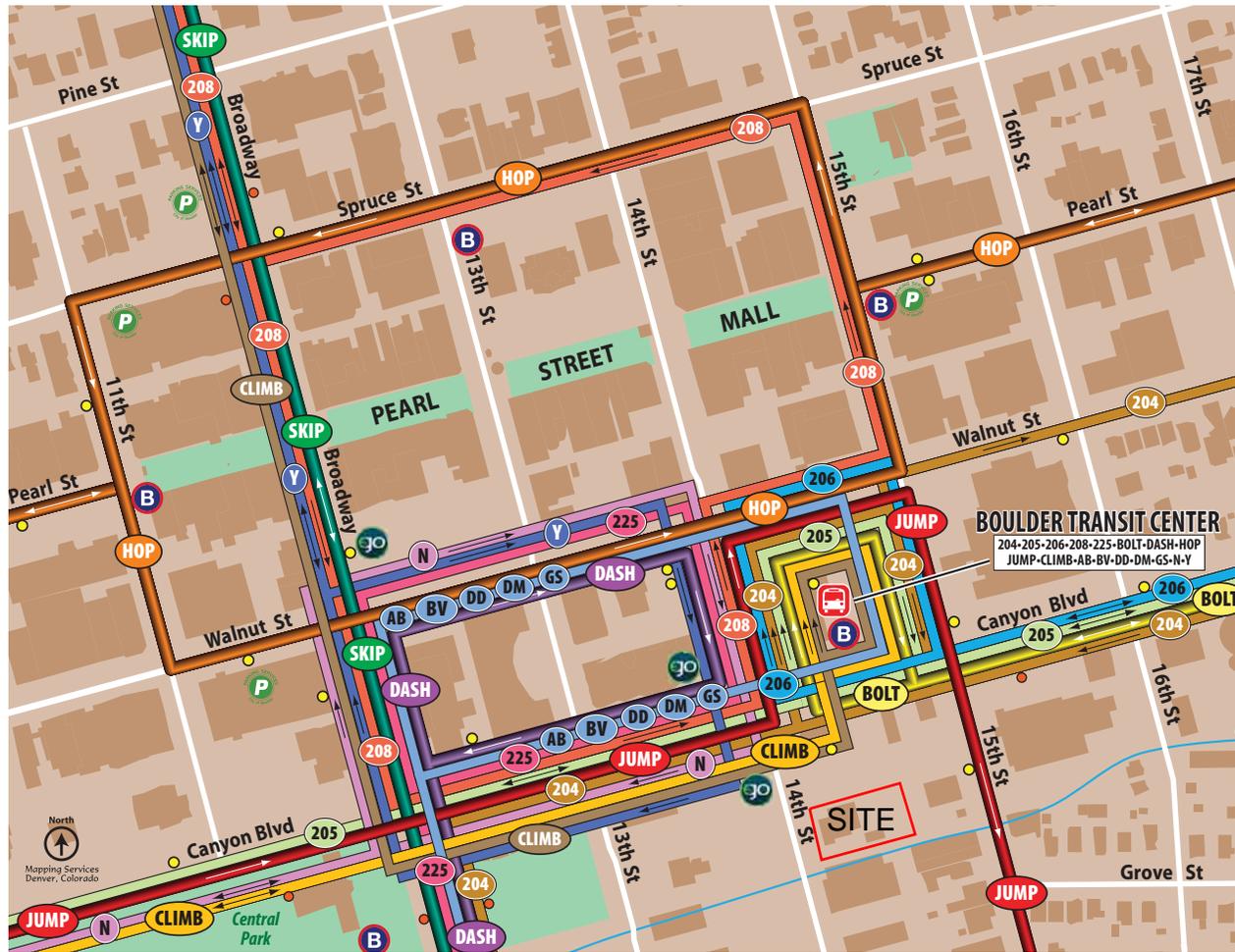




Nota:
 1. Dimensions are approximate on all sheets

Figure 2
Site Plan
(Ground Floor)

1750 14th Street TDM Plan (LSC #130760)



Note: Map from Boulder Bus Map 2013

Figure 3

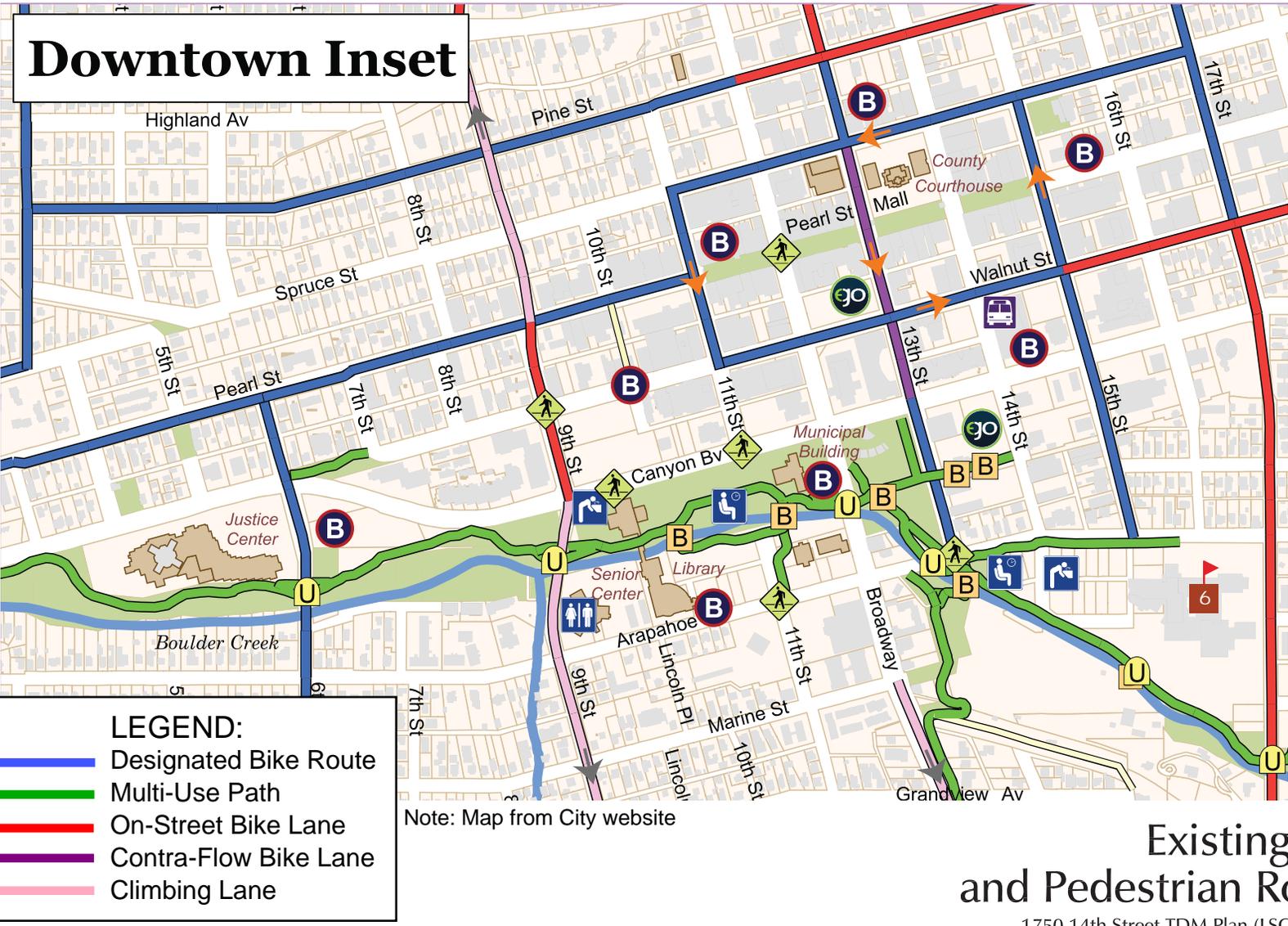
Existing Bus Stops and Transit Routes

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.



Downtown Inset

LEGEND:

- Designated Bike Route
- Multi-Use Path
- On-Street Bike Lane
- Contra-Flow Bike Lane
- Climbing Lane

Note: Map from City website

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

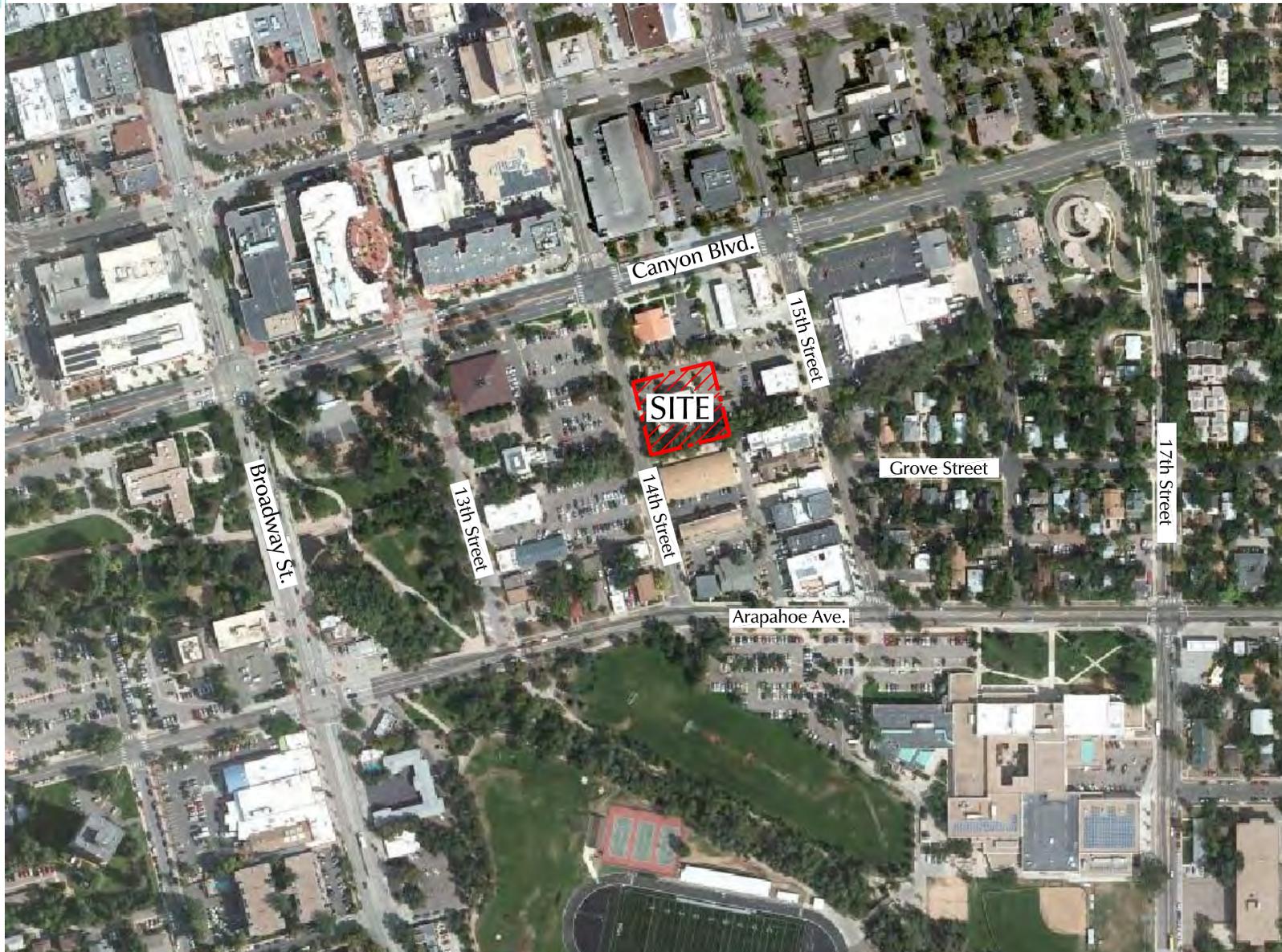
Z:\LSC\Projects\2013\130760-1750-14th-St\Report\1750-14thStreet-110113.wpd

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	AM Peak-Hour		PM Peak-Hour		Average	AM Peak-Hour		PM Peak-Hour	
		Weekday	In	Out	In	Out	Weekday	In	Out	In	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:

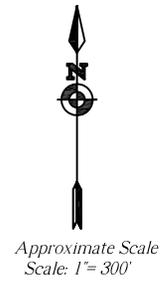
- (1) Source: *Trip Generation*, Institute of Transportation Engineers, 9th Edition (2012)
- (2) ITE Land Use #220 - Apartment
- (3) DU = Dwelling Units
- (4) ITE Land Use #710 - General Office Building
- (5) The site includes 10,054 square feet of existing office space. The proposed redevelopment will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



Approximate Scale
Scale: 1" = 300'

Figure 1
**Vicinity
Map**

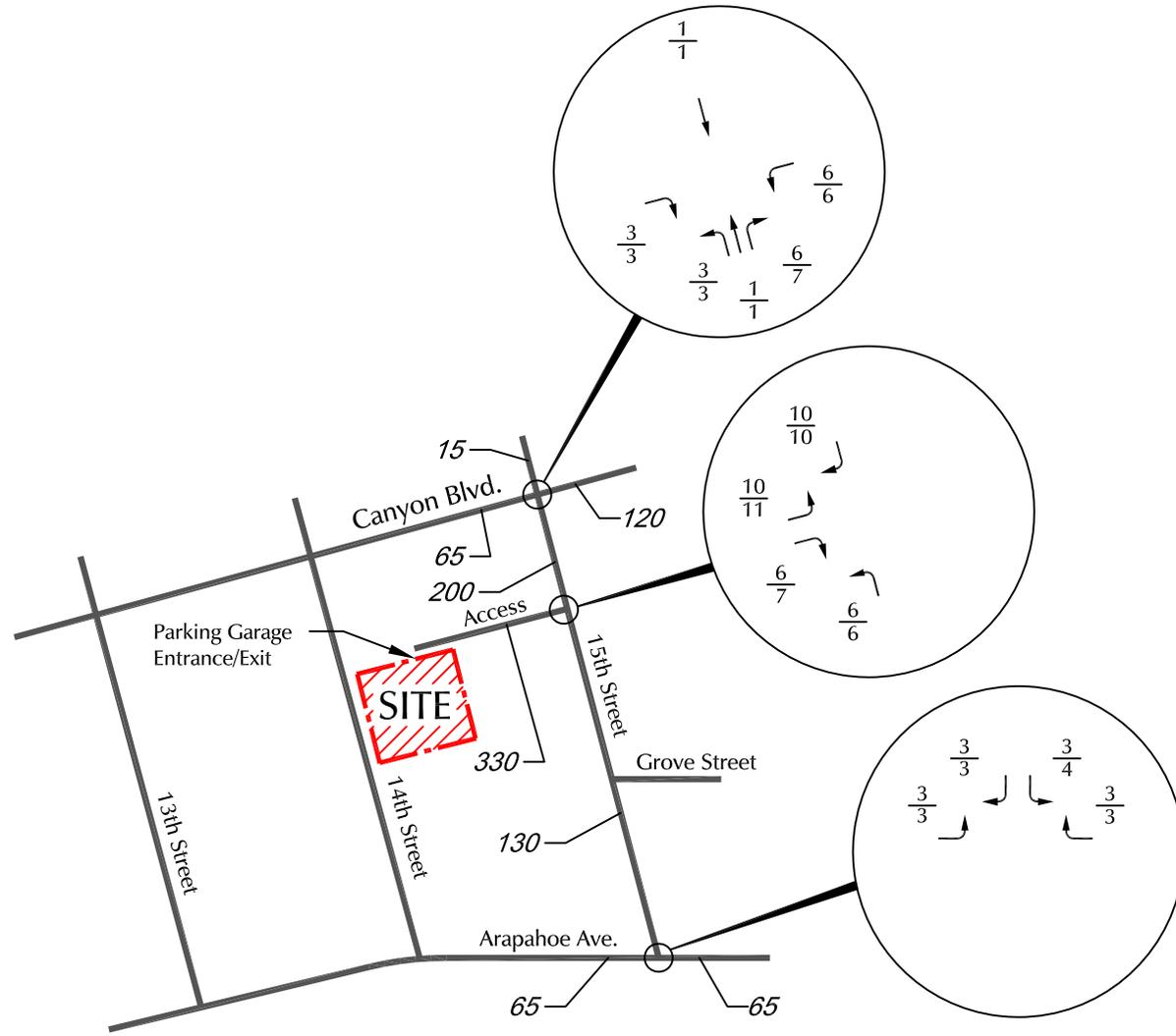
1750 14th Street (LSC #130760)



LEGEND:

↔ 35% = Percent Directional Distribution

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



Approximate Scale
Scale: 1" = 300'

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)

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

CITY OF BOULDER
PLANNING BOARD AGENDA ITEM
MEETING DATE: February 27, 2014

AGENDA TITLE: 2nd CONCEPT PLAN REVIEW AND COMMENT: Request for public and Planning Board comment on a proposal for the redevelopment of 2930 Pearl Street (case no. LUR2014-00011); this is a Second Concept Plan Review, requested by the Planning Board at the first review public hearing was on Nov. 7, 2013 (case no. LUR2013-00045. Proposal is for the redevelopment of the property generally located at the southwest corner of 30th and Pearl streets (2920 and 2930 Pearl St., 2077-2079 and 2111 30th St.) with three new four story buildings of 100,000 square feet each for a total of 300,000 square feet for corporate offices with below grade parking.

Applicant: Collin Kemberlin, Tryba Architects
Property Owner: Pearl Place Associates, LLC and Peregrine Ridge, LLC

REQUESTING DEPARTMENT:

Community Planning & Sustainability
David Driskell, Executive Director
Susan Richstone, Deputy Director
Charles Ferro, Land Use Review Manager
Elaine McLaughlin, Senior Planner

OBJECTIVE:

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

SUMMARY:

Proposal: CONCEPT PLAN REVIEW AND COMMENT: Request for public and Planning Board comment on a proposal for the redevelopment of 2930 Pearl Street (case no. LUR2014-00011); this is a Second Concept Plan Review, requested by the Planning Board at the first review public hearing was on Nov. 7, 2013 (case no. LUR2013-00045. Proposal is for the redevelopment of the property generally located at the southwest corner of 30th and Pearl streets (2920 and 2930 Pearl St., 2077-2079 and 2111 30th St.) with three new four story buildings of 100,000 square feet each for a total of 300,000 square feet for corporate offices with below grade parking.

Project Name: Pearl Place
Location: 2920 and 2930 Pearl St., 2077-2079 and 2111 30th St.
Size of Tract: 4.29 acres (186,676 square feet)
Zoning: Business Regional-1 (BR-1)
Comprehensive Plan: Regional Business (RB)

I. INTRODUCTION AND BACKGROUND

The Concept Plan was initially reviewed and discussed by the Planning Board on Nov. 7, 2013, with the minutes attached [here](#) and the staff memo attached [here](#). There were a number of comments from the board, and it was recommended to the applicant to return with a second concept plan.

Staff is recommending three key issues for discussion:

1. Does the second Concept Plan address previous comments?
2. Is the project generally consistent with the Boulder Valley Regional Center (BVRC) Design Guidelines?
3. Would removal or relocation of a multi-use path from the BVRC Connections plan be acceptable?

II. PROJECT DESCRIPTION SUMMARY

The proposed project is planned as an infill office development with three buildings of approximately 100,000 square feet each. One of the buildings is planned to front on Pearl Street, and another would front on 30th Street, while the third building is internal to the “L-shaped” site. The proposed project would redevelop the approximately 4.29-acre site. The building design incorporates elements that will enhance the vitality at the street level and along multi-use paths through architectural detailing, locating unit entries at grade and orienting buildings around open spaces with entries and additional glazing. Parking is proposed to be accommodated in below grade parking structures. The development proposal includes approximately 20 percent open space (45,000 square feet) including the ditch running east to west- with a number of public and private, small and medium scale open spaces. As the applicant noted, *“these landscaped open spaces will provide opportunities for gathering and relaxation, transition to and from the building lobbies and entrances, and circulation through the site.”*

The primary difference between the previous Concept Plan and the current is that there is no hotel proposed on the site. Rather, a third office building is illustrated on the north adjacent to Pearl Street. In addition, there formerly was a roadway through the site from Pearl Street connecting to 30th Street that has now been redesigned as a pedestrian walkway rather than a through street.

Figure 1 illustrates the proposal superimposed onto an aerial. Refer to [Attachment B](#) for project plans and the full applicant submittal.

**Figure 1:
Concept Plan superimposed
onto aerial to illustrate
proposed project in
context**



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;**

As shown in Figure 2, the project site is located within the southwest quadrant of the intersection of Pearl and 30th streets, behind the Chase Bank and drive-thru that are at the corner of that intersection. Located directly west of Boulder Junction and is comprised of four lots totaling roughly 4.29 acres.

Site Context. While the existing character in the area west and north of the site is auto-oriented with big box retailers that include Barnes & Noble Booksellers, Whole Foods, Target, and the Twenty Ninth Street shopping center, the area east of the site, within Boulder Junction, is undergoing a significant transformation. Based on the Transit Village Area Plan, Boulder Junction is anticipated to be a new urban neighborhood and mixed use, transit oriented development. Currently under construction within Boulder Junction are the 3100 Pearl Apartments, planned as four stories and 55 feet with 319 residential units. Across Pearl Parkway, also under construction, is Depot Square, planned as a mixed use transit center to include a 150 room Hyatt hotel, 71 permanently affordable apartment units, a below grade bus facility, and a new public plaza surrounding the restored historic depot building.

Directly adjacent to the site, to the south is the 250 unit 29 North apartments, built in 2012. Across 30th Street are an existing office building along with auto dealerships, for which pre-application information recently submitted indicates an interest to redevelop the site as mixed use with a potential for 400+ attached residential units.



Figure 2: Vicinity Map



Figure 3a: Whole Foods



Figure 3b: Barnes and Nobel



Figure 3g: Adjacent Chase Bank

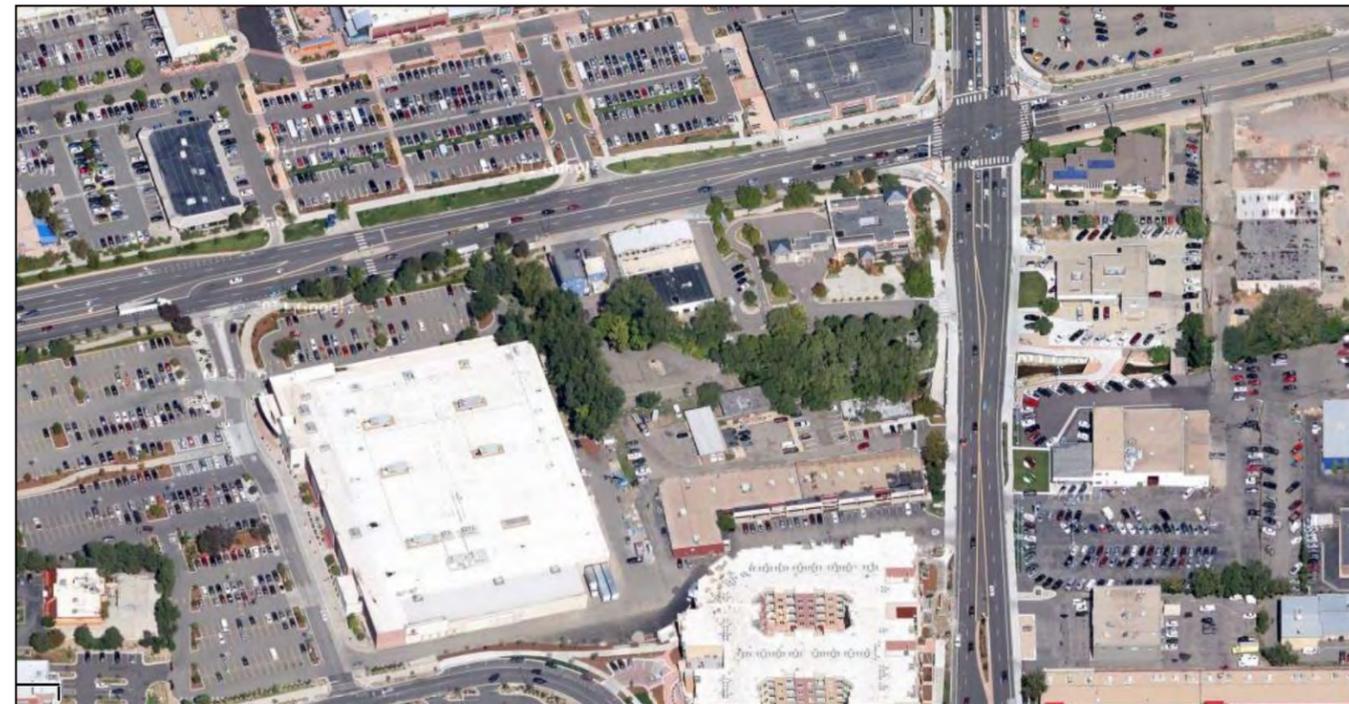


Figure 3c: Depot Square Mixed Use Transit Center



Figure 3f: Target



Figure 3e: 29 North Apartments



Figure 3d: 3100 Pearl Apartments

Project Site. The site itself is developed with several existing buildings including Woodsongs Instruments, an office building that was built in 1966, several warehouse buildings, a restaurant, and Aspen Plaza, an in-line retail center with a number of personal service and retailers that was built in 1978. The site is bisected by the North Boulder Farmer's ditch. While the average grade across the entire site is not significant (less than two percent), steep slopes do exist along the ditch where slopes of 25 percent occur. Refer to Figure 4 with images of the project site provided by the applicant.

Figure 4: Site Photographs



4 - A view across the surface parking lot north toward the Boulder ditch.



5 - The front entrance of Woodsong facing Pearl Street



6 - A view along the open ditch bisecting the site showing the condition of the bank and landscaping.



7 - A view showing the one-story strip retail and surface parking lot toward the south of the site.

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

Boulder Valley Comprehensive Plan (BVCP) Land Use Designation. As shown in Figure 5, the property is designated as Regional Business (RB) by the [BVCP](#). As noted in the BVCP, there are two major Regional Business areas within the city, downtown and the Boulder Valley Regional Center. Regional Business is defined within the BVCP 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.”

Zoning Designation. Consistent with the Regional Business land use designation, the site is zoned Business Regional-1 (BR-1) and is generally surrounded by properties zoned either BR-1 or Business Community (BC-2). Per (section 9-5-2(c), B.R.C. 1981) the BR-1 zone district is defined as:

“Business centers of the Boulder Valley, containing a wide range of retail and commercial operations, including the largest regional-scale businesses, which serve outlying residential development; and where the goals of the Boulder Urban Renewal Plan are implemented. Residential uses are also permitted as a use by-right in the BR-1 zone.”

As shown in Figure 6, properties surrounding the project site are zoned Business Community-2 to the north, Mixed-Use 4 to the northeast across the intersection of 30th and Pearl streets and Business Regional-1 to the east and south.

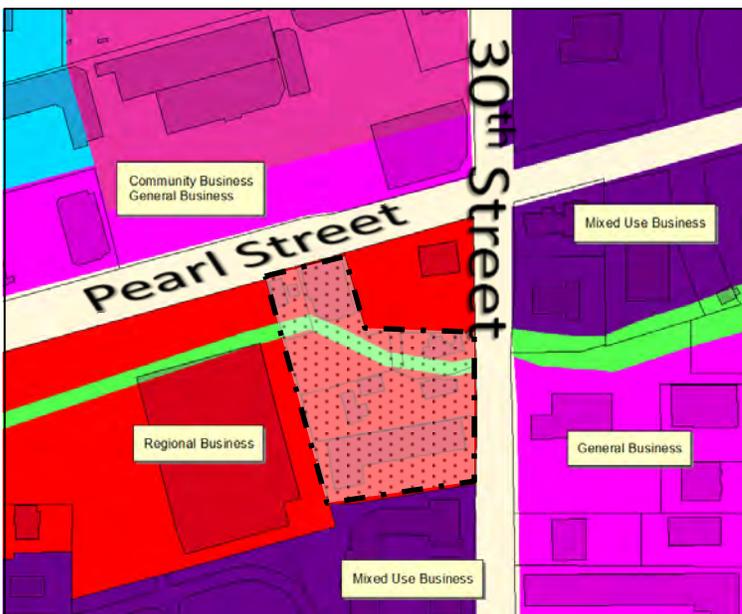


Figure 5: BVCP Land Use Designation

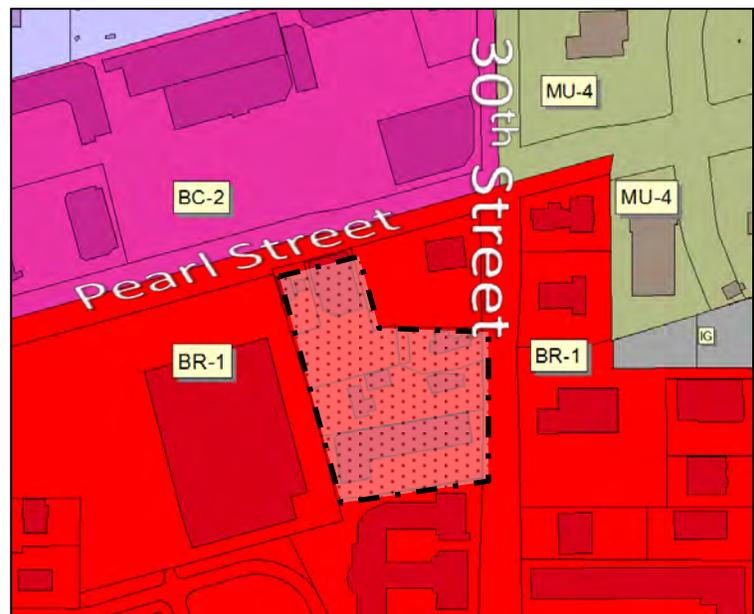


Figure 6: Zoning

In moving forward with Site Review, the following Boulder Valley Comprehensive Plan Policies have been identified for consideration:

- 2.17 Variety of Activity Centers
- 2.18 Role of Central Area
- 2.21 Commitment to a Walkable and Accessible Community
- 2.23 Trail Corridors/Linkages
- 2.30 Sensitive Infill and Redevelopment
- 2.31 Design of Newly-Developing Areas
- 2.32 Physical Design for People
- 2.33 Environmentally Sensitive Urban Design
- 2.34 Importance of Street Trees and Streetscapes
- 2.37 Enhanced Design for Private Sector Projects

Boulder Valley Regional Center (BVRC). The project site is located in the area defined as Boulder Valley Regional Center (BVRC) which is one of the city's three regional centers that also include Downtown and the University of Colorado, as shown in Figure 7. These important regional centers are defined in the comprehensive plan,

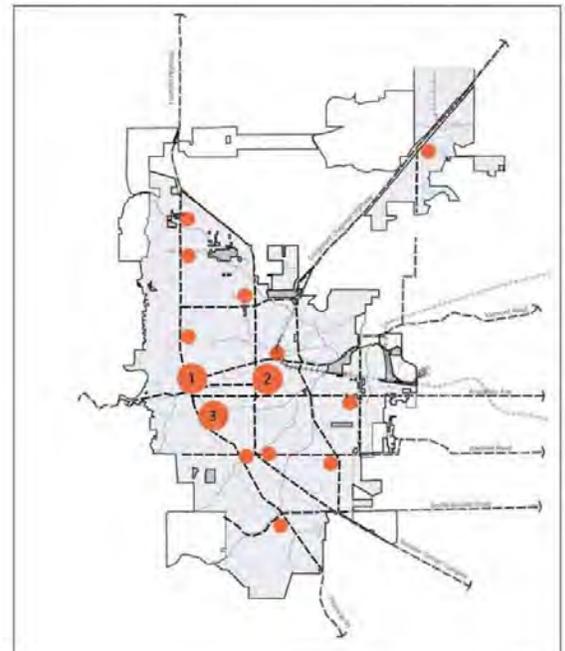


Figure 7: Boulder's Three Regional Centers

“Boulder’s commercial, entertainment, educational and civic centers are focused in concentrated nodes of activities at a variety of scales distributed throughout the community. At the highest level of intensity are the city’s three regional centers center: the Historic Downtown, the Boulder Valley Regional Center (BVRC), and the University of Colorado (CU)... They form a triangle at Boulder’s geographic center. Each regional center has a distinct function and character, provides a wide range of activities and draws from the entire city as well as the region.”

The boundaries of the BVRC is shown in Figure 8 and properties within the BVRC are subject to the [BVRC Design Guidelines](#) as well as the [BVRC Transportation Connections Plan](#).

The BVRC Design Guidelines communicate the city’s design goals and objectives for the BVRC to create, maintain, and enhance a high-quality regional commercial center in the area that will optimize current and future tax revenues to the City of Boulder.

The guidelines are also meant to “bring predictability to the development objectives in the BVRC,” while helping to facilitate the development review process

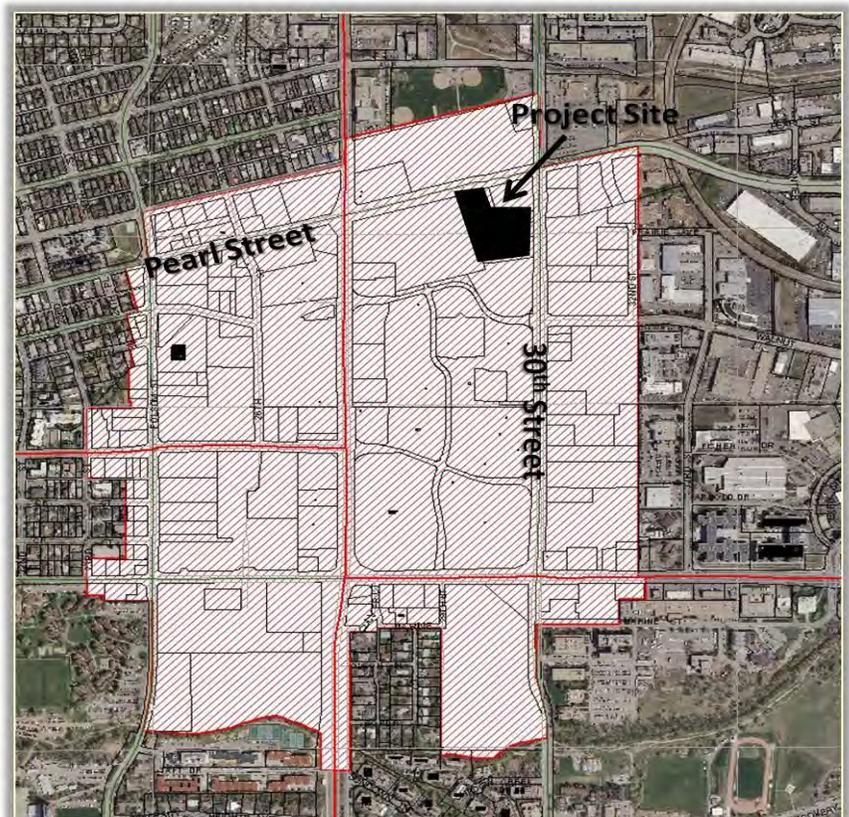


Figure 8: Boulder Valley Regional Center

by providing clear direction regarding design. The design guidelines articulate, in terms of physical environment, what a “high-quality” center means and how a development project should achieve the design goals in each component of the development, including site design and layout, parking, building orientation, etc.

As indicated in Section 1 of the BVRC Design Guidelines, the guidelines are to be used primarily in the Site Review process. The plan also states that some guidelines may be unsuitable for each development and may be modified through the Site Review process as long as the proposed development remains consistent with the intent of the guidelines. A consistency analysis is provided as Key Issue 2, beginning on page 13.

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

Given that the size of the project site (4.33 acres) is in excess of three acres and the proposed floor area (290,000 square feet) is in excess of 50,000 square feet, Concept Plan and Site Review are required pursuant to section 9-2-14, Table 2-2, “*Site Review Threshold Table*,” B.R.C. 1981.

The next step in the development review process is Site Review. In this case because the applicant is proposing building heights in excess of the permitted height, 35 feet, and a number of stories that is also in excess of what is permitted, three, in the BR-1 zone district at 55 feet and four stories, a Planning Board decision is required. In moving forward with Site Review, the following key issues will be analyzed and taken into consideration at the time of Site Review:

- Are the requested modifications to building height and number of stories generally consistent with the Site Review criteria and BVRC Design Guidelines in terms of their compatibility with the surrounding development?
- Is the proposed building design generally consistent with the Site Review criteria and BVRC Design Guidelines especially those that speak to creating an active pedestrian streetscape?
- Is the open space design and program generally consistent with the Site Review criteria and BVRC Design Guidelines that speak to creating functional open spaces that provide for a variety of recreational activities?

2) *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;*

- Site Review with potential land use code modifications, including building height, number of stories
- Technical Document for final plans (i.e. landscape, irrigation, architecture, lighting, engineering)
- Lot Line Elimination or equivalent subdivision
- Floodplain Development Permit
- Building Permit

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

The BVRC Transportation Connections Plan was adopted in conjunction with the BVRC Design Guidelines to identify key vehicular and pedestrian connections required to improve the safety, mobility, and linkages for pedestrians and vehicles as the center redevelops.

Both the Site Review and BVRC Design Guidelines recommend enhancing multi-modal connectivity through the use of a hierarchy of internal and external linkages; as well as, distinguishing and enhancing pedestrian pathways, utilizing distinctive paving, providing crosswalks, minimizing vehicular-pedestrian conflicts, utilizing landscape to provide a buffer from vehicular circulation, etc.

As part of the BVRC Transportation Connections Plan two multi-use path connections through the project site have been identified. Refer to Figure 9. As part of the development proposal the applicant is proposing to connect one of the paths, along the entirety of the west property line. However, the applicant would like to consider eliminating the central path located along the ditch. This differs than the previous concept plan and is discussed under Key Issue 3.

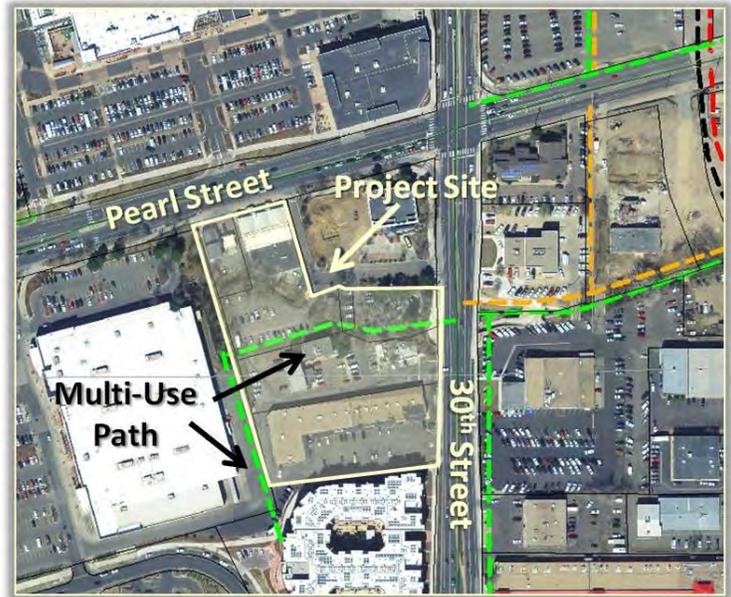


Figure 9: Transportation Connections

3) 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;

As illustrated in Figure 10, and described in the applicant materials on page 22, [Attachment A](#), there are two irrigation ditches traversing the site: the North Boulder Farmers Ditch which is cuts through the site as an open channel on the north; and the Boulder and Lefthand Ditch which travels underground through the adjacent Target parking lot and into the site in two box culverts. The two culverts allows the ditch flows to be separated from the storm drainage flows. The ditch company is requiring that this separation in maintained. Mid-point on the site, the North Boulder Farmers Ditch joins with the Boulder Slough and the Boulder and Lefthand Ditch. Because project plans illustrate rerouting some of the channels, ditch company approvals and license agreements will be required.

Also shown on Figure 10, is the extent of the 100 year floodplain (shown in crosshatch); the small inset map illustrates that the 500-year flood plain exists throughout the site and the context. Development of the site as shown in the Concept Plan will require mitigation of the Boulder Slough 100-year floodplain. The floodplain mitigation measures may include:

- Widening the Boulder Slough Channel from 30th Street west to the proposed access drive
- Using the terraced open space area to provide flood storage area upstream of the 30th Street box culvert
- Providing an overland flow path over the existing dual box culverts for floodwaters in excess of the structure capacity
- Removing the existing dual box culverts and providing an open channel from the Target property east to the proposed access drive

The proposed modifications to the floodplain boundary will require review and approval by both city and FEMA as part of the Floodplain Development Permit process. It is also important to note, that based on staff and design engineer observations, the project site did not appear to be adversely impacted by the September 2013 severe flooding event.



Other environmental site considerations include the existing vegetation that aligns the ditches as well as the existing mature trees on the site. Shown to the right are a number of pines, as well as willow and other tree species. These amenities appear to be incorporated into the proposed site plan. As the design develops, the applicant should consider how it relates to a native or naturalized riparian habitat area along the ditch. While a cursory tree inventory was prepared, a more defined one will be required at Site Review to document the exact species, size and health of all existing trees on site.



4) Appropriate ranges of land uses;

The BVCP land use designation and zoning identify the project site as being suitable for commercial development and where complementary uses may be located. The development proposal to redevelop the project site with a corporate office is consistent with both the zoning district and the BVCP land use designation. With the previous Concept Plan, a hotel was proposed along Pearl Street. It is important to note, that a hotel is currently under construction one-block to the east within the Depot Square development of Boulder Junction, and another is proposed in a Concept Plan at the former Sutherland's Lumber site, also within Boulder Junction. In addition, with the site surrounded by several hundred thousand square feet of retail as well as personal service uses and higher density residential, the use of the site for office, consistent with the BVCP land use and the zoning is considered appropriate.

5) The appropriateness of or necessity for housing.

While this application may not be considered applicable because no residential is proposed, it should be noted that there are approximately 600 residential units in the vicinity either constructed or under construction.

Key Issue no. 1: Does the second Concept Plan address previous comments?

Below in Figure 11, is a comparison of the proposed Concept Plan with the original Concept Plan reviewed on Nov. 7, 2013. As can be seen in the comparison, the original plan had a hotel near Pearl Street, a roadway through the site from north to south, and a multi-use path through the middle of the site from east to west. In the current plan, there is no hotel planned. The access into the site terminates at a circular drive that also accesses the below grade parking. The access into the site from 30th still remains to access below grade parking on the south end of the property. A total of 300,000 square feet of office space is proposed compared to approximately 200,000 square feet of office previously proposed. In the initial Concept Plan review, the board had a number of and the following matrix identifies if those comments were met. In general, staff finds the majority of the board's comments have been met in this second Concept Plan. Where issues remain, the comments are underlined.



Current Concept Plan



Initial Concept Plan

**Figure 11:
Comparison between original and current Concept Plans**

Summary of Comments on Original Concept Plan from the Planning Board	Response to Comments with CP2
<p>BVCP</p> <ul style="list-style-type: none"> • There was general consensus that the design complied with most of the important aspects of BVCP, but there was some concern that it did not meet the pedestrian policies. • Assure that the design does a good job of placemaking. • Take transit into consideration. • The intensity of the site is in harmony with the Transit Village and Economic Sustainability Strategy. • Assure that the design allows for uses to evolve over time. <p>Site Design</p> <ul style="list-style-type: none"> • There was general agreement that the design had too many points of access. Reduce the number of vehicular access points where possible. • Eliminate the eastern-most access point from Pearl Street. • Add parking along western access road. • Move the hotel up to Pearl Street. • Make the site more pedestrian friendly. • Make a vehicular connection to Walnut Street. • Move the pavilion to allow for open space where pavilion is currently located. • Assure that the open space is conducive to activity. It does not need to have an amphitheater. • Provide opportunities for interface between the buildings and open spaces. • Step green spaces down toward the ditch to provide more activity. • Make the north-south access road more woonerf-like. • Move the hotel access out from under the building. • Connect the hotel's restaurant/bar to the open space. • Share parking as much as possible. • <u>Reduce parking to minimize traffic.</u> • Organize open space around existing trees. • Activate open spaces with pedestrian circulation. • Consider adding a crosswalk across Pearl Street by the hotel curb cut. • Anticipate the ferocity of future floods due to climate change. <p>Building Design</p> <ul style="list-style-type: none"> • There was strong agreement that the massing should be broken into different heights. • Revise the architecture to look less like a corporate headquarters. • Assure that the façade and/or retail space along Pearl Street look engaging and not phony. • Address the space between 29 North and this project to assure that it is not intimidating. • Integrate mechanical systems into the building design. • Consider returning for a second Concept Plan. • Assure that the building heights are not monolithically 55 feet. • Consider opening the water ditch to the West. 	<ul style="list-style-type: none"> • This second Concept Plan also would meet the BVCP. And, for the most part addresses pedestrian policies. One area of consideration may be the desire to relocate or remove the multi-use path shown on the connections plan through the center. • Access points were reduced to two. • The eastern access from Pearl Street was removed, consolidated two into one. • The new office building on Pearl was moved up to the street. And pedestrian access was created into the site. • The amphitheater was replaced with a more naturalized open space and an open • A possibility for connection to Walnut remains and is illustrated between Target and 29 North Apartments. • <u>There are 750 parking spaces required and 770 proposed in the Concept Plan.</u> • Open space was better integrated around buildings and allows for a broader area that could absorb flooding. • The fourth floor is proposed to be setback to reduce the perceived height. • Refinements to be provided at Site Review as the Concept Plan doesn't provide enough detail to ensure these comments were addressed.

Key Issue no. 2: Is the project generally consistent with the Boulder Valley Regional Center (BVRC) Design Guidelines?

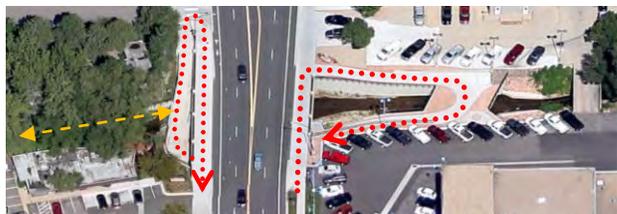
The proposed project is subject to the Boulder Valley Regional Center Design Guidelines. Overall, the proposed Concept Plan was found to be generally consistent with the intent of several [BVRCDG](#) related to improving pedestrian connectivity and providing high quality, useable on-site open spaces, and minimizing surface parking. The building siting and design both along 30th and Pearl streets will play a key role in creating an active pedestrian streetscape. In moving forward with Site Review, consideration should be given to the following with regard to site design in order to maintain an active and vibrant pedestrian environment:

- Utilize four-sided architecture, including authentic human scale materials (brick, glass, wood and stone, etc.), and pedestrian scale architectural details, including awnings, additional glazing, etc. at the street level;
- Locate active uses (restaurants, retail, etc.) on the ground floor and well defined and pronounced building entrances at the street level;
- Locate buildings as close to the street as possible and emphasizing main building entrances along pedestrian pathways;
- Provide breaks in the building façade and massing to allow more permeability into the site;
- Minimize the mass of the buildings at the street level; and
- Utilize vertical articulation along the street to break down the building mass and create opportunities to add to the visual interest of the building at the street.

Attachment A provides an update to the matrix of the guidelines provided at the initial concept plan review, with a consistency analysis of the current concept plan to the guidelines.

Key Issue no. 3: Would removal or relocation of a multi-use path from the BVRC Connections be consistent with BVRC?

This second Concept Plan does not show the multi-use path connection from 30th Street, into the site terminating at the west property line, shown as a plan line to the right. Staff notes that a great deal of effort went into creating a below grade pedestrian/bike crossing under 30th Street as shown below in Figures 13 and 14. The orange arrow illustrates the potential direct link into the site from this new crossing.



Figures 13 and 14: 30th Street Ped/Bike Below Grade Connection

While a linkage could be made further to the south into the site, it does make the route more circuitous. Staff notes that the direct connection shown on the adopted plan bisects the site and terminates essentially at the rear of the Target building then proceeds to the south to connect to the multi-use path to the south near the Two-Nine North Apartments. Additional analysis will need to be completed by the



Figure 12: Plan lines for multi-use paths

Additional analysis will need to be completed by the

applicant at Site Review to fully determine the implications of a re-alignment. Staff would recommend maintaining the plan alignment as the connections were specifically intended to provide a specific distance separation for connectivity as well as to utilize the amenity of the ditch alignment.

If the applicant chooses to pursue an amendment, the process as currently outlined, is shown below in Figure 15, which includes not only a Planning Board hearing but presentations TAB (Transportation Advisory Board) and with call-up potential to City Council.

PUBLIC COMMENT AND PROCESS:

Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the subject site and a sign posted on the property for at least 10 days. All notice requirements of section 9-4-3, B.R.C. 1981 have been met. For this second Concept Plan review, there've been no comments received. However, in the initial Concept Plan review memo attached [here](#), several comment letters were provided to the Planning Board that generally expressed concerns regarding four issue areas:

- Traffic generation in terms of the additional anticipated trips creating congestion and safety issues at the intersection of 30th and Pearl streets.
- Building heights in terms of the impacts that they will have on the existing multi-use path.
- Open space in terms of the amphitheater creating a large unusable, inactive space.
- Landscape in terms of removing the existing mature tree canopy.

STAFF FINDINGS AND RECOMMENDATION:

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

Approved By:



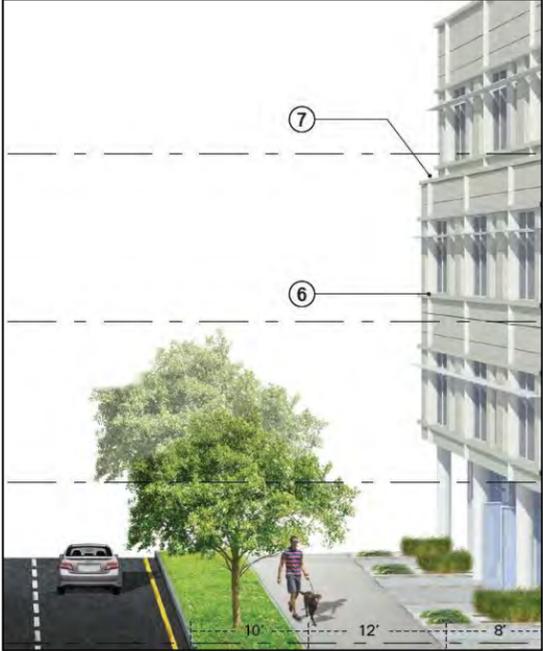
David Driskell, Executive Director
Department of Community Planning and Sustainability

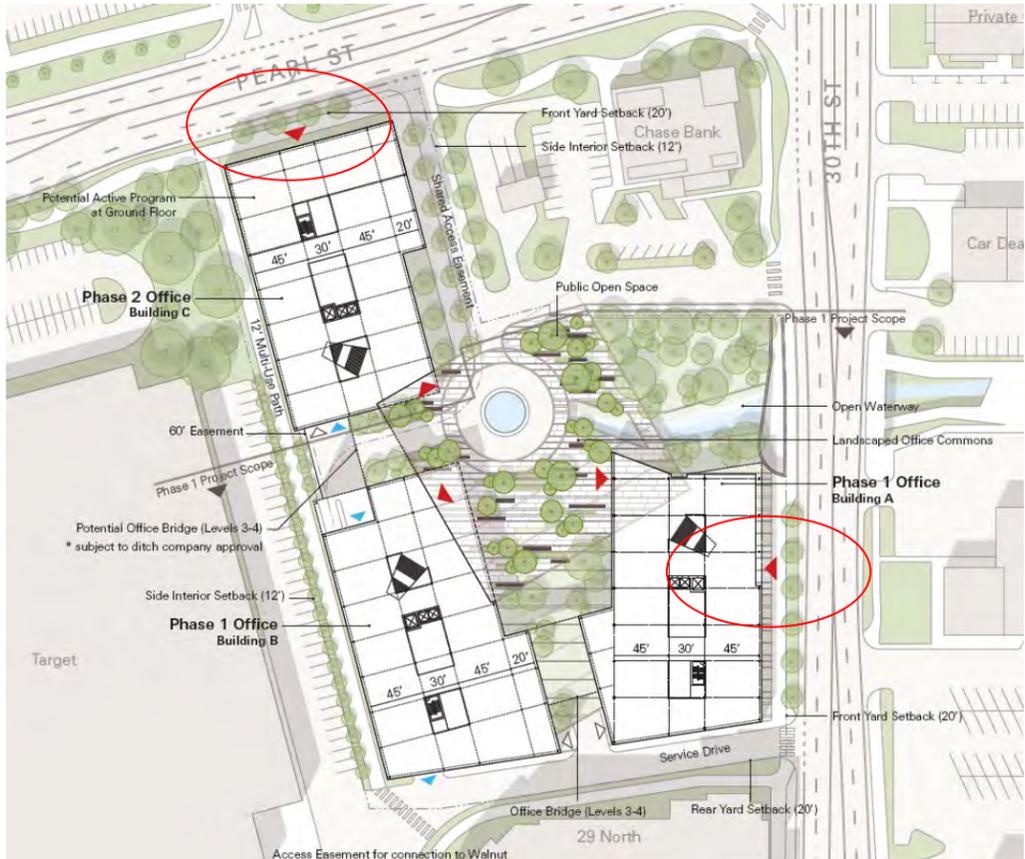
ATTACHMENTS:

A: Consistency Analysis with BVRC Guidelines

B: Concept Plan Submittal

Attachment A: Preliminary Analysis of Proposed project with BVCP Design Guidelines

CONSISTENCY WITH GUIDELINE	BVCP GUIDELINE	COMMENTS	ILLUSTRATIONS
Yes	<p>3.1.D. Maximize street-frontage of buildings</p> <p><i>To maximize the street-frontage of buildings and minimize the street-frontage of parking lots, orient the building so that its long side fronts the street. If a parking lot is located along the street, orient it so its short side fronts the street.</i></p>	<p>The proposed project illustrates buildings fronting onto both Pearl and 30th streets. For the 30th Street frontage, the configuration of the building oriented to address the street, will continue the same configuration of the adjacent 29 North Apartments as shown to the right.</p> <p>Consideration should be given to locating active, public uses on the ground floor, utilizing pedestrian scale materials and architectural details, utilizing additional glazing, etc. to enhance the pedestrian interest and activity at the street.</p>	
Yes - PARTIALLY	<p>3.1.E. Lay out site to support pedestrian circulation</p> <p><i>Pedestrian circulation should be an integral part of initial site layout, not added after building locations and vehicular circulation are determined. <u>Organize the site so that buildings frame and reinforce pedestrian circulation, and so that pedestrians walk along building fronts rather than along or across parking lots and drives.</u> Also arrange buildings to create view corridors between pedestrian destinations within and adjacent to the site, including building entrances, transit stops, useable open space, and nearby BVRC amenities, such as parks and greenways (see the BVRC Amenities Reference Map, Appendix D).</i></p>	<p>The proposed project appears to address this comment for the building fronts along 30th and Pearl streets as shown in the sketch to the far right, with the building located near the street, addressing the pedestrian with fenestration.</p> <p>The applicant is requesting that the east-west alignment of the multi-use path be modified or moved to another location. Staff notes that while there is connectivity from a pedestrian/bike tunnel recently constructed below 30th Street from the east, this particular connection would terminate at the large east wall of the Target building. This is further discussed under Key Issue no. 3.</p>	

<p>Potentially</p>	<p>3.1.I. Preserve existing vegetation</p> <p><i>Arrange site elements to preserve mature existing vegetation. Also see Guideline 3.7.F.</i></p>	<p><i>The proposed site plan illustrates buildings designed around existing trees. However, the preliminary tree inventory also illustrates removal of a number of trees, greater information about the species, size and health must be provided at Site Review.</i></p>	
<p>Yes</p>	<p>3.7.B. Street corners and site entries should have special landscaping</p>	<p><i>The site is not located at a corner. However, the site entry at both Pearl and 30th street should have special landscaping as project plans progress. A great deal of attention was paid to the internal landscape concept which appears to be interesting and elegant, as shown to the right. This same focus must be done to address the <u>streetscapes and the integration of the buildings into the surrounding public realm.</u></i></p> <p><i>The buildings have the opportunity to be transformative for this section of both Pearl and 30th streets. Therefore, not only building frontages that have ample fenestration and transparency but also landscaping that is engaging to the pedestrian will be important and project plans progress.</i></p>	
<p>Potentially</p>	<p>DESIGN OBJECTIVES for “A” streets – Pearl and 30th</p> <p><i>Comfortable, lively and interesting for pedestrians</i></p> <p><i>Buildings line street; minimum of parking lots adjacent to street</i></p> <p><i>Facades rich in windows and pedestrian-scale architectural details</i></p> <p><i>Outdoor restaurant/cafe seating and plazas</i></p>	<p><i>The proposed project interfaces with two “A” streets of both Pearl and 30th Streets. As such, the planned proximity of the building to the street does appear to address this comment. However, as project plans progress, greater detail will be needed to understand if the building’s façade addresses the street adequately with fenestration such as transparent windows and accessible entry doorways such that the building engages the street.</i></p> <p><i>From the exhibit shown to the right, it appears that there is just one entry each on the street facades for 150 feet of frontage on Pearl Street and 200 feet of frontage on 30th Street. More opportunities for activated entries into the building should be considered as project plans progress to ensure that the building is not monolithic in appearance and addresses the pedestrian for both streets.</i></p>	

PEARL PLACE

30TH AND PEARL STREET, BOULDER CO

CONCEPT PLAN 2ND SUBMISSION

JANUARY 21, 2014

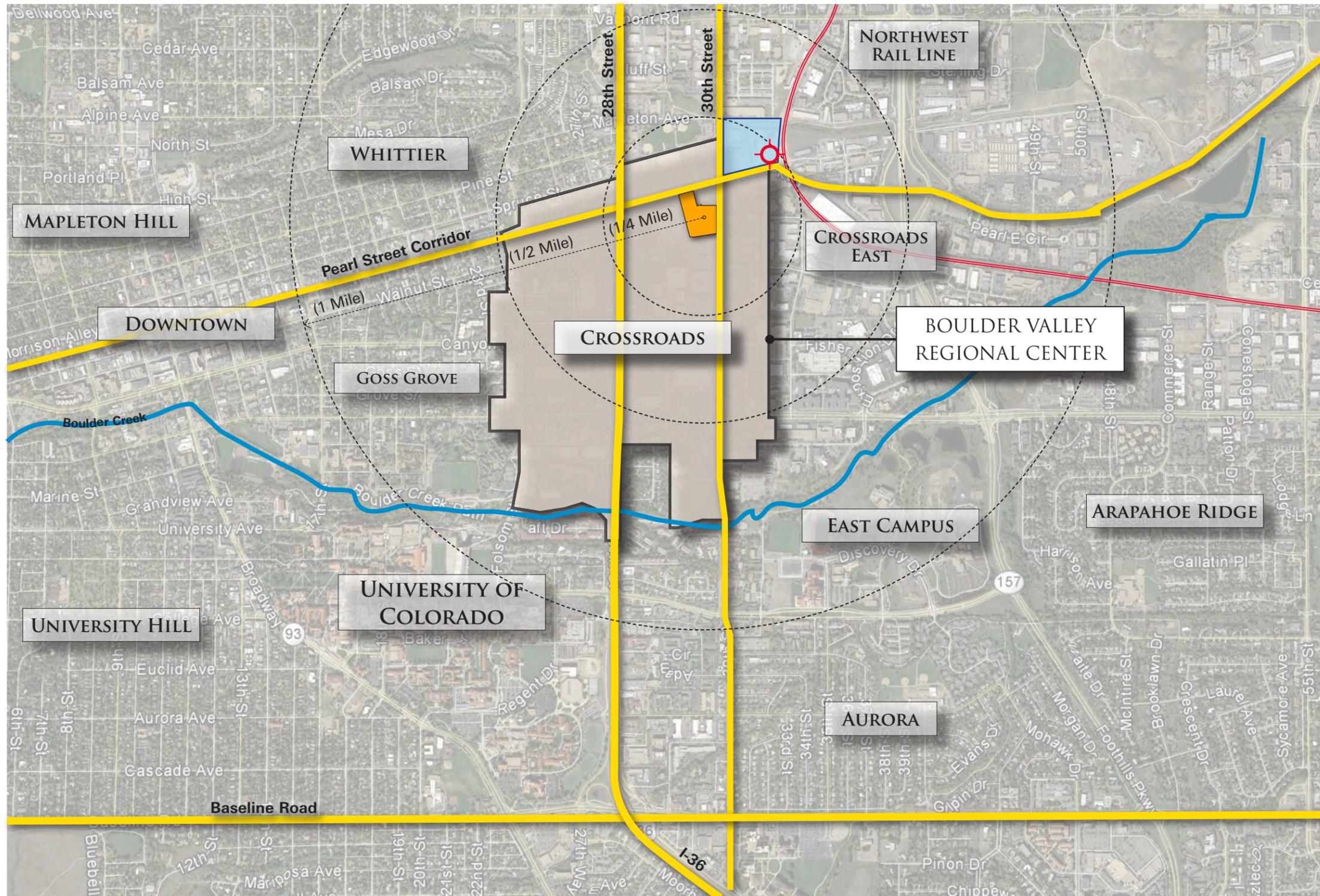
TABLE OF CONTENTS

REGIONAL CONTEXT	1
REGIONAL AND COMMUNITY PLANNING	2-3
ZONING REQUIREMENTS AND DESIGN STANDARDS	4
SITE CONTEXT	5
EXISTING SITE CONDITIONS	6-7
VIEWS	8
PROPOSED FLOOR PLANS	9-11
SITE PLAN AT 1/64" = 1'	12
SITE CIRCULATION DIAGRAM	13
BUILDING AND SITE SECTIONS	14
ENLARGED FACADE SECTIONS	15
CHARACTER ELEVATIONS	16
OPEN SPACE CONCEPTS	17
CONCEPT IMAGERY	18
EXISTING ON-SITE TREE INVENTORY	19
TRAFFIC IMPACT ANALYSIS	20-21
CIVIL ENGINEERING CONCEPTS	22-23
SITE SURVEYS	24-26
COMPLIANCE WITH BVRCDG	27-30

REGIONAL CONTEXT

Pearl Place occupies a prominent site within the Crossroads neighborhood at the northeast corner of the Boulder Valley Regional Center (BVRC). Encompassing a large geographic area of the City including the Crossroads Mall, the intersection of 30th and Pearl and the various retailers and businesses along 28th and 29th Streets, the BVRC has become the de-facto “front door” of downtown.

Originally conceived as an urban renewal zone, the BVRC has experienced significant new growth and reinvestment along the lines of transit-oriented, mixed-use development. Central to this vision of a more connected and diverse City is the development of a major transit hub and transit village immediately to the northeast. This transit hub will serve a number of significant local public bus routes as well as connect to a growing urban multi-use path system. In addition, the extension of rail to this area will position the Crossroads and BVRC as the significant point of arrival for an increasing number of regional visitors and commuters.



LEGEND

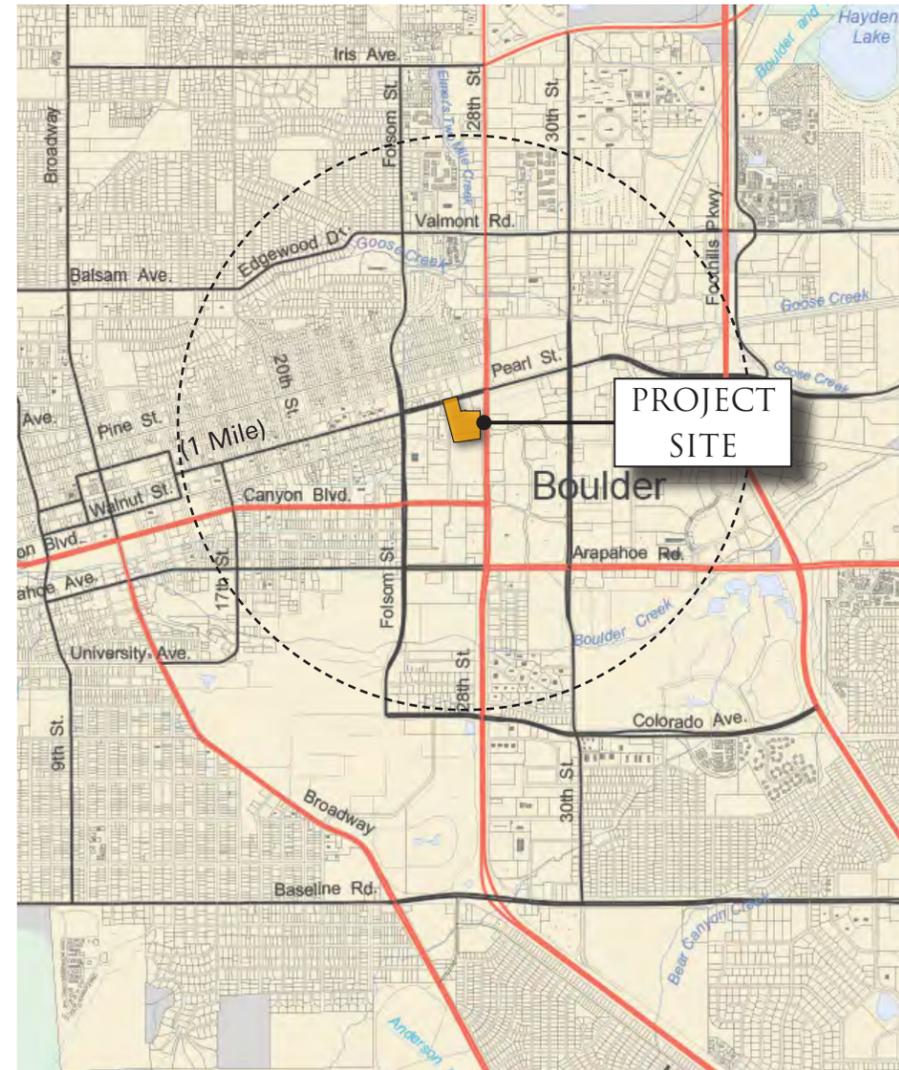
-  Project Site
-  Transit Hub
-  Boulder Transit Village
-  Rail Line



REGIONAL AND COMMUNITY PLANNING - BOULDER VALLEY COMPREHENSIVE PLAN

Pearl Place is located within Planning Area I, “that area within the City of Boulder which has adequate urban facilities and services and is expected to continue to accommodate urban development.” It is part of the significant regional retail corridor centered around 29th and 30th streets and one of the major activity centers described in the Plan which include Historic Downtown, the Boulder Valley Regional Center, and the University of Colorado.

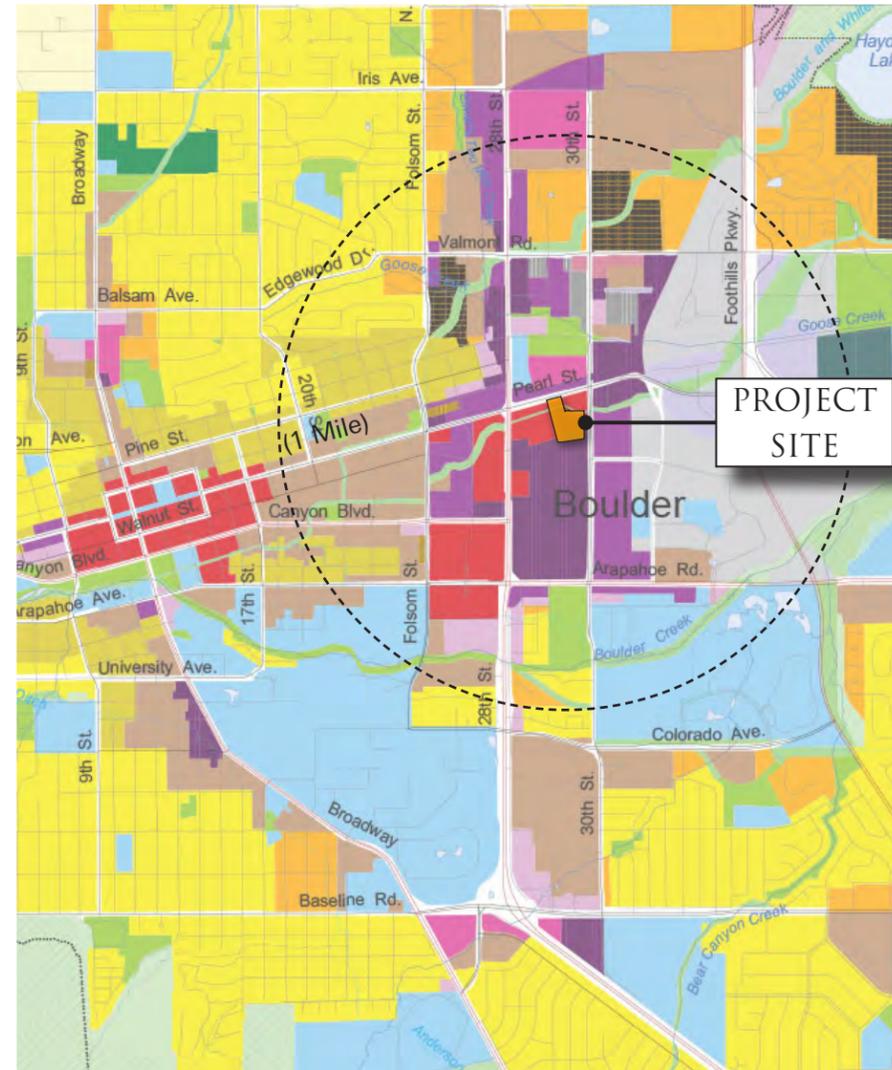
PLANNING AREA



PLANNING AREA 1: 97,500 Residents, 97,000 Jobs
 PROJECTED GROWTH (2035): +15,000 Residents, +19,000 Jobs

The site is designated Regional Business, a land-use designation intended to concentrate large scale business, retail and commercial uses along major roadways. This concentration is intended to reinforce the unique identity of the Crossroads area while preserving the distinct character and scale of surrounding residential neighborhoods.

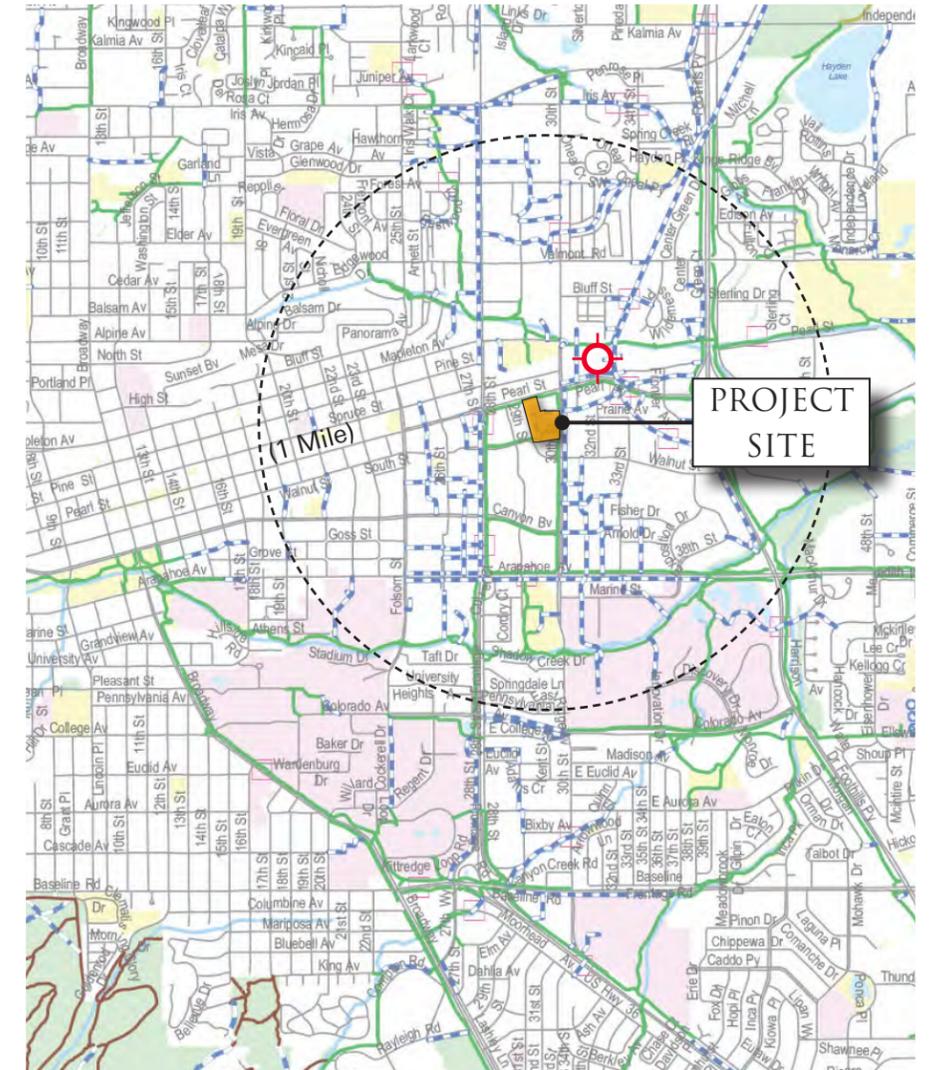
LAND USE DESIGNATION



LAND USE DESIGNATION: Regional Business
 ADJACENT LAND USES: Community & Mixed-Use Business

The site is located at the juncture of key existing and proposed multi-use paths, one of which is proposed to run parallel with the open-air irrigation ditch that crosses the site. Similar waterways and creeks have strongly influenced site planning throughout the City. The site is well-connected to other modes of transportation including future rail stations and regional transit hubs.

TRAILS

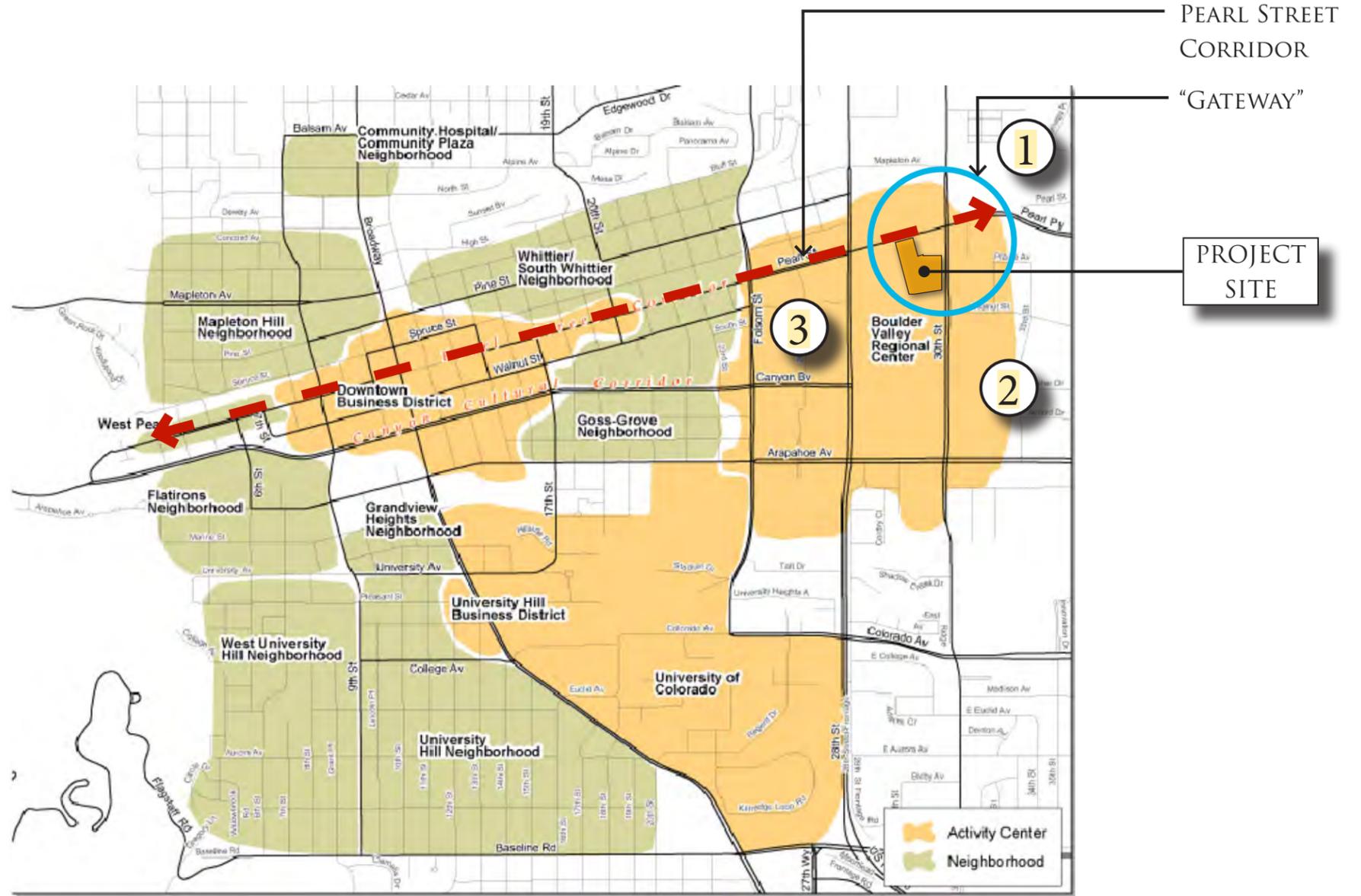
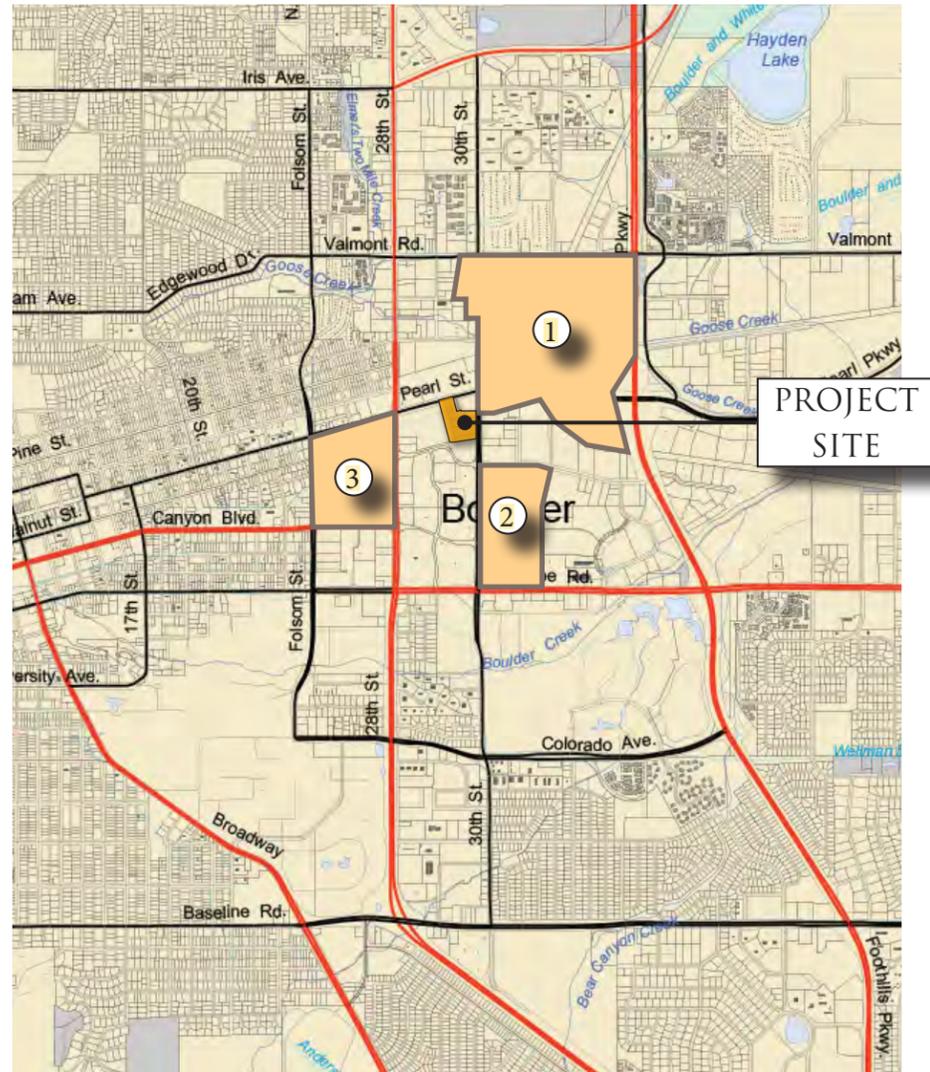


EXISTING AND PROPOSED MULTI-USE PATHWAYS
 - - Existing
 - - Proposed
 ◉ Transit Hub

REGIONAL AND COMMUNITY PLANNING - SUBAREA PLANS

Pearl Place is adjacent to a number of sub-communities within the city experiencing substantial change. To guide and manage this change a number of subcommunity area plans are in effect, although they do not directly apply to the project site at hand. These subarea plans include the Transit Village Area Plan (1), the Crossroads East Subarea Plan (2) and the Boulder Plaza Subarea Plan (3).

The site is also within the Boulder Valley Regional Center and therefore subject to that plan's design and development guidelines. The BVRC is physically connected along the Pearl Street corridor to Boulder's Downtown Business District. The portion of the Pearl Street corridor adjacent to the site is part of a significant and developing gateway area serving Boulder and the surrounding region.



ZONING REQUIREMENTS

Site Area:	4.29 AC (186,676 SF)
Zone District:	BR-1 (Business - Regional 1)
Allowed Uses:	Residential, Restaurant, Hotel, Office, Retail, Congregate Care, Parking
Setbacks:	20' Along Pearl St. (Front Yard) 20' Along 30th St. (Front Yard) 20' Along South Property Line (Rear Yard) 0-12' On Remaining Sides (Side Interior)
Maximum Height:	35' By-Right 55' Maximum*
Maximum # Stories:	3+ *
Maximum FAR:	2:1 By-Right 4:1 Maximum*
Dwelling Units / Acre:	27.2
Off-Street Parking:	Office: 1 Space / 400 sf Hotel: 1 Space / 300 sf 1 Space / Room Retail: 1 Space / 400 sf
Bicycle Parking:	10% of required off-street automobile parking. After first 50 bicycle parking spaces, 5% of required off-street parking.
Off-Street Loading:	Required
Minimum Open Space:	10% 20% if building height is in excess of 45' (9-9-11(C))
Historic Districts:	None

*Subject to Planning Board Review and Approval

BOULDER VALLEY REGIONAL CENTER DESIGN GUIDELINES

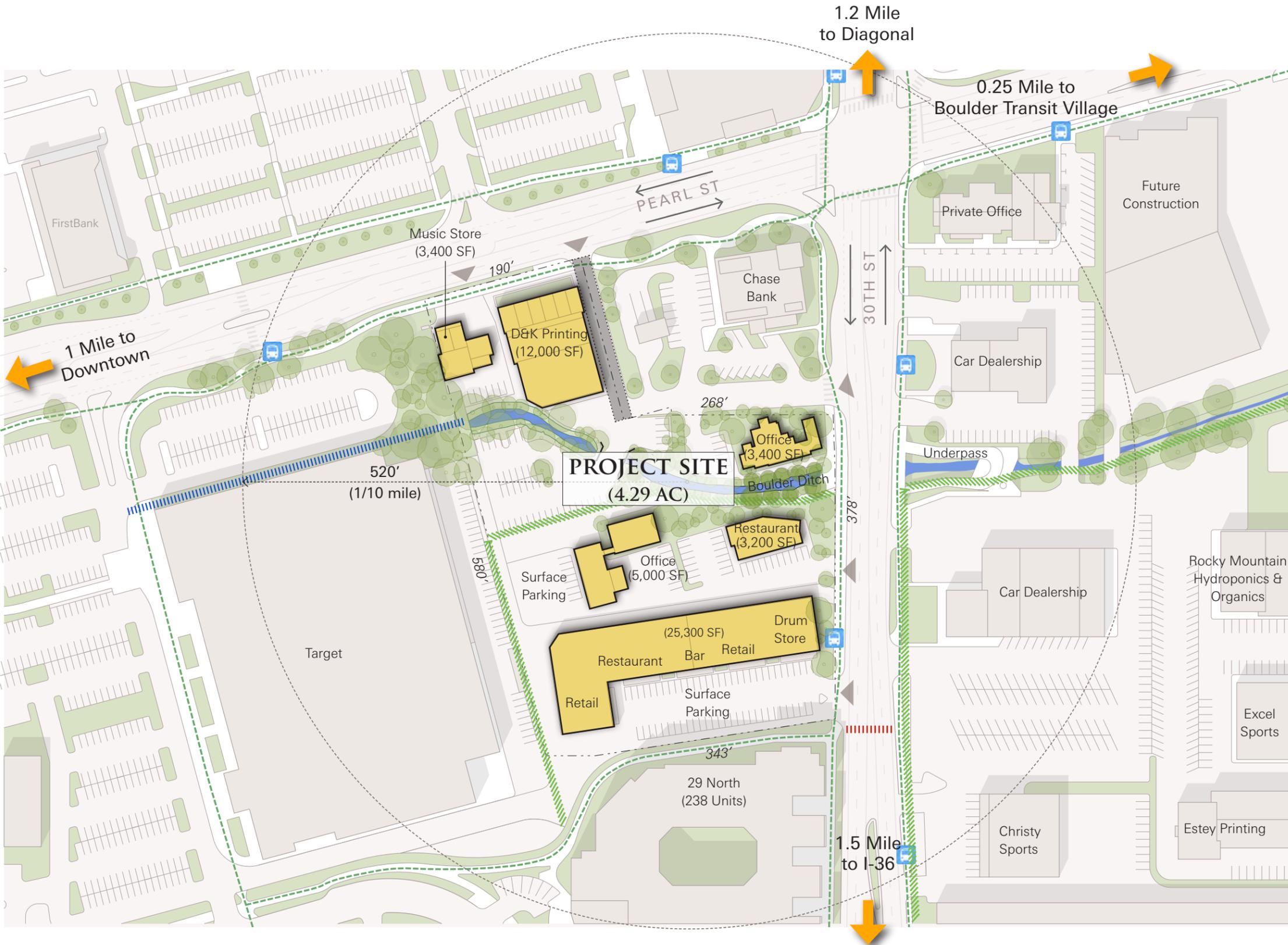
The City of Boulder created the Boulder Valley Regional Center Design Guidelines to manage growth and guide development in a way that balances economic needs with sensitivity to the character of the neighborhood. Within the planning area these design standards and guidelines offer guidance to developers, designers and policy makers as to the implementation of the larger goals of the Boulder Valley Comprehensive Plan. The BVRC Design Guidelines are a comprehensive guide to site planning and building design intended to ensure that high quality urban development will continue to attract patrons and strengthen the vitality of the neighborhood.

The BVRC Design Guidelines articulate the following general design goals:

- Redevelopment that minimizes negative impacts on the environment and human health
- Improved image and "sense of place"
- Taking advantage of amenities and features that already exist
- Strong streetscape standards
- Capitalize on Boulder's natural setting and outdoor, active lifestyle
- Pedestrian orientation
- Interconnected, walkable commercial neighborhoods
- Smaller blocks
- Connections for all travel modes
- Mixed-use development
- Transit hubs
- Strengthened ties to Downtown and the University

Specific Goals and Strategies articulated as Standards and Guidelines include:

1. Site Design
 - Site Layout
 - Vehicular Circulation
 - Pedestrian and Bicycle Circulation
 - Bicycle Parking
 - Automobile Parking
 - Useable Open Space
 - Site Landscaping
 - Outdoor Furnishings
 - Art
2. Streetscape Design
 - Components by Street Type
 - Internal Through-Streets
 - Transit Stops
3. Building Design
 - Massing
 - Façade
 - Service and Utility
4. Sign Design



SITE CONTEXT

Situated southwest of the intersection of 30th and Pearl Streets, the site proposed for Pearl Place is afforded good access and high visibility from both major streets as well as strong connections to existing and planned transit-oriented, mixed-use developments, large-scale retail, and Boulder's network of recreational trails.

Currently the site is home to a number of scattered, aging one and two-story commercial buildings. This assemblage neither creates a defined urban street edge nor relates in a coherent manner to the waterway crossing the site, a potential site amenity. The development concept proposes demolition of all existing structures.

LEGEND

- Curb Cut
- Property Line
- Access Easement
- Existing Building (to be removed)
- Open Portion of Ditch
- Channelized Portion of Ditch
- Existing Landscaping (to be incorporated)
- Vehicular Bridge to Remain
- Bus Stops
- Existing Pedestrian & Bicycle Trail
- Proposed Pedestrian Crossing
- Proposed Multi-Use Path

EXISTING SITE CONDITIONS



2 - Condition of the public sidewalk in front of the D&K Building



3 - View down a narrow service easement between the two existing buildings



View 1 - The D&K Printing Company building and Woodsong as seen from Pearl Street.





4 - A view across the surface parking lot north toward the Boulder ditch.



5 - The front entrance of Woodsong facing Pearl Street



6 - A view along the open ditch bisecting the site showing the condition of the bank and landscaping.



7 - A view showing the one-story strip retail and surface parking lot toward the south of the site.

The existing site is divided into two distinct parcels - a north parcel of 1.36 acres fronting Pearl Street eastbound, and a south parcel of 2.93 acres fronting 30th Street southbound. The open ditch runs between these two distinct parcels and is itself bisected by a north-south running access drive connecting Pearl Street with the center of the site.

North Parcel - Pearl Street

Two buildings currently exist on the north parcel - the 12,000 sf D&K Printing Company building fronting the street and the 3,400 sf Woodsong building which is recessed behind a narrow strip of surface parking. Both buildings are in fair condition and leased. The total FAR of the site is approximately 0.42 FAR (2.0 FAR is allowed). Both the detached public sidewalk and parking areas require improvements to meet City standards with regard to landscape and streetscape elements, and require improved connections to the adjacent properties. The site slopes approximately five feet from the north along Pearl to the south along the ditch.

South Parcel - 30th Street

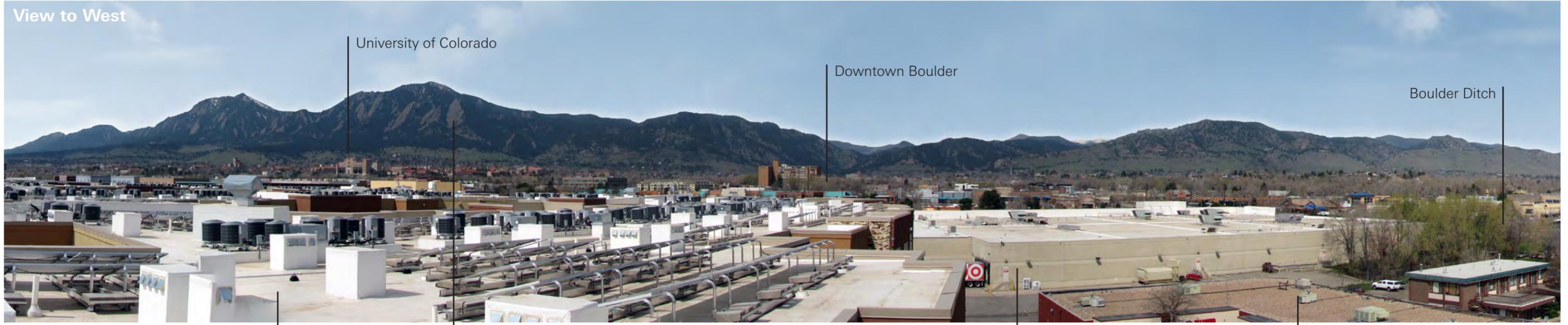
A variety of one and two-story commercial buildings in various conditions reside on the south parcel, totaling approximately 37,000 sf or 0.62 FAR. In contrast to the north parcel this site is relatively flat, sloping gently from the south adjacent to the multi-use path and residential mid-rise to the north along the ditch. The site is predominantly surface parking with few to no on-site landscape and site improvements.

The North Boulder Farmers Ditch and Lefthand Ditch

The open ditch that bisects the site is a prominent natural feature and is surrounded by mature trees. A number of these trees however are not healthy and require removal and/or replacement. The banks of the ditch itself require stabilization and could benefit from aesthetic improvements. Immediately east the ditch runs along a bicycle underpass and connects with current and planned pathways. To the west the ditch runs below-grade in two separate culvert systems.

VIEWS

View to West



University of Colorado

Downtown Boulder

Boulder Ditch

29 North Roof (55')

Flatirons

Target (30'-35')

Existing Building on Site

View to North



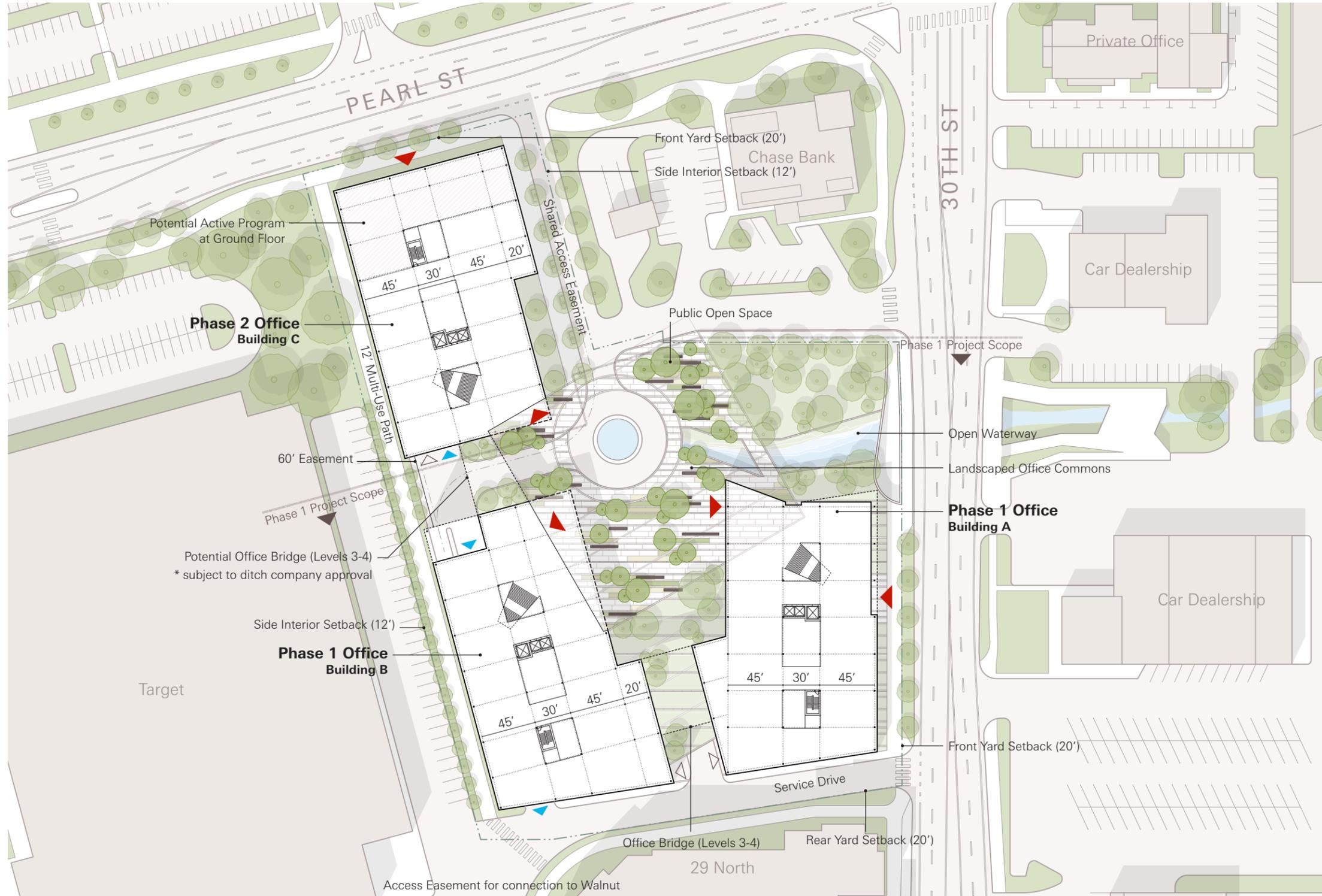
Boulder Transit Village

Whole Foods

Barnes & Noble (30'-35')

Pearl Street

PROPOSED GROUND LEVEL PLAN



Office (300,000 Net-Rentable sf)

Phase 1:

Building A: 100,000 NRsf

- Level 1: 26,000 NRsf
- Level 2: 27,500 NRsf
- Level 3: 27,500 NRsf
- Level 4: 19,000 NRsf

2,500 sf Roof-Top Terrace*

Building B: 100,000 NRsf

- Level 1: 15,000 NRsf
- Level 2: 29,000 NRsf
- Level 3: 29,000 NRsf
- Level 4: 27,000 NRsf

2,500 sf Roof-Top Terrace*

Phase 2:

Building C: 100,000 NRsf

- Level 1: 26,000 NRsf
- Level 2: 27,500 NRsf
- Level 3: 27,500 NRsf
- Level 4: 19,000 NRsf

1,500 sf Roof-Top Terrace*

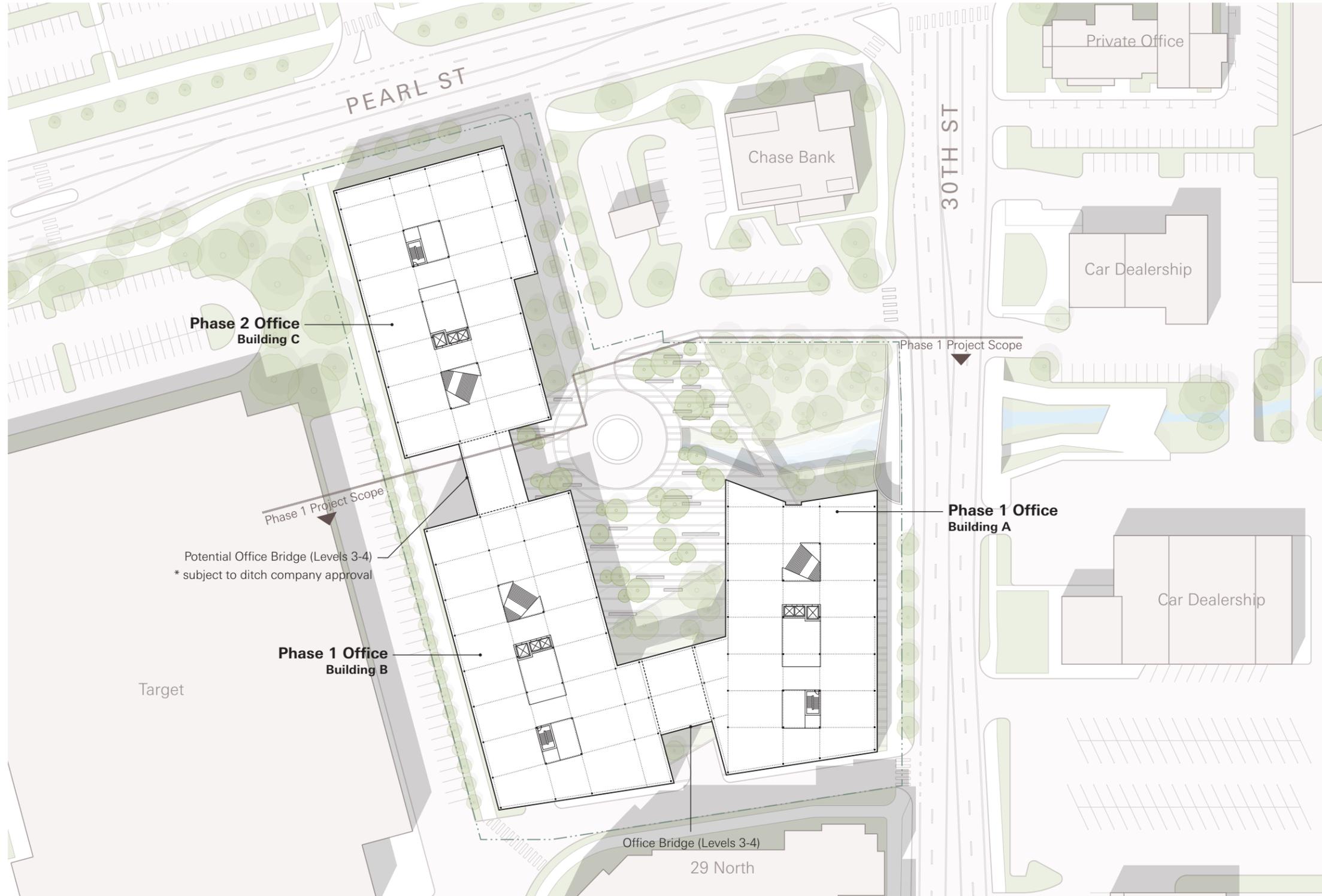
*not counted in NRSF calculation

LEGEND

- ▶ Entry
- ▶ Parking Entry
- ▷ Service
- Property Line



PROPOSED TYPICAL FLOOR PLAN



Office (300,000 Net-Rentable sf)

Phase 1:

Building A: 100,000 NRsf

- Level 1: 26,000 NRsf
- Level 2: 27,500 NRsf
- Level 3: 27,500 NRsf
- Level 4: 19,000 NRsf

2,500 sf Roof-Top Terrace*

Building B: 100,000 NRsf

- Level 1: 15,000 NRsf
- Level 2: 29,000 NRsf
- Level 3: 29,000 NRsf
- Level 4: 27,000 NRsf

2,500 sf Roof-Top Terrace*

Phase 2:

Building C: 100,000 NRsf

- Level 1: 26,000 NRsf
- Level 2: 27,500 NRsf
- Level 3: 27,500 NRsf
- Level 4: 19,000 NRsf

1,500 sf Roof-Top Terrace*

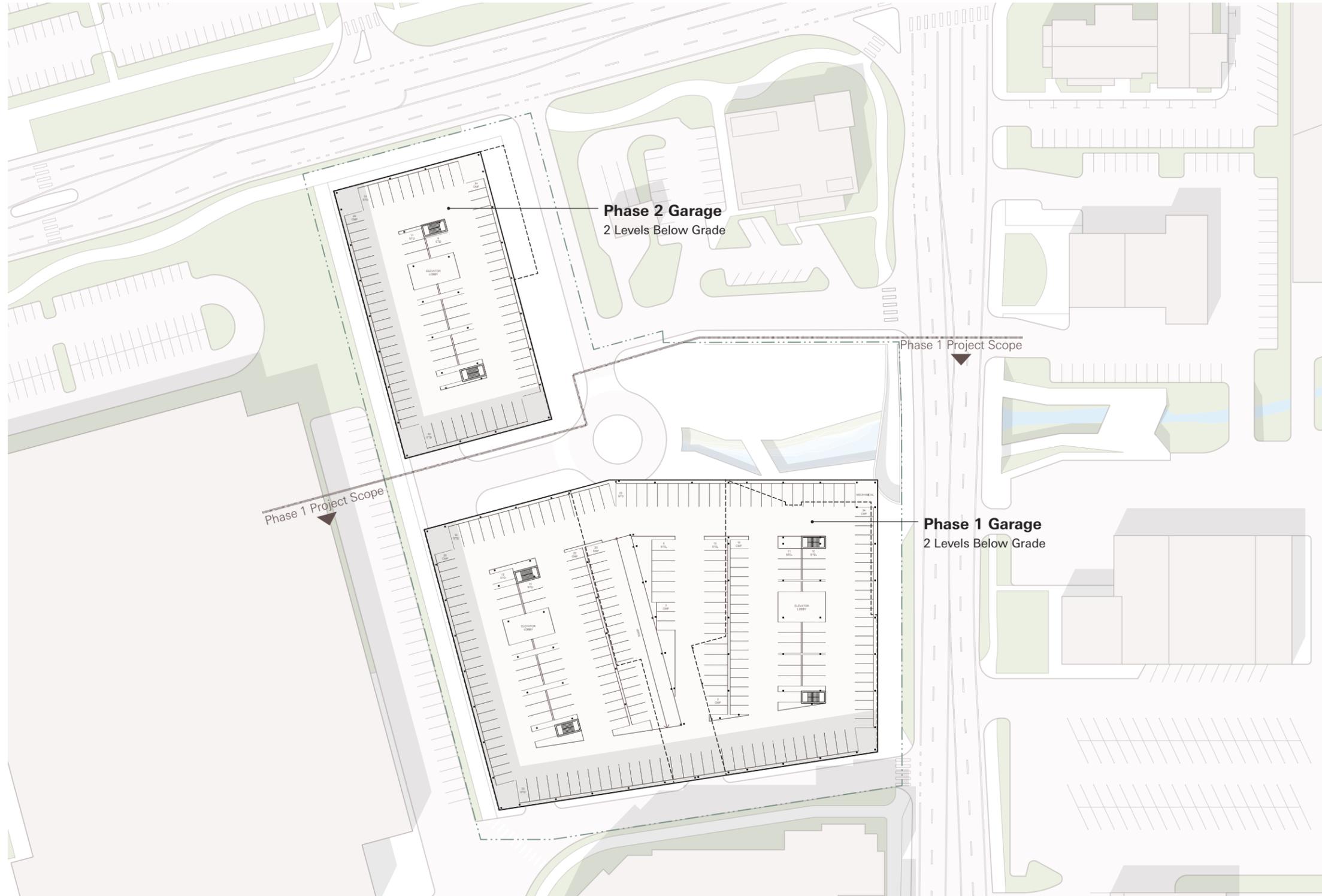
*not counted in NRSF calculation

LEGEND

- Entry
- Parking Entry
- Service
- Property Line



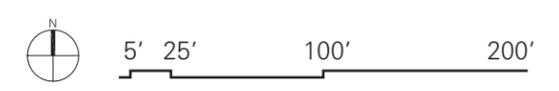
PROPOSED PARKING PLAN



- Office Parking (770 Stalls)**
- Phase 1:**
 - 600 Stalls** (40% Compact)
 - 250 Stalls / Level Below Grade
 - 100 Stalls on 1/2 Level Above Grade
 - 82,500 sf / Level
 - 330 sf / Stall
- Phase 2:**
 - 170 Stalls** (40% Compact)
 - 85 Stalls / Level
 - 28,000 sf / Level
 - 330 sf / Stall

LEGEND

- Entry
- Parking Entry
- Service
- Property Line



SITE PLAN: 1/64" = 1'



PEARL ST

30TH ST

29 North

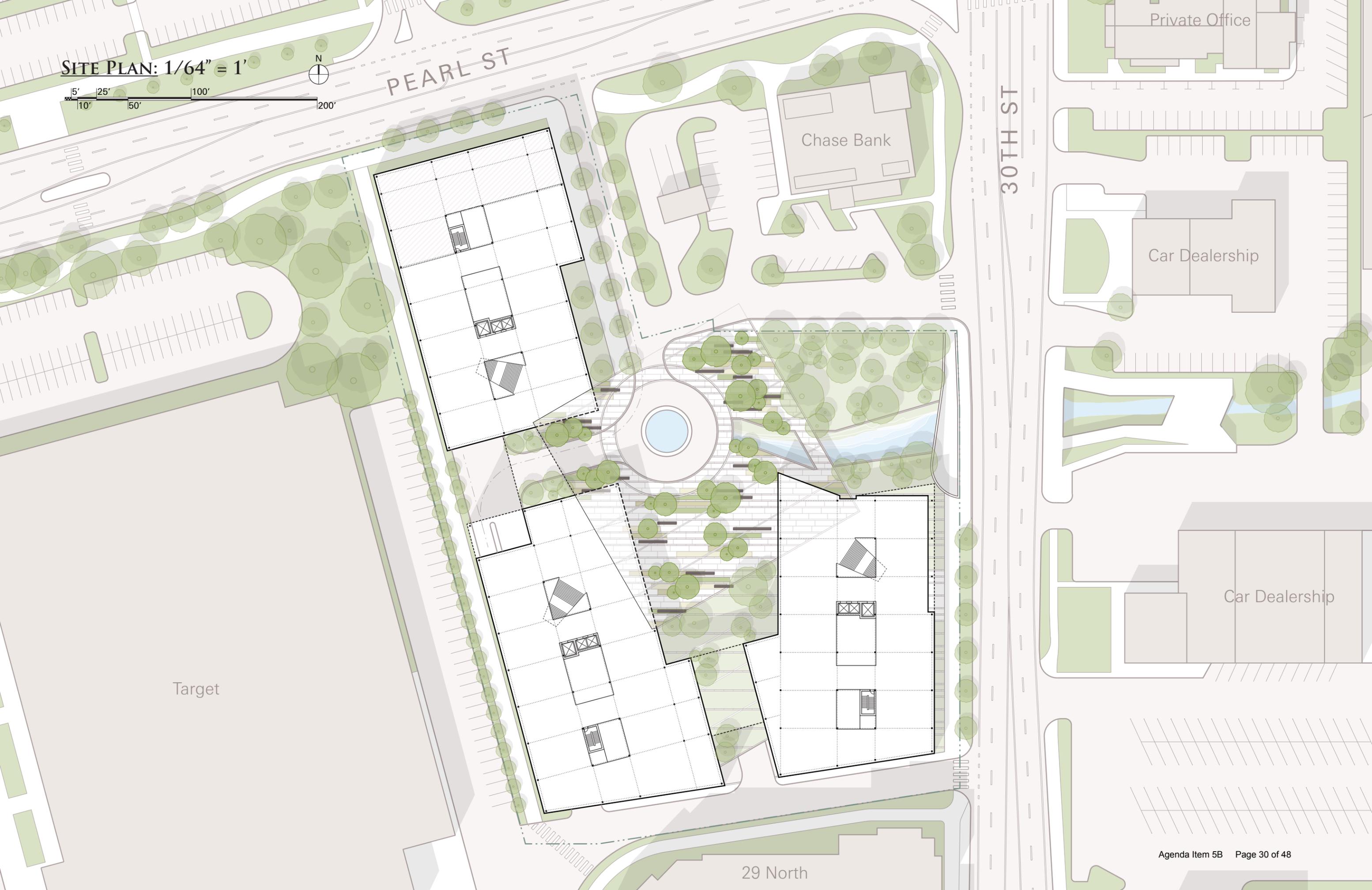
Target

Chase Bank

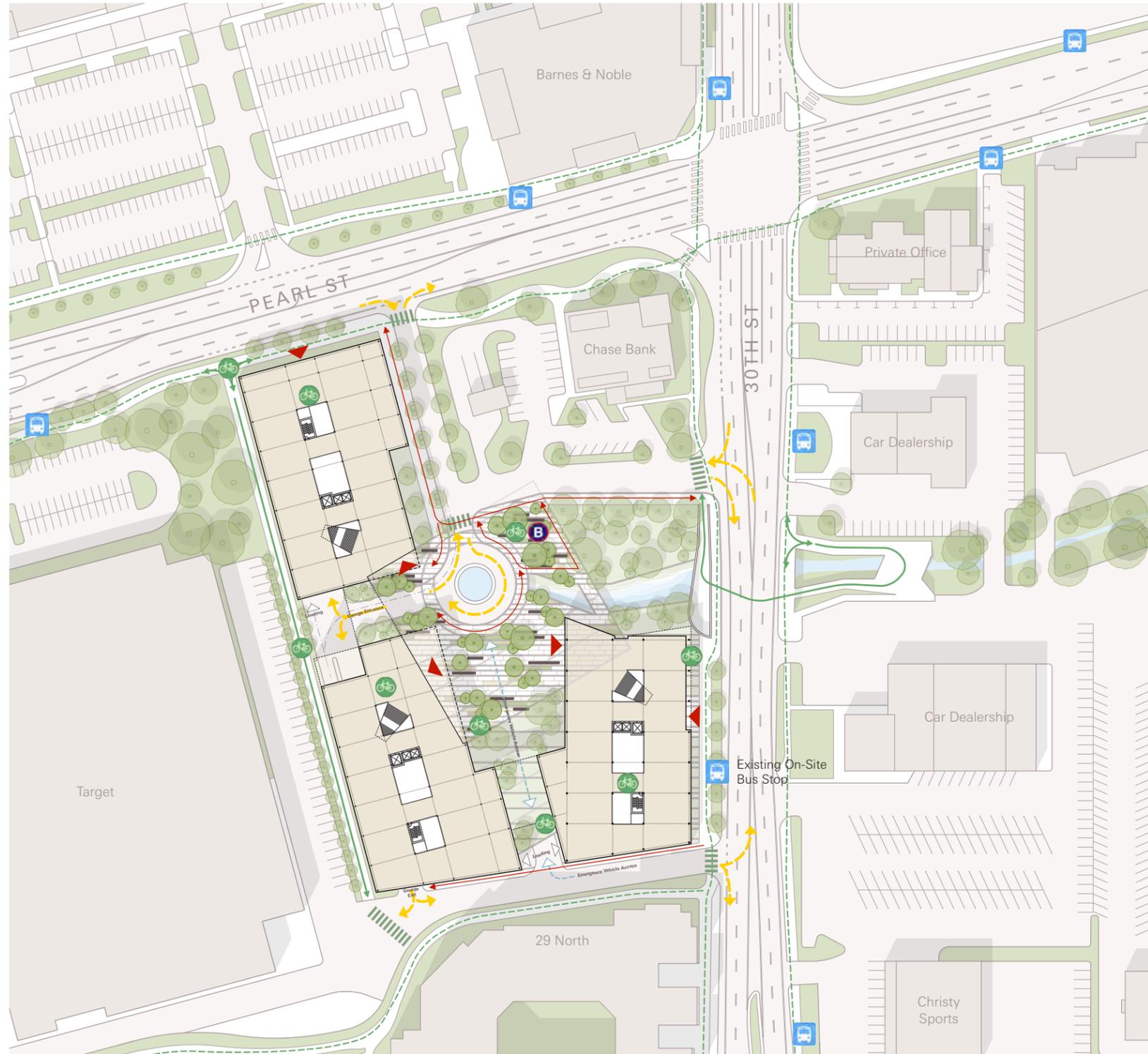
Private Office

Car Dealership

Car Dealership



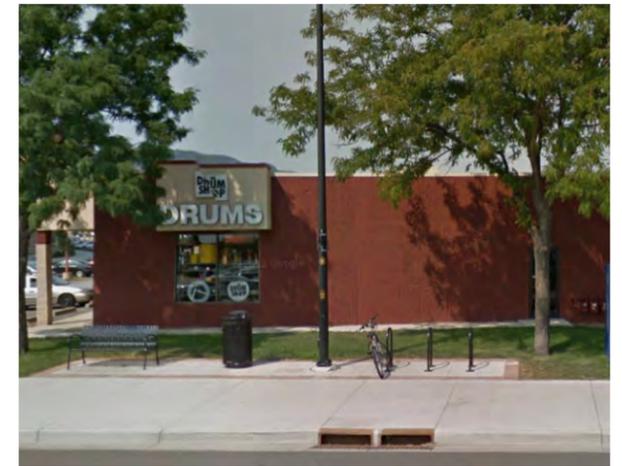
SITE CIRCULATION



The site concept accommodates multi-modal circulation through and adjacent to the project site – including automobile, service, bicycle, and pedestrian traffic. One access point (an existing shared access easement) is provided for vehicles along Pearl St and two access points provided along 30th St. Additionally, a small amount of traffic is anticipated from Walnut St. at the southwest corner of the site. The internal north/south drive which connects Pearl St. to the site will provide an active and attractive streetscape experience for automobile, pedestrian, and bicycle traffic alike.

Service vehicle circulation and parking garage access will be conveyed primarily to the site periphery through use of the drive off of Pearl St. and the east/west access road which forms the southern boundary of the site. All below-grade garage entrances and loading zones are strategically located in relation to these access points. **This strategy allows the central office commons open space to be free from vehicular traffic.**

Both covered and outdoor bicycle parking areas and rental zones are provided at various locations around the site. Bicycle traffic is primarily channeled along the multi-use path that turns south from Pearl Street to run along the west edge of the property. Connections from this path are made to the existing path to the south of the site. The path continues along Pearl Street to connect to the existing bicycle underpass located at the intersection of 30th Street and the waterway.



Existing Bus Stop on 30th St.

Transit stop and amenities to be replaced as needed, resulting in a similar transit stop with similar amenities.

Total Bicycle Parking Required: 83 spaces
Total Provided: 90 spaces + B Cycle Station

Note: This includes both long term and short term bicycle parking as per section 9-9-6(g)

LEGEND

- Property Line
 - B Cycle Rental Station
 - Bike Parking for 10 Bikes
 - Bus Stops
 - - - Multi-Use Path
 - Pedestrian Trail
 - ||||| Crosswalk
- N
 5' 25' 100' 200'

ENLARGED FACADE SECTIONS



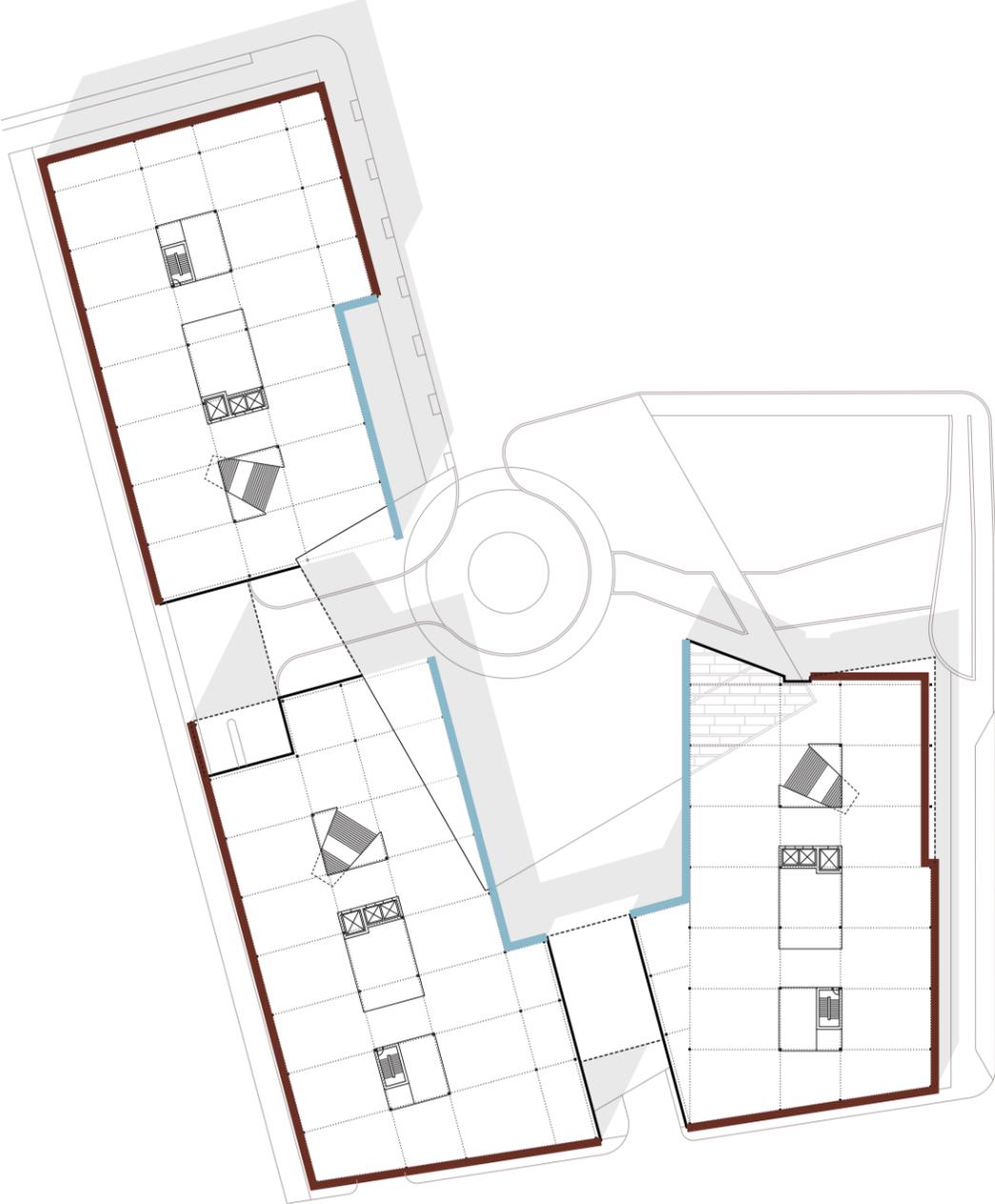
- ① Public Street
- ② 10' Planting Strip
- ③ 12' Public Sidewalk
- ④ 8' Landscape Buffer
- ⑤ Recess at Building Entrance
- ⑥ Masonry Facade with Punched Openings
- ⑦ Visual Recess at Fourth Story
- ⑧ Membrane Roof with 18" Parapet
- ⑨ Occupiable Roof Terrace
- ⑩ Transparent Curtainwall Facade
- ⑪ Landscaped Office Commons
- ⑫ Subterranean Parking Structure

Typical Public Street-Facing Wall Section

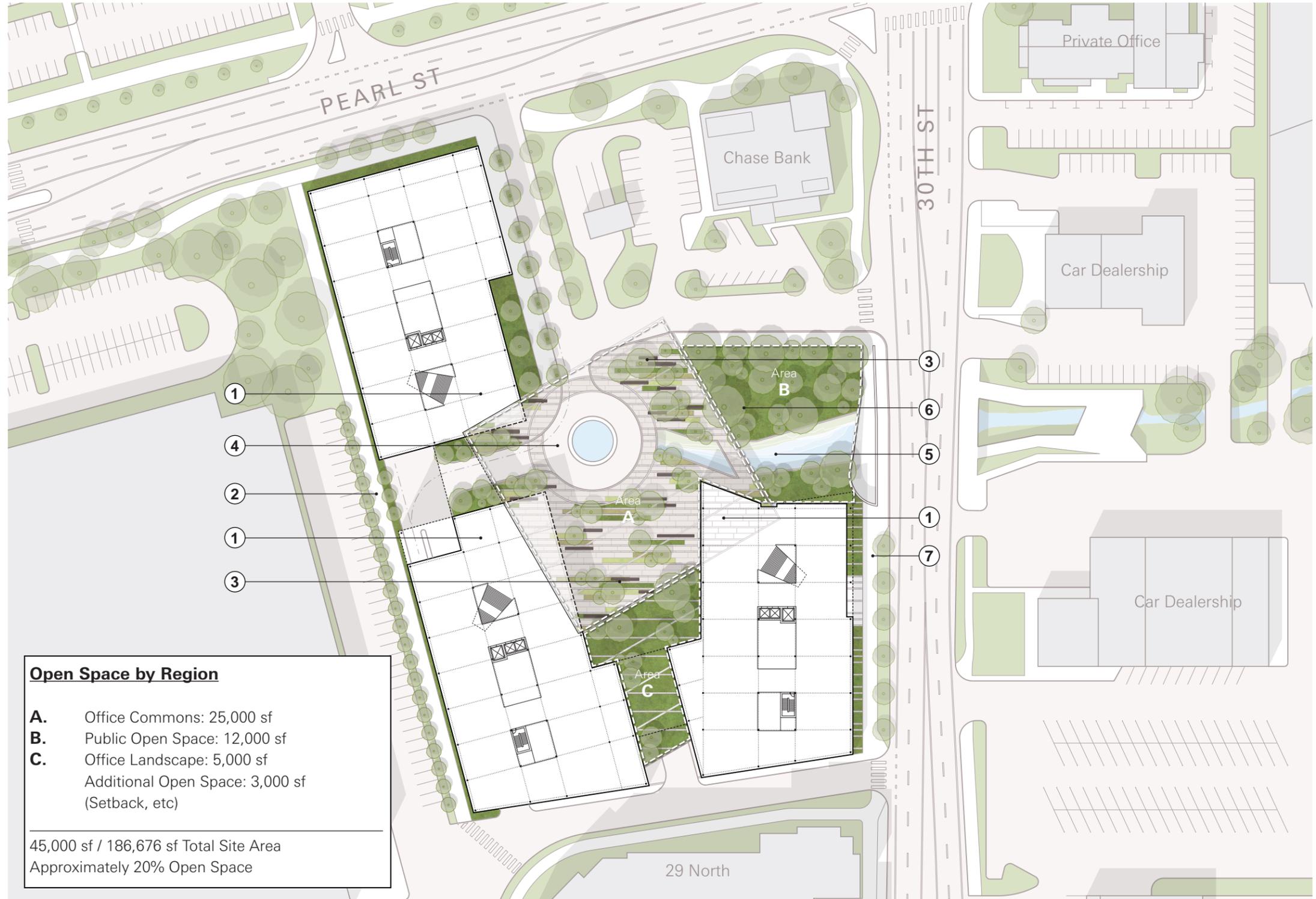
Typical Office-Commons Facing Wall Section

CHARACTER ELEVATIONS

- **Facade Treatment 1**
Inward Orientation - Curtain Wall
- **Facade Treatment 2**
Outward Orientation - Punched Openings Through Masonry Veneer



OPEN SPACE CONCEPTS



Open Space by Region	
A.	Office Commons: 25,000 sf
B.	Public Open Space: 12,000 sf
C.	Office Landscape: 5,000 sf
	Additional Open Space: 3,000 sf (Setback, etc)
45,000 sf / 186,676 sf Total Site Area	
Approximately 20% Open Space	

Concept

The landscape and open space concept will integrate the site's primary natural amenity - the open waterway running east to west- with a number of public and private, small and medium scale open spaces. These landscaped open spaces will provide opportunities for gathering and relaxation, transition to and from the building lobbies and entrances, and circulation through the site.

The concept also provides for a number of new connections to the existing street and sidewalk network and current and proposed multi-use paths and trails.

Additionally the internal drive connecting Pearl Street to the center of the site will provide an active and attractive streetscape experience with an emphasis on decorative paving, street furniture and lighting.

- ① Occupiable Roof Terrace
- ② Multi-Use Path Through Site
- ③ Office Commons
- ④ Internal Road and Streetscape
- ⑤ Improved Waterway with Footbridge
- ⑥ Public Open Space
- ⑦ Improved 30th Streetscape



CONCEPT IMAGES



Landscape Variation



Foot Bridge



Hardscape



Improved Waterway



Office Commons



Occupiable Roof Terrace

EXISTING ON-SITE TREE INVENTORY



Background

Ecological Resource Consultants, Inc. (ERC) conducted an inventory of existing trees on the property located southwest of the intersection of 30th and Pearl Streets, City of Boulder, Colorado (Site) (ERC Project Number 200-1314). The purpose of the inventory was to locate and identify the species of trees present, measure the trunk diameter at breast height (dbh) and evaluate the general health of the trees identified on and near the subject Site. The tree inventory was completed in accordance with Boulder Revised Code (BRC) 9-2-14 (h) (2)(C) "Site Review", BRC 1981; and 9-9-12, "Landscape and Screening Standards"(Ordinance No. 7713).

Method

ERC performed the tree inventory on August 20th and 21st, 2013. Weather was clear and warm and the trees were producing vegetative and reproductive structures. ERC inventoried, per the BRC, each tree with a diameter of 6 inches and over by identifying the species, measuring the trunk diameter at breast height (dbh) (at approximately 54 inches above the ground) using a 20 foot diameter tape and evaluating the general condition of each tree. Trees and shrubs with a dbh less than 6 inches were not included in the survey. All trees inventoried were categorized into one of five groups: excellent, good, fair, poor or very poor. The tree condition categories are defined as follows:

Excellent – Healthy, vigorous tree. No apparent signs of insect, disease or mechanical injury. No corrective work required. Form representative of the species.

Good – Better than average vigor. Little corrective work needed. Not quite perfect form.

Fair – Average condition and vigor for the area. May be in need of some corrective pruning or repair. May lack desirable form characteristics of the species. May show minor insect injury, disease or physiological problem.

Poor – General state of decline. May show severe mechanical, insect or disease damage. Death not imminent. May require major repair or renovation.

Very Poor – Includes "poor" above but is more extreme in that no amount of repair or renovation will lead to a desirable and sustainable tree. Costs would exceed any benefit.

Summary of Results

In total, 125 individual trees, composed of 10 separate species, were identified within the Site. The species included green ash (*Fraxinus pennsylvanica*), black walnut (*Juglans nigra*), autumn purple (*Fraxinus americana*), box elder (*Acer negundo*), Siberian elm (*Ulmus pumila*), crack willow (*Salix fragilis*), cottonwood (*Populus deltoides*), ponderosa pine (*Pinus ponderosa*), Austrian pine honey locust (*Gleditsia triacanthos*), and tree of heaven (*Ailanthus altissima*). Most trees on the site appear to be in excellent to good condition. The trees are generally healthy with no observed disease. The cottonwood and willow trees along the Boulder Left Hand Ditch are generally large and have not been maintained. Many of the willow and cottonwood trees along the Boulder Left Hand Ditch have large hanging branches that present a risk to public safety and property. ERC recommends that these trees be regularly maintained to remove large branches that present a risk.

Trees categorized as excellent were vigorous with no signs of disease or mechanical injury. Trees categorized as good were healthy with no maintenance required. Trees categorized as fair were generally healthy but needed minor corrective work. Trees categorized as poor were in declining health and would need major repairs. Trees categorized as very poor were dead or dying and may be recommended for removal.

Native species present on the Site included green ash, black walnut, box elder, autumn purple, ponderosa pine, cottonwood, and honey locust. The tree of heaven, cottonwood, crack willow, evergreens (over 30 feet high), Siberian elm, and clump or multi stem trees are considered to be undesirable trees by the City of Boulder. These trees are easily damaged by storms, prone to insect and disease infestations, or predisposed to decay and evergreens over 30 feet in height can cause sight obstructions (City of Boulder Tree Planting Program 2012).

-  High Value Tree Species
-  Low Value Tree Species
-  **Drawing Not to Scale**

PRELIMINARY TRIP GENERATION AND DISTRIBUTION

Existing Conditions

Currently, the project site has a variety of land uses in operation. The handful of existing buildings consists of small offices and retail shops, which will be redeveloped in the proposed plan. One business will remain on the property, the Chase Bank. There are currently two access points on Pearl Street and three access points on 30th Street into this site.

Land Uses

The build out of the site is proposed to consist of three office buildings. In Phase 1, the redevelopment site proposes to include two office buildings, Buildings A and B. Buildings A and B consists of 100,000 square feet of office space, each. Phase 2 will include an additional 100,000 square feet of office space and is referred to as Building C. The land use is classified as General Office Building (710) in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). The proposed site plan has three access points, one on Pearl Street and two on 30th Street. The southernmost access on 30th Street is considered the service access and is not anticipated to have a high volume of trips. The site plan includes public open space and an amenity pavilion that are expected to be used by on-site employees. It is not anticipated that these will generate any external trips.

TABLE 1: TRIP GENERATION FOR PEARL PLACE

ITE Land Use Code	Land Use	Size	Avg. Wk Day	Trip Generation Rates						Trips Generated						
				AM Peak			PM Peak			Avg. Week Day	AM Peak			PM Peak		
				Rate	% Enter	% Exit	Rate	% Enter	% Exit		Trips IN	Trips OUT	Total	Trips IN	Trips OUT	Total
Phase 1																
710	General Office Bldg	200 ksf	[a]	[a]	88%	12%	[a]	17%	83%	2,223	293	40	333	51	251	302
Total Unadjusted Trips for Phase 1:										2,223	293	40	333	51	251	302
Phase 2																
710	General Office Bldg	100.0 ksf	[a]	[a]	88%	12%	[a]	17%	83%	1,313	168	23	191	32	158	190
Total Unadjusted Trips for Phase 2:										1,313	168	23	191	32	158	190
Subtotal Unadjusted Trips:										3,536	461	63	524	83	409	492
Alternative Modes Reduction 20%										-707	-92	-13	-105	-17	-82	-98
Grand Total Adjusted Trips:										2,829	369	50	419	66	327	394

KSF = Thousand Square Feet

¹ Values obtained from Trip Generation, 9th Edition

[a] Daily: $\ln(T) = 0.76 * \ln(x) + 3.68$, where T = trips, x = 1000 sq ft gross floor area

AM Peak Hour: $\ln(T) = 0.80 * \ln(x) + 1.57$, where T = trips, x = 1000 sq ft gross floor area

PM Peak Hour: $T = 1.12 * x + 78.45$, where T = trips, x = 1000 sq ft gross floor area

Trip Generation

The expected trip generation is shown in Table 1 and is based on the methodology provided in the ITE Trip Generation Manual, 9th Edition. A preliminary alternative mode reduction of 20 percent was applied to the trip generation. This may be amended in the traffic impact study and by the TDM plan based upon further research and study of the area. Pass-by reductions are not applicable to this type of development. As the traffic study progresses, we will analyze and determine the appropriate alternative mode generation and vehicular traffic reduction for the site with Boulder staff.

As shown in Table 1, the estimated adjusted trips are 2,829 for the average weekday, with the AM and PM peak hours at 419 and 394, respectively. Depending on the TDM plan, the alternative mode reduction may be adjusted, which will alter the trip generation. The traffic impact study should adjust the trip generation estimates to account for the existing trips that travel to/from the current land uses on the property.

Trip Distribution

Vehicular trip distribution to and from the redevelopment site is based on traffic data gathered from the City of Boulder's online traffic database and further refined through discussions with the City Transportation Department. The trip distributions were adjusted to account for roadway characteristics, surrounding land use, proposed land use, regional routes, and engineering judgment. Currently, the area does not have a large office development similar to that proposed at this site. Trip distribution was adjusted to account for the office land use and regional routes that will be used to access the site. Figure 1 illustrates the estimated trip distribution throughout the roadway network. Figure 2 provides the trip distribution for the accesses.

The one access on Pearl Street will be a right-in, right-out. The northern access on 30th Street will be full movement. The southern access on 30th Street (service access) will be a right-in, right-out.

The preliminary trip distribution was applied to the preliminary trip generation for Pearl Place. Table 2 provides the basic data used to estimate the potential increase in traffic along the adjacent roadways.

The above table indicates that the majority of the study area roadways will experience an increase of 2 to 16 percent in the AM and 1 to 11 percent increase in the PM with the highest increase noticed at Pearl Street between 28th Street and 30th Street. These percentages are expected to decrease once the trip generation is adjusted for existing trips and a refined alternative mode reduction.

Conclusion

Based upon the increase in volumes along the surrounding roadways and the potential change in traffic distributions from the new land use(s) and discussions with City of Boulder staff, a traffic impact study should be completed as the project moves forward.

FIGURE 1: TRIP DISTRIBUTION FOR PEARL PLACE

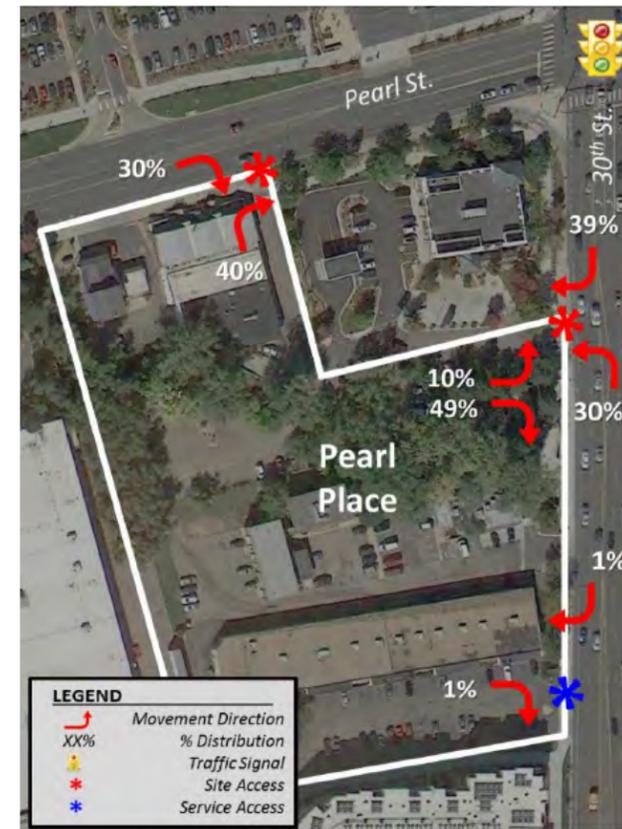
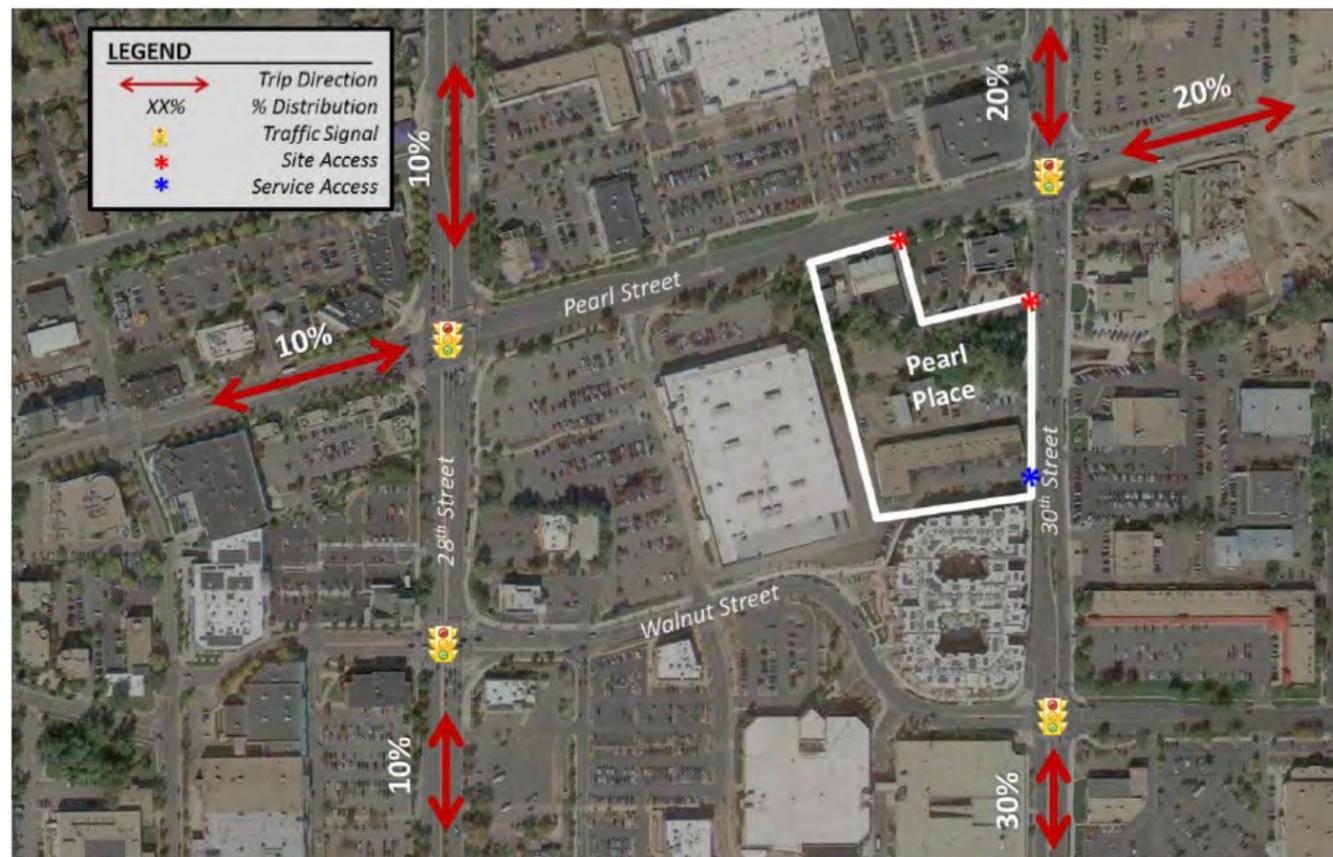


FIGURE 2: TRIP DISTRIBUTION FOR ACCESSES

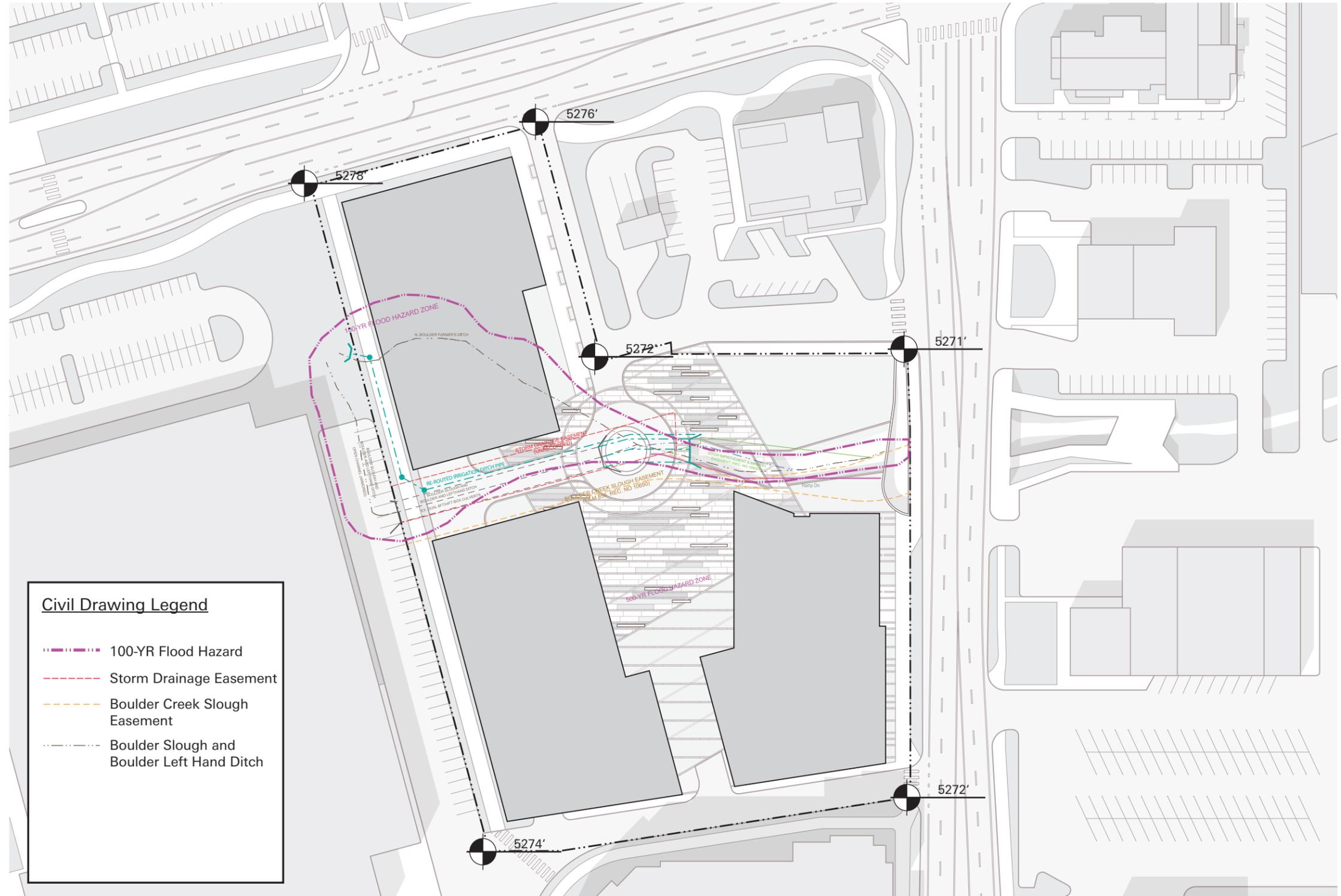
Note: Depending on the TIS Analysis, the access distribution may change.

TABLE 2: INITIAL TRIP ASSIGNMENT FOR PEARL PLACE

Origin/ Destination	Existing Traffic Data*		Trip Distribution	Adjusted Site Generated		Existing Traffic + Generated		Percent Increase	
	AM	PM		AM	PM	AM	PM	AM	PM
N. 28th Street	1931	2748	10%	42	39	1973	2787	2%	1%
S. 28th Street	2340	3023	10%	42	39	2382	3062	2%	1%
N. 30th Street	1872	2324	20%	84	79	1956	2403	4%	3%
30th St between Pearl and Walnut	1881	2632	-	210	197	2091	2829	10%	7%
S. 30th Street	1506	2408	30%	126	118	1632	2526	8%	5%
E. Pearl Street	1243	1436	20%	84	79	1327	1515	6%	5%
Pearl St between 28th and 30th	1069	1670	-	210	196	1279	1866	16%	11%
W. Pearl Street	1023	1686	10%	42	39	1065	1725	4%	2%

* Existing data is based upon counts collected in November 2013.

CIVIL ENGINEERING CONCEPTS



Floodplain

A FEMA Zone A 100-year flood hazard zone crosses a portion of the development area and is generally aligned along the Boulder Slough and the irrigation ditches. The 100-year flood hazard zone extends from the Target property on the west to the box culvert crossing under 30th Street. The 100-year flood hazard zone spans the site from N. Boulder Farmer's Ditch south to the Boulder Slough and encompasses the low lying property area in between these feature. The remainder of the development area is impacted by a FEMA Zone X 500-year flood hazard zone.

Development of the site as shown in the Concept Plan will require mitigation of the Boulder Slough 100-year floodplain. The floodplain mitigation measures may include:

- Widening the Boulder Slough Channel from 30th Street west to the proposed access drive
- Using the terraced open space area to provide flood storage area upstream of the 30th Street box culvert
- Providing an overland flow path over the existing dual box culverts for floodwaters in excess of the structure capacity
- Removing the existing dual box culverts and providing an open channel from the Target property east to the proposed access drive

Flood mitigation measures will be further developed as the site design concept evolves. Retaining the existing dual box culverts allows for an efficient use of space for outdoor gathering and landscaping options. Removing the box culverts and creating an open channel across the site will also be explored as a potential flood mitigation option.

Floodplain analysis and mitigation measures will be coordinated with the appropriate City of Boulder staff. Changes to the floodplain limits will be subject to the review and approval of the City of Boulder, Urban Drainage Flood Control District (UDFCD) and FEMA.

Irrigation Ditches

There are two irrigation ditches traversing the site: The North Boulder Farmers Ditch is conveyed in an open channel through the site while the Boulder and Lefthand Ditch is conveyed within the Boulder Slough open channel and dual box culverts. The North Boulder Farmers Ditch confluences with the Boulder Slough and the Boulder and Lefthand Ditch downstream of the access drive bridge. Development of the site as shown in the Concept Plan will necessitate rerouting the North Boulder Farmers Ditch along the west property line and to the east adjacent to the Boulder Slough dual box culverts. The ditches and the Boulder Slough will remain in an open channel downstream of the proposed access drive crossing. Proposed ditch modifications will be coordinated directly with the affected ditch company as the site plan concept evolves. Ditch company approvals and license agreements will be sought for the rerouting of the North Boulder Farmers Ditch and the proposed ditch crossings.

Storm Water Management

The properties that comprise the development area are fully developed and do not appear to be constructed with storm water detention facilities. The proposed development will at a minimum match existing drainage flow rates and existing detention storage volumes, if any. Low impact design techniques for storm water management and water quality enhancement will be integrated throughout the development area. Much of the development area currently drains directly into the Boulder Slough and irrigation ditches. Ditch company approvals may be necessary for the release developed storm flows entering into the ditches.

Storm water quality BMPs will be dispersed throughout the project. Porous pavement systems will be used throughout the site for pedestrian walkways, patios, access drives and surface parking areas. Rain gardens will be created at roof drain outlet and downspout locations. Green roofs may be incorporated into the building design to provide further storm water quality for the site redevelopment.

Utilities

Utilities are readily available to the development area. Domestic water mains and sanitary sewer mains are located in both Pearl and 30th Streets. An existing sanitary sewer main is located at the southwest corner of the property. A domestic water main is located to the southwest of the site on the Target property.

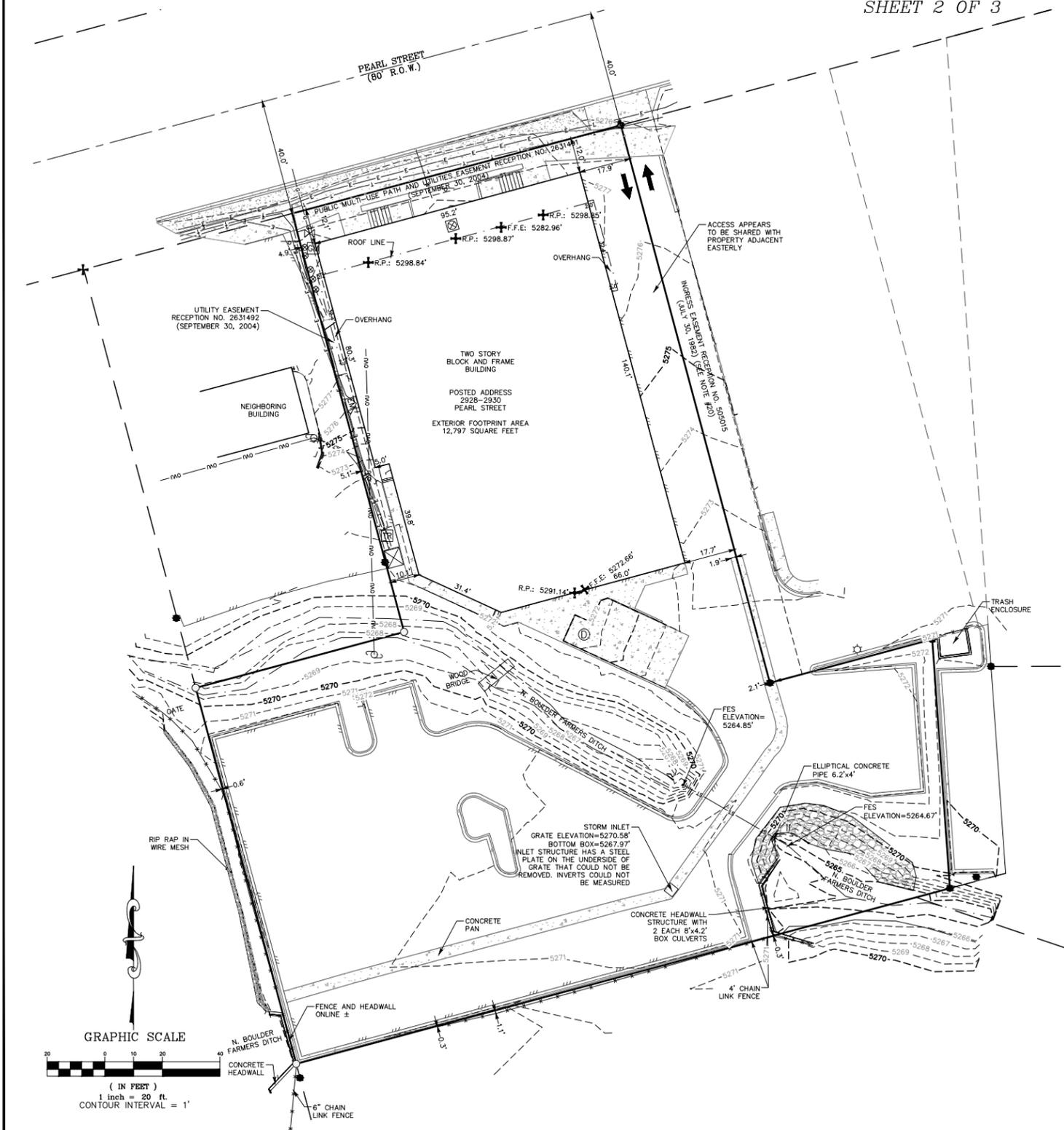
For the development of the site as shown in the Concept Plan, utility services for the northern office building will be tapped from the water and sewer mains in Pearl Street. The eastern office building will be served by the water

and sewer mains within 30th Street. The western office building will connect to the existing sanitary sewer main at the southwest corner of the development area. The water and fire services for this building may be tapped from the public water main on the Target property or, alternatively, a domestic water main may be extended from 30th Street to the building along the southern access drive. For internal fire protection, a domestic water main may be extended south from Pearl Street along the access drive. Fire hydrant placement and access routes will be coordinated with the City of Boulder Fire Department.

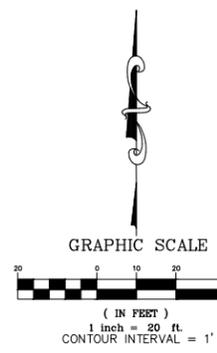
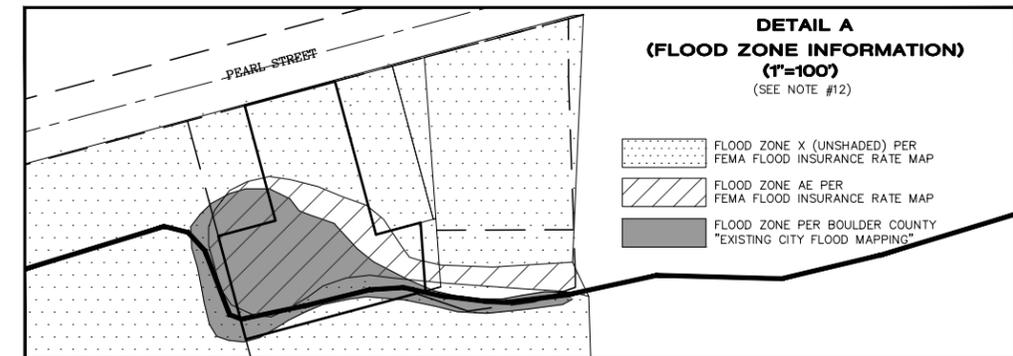
A utility report documenting water demands, fire protection and sewer loading will be provided to the City as part of future Site Review process. Utility easements will be dedicated for existing and proposed public utility infrastructure within the development area.

ALTA/ACSM LAND TITLE SURVEY

LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF
SECTION 29, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M.,
COUNTY OF BOULDER, STATE OF COLORADO
SHEET 2 OF 3



- LEGEND**
- FES FLARED END SECTION
 - FOUND MONUMENTATION AS SHOWN AND DESCRIBED HEREON
 - SET #5 REBAR WITH 1 1/2" ALUMINUM CAP "FLATIRONS SURV 16406"
 - POINT NOT FOUND OR SET
 - + FOUND CHISELED CROSS, AS SHOWN AND DESCRIBED HEREON
 - ▭ CONCRETE AREA
 - ▨ ASPHALT
 - ▧ RIP RAP
 - FENCE
 - SIGN
 - ⊗ BOLLARD
 - WATER LINE (AS MARKED IN FIELD BY OTHERS)
 - ⊕ AREA DRAIN
 - ELECTRIC LINE (AS MARKED IN FIELD BY OTHERS)
 - ⊠ TRANSFORMER
 - ⊞ ELECTRIC METER
 - ☆ LIGHT POLE
 - OVERHEAD UTILITY LINE
 - ⊕ UTILITY POLE
 - TELEPHONE LINE (AS MARKED IN FIELD BY OTHERS)
 - ⊞ TELEPHONE RISER
 - GAS LINE (AS MARKED IN FIELD BY OTHERS)
 - ⊞ GAS VALVE
 - ⊞ GAS METER
 - + FINISHED FLOOR ELEVATION (F.F.E.)/ROOF PEAK ELEVATION (R.P.)
 - ⊞ AIR CONDITIONER UNIT
 - ➔ INDICATION OF ACCESS



IMPROVEMENT AND EASEMENT INFORMATION

ALTA/ACSM LAND TITLE SURVEY
PREPARED FOR
BRICKSTONE PARTNERS LLC
&
Others (See Note 3)
SHEET 2 OF 3

DRAWN BY: M. VOYLES / C. STONE	3825 IRIS AVE, STE. 395 BOULDER, CO 80301 PH: (303) 443-7001 FAX: (303) 443-9830	655 FOURTH AVE LONGMONT, CO 80501 PH: (303) 776-1733 FAX: (303) 776-4355	MV 11-16-12 MV 11-13-12 INT: DATE: REVISIONS: CHECKED BY: NV/WW/JZG/ETB
-----------------------------------	---	---	--

12-60,510
COPYRIGHT 2012 FLATIRONS, INC.

COMPLIANCE WITH BOULDER VALLEY REGIONAL CENTER DESIGN GUIDELINES

Boulder Valley Regional Center Design Guidelines

The proposed office campus concept satisfies all the applicable design standards and guidelines of the BVRCDG. The following summary outlines the specific proposed design strategies illustrated in the Concept drawings.

1. Site Design

- **Site Layout:** The site and building layout emphasizes the placement of buildings and entries such that they address both the primary street frontages of Pearl and 30th as well as the internal drive and natural features. This includes placing buildings in a manner that emphasizes corners and intersections and reducing parking exposure.
- **Vehicular Circulation:** Vehicular access and circulation is distributed around the perimeter to provide access to and from all major streets, including a proposed connection to Walnut Avenue at the southwest corner. The internal north-south drive that enters from Pearl Street provides access to internal spaces, facilitates fire access, and provides access to the entrances to the below-grade parking structures. This internal drive helps alleviate congestion and stacking at major streets. Finally, service traffic is generally segregated from tenant traffic, enhancing safety and vehicular flow.
- **Pedestrian and Bicycle Circulation:** Both pedestrian and bicycle traffic are accommodated by extensions of the multi-use path through the site along the west property line. In addition, public sidewalk improvements provide connections to adjacent properties and connect to the internal sidewalk system. This system threads its way through the site, connecting all building entries with usable open spaces.
- **Bicycle Parking:** Secure bicycle parking is proposed both office structures and in the parking garage for tenants. While no on-site public bicycle facility is proposed, a number of outdoor bike racks will be associated with the major open spaces.
- **Automobile Parking:** The vast majority of parking will be structured and below-grade, or nestled into sloping site to the north of the ditch where possible. A small amount of retail surface parking may be accommodated along the drive for visitors and guests.

- **Useable Open Space:** A number of usable open spaces are proposed serving as small scale and medium scale gathering places, places for informal relaxation, and circulation. These spaces include a landscaped area north of the ditch, an office common space flanked by the Phase 1 office buildings, a greenway and multi-use path along the west edge of the site, and a number of landscaped setbacks. In addition, one or more green roofs or occupied private rooftop terraces are proposed. Total usable open space on grade will be approximately 20%

- **Site Landscaping:** The site landscape concept will support the open space concept, beginning with an assessment and inventory of the mature trees along the ditch (included in this concept submittal). Landscape and hardscape concepts will be developed through site review along the lines of creating seasonal interest, reducing water consumption, providing for ease of maintenance, and reflecting Boulder's natural environment.

- **Outdoor Furnishings:** Outdoor furnishings will reflect the character of the various useable open spaces.

- **Art:** Public art may be considered through the design process.

2. Streetscape Design

- **Components by Street Type:** The site is flanked by Pearl and 30th, both Type C streets. Streetscape components include a landscaped buffer along the curb with plantings or turf grass and trees 30 feet on center, a sidewalk of at least 12' in width, and landscaped buffers between the sidewalk and buildings. These buffers will be shaped and sculpted by the building fronts and may include variable setbacks as allowed by the Guidelines. In addition, paving at building entrances will be enhanced, providing color, articulation, and visual distinction.

- **Internal Through-Streets:** The north-south access drive from Pearl will include a minimum 5' attached walkway on both sides. The access drive landscaping and street components will have a similar feel to those elements on the Type C streets to provide visual consistency.

- **Transit Stops:** The single bus stop on 30th toward the southwest corner will be reconfigured and, if necessary, rebuilt to accommodate the sidewalk improvements described above. The stop is in close proximity to the proposed Phase 1 office entrance.

3. Building Design

- **Massing:** The building massing concept is reflective of the types of uses and functions accommodated, oriented towards the views to the Flatirons, and accommodates steps down in volume toward the primary natural amenity (the Ditch) and associated open spaces.

Specifically, the office building volumes work together to hold adjacent street edges while defining a central common open space accessed by the private drive from Pearl street. Building separation allows both light and view to penetrate into this commons. The upper floors of both office phases are set back to create rooftop terraces with mountain and City views. Upper floor setbacks and breaks in the façade along the waterfront and office common space provide these spaces with greater access to sunlight and view as well as scale and visual interest.

- **Façade:** At this concept phase the building facades have yet to be specifically developed with regard to internal functions, material, scale and detail. However, the massing suggests an approach to the architecture that:

- i. Provides texture, interest and scale on all sides, but especially those facing public streets and at building entrances.

- ii. Provides contrast between transparency and opacity and reserves the most transparency at the ground floor adjacent to the public walk and outdoor spaces.

- iii. Uses a modern, sophisticated palette yet is also familiar and approachable.

- iv. Emphasizes high-quality and durable materials.

- v. Is unique and appropriate to the building and the functions it serves without resorting to stylistic mimicry.

- **Service and Utility:** The office buildings have on-grade service and utility areas that are generally segregated from the vehicular and pedestrian circulation, minimizing conflict and mitigating negative views. Where possible service spaces will be internal to the buildings. All spaces will be screen from public view as necessary.

SITE DESIGN

Site Layout

- 3.1.A A Context Plan is required
- 3.1.B Locate buildings close to the street
- 3.1.C Locate buildings at street corners
- 3.1.D Maximize street-frontage of buildings
- 3.1.E Lay out site to support pedestrian circulation
- 3.1.F Useable outdoor space should be integral to the plan
- 3.1.G Preserve and capitalize on views to the west
- 3.1.H Storm-water drainage should be integral to the plan
- 3.1.I Preserve existing vegetation
- 3.1.J Use ditches as amenities
- 3.1.K Provide vehicular and pedestrian links
- 3.1.L Do not create barriers
- 3.1.M Match abutting grades
- 3.1.N Avoid “left-over” spaces

Vehicular Circulation

- 3.2.A Internal drives should connect public streets
- 3.2.B Connect with adjacent parking lots or drives
- 3.2.C Minimize curb cuts

Pedestrian and Bicycle Circulation

- 3.3.A Provide a complete pedestrian network

- 3.3.B Provide interior pedestrian links to adjacent properties
- 3.3.C Distinguish and enhance pedestrian paths
- 3.3.D Use distinctive paving
- 3.3.E Provide crosswalks
- 3.3.F Ensure adequate path widths
- 3.3.G Provide bicycle facilities shown on Connections Plan
- 3.3.H Provide bicycle links to adjacent properties

Bicycle Parking

- 3.4.A Ensure bicycle parking is ample and secure
- 3.4.B Locate bike racks where visible and convenient
- 3.4.C Provide shelter and lighting for bike parking

Automobile Parking

- 3.5.A Try to minimize parking needs
- 3.5.B Try to provide structured, rather than surface, parking
- 3.5.C Break large parking areas into smaller ones
- 3.5.D Screen parking from the street
- 3.5.E Landscape the interior and perimeter of parking lots
- 3.5.F “Wrap” parking structures with active uses
- 3.5.G Design a parking structure like any other building
- 3.5.H Screen exposed parking from the street
- 3.5.I Entries and exits should be visually unobtrusive
- 3.5.J Use high-quality light
- 3.5.K Minimize light pollution

- 3.5.L Avoid excessively high fixtures
- 3.5.M Consider adjacent properties’ lighting

Useable Open Space

- 3.6.A Provide useable outdoor open space
- 3.6.B Locate and design open space to encourage use
- 3.6.C Avoid locating open space at busy intersections
- 3.6.D Walking arcades are encouraged
- 3.6.E Provide furnishings and landscaping in open space
- 3.7.A Exceed City landscaping standards
- 3.7.B Street corners and site entries should have special landscaping
- 3.7.C Pedestrian areas should have special plantings
- 3.7.D Vehicular areas may have larger-scale plantings
- 3.7.E Utilize xeriscape techniques
- 3.7.F Protect existing vegetation to remain
- 3.7.G Select appropriate walls and fences

Outdoor Furnishings

- 3.8.A Provide outdoor furnishings
- 3.8.B Coordinate furnishings
- 3.8.C Provide pedestrian lighting

Art

- 3.9.A Outdoor art is encouraged
- 3.9.B Select appropriate artwork

COMPLIANCE WITH BOULDER VALLEY REGIONAL CENTER DESIGN GUIDELINES

3.9.C The setting is important

STREETSCAPE DESIGN

Components by Street Type

- 4.1.A Identify which type of street(s) the development site fronts
- 4.1.B Minimum width for "A" and "B" street landscape strips is 8 feet
- 4.1.C A row of street trees must be planted
- 4.1.D Grass should be planted in "A" street landscape strips
- 4.1.E Pavement with tree grates may be allowed instead of grass along "A" streets
- 4.1.F Various plant materials are acceptable in "B" street landscape strips
- 4.1.G "A" & "B" street sidewalks must be 6 to 8 feet wide
- 4.1.H The code setback may be varied
- 4.1.I Setback design depends on the context
- 4.1.J The setback must screen streetside parking lots
- 4.1.K Continue open space into the adjacent setback
- 4.1.L Minimum width for "C" street landscape strips is 10 feet
- 4.1.M A row of street trees must be planted
- 4.1.N Plant shrubs in "C" street landscape strips
- 4.1.O "C" street sidewalks must be at least 10 feet wide
- 4.1.P The code setback may be varied
- 4.1.Q Street trees are required in the setback of certain streets
- 4.1.R Do not plant trees too close to the sidewalk
- 4.1.S Setback design is flexible

Internal Through Streets

4.2.A Internal through-streets should be pedestrian friendly

Transit Stops

- 4.3.A Transit stops may be moved closer to building entrances
- 4.3.B Plan pedestrian access to the stop
- 4.3.C Provide wheelchair loading/ passenger waiting area
- 4.3.D Provide amenities at the stop

BUILDING DESIGN

Massing

- 5.1.A Break down the mass of the building
- 5.1.B Provide pedestrian breaks in long buildings
- 5.1.C Transition to adjacent buildings
- 5.1.D Protect views to the west
- 5.1.E Inter-mingle the building interior and exterior
- 5.1.F Drive-throughs are discouraged

Facade

- 5.2.A Orient the building to the street
- 5.2.B Address the street corner
- 5.2.C Emphasize building entrances
- 5.2.D Avoid large blank walls
- 5.2.E Provide pedestrian interest on the ground level
- 5.2.F Design all sides of the building
- 5.2.G Standardized designs and foreign styles are discouraged

5.2.H Avoid visual discord with other buildings

5.2.I Use human-scale exterior materials

5.2.J Select high-quality exterior materials

5.2.K Buildings should be environmentally sound

Service and Utility

- 5.3.A Locate service areas to minimize visibility
- 5.3.B Screen truck areas
- 5.3.C Enclose trash storage
- 5.3.D Utility boxes and meters should be inconspicuous
- 5.3.E Minimize the visibility of HVAC equipment

SIGN DESIGN

- 6.1.A Multi-tenant buildings must have a sign program
- 6.1.B Start sign design early
- 6.1.C Signs should be attractive and well-coordinated
- 6.2.A One wall sign is allowed per tenant storefront
- 6.2.B Locate the sign on a sign band
- 6.2.C Total sign area allowed is limited
- 6.2.D Sign length is limited
- 6.2.E Sign height is limited
- 6.2.F Height of graphic symbols is limited
- 6.2.G Light bands may be counted as signs
- 6.2.H Major tenant wall signs are allowed additional height
- 6.2.I Use individual letters

- 6.2.J Limit the amount of copy
- 6.3.A Freestanding signs should be ground-level
- 6.3.B Projecting and suspended signs are addressed by the code
- 6.3.C Certain types of awnings are considered signs
- 6.3.D Some types of signs are prohibited

CITY OF BOULDER
AGENDA ITEM PLANNING BOARD
MEETING DATE: February 27, 2014

AGENDA TITLE:

Public hearing and consideration of a Site Review application for 1301 Walnut Street, referred to as the Wencel Building, case no. LUR2013-00053, to redevelop the site including the existing surface parking lot on the site with a new four-story building. The project site includes the existing buildings referred to as the former James Hotel and the former Peyton Insurance Company building, not planned for redevelopment as well as the existing Colorado Building, also not planned for redevelopment but proposed to be landmarked along with a small historic carriage house at the rear of the property.

Applicant: Jeff Wingert

Property Owners: APLZA LLC; 1916 LLC; Lookout LLC; and 1919 Street 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:

Define the steps for Planning Board consideration of this request:

1. Hear Applicant and Staff presentations
2. Hold Public Hearing
3. Planning Board discussion
4. Planning Board take action to approve, approve with conditions or deny

PROPOSAL AND SITE SUMMARY:

Proposal:

Proposed is a new four story retail and office building totaling approximately 46,700 square feet along with 15,600 square feet of below grade area for incubator offices, building amenities and storage. Also proposed are 18 parking spaces to be structured within the east side of the first floor.

Project Name:

The Wencel Building

Address:

1301 Walnut Street

Zoning:

Downtown – 5 (DT-5)

Comprehensive Plan:

Regional Business

KEY ISSUES:

Staff has identified the following key issues regarding the proposed Site Review application:

1. Have the project plans addressed previous Concept Plan review comments from staff, the public and the Planning Board?
2. Is the proposed project consistent with the Boulder Valley Comprehensive Plan (BVCP) Policies and the DT-5 zoning?

3. Does the proposed project meet the Site Review Criteria including Boulder Valley Comprehensive Plan (BVCP) policies?
4. Is the proposed project consistent with the Non-Historic and Interface Guidelines of the Downtown Urban Design Guidelines?

I. INTRODUCTION AND BACKGROUND

An application for a similar project was reviewed as a Concept Plan by the Planning Board on Jan. 24, 2013, and the memo and minutes from that hearing are attached [here](#). At that time, the applicant had requested a connection to the existing Colorado Building located on the second and third stories to create large floor plate offices. The subject proposal will not alter or directly connect the Colorado Building to the proposed structures. A discussion and comparison of the proposed project and the Concept Plan review is provided in Key Issue no. 1 below.

As shown in **Figure 1**, the site is located at a key intersection halfway between the Pearl Street Mall and the Civic Area, where an extensive planning effort is underway. The site is located within the DT-5 zoning district, two blocks north of Canyon Boulevard. The RTD regional bus station is located a half block away at 14th and Walnut streets. The alley that would serve the site also serves as the alley for the Pearl Street Mall between 13th and 14th streets where there are a number of restaurants and retail shops.



Figure 1: Aerial of site and surrounding context

Figure 2 illustrates photos of the surrounding context that includes four story buildings, a drive thru bank, surface parking lots as well as the 8-story Colorado Building built in 1955. As shown in **Figure 3**, the context of the site is varied. There's an existing surface parking lot, the existing 12,000 square foot building built in 1947, along with two attached historic buildings, one housing Conor O'Neills Irish Pub, the other housing the Tibet Store and Brewing Market that had been a hotel when originally built around 1895. There's also a small, historic carriage house at the rear of the property from about the same time period.



a



h



g



b



f



c



d



e

Figures 2a thru 2g
Surrounding Context to Subject Site

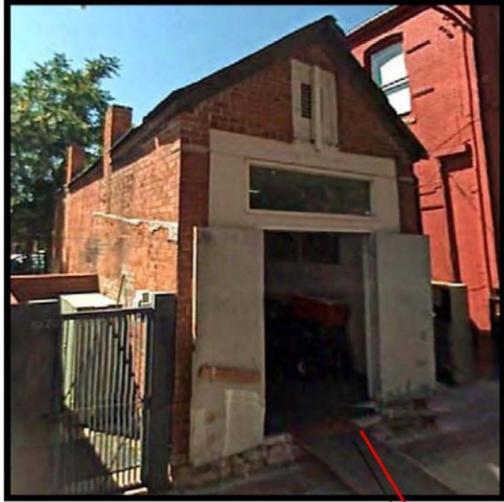
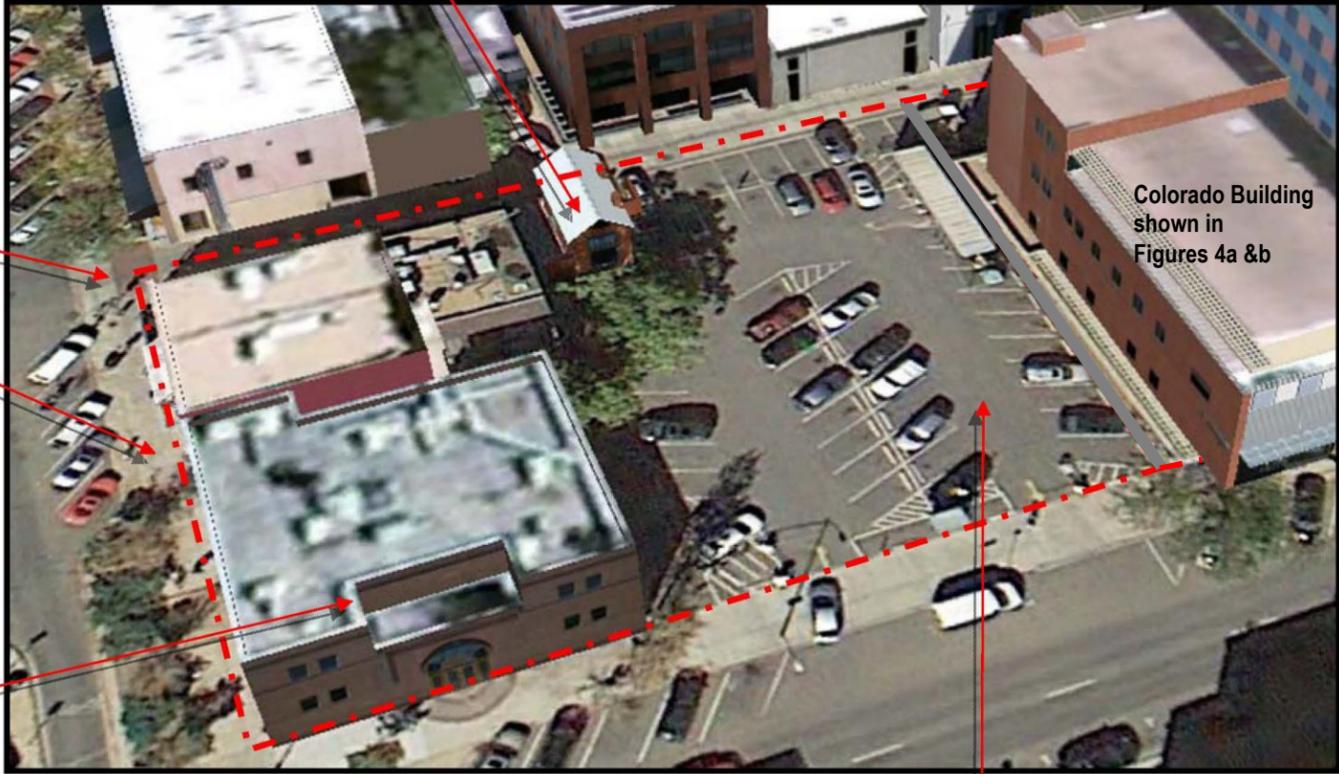


Figure 3
Images of Subject Site



Located at the east end of the subject site and as shown in **Figures 4a and 4b**, is the eight-story Colorado Building, built in 1956 as the “Colorado Insurance Group Building” and designed by noted Boulder Modernist architect James Hunter for both office and retail uses. A three story portion of the building on the west side was built to house Joslin’s Department Store which operated there until 1980.

An architectural survey and context study of Modernism in Boulder undertaken in 2000 (see **Attachment A**) identified this Mies van der Rohe-inspired building as the only “big city” high-rise in the city. The survey notes the building’s strong Modernist horizontal and vertical forms, curtain wall construction, and high level of craftsmanship displayed, as unique. A 1995 Architectural Survey by the Colorado Historical Society also notes that the building featured a heliport and boasted “the most modern design, with one wall all glass.” The architectural survey and context also finds James Hunter to be an “acknowledged master of Boulder architecture” and that the Colorado building represents one of his most important commissions of the 1950s.

While the building has been moderately altered over the years, the 2000 survey finds the Colorado Building to retain a high degree of historic integrity and to be eligible for listing in the National Register of Historic Places under criterion ‘C’ (architectural significance), as an exceptional and iconic example of post-WW II, Miesian or “international style” design in downtown Boulder, with its rectangular form, slender mullions, ribbons of window and spandrels.

The 1995 survey also notes that, “it is significant for its association with the development of downtown Boulder, having been the first major downtown building erected in Boulder after 1930.” The building would also be eligible for designation as a local historic landmark.

As a condition of Site Review approval, both the Carriage House at the rear of the property and the Colorado Building will be required to be landmarked.



Figure 4a:
Colorado Building looking northwest

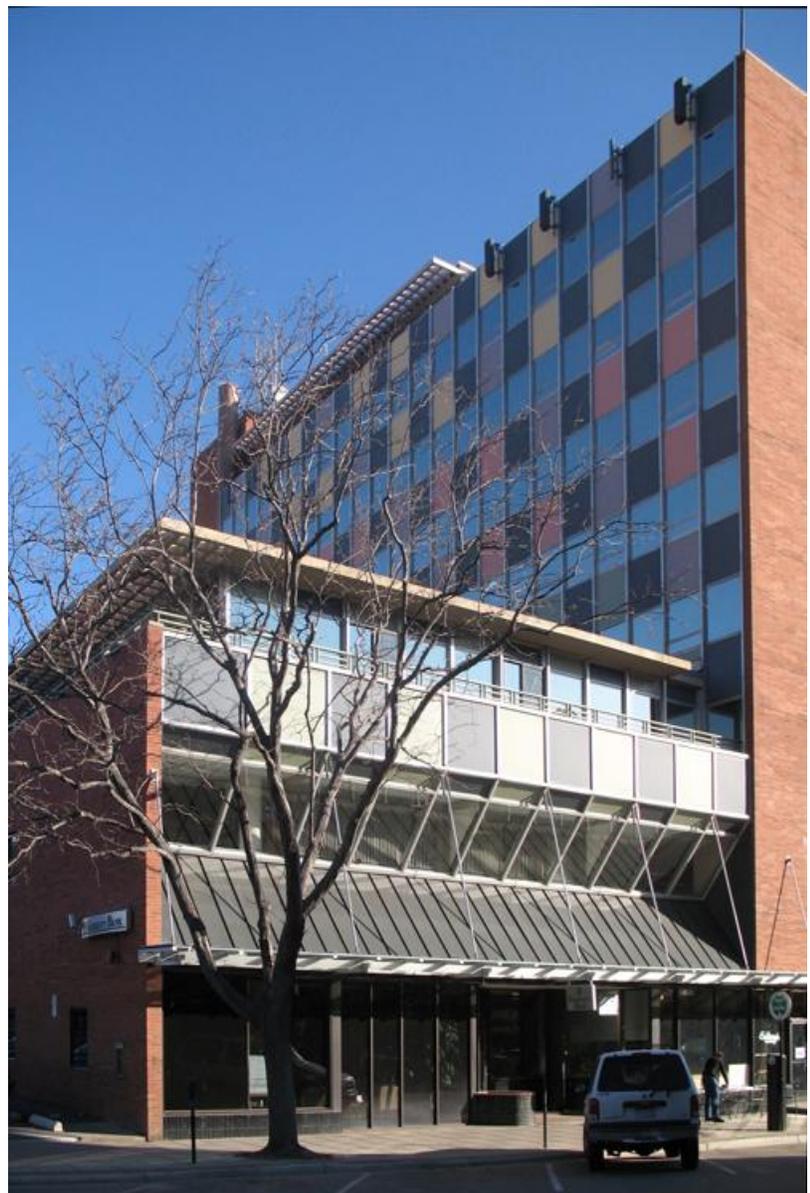


Figure 4b: The nine-story Colorado Building with three story portion (former department store)

Boulder Valley Comprehensive Plan: Regional Activity Center. The subject site is located within one of the three Regional Activity Center's identified within the Boulder Valley Comprehensive Plan over a number of years. As noted on page 20 of the Boulder Valley Comprehensive Plan,

Boulder's commercial, entertainment, educational and civic centers are focused in concentrated nodes of activities at a variety of scales distributed throughout the community. At the highest level of intensity are the city's three regional centers. They form a triangle at Boulder's geographic center: the Historic Downtown, the Boulder Valley Regional Center (BVRC), and the University of Colorado (CU) with the University Hill business district, which also serves as a neighborhood center for the surrounding area. Each regional center has a distinct function and character, provides a wide range of activities and draws from the entire city as well as the region.

The next tier of intensity is neighborhood activity centers. In addition to serving as neighborhood gathering places, these centers also provide goods and services for the day-to-day needs of nearby residents, workers and students, and are easily accessible from surrounding areas by foot, bike and transit.

Shown in **Figure 5** is the diagram of the Regional Activity Centers. The Downtown Activity Regional Center, shown as "1" on the map is further defined through the comprehensive plan land use map as "Regional Business."

BVCP Land Use Designation: As shown in **Figure 6**, on the following page, the property is located in the middle of the Regional Business land use designation. The intent of the Regional Business designation as described on page 67 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."

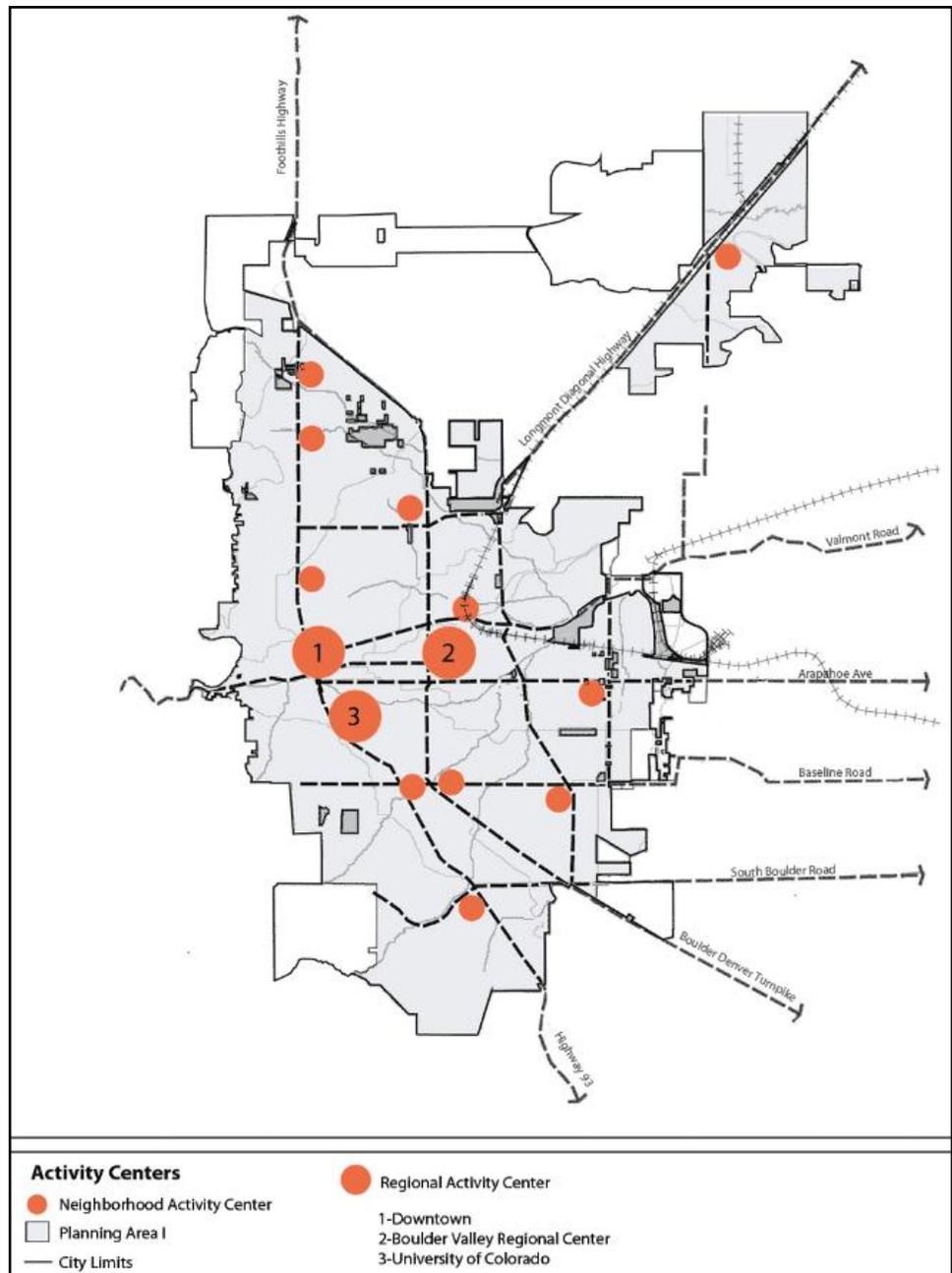


Figure 5:
BVCP Defined Regional Activity Areas

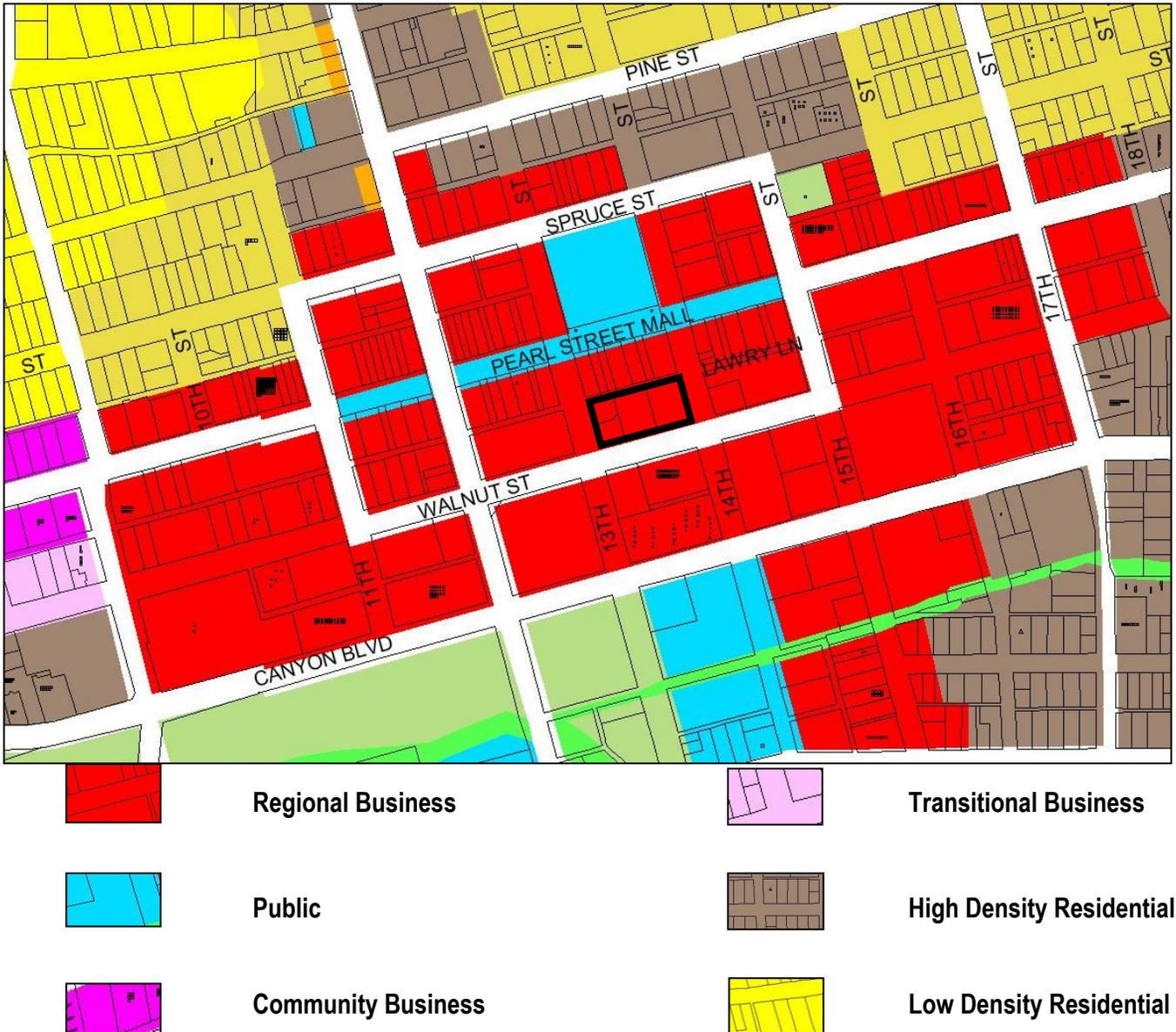


Figure 6: Boulder Valley Comprehensive Plan Land Use of Subject Site

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

Zoning: As shown in **Figure 7**, the map below, the property is located within the Downtown – 5 (DT-5) zoning district, surrounded by DT-5 to the south, east and west and DT-4 to the north. 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 definition 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.”

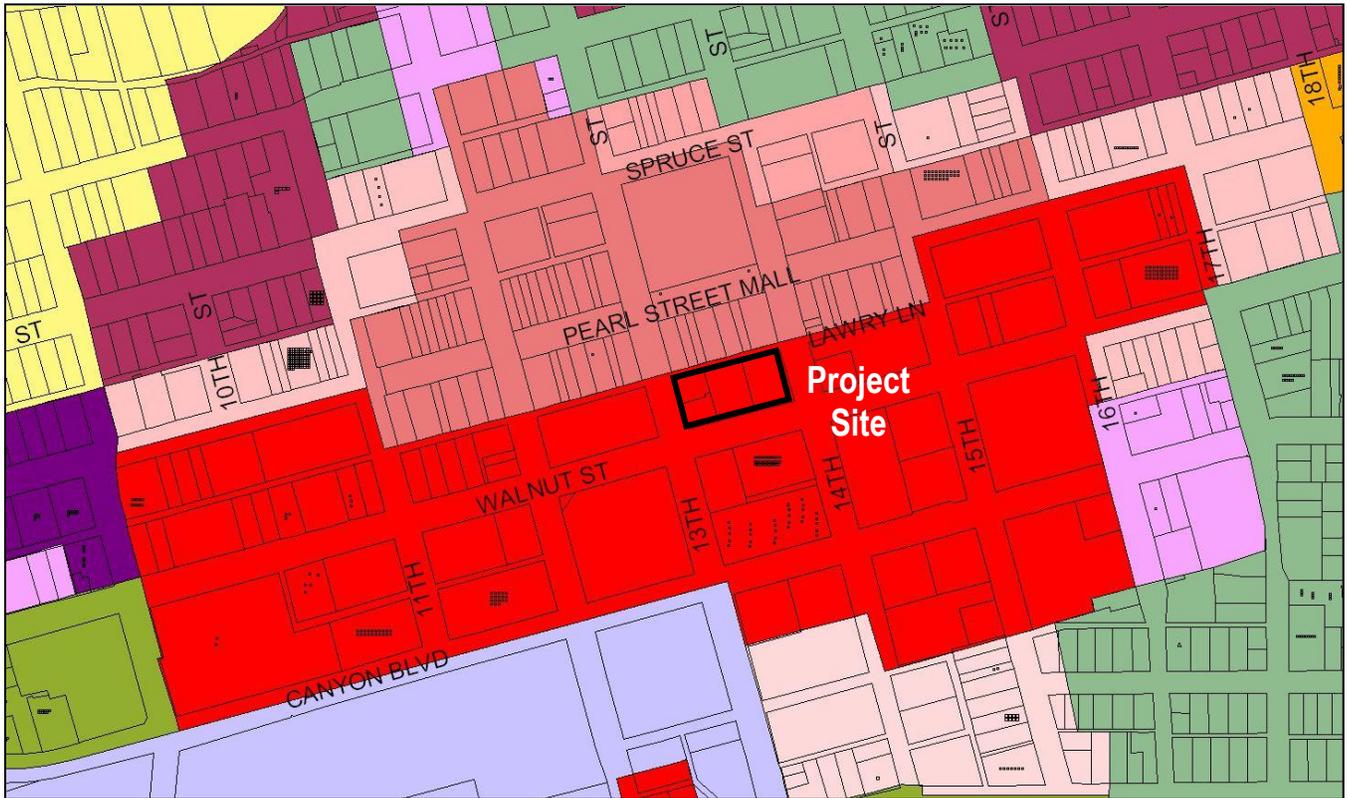


Figure 7: Zoning of the Subject Site

Downtown Urban Design Guidelines:

The site where new construction is planned is located within the area defined as the Non-Historic district of the downtown, (refer to **Figure 8**). The historic James Hotel building and the historic Peyton Insurance Co. building (now Conor O’Neills Irish Pub) are located in the historic district. There are no alterations planned to those buildings. The patio area behind Conor O’Neills is planned to be rehabilitated, improved and integrated into the planned open space of the property. If any alterations to the historic buildings are planned, a Landmark Alterations Certificate would be required. As the majority of the site in the Non-Historic District, a consistency analysis is provided in Key Issue no.3. The Non-Historic area is described 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.”

Other important considerations within the guidelines applicable to this site in the Non-historic district include:

“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.”

“The DT-5 zone is the area likely to undergo the most significant change while the DT-4 zone, which includes most of the Historic Area, is likely to undergo the least change.”

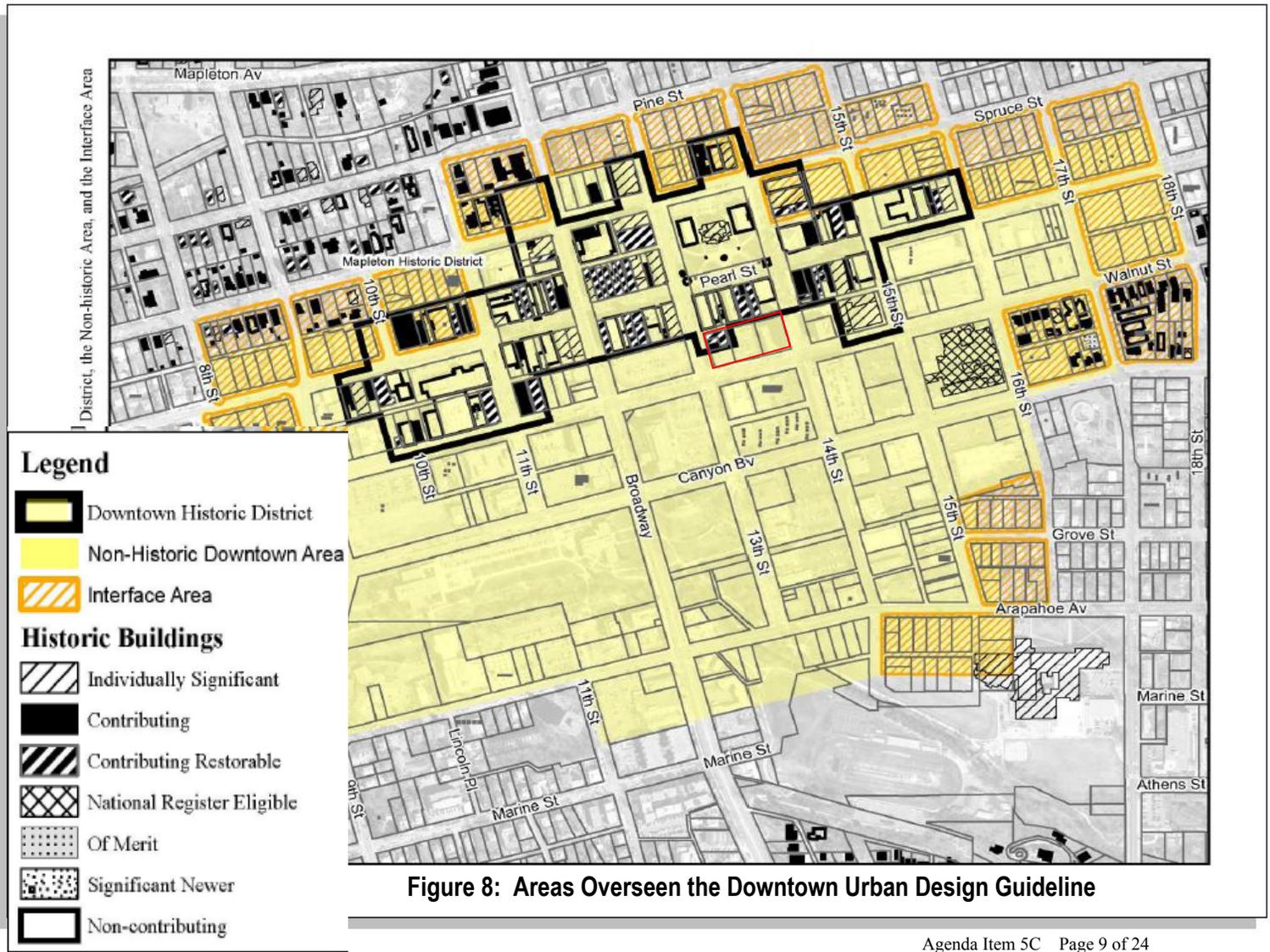


Figure 8: Areas Overseen the Downtown Urban Design Guideline

In the previous Concept Review, the applicant had proposed a new building that would attach to the existing Colorado Building to create large floor plate offices. Since that time, the applicant has revised the submittal. The project is currently proposed as a four-story office and retail building. The above grade portion of the building is proposed to be 56,634 square feet for a proposed 2.7 Floor Area Ratio. An area of approximately 15,600 square feet is also proposed below grade, opening to a courtyard space open to Walnut St., below the street level, for smaller, incubator-office type space and storage. Per Land Use Code Section 9-8-2, B.R.C. 1981, an area proposed below grade does not count toward overall floor area.

Through a floor area transfer, the applicant requests to build the combined maximum allowable floor area of lots 7, 8, and 9, across lots 7, 8, 9 and the west 38 foot portion of lot 10 essentially up to the face of the Colorado Building. This is described in detail under Key Issue 2, beginning on page 11. **Figure 9** is an excerpt from the project plans that summarizes the proposed floor area. **Figure 10** illustrates the proposed building in perspective. The project plans are provided in **Attachment D**.

WENCEL BUILDING	
SITE AREA FOR LOTS : 7,8,9	21,037 SF
*NOTE LOT 10 IS NOT INCLUDED IN SITE AREA CALCULATION	
LEVEL 1	6,410 SF
LEVEL 2	14,003 SF
LEVEL 3	14,003 SF
LEVEL 4	12,285
EXISTING JAMES BUILDING	9,593 SF
EXISTING CARRIAGE HOUSE	340 SF
ABOVE GRADE SUBTOTAL	56,634 SF
BASEMENT AREA	15,583 SF
TOTAL PROJECT AREA	72,217 SF
FAR CALC: 56,634/21,037= 2.7 FAR	



Figure 9: Summary: Proposed Floor Area

Figure 10: Perspective Sketch of proposed project from corner of Walnut and 13th streets

Building Forms. As shown in **Figure 10** above, the buildings are designed to address 13th and Walnut streets, with the lower stories predominately built to the street face at a zero lot line configuration. The building mass is modulated in several ways: the corner is held to a four story mass which transitions to a three story bay on the north, adjacent to the historic buildings, in this location, the fourth story is setback 15 feet from the building face of the third story. The middle portion of the Walnut Street elevation is comprised of a three story building mass that “bridges” between the corner mass and the eastern portion of the building. This portion of the building street face is setback approximately 12 feet. There is a four story, highly glazed building bay that projects from the center portion to the street. The eastern portion of the building has three stories at the street face, and the fourth story is setback approximately nine feet. At the center of the building, the below grade office space is planned to enclose a below-street-level courtyard space accessed directly from street level by a broad staircase off of Walnut Street. There is also a bridge over this space that remains at street level and provides a pedestrian connection from the front, Walnut Street side of the building through to the rear, where an expanded courtyard space is planned around the existing, historic carriage house. **Figure 11** illustrates the “thumbnail” images of the first floor with the below grade courtyard, and the fourth story to help understand how the building is modulated.

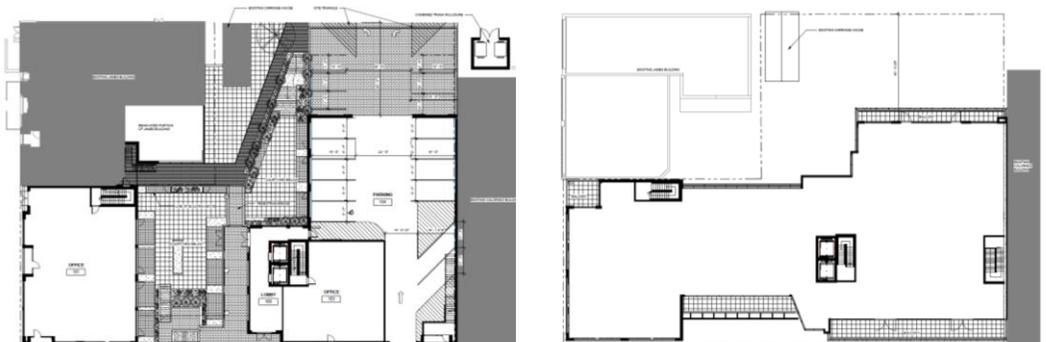


Figure 11: First Floor and Ground Level Plan on left, Fourth Floor Plan on right

Finish Materials. The proposed first floor on the street sides of the building is illustrated with significant glazing to provide visual interest for the pedestrian. The other materials proposed include brick with a stone plinth for the kick plate and as a base for the brick columns that meet the walkway. The horizontal trellis on the center portion of the building is planned as a composite wood screen. Metal panels are proposed within the center section of the building and those portions of the fourth story that are setback from the streetface. **Figure 12** below illustrates the materials at the corner of 13th and Walnut streets; and within the center of the Walnut Street elevation.



Figure 12: Corner of 13th and Walnut Streets (on left) and Mid-Portion of Building (on right)

Proposed Use. The predominate use of the building is planned as office space, both incubator office and start-up space, as well as Class A office space. The applicant has indicated that as much as 5,000 square feet of floor area could be earmarked for ground level retail uses.

Other Buildings on the Site. As described on page 2, there are two existing buildings straddling the rear portion of Lots 7 and 8 that are currently occupied by Conor O’Neill’s Irish Pub, the Brewing Market and the Tibet Store. There are no plans to change these existing buildings except for cosmetic improvements. The rear of Conor O’Neills has an existing “sun room-like” addition that is planned to be removed. The back patio of the pub is also planned to be improved, with the existing historic carriage house integrated into a larger courtyard space and the pub patio. There are no plans to alter the Colorado Building. The existing building at the corner of 13th and Walnut streets would be removed.

Key Issue #1: Have the project plans addressed previous Concept Plan review comments from staff, the public and the Planning Board?

With the Concept Plan review Planning Board, in general, supported the proposed project on the site that could create better street presence and would replace the existing surface parking lot. At the time, the board provided several suggestions to the applicant. The following is a summary of those recommendations and how the proposed project has been revised to address the Board’s recommendations.

- **Create more and better open space in the project.**
The proposed project has incorporated more open space at both the front and rear of the building. As proposed, the building mass has been moved forward on the site, to address Walnut and Pearl streets, and as a result the rear of the property now has a 40 foot setback from the alley, and an open courtyard was added. There is also permeability on the site through a public access that is planned at-grade from Walnut Street to the alley and the rear courtyard. This open plaza environment is more directly connected to both the alley and the historic carriage house structure and the (former) James Hotel and (former) Peyton Insurance buildings. In addition, a publically

accessible below-grade courtyard space was added increasing the overall open space substantially from what was provided under the previous plan.

- **Provide a better street level and public experience**

Revisions to the building façades on both Walnut Street and 13th Street provide a greater amount of glazing and transparency to engage the pedestrian and to establish a strong connection to the context of the historic downtown environment. The inclusion of the proposed open space creates a unique building form and a unique gathering space.

- **Improve the project connection to the alley and transition to historic buildings on Pearl Street**

The above grade portion of the north side of the building is set back 40 feet from the alley nearest the buildings on the Pearl Street Mall. While the building is still four stories, this setback provides a transition from the taller buildings along Walnut down to the two and three story buildings on the north side of the alley. The area adjacent to the alley on the site is much more open than previously and is amenitized with courtyard space and a connecting walkway. It is important to note that the alley serves a critical function for loading, service and delivery trucks for the restaurants and retail shops along the Pearl Street Mall. Improvements to the alley itself are discouraged in this circumstance because of the important function the alley provides for the Pearl Street Mall, that doesn't permit service vehicles.

- **Improve the building design in both terms of interest and integration**

Design concerns from Planning Board included the need for a building with "more interest", "better attention to massing, scale and building features" and a "better corner element". To address these concerns the applicant redesigned the building and:

- Removed subsurface parking to incorporate incubator office spaces in the basement that can meet the needs of Boulder's entrepreneurial start-up businesses in a downtown location that is located near transit.
- Modified the architectural character of the building to have a more historic feel that will better integrate with the neighbors and the historic downtown context. In addition, the north façade along 13th Street now incorporates materials, such as stone and brick, which are more contextual with the historic buildings along Pearl Street.
- Integrated publically accessible open spaces that provide opportunities for people to interact by incorporating spaces for dining, gathering and resting for both the public as well as office tenants.
- Use of materials that reflect the architectural character of the more modern Colorado Building as well as the historic brick buildings prevalent downtown.

- **Address the concerns of the neighbors**

Since the Concept Review hearing, the applicant worked extensively with neighbors on Pearl Street to better understand their concerns. Through this effort, the applicant took significant steps to set the building further away from the northern property line providing for more light and air and a stronger "street face" from the highly utilized alley.

Key Issue #2: Is the proposed project consistent with the Boulder Valley Comprehensive Plan (BVCP) Policies, and the DT-5 zoning?

As noted above, both the Comprehensive Plan land use designation of Regional Business and the DT-5 zoning identify this site for higher intensity redevelopment. 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 be a dominant focus for major business activities in the region. The BVCP indicates that the formation of the Downtown Alliance in 1997 produced new zoning districts with FAR's consistent with the desired scale; it also established downtown as a local historic district and created a revised update to the Downtown Urban Design Guidelines. On page 73 of the BVCP, the historic downtown is noted as the "heart of Boulder" and as:

“the community’s hub of economic, civic, cultural and social activity. It provides specialty shopping and restaurants, a center for civic activities, a central place for professional offices and banking, spiritual and educational facilities and an active area for the arts.”

From the definition 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.”

Higher Intensity Uses. As noted, the intent identified in the Land Use Code section 9-5, B.R.C. 1981 for the DT-5 zoning district is, *“the business area within the downtown core that is in the process of changing to a higher intensity use.”* As indicated in the “Intensity” section of the Land Use Code, section 9-8-2, B.R.C. 1981, the DT-5 zoning district is the location within the downtown where the city anticipates the highest intensity with a maximum allowable floor area ratio FAR of 2.7 and a maximum height of 55 feet through Site Review. Table 8-2, B.R.C., 1981, defines the maximum FAR for each zone district, an excerpt is provided below in Table 2. For the five Downtown (DT) zone districts, only DT-3 and DT-5 provide for a maximum allowable FAR of 2.7 and specifically only when certain conditions are met. The only means to achieve this intensity in the DT-5 zoning, in areas earmarked for Regional Business land use is through three and four story buildings. This is further discussed in Key Issue 3 and **Attachment B**.

Table 1: Excerpt from Land Use Code Table 8-2: DT Zoning Districts Intensity Standards

	DT-1	DT-2	DT-3	DT-4	DT-5
Maximum Allowable FAR	2.0	2.0	2.7	2.2	2.7

Contextually, the site is located within two blocks of more than 20 buildings of 55 feet and taller, primarily located in the DT-5 zoning district. Located within the DT-5 zoning district, the stated intent of the zone district is for redeveloping sites in the process of changing to a higher intensity. **Figure 13** below illustrates the buildings built to 55 feet or taller in the downtown within a two block radius of the site. Based upon the uses and intensity anticipated within the BVCP for the Regional Business designation and, in turn, the DT-5 provision that allows up to a 2.7 FAR through Site Review, staff finds the application consistent.

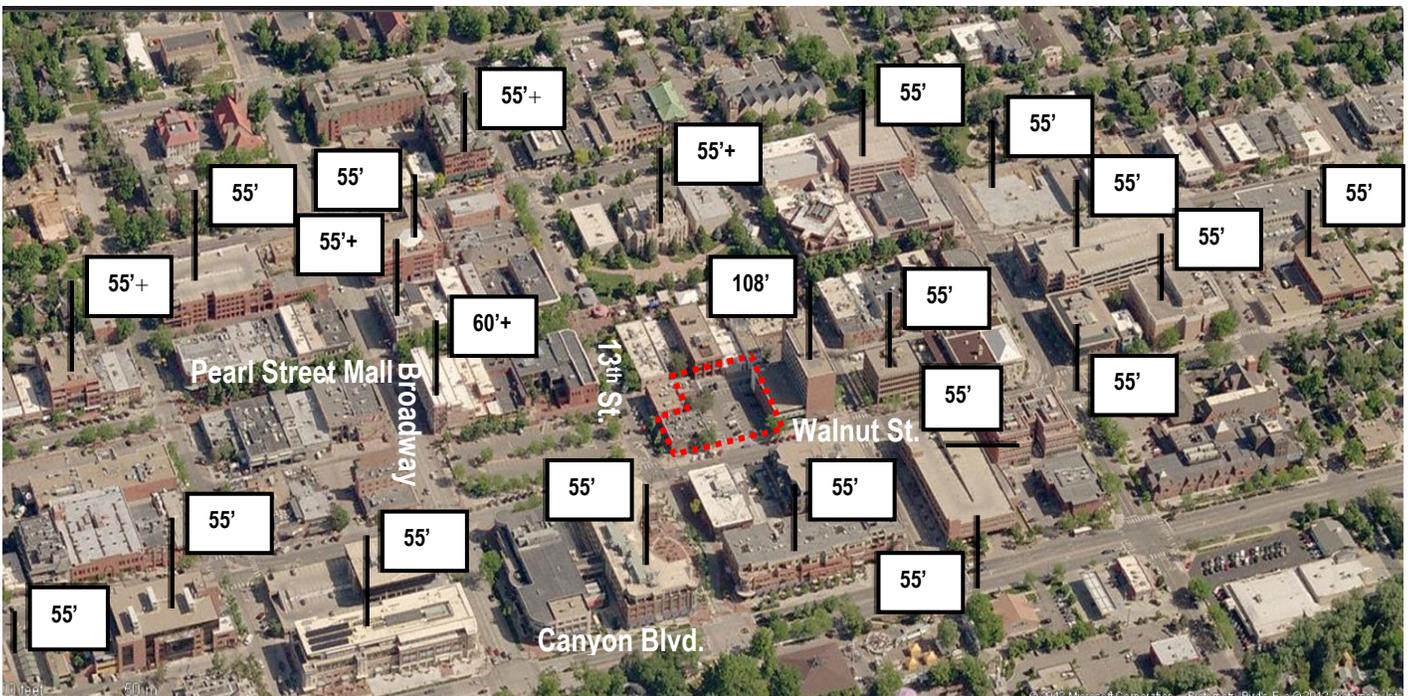


Figure 13: Buildings within a two block radius to the property with heights of 55 feet & taller.

Key Issue #3: Does the proposed project meet the Site Review Criteria including Boulder Valley Comprehensive Plan (BVCP) policies?

The project was found to be consistent with the Site Review Criteria of section 9-2-14(h), B.R.C. 1981. A consistency analysis of the proposed project with the site review criteria is provided in [Attachment B](#). Much of the criteria for building design, mass and scale defers to the adopted design guidelines for the area; therefore, the analysis provided in Key Issue #3 provides specific detail about the consistency with the guidelines.

Key Issue #4: Is the proposed project consistent with the Non-Historic and Interface Guidelines of the Downtown Urban Design Guidelines?

As noted in the guidelines,

“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. Other important design elements are 1) the Non-historic Area’s relationship to its surroundings, including the Historic Area, the Civic Park area, and the neighborhood interface area, 2) the pedestrian quality of the area including the downtown Boulder mall, east and west Pearl Street, Spruce and Walnut streets, Canyon Blvd. and the north-south streets that connect Civic Park to the mall area, and 3) that new building design can reflect the character of its own time while respecting the integrity, scale, and massing of historic buildings in the area.”

“While creative interpretations of traditional design elements, and designs that reflect the character of their time, are encouraged, they should be compatible with but distinguishable from their historic neighbors. Architectural styles that directly copy historic buildings and theme designs, such as “wild west” or “neo-chalet” are inappropriate to the character of downtown Boulder. These guidelines also discourage projects that create inhospitable pedestrian design, and buildings that are inappropriate in scale and massing to their surroundings. DDAB is responsible for reviewing all projects with a construction value of \$10,000 or more in the Non-historic Area and the Interface area”.

“The urban design objectives for the Non-Historic Area are to:

- Reinforce the character of downtown as a pedestrian place by encouraging architectural solutions that are visually interesting, stylistically appropriate to their context, and compatible in scale and character with their street.*
- Strengthen the identity of downtown as a place where people feel welcome and comfortable through the careful selection of building materials and human scale design.*
- Encourage development that complements pedestrian activity.”*

The format of the matrix below is intended to provide a concise consistency analysis with the guidelines with the citation of the guideline followed by the analysis response. Images are also provided to emphasize the points made in the response.

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.

	GUIDELINE:	ANALYSIS:	IMAGES
<p>2.1</p>	<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>The proposed building design illustrates a compatibility with this guideline. Contextually, the critical elevation for consistency is along the 13th Street frontage, as that frontage interfaces with the historic building that had once been the James Hotel. The proposed corner portion of the building incorporates traditional façade elements, not just at the critical first floor but also through the punched window openings similar to the adjacent building as well as other historic buildings in the downtown.</p> <p>The center portion of the building on the north elevation maintains traditional proportions with the ground floor interest but utilizes variation with finish materials including horizontal screening.</p> <p>Similarly, the east end of the building, utilizes a broader punched window opening. This helps to establish variation in the broad south elevation, de-emphasizing horizontality in keeping with the proportions of the historic areas of downtown.</p>	
	<p>GUIDELINES:</p>	<p>ANALYSIS:</p>	<p>IMAGES</p>
<p>2.2</p>	<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>While currently schematic the alignments and patterns of storefronts along 13th Street appears to support established visual character of the historic buildings to the north, the former James Hotel, now Conor O'Neill's Irish Pub; the Brewing Market; and Tibet Imports.</p>	

	GUIDELINES:	ANALYSIS:	IMAGES
2.4	<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>The proposed project is located in the DT-5 zoning district, for which the land use code provides for the highest intensity uses in the downtown. West face of the site is also adjacent to the Downtown Historic District and a two-story historic building. As such, the surroundings are eclectic. The three photos to the above right illustrate the two-to four-story buildings located across Walnut Street from the subject site.</p> <p>The site location is unique in that the existing context that will likely remain over time given the historic significance of the Colorado Building is the backdrop of that building to any structure built on this site. The critical “variety of heights” is nearly de facto given this unique setting, such that the 55 foot height proposed serves as additional variation for the context, as clearly delineated in the bottom elevation along 13th Street.</p> <p>The middle right image illustrates the variation in the site context when the proposed building is superimposed into the Walnut Street block where the existing Colorado Building is located.</p> <p>To the bottom right is the proposed project superimposed onto the 13th Street block adjacent to the two story two story former James Hotel to the north. The tallest portion of the building is planned at the corner, and a transitional portion of the building “steps down” to three stories adjacent to the two story. The traditional architectural features noted in guideline 2.2 above help to successfully transition from the historic portion of the block to the new building.</p>	<p style="text-align: center;">IMAGES</p>    <p style="text-align: center;">Variety of heights to create visual interest</p>

	GUIDELINES:	ANALYSIS:	IMAGES
2.4.A.	<p>Maintain visual interest in building forms.</p> <p>Create architectural variety by stepping back upper floors and varying building massing, especially on larger sites.</p>	<p>As can be seen in the perspective sketch the planned building has variation in setbacks and building form consistent with this guideline. The corner of the building is held to four stories, the northern portion of the building is established as a narrow form with the fourth story setback 15 feet.</p> <p>There is also variation with the center portion of the building, with the fourth story stepped back 20 feet, punctuated by a narrow, transparent building bay that projects further toward the street.</p> <p>The fourth story on the eastern portion of the building is also setback by nine feet, such that the three story portion of the building would be in keeping with the three story portion of the Colorado Building.</p>	
B.	<p>Relate the height of buildings to neighboring structures at the sidewalk edge.</p> <p>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 is the proposed transition of the building at three stories to the two story historic building to the north. Also shown are similar juxtapositions of taller historic buildings in the downtown to neighboring lower structures with just as distinct height difference. They create the visual interest in the downtown that is anticipated and expressed in guideline 2.4.A .</p>	 <p>Proposed Project Setback to Step Down to Adjacent Buildings Existing historic 61' tall building at 1200 Broadway Existing Boulderado Hotel in relation to adjacent building</p>

	GUIDELINES:	ANALYSIS:	IMAGES
<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 meets this guideline as shown to the right.</p> <p>In a scale comparison of another well-known corner building, the Boulderado Hotel, shown below right, the outline of the proposed building is superimposed on the Boulderado. At 62-feet in height the Boulderado has a similar floor to floor height, albeit, with an additional story.</p>	<p>Floor to floor heights west side</p> <p>Floor to floor heights south side</p>
<p>D.</p>	<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. During the Concept Plan review hearing, a neighbor across the alley had been concerned about the original planned placement of the building adjacent to the alley and the shading that could produce.</p> <p>The applicant worked with the neighbor across the alley and has since redesigned the north side of the building, establishing a 40 foot setback from the rear property line and alley. This setback was established to allow greater light and air into the space, to create greater permeability, as well as better utilize the existing patio.</p>	<p>73-foot Setback</p> <p>45-foot Setback</p> <p>13TH STREET</p> <p>ALLEY</p>

	GUIDELINES:	ANALYSIS:	IMAGES
--	-------------	-----------	--------

2.5

Maintain a Human Building Scale Rather Than a Monolithic or Monumental Scale.

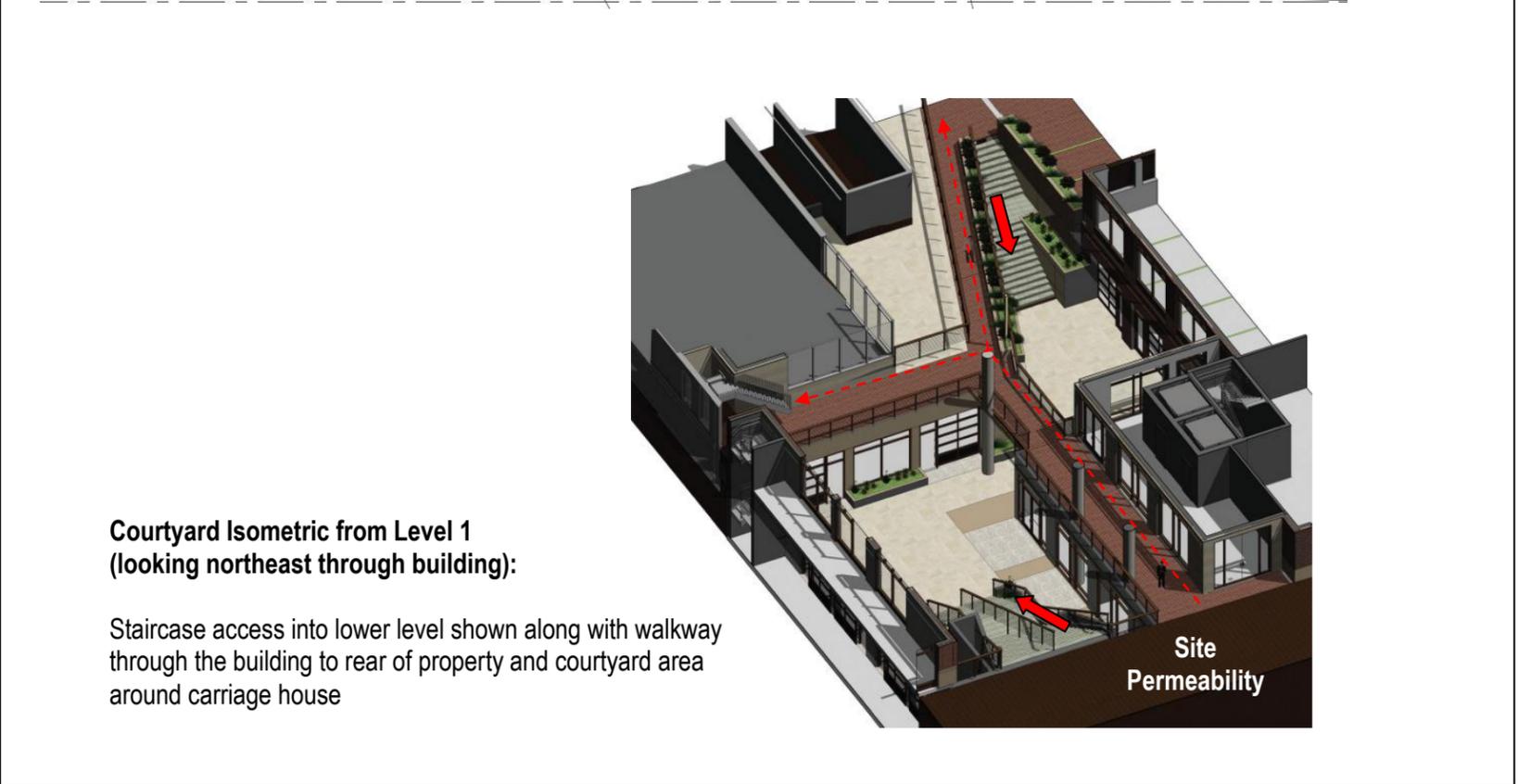
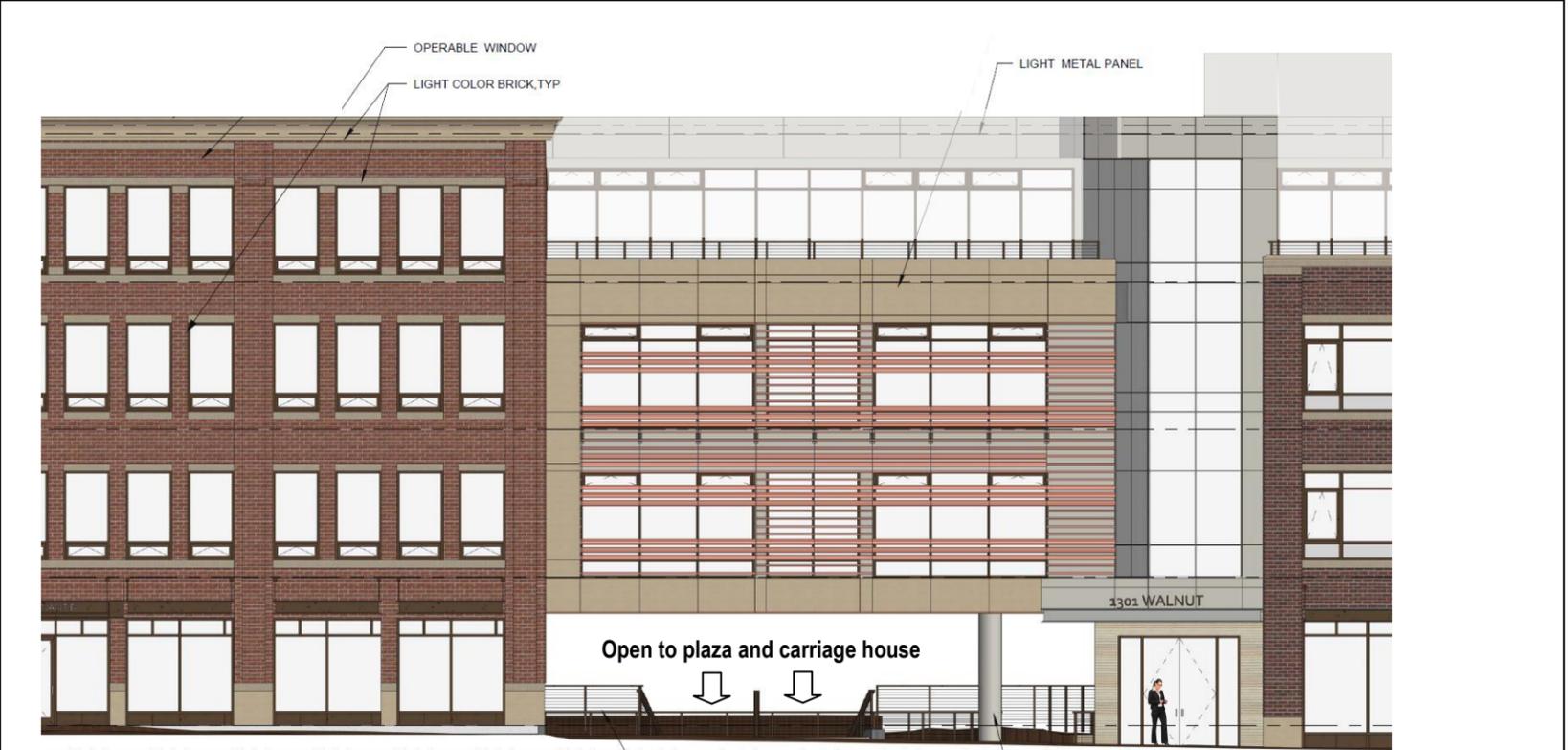
Avoid large featureless facade surfaces. Facade elements that are familiar to the pedestrian help establish a sense of scale and create visual patterns that link buildings within a block, while allowing individual identity of each building. Smaller scale buildings and the use of traditionally-sized building 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.

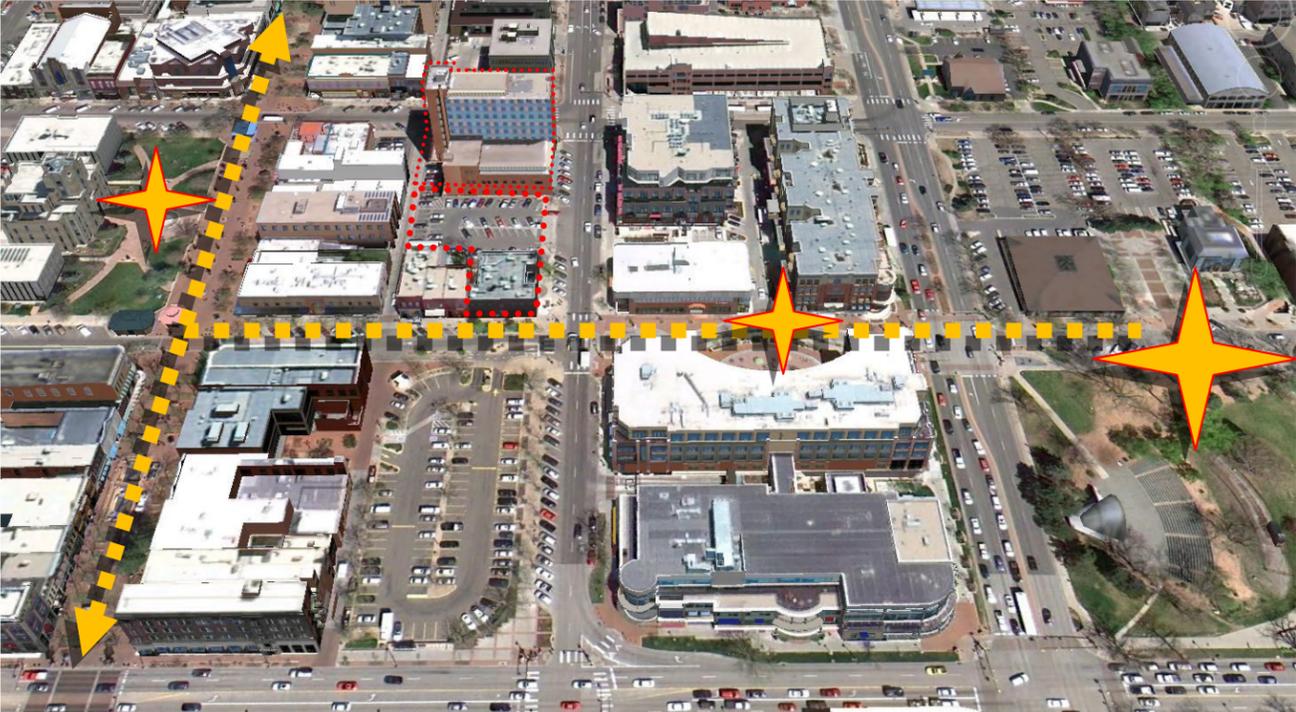
As noted under Guideline 2.1 above, there are traditionally sized building elements that will establish a human scale. Those elements include standard brick size, uniform building components, punched windows in standard sizes.

The middle portion of the south elevation has a more contemporary appearance with sunscreen shading, metal paneling and a column encased in metal. There's also a four story bay with a contemporary angular shape that projects from the middle building face. The building bay is planned as a structural glass curtain wall, highly transparent with a vertically hung sign indicating the building's name, Wencil.

While the bay is somewhat anomalous to the rest of the building's more traditional appearance, it could establish a distinct identity while still ensuring a human scale. What is not shown evident in the elevation is the below grade courtyard space, accessed by a broad staircase which will also add interest for the pedestrian with plant materials, fenestration that reveals the offices that surround the courtyard.

Similarly, just to the west of the lobby entry is the at-grade access to the back courtyard space that bridges over the lower level offices. This creates permeability and an element of exploration for the pedestrian, to access the space beyond the lobby. This is illustrated in the bottom right isometric sketch.



	GUIDELINES:	ANALYSIS:	IMAGES
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>The site is located between the Pearl Street Mall, the One Boulder Plaza open space and the Central Park of downtown: all important focal points that are interconnected at 13th and Walnut. Given the prominence of this key intersection, additional height at this corner is, not only consistent with the surroundings, it helps to frame the street for the pedestrian, and create a coherent visual image of downtown.</p> <p>Below is a comparison of the existing building to the proposed, both from a distance and closer in. The existing building has little to no pedestrian interest due to high windows and blank walls. The proposed building illustrates a transparent first floor with windows that would present visual interest to the pedestrian.</p>	 <p>Aerial looking East: Illustrates the importance of the project site within the 13th Street pedestrian linkage between Pearl Street Mall and Courthouse Plaza on left, One Boulder Plaza and Central Park within the Civic Area</p>



Existing Building at Corner of 13th & Walnut streets

EXISTING



Proposed Building at Corner of 13th & Walnut streets

PROPOSED



Close up of Existing Pedestrian Context

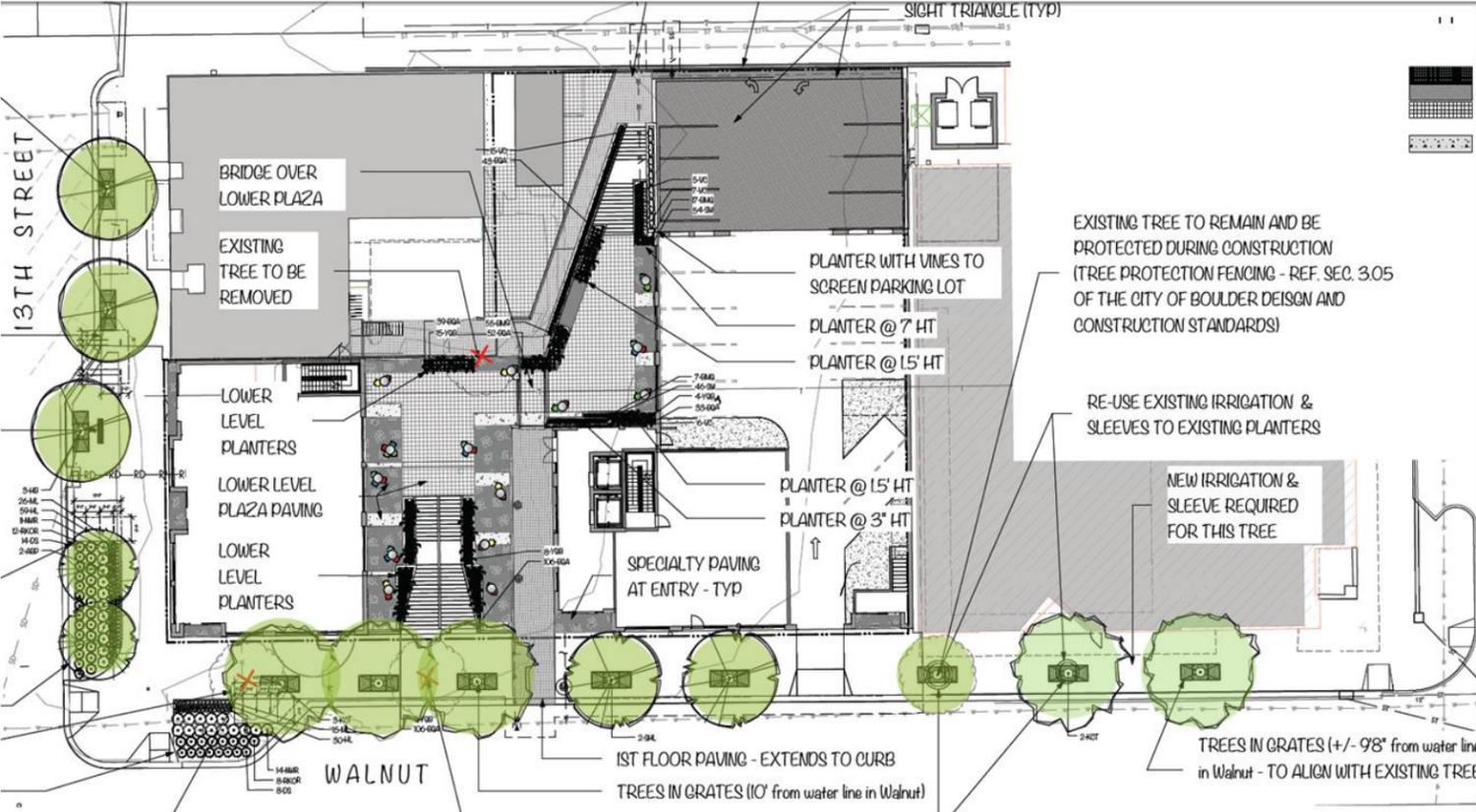
EXISTING



Close up of Proposed Pedestrian Context

PROPOSED

	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 on all sides of the building is illustrated with significant glazing to provide visual interest for the pedestrian. The other materials proposed include brick with a stone plinth for the kick plate and as a base for the brick columns that meet the walkway.</p> <p>Similarly the horizontal trellis on the center portion of the building creates a contrast in the texture of the building, particularly when viewed from a distance. The brick, the stone, and the first floor glazing are all effective in creating pedestrian interest within the public realm.</p>	 <p style="text-align: center;"> South Elevation on West End of Building South Elevation – Mid portion of Building </p>
2.6.C	<p>Maintain The Design Distinction Between Upper and Lower Floors</p>	<p>The project plans meet this criteria, with a very transparent first floor shown for first floor retail.</p>	
2.7	<p>Avoid Half Level, or Partial Level Basements That Extend More Than 2 Feet Above Grade</p>	<p>Not applicable, there is no half or partial level basements.</p>	
2.8	<p>Shade Storefront Glass by Appropriate Means</p>	<p>Metal canopies are proposed on all storefront window</p>	
2.9	<p>Maintain The Rhythm Established by the Repetition of The Traditional 25 Foot Façade 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 south elevation does have a repetition of façade widths between 15 and 25 feet, consistent with the guideline. The opening into the 18-space, at-grade parking garage is in keeping with this rhythm and will permit entry only into the garage. Therefore, the width of the opening at 12 feet will be subtle and integrated into the facade.</p>	 <p style="text-align: center;">South Elevation: Repetition of Façade Opening Widths</p>

	GUIDELINES:	ANALYSIS:	CONFORMS
2.10	<p>Consider the Scale, Texture, and Pattern of Building Materials</p>	<p>Refer to the analysis under Guideline 2.6.B</p>	
2.11	<p>Consider The Quality of Open Space Incorporated in New And Renovated Buildings</p> <p>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 found. Plazas, courtyards, pocket parks, and terraces should be designed to be easily accessible and comfortable for a substantial part of the year.</p>	<p>The applicant is proposing to utilize the existing historic carriage house at the rear of the property to form the basis of an outdoor room and courtyard space that could serve both as open space for the development as well as expansion of the Conor O'Neills patio where there is existing activity and mature shade trees.. The carriage house is intended to be landmarked and used for bicycle storage or a café/bar serving the courtyard.</p> <p>Given the existing context, the courtyard has the potential to be an interesting space. The project plans illustrate access through the site. Sunshine into the space would be limited, though this doesn't preclude the space from being interesting or active. As the project plans move forward, the courtyard space will need careful thought to be considered as a viable and welcoming space.</p> 	
2.11.A	<p>Create comfortable, safe, accessible, and appropriately located open spaces to provide pedestrian interest and convenience.</p>	<p>See response to guideline 2.11 above</p>	
2.11.B	<p>Connect open spaces to other activity areas where people gather to sit, eat, or watch other people.</p>	<p>See response to guideline 2.11 above</p>	

IX. PUBLIC COMMENT AND PROCESS:

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. One comment letter was received from the property owner directly north, across the alley from the subject site.

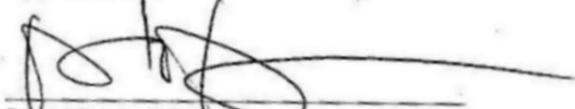
X. STAFF FINDINGS AND RECOMMENDATION:

Planning staff finds that the proposed application for Site Review meets the Site Review criteria found in Land Use Code section 9-2-14(h), B.R.C., 1981. Therefore, staff recommends that Planning Board approve Site Review no. LUR2013-00031 incorporating this staff memorandum and the attached Site Review Criteria Checklist as findings of fact, and subject to the following recommended conditions of approval.

1. The Applicant shall ensure that the **development shall be in compliance with all approved plans** dated February 3, 2014 on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.
2. Prior to a building permit application, the Applicant shall submit a Technical Document Review application for the following items, subject to approval of the City Manager:
 - a. **Final architectural plans, including materials and colors, to ensure** compliance with the intent of this approval and compatibility with the surrounding area. The architectural intent shown on the approved plans dated February 3, 2014 is acceptable.
 - b. A **final site plan** which includes detailed floor plans and section drawings.
 - c. A **final utility plan** meeting the City of Boulder Design and Construction Standards.
 - d. A **final storm water report and plan** meeting the City of Boulder Design and Construction Standards, which include information regarding the groundwater conditions (geotechnical report, soil borings, etc.) on the Property, and all discharge points for perimeter drainage systems.
 - e. **Final transportation plans** in accordance with City of Boulder Design and Construction Standards, for all transportation improvements. These plans must include, but are not limited to: plan and profile drawings and construction plans for the public access drive and all public sidewalks.
 - f. A **detailed landscape plan**, including size, quantity, and type of plants existing and proposed; type and quality of non-living landscaping materials; any site grading proposed; and any irrigation system proposed, to insure compliance with this approval and the City's landscaping requirements. Removal of trees must receive prior approval of the Planning Department. Removal of any tree in city right-of-way must also receive prior approval of the City Forester.
 - g. A **detailed lighting plan** showing location, size, and intensity of illumination units, indicating compliance with section 9-9-16, B.R.C. 1981.

3. Prior to a building permit application, the Applicant shall submit a subdivision application, including a **Preliminary Plat and a Final Plat**, subject to the review and approval of the City Manager, and **execute a subdivision agreement** to ensure compliance with the Boulder Revised Code, including Chapters 9-12, "Subdivision," and 10-5, "Building Code," B.R.C. 1981, unless an equivalent arrangement is approved by the city manager.
4. Prior to a building permit application, the Applicant shall submit to the City an application for and pursue in good faith an **Individual Landmark designation** of the historic building located at 1919 14th Street known as the Colorado Insurance Group Building.

Approved By:



David Driskell, Executive Director
Department of Community Planning and Sustainability

Attachments

- Attachment A: [Correspondence Received and Minutes from Downtown Advisory Board Meetings](#)
- Attachment B: [Consistency with Site Review Criteria](#)
- Attachment C: [Development Review Committee Reviewer Comment Letters](#)
- Attachment D: [Applicant's Submittal Materials](#)

BDAB COMMENTSName: Fenno Hoffman**MEETING DATE:** November 13, 2013**ADDRESS:** 1301 Walnut**DESCRIPTION:****APPLICANT:** Jeff Dawson**Relevant Guidelines:****Downtown Urban Design Guidelines**

The intent of the Non-Historic Area is noted on page 35 of the guidelines as follows:

“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.

2.1 “Consider Incorporating Traditional Façade Elements in New Designs.”

- | |
|---|
| <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. Window patterns and shapes, window sills. G. Recessed central entrance, or angled entrance on corner |
|---|

2.2 “Consider the Alignment of Architectural Features and Established Patterns with Neighboring Buildings”

Alignment with the established features and patterns of the neighboring 107 ft. tall Colorado Building would be illegal under current zoning. Instead, the proposal’s intention is to recall the architectural patterns of “warehouse conversions” and to reference to the scale of masonry fenestration and detailing seen broadly throughout historic downtown, to speak to this guideline.

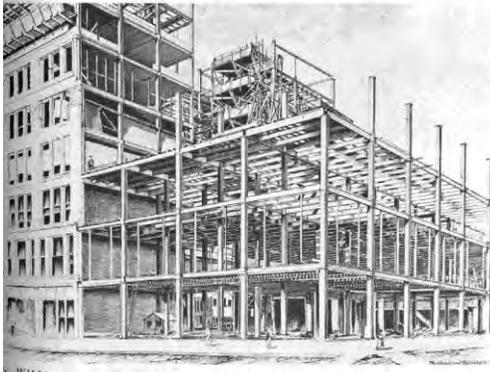
The discussion involved the applicant trying to weave together the east and west ends of their proposal with a shared language of masonry and fenestration proportioning , in order to translate the scale of smaller surrounding buildings to the larger scale of more recent development, and of the neighboring Colorado Building. (A difficult task) The Board uniformly appreciated the overall massing of this project, and the way it responded to the much larger massing of the Colorado Building. The discussion of façade details and proportions reflected the consensus that the applicant has gotten the big stuff right, and was closing in on the refinement of the building surfaces. The south west corner was the object of most of this discussion. The two-story scale of the fenestration seemed out of scale with the rest of the project, and with the warehouse and context precedents discussed.

The Board suggested the applicant refer to the development of façade features and patterns in Chicago, when bearing masonry construction was replaced by frame construction. The Chicago facades tried to weave historical patterns and modern structural methods together, which is analogous to this project's attempt to weave a contemporary building into the surrounding district, without strictly mimicking the historic methods.

Several examples of Chicago facades were discussed. Similar examples are included here for reference only. The Board's discussion was not about the scale of these examples, but rather, how they proportioned the windows and masonry details in the façade.



WILLIAM LE BARON JENNEY. The Fair Building, Chicago, 1891. The plan is made the determining factor in this design.



WILLIAM LE BARON JENNEY. The Fair Building, Chicago, 1891. Skeleton.



225. WILLIAM LE BARON JENNEY. First Leiter Building, Chicago, 1879. Brick piers on outer walls; cast-iron columns in the interior. The wide glass openings suggest the "Chicago windows" of a later date.



229. HOLABIRD and ROCHE. Marquet Building, Chicago, 1894. The front is exceptionally well-proportioned, imposing in its simplicity and its wide expanse of "Chicago windows."



233. WILLIAM LE BARON JENNEY. Leiter Building, Van Buren Street, Chicago, 1889. The skeleton becomes a means of architectonic expression.

The Board and applicant also discussed Denver’s LoDo warehouse conversions, as good examples of what Stewart Brand described as “how buildings learn” and adapt to repurposing over time. A few examples from LoDo are shown here to illustrate this discussion.



Again, the Board agreed that the east end of the project and the west end needed more harmony, and we sought examples that managed the scale and proportion of larger scaled buildings, to fit them into a context shared by smaller buildings.

2.4.A *Maintain visual interest in building forms. Create architectural variety by stepping back upper floors and varying building massing, especially on larger sites.*

The Board supported the applicant’s creation of architectural interest, not so much by stepping back floors, (which the Board finds clumsy) but by the efforts to develop good wall detailing that responds to the downtown context. There was also some concern that the metal panel portions of the center mass and eastern upper story lack sufficient detail and recall the drive up bank across the street, which is not in close accord with the design guidelines. The metal wall panel portions need more work.

2.4.B *“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 setback a minimum of 15-feet from the front façade to reduce the perceived height.”*

The neighboring building is one hundred and seven feet tall, so stepping back the upper floors of this project would not accomplish any improvement in the relationship between this project and its neighbor. Instead, the applicant’s use of the larger and simpler shapes of the warehouse conversion precedent, serves as a good model for relating to the Colorado Building more skillfully and sensitively than stepping the massing. The careful detailing of these larger masses, as we all discussed at length, is a critical part of making this solution work in this context.

2.4.C. *“Generally for commercial and residential buildings in the RB-1X (DT-1), RB-2X (DT-2), RB-1E (DT-4), and RB-2E (DT-3) the floor to floor heights should be up to 14 feet for the ground level and up to 12 feet for the second floor.”*

Done.

2.5 *“Maintain a Human Building Scale, Rather than Monolithic or Monumental Scale”*

This will be accomplished through the scale and proportions of the openings, as shown, and as the applicant refines them, using fenestration sizes and proportions and rhythms that are shared in this context, elsewhere.

2.6 *Create Pedestrian Interest at the Street Level*

The street level design uses some of the rhythms and proportions of similar buildings in the area. The level of richness will depend somewhat on the tenants here.

2.6.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.*

The Board discussed access to the below grade courtyard at some length. The applicant stated that the leasable space on a fourth floor would be more desirable, but given the likelihood of a fourth floor being approved, the below grade space was a necessary alternative. The board was concerned about balancing access and security, preferring eyeballs to barriers. The passageway connecting the street and alley, alongside the courtyard, and serving the stairway down, seemed like an excellent way to collect foot traffic and increase both security and access.

To that end, the Board also suggested moving the courtyard floor cut south, closer to the street, to allow a stronger connection to people on the sidewalk and to increase the amount of daylight reaching below. The Board also suggested considering locating tables and chairs along the railing to populate that edge, and also changing the railing design from glass to metal. Glass is vulnerable to breakage at the street and prone to collecting a dirty film. A metal railing with a vertical balustrade design would discourage climbing, but allow a stronger acoustical and visual connection, while also using the more typical language of iron and steel railings seen widely elsewhere downtown.

2.6.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.*

The Board discussed these issues (described above under section 2.2) especially the of “more solid areas than voids, with smaller vertically oriented windows in regular patterns (at the southwest corner)

2.9 *Maintain the Rhythm Established by The Repetition of The Traditional 25 Foot Facade Widths*

The Board did not discuss this specifically, but the façade detailing we did discuss, if developed, should incorporate this guideline without difficulty.

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

The Board (see above under 2.2)

-end

BDAB COMMENTS

Name: _____

MEETING DATE: January 8, 2014

ADDRESS: 1301 Walnut St.

DESCRIPTION:

APPLICANT: Jeff Dawson

Relevant Guidelines: Downtown Urban Design Guidelines, 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.

2.1 *“Consider Incorporating Traditional Façade Elements in New Designs.”*

- 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. Window patterns and shapes, window sills.*
- G. Angled entrance on corner*

2.2 *“Consider the Alignment of Architectural Features and Established Patterns with Neighboring Buildings”*

The Board suggests the Applicant continue to study the proportions of the windows at the southwest corner of the building, and consider a “less glass, more masonry” approach, in order to temper the scale. It was noted that the southeast corner is more successful with this ratio and perhaps would align better with the existing architectural features along 13th street, like the James Building.

Hotel Boulderado was referenced for comparison. The hotel has a similar context and challenge, where the massing between neighboring buildings changes abruptly, but the wall-to-window ratio and similar window proportions between buildings, has made the transition smoother.

Also, a practical reason was mentioned for reducing the size of the proposed windows at the southwest corner, which is to limit the amount of glare that could become problematic for tenants working in those spaces.

2.4.A *Maintain visual interest in building forms. Create architectural variety by stepping back upper floors and varying building massing, especially on larger sites.*

The Board supports the Applicant’s approach to creating interest with the varied building form and prominent height at the southwest corner.

2.4.B *“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 setback a minimum of 15-feet from the front façade to reduce the perceived height.”*

2.4.C. *“Generally for commercial and residential buildings in the RB-1X (DT-1), RB-2X (DT-2), RB-1E (DT-4), and RB-2E (DT-3) the floor to floor heights should be up to 14 feet for the ground level and up to 12 feet for the second floor.”*

2.5 *“Maintain a Human Building Scale, Rather than Monolithic or Monumental Scale”*

Refer to Section 2.2

2.6 *Create Pedestrian Interest at the Street Level*

A grander stair to the plaza was suggested, rather than just a functional stair, in order to create more pedestrian interest along the first level.

2.6.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.*

2.6.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.*

2.9 *Maintain the Rhythm Established by The Repetition of The Traditional 25 Foot Facade Widths*

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

It was suggested that the arrangement of stone and horizontal louvers (at the entry on the west elevation) could be applied in a similar way on the south elevation (above plaza entry) as a possible strategy for adding more durability and weight to this portion of the building.

**PONDEROSA RANCH LLLP
1320 Pearl Street #102
Boulder, CO 80302**

Management 303-443-3939 Billing 303-442-0696 Fax 303-443-0636

February 6, 2014

City of Boulder
Planning Board
P.O. Box 791
Boulder, CO 80306-0791

Re: Site Review LUR2031-00053 for 1301 Walnut Street, known as the Wencel Building

Dear Planning Board Members,

Over the course of the last 6 months, W. W. Reynolds has worked diligently in response to comments from Ponderosa Ranch, LLLP to obtain a mutually desirable building to be built at 1301 Walnut.

There have been several meetings between the members of Ponderosa Ranch LLLP and the W. W. Reynolds' design team, including the architect and developer, and those discussions have led to this letter of support for the project as currently submitted.

The design of the building and the treatment of the north side of the proposed building, preserving the pedestrian friendly appeal of the alley, and the consideration of view corridors and massing, as it relates to the transition from the DT5 to DT4 zone, have been well mitigated and have led to an enhanced design of the building. Ponderosa Ranch feels this building, as currently proposed, meets the goals of Downtown Boulder in providing high-quality office space, filling in the street front along Walnut Street, preserving the historical James Building Hotel and Carriage House, and treats the alley in a fashion that will be a pedestrian friendly corridor to be utilized as the civic area plan builds out linking to the Downtown Mall.

The specific input and direction from Ponderosa Ranch resulting in its support includes:

- 1) A 40' setback from the rear property line, increasing to a 45' rear setback for the top floor.
- 2) A 55' height along Walnut, with a minimal parapet of 18" to preserve the view corridors and shadowing of the historic DT4 Mall zone.
- 3) A four sided building that enhances the Lawry Lane pedestrian corridor experience.
- 4) The expansion of the Connor O'Neal's outside patio into a beer garden utilizing the carriage house as outdoor service space to Connor O'Neal's.
- 5) Open small level fencing, similar to the design of the patios of the Downtown Mall utilized for the private patio of Connor O'Neal's. This preserves the excitement and the energy without turning its back with a privacy fence on the area.
- 6) Brick pavers transitioning to the alley.
- 7) A design with density of 2.7 FAR as calculated only on lots 7, 8, and 9, so the maximum square foot density is designed and reviewed cohesively, as opposed to a staff level 1.7 FAR application now, with the potential of an additional application for expansion at a later date. Specifically, the intent is to prohibit expansion into the agreed upon setback for the rear (north) side of the building in the future, thus eliminating the design elements which has resulted in Ponderosa Ranch's support.

With your support including implementation of the above agreed upon conditions of design, Ponderosa Ranch LLLP is now supportive of the building design and massing as proposed. Please do not hesitate to call if you have additional questions.

Sincerely,

Scott Sarbaugh
General Partner

cc: City of Boulder – Planning and Development Services
Elaine McLaughlin – Case Manager

No site review application shall be approved unless the approving agency finds that:

(1) Boulder Valley Comprehensive Plan:

√ (A) The proposed site plan is consistent with the land use map and service area map and, on balance, the policies of the Boulder Valley Comprehensive Plan.

The proposed site plan for office and ground floor retail uses within the City limits (and Area I of the service area map) is consistent with the Regional Business land use map designation and the service area map. On balance, the project is consistent with the policies of the BVCP and in particular, the proposed project is consistent with the following BVCP policies:

- 1.03 Principles of Economic Sustainability.
- 2.01 Unique Community Identity.
- 2.03 Compact Land Use Pattern.
- 2.18 Role of the Central Area.
- 2.32 Physical Design for People.
- 2.33 Environmentally Sensitive Urban Design.
- 2.37 Enhanced Design for Private Sector Projects:
 - a) The context
 - b) The public realm
 - c) Transportation connections
 - d) Human scale
 - e) Permeability
 - r) On-site open spaces
 - g) Buildings
- 5.02 Regional Job Center.
- 5.05 Support for Local Business.
- 5.09 Role of Arts and Cultural Programs.
- 5.11 Sustainable Business Practices.
- 5.13 Responsive to Changes in the Marketplace.

To review each policy statement, refer to the following link: **Boulder Valley Comprehensive Plan Policies**
<http://www.bouldercolorado.gov/files/PDS/bvcp2010/bvcp2010.pdf>

n/a (B) The proposed development shall not exceed the maximum density associated with the Boulder Valley Comprehensive Plan residential land use designation. Additionally, if the density of existing residential development within a three hundred-foot area surrounding the site is at or exceeds the density permitted in the Boulder Valley Comprehensive Plan, then the maximum density permitted on the site shall not exceed the lesser of:

n/a (i) The density permitted in the Boulder Valley Comprehensive Plan, or,

n/a (ii) The maximum number of units that could be placed on the site without waiving or varying any of the requirements of Chapter 9-8, "Intensity Standards," B.R.C. 1981.

√ (C) The proposed development's success in meeting the broad range of BVCP policies considers the economic feasibility of implementation techniques required to meet other site review criteria.

The proposed project includes approximately 5,000 square feet of ground floor retail with upper story offices in the highest intensity downtown zoning district of DT-5. To meet BVCP policies related to design for the public realm at a human scale, the applicant is proposing building facades and high quality finish materials that would meet the intent of the

Downtown Urban Design Guidelines. These elements serve both the appearance of the building as well as contribute to the urban streetscape experience within the downtown and along a critical link between Pearl Street and the Civic Area. This also serves to enhance the economic viability for the proposed project.

(2) Site Design: Projects should preserve and enhance the community's unique sense of place through creative design that respects historic character, relationship to the natural environment, multi-modal transportation connectivity, and its physical setting. Projects should utilize site design techniques which are consistent with the purpose of site review subsection (a) of this section and enhance the quality of the project. In determining whether this Subsection is met, the approving agency will consider the following factors:

(A) Open Space: Open space, including, without limitation, parks, recreation areas, and playgrounds:

(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;

The applicant is proposing a creative means to achieve open space on the site with a lower level courtyard accessed by a series of stairs. The courtyard opens to the south such that a mixture of sun and shade in a gathering space will be achieved. In addition, a new pedestrian connection will be created to access an expanded plaza space at the rear of the building surrounding the existing carriage house and connecting to the proposed Conor O'Neills enhanced patio space. In addition, there is an approximately 2,500 square foot area proposed as parking that will be enhanced with pavers, to create an appearance of a connection to the rear plaza space.

(ii) Private open space is provided for each detached residential unit;

There are no residential units proposed within the project site.

(iii) The project provides for the preservation of or mitigation of adverse impacts to natural features, including, without limitation, healthy long-lived trees, significant plant communities, ground and surface water, wetlands, riparian areas, drainage areas, and species on the federal Endangered Species List, "Species of Special Concern in Boulder County" designated by Boulder County, or prairie dogs (Cynomys ludovicianus) which is a species of local concern, and their habitat;

There are no known special status species on the site that has been developed for decades. There is one existing, long-lived tree that is healthy on the site that will be retained.

(iv) The open space provides a relief to the density, both within the project and from surrounding development;

The proposed open space is reflective of an urban context. The proposed courtyard space is intended to be open to the public, accessed from a stair case that descends from the Walnut Street sidewalk into the site. The patio area at the rear of the Conor O'Neil's Pub (James Hotel Building) is also planned for renovations. That patio space is planned to connect to a new pedestrian walkway through the site, over the interior courtyard via a bridge and out to Walnut Street. This not only meets this criteria but also enhances permeability through the site.

(v) Open space designed for active recreational purposes is of a size that it will be functionally useable and located in a safe and convenient proximity to the uses to which it is meant to serve;

Not applicable

(vi) The open space provides a buffer to protect sensitive environmental features and natural areas; and

There are no know sensitive environmental features or natural areas within this developed urban site.

√ (vii) If possible, open space is linked to an area- or city-wide system.

The existing walkways along Walnut and 13th streets are all part of a city-wide, interconnected network of sidewalks. The applicant is also proposing permeability through the site from a walkway that connects Walnut Street to the alley, the courtyard space, carriage house and redesigned Conor O'Neill's patio at the rear of the property.

n/a (B) Open Space in Mixed Use Developments (Developments that contain a mix of residential and non-residential uses)

Not applicable as the mix of uses doesn't include residential on the project site.

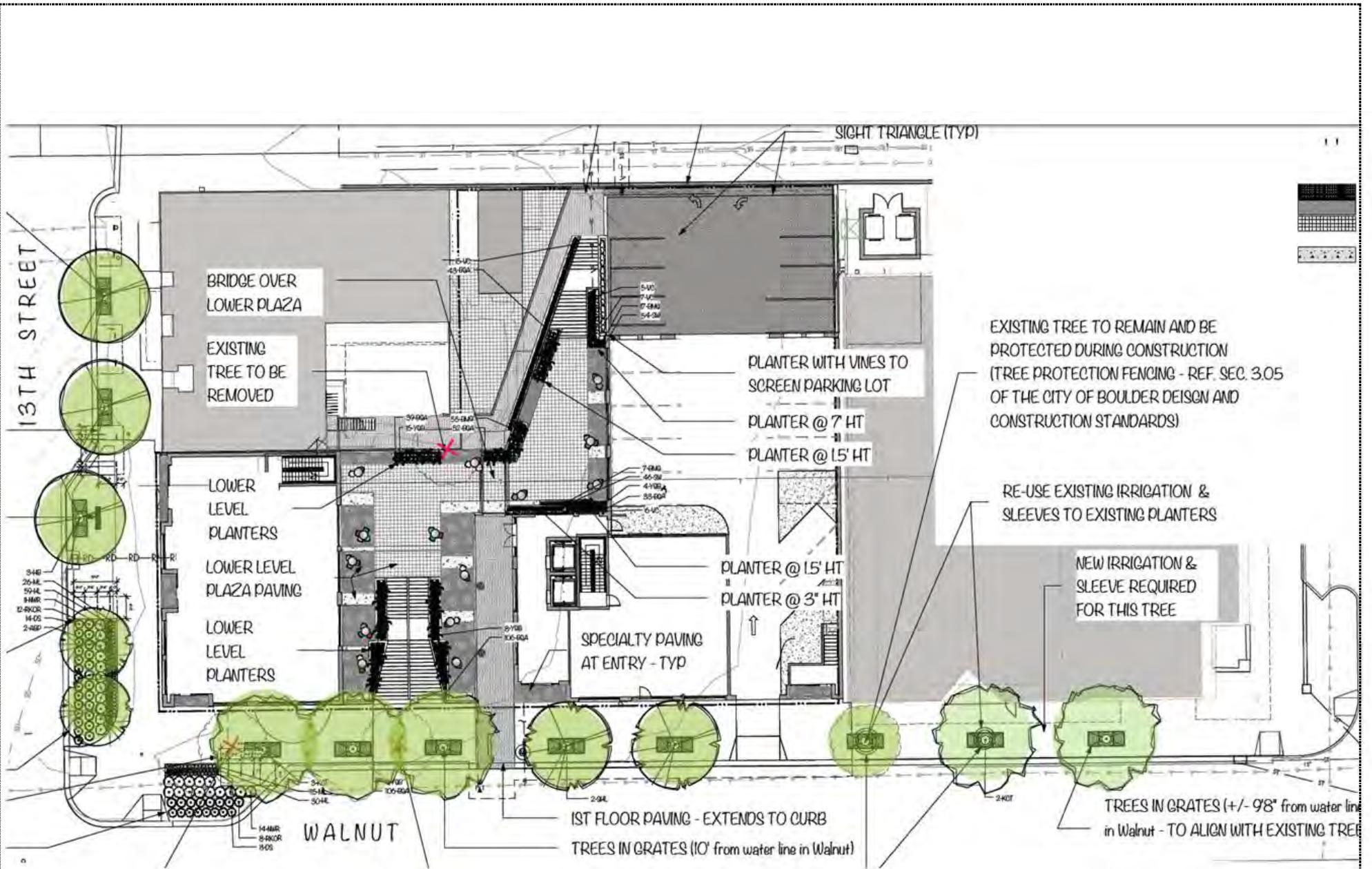
√ (C) Landscaping

√ (i) The project provides for aesthetic enhancement and a variety of plant and hard surface materials, and the selection of materials provides for a variety of colors and contrasts and the preservation or use of local native vegetation where appropriate;

The proposed project will help to establish a new streetscape along this portion of Walnut where today little to no streetscape exists, as shown in the photograph below. In addition, the existing denuded and declining streetscape along 13th Street that includes overgrown junipers and trees that are diseased will be replaced with a new shrub bed and street trees.

The landscape plan shown on the following page illustrates five new street trees along Walnut Street and five new street trees along 13th Street. The plan has highlighted the open space areas, areas with special paving and the proposed street trees.





n/a (ii) Landscape design attempts to avoid, minimize, or mitigate impacts to important native species, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project;

As an urban and developed site, there are no known native species or special status species on the site.

√ (iii) The project provides significant amounts of plant material sized in excess of the landscaping requirements of Section 9-9-12, "Landscaping and Screening Standards" and Section 9-9-13, "Streetscape Design Standards," B.R.C. 1981; and

The applicant intends to preserve an existing, healthy public street tree along Walnut Street and provide additional landscaping and street trees that are in excess of the requirements.

√ (iv) The setbacks, yards, and useable open space along public rights-of-way are landscaped to provide attractive streetscapes, to enhance architectural features, and to contribute to the development of an attractive site plan.

The landscaping proposed for this site addresses not only the important public rights of way along both 13th and Walnut streets, but also enhances the rear of the property adjacent to the alley. While the alley is an important "working alley" supporting the restaurants and businesses located on the Pearl Street mall, the site enhancements surrounding the alley provide a nearly 360° landscape enhancement for the site.

√ (D) **Circulation:** Circulation, including, without limitation, the transportation system that serves the property, whether public or private and whether constructed by the developer or not:

√ (i) High speeds are discouraged or a physical separation between streets and the project is provided;

The access into the relatively small parking structure from both the alley and the relatively narrow Walnut Street right of way discourages high speeds in and out of the site. Also proposed are detached walkways and street trees along with planters that will separate the pedestrian from the street.

√ (ii) Potential conflicts with vehicles are minimized;

Vehicular conflicts are minimized through the requirement of specific sight triangles at the parking entry from Walnut.

√ (iii) Safe and convenient connections are provided that support multi-modal mobility through and between properties, accessible to the public within the project and between the project and the existing and proposed transportation systems including, without limitation, streets, bikeways, pedestrianways and trails;

The existing detached walkways along both 13th and Walnut streets are planned to be enhanced with streetscaping with relatively wide walkways augmented with both trees in grates as well as

planter areas. This provides a certain pedestrian travel way that helps to channel pedestrians along the building frontages while removing them from vehicular travel along the streets.

√ (iv) **Alternatives to the automobile are promoted by incorporating site design techniques, land use patterns, and supporting infrastructure that supports and encourages walking, biking, and other alternatives to the single-occupant vehicle;**

Secured and covered bicycle parking is provided for 10 bicycles, well in excess of the required 0 spaces required for bikes. As an infill site within the heart of downtown Boulder, and across the street from a regional bus facility, it is inherent that a building in this setting has an enhanced opportunity for users of the site to either walk to the nearby, surrounding residential areas from this future place of employment or to take a bus. The proposed use, location, setting and planned use automatically encourages alternatives to single occupant vehicles (SOV). The provision of a very limited number of parking spaces for the site also would encourage alternatives to the SOV particularly given the very unique location across Walnut Street from the Downtown Regional Transit Facility.

√ (v) **Where practical and beneficial, a significant shift away from single-occupant vehicle use to alternate modes is promoted through the use of travel demand management techniques;**

The TDM for the proposed project includes provision of EcoPasses to all employees planned on the site. The applicant is also providing a secured and covered bike storage within the parking at the rear, first floor of the building. Similar to criterion (iv) above, these efforts will make the project consistent with the criterion.

√ (vi) **On-site facilities for external linkage are provided with other modes of transportation, where applicable;**

The walkway along Walnut Street connects to the regional RTD facility located across the street from the site, and the walkways along both Walnut and 13th street further connect to local bus lines along Canyon Boulevard and Broadway, each one block from the site.

√ (vii) **The amount of land devoted to the street system is minimized;**

The proposed project will minimize the amount of land devoted to the street system by removing an existing surface parking lot and creating useable built space on the site that is underutilized for the context and location.

√ (viii) **The project is designed for the types of traffic expected, including, without limitation, automobiles, bicycles, and pedestrians, and provides safety, separation from living areas, and control of noise and exhaust.**

In removing the existing surface parking lot, the proposed building will be built in an urban configuration with an enlivened building streetface built adjacent to the pedestrian streetscapes of 13th and Walnut streets. The result will be a renewed, enhanced pedestrian experience. The appropriate removal and replacement of the surface parking lot along Walnut Street into a small,

contained parking structure will help to control noise and exhaust from vehicles. In addition, the one-way in entrance to the parking is planned to be very narrow at 11 feet wide, which represents less than one percent of the streetface of the new building along Walnut Street and less than a half percent of the entire block face on Walnut Street.

√ **(E) Parking**

√ **(i) The project incorporates into the design of parking areas measures to provide safety, convenience, and separation of pedestrian movements from vehicular movements;**

Removal of the surface parking lot from adjacent to the sidewalk within the heart of downtown Boulder and across the street from the Regional RTD bus facility, will enhance the safety and convenience of pedestrians. The very narrow, one-way in-only entrance to the parking structure from Walnut Street with limited number of spaces will eliminate the existing conflicts that occur within the surface parking lot with two ingress and egress points along the street.

√ **(ii) The design of parking areas makes efficient use of the land and uses the minimum amount of land necessary to meet the parking needs of the project;**

The small parking area is located within the building's planned first floor, and is not intended to support all of the visitors or tenants of the site, but rather to augment the availability of parking and convenience for the site. Because the site is located within the Central Area General Improvement District (CAGID) where approximately 4,000 parking spaces exist today, a large amount of parking is not necessary. Also, the parking doesn't just serve vehicles it serves as covered, secure bike parking as well.

√ **(iii) Parking areas and lighting are designed to reduce the visual impact on the project, adjacent properties, and adjacent streets;**

The parking will be contained within the building except adjacent to the alley, which is a very functional alley serving the Pearl Street Mall.

√ **(iv) Parking areas utilize landscaping materials to provide shade in excess of the requirements in Subsection 9-9-6(d), "Parking Area Design Standards," and Section 9-9-12, "Parking Lot Landscaping Standards," B.R.C. 1981.**

While this guideline is oriented more toward surface parking lots, not for a downtown building, the parking is contained within the building except at the rear, adjacent to the alley where it is enhanced visually through use of special paving.

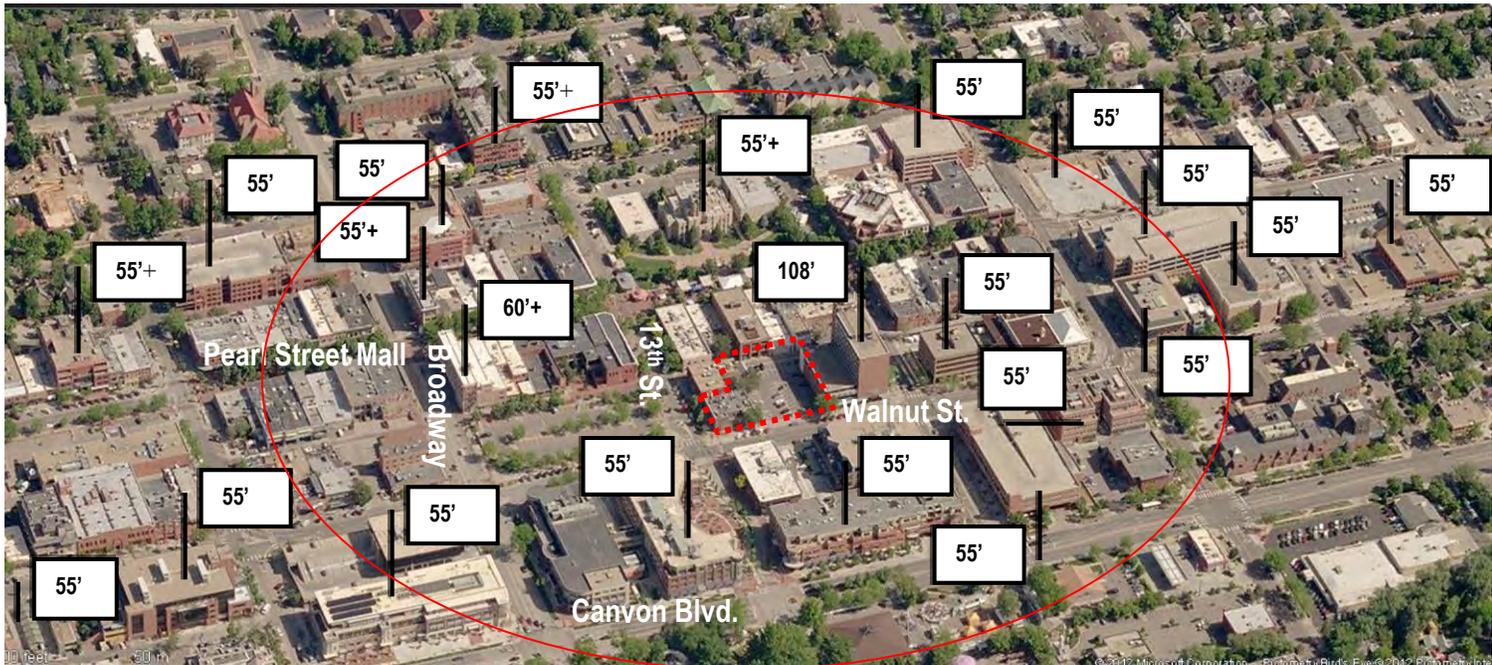
√ **(F) Building Design, Livability, and Relationship to the Existing or Proposed Surrounding Area**

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

Refer to criteria, 9-2-14-(h)(2)(F)(ii) for an analysis of height of the structure in context. Regarding orientation, the site is at a key intersection in the heart of the downtown, between the civic area and Pearl Street. The Civic Area Plan delineates 13th Street as the primary link between the two. Therefore, the orientation of the building is appropriately anchored with the tallest portion of the building at the corner of 13th and Walnut streets. This is similarly consistent with the downtown urban design guidelines for the non-historic district, which recommend taller building elements at a corner. The building provides critical first floor transparency into active uses planned for the ground floor and will fill-in a site that today has little in the way of pedestrian amenity. Refer to the attached analysis of consistency with the Downtown Urban Design Guidelines for the Non-historic district.

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

Contextually, the site is located within a ¼ mile radius of more than 20 buildings of 55 feet and taller, primarily located in the DT-5 zoning district, shown below. Located within the DT-5 zoning district, the stated intent of the zone district is for redeveloping sites in the process of changing to a higher intensity. Shown below is an illustration of the buildings built within the downtown that are 55 feet and taller as proposed. As can be noted, in a two block radius of the subject property, there are approximately 16 buildings built to 55 feet or greater, most all of which are located within the DT-5 zoning district, where the greatest intensity (up to a 2.7 FAR) has been anticipated.



Buildings within a two block radius to the subject property with heights of 55 feet and taller.

As shown on the following page, the site is located in the urbanized core of the downtown. Located in proximity to some of the tallest, most dense developments in the city, the site is also situated in a key location between several highly active focal points: the Central Park with the Farmer’s Market; the Dushanbe Tea House and Boulder Museum of Art; and the One Boulder Plaza and Pearl Street Mall.



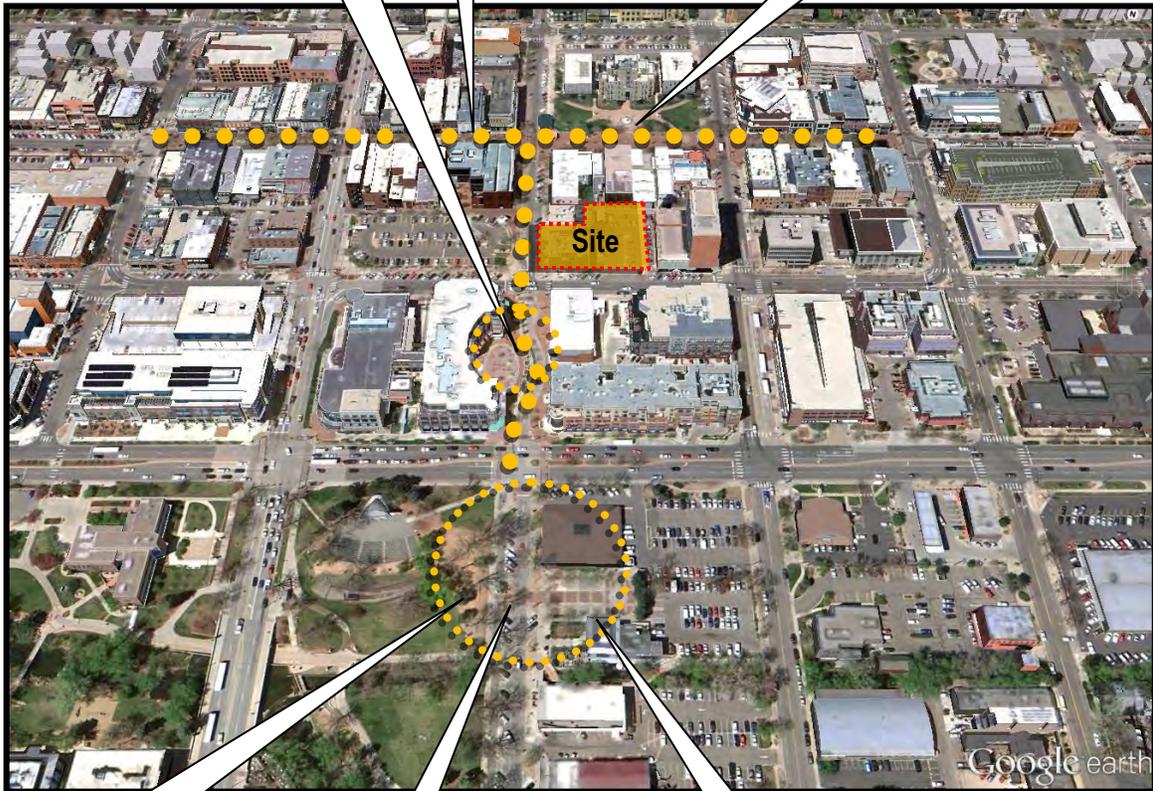
One Boulder Plaza



Pearl Street Mall



Pearl St. Mall at Courthouse Plaza



Google earth



Central Park



Farmer's Market



Dushanbe Tea House and Rose Garden

Key Pedestrian Location of Site in Context of Important Civic Areas of the Pearl Street Mall and the Civic Area

√ (iii) The orientation of buildings minimizes shadows on and blocking of views from adjacent properties;

As previously configured, the building was built close to the alley at the rear of the property. As currently planned, the mass of the building is moved forward with the tallest elements located at the corner furthest from the alley. In addition, the building-face-to-building-face separation at the rear of the property is approximately 64 feet where a setback of 0 would create a 20-foot building separation. This effectively mitigates the shadow encroachments that had formerly occurred on the site to the north. In addition, the site is located within Solar Area (SA) III defined in the Land Use Code subsection 9-9-17(c)(3), B.R.C. 1981 as follows:

“SA Area III includes areas where, because of planned densities, topography, or lot configurations or orientations, uniform solar access protection for south yards and walls or for rooftops may unduly restrict permissible development”

With the openness at the rear of the property, light and air circulation is available and shadows are minimized. There will be some encroachment into the viewshed of properties to the north. However, given the context and the DT-5 zoning where maximum build-out anticipates a 2.7 FAR.

√ (iv) If the character of the area is identifiable, the project is made compatible by the appropriate use of color, materials, landscaping, signs, and lighting;

The built environment within the context is varied in character. However, taking cues from some of the recently built buildings in the area, along with the painted red brick of the adjacent historic buildings, the proposed red brick materials are in keeping with the context.

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

As noted, the design of the buildings took into account the historic configuration of storefronts along Walnut and 13th streets. The design also provides large storefront windows and doors within those bays to ensure transparency and that the pedestrian is engaged with the first floors of both street frontages. Entryways are well pronounced and the proposed patio creates active and inviting pedestrian space.

In addition, safety enhancements will result from ensuring that driveway cuts meet current Design and Construction Standards.

√ (vi) To the extent practical, the project provides public amenities and planned public facilities;

The applicant is intending to augment the existing streetscape that will provide public amenity. Build out of a well articulated building in place of a surface parking lot also creates a form of an urban streetscape amenity.

n/a (vii) For residential projects, the project assists the community in producing a variety of housing types, such as multi-family, townhouses, and detached single-family units as well as mixed lot sizes, number of bedrooms, and sizes of units;

n/a (viii) For residential projects, noise is minimized between units, between buildings, and from either on-site or off-site external sources through spacing, landscaping, and building materials;

(ix) **A lighting plan is provided which augments security, energy conservation, safety, and aesthetics;**

A lighting plan is required as a part of Technical Document review.

(x) **The project incorporates the natural environment into the design and avoids, minimizes, or mitigates impacts to natural systems;**

The subject property is part of the urban grid of Downtown Boulder. As such, the proposed addition of street trees where none exist today incorporates trees into the urban forest. Currently, there is one healthy existing street tree which is intended to be preserved.

(xi) **Buildings minimize or mitigate energy use; support on-site renewable energy generation and/or energy management systems; construction wastes are minimized; the project mitigates urban heat island effects; and the project reasonably mitigates or minimizes water use and impacts on water quality.**

*The applicant will be required to meet the recently adopted changes to the building code. The recently adopted energy code amendment for commercial buildings incorporated the 2012 International Energy Conservation Code (IECC) standard as well as the 2010 American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHRAE) 90.1 standards, with additional local amendments requiring a **30 percent increase in performance requirements**. This requirement is considered aggressive and represents a significant step toward improved energy efficiency in buildings in balance with the cost impact for new construction. As discussed as a part of the adoption process in October, 2013, the recently adopted codes if supported by continued improvements in cost-efficient building and energy management technology, could achieve a "net zero" building code by 2031 (in which buildings, on balance, produce as much energy as they consume).*

The proposed building will meet all adopted changes to the building code and the applicant plans to investigate opportunities to exceed the code during the design of the building. The building will incorporate low-e glazing, a reflective "cool" roof membrane, water efficient plumbing fixtures, building insulation and window shading systems that reduce solar heat gain. We will evaluate integrated HVAC and lighting control systems that will reduce energy use in both tenant and the building common areas. The planned use of a structural steel frame and modular masonry exterior materials will reduce construction waste.

√ (xii) Exteriors or buildings present a sense of permanence through the use of authentic materials such as stone, brick, wood, metal or similar products and building material detailing;

The materials proposed include brick, stone, horizontal screening, and are considered authentic and in character with the downtown.

√ (xiii) Cut and fill are minimized on the site, the design of buildings conforms to the natural contours of the land, and the site design minimizes erosion, slope instability, landslide, mudflow or subsidence, and minimizes the potential threat to property caused by geological hazards.

The site is level and little in the way of excavation is necessary given that there are no below grade portions of a building planned.

n/a (xiv) In the urbanizing areas along the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the building and site design provide for a well-defined urban edge; and

n/a (xv) In the urbanizing areas located on the major streets shown on the map in Appendix A of this title near the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the buildings and site design establish a sense of entry and arrival to the City by creating a defined urban edge and a transition between rural and urban areas.

√ (G) **Solar Siting and Construction:** For the purpose of ensuring the maximum potential for utilization of solar energy in the city, all applicants for residential site reviews shall place streets, lots, open spaces, and buildings so as to maximize the potential for the use of solar energy in accordance with the following solar siting criteria:

√ (i) **Placement of Open Space and Streets:** Open space areas are located wherever practical to protect buildings from shading by other buildings within the development or from buildings on adjacent properties. Topography and other natural features and constraints may justify deviations from this criterion.

The urban context and DT-5 zoning establishes a zero lot-line configuration at the street frontage. Street trees are also required to add to the urban forest and provide for the much needed shading and cooling for pedestrians during the summer months.

√ (ii) **Lot Layout and Building Siting:** Lots are oriented and buildings are sited in a way which maximizes the solar potential of each principal building. Lots are designed to facilitate siting a structure which is unshaded by other nearby structures. Wherever practical, buildings are sited close to the north lot line to increase yard space to the south for better owner control of shading.

The proposed project is part of a developed urban context and the orientation of the lots will not be modified by this proposal. In addition, the applicant worked with the property owners across the alley and revised their project plans to set back the building approximately 40 feet from the alley in one area and approximately 70 feet in another area, helping to provide greater solar access.

√ (iii) **Building Form:** The shapes of buildings are designed to maximize utilization of solar energy. Buildings shall meet the solar access protection and solar siting requirements of Section 9-9-17, "Solar Access," B.R.C. 1981.

The building is designed with a flat roof and mechanical systems to accommodate photovoltaic panels. The use of relatively tall windows and door openings on the south and west sides of the building will permit passive solar gain.

√ (iv) **Landscaping:** The shading effects of proposed landscaping on adjacent buildings are minimized.

Existing and proposed deciduous tree species are planned as street trees on all three rights-of-way that will provide summer shading when the trees are in full-leaf; and winter solar capture when the branches are denuded of leaves.

The remainder of the Site Review criteria identified below are not applicable to this application:

(H) Additional Criteria for Poles Above the Permitted Height;

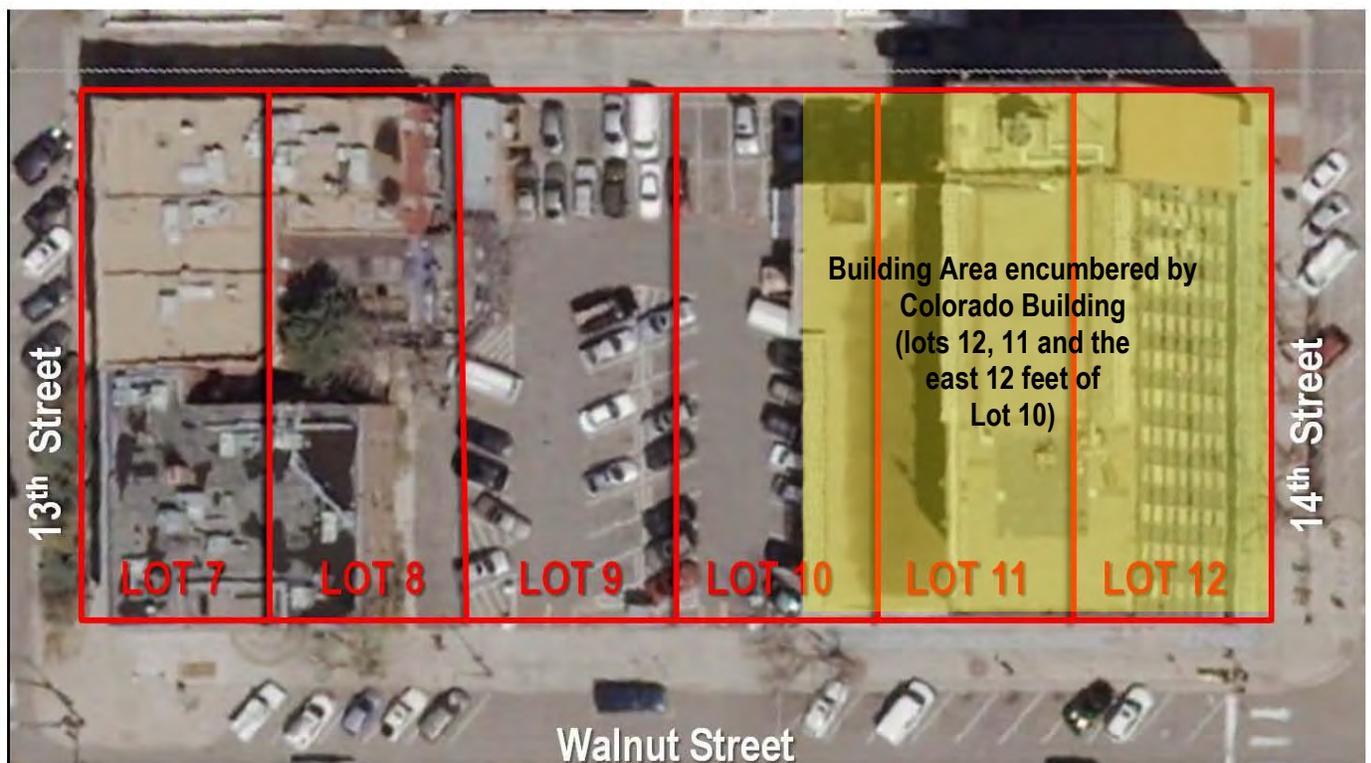
(I) Land Use Intensity Modifications;

(J) Additional Criteria for Floor Area Ratio Increase for Buildings in the BR-1 District

(K) Additional Criteria for Parking Reductions

(L) Additional Criteria for Off-Site Parking

Supplemental Criteria for Density Transfer. The applicant is proposing a floor area transfer per Land Use Code section 9-8-2(e)(3), B.R.C. 1981. The specific criteria that must be met for this to occur is on the following page, with a consistency analysis of that criteria. Lots 7, 8 and 9 are allowed a base floor area ratio of 1.7 FAR plus supplemental floor area (also referred to as floor area bonuses or additions) of 1.0 FAR through payment of a linkage fee as provided in the Municipal Code Section 4-20-62, Table 4, B.R.C. 1981. In Site Review, the resulting allowed floor area may be varyingly distributed on those lots as long as the average FAR for these lots does not exceed 2.7



FAR. In addition, through a floor area transfer, the applicant proposes to build the combined maximum allowable floor area of lots 7, 8, and 9, across lots 7, 8, 9 and the west 38 foot portion of lot 10, essentially up to the face of the Colorado Building. The floor area transfer can be approved only through the Site Review approval and with consistency with the criteria noted as follows.

Floor Area Transfer. The consistency analysis of the criteria for the floor area transfer per Land Use Code section 9-8-2(e)(4)(A through D), B.R.C. 1981, as follows:

Floor Area Transfers in the DT-5 Zoning Districts: In the DT-5 district, floor area may be transferred from one lot or parcel to another lot or parcel, as provided for by this paragraph. Approval of a floor area transfer shall permit the transfer of all of the supplemental floor area permitted by [Table 8-2](#) of this section to another lot or parcel and permit the same amount of unrestricted floor area to be constructed on the parcel from which the bonus floor area was sent. A floor area transfer will be approved if the approving authority finds that the following criteria have been met as a part of a site review approval pursuant to [Section 9-2-14](#), "Site Review," B.R.C. 1981:

(A) The lot or parcel from which the floor area is transferred is adjacent to, with a common boundary between, the two lots or parcels. Adjacency shall not be affected by the existence of a public right of way;

The lots or parcels from which the floor area is transferred are adjacent to the receiving parcel.

(B) Both the sending and receiving lots or parcels are located in the same zoning district as the lot that will receive the additional floor area;

The sending and receiving lots are in the same DT-5 zoning district.

(C) The floor area on either lot or parcel does not exceed the floor area allowed, with floor area bonuses for each lot or parcel; (and)

The floor area on all lots does not exceed the floor area allowed, with the floor area bonuses (supplemental floor area for non-residential uses) with payment of the housing linkage fee as described and consistent with section 9-8-2(e)(3), B.R.C. 1981. Supplemental floor area permitted through this code section, is transferred from Lots 7, 8 and 9 to the surface parking lot on the western 38-feet of Lot 10 (that area not occupied by the Colorado Building). The floor area transfer is summarized as follows:

<u>For Lots 7, 8, and 9</u>		
Supplemental Floor Area permitted is 1.0 FAR	=	21,000 SF
Total base floor area permitted at a 1.7 FAR	=	35,700 SF
<u>Maximum permitted Floor Area Lots 7, 8, and 9</u>	=	56,700 SF
Floor area transferred from Lots 7, 8, 9 to west 38' of Lot 10	=	10,642 SF
Floor Area proposed within Lots 7, 8, 9	=	34,758 SF
Existing-to-remain floor area (historic bldgs.)	=	9,593 SF
Floor Area to remain in historic carriage house	=	340 SF
<u>Total Floor Area of proposed + existing-to-remain</u>	=	56,634 SF

The maximum floor area allowed on Lots 10, 11, and 12, without bonuses from a transfer, is the floor area of the Colorado Building as it was on the lots on June 3, 1997, see section 9-8-2(b), B.R.C. 1981 which states:

“(b) Maximum Floor Area Ratio: The maximum floor area ratio on a lot or parcel shall be the greatest of the following:

- (1) The floor area set forth in this section;
- (2) The floor area approved prior to June 3, 1997, as part of a valid existing or unexpired planned development (PD), planned residential development (PRD), planned unit development (PUD), or a site review; or
- (3) The floor area on the lot or parcel on June 3, 1997.”

The western 38 feet of Lot 10 are not encumbered by the Colorado Building, but are part of the surface parking lot that extends west, and constitutes the area that is available to receive the transferred bonus floor area. The western 38 feet of Lot 10 are proposed to receive and contain 10,642 square feet of floor area which is less than the total amount of supplemental floor area that could be transferred to Lot 10 pursuant to Land Use Code subsection 9-8-2(e)(4), B.R.C. 1981. The result is that 36,758 square feet of floor area are proposed on Lots 7, 8, and 9, which also does not exceed the floor area allowed to be added plus remaining supplemental floor area that was not transferred to Lot 10.

(D) A phasing plan that addresses the timing of the construction of all of the floor area is approved that insures that the bonus floor area will be constructed prior to or concurrent with any unrestricted floor area that is transferred to another lot or parcel.

All proposed new floor area on Lots 7 through 10 will be constructed concurrently and as part of a single construction phase.



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: **October 23, 2013**
 CASE MANAGER: **Elaine McLaughlin**
 PROJECT NAME: **THE WENCEL BUILDING**
 LOCATION: **1301 WALNUT ST**
 COORDINATES: **N03W06**
 REVIEW TYPE: **Site Review**
 REVIEW NUMBER: **LUR2013-00053**
 APPLICANT: **JEFFREY WINGERT**
 DESCRIPTION: **A new 3-story, 54,698 g.s.f. commercial building and 10 parking spaces at grade. The new building will consist of 37,524 g.s.f. above grade on floors 1-3 and 17,174 g.s.f. below grade in the basement.**

REQUESTED VARIATIONS FROM THE LAND USE REGULATIONS:

- §9-7-1: Minimum Rear Yard Setbacks (10 where 15' is standard)**
- §9-7-1: Minimum front yard setback and side yard setback from a street for all principal buildings and uses for third story and above (portions of west and south elevation to 0 where 15' is standard)**
- §9-8-2(e)(4): Floor Area transfer (area within Lots 7 and 8 transferred to the west 38 feet of Lot 10)**

I. REVIEW FINDINGS

Staff finds the proposal for a new attractive downtown building in a notably underutilized location that contains a surface parking lot to meet many of the goals of the Boulder Valley Comprehensive Plan. Similarly, through the DT-5 zoning, with the city anticipates high intensity and strong urban form in this area of downtown. As was noted in the Concept Plan review of a year ago, the 1301 Walnut property is central to an important connection from the Pearl Street Mall, to the public plaza space of the One Boulder Plaza, on to the Civic Center space with the Central Park, Dushanbe Tea House, and Boulder Museum of Art; and the Boulder Creek linear parkway and University of Colorado connections beyond. As such, staff views the prominence of the 1301 Walnut site as a critical link in downtown Boulder.

However, with the existing building's broad walls that lack significant glazing or storefronts, the building presents little in the way of a pedestrian streetscape for this important link. With the combination of the underutilized properties at 1301 and 1357 Walnut, and the lack of streetscape presence, the proposed redevelopment of these two critical urban properties would help to meet many Boulder Valley Comprehensive Plan policies aimed at sustainable development for the downtown core. The applicant has addressed many of the comments from the Concept Plan review, albeit the plan at that time was somewhat different than the proposed plan. There are remaining issues that need to be addressed prior to a staff level notice of disposition. Therefore, the application does not meet criteria; a revision is necessary within 60 days to remain in active status.

II. CITY REQUIREMENTS

This section addresses issues that must be resolved prior to a project decision or items that will be required conditions of a project approval. 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 area (e.g. "City Requirements - Parking" or "City Requirements - Site Design") 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. Staff does not support access off Walnut Street for the private parking stalls proposed. Access from Walnut at the time of Concept Plan was supportable due to the public nature of the spaces. Pursuant to section 9-9-5(c)(1), Boulder Revise Code, (B.R.C.) 1981 only one access point or curb cut is permitted per property and pursuant to section 9-9-5(c)(4), B.R.C. 1981, the access must be taken off of the lowest category street or alley. Revise the site plan to eliminate the curb cut on Walnut Street.
2. Per the Guide to the Americans with Disabilities Act Accessibility Guidelines (ADAAG Manual), the handicap parking stall must be van assessable and include an adjacent 8-foot wide diagonally-striped aisle. Revise accordingly.
3. The location of the parking garage exit driveway must provide for a 15'x15' sight triangle as described in section 9-9-7 B.R.C. 1981 where the driveway interests with the alley. Revise accordingly.
4. Per the project's Transportation Demand Management (TDM) Plan, the site plan must show the location and design details of the long-term bike parking. Revise the site plan.
5. Staff does not support the delivery truck pull-off area because it will create ingress and egress safety conflicts with alley traffic and has the potential to be used as a parking stall. Remove the delivery truck pull-off area.
6. The proposed trash enclosure area must be expanded in order to accommodate all the dumpsters currently in the alley which are used by the site review properties. Revise accordingly.
7. The site plan must show the replacement of the five bicycle racks which currently exist along 13th Street adjacent to the proposed building. Revise the site plans.
8. The preliminary grading and drainage plans must show the existing street light and parking kiosk on Walnut Street in order to evaluate the impacts of the landscaping plan.
9. The side-by-side bicycle parking shown on 13th Street must be rotated so that the bicycle racks are perpendicular to the street in order to provide useable sidewalk width on 13th Street.
10. Pursuant to City of Boulder Design and Construction Standards technical drawing 2.52.B, the side-by-side bicycle parking shown on Walnut Street must be moved in order to accommodate the required 7.5' x 6' concrete pad behind the curb-and-gutter. Revise accordingly.

Affordable Housing Michelle Allen 303.441.4076

Per District Specific Intensity Standards 9-8-2 (e)(3)(B) B.R.C, to be eligible for the maximum allowable nonresidential floor area, prior to issuance of a building permit the applicant shall contribute to affordable housing by paying a housing linkage fee in the amount of \$9.53 for each additional square foot of floor area above the base floor area ratio.

Building Design Elaine McLaughlin, 303-441-4130, Sam Assefa, 303-441-4277

1. The proposed building is attractive and contextually compatible with the use of brick and the proposed traditional ground floor fenestration. Staff acknowledges the applicant's intent to create a contemporary style that also transitions well to the historic buildings to the north (former James Hotel) and to the east (Colorado Building). Staff also notes, however, that the use of the larger window openings is unusual in the context and inconsistent with the Downtown Urban Design

Guidelines as currently proposed. Staff recommends revisiting the window openings and suggests looking to other more historically compatible solutions to the windows to still allow for significant light and air while still ensuring compatibility. In particular, guideline 2.6.C suggests “use of more solid areas than voids and with smaller, vertically oriented windows in a regular pattern.”

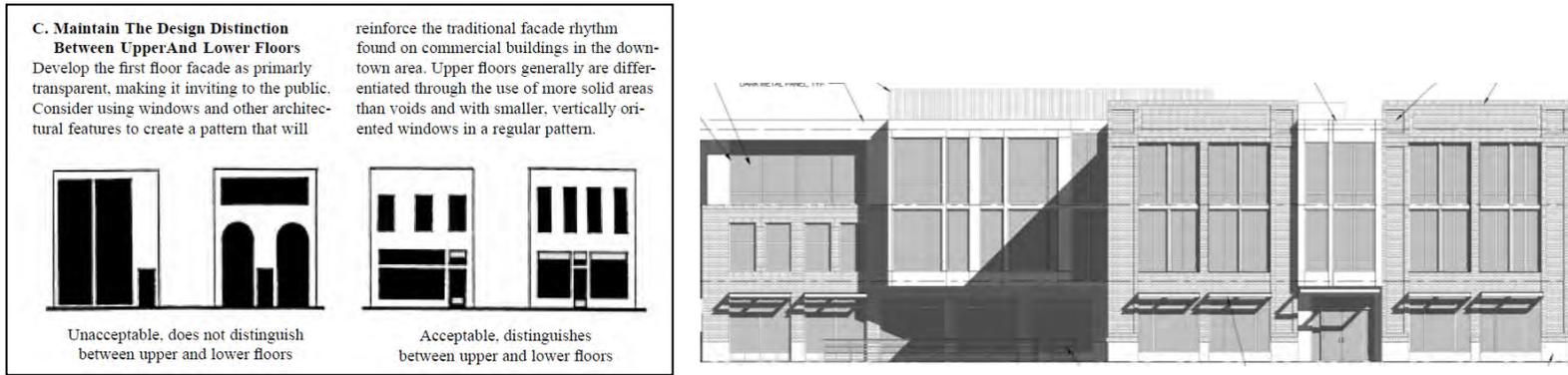


Figure 1: Guideline 2.6.C. and West Elevation of Proposed Project

2. The entrance to what is now a nine-space parking garage isn't warranted in breaking up the pedestrian façade in an area of downtown with significant pedestrian traffic, directly across the street from a regional bus facility. Therefore, given the greatly reduced number of parking spaces planned, compared to Concept Plan review, the applicant should revise project plans to access the parking from the alley, and redesign the area of the current access off Walnut Street to become part of the first floor building façade. Shown below is the south elevation superimposed with the Colorado Building and the important pedestrian zone shown in red dash. In redevelopment the overall goal must be to have an unimpeded zone for pedestrian interest. Guideline 2.6.A states,

“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.”

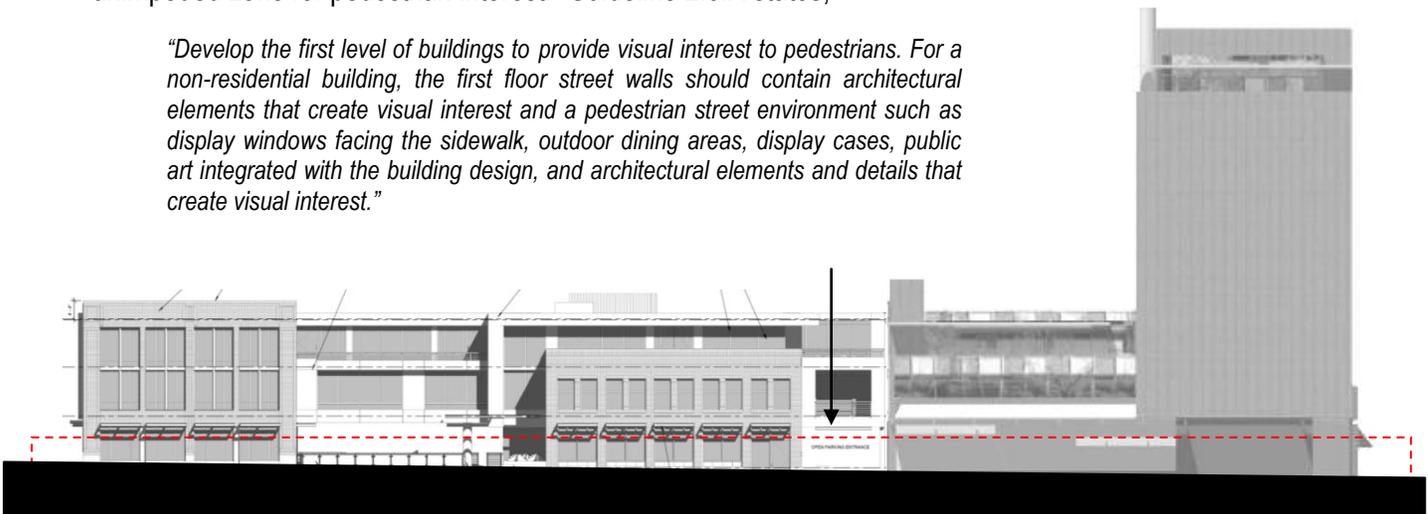


Figure 2: South Elevation superimposed with Colorado Building

3. Staff notes that the access to the interior courtyard being internal to the site has less appeal and pedestrian interest than if it were accessed directly off of Walnut Street. Similarly, the setback of the railing for the space from Walnut Street would also disrupt the pedestrian rhythm. Staff recommends reconfiguring this access into the lower courtyard. Direct access would not only provide a greater appeal and invitation from the public realm into the site, it may also be more defensive space. As it is now, the access is circuitous and the expected “8-to-5” office use of the lower space provides a potential “dead zone” during afterhours. This area still may need to provide other uses in order for it to be

viable beyond the daytime use. A restaurant or café could enliven the space, but access should be clear and deliberate from the public right of way.

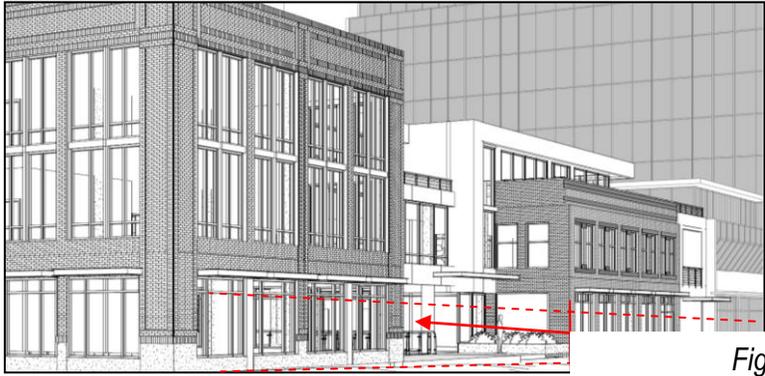


Figure 3:
Gap in the pedestrian experience along Walnut Street due to inaccessible below grade space

4. Show context on the color elevations on the west and south to show the relationship of the planned materials and form to the existing historic structures. Staff superimposed an image below, but the applicant must provide to-scale elevations that illustrate all of the site within the Site Review application. In addition, ensure that the materials are compatible with both the historic (former) James Hotel building as well as the Colorado Building. As shown below, the color rendering of the proposed elevation appears to be intense and saturated and more of an “orange” brick color that may not be compatible. In previous discussions with staff, the applicant indicated a desire to return the former James Hotel to its original character. Staff would be supportive of this, but this information should be in the Site Review plan sets to determine if the proposed project will be compatible.



Figure 4: Provide accurate elevations that depict both historic structures adjacent to the proposed building.

5. Provide a materials sample board illustrating the proposed primary finish materials on the building.
6. Provide a 3-D model illustrating the building in context.

Drainage, Scott Kuhna, 303-441-4071

1. Page 2 of the *Preliminary Stormwater Report – The Wencel Building (Report)* states that “all three (public) storm sewer systems ultimately flow into Boulder Creek”. The public storm sewer in 13th Street does flow south into Boulder Creek,

but the storm sewers in the alley and in Walnut Street flow southeast into the North Boulder Farmer's Ditch (Boulder Slough). Storm water may be conveyed to either location, but groundwater discharge to the storm sewer in the alley or Walnut Street requires approval from the irrigation ditch company.

2. The "Historic Runoff Coefficient & Time of Concentration Calculations" worksheet in the Appendix of the *Report* uses an initial overland time equation on that does not match the equation shown in Section 7.05(D) of the City of Boulder *Design and Construction Standards (DCS)*. Revise the *Report* as necessary.
3. The plans show a 45 degree bend in the proposed storm sewer pipe connecting to the existing inlet in the alley. No bends in storm sewer lines within the public right-of-way are permitted without a manhole or inlet at the bend. Revise accordingly.

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.

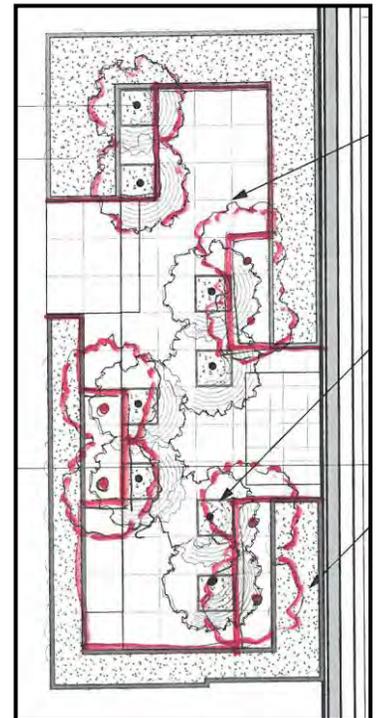
Fire Protection David Lowrey, 303.441.4356

No issues with the site review.

Landscaping Elizabeth Lokocz, 303-441-3138

Staff appreciates the level of detail provided in the plans and attention to the private open space areas. Please respond to the following comments at the next submittal. Contact staff with any concerns or questions.

1. Please add the existing tree on Walnut to Sheet A1.00. This 20 inch diameter Honeylocust is currently in good condition and is a significant public street tree in the downtown context. It appears that the parking access will require additional excavation under this tree and the eastern ramp encroaches into the tree planter. This design sets up a strong likelihood for conflicts to arise. Consider flipping the drive aisle and parking to provide adequate space to accommodate all goals. This is very close to the location of one of the existing curb cuts.
2. Please clarify the distance from the curb of the proposed tree grates on Walnut. More than one foot from the curb probably isn't necessary. Is the easternmost tree intentionally lined up with the existing Honeylocust?
3. Please add two additional street trees in grates on 13th Street. Provide the required ten foot separation from the existing water services and space the three trees in grates 30 feet on center. This will also result in 30 feet between the trees in the open planter and first grate.
4. The Concept Plan comments also listed the missing street trees on the eastern portion of the Walnut frontage. Add three additional street trees in grates again spaced 30 feet on center from the existing Honeylocust. This will maintain separation from the existing street light, but may need coordination to relocate the parking kiosk and news boxes at Technical Document Review.
5. On sheet A1.00, resolve the hatch for the bike parking, which appears as solid black.
6. Move the tree in the open planter on Walnut south to the to open planter and move the bike parking north to the sidewalk area creating a better pedestrian flow and avoiding inserting the bike pad in the landscape bed. Not having a straight row of trees on walnut is not an issue.
7. In the second floor roof deck, consider if absorbing the stand along planters into the planter beds as shown in the redlined graphic is a better long term solution. The walls around the trees could be taller



with mounded planting mix. The small three by three planters will have a frequent replacement cycle.

8. Lindens will probably sunscald badly in this location. Staff suggests specifying Common Hackberry on 13th Street, Kentucky Coffeetree on the western half of Walnut and Honeylocust on the eastern half of Walnut.
9. Burgundy Carpet Bugle (*Ajuga reptans 'Burgundy Glow'*) could be a striking combination with the proposed Bamboo in the lower level planters.
10. Staff counts eight Autumn Brilliance Apple Serviceberry (vs. nine listed).

Legal Documents Julia Chase, City Attorney's Office, Ph. (303) 441-3020; Elaine McLaughlin, Case Manager

- 1) Prior to signing the Development Agreement, the Applicant must provide the following (upon request of the case manager):
 - a) An updated title commitment current within 30 days;
 - b) Proof of authorization from each owner confirming who has authority to sign the agreement.
- 2) Prior to a building permit application, the Applicant shall address the current lot line configuration through a lot line elimination or the equivalent.

Neighborhood Comments Elaine McLaughlin, 303-441-4130

One comment letter and emailed correspondence was received by the property owner of 1320 Pearl Street, provided in Attachment A. Note that the neighbor is requesting additional time to review the proposal prior to formally commenting, which staff agreed with and indicated that comments are taken throughout the review process.

Parking Elaine McLaughlin, 303-441-4130

With just nine parking spaces proposed in the structure, reorient the parking to take access off the lowest category street, per the city's standards, in this case the alley.

III. INFORMATIONAL COMMENTS

This section addresses issues that are for the applicant's reference but are not required to be resolved prior to a project decision or as a condition of approval. Informational Comments 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.

Addressing, Sloane Walbert, 303-441-4231

The City is required to notify utility companies, the County Assessor's office, emergency services and the US Post Office of proposed addressing for development projects. A Final Address Plat and list of all proposed addresses should be prepared and submitted in hardcopy and digital (pdf) format to P&DS staff for routing and comment. This is considered part of the Technical Document Review process for a project of this size and scope. Please refer to the attached guidelines for more information on assigning addresses and street names.

Building Design Elaine McLaughlin, 303-441-4130

As it stands today, the existing site provides little in the way of a pedestrian-oriented streetscape. As can be seen in the elevation images below, the existing building at 1301 Walnut has no storefront windows and instead small paired punched windows for the first floor. Contextually, the building is located across 13th Street from the surface parking lot of the Wells Fargo Bank Building, and adjacent to the surface parking lot of 1357 Walnut (Figure 1). On 13th Street, the building is adjacent to a designated landmark structure and also transitions into welcoming storefronts and restaurants leading to the Pearl Street Mall (Figure 2). Similarly, the highly active streetscape and plaza space at the One Boulder Plaza building, located diagonally across the 13th and Walnut intersection, provides a strong pedestrian presence with the plaza providing year around activity with the winter ice skating and the summer outdoor dining, as shown in the images in Figures 6 and 7.



Figure 6 (above) existing context in elevation from 13th Street to (mid-block) east of 14th Street; Figure 7 (below) existing context on 13th St. from Walnut to Pearl



As noted in Concept Plan review, the location of the 1301 Walnut building is at a midpoint between One Boulder Plaza, the Farmers Market, and the Pearl Street Mall. Given that important link, an activated streetface and compelling architecture, is important in this key location. The Boulder Valley Comprehensive Plan policies, Site Review Criteria, and Downtown Urban Design Guidelines for the non-historic district uphold the city’s vision that downtown redevelopment should create a streetface for the pedestrian.



Figure 8: Important site location in downtown urban design linkage

Drainage, Scott Kuhna, 303-441-4071

1. A Final Storm Water Report and Plan will be required as part of the Technical Document Review process. All plans and reports shall be prepared in accordance with the City of Boulder *Design and Construction Standards*.
2. All inlet grates in proposed streets, alleys, parking lot travel lanes, bike paths, or sidewalks shall utilize a safety grate approved for bicycle traffic.

Groundwater, Scott Kuhna, 303-441-4071

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

Historic Preservation, James Hewat, 303-441-3207

The Colorado Insurance Group Building located at 1919 14th Street was constructed in 1955 after designs by noted Boulder Modernist architect, James Hunter. An architectural survey and context of architectural Modernism in Boulder undertaken in 2000 (see attached), has identified this Mies van der Rohe inspired building as the only “big city” high-rise in the city. The survey notes the building’s strong Modernist horizontal and vertical forms, curtain wall construction, and high level of craftsmanship displayed as unique in Boulder.

The architectural survey and context also finds James Hunter to be an “acknowledged master of Boulder architecture” and that the Colorado building represents one of his most important commissions of the 1950s. In 2006, the James Hunter designed “Nelson House”, located at 1818 Baseline Avenue in Boulder, was individually listed in the State Register of Historic Places. While the building has been moderately altered over the years, the 2000 survey finds the Colorado Building to retain a high degree of historic integrity and to be eligible for listing in the National Register of Historic Places under criterion C (architectural significance), as an exceptional and iconic example of post-WW II, Miesian design in downtown Boulder. Planning staff considers the building would also be eligible for designation as a local historic landmark. Redevelopment of the property requiring discretionary review would likely include conditions of approval requiring the submittal of a completed application to landmark the building as per policy 2.33 Preservation of Historic and Cultural Resources of the Boulder Valley Comprehensive Plan.

Site Review approval of this project would require the applicant’s submittal of a completed application to landmark the building and a portion of the property as per policy 2.33 Preservation of Historic and Cultural Resources of the Boulder Valley Comprehensive Plan. Staff recommends that this occurs as soon as possible so that we can schedule a designation hearing. This will allow the Landmarks Board to review the proposed landmark and boundary in the context of the larger re-development of the property so that the subsequent Planning Board review will include the Landmark Board’s comments and recommendations. Please note that the historic preservation ordinance (9-11-5(a)) states that once a completed application made by the property owner is received, a public hearing must be heard by the Landmarks Board between 60 & 120 days of the application date.

The small brick building at the north side of the property was constructed sometime between 1895 & 1900 as an accessory building for the house that once stood at 1315 Front Street (now Walnut). It is located in and contributing to the Downtown historic district. Any exterior changes will require a landmark alteration certificate. It is unlikely that the Landmarks Board would approve the demolition or relocation of this building. Likewise, the area of the proposed new construction abuts 1916-1922 13th Street (James Hotel), which is a contributing to and located in the Downtown Historic District, will need to be reviewed by the Landmarks Board for a landmark alteration certificate.

Tax assessor records indicate that the building at 1301 Walnut Street was constructed in 1949, though a historic building inventory form has not been completed for the property. It does not appear that the building is of historic or architectural

significance. Because the building is older than fifty years in age, if removal of the building is planned, an application for demolition will need to be submitted and reviewed by the historic preservation program per Section 9-11-23 of the Boulder Revised Code.

The proposed new construction abutting the west side of the Colorado Building appears generally consistent with the General Design Guidelines and Downtown Historic District Guidelines. Likewise, the proposed west elevation of the building abutting the historically contributing building at 1916-1922 13th Street seems consistent with the guidelines. These areas of the proposed new construction would be subject to review by the Landmarks Board.

Legal Documents Julia Chase, 303-441-3020

The Applicant will be required to sign a Development Agreement if the project is approved. When staff requests, the Applicant will be required to provide staff with the following:

1. An updated title commitment current within 30 days; and
2. Proof of authorization to sign on behalf of the owner.

Lot Layout Elaine McLaughlin, 303-441-4130

1. The building lot of the Colorado Building consists of lots 10, 11, and 12. The floor area existing on that building lot on June 3, 1997 is the maximum allowable floor area for lots 10, 11 and 12 unless a floor area transfer is approved under 9-8-2(e)(4)(A-D).
2. Surface parking that is not part of a building, does not count as floor area in the FAR calculation for lots 7, 8, and 9. Any parking facility located completely below grade on all sides of the structure also does not count as floor area in the FAR calculation. For on-site parking provided entirely within the principal structure or in an above grade parking structure, a 0.5 FAR addition can be permitted through Site Review provided that the total FAR for lots 7, 8, and 9 does not exceed 2.7, per Table 8-2 of Section 9-8-2, B.R.C. 1981.
3. Through a floor area transfer, the applicant may request to build the combined maximum allowable floor area of lots 7, 8, and 9 across lots 7, 8, 9 and the west portion of lot 10, essentially up to the face of the Colorado Building. The floor area transfer can be approved only as part of a Site Review process per Section 9-8-2(e)(4)(A-E).
4. No floor area that is allowed on lot 10 under Section 9-8-2(b)(3) can be used to build the new building since it is already included in the floor area of the Colorado Building.
5. The redevelopment of lots 7, 8, 9, and of a portion of lot 10 is proposed. Since no height modification or parking reduction is being requested, this application is not required to be reviewed by the Planning Board; however, staff has the authority to refer the application to the Planning Board. See Subsections 9-2-14(g) and 9-2-7(b), B.R.C. 1981. If not referred to the Board, staff's decision will be subject to potential call up by the Board and appeal by the applicant or any interested person.

Land Use, Elaine McLaughlin, 303-441-4130

The city's regulatory and guiding policy documents including the Boulder Valley Comprehensive Plan (BVCP), the DT-5 zoning criteria, and the Downtown Urban Design Guidelines point to a clear desire for the city's central core area to be an appropriate location for higher intensity redevelopment particularly, in this case, when located across the street from the downtown regional transit facility. Following are excerpts from the documents:

1. Policies of the BVCP emphasize the city's desire to have a compact city form through infill development, among the policies relevant to this application are the following,

"2.03 Compact Development Pattern

The city and county will, by implementing the Boulder Valley Comprehensive Plan, ensure that development will take place in an orderly fashion, take advantage of existing urban services, and avoid, insofar as possible, patterns of leapfrog, noncontiguous, scattered development within the

Boulder Valley. The city prefers redevelopment and infill as compared to development in an expanded Service Area in order to prevent urban sprawl and create a compact community.”

2.18 Role of the Central Area

The central area will continue as the regional service center of the Boulder Valley for office, retail, financial, governmental, medical, cultural and university activities. As such, it will remain the primary activity center and focal point of the Boulder Valley. The central area includes distinct, interrelated activity centers such as the Downtown Business District, University of Colorado, Canyon Boulevard Cultural Corridor, and Boulder Valley Regional Center. A variety of land uses surrounds these activity centers, and transportation alternatives provide direct connections between them.

6.09 Integration with Land Use

Three intermodal centers will be developed or maintained in the downtown, Boulder Junction and on the university’s main campus as anchors to regional transit connections and as hubs for connecting pedestrian, bicycle and local transit to regional services. The land along multimodal corridors will be designated as multimodal transportation zones when transit service is provided on that corridor. In these multimodal transportation zones, the city will develop a highly connected and continuous transportation system for all modes, identify locations for mixed use and higher density development integrated with transportation functions through appropriate design, and develop parking maximums and encourage parking reductions. The city will complete missing links in the transportation grid through the use of area transportation plans and at the time of parcel redevelopment.

2.37 (b) Relationship to the public realm. Buildings and landscaped areas—not parking lots—should present a well-designed face to the public realm

- The subject site is located within the DT-5 zoning district which is considered the most intensive downtown zoning district per the Land Use Code subsection 9-5-2(c)(3), B.R.C. 1981 which states,

“Downtown - 5: 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.”

- Intensity standards for the zoning district also point toward the desire for intensity in the zoning district as noted in Table 1:

**Table 1:
Comparison of Maximum Allowable FAR in Downtown Zoning Districts**

<u>From:</u> <u>Table 8-2, B.R.C.</u> <u>1981</u>	MU-3	BMS	DT-1	DT-2	DT-3	DT-4	DT-5
Maximum Allowable FAR	1.0	1.0	2.0	2.0	2.7	2.2	2.7

- The application is also subject to the Downtown Urban Design Guidelines and a review by the Design Advisory Board. In addition, there are critical goals statements within the guidelines that articulate the overall intent of the Non-Historic Area of Downtown Boulder:

*“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”.*

The RB-1X zone (now 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.”

Miscellaneous, Scott Kuhna, 303-441-4071

1. The applicant is notified that any groundwater discharge to the storm sewer system will require both a state permit and a city agreement. The steps for obtaining the proper approvals are as follows:

Step 1 -- Identify applicable Colorado Discharge Permit System requirements for the site.

Step 2 -- Determine any history of site contamination (underground storage tanks, groundwater contamination, industrial activities, landfills, etc.) If there is contamination on the site or in the groundwater, water quality monitoring is required.

Step 3 -- Submit a written request to the city to use the municipal separate storm sewer system (MS4). This submittal should include a copy of the Colorado Department of Public Health and Environment (CDPHE) permit application. The written request should include the location, description of the discharge, and brief discussion of all discharge options (e.g., discharge to MS4, groundwater infiltration, off-site disposal, etc.) The request should be addressed to: City of Boulder, Stormwater Quality, 4049 75th St, Boulder, CO 80301 Fax: 303-413-7364

Step 4 -- The city's Stormwater Quality Office will respond with a DRAFT agreement, which will need to be submitted with the CDPHE permit application. CDPHE will not finalize the discharge permit without permission from the city to use the MS4.

Step 5 -- Submit a copy of the final discharge permit issued by CDPHE back to the City's Stormwater Quality Office so that the MS4 agreement can be finalized.

For further information regarding stormwater quality within the City of Boulder contact the City's Stormwater Quality Office at 303-413-7350. All applicable permits must be in place prior to building permit application.

2. No portion of any structure, including footings and eaves, may encroach into any public right-of-way or easement.

Utilities, Scott Kuhna, 303-441-4071

1. The applicant is advised that any proposed street trees along the property frontage may conflict with existing utilities, including without limitation: gas, electric, and telecommunications, within and adjacent to the development site. It is the applicant's responsibility to resolve such conflicts with appropriate methods conforming to the Boulder Revised Code 1981, the City of Boulder Design and Construction Standards, and any private/franchise utility specifications.
2. The landscape irrigation system requires a separate water service and meter. A separate water Plant Investment Fee must be paid at time of building permit. Service, meter and tap sizes will be required at time of building permit submittal.
3. Floor drains internal to covered parking structures, that collect drainage from rain and ice drippings from parked cars or water used to wash-down internal floors, shall be connected to the wastewater service using appropriate grease and sediment traps.
4. Maintenance of sand/oil interceptors and all private wastewater and storm sewer lines and structures shall remain the responsibility of the owner.
5. The applicant is advised that at the time of building permit application the following requirements will apply:
 - a. The applicant will be required to provide accurate proposed plumbing fixture count forms to determine if the proposed meters and services are adequate for the proposed use.

- b. Water and wastewater Plant Investment Fees and service line sizing will be evaluated.
 - c. Since the buildings will be sprinklered, the approved fire line plans must accompany the fire sprinkler service line connection permit application.
6. All water meters are to be placed in city R.O.W. or a public utility easement, but meters are not to be placed in driveways, sidewalks or behind fences.
7. Trees proposed to be planted shall be located at least 10 feet away from existing or future utility mains and services.

IV. NEXT STEPS

Ensure that the application is reviewed by the Design Advisory Board. Provide a resubmittal package to the project specialists at the front counter of P&DS, 3rd Floor Park Central. Provide five sets of hard copies and one electronic copy on a returnable jump drive within 60 days to ensure that the application is kept active.

V. CITY CODE CRITERIA CHECKLIST

To be provided with a completed application

VI. Conditions on Case

To be provided with a more complete application.

Attachment: Correspondence Received

From: Scott Sarbaugh [<mailto:scott@sarbaugh.com>]
Sent: Wednesday, October 23, 2013 1:33 PM
To: McLaughlin, Elaine
Cc: Ferro, Charles; Andy Simpson
Subject: LUR2013-00053

Elaine, Please find attached a letter requesting to please meet with you and go over the application.
Thank you-
Scott Sarbaugh, 1320 Pearl Street.

PONDEROSA RANCH LLLP
1320 Pearl Street #102
Boulder, CO 80302

Management 303-443-3939 Billing 303-442-0696 Fax 303-443-0636

October 23, 2013

Elaine McLaughlin
Case Manager
P.O. Box 791
Boulder, CO 80306

Dear Ms. McLaughlin:

I am contacting you in regard to Land Use Review 2013-00053. An administrative site review for the project known as the Colorado Building West at 1301 Walnut Street. The application was submitted by Jeffrey Wingert.

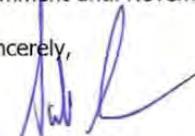
I am the General Partner representing Ponderosa Ranch, LLLP, the building owner at 1320 Pearl Street. We have been active in the review and have commented on previous applications to the City of Boulder on the subject site.

At the present time we are asking for an extension on the time period to respond and submit public comment which under the notice mailed is due October 23, 2013. We have a lot of comments, but based upon the complexity of the location, the proposed project, and the history of the legal issues associated with the property, it is a time consuming and cumbersome process to be able to submit quality, thoughtful comments by the October 23, 2013 date.

We have had two preliminary meetings with Jeffrey Wingert and Mr. Bill Reynolds. They have forwarded us a pdf and we were able to print full size drawings for review. Additionally, we would like the opportunity for Andy Simpson, my partner, and me to set up a meeting to review the existing application with you as it relates to the Land Use Code and understanding of the application within the Land Use Code. We understand that the current application is essentially a staff level review and the decision on the application is being made by the Planning Director. We find it critical that we have the appropriate amount of time to give input to the Planning Director for such an important decision.

I could be available at your convenience to meet on Thursday, October 24, Friday, October 25 or any time next week that you might have an opening and an opportunity to review the application with Andy and me. Thank you for your time and consideration of this request for an extension to comment until November 6, 2013.

Sincerely,


Scott Sarbaugh
Cell - 303-995-1618
Ponderosa Ranch, LLLP
General Partner

Sent: Wednesday, October 23, 2013 3:12 PM
To: Scott Sarbaugh
Cc: Ferro, Charles; Andy Simpson
Subject: RE: LUR2013-00053

Hello!

I appreciate your letter. Please note that staff takes in comments on the application throughout the review process, even up until the date that a notice of disposition is forwarded to the Planning Board. The October 23rd date provided in the public notice letter was to allow any comments received from the public to be placed into the initial staff comment letter that goes to the applicant in response to the initial application submittal.

In terms of meeting times, next week is our best bet and Charles and I are available Tuesday at 1:00 p.m. for a half hour or Friday at 2:00 p.m. for a full hour. Please let us know your preference.

Best Regards-
Elaine

Elaine McLaughlin, Senior Planner
Department of Community Planning + Sustainability
City of Boulder
1739 Broadway, 3rd Floor
Boulder, CO 80306-0791

303-441-4130 (phone)
303-441-3241 (fax)

<http://www.boulderplandevlop.net>
<http://www.bouldercolorado.gov/>



From: Scott Sarbaugh [<mailto:scott@sarbaugh.com>]
Sent: Wednesday, October 23, 2013 3:36 PM
To: McLaughlin, Elaine
Cc: Ferro, Charles; Andy Simpson
Subject: RE: LUR2013-00053

Elaine-
Andy and I would like to meet in the Tuesday time slot.

Thanks for making time, we will be prepared to be able to complete within the allotted 1/2 hour. We certainly don't want to comment prior to meeting with you and fully understanding the application. Since that time is past the Oct. 23 date, will a staff report be available before Tuesday? If so, could you please e-mail to me the staff report, or City initial comments in whatever form, so we can be "up to speed"?

Look forward to Tuesday. -Scott



CITY OF BOULDER
LAND USE REVIEW RESULTS AND COMMENTS

DATE OF COMMENTS: January 24, 2014
CASE MANAGER: Elaine McLaughlin
PROJECT NAME: THE WENCEL BUILDING
LOCATION: 1301 WALNUT ST
COORDINATES: N03W06
REVIEW TYPE: Site Review
REVIEW NUMBER: LUR2013-00053
APPLICANT: JEFFREY WINGERT
DESCRIPTION: A total of 56,700 square foot commercial building and 17 parking spaces at grade. The project includes 46,700 square feet of new construction, 10,000 square feet attributable to the existing James Building) commercial space on the four levels above grade and 15,600 SF on one level of below grade office space, building amenities and storage for a total of 72,217 SF.

REQUESTED VARIATIONS FROM THE LAND USE REGULATIONS:

- §9-7-1:** Height: 55 feet where 38 feet is standard
- §9-7-1:** Minimum front yard setback and side yard setback from a street for all principal buildings and uses for third story and above (portions of west and south elevation to 0 where 15' is standard)
- §9-8-2(e)(4):** Floor Area transfer (area within Lots 7 and 8 transferred to the west 38 feet of Lot 10)

I. REVIEW FINDINGS

A determination of findings with the review criteria cannot be made until review of the revised building elevations, provided to staff at the end of the review track (January 21, 2014), is completed. Per staff and applicant discussions, the building design comments will be provided in a subsequent letter. For the remaining comments, the application meets the criteria; minor documentation corrections must be submitted prior the Planning Board hearing scheduled for February 20, 2014.

II. CITY REQUIREMENTS

Access/Circulation David Thompson, 303-441-4417

1. The architectural plan sheet for the below grade floor is required show how the bicycles will be stored and the number of bicycles that can be accommodated in the long-term bike storage. Revise accordingly.
2. The architecture site plan is required to clearly identify the accessible parking stall. Revise accordingly.
3. The plan is required to show the construction of a driveway ramp for a detached sidewalk on Walnut Street as shown in technical drawing 2.21 from the City of Boulder *Design and Construction Standards (DCS)*. Revise accordingly.
4. The width of the Walnut Street driveway is required to meet the 12-foot minimum standard for a one-way lane shown in Table 2-2 of the *DCS*. Revise accordingly.

5. Pursuant to Section 9-9-8(g)(2)(A) of the *Boulder Revised Code, 1981 (BRC)*, the existing curb ramps at the corner of Walnut and 13th Streets must be replaced because the existing transition wings of the curb ramps do not meet current accessibility standards. Revise the plans to show the construction of two five foot wide curb ramps per Colorado Department of Transportation standards.
6. The site plan is required to depict the “end-to-end” bicycle racks to be installed along 13th Street.
7. The diagonal parking stalls will need to be moved in order to increase the separation between the parking stalls and the sidewalk on Walnut Street, to ensure backing vehicles do not encroach upon the Walnut Street sidewalk. Revise the diagonal parking stalls.
8. The existing street light location along Walnut Street may not be altered by more than five feet in either direction to provide consistency along the corridor. If the applicant would like to propose a relocation of the street light, the proposed location will be required to be shown on the site plan for review. Staff recommends relocation of the new water service and protection of the existing street light location as an alternate solution.

Building Design (Elaine McLaughlin, 303-441-4130)

The revised plans were reviewed by the Boulder Design Advisory Board (BDAB) at their Jan. 8, 2014 meeting. The applicant provided staff with revisions per DAB, at the end of the review track. Therefore, additional comments are forthcoming as an addendum to these comments.

Drainage, Scott Kuhna, 303-441-4071

1. Page 2 of the *Preliminary Stormwater Report – The Wencel Building (Report)* states that “the site’s ultimate outfall is Boulder Creek”, but the storm sewers in the alley and in Walnut Street flow southeast into the North Boulder Farmer’s Ditch (Boulder Slough). Revise the *Report* as necessary.
2. The plans show a proposed storm drain connecting to an existing storm sewer main in the alley. City records do not show a storm sewer main in this location (the storm line ends at the inlet at the northeast corner of the site). Revise accordingly.

Fees (Elaine McLaughlin, 303-441-4130)

1. With the revised approach to the project for a building up to 55 feet in height, the application is subject to review by the Planning Board and therefore, a \$1,580 Planning Board administrative fee has is due upon application resubmittal.
2. Please note that 2014 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.

Landscaping Elizabeth Lokocz, 303-441-3138

A few corrections are needed to the revised plans. Generally the project is making good progress and addresses Site Criteria well.

1. Please substitute the proposed Autumn Blaze Maple in the Right of Way with a tree better suited to urban growing conditions. Consider expanding the planting bed slightly to the north to allow for two large maturing trees. An additional five to six feet would be sufficient to space two trees 30 feet on center. Shift the bicycle parking accordingly. London Plane would be a nice compliment to the handful that are within a block or two of this location. The private Maple may remain if preferred.
2. At the time of Technical Document Review, the openings for the trees in the north pavement area will need some additional detail. These are very small openings to support trees and are not likely to be successful in the long term if a system isn’t in place to provide adequate soil volume.
3. Please respond to the previous comment: *The Concept Plan comments also listed the missing street trees on the Address: 1301 Walnut Street*

eastern portion of the Walnut frontage. Add three additional street trees in grates again spaced 30 feet on center from the existing Honeylocust. This will maintain separation from the existing street light, but may need coordination to relocate the parking kiosk and news boxes at Technical Document Review.

4. Update the Landscape requirements table on sheet L2.00 with the full street length; 13th is approximately 140 feet and Walnut approximately 300 feet.

Legal Documents Julia Chase, City Attorney's Office, Ph. (303) 441-3020; Elaine McLaughlin, Case Manager

- 1) Prior to signing the Development Agreement, the Applicant must provide the following (upon request of the case manager):
 - a) An updated title commitment current within 30 days;
 - b) Proof of authorization from each owner confirming who has authority to sign the agreement.
- 2) Prior to a building permit application, the Applicant shall address the current lot line configuration through a lot line elimination or the equivalent.

Parking

Identify where the planned secured bike parking and visitor bike parking will be located on the site.

III. INFORMATIONAL COMMENTS

Access/Circulation, David Thompson, 303-441-4417

The applicant is encouraged to look for opportunities to provide for additional short term bicycle racks on the site and along Walnut and 13th Streets.

Addressing, Sloane Walbert, 303-441-4231

The City is required to notify utility companies, the County Assessor's office, emergency services and the US Post Office of proposed addressing for development projects. A Final Address Plat and list of all proposed addresses should be prepared and submitted in hardcopy and digital (pdf) format to P&DS staff for routing and comment. This is considered part of the Technical Document Review process for a project of this size and scope. Please refer to the attached guidelines for more information on assigning addresses and street names.

Drainage, Scott Kuhna, 303-441-4071

1. A Final Storm Water Report and Plan will be required as part of the Technical Document Review process. All plans and reports shall be prepared in accordance with the City of Boulder *Design and Construction Standards*.
2. All inlet grates in proposed streets, alleys, parking lot travel lanes, bike paths, or sidewalks shall utilize a safety grate approved for bicycle traffic.

Groundwater, Scott Kuhna, 303-441-4071

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

Miscellaneous, Scott Kuhna, 303-441-4071

1. The applicant is notified that any groundwater discharge to the storm sewer system will require both a state permit and a city agreement. The steps for obtaining the proper approvals are as follows:

Step 1 -- Identify applicable Colorado Discharge Permit System requirements for the site.

Step 2 -- Determine any history of site contamination (underground storage tanks, groundwater contamination, industrial activities, landfills, etc.) If there is contamination on the site or in the groundwater, water quality monitoring is

required.

Step 3 -- Submit a written request to the city to use the municipal separate storm sewer system (MS4). This submittal should include a copy of the Colorado Department of Public Health and Environment (CDPHE) permit application. The written request should include the location, description of the discharge, and brief discussion of all discharge options (e.g., discharge to MS4, groundwater infiltration, off-site disposal, etc.) The request should be addressed to: City of Boulder, Stormwater Quality, 4049 75th St, Boulder, CO 80301 Fax: 303-413-7364

Step 4 -- The city's Stormwater Quality Office will respond with a DRAFT agreement, which will need to be submitted with the CDPHE permit application. CDPHE will not finalize the discharge permit without permission from the city to use the MS4.

Step 5 -- Submit a copy of the final discharge permit issued by CDPHE back to the City's Stormwater Quality Office so that the MS4 agreement can be finalized.

For further information regarding stormwater quality within the City of Boulder contact the City's Stormwater Quality Office at 303-413-7350. All applicable permits must be in place prior to building permit application.

2. No portion of any structure, including footings and eaves, may encroach into any public right-of-way or easement.

Utilities, Scott Kuhna, 303-441-4071

1. The applicant is advised that any proposed street trees along the property frontage may conflict with existing utilities, including without limitation: gas, electric, and telecommunications, within and adjacent to the development site. It is the applicant's responsibility to resolve such conflicts with appropriate methods conforming to the Boulder Revised Code 1981, the City of Boulder Design and Construction Standards, and any private/franchise utility specifications.
2. The landscape irrigation system requires a separate water service and meter. A separate water Plant Investment Fee must be paid at time of building permit. Service, meter and tap sizes will be required at time of building permit submittal.
3. Floor drains internal to covered parking structures, that collect drainage from rain and ice drippings from parked cars or water used to wash-down internal floors, shall be connected to the wastewater service using appropriate grease and sediment traps.
4. Maintenance of sand/oil interceptors and all private wastewater and storm sewer lines and structures shall remain the responsibility of the owner.
5. The applicant is advised that at the time of building permit application the following requirements will apply:
 - a. The applicant will be required to provide accurate proposed plumbing fixture count forms to determine if the proposed meters and services are adequate for the proposed use.
 - b. Water and wastewater Plant Investment Fees and service line sizing will be evaluated.
 - c. Since the buildings will be sprinklered, the approved fire line plans must accompany the fire sprinkler service line connection permit application.
6. All water meters are to be placed in city R.O.W. or a public utility easement, but meters are not to be placed in driveways, sidewalks or behind fences.
7. Trees proposed to be planted shall be located at least 10 feet away from existing or future utility mains and services.

IV. NEXT STEPS

As staff discussed with the applicant, because new elevations were submitted to staff at the end of the review track, staff and the applicant agreed that staff will provide the Building Design comments in a subsequent letter. Upon receipt of all comments, provide corrected plans in a five full sets along with an electronic version on a returnable jump drive directly to the case manager. Note that the prior to the hearing on February 20, 2014, the applicant will be asked to provide 8 half-sized sets of plans along with any presentation materials to the case manager.

V. CITY CODE CRITERIA CHECKLIST

To be provided upon resubmittal.

VI. DRAFT Conditions on Case (Please note that conditions may change prior to approval).

1. The Applicant shall ensure that the **development shall be in compliance with all approved plans** dated _____ on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.
2. Prior to a building permit application, the Applicant shall submit a Technical Document Review application for the following items, subject to approval of the City Manager:
 - a. **Final architectural plans, including materials and colors, to ensure** compliance with the intent of this approval and compatibility with the surrounding area. The architectural intent shown on the approved plans dated _____ is acceptable.
 - b. A **final site plan** showing the corrections and additions requested by this approval, including building setbacks on fully dimensioned plans. A signed survey drawing should also be submitted.
 - c. A **final utility plan** meeting the City of Boulder Design and Construction Standards.
 - d. A **final storm water report and plan** meeting the City of Boulder Design and Construction Standards, which include information regarding the groundwater conditions (geotechnical report, soil borings, etc.) on the Property, and all discharge points for perimeter drainage systems.
 - e. **Final transportation plans** in accordance with City of Boulder Design and Construction Standards, for all transportation improvements. These plans must include, but are not limited to: plan and profile drawings and construction plans for the public access drive and all public sidewalks.
 - f. A **detailed landscape plan**, including size, quantity, and type of plants existing and proposed; type and quality of non-living landscaping materials; any site grading proposed; and any irrigation system proposed, to insure compliance with this approval and the City's landscaping requirements. Removal of trees must receive prior approval of the Planning Department. Removal of any tree in city right-of-way must also receive prior approval of the City Forester.
 - g. A **detailed lighting plan** showing location, size, and intensity of illumination units, indicating compliance with section 9-9-16, B.R.C. 1981.
3. Prior to a building permit application, the Applicant shall submit a Technical Document Review application for a **Final Plat** which provides for the elimination of the interior lot lines between lots 9 and 10, and between lots 9 and the east 15 feet of Lot 8, subject to the review and approval of the City Manager and **execute a**

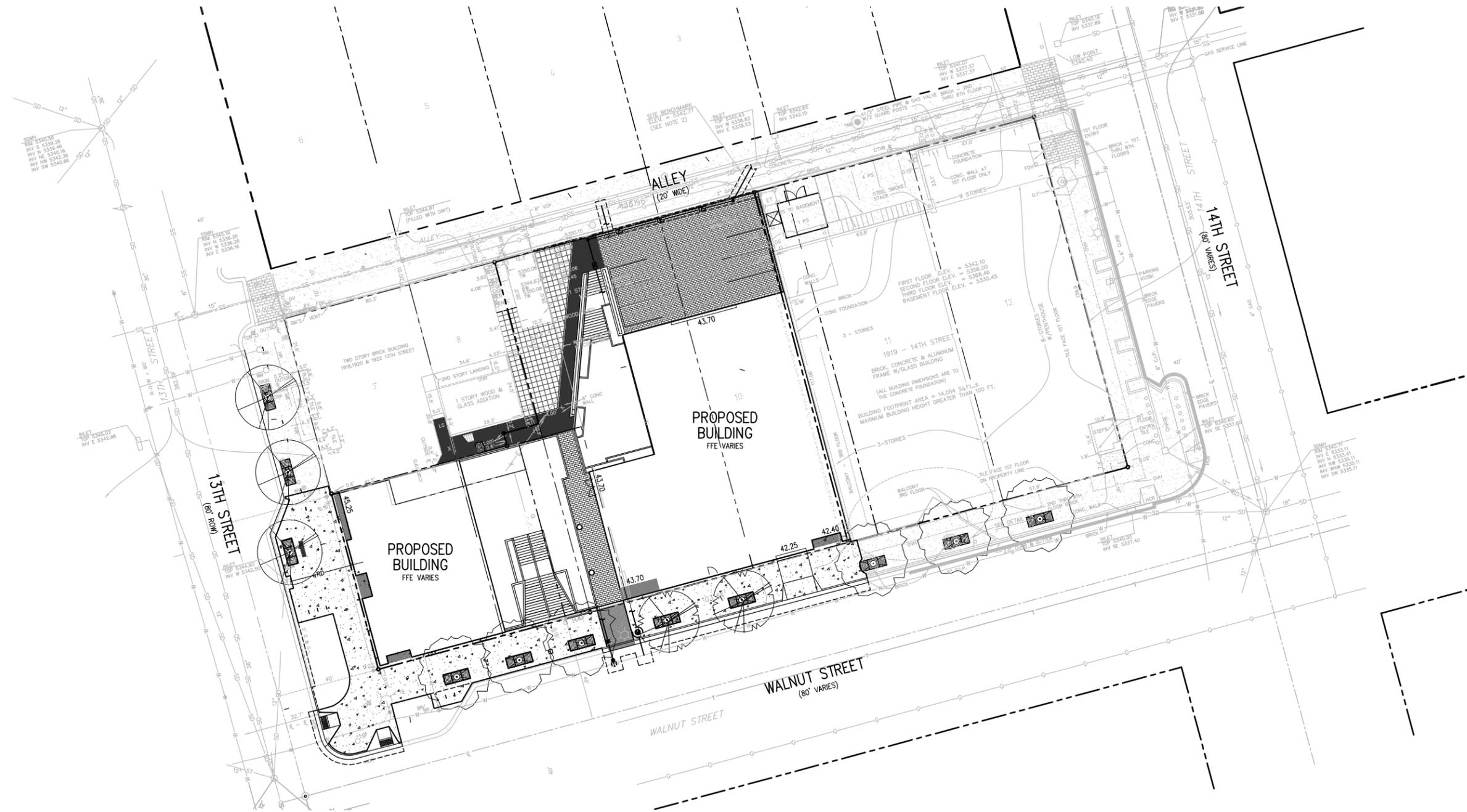
subdivision agreement meeting the requirements of chapter 9-12, "Subdivision," B.R.C. 1981 or an equivalent arrangement approved by the city manager.

4. Prior to a building permit application, the Applicant shall submit to the City an application for **Individual Landmark designation** of the historic building located at 1919 14th Street known as the Colorado Insurance Group Building with a designation boundary extending from the existing building to the **(proposed boundary)**.



WENCEL BUILDING

1301 WALNUT, BOULDER COLORADO



PROJ. NO. 2129c
DRAWN: DIB
CHECKED: DNS
APPROVED: CRH
DATE: 02/04/14

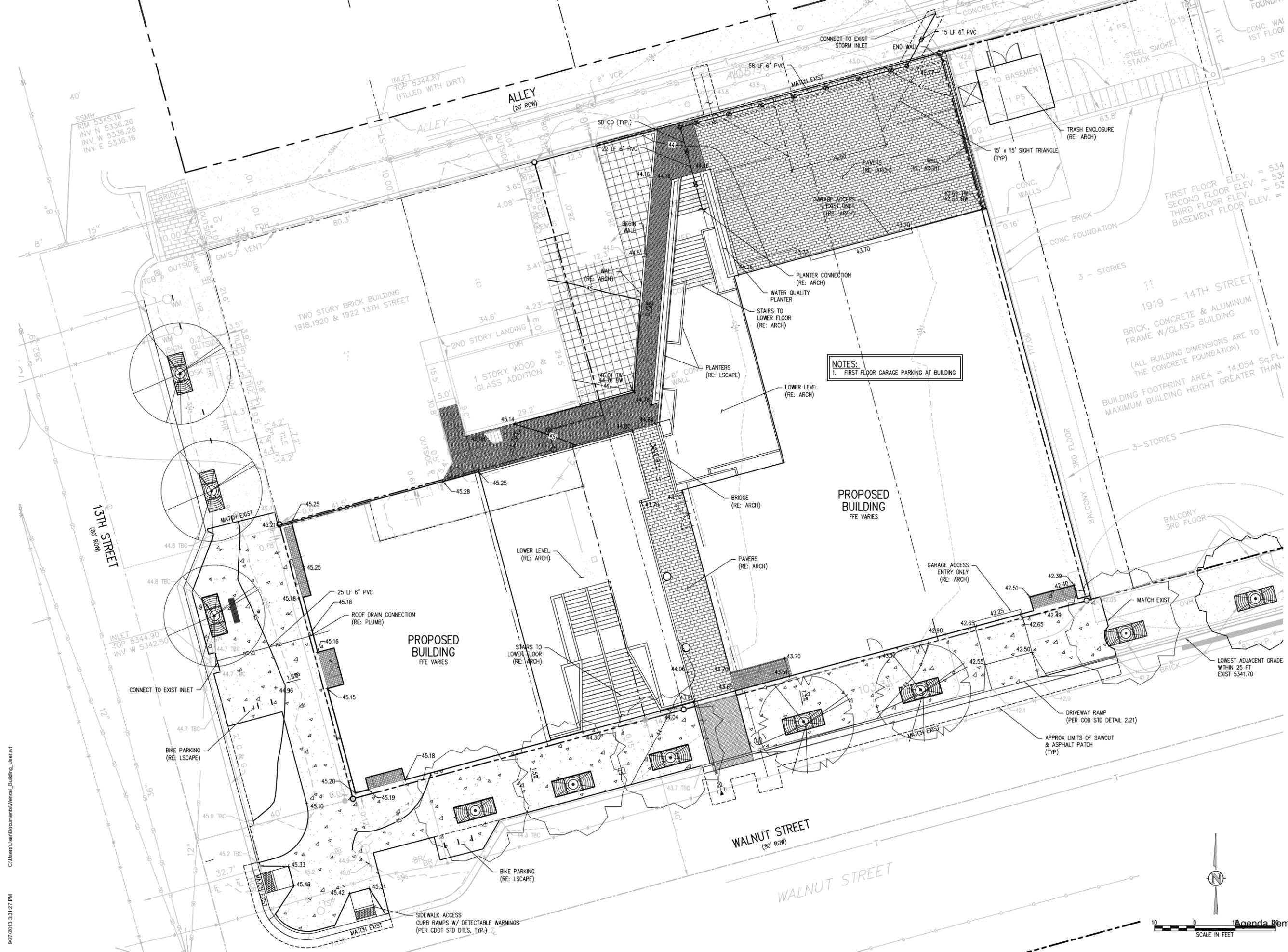
REVISIONS

NO.	DESCRIPTION	DATE
1	Site Review Comments	02/04/14

© STUDIO MORGAN CREEK

WENCEL BUILDING
ISSUED FOR:
SITE REVIEW
COMMENTS
SHEET TITLE:
OVERALL
SITE PLAN

SCALE:
SHEET NUMBER



STUDIO
 P.O. Box 17983
 Boulder, Colorado 80308
 phone 720.771.0516

JMA CONSULTING ENGINEERS
 JVA, Incorporated 1319 Spruce Street
 Boulder, CO 80302 Phone: 303.444.1951
 Fax: 303.444.1957 E-mail: info@jvaja.com

WENCEL BUILDING
 1301 WALNUT, BOULDER COLORADO

PROJ. NO. 2129c
 DRAWN: DIB
 CHECKED: DNS
 APPROVED: CRH
 DATE: 02/04/14

NO.	DESCRIPTION	DATE
1	Site Review Comments	02/04/14

© STUDIO MORGAN CREEK

WENCEL BUILDING
 ISSUED FOR:
 SITE REVIEW
 COMMENTS

SHEET TITLE:
 PRELIMINARY
 GRADING AND
 DRAINAGE PLANS
 SCALE:
 SHEET NUMBER

C1.0

NOTES:
 1. FIRST FLOOR GARAGE PARKING AT BUILDING

FIRST FLOOR ELEV. = 534'
 SECOND FLOOR ELEV. = 532'
 THIRD FLOOR ELEV. = 532'
 BASEMENT FLOOR ELEV. =

1919 - 14TH STREET
 BRICK, CONCRETE & ALUMINUM
 FRAME W/GLASS BUILDING
 (ALL BUILDING DIMENSIONS ARE TO
 THE CONCRETE FOUNDATION)
 BUILDING FOOTPRINT AREA = 14,054 Sq.Ft.
 MAXIMUM BUILDING HEIGHT GREATER THAN

C:\Users\User\Documents\Wencel_Building_User.rvt 9/27/2013 3:31:27 PM

ENCE I DIN

SITE AREA FOR LOTS : 7,8,9 21,037 SF

NOTE OT 10 IS NOT INC DED IN SITE AREA CA C ATION

LEVEL 1	6,410 SF
LEVEL 2	14,003 SF
LEVEL 3	14,003 SF
LEVEL 4	12,285
EXISTING JAMES BUILDING	9,593 SF
EXISTING CARRIAGE HOUSE	340 SF
ABOVE GRADE SUBTOTAL	56,634 SF

BASEMENT AREA 15,583 SF
TOTAL PROJECT AREA 72,217 SF

FAR CALC: 56,634/21,037= 2.7 FAR

PAR IN
Project is in DT-5 zone so no parking is required.
17 spaces provided

CO ORADO I DIN

SITE AREA FOR LOTS : 10,11,12 21,026 SF

TOTAL ABOVE GRADE SF 88,301 SF

WENCEL BUILDING

1301 WALNUT, BOULDER COLORADO

PROJ. NO. 2100.1

DRAWN: Author

CHECKED: Checker

APPROVED: Approver

DATE: 02/03/14

REVISIONS

NO.	DESCRIPTION	DATE
-----	-------------	------

© STUDIO MORGAN CREEK

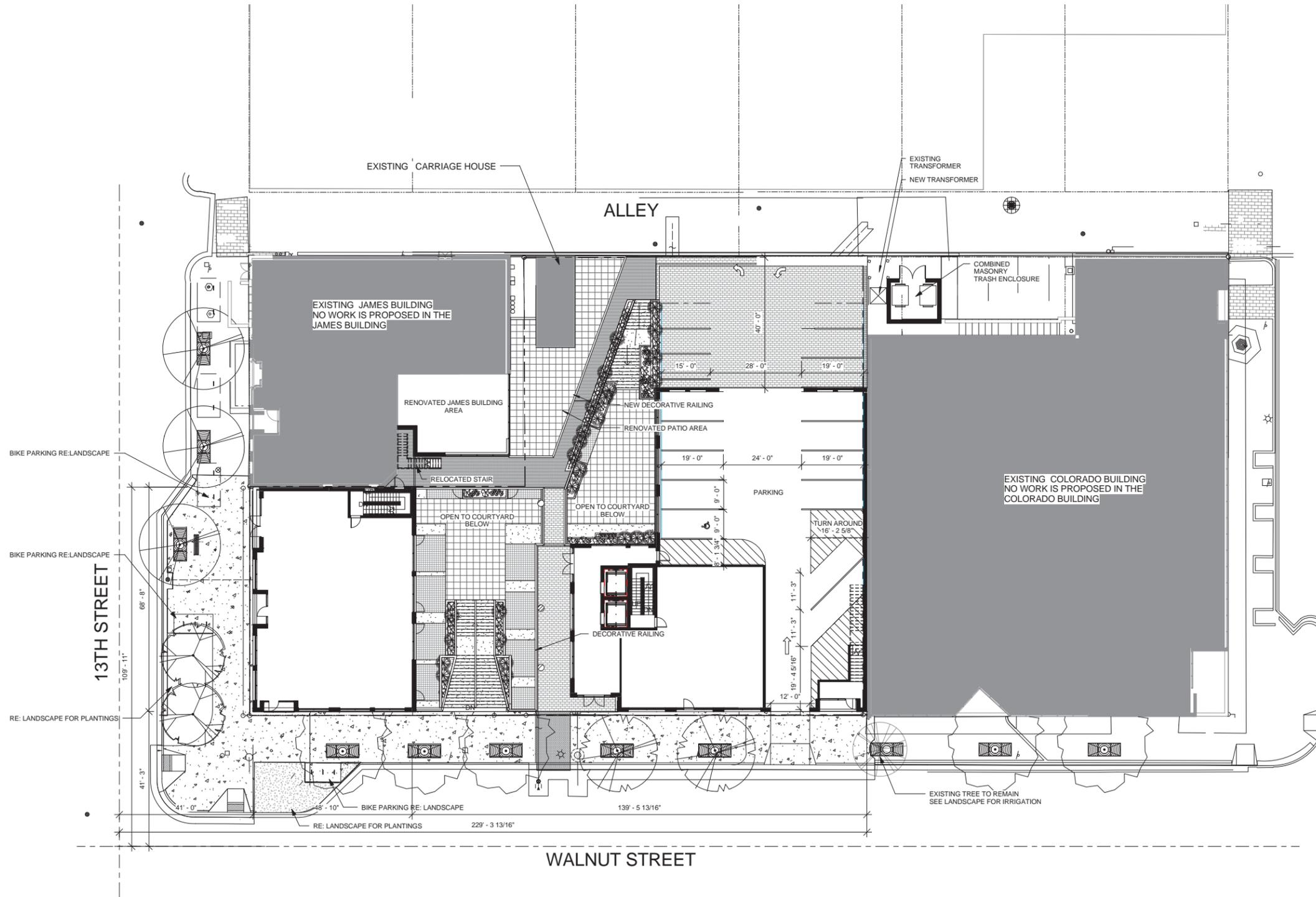
WENCEL BUILDING

ISSUED FOR:
SITE REVIEW COMMENTS

SHEET TITLE:
ARCHITECTURE SITE
PLAN

SCALE: 1/16" = 1'-0"
SHEET NUMBER

A1.00



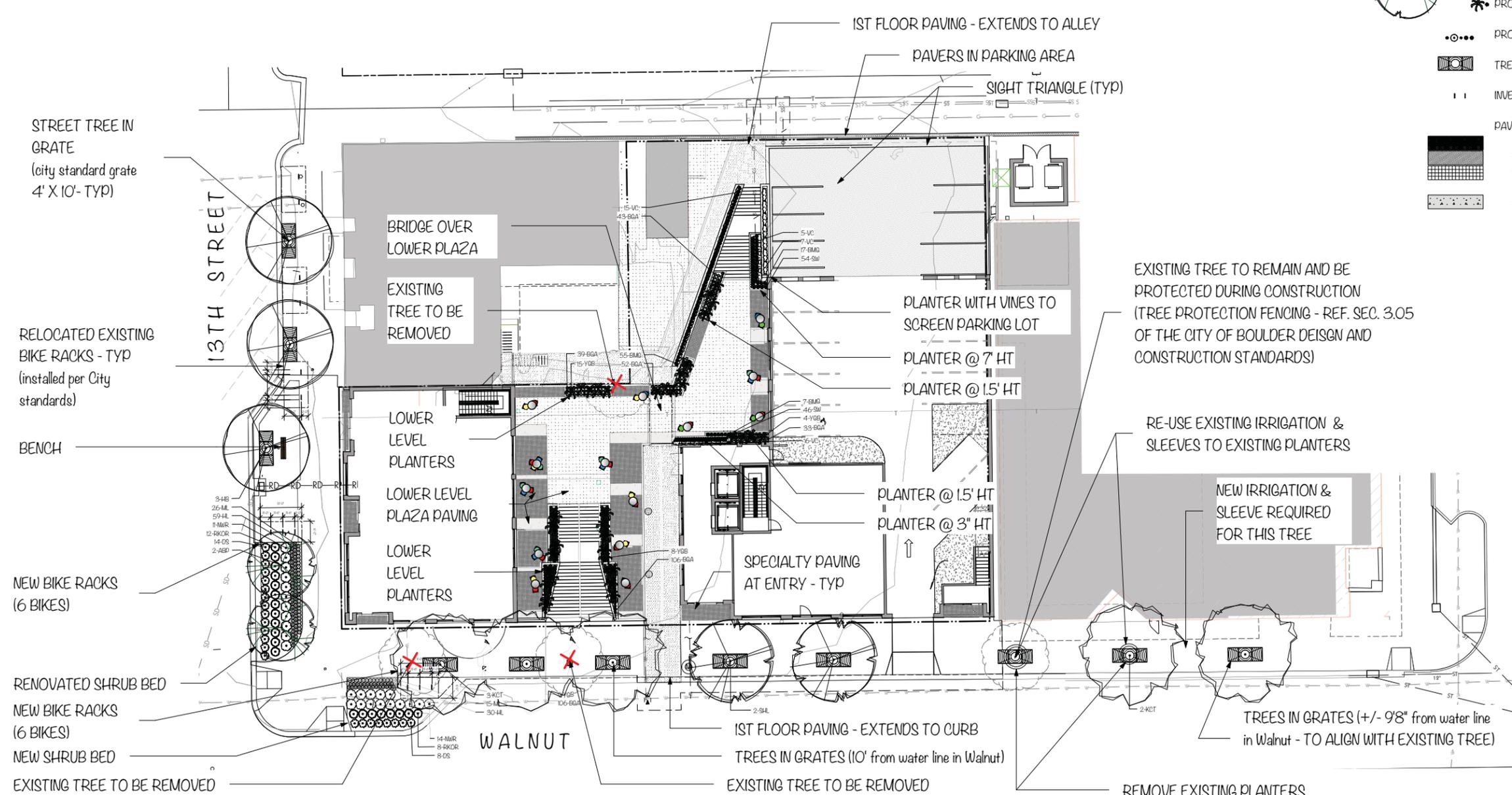
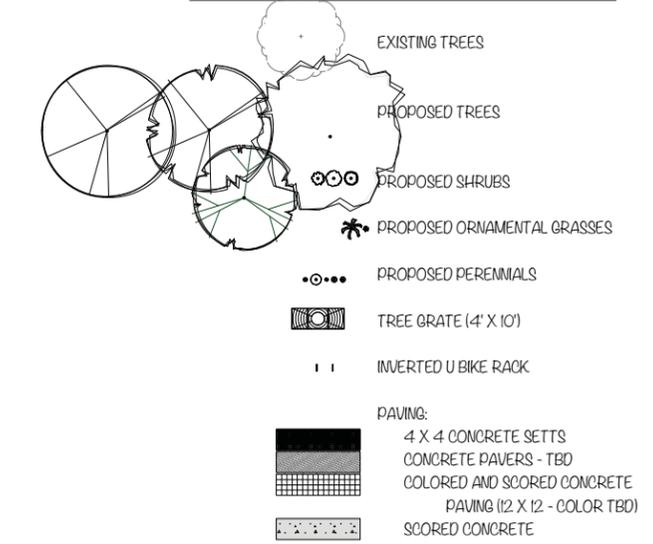
1 SITEPLAN
1/16" = 1'-0"



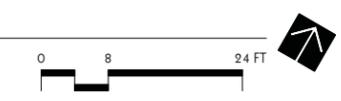
WENCEL BUILDING

1301 WALNUT, BOULDER COLORADO

LEGEND:



1 LANDSCAPE PLAN
1/16" = 1'-0"



PROJ. NO. 2100.1
DRAWN: sg
CHECKED: osla
APPROVED: osla
DATE: 02/03/14

NO.	DESCRIPTION	DATE

© STUDIO MORGAN CREEK

WENCEL BUILDING

ISSUED FOR:
SITE REVIEW COMMENTS

SHEET TITLE:
LANDSCAPE PLAN

SCALE: 1/16" = 1'-0"
SHEET NUMBER

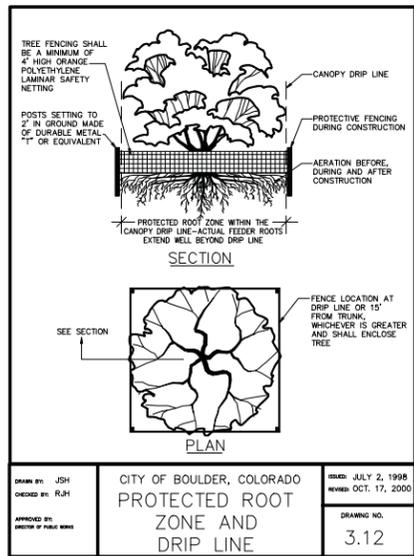
L1.00

LANDSCAPE REQUIREMENTS: 02/03/14		
OVERALL SITE	REQUIRED	PROVIDED/COMMENTS
TOTAL LOT AREA	21,037 SF	
BUILDING AREA	11,140 SF	53%
TOTAL PARKING AREA (surface lot)	2,505 SF	12%
OPEN SPACE	7,392 SF	35%
TOTAL NUMBER OF PARKING STALLS	0 - WITHIN CAGID PARKING DISTRICT	10 provided in garage at 1st floor & surface lot
INTERIOR PARKING LOT LANDSCAPED	N/A	N/A
BIKEWAY PARKING	10% OF REQUIRED PARKING	2,4 provided
		Replace and add total of 12 parallel to 13th, 6 in cluster @ SE corner & 6 in cluster along Walnut
PARKING LOT SCREENING:		
FROM ADJACENT PROPERTIES		
Height & Opacity	Landscape Material 42' ht.	
Width	6' Buffer	N/A - only 6 spaces in surface lot
Trees	1 tree/25	N/A - only 6 spaces in surface lot
STREETSCAPE:		
	REQUIRED	PROVIDED/COMMENTS
Sidewalk - 13th Street	1 tree/30' - 140 LF = 5 trees	2 small trees in bed plus 3 additional trees in grates
Sidewalk - Walnut Street	1 tree/40' - 300 LF = 8 trees	7 large shade trees provided + 1 existing tree in front of Colorado Bldg.
MINIMUM PLANT SIZES:		
	1 tree & 5 shrubs/1500 sf = 5 trees and 2.5 shrubs	
Deciduous Trees	2' cal.	10 trees
Evergreen Trees	6' ht.	0
Ornamental Trees	15' cal.	3 trees
Shrubs	5 gallon container	67 + 119 1-gal ornamental grasses

PLANT LIST: 02/03/14					
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
TREES:					
ABD	3	Autumn Blaze Pear	<i>Pyrus calleryana</i> 'Autumn Blaze'	15' CAL	30' o.c.
HB	3	Celtis occidentalis	Hackberry	2' CAL	30' o.c.
KCT	5	Gymnocladus dioica	Kentucky Coffeetree	2' CAL	30' o.c.
SHL	2	Gleditsia triacanthos var. inermis 'Shade'	Shademaster Honeylocust	2' CAL	30' o.c.
TOTAL:	13				
DECIDUOUS SHRUBS:					
DS	22	Daphne Spirea	<i>Spiraea japonica</i> 'Alpina'	5 gallon	3.5' o.c.
MWR	25	Nearly Wild Rose (Floribunda)	<i>Rosa x 'Nearly Wild'</i>	5 gallon	3' o.c.
RKOR	20	Rainbow Knock Out Rose	<i>Rosa x 'Radar'</i>	5 gallon	3' o.c.
TOTAL:	67				
ORNAMENTAL GRASSES:					
EMG	79	Black Mondo Grass	<i>Ophiopogon planiscapus</i> 'Niger'	1 gallon	15' o.c.
YGB	40	Yellow Groove Bamboo	<i>Phyllostachya aureosulcata</i>	1 gallon	as shown
TOTAL:	119				
GROUNDCOVERS/PERENNIALS/VINES:					
BGA	379	Burgandy Glow Ajuga	<i>Ajuga reptans</i> 'Burgandy Glow'	4" pots	8' o.c.
HL	89	Hidcote Lavender	<i>Lavandula angustifolia</i> 'Hidcote'	1 gallon	22' o.c.
ML	41	English Lavender	<i>Lavandula angustifolia</i> 'Munstead'	1 gallon	22' o.c.
SW	100	Sweet Woodruff	<i>Galium odoratum</i>	4" pots	8' o.c.
VC	33	Virginia Creeper	<i>Viticoecis tricuspidata</i>	1 gallon	4' o.c.
TOTAL:	642				

PLANT NOTES:

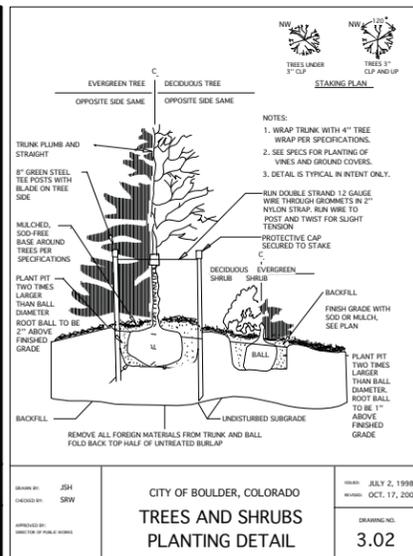
- All plant material shall meet specifications of the American Association of Nurserymen (AAN) for number one grade. All trees shall be balled and burlapped or equivalent. All plant materials shall have all wire, twine or other containment materials, except for burlap, removed from trunk and root ball of the plant prior to planting.
- Trees shall not be planted closer 10 feet to any sewer or water line. Tree planting shall be coordinated with Public Service Company. Locations of all utilities shall be verified in the field prior to planting.
- All shrubs shall be planted no less than 3' from any sidewalk or curb.
- Grades shall be set to allow for proper drainage away from structures. Grades shall maintain smooth profiles and be free of surface debris, bumps, and depressions.
- Developers shall ensure that the landscape plan is coordinated with the plans done by other consultants so that the proposed grading, storm drainage, or other constructions does not conflict nor preclude installation and maintenance of landscape elements on this plan.
- All shrub bed areas shall be mulched with a 4" layer of wood bark mulch. Perennials and groundcover areas shall be mulched with a 4" layer of shredded bark mulch. NO FABRIC TO BE INSTALLED BELOW ORNAMENTAL GRASSES, PERENNIALS OR GROUNDCOVERS.
- Prior to installation of plant materials, areas that have been compacted or disturbed by construction activity shall be thoroughly loosened; organic soil amendments shall be incorporated at the rate of at least three (3) cubic yards per 1000 square feet of landscape area.
- All landscape areas will be irrigated with an automatic system. Shrubs and trees in grates will have a drip zone and perennials/groundcovers (part of the drip zone) will have micro-jet sprays. Plants with like water requirements are shown together in order to have an efficient use of water. Irrigation plans will be submitted during TEO Doc that meet the City's requirements.
- Contractor shall verify all material quantities prior to installation. Actual number of plant symbols shall have priority over the quantity designated.
- Refer to the City of Boulder Design and Construction Streetscaping Standards for all work within public areas, including tree protection standards. The developer will make every effort possible to protect trees within the site using the same standards. Contractor to provide adequate tree protection, prune roots when adjacent new curbs and sidewalks, and water trees frequently during construction.
- Refer to the Civil Engineer Drawings for Grading and Utility information.
- This plan meets or exceeds City of Boulder landscape code requirements.



DRAWN BY: JSH
 CHECKED BY: R.J.H.
 APPROVED BY: DIRECTOR OF PUBLIC WORKS

CITY OF BOULDER, COLORADO
PROTECTED ROOT ZONE AND DRIP LINE

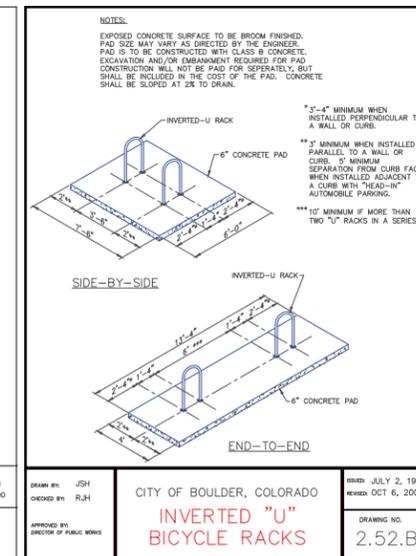
ISSUED: JULY 2, 1998
 REVISED: OCT. 17, 2000
 DRAWING NO. 3.12



DRAWN BY: JSH
 CHECKED BY: S.W.
 APPROVED BY: DIRECTOR OF PUBLIC WORKS

CITY OF BOULDER, COLORADO
TREES AND SHRUBS PLANTING DETAIL

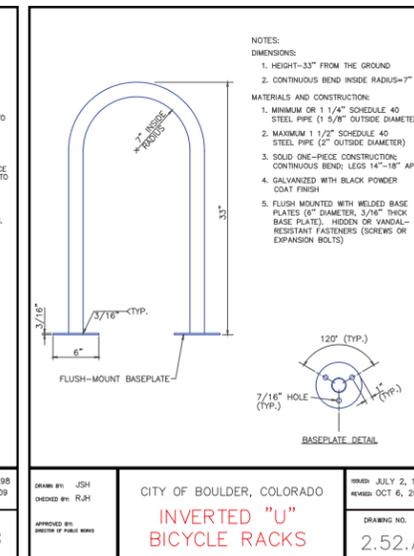
ISSUED: JULY 2, 1998
 REVISED: OCT. 17, 2000
 DRAWING NO. 3.02



DRAWN BY: JSH
 CHECKED BY: R.J.H.
 APPROVED BY: DIRECTOR OF PUBLIC WORKS

CITY OF BOULDER, COLORADO
INVERTED "U" BICYCLE RACKS

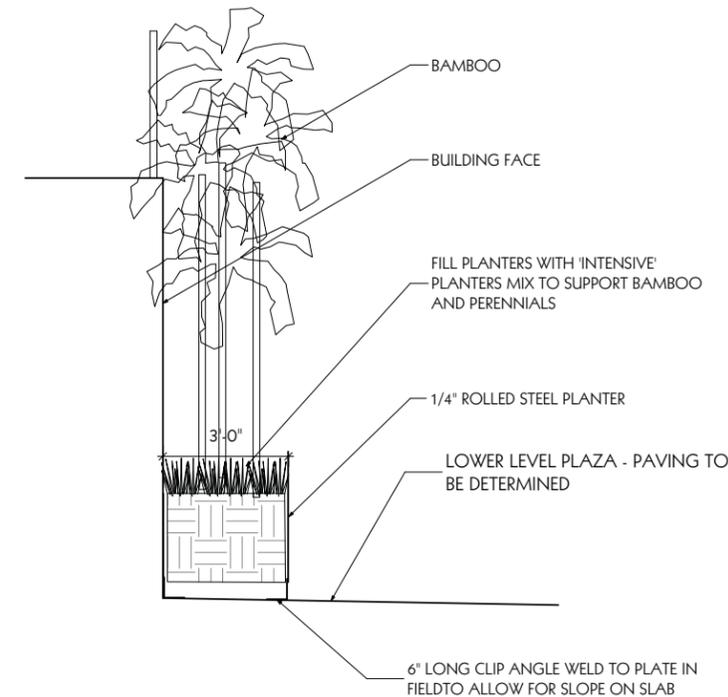
ISSUED: JULY 2, 1998
 REVISED: OCT. 6, 2009
 DRAWING NO. 2.52.B



DRAWN BY: JSH
 CHECKED BY: R.J.H.
 APPROVED BY: DIRECTOR OF PUBLIC WORKS

CITY OF BOULDER, COLORADO
INVERTED "U" BICYCLE RACKS

ISSUED: JULY 2, 1998
 REVISED: OCT. 6, 2009
 DRAWING NO. 2.52.A



STUDIO
 P.O. Box 17983
 Boulder, Colorado 80308
 phone 720.771.0516

O outside la
 landscape architecture + urban design + planning
 boulder / denver
 303.317.9933 / 970.871.9922
 info@studio.com

WENCEL BUILDING
 1301 WALNUT, BOULDER COLORADO

PROJ. NO. 2100.1
 DRAWN: sg
 CHECKED: osla
 APPROVED: osla
 DATE: 02/03/14
 REVISIONS

NO.	DESCRIPTION	DATE

© STUDIO MORGAN CREEK

WENCEL BUILDING
 ISSUED FOR:
 SITE REVIEW COMMENTS

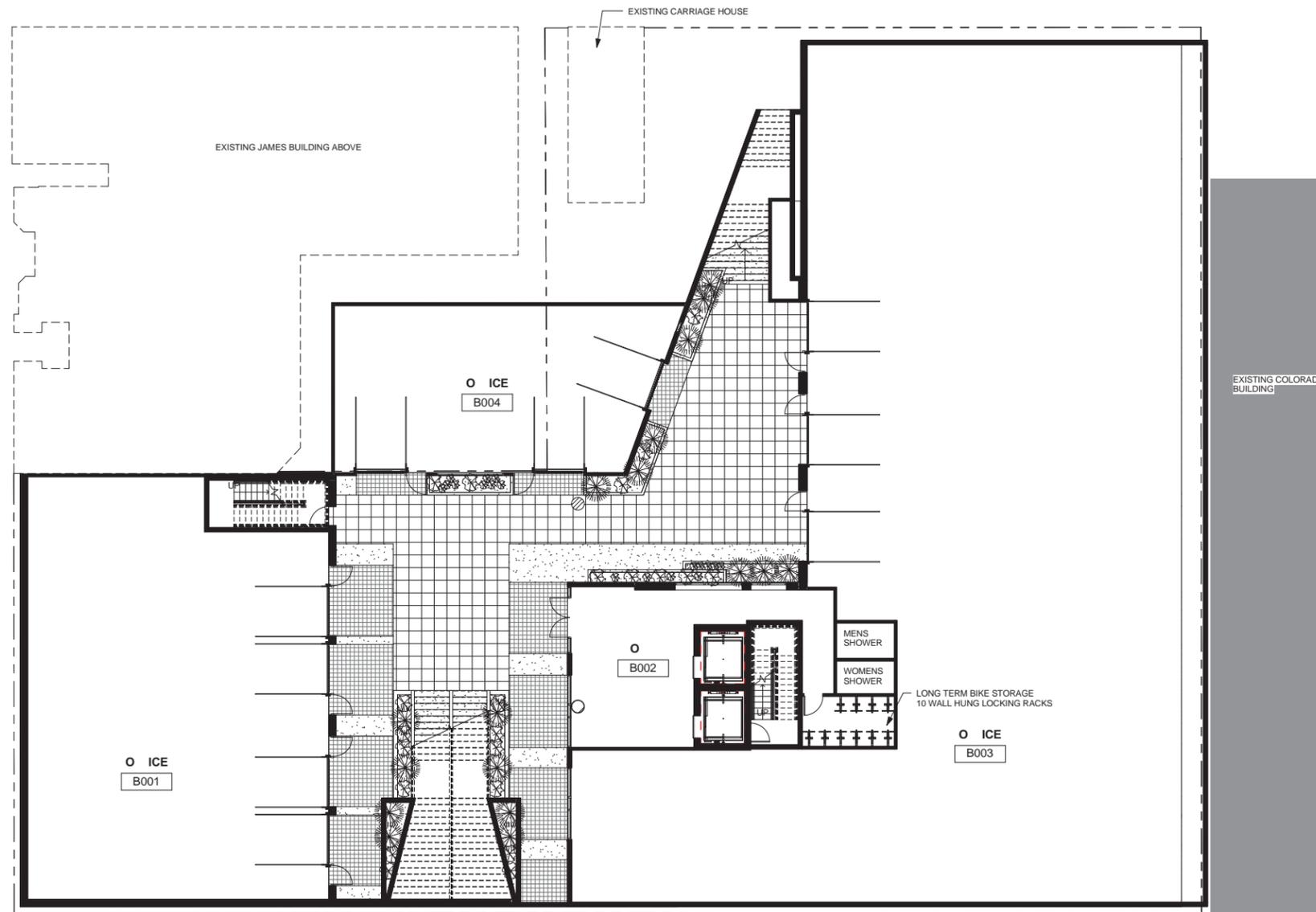
SHEET TITLE:
 LANDSCAPE
 DETAILS

SCALE: N/A
 SHEET NUMBER

L2.00

WENCEL BUILDING

1301 WALNUT, BOULDER COLORADO



① BASEMENT
 3/32" = 1'-0"

② LONG TERM BIKE STORAGE RACK
 1/4" = 1'-0"



PROJ. NO. 2100.1
 DRAWN: Author
 CHECKED: Checker
 APPROVED: Approver
 DATE: 02/03/14

REVISIONS		
NO.	DESCRIPTION	DATE

© STUDIO MORGAN CREEK

WENCEL BUILDING
 ISSUED FOR:
 SITE REVIEW COMMENTS

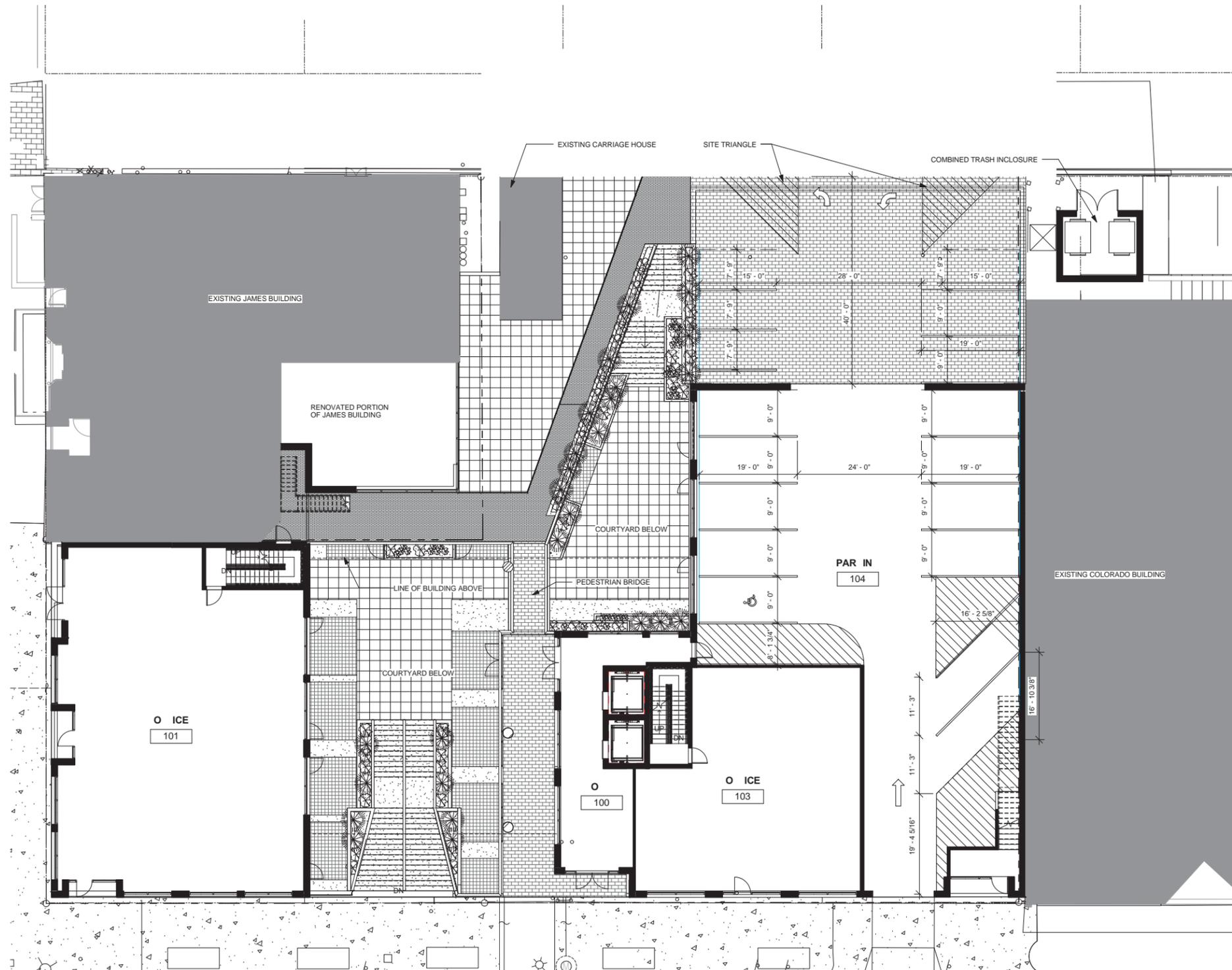
SHEET TITLE:
 BELOW GRADE FLOOR
 PLAN

SCALE: As indicated
 SHEET NUMBER

A1.01

WENCEL BUILDING

1301 WALNUT, BOULDER COLORADO



① LEVEL 1
 3/32" = 1'-0"



PROJ. NO. 2100.1
 DRAWN: Author
 CHECKED: Checker
 APPROVED: Approver
 DATE: 02/03/14

NO.	DESCRIPTION	DATE

© STUDIO MORGAN CREEK

WENCEL BUILDING
 ISSUED FOR:
 SITE REVIEW COMMENTS

SHEET TITLE:
 LEVEL 1

SCALE: 3/32" = 1'-0"
 SHEET NUMBER

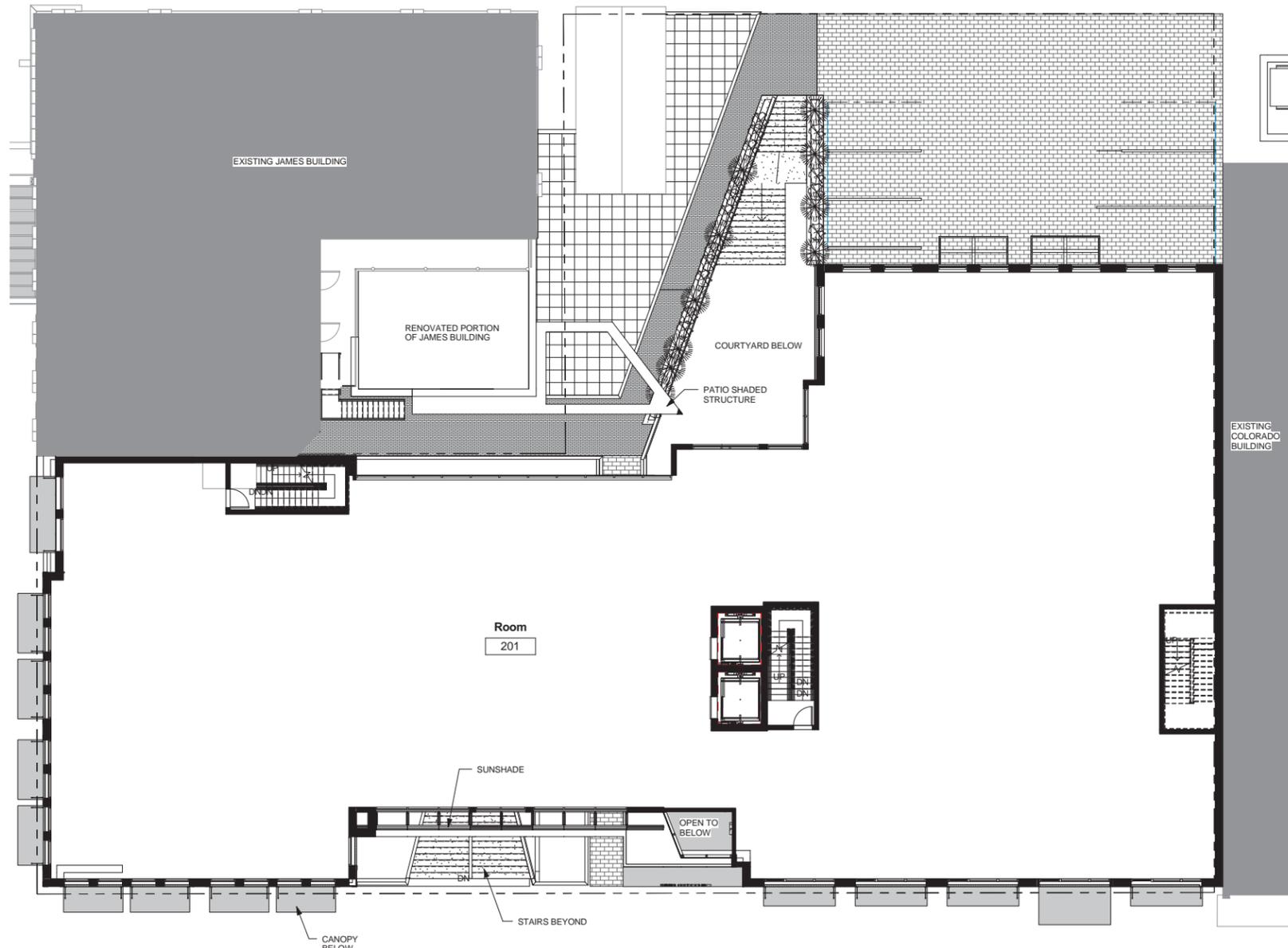
A1.02

STUDIO

P.O. Box 17983
Boulder, Colorado 80308
phone 720.771.0516

WENCEL BUILDING

1301 WALNUT, BOULDER COLORADO



① LEVEL 2
3/32" = 1'-0"



PROJ. NO. 2100.1
 DRAWN: Author
 CHECKED: Checker
 APPROVED: Approver
 DATE: 02/03/14

NO.	DESCRIPTION	DATE

© STUDIO MORGAN CREEK

WENCEL BUILDING

ISSUED FOR:
SITE REVIEW COMMENTS

SHEET TITLE:
LEVEL 2

SCALE: 3/32" = 1'-0"
SHEET NUMBER

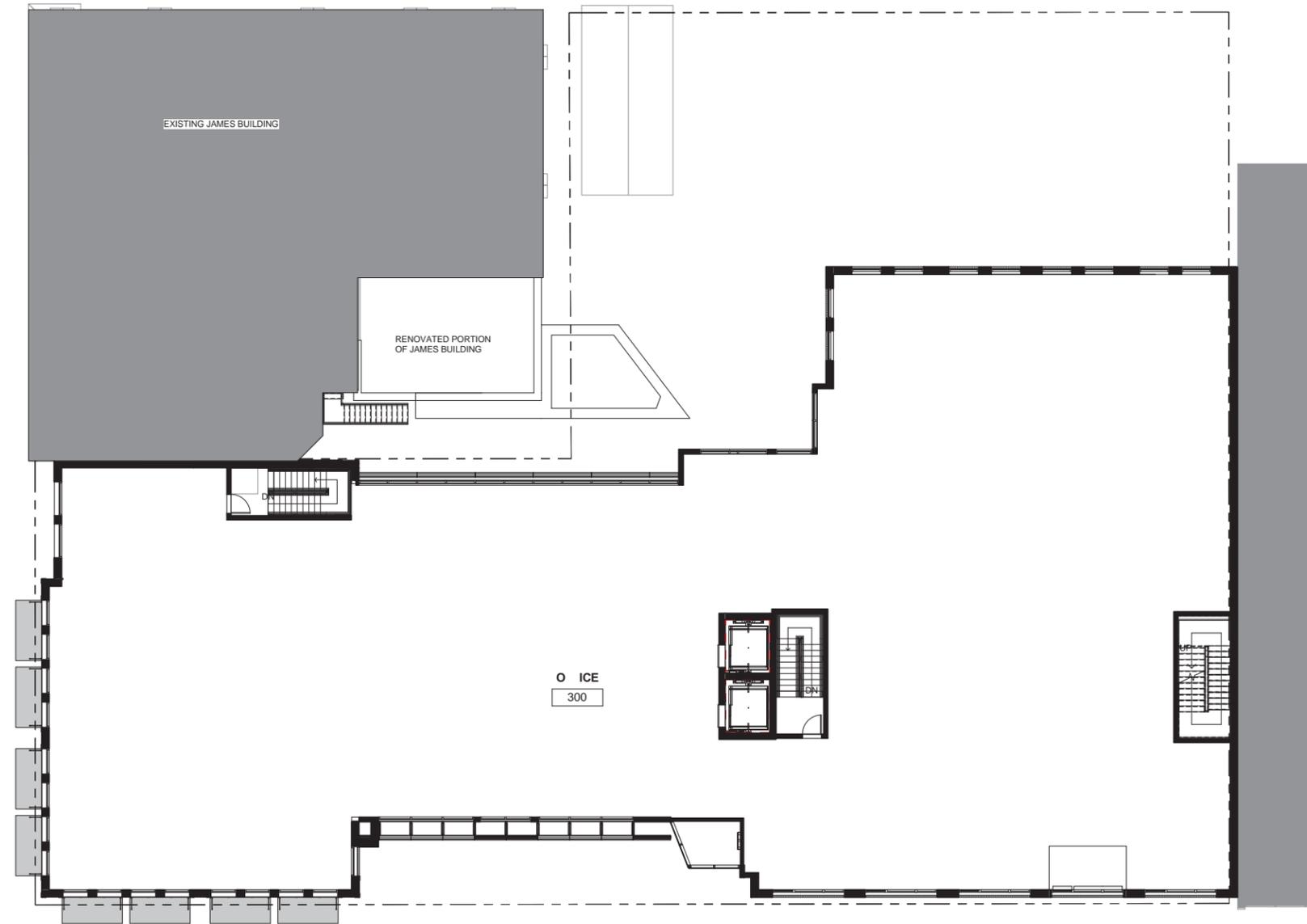
A1.03

STUDIO

P.O. Box 17983
Boulder, Colorado 80308
phone 720.771.0516

WENCEL BUILDING

1301 WALNUT, BOULDER COLORADO



① LEVEL 3
3/32" = 1'-0"



PROJ. NO. 2100.1
 DRAWN: Author
 CHECKED: Checker
 APPROVED: Approver
 DATE: 02/03/14

REVISIONS

NO.	DESCRIPTION	DATE

© STUDIO MORGAN CREEK

WENCEL BUILDING
 ISSUED FOR:
 SITE REVIEW COMMENTS

SHEET TITLE:
 LEVEL 3

SCALE: 3/32" = 1'-0"
 SHEET NUMBER

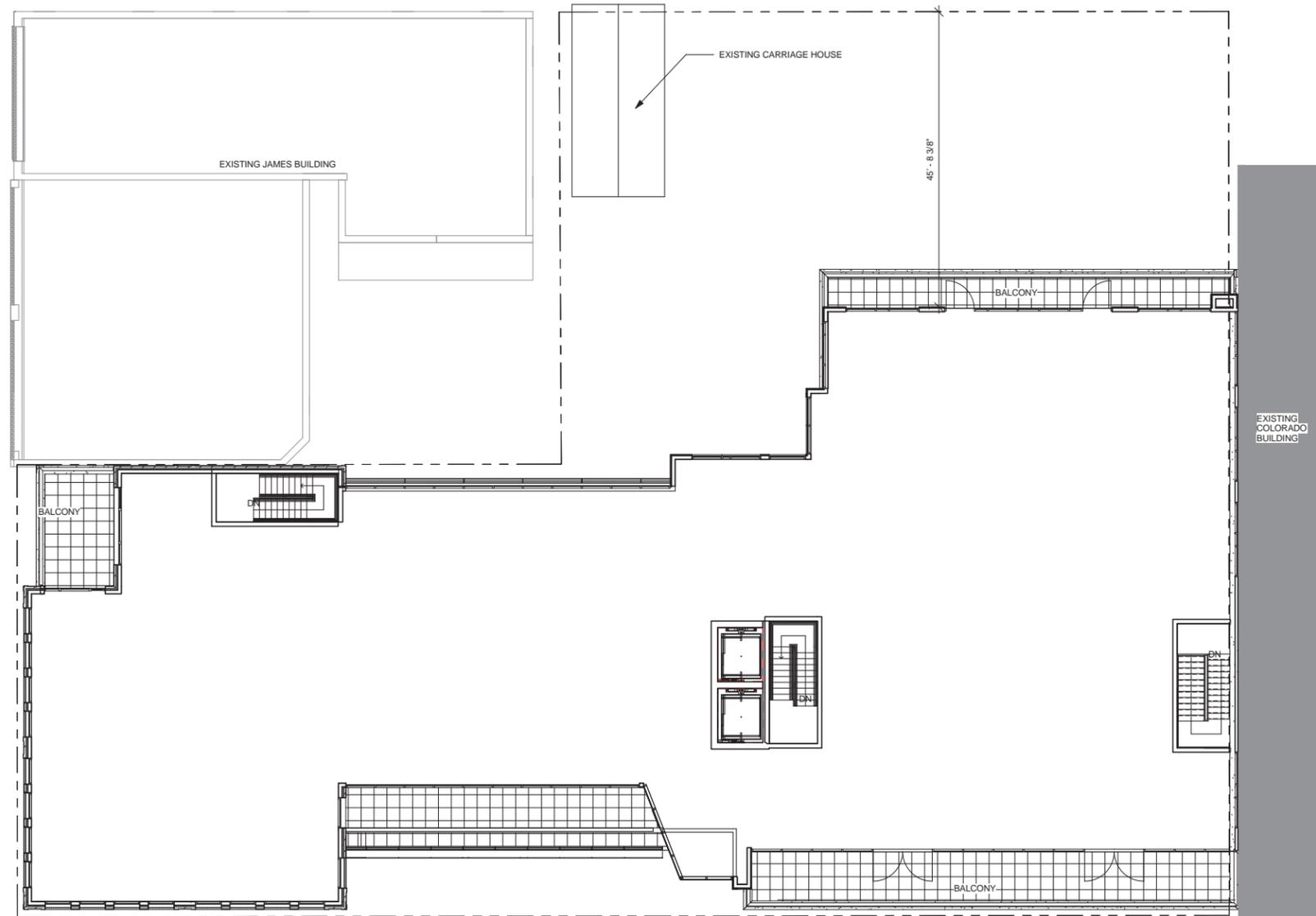
A1.04

STUDIO

P.O. Box 17983
Boulder, Colorado 80308
phone 720.771.0516

WENCEL BUILDING

1301 WALNUT, BOULDER COLORADO



① LEVEL 4
3/32" = 1'-0"

PROJ. NO. 2100.1
DRAWN: Author
CHECKED: Checker
APPROVED: Approver
DATE: 02/03/14

REVISIONS

NO.	DESCRIPTION	DATE

© STUDIO MORGAN CREEK

WENCEL BUILDING

ISSUED FOR:
SITE REVIEW COMMENTS

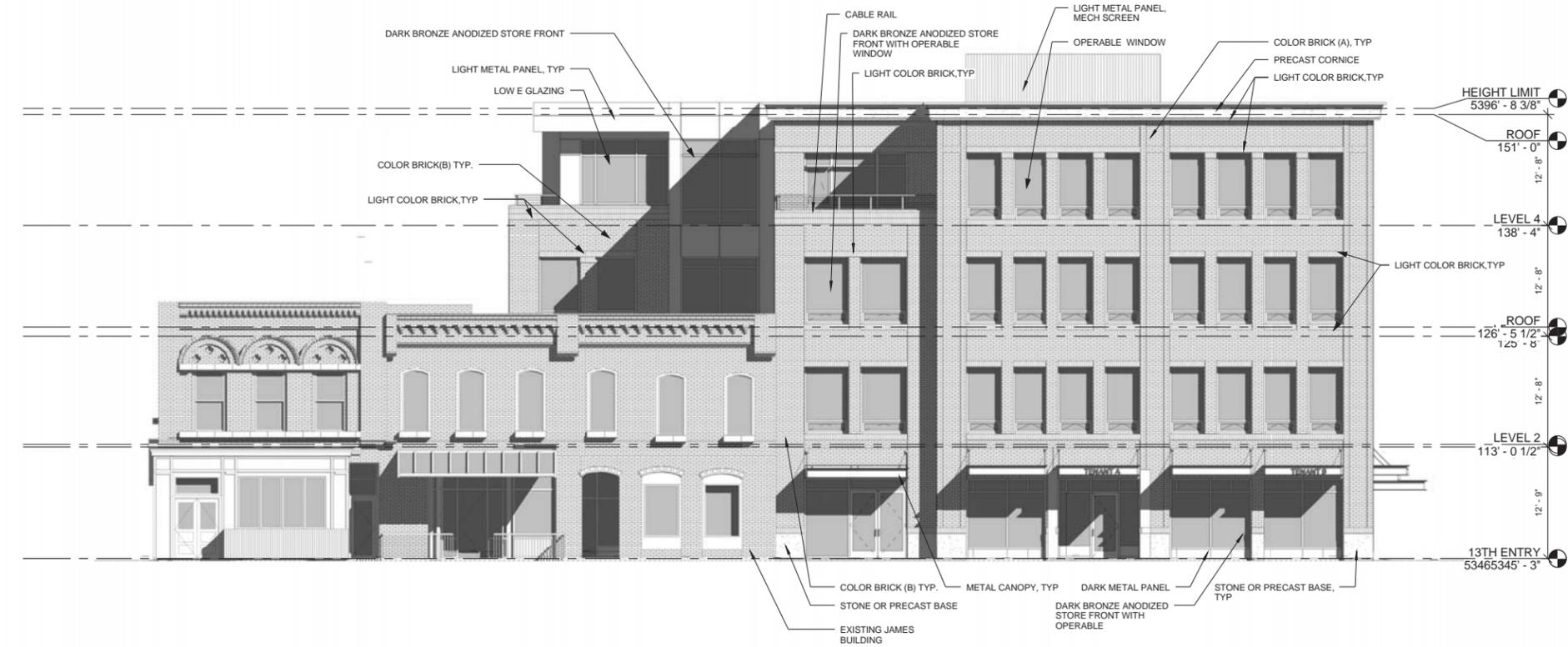
SHEET TITLE:
LEVEL 4

SCALE: 3/32" = 1'-0"
SHEET NUMBER

A1.05

WENCEL BUILDING

1301 WALNUT, BOULDER COLORADO



HEIGHT LIMIT
5396' - 8 3/8"

ROOF
151' - 0"

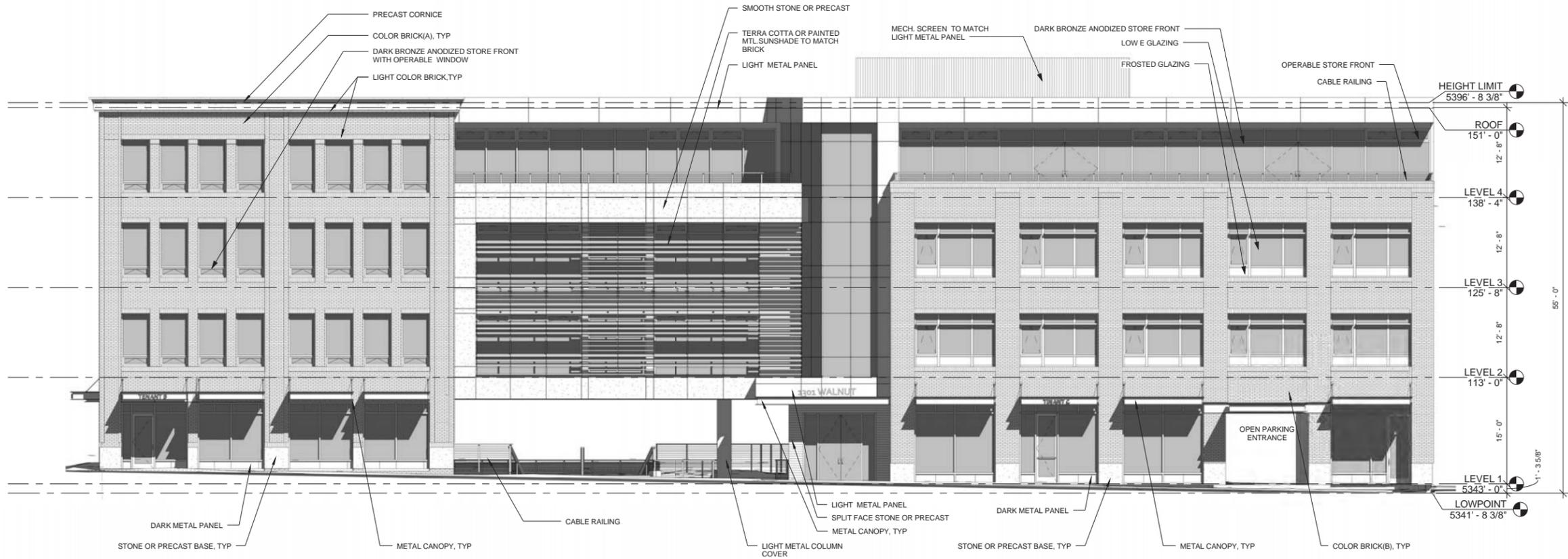
LEVEL 4
138' - 4"

ROOF
126' - 5 1/2"

LEVEL 2
113' - 0 1/2"

13TH ENTRY
53465345' - 3"

1 WEST BUILDING ELEVATION
1/8" = 1'-0"



HEIGHT LIMIT
5396' - 8 3/8"

ROOF
151' - 0"

LEVEL 4
138' - 4"

LEVEL 3
125' - 8"

LEVEL 2
113' - 0"

LEVEL 1
5343' - 0"

LOWPOINT
5341' - 8 3/8"

2 SOUTH BUILDING ELEVATION
1/8" = 1'-0"

PROJ. NO. 2100.1
DRAWN: Author
CHECKED: Checker
APPROVED: Approver
DATE: 02/03/14

NO.	DESCRIPTION	DATE

© STUDIO MORGAN CREEK

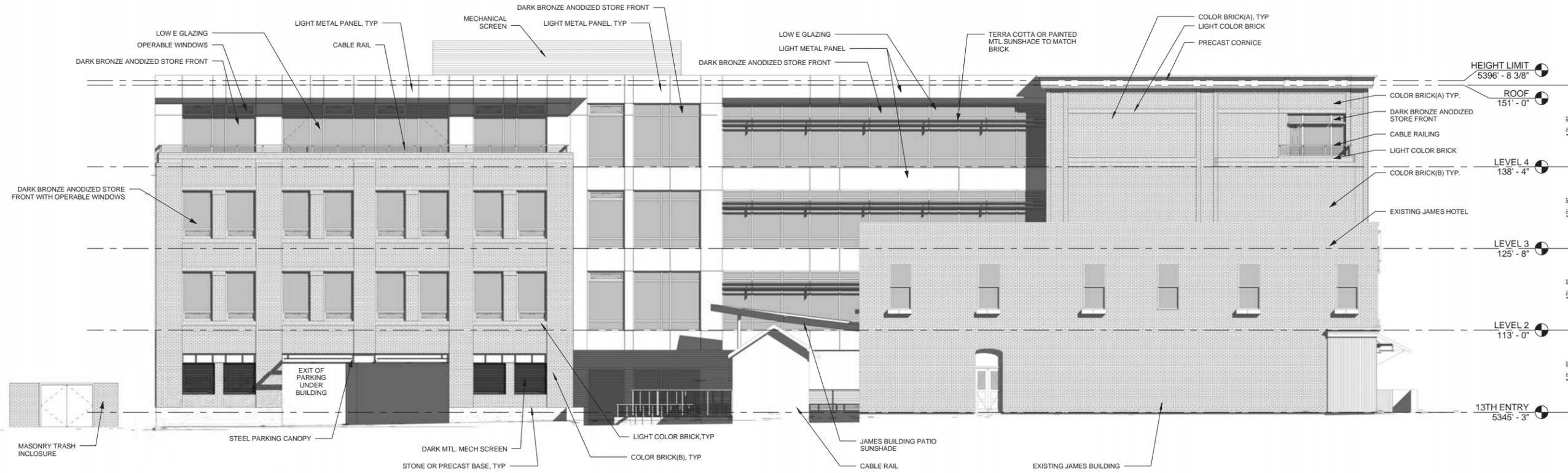
WENCEL BUILDING
ISSUED FOR:
SITE REVIEW COMMENTS

SHEET TITLE:
BUILDING ELEVATIONS

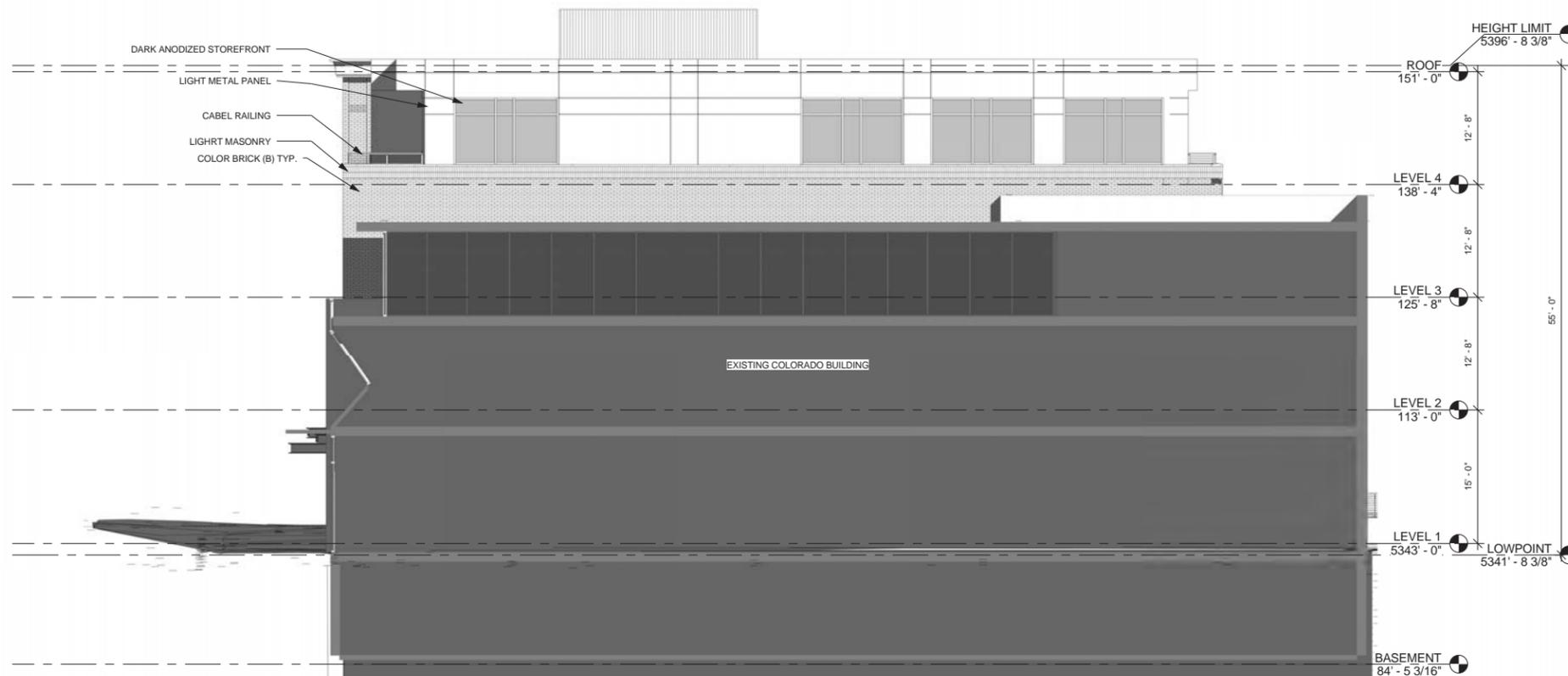
SCALE: 1/8" = 1'-0"
SHEET NUMBER

WENCEL BUILDING

1301 WALNUT, BOULDER COLORADO



① NORTH BUILDING ELEVATION
1/8" = 1'-0"



② EAST BUILDING ELEVATION
1/8" = 1'-0"

PROJ. NO. 2100.1
DRAWN: Author
CHECKED: Checker
APPROVED: Approver
DATE: 02/03/14

NO.	DESCRIPTION	DATE

© STUDIO MORGAN CREEK

WENCEL BUILDING
ISSUED FOR:
SITE REVIEW COMMENTS

SHEET TITLE:
BUILDING ELEVATIONS

SCALE: 1/8" = 1'-0"
SHEET NUMBER

A1.07



STUDIO

P.O. Box 17983
 Boulder, Colorado 80308
 phone 720.771.0516



JVA, Incorporated 1319 Spruce Street
 Boulder, CO 80302 Phone: 303.444.1951
 Fax: 303.444.1957 E-mail: info@jva.com

WENCEL BUILDING

1301 WALNUT, BOULDER COLORADO

FIRST FLOOR ELEV. = 5342.10
 SECOND FLOOR ELEV. = 5356.00
 THIRD FLOOR ELEV. = 5368.46
 BASEMENT FLOOR ELEV. = 5330.4'

1919 - 14TH STREET
 BRICK, CONCRETE & ALUMINUM
 FRAME W/GLASS BUILDING
 (ALL BUILDING DIMENSIONS ARE TO
 THE CONCRETE FOUNDATION)
 BUILDING FOOTPRINT AREA = 14,054 Sq.Ft.±
 MAXIMUM BUILDING HEIGHT GREATER THAN 100 FT.

PROJ. NO. 2129c
 DRAWN: DIB
 CHECKED: DNS
 APPROVED: CRH
 DATE: 02/04/14

NO.	DESCRIPTION	DATE
1	Site Review Comments	02/04/14

© STUDIO MORGAN CREEK

WENCEL BUILDING

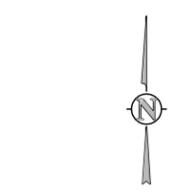
ISSUED FOR:
 SITE REVIEW
 COMMENTS

SHEET TITLE:
 PRELIMINARY
 UTILITY PLAN

SCALE:
 SHEET NUMBER

C2.0

NOTES:
 1. LOCATE EXIST SAN SVC(S) AND DEMO TO MAIN



9/27/2013 3:31:27 PM C:\Users\User\Documents\Wencel_Building_User.rvt

WENCEL BUILDING

1301 WALNUT, BOULDER COLORADO

PROJ. NO. 2100.1
DRAWN: Author
CHECKED: Checker
APPROVED: Approver
DATE: 02/03/14
REVISIONS

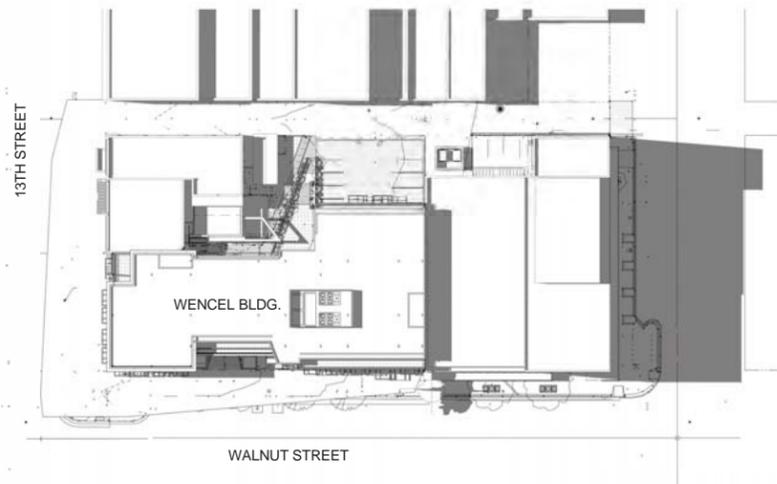
NO.	DESCRIPTION	DATE

© STUDIO MORGAN CREEK

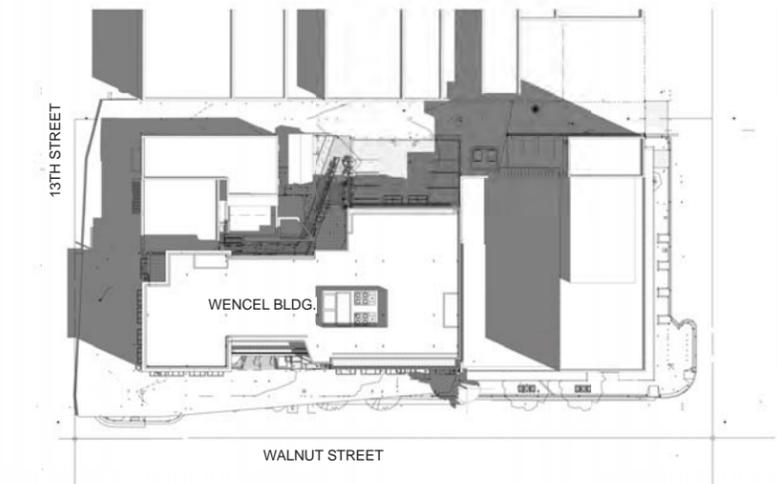
WENCEL BUILDING
ISSUED FOR:
SITE REVIEW COMMENTS

SHEET TITLE:
SHADOW ANALYSIS

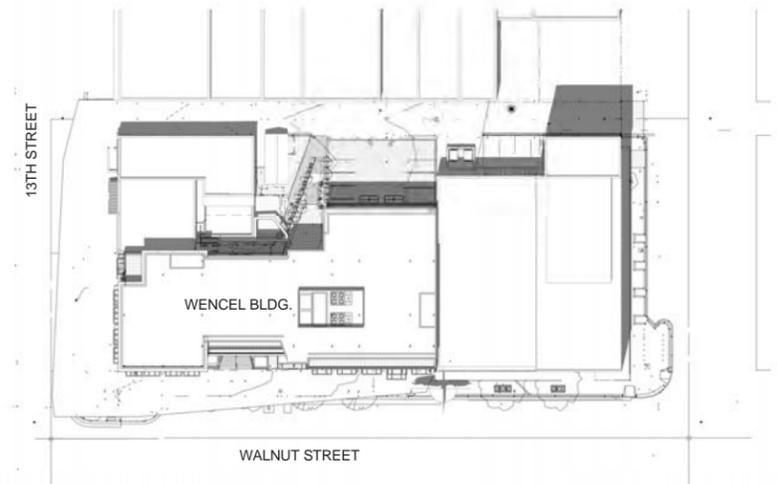
SCALE:
SHEET NUMBER



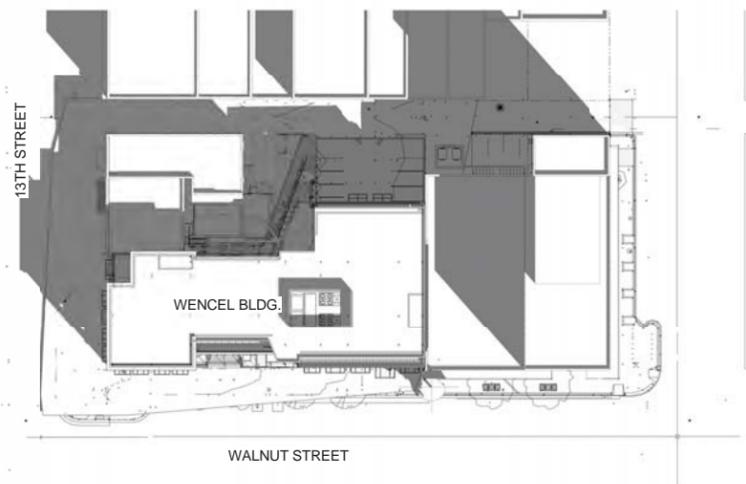
1 JUNE 21 3 PM



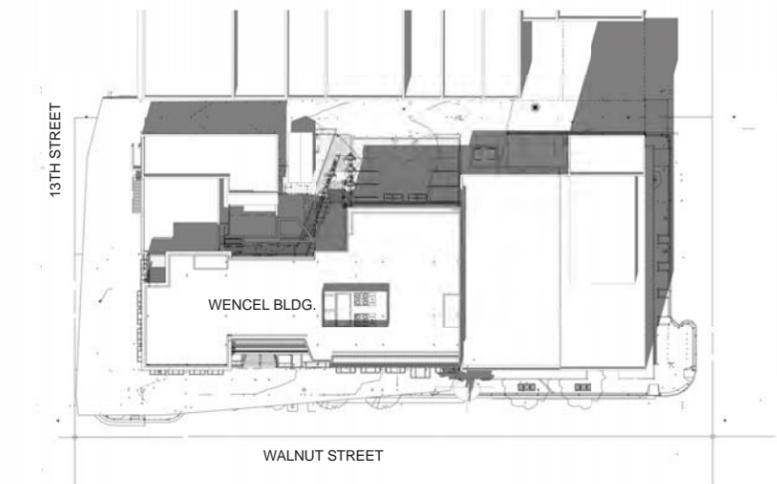
2 JUNE 21 9 AM



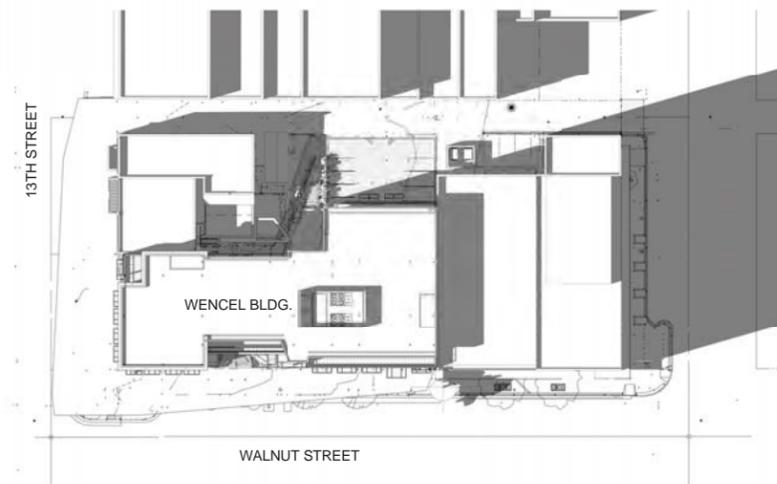
3 JUNE 21 12 PM



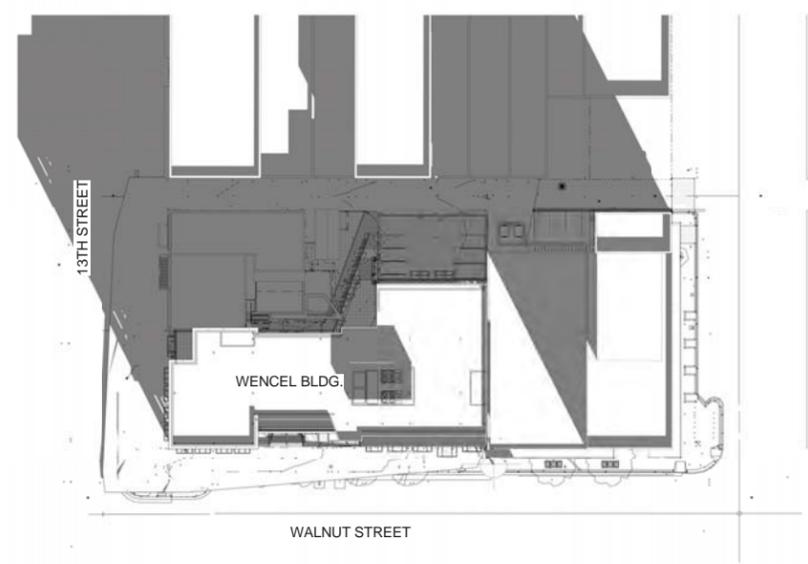
4 MARCH/SEPT. 21 9 AM



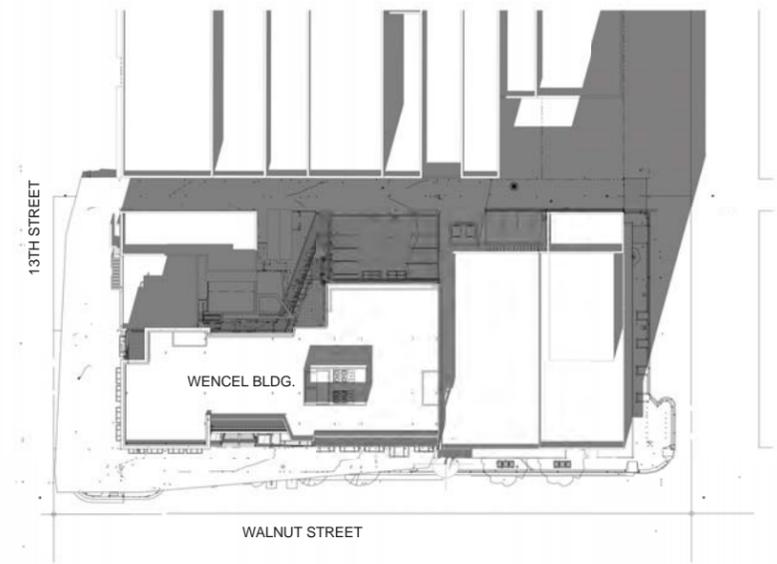
5 MARCH/SEPT. 21 12 PM



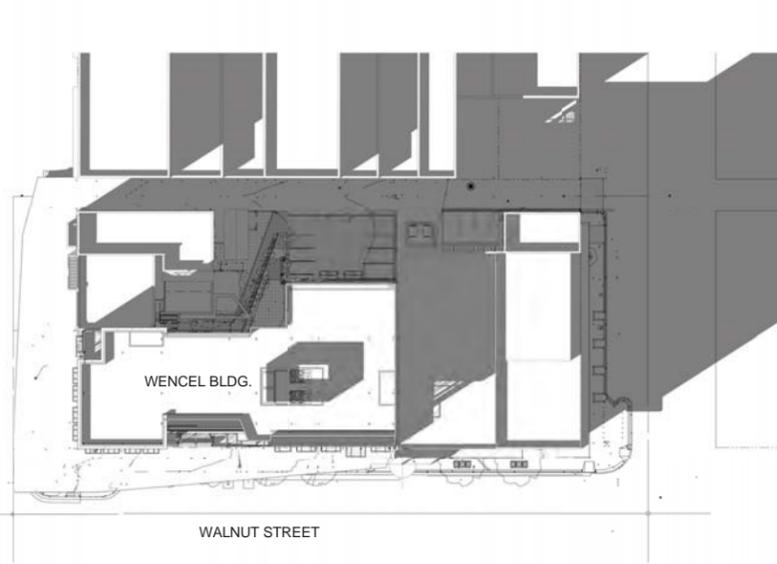
6 MARCH/SEPT. 21 3 PM



7 DEC. 21 9 AM



8 DEC. 21 12 PM



9 DEC. 21 3 PM