**CITY OF BOULDER**
**PLANNING BOARD MEETING AGENDA**
**DATE:** May 12, 2016
**TIME:** 7 p.m.
**PLACE:** 1777 Broadway, Council Chambers

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**1. CALL TO ORDER**

**2. APPROVAL OF MINUTES**
The April 21, 2016 and the April 28, 2016 minutes are scheduled for review.

**3. PUBLIC PARTICIPATION**

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

**A.** Call Up Item: (Case # LUR2015-00039)**:** Site Review request to expand the existing Table Mesa Shopping Center PUD to include the 0.63-acre site located at 601 S. Broadway, and to redevelop the subject site with a new, 13,188 sq. ft. Walgreen's pharmacy. The project site is zoned Business – Community 2 (BC-2).

**5. PUBLIC HEARING ITEMS**

**A.** AGENDA TITLE: Public hearing and consideration of a Non-Conforming Use Review application, case no. LUR2016-00014 and simple Site Review, case no. LUR2016-00025 for expansion of the Quality Inn Boulder Creek/Basecamp Motel and 33 percent parking reduction with 43 existing parking spaces where 60 are required. The site is located at 2020 Arapahoe Ave. Because this is an existing non-residential use within a residential zoning district (Residential – High 1), the use is considered non-conforming. The applicant requests to expand the exterior patio from 159 square feet to 346 square feet, and convert existing floor area to increase the room count from 47 to 50 rooms that includes the addition of one fully compliant Americans with Disabilities Association (ADA) room. The applicant is requesting Vested Rights per Land Use Code section 9-2-7(b)(1), B.R.C. 1981.

Applicant: Christian Stroebel
Owner: Boulder Motel Group, LLC

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

**A.** AGENDA TITLE: Presentation of Central Area General Improvement District (CAGID) Development and Access Projections

**B.** AGENDA TITLE: City of Boulder Resilience Strategy

**C.** AGENDA TITLE: Boulder Valley Comprehensive Plan Update

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

**2. Public Hearing**

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

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

**3. Board Action**

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

**MATTERS FROM THE PLANNING BOARD, DIRECTOR, AND CITY ATTORNEY**
Any Planning Board member, the Planning Director, or the City Attorney may introduce before the Board matters which are not included in the formal agenda.

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

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

**CITY OF BOULDER**
**PLANNING BOARD ACTION MINUTES**
**April 21, 2016**
**1777 Broadway, Council Chambers**

A permanent set of these minutes and a tape recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: http://www.bouldercolorado.gov/

**PLANNING BOARD MEMBERS PRESENT:**
Bryan Bowen, Chair
John Putnam
John Gerstle
Leonard May
Liz Payton
Crystal Gray
Harmon Zuckerman

**PLANNING BOARD MEMBERS ABSENT:**
N/A

**STAFF PRESENT:**
Susan Richstone, Deputy Director of Planning Housing & Sustainability
David Gehr, Deputy City Attorney
Lauren Reader, Administrative Specialist II
Holly Opansky, Administrative Specialist II

1. **CALL TO ORDER**
   Chair, **B. Bowen**, declared a quorum at 6:03 p.m. and the following business was conducted.

2. **APPROVAL OF MINUTES**
   On a motion by **J. Putnam** and seconded by **J. Gerstle** the Planning Board voted 7-0 approve the April 7, 2016 minutes as amended.

3. **PUBLIC PARTICIPATION**
   No one spoke.

4. **DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS**
   No items were set for discussion.

5. **PUBLIC HEARING ITEMS**
   **A.** AGENDA TITLE: Public hearing to consider a recommendation to City Council on an ordinance amending Title 9, "Land Use Code," B.R.C. 1981, to encourage the creation of more cooperative housing units.

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**Staff Presentation:**
**D. Gehr** presented the item to the board.

**Board Questions:**
**D. Gehr** answered questions from the board.

**Public Hearing:**

1. **Jennifer Farmer** spoke in support of equity co-ops however opposed to limited/rental co-ops and urged the Planning Board to slow down.
2. **Ken Farmer** spoke in support of private equity co-ops, but opposed to rental co-ops.
3. **Michelle Estrella** spoke in support of the ordinance.
4. **Rebecca Shog** spoke in opposition of the ordinance.
5. **Andy Schultheiss** spoke in support of the ordinance.
6. **Lois LaCroix** spoke in opposition of the ordinance.
7. **Nikki McCord** spoke in support of the ordinance.
8. **Sarah Massey-Warren** spoke in opposition of the ordinance.
9. **Elisabeth D. Bowman** spoke in opposition to the parking section of the ordinance.
10. **Rosemary Hegarty** spoke in opposition of the ordinance.
11. **Jill Marce** spoke in opposition of the ordinance.
12. **Jan Trussell** spoke in opposition of the ordinance.
13. **Lisa Marie Harris** spoke in opposition of the ordinance.
14. **Sam Schramski** spoke with concern regarding to the revocation of the ordinance as written.
15. **Mike Marsh** (pooling time with **Ron DePugh, Jeffrey Rosen, Anna Cereti**) spoke in opposition of the ordinance.
16. **Greg Wilkerson** spoke in opposition of the ordinance.
17. **Debra Biasca** spoke in opposition of the ordinance.
18. **Sarah Dawn Haynes** spoke support of the ordinance.
19. **Christina Gosnell** spoke in support of the ordinance.
20. **Zane Selvans** spoke in support of the ordinance.
21. **Rishi Raj** spoke in opposition of the ordinance.
22. **Lisa Spalding** spoke in opposition of the ordinance.
23. **Cedar Barstow** spoke in support of the ordinance.
24. **Eric Budd** spoke in support of the ordinance.
25. **Angelique Espinoza** spoke in support of the ordinance.
26. **Will Tour** spoke in support of the ordinance.
27. **Lindsey Loberg** spoke in support of the ordinance.
28. **Meredith Kee** spoke in support of the ordinance.
29. **Cha Cha Spinrad** spoke in support of the ordinance.
30. **Susan Ross** spoke in support of the ordinance.
31. **Alana Wilson** spoke in support of the ordinance.
32. **Michaela Rothschild** spoke in support of the ordinance.

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**Board Comments:**

- **B. Bowen** proposed a motion to recommend approval to the City Council with recommendations, seconded by **J. Putnam**. The board agreed to discuss the key issues, make their recommendations and tally votes based on each issue.
- **H. Zuckerman** appreciated the public and staff for all the work that has gone into the ordinance and contributions. He stated the job now is for Planning Board to ask Council to refine the ordinance, as proposed. He suggested that Council review how to mitigate the impacts and what the licensure requirements should be. Different levels of intentionality should be recognized. He stated that co-ops could provide amenities and have lower environmental impacts. The strongest argument he heard was to eliminate the rent cap and that the licensure for rentals is fine. He felt that there should be a clear definition of co-ops and what goes into the licensure and certification.
- **J. Putnam** felt there was value and validity as-to why this ordinance was held back. He stated that it would be a mistake to not recommend the ordinance to Council however, it does need adjustments. He suggested more guidance for the community regarding governance and ownership issues to give people an idea as to what is happening. He suggested that if a permit-type model were retained, it would need to be changed from a pure complaint type model. He would prefer the property-rights model than a permit-type model.
- **L. May** agreed with **J. Putnam** that equity models should be used and further outreach study on the rental model be done. He stated that co-ops need to be viewed from a co-op and neighborhood perspective and rentals need to be viewed from a property owner and neighborhood perspective. Co-op opportunities exist in higher density zones and are not utilized because property values are high therefore, co-ops exist in low-density zones. Cheaper zones guarantee people will most likely migrate towards Martin Acres and Uni-Hill. Rental co-ops are undesirable because people do not have a stake in the property and are often more transient based. The fundamental goal of the ordinance is to enable a variety of living options, to achieve affordability, and to allow a lower-carbon footprint living situation in a fashion that is not disruptive to the neighborhood. He stated that the proposed ordinance is headed in the right direction, however modifications are necessary. **L. May** disclosed that he also sits on the board of Plan Boulder County, which will eventually weigh in on this ordinance as well. In addition, he once lived in a co-op in Washington D.C but he does not feel it prejudices him from this matter.
- **L. Payton** informed the board that she was originally in agreement with focusing on equity co-ops, however now the urgency seems to be in the rental market. She declared that she is sympathetic to the neighbors. She said that a co-op might not benefit the surrounding neighborhood. She expressed concern regarding the ordinance and that the result could be a political mess if the neighborhoods are not considered. The focus should be on high-density and business zones and not on putting co-ops in single-family residential neighborhoods. She suggested the integrating of co-ops into new development projects (i.e. S'PARK). Finally, she questioned the number of co-ops proposed each year (15 per year) and why that number seemed so high as compared to other large cities in the United States.
- **J. Gerstle** agreed with **J. Putnam's** points distinguishing between the equity and rental co-ops. In regards to whether there should be a license vs. a property right, he supports a

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license right perhaps with an extended period if it makes a big difference in respect to the ability to move ahead with financial and investment decisions for an individual. In regards to the other issues, he agrees with **L. Payton** in that it is clear that parts of Boulder are being redeveloped. He stated that those areas should focus on additional options for living and that those developing areas would not have neighbors that would object. Focus on the locations of the co-op houses, as they will compete with young families trying to provide options in Boulder and be counterproductive. He suggested establishing a working group to deal with these issues. He understands the urgency and Council's desire to move quickly, but wants to take time to serve the city best.

- **C. Gray** disclosed that she currently lives in a medium-density neighborhood within 600 feet of a co-op (Chrystalis) which is in a high-density neighborhood. In addition, she has met with members of the public and discussed this matter. She agrees with **L. Payton's** suggestion to broaden the zones where co-op communities could exist. At this time, there is not a requirement for separation in the medium or higher density zones and this could have an adverse affect on low-density zones. She would encourage a separation of 300 feet for the medium to high-density areas and 1,000 feet for the low-density neighborhoods to create a larger separation. In regards to rental co-ops, she sees more potential for abuse and loopholes. She approved of the governance suggestion from the co-op community. She stated that if there were a greater separation, then she would be agreeable with the numbers per year proposed. She recommended that parking permits should be the same for owners. She would be in support of a working group. Finally, she would like to recommend as a second phase to this ordinance that a hybrid to co-op housing be explored.
- **B. Bowen** mentioned that the testimony this evening from informed individuals regarding co-ops was inspiring. This issue is based on housing and social justice. At the core of this is a huge lack of understanding of what intentional community is. He stated that he hears the concerns of the neighborhoods however; he believes the misunderstandings surrounding co-ops will go away. While there is an affordability component to it, the issue is centered on people wanting to live together in a different way than most of us do. He stated that people should be allowed to live how they want as long as the impact is controlled. Co-ops should be allowed in the RH-6 and MU-4 zones as well as the A-zone because there are people who want to do an agricultural co-op project. He disagreed that a public health argument exists to disallow for co-ops. He stressed that it is important to have stronger definitions regarding co-ops. The organizations that are certifying these groups should be renewing annually rather than every four years. He stated that the tool is to have a strong process for co-ops to have support and protection.

**<u>Recommendations to Consider:</u>**

1. **Postponing the Consideration of the Rental Co-op Model**
   - **B. Bowen** suggested keeping this item in the ordinance because it represents the co-ops that already exist.
   - **J. Putnam** explained that he would remove it but only if other categories are broadened to allow some rental models. The context is not to strip rentals out entirely, but take out the one-size-fits-all solution and to change to an annual renewal as opposed to a ten or fifteen year structure.

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- **L. May** recommended this move to a study group – either a working group of Planning Board or a subcommittee.
- **J. Gerstle** agrees with **J. Putnam's** idea in keeping the pure rental category separate but in the equity category, there could be room for rental participation.
- **H. Zuckerman** suggested regulating co-ops with the rental issue. He argued that if rental licenses were given to the actual co-ops, it would give co-ops a bargaining tool to live where they want and to find the best place for them. The rental issue needs to be handled now.
- **C. Gray** mentioned that she supports separating the rental issue because it does need more work. The rental option offers the biggest opportunity for being located around the city in different areas.
- **B. Bowen** stated that he is unclear what the rental issues are. If a third party is overseeing an intentional community, a rental license exists, an operational agreement that needs to be renewed and includes mitigating the impact on neighbors, he questions where the hole/loophole would be.
- **L. May** explained that with a rental license, a shared license goes hand in hand with rent caps. Not having a rent cap enables a house to be rented at market rate. The rental license co-op becomes an exclusive commodity, which derives a higher price on the market. This could create a situation for less affordable housing or family housing in neighborhoods. Marketing analysis needs to be done. He supports a rental cap; however, the number is unclear without analysis.
- **J. Putnam** declared that he does not approve of rental caps, as they would likely create more distortion and problems. His concern lies with the details of third party certifications, possible co-licensing, governance standards and the other models are likely to be self-regulating and offer less opportunity for misuse of the tool.
- **B. Bowen** explained that he sees the rental issue as separate because the ordinance will not contain the certification process, governance standards or what defines a co-op.
- **J. Putnam** rebutted by saying the ordinance should provide more certainty to the broader community that those issues would be addressed.
- **L. May** added that it would offer a clearer pathway to the ordinance being passed and get a huge amount of pushback from the public who do not feel it has been adequately vetted.
- **J. Putnam** believes if there is a certainty around organizations and criteria by which they are chosen, it would be helpful. It would provide more comfort within the ordinance.
- **B. Bowen** clarified that we are not trying to strip rentals from the ordinance, but that we are just not ready to move forward and that rentals require some further study.
- **J. Putnam** agreed that a lack of knowledge around co-ops exists and reminded the board that they are only providing recommendations to Council. He suggested that building confidence and educating people is what needs to happen.
- **H. Zuckerman** examined the language regarding "*specified pre-established criteria*" in Section 10-11-4(b)(4)(1)(E). He suggested the "*specified pre-established criteria*" belong in the ordinance itself and should apply to all co-ops. Rental co-ops do not need to be pulled out as long as the "*specified pre-established criteria*" included in the ordinance are reviewed as part of the approval process.

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- **B. Bowen** agreed.
- **C. Gray** agreed that it should be a recommendation to Council. This area needs to be developed. She suggested the formation of a group to develop a certification such as Housing and the four neighborhoods that are exempt in order to educate the public. She recommended that Council authorize further study on rentals and that it be done in a timely fashion. In regards to the "*specified pre-established criteria*", the Planning Board recommended that it be defined more with the assistance of Housing and the four neighborhoods that are exempt from enforcement.
- **B. Bowen** disagreed with establishing or limiting specific neighborhoods assigned to a working group.

    - **D. Gehr** informed the board that staff will propose to Council additional processes discussed tonight. In addition, with the ideas on how to improve the existing ordinance, staff will draft options in the coming weeks to address those.

- **L. May** summarized **D. Gehr's** comments by asking if the majority of the board would be inclined to recommend that the equity co-ops are ready for Council to proceed, but that rental co-ops be deferred from the ordinance at this time and be subject to further study and analysis subject to any board recommendations.
- **B. Bowen** added some clarification of the word "defer". His definition of "defer" is that rental co-ops would no longer be a part of the current process. He stated that what the comments have been centered on is to increase the level of study on rentals and resolve all questions prior to Council action.
- **L. May** disagreed. It should only mean that rental co-ops would continue to be studied and Council should not delay passing something regarding equities.
- **H. Zuckerman** added that they are going to make a recommendation to Council and that staff will be working on modifications to the proposal. He would be comfortable with giving recommendations on all the issues and staff's ability to work with them.
- **L. May** explained that the board should give guidance to staff on whether to continue with equities and to pause with rental co-ops and form a study group to form those issues and conduct community outreach.
- **L. Payton** expressed her wish to have a single integral ordinance, which would go through Council at the same time, but everything needs more process before it is ready.
- **J. Putnam** gave three options for how to proceed. One option is to slow down on rentals and work on the options quickly. Slow down on the entire thing to clarify. Finally, address these items and work through them in the next month. There are risks and benefits to all options. He suggested the board move forward looking at the substance to better assist Council.
- **H. Zuckerman** advocated for rental co-ops and to advise Council that special attention be paid and a bigger and longer process may be needed. Council will understand the board's message.
- **L. Payton** stated that as the process go on; discover that these processes are difficult to do separately.

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***Straw Polls*:**

1) Rentals need further study and special attention?
   (*7-0, in favor*)
2) Should the entire process slow down?
   (*2-5, **L. Payton, J. Gerstle** in favor of the entire process slowing down*)
3) Should only the rental process slow down?
   (*4-3, **L. May, J. Putnam, L. Payton,** and **C. Gray** in favor of the rental process slowing down*)
4) Evaluate what characteristics certification might require / specified pre-established criteria?
   (*7-0, in favor*)

**2. Allow Renters in Equity Co-ops**

- **L. May** recommended that where shareholders are offered as a majority within an equity co-op, 30% maximum rental occupant in an equity rental. This would allow for flexibility. He would not want to see that go any higher.

***Straw Polls*:**

1) Allow renters in equity co-ops?
   (*7-0, in favor*)
2) Should the percentage be decided now?
   (*0-7, failed*)

**3. Enhancement of the Definitions of the Three Types of Co-ops**

- **B. Bowen** mentioned that people felt the definitions should be stronger. He asked the board if the BoCHA definitions be preferred over the city because they are more enforceable.
- **J. Putnam, L. May** agreed.
- **C. Gray** suggested a co-op definition of "one owner and four unrelated" and be "Co-op Like".
- **B. Bowen** opposed because of the level of the mindfulness of the community, and if it is removed, it stops working.
- **L. Payton** asked if staff should review the *501(c)(3)* requirement because people may organize as non-profit groups who may not necessarily be disadvantaged or otherwise categorized as a charity. The cooperative may not necessarily have a charitable purpose.
- **L. May**, in regards to "limited equities", added that he did not see the point of this being included, especially if rentals are allowed.
- **L. Payton**, on the "cooperation housing organization" definition, asked that "and the public interest" is added.
- **B. Bowen** suggested under "allowed occupancy" to allow a lower figure so that the home would scale with quantity.
- **L. May** added that it makes sense to have occupancy calibrated to the zones instead of one-size-fits-all. Impacts on neighbors have more to do with the number of people on the lot than the number of people related to the size of the house. He suggested that the metrics be based on lot area.

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- **B. Bowen** disagreed because of tying it to livability standards and safety.
- **J. Putnam** disagreed with **L. May** stating that it should be more structured based. He was not convinced that a flat 150 square footage limitation per person per unit size would work in all circumstances. He supports the greater number provided by the International Property Management Code as it at least creates a good benchmark and provides a leeway for different structures.
- **L. Payton** suggested setting a cap on the square footage per zone in a structure.
- **L. May** and **C. Gray** were in support of the 200 square footage limitation per person per unit size. **C. Gray** recommended that a larger lot, and then a higher occupancy be supported.
- **B. Bowen** stated that if the limitation is tied to lot size or setbacks then it would not occur when attempting to have co-ops in dense housing such as S'PARK.
- **L. May** explained that he was referring to specific zones of RL-1 and RL-2 where the focus is about neighborhood compatibility. He suggested that a modest approach where impacts are not as great and less friction might occur.
- **J. Putnam** offered his opinion that he is less concerned about the number of people and occupancy cap no matter what the zone, so long as the parking governance, maintenance upkeep, etc are done correctly. Slowing the rate and number of co-ops at any one location will be more helpful and will ensure that existing ones have maximum flexibility to succeed.
- **L. May** suggested an alternative by increasing to one co-op per 600-foot radius and applying to all RL-1 and LR-2 zones. The concern may not be the proximity of each co-op in relation to each other, but rather how many are in a neighborhood.
- **J. Putnam** offered the suggestion of focusing on the number of co-ops per neighborhood per year. The definition of a "neighborhood" would need more analysis.
- **C. Gray** approved of the 600-foot radius separation in all RR, RE, and RL zones. A 300-foot radius separation should be required for the RM and lower end of RH (1-4) zones. She proposed the exemption of MU, Business and DT zones from allowing the proposed 300-600-foot separations.
- **B. Bowen** proposed establishing that separation is a point of discussion however, resolution is not apparent at this point.
- **L. Payton** stated that the proximity of the co-ops does not matter. What matters is the overall number of the co-ops rather than separation.
- **B. Bowen** advocated that having co-ops next to each other is not an inherently amoral concept and should not be treated as such.
- **L. May** rebutted stating that co-op housing is attempting to put higher density housing in a single-family neighborhood. The neighborhoods have legitimate concerns.
- **C. Gray** encouraged the separation explaining it would disperse rentals throughout the community.
- **J. Gerstle** added limiting the rate at which co-ops can take place, and spreading them around the community, would be sensible. The distance of separation is difficult to determine at this point but the principle is reasonable.

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- **J. Putnam** summarized that a split between the board exists between those that believe there should be some degree of separation of co-ops and the rate at which they grow and others who would keep the rate at the level identified in the ordinance. He supports some geographic separation around town.
- The board agreed there was an unresolved discussion surrounding separation.

***Straw Polls*:**

1) Prefer BoCHA's definitions to the City of Boulder's definition?
   (*7-0, in favor*)
2) Widen certifying authority to allow Colorado non-profit or legitimate other entities beyond the *501(c)(3)* requirement?
   (*7-0, in favor*)
3) Adding "and the public interest" to cooperative housing organization definition?
   (*5-2, in favor*)
4) In support of the 200 square footage limitation per person per unit size with a cap? Some were agreeable with less.
   (*7-0, in favor*)
5) In support of some separation of co-ops?
   (*3-4, in favor*)
6) In support of no separation of co-ops?
   (*4-3, in favor*)
7) In support of having co-ops around town?
   (*7-0, in favor*)

**4. Differential Fines for Co-ops**

- **J. Putnam** proposed to have the fines the same regardless of the neighborhood. He suggested using the assurance of more enforcement within the neighborhood. The idea of lower vs. higher fines sends a bad message that one neighborhood is worth more than another.

***Straw Poll*:**

1) Make fines the same regardless of the neighborhood?
   (*7-0, in favor*)

**5. Enforcement for Co-ops**

- **L. Payton** suggested recommending to City Council that enforcement will take place within the ordinance.
    - **D. Gehr** explained to the board that once the community agreement is in place regarding occupancy rules, then enforcement could take place consistently.
- **L. Payton** stated that often the burden falls on the neighbor to complain in order for enforcement to occur. Ideally, enforcement should occur without it being the burden of the neighbor.

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- **C. Gray** suggested building relationships with our co-op neighbors and discussing issues head on. She stated that she is uncomfortable with the defining of issues that need to be addressed by the neighbors such as parking, shoveling, weeds, and noise.
- **J. Putnam** explained the real issue with parking is not that a co-op may have more cars, but addressing the public good and defining the root cause.

***Straw Poll*:**

1) Recommend to Council to address the root cause of the issues with the neighbors? (*7-0, in favor*)

**6. Annual Limit for Co-ops**

- **L. Payton** questioned the number of fifteen co-ops per year proposed in the ordinance. She proposed a slower approach. She would expect to see fewer equity co-ops than rental co-ops immediately.
- **J. Putnam** disagreed. He would like to manage the impacts, but there is value in having Boulder keep the annual limit at fifteen.
- **C. Gray** added that separation would keep the co-ops at a slower pace and agreed with **L. Payton's** approach.
- **J. Gerstle** and **L. May** agreed with **C. Gray**.

***Straw Poll*:**

1) In support of the proposed annual limit of fifteen (5+5+5) co-ops? (*4-3, in favor*)

**7. Zoning Allowed for Co-ops**

- **B. Bowen** summarized that the board supports broadening the co-ops in other zones besides just single-family zones.
- The board agreed.
- **C. Gray** added all other zones allowed.
- **B. Bowen** proposed removing the limit for only applying to fee-simple properties.

***Straw Poll*:**

1) In support of broadening the allowed "by-right" zones to include RH-6, MU-4, and A, at a minimum. In addition to more dense zones, (all zones)? (*7-0, in favor*)
2) In support of removing the limit for fee simple properties? (*7-0, in favor*)

**8. Property Rights**

- **J. Putnam** suggested that revocation should be held at a tougher level than complaints. In addition, if rental co-ops are included, fair housing and discrimination based issues should be addressed within the ordinance.
- **L. May** discussed deed restrictions for equity co-ops to continue their affordability. In his opinion, living in a co-op is a privilege, therefore they should perpetuate the affordable housing.

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- **B. Bowen** added that it would be reasonable if co-op housing were a tool to coordinate affordable housing, however this ordinance is attempting to create cooperative housing and only some will be affordable.
- **J. Putnam** agreed with **B. Bowen**. He agreed that deed restrictions have a place in the cash-in-lieu program, but not as a condition for rental co-ops as it could be too much of a burden.
- **C. Gray** proposed recommending to City Council that the City Manager review the feasibility of an ECOPass because of a co-op.
- **J. Putnam** stated reluctance regarding this recommendation. A city based ECOPass should be done and it would be an extra cost for something people may already have.
- **L. May** explained the real issue is parking. If parking were limited, then it would incentivize the ECOPass recommendation to happen.
- **C. Gray** proposed if there is on-site parking, four vehicles allowed. If there is only off-site parking available, then three cars allowed.
- **L. Payton** approached the idea of tying co-ops into the potential to increase the landmark inventory by adding a bonus/incentive to co-ops that acquire historical properties and apply for landmark status.

***Straw Poll*:**

1) In support of revocability and to make it harder to deal with long-term equity? (*7-0, in favor*)
2) In support of parking for four vehicles? (*7-0, in favor*)
3) In support of exploring incentivizing co-ops to buy and preserve historic homes and apply for landmark status? (*7-0, in favor*)

**Motion**

On a motion by **B. Bowen** seconded by **J. Putnam** the Planning Board voted 7-0 to recommend approval to the City Council of an ordinance amending Title 4, "Licenses and Permits," Title 9, "Land Use Code," and Title 10 "Structures," B.R.C. 1981 to support the creation of cooperative housing units with recommendations.

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

**A.** AGENDA TITLE: Planning Board Input on Potential Charter Amendment Related to City's Height Limit

The board agreed to table this discussion until the next Planning Board meeting scheduled for April 28, 2016 and possibly begin at 5:00 p.m. rather than 6:00 p.m.

## 7. DEBRIEF MEETING/CALENDAR CHECK

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## 8. ADJOURNMENT

The Planning Board adjourned the meeting at 12:56 a.m.

APPROVED BY

_____
Board Chair

_____
DATE

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**CITY OF BOULDER**
**PLANNING BOARD ACTION MINUTES**
**April 28, 2016**
**1777 Broadway, Council Chambers**

A permanent set of these minutes and a tape recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: http://www.bouldercolorado.gov/

**PLANNING BOARD MEMBERS PRESENT:**
Bryan Bowen, Chair
John Putnam
John Gerstle
Leonard May
Liz Payton
Crystal Gray
Harmon Zuckerman

**PLANNING BOARD MEMBERS ABSENT:**
N/A

**STAFF PRESENT:**
Charles Ferro, Development Review Manager for CP&S
Hella Pannewig, Assistant City Attorney
Cindy Spence, Administrative Specialist III
Sloane Walbert, Planner II
Karl Guiler, Planner II, Code Amendment Specialist
Noreen Walsh, Senior Transportation Planner
Edward Stafford, Development Review Manager for PW
Susan Richstone, Deputy Director of Planning Housing and Sustainability
Kendra Tupper, Energy Services Manager / Lead Strategist

1. **CALL TO ORDER**
Chair, **B. Bowen**, declared a quorum at 5:06 p.m. and the following business was conducted.

2. **APPROVAL OF MINUTES**

3. **PUBLIC PARTICIPATION**
   1. **John Mehaffy** spoke in opposition to the Charter Height limitation.
   2. **Kristen Bjornsen** spoke in oppostiong to mass development and to preserve the open space such as Twin Lakes, Hogan Pancost and the work the BVCP is doing.

4. **DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS**
   **A.** Call Up Item: Wetland Permit (LUR2016-00019); Bear Canyon Road. This decision may

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be called up before Planning Board on or before May 3, 2016.

**B.** Call-Up Item: Minor Subdivision review for the creation of a second residential lot at 3627 Broadway. Lot 1 to be 30,081 square feet and Lot 2 to be 48,098 square feet and contain the existing single family home. Case no. LUR2015-00045. This approval is subject to potential call-up on or before April 28, 2016.

None of the items were called up.

*** ITEM 6A (MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY) WERE DISCUSSED AT THIS TIME PRIOR TO PUBLIC HEARING ITEMS. ***

**5. PUBLIC HEARING ITEMS**

A. AGENDA TITLE: Public hearing and consideration of a request to annex two properties of a total of 22-acres at 5399 Kewanee Drive and 5697 South Boulder Road with an initial zoning of Residential Low -2 (RL-2) zoning (LUR2015-00093).

**Motion:**
On a motion by **J. Putnam** seconded by **L. May** the Planning Board voted 7-0 to waive the defect in the notice posting and move ahead with the public hearing as scheduled.

**Staff Presentation:**
**C. Ferro** introduced the item.
**K. Guiler** presented the item to the board.

**Board Questions:**
**K. Guiler, E. Stafford, S. Richstone, H. Pannewig** and **C. Ferro** answered questions from the board.

**Applicant Presentation:**
**Adrian Sopher**, with Sopher Sparn Architects, LLC, and **Mark Bloomfield** with Sustainably Built, representing the applicant, presented the item to the board.

**Board Questions:**
**Adrian Sopher, Leslie Ewi** with The Sanitas Group, **Richard Lopez** attorney for the applicant, and **Alan Taylor** with Alan Taylor Consulting, answered questions from the board. **K. Tupper** answered questions regarding sustainability and energy related issues.

**Public Hearing:**

1. **Ari Rubin** spoke in opposition to the project.
2. **Elizabeth Johnson** spoke in opposition to the project.
3. **Barbara Huff (pooling time with Kathryn Wardell)** spoke in opposition to the project.
4. **Gary Bardsley** spoke in opposition to the project.

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5. **Steve Pomerance** spoke in opposition to the project.
6. **Alan Boles** spoke in opposition to the project.
7. **Rob Wardell** spoke in opposition to the project.
8. **Deborah Grojean (pooling time with Sylvia Rognstad and Nicky Marone),** spoke in opposition of the project.
9. **Debra Flora (pooling time with Jay Flora and Jeff Hale),** spoke in opposition of the project.
10. **Christine Rubin** spoke in opposition of the project.
11. **Magdalena Rzyska (pooling time with Nancy Giehl and Mary Ederle),** spoke in opposition of the project.
12. **Mary Treppeda** spoke in opposition of the project.
13. **Ron Craig (pooling time with Jean Craig and Ramon Jesch),** spoke in opposition of the project.
14. **Carol Atkinson** spoke in opposition of the project.
15. **Gordon McCurry (pooling time with Kathy Lewis, Loris Hayes, Bob Marcus, Jean Johnson and Jim Johnson),** spoke in opposition of the project.
16. **Zef Houssney (pooling time with Rose Khubchandani and Ana Chang),** spoke in opposition of the project.
17. **Robert Prostko** spoke in opposition of the project.
18. **Jeff Rifkin (pooling time with Leona Stone and Pat Irwin),** spoke in opposition of the project.
19. **Paul Romatschke** spoke in opposition of the project.
20. **Gene Treppeda** spoke in opposition of the project.
21. **Suzanne De Lucia** spoke in opposition of the project.
22. **Mireille Key (pooling time with Gabriele Sattler and Mary Ann McWhirter),** spoke in opposition of the project.
23. **Carpenter** spoke in opposition of the project.
24. **Charlie Hager** spoke in support of the project.
25. **Ben Binder** spoke in opposition of the project.

**Applicant Rebuttal:**
The board allowed **Adrian Sopher**, **Leslie Ewi** and **Alan Taylor** to rebut comments made by the public.

**Board Comments:**
The board agreed to continue deliberations during a special hearing on May 23, 2016. Neither the applicants nor the public will be allowed to give comment. The continuation of the public hearing will include the Planning Board's deliberations only.

**Motion:**
On a motion by **J. Putnam** seconded by **H. Zuckerman** the Planning Board voted 7-0 to continue the public hearing and consideration of a request to annex two properties of a total of 22-acres at 5399 Kewanee Drive and 5697 South Boulder Road with an initial zoning of Residential Low -2 (RL-2) zoning (LUR2015-00093) to May 23, 2013 beginning at 6:00 p.m. at 1777 Broadway, Council Chambers.

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

**A.** Canyon Blvd Complete Street Study Intro/Update

**Staff Presentation:**
**N. Walsh** presented the item to the board.

**Board Questions:**
**N. Walsh** answered questions from the board.

## 7. DEBRIEF MEETING/CALENDAR CHECK

## 8. ADJOURNMENT

The Planning Board adjourned the meeting at 10:50 p.m.

APPROVED BY

_____
Board Chair

_____
DATE

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**MEMORANDUM**

**TO:** Planning Board
**FROM:** Chandler Van Schaack, Case Manager
**DATE:** May 12, 2016
**SUBJECT:** **Call Up Item** (Case # LUR2015-00039)**:** Site Review request to expand the existing Table Mesa Shopping Center PUD to include the 0.63-acre site located at 601 S. Broadway, and to redevelop the subject site with a new, 13,188 sq. ft. Walgreen's pharmacy. The project site is zoned Business – Community 2 (BC-2).

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## Background

The project site is at the southwest corner of the intersection of Broadway and Table Mesa, and is zoned Business – Community 2 (BC-2), which is defined in the land use code as, *"Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate."* Refer to **Figure 1** for a Vicinity Map (project site shown in yellow, existing PUD boundary shown in green). The project site, which previously contained a gas station that has been demolished, is contiguous to and shares access and parking with the Table Mesa Shopping Center PUD but was not included with the original Table Mesa Shopping Center PUD approval. The intent of this proposal is to expand the Table Mesa Shopping Center PUD to include the project site and thereby formalize the shared access and parking.

**Figure 1: Vicinity Map Showing Project Site and Existing PUD Boundary**

The area immediately surrounding the Table Mesa Shopping Center and King Soopers is medium-density residential, with a number of apartment complexes to the north and west of the shopping center. Further out from the shopping center the land use transitions to primarily low-density, single family development, with the Martin Acres neighborhood located across Broadway to the north and east.

## Project Proposal

The intent of this proposal is to expand the existing Table Mesa Shopping Center PUD to include the 0.63-acre site located at 601 S. Broadway, and to redevelop the subject site with a new, 13,188 sq. ft. Walgreen's pharmacy (with no drive through). The proposed 2-story building would sit at the northeast corner of the site, with on-site parking (20 spaces) provided to the west and south of the building and access taken from Table Mesa as well as the existing access point off Broadway just south of the proposed building. The proposed pharmacy would also have access to the shared parking provided in the main Table Mesa Shopping Center parking lot. Proposed site improvements include improvements to the landscaping and multi-use paths along Broadway and Table Mesa as well as new parking lot screening and interior landscaping. A total of 18 new bicycle parking spaces will be added to the site (4 long-term and 14 short-term spaces).

**Figure 2: Perspective Renderings of Proposed Building**

The architecture of the proposed building has evolved over several iterations (see **Figures 3a-3c** for original elevations), and currently embodies a contemporary design utilizing traditional masonry construction methods. The materials palette consists primarily of stacked-bond brick, manufactured stone and porcelain tile with wood, metal and stucco accents. The primary building entrances are located at the southeast corner of the building, and are accented by large storefront windows that wrap around the east side of the building and create a high degree of transparency along the Broadway frontage. Large windows also provide transparency at the northeast corner of the building and along the Table Mesa frontage. See **Figure 2** above for perspective renderings and **Attachment C** for the Applicant's Proposed Plans.

**Figure 3a: Original South Elevation**

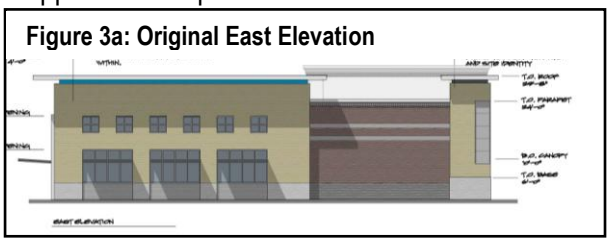


**Figure 3a: Original East Elevation**

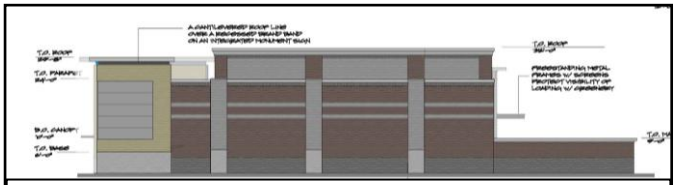


**Figure 3a: Original North Elevation**

**Review Process**

Pursuant to section 9-2-14(m), B.R.C. 1981, a proposal to modify, structurally enlarge, or expand any approved site review that is found to exceed the Minor Amendment standards regarding changes to the intended design character and site arrangement of the development requires an Amendment to the Approved Site Plan in conformance with the Site Review criteria found in section 9-2-14(h), B.R.C. 1981. The Site Review Amendment is a staff-level decision subject to call-up by the Planning Board.

**Analysis**

Overall, the proposal was found to be consistent with the Site Review criteria, and provides an appropriate use for the vacant pad site while enhancing the character of the shopping center and providing a visual anchor for the important intersection. Please refer to **Attachment B** for staff's complete analysis of the review criteria.

**Public Comment**

Required public notice was provided in the form of written notifications to property owners within 600 feet of the subject property. In addition, a public notice sign was posted on the property and therefore, all public notice requirements of section 9-4-3, "*Public Notice Requirements*," B.R.C. 1981 were met. Staff initially received several comments in opposition to the proposed project (which originally included a request for a drive-thru), but has not received any new comments since the drive-thru was removed from the proposal. See **Attachment D** for all comments received.

**Conclusion**

This proposal was approved by Planning and Development Services staff on May 5, 2016 and the decision may be called up before Planning Board on or before **May 19, 2016**. There is one Planning Board meeting within the 14-day call up period, on **May 12, 2016.** Questions about the project or decision should be directed to Chandler Van Schaack at (303) 441-3171 or vanschaackc@bouldercolorado.gov.

**Attachments.**

**Attachment A**: Notice of Disposition
**Attachment B**: Site Review Criteria Checklist
**Attachment C:** Proposed Plan Set
**Attachment D:** Public Correspondence

**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 Chapter 9-2, B.R.C. 1981, as applied to the proposed development.

| | |
|---|---|
| DECISION: | **APPROVED WITH CONDITIONS** |
| PROJECT NAME: | **Walgreen's Pharmacy** |
| DESCRIPTION: | **Site Review Amendment and Expansion of the Table Mesa Shopping Center PUD (P-81-48)** |
| LOCATION: | **601 S. Broadway** |
| COOR: | **S03W03** |
| LEGAL DESCRIPTION: | **See attached "Exhibit A"** |
| APPLICANT: | **Evergreen Devco, Inc.** |
| OWNER: | **Harvard Lane LLC and Table Mesa Shopping Center, LLC** |
| APPLICATION: | **Site Review, LUR2015-00039** |
| ZONING: | **BC-2** |
| CASE MANAGER: | **Chandler Van Schaack** |
| VESTED PROPERTY RIGHT: | **NO; the owner has waived the opportunity to create such right under Section 9-2-19, B.R.C. 1981.** |

**APPROVED MODIFICATIONS FROM THE LAND USE REGULATIONS:**

**Section 9-7-1, "Form and Bulk Standards," – Setbacks: modification of minimum front yard landscaped setback to allow for building to be at a zero lot line setback where 20 feet is the minimum required front yard landscaped setback for the zone district.**

FOR CONDITIONS OF APPROVAL, SEE THE FOLLOWING PAGES OF THIS DISPOSITION.

**Approved On:** 5.5.16
Date

**By:**
David Driskell, Executive Director of Community Planning and 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:** 5.19.16

**Final Approval Date:** 5.20.16

**Address: 1695 28th St. 1248**

IN ORDER FOR A BUILDING PERMIT APPLICATION TO BE PROCESSED FOR THIS PROJECT, A SIGNED DEVELOPMENT AGREEMENT AND THE FINAL PLANS FOR CITY SIGNATURE MUST BE SUBMITTED TO THE PLANNING DEPARTMENT WITH DISPOSITION CONDITIONS AS APPROVED SHOWN ON THE FINAL PLANS. IF THE DEVELOPMENT AGREEMENT IS NOT SIGNED WITHIN NINETY (90) DAYS OF THE FINAL DECISION DATE, THE PLANNING DEPARTMENT APPROVAL AUTOMATICALLY EXPIRES.

Pursuant to Section 9-2-12 of the Land Use Regulations (Boulder Revised Code, 1981), the applicant must begin and substantially complete the approved development within three years from the date of final approval. Failure to "substantially complete" (as defined in Section 9-2-12, Boulder Revised Code 1981) the development within three years shall cause this development approval to expire.

## CONDITIONS OF APPROVAL

1. The Applicant shall ensure that the **development shall be in compliance with all plans prepared by the Applicant** on March 21, 2016 and the Transportation Demand Management Plan dated March 31, 2016 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. The Applicant shall **comply with all previous conditions** contained in any previous approvals, except to the extent that any previous conditions may be modified by this approval, including, but not limited to, the following: Annexation and Planned Development Agreement recorded in the records of the Boulder County Clerk and Recorder at Film No. 722, Reception No. (90)967403 on February 16, 1971.

3. Prior to a building permit application, the Applicant shall submit, and obtain City Manager approval of, a Technical Document Review application for the following items:

a. **Final architectural plans**, including material samples and colors, to insure compliance with the intent of this approval and compatibility with the surrounding area. The architectural intent shown on the plans prepared by the Applicant on March 21, 2016 is acceptable. Planning staff will review plans to assure that the architectural intent is performed.

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.

e. **Final transportation plans** meeting the City of Boulder Design and Construction Standards and CDOT Access Code Standards, for all transportation improvements. These plans must include, but are not limited to: showing the existing and proposed CDOT and City owned easements on the site; showing the existing and proposed CDOT and City right-of-way for Table Mesa Drive and SH-93 (South Broadway Street); plan and profile drawings for the South Broadway Street multi-use path; spot elevations and detail construction drawing for the driveway curb-cuts; cross-sectional drawings for the sidewalk and multi-use path, signage and striping plans in conformance with Manual on Uniform Traffic Control Devices (MUTCD) standards, transportation detail drawings, geotechnical soils report, and pavement analysis.

f. **CDOT access permit** meeting the CDOT Access Code Standards, for all transportation improvements within the CDOT right-of-way including the removal of the existing driveway access / curb-cut and the reconstruction of the existing driveway access / curb-cut from SH-93.

g. 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.

h. A **detailed outdoor lighting plan** showing location, size, and intensity of illumination units, indicating compliance with section 9-9-16, B.R.C.1981.

4. Prior to a building permit application, the Applicant shall dedicate to the City, at no cost, the following right-of-way and easements meeting the City of Boulder Design and Construction Standards, as part of Technical Document Review applications, the form and final location of which shall be subject to the approval of the City Manager:

a. A **right-of-way dedication** along Table Mesa Drive for additional roadway surface to include the area of Table Mesa Drive to the back of the roadway curb-and-gutter starting at the east property line and proceeding west for a distance of approximately 135-feet along the north property line and consisting of a width which varies from zero feet at the west property end to a maximum width of 13-feet near the east property line.

b. A **public access easement** to accommodate the eight-foot wide landscape strip and twelve-foot wide sidewalk and an additional foot behind the sidewalk along Table Mesa Drive to include the area from the back of the Table Mesa Drive curb-and-gutter from the west property line to the east property line and consisting of a width varying from fifteen feet at the west property line to a maximum width of thirty-four feet near the east property line.

c. A **public access easement** along South Broadway Street (SH-93) to accommodate the eight-foot wide landscape strip and 12-foot wide detached multi-use path to include a ½' behind the multi-use path.

5. Prior to issuance of a certificate of occupancy, the Applicant shall construct and complete, subject to acceptance by the City, all public improvements necessary to serve the development in conformance with the approved Engineering Plans, including, but not limited to, the following:

a. A **12-foot wide multi-use path** along South Broadway Street (SH 93).

b. A **12-foot wide sidewalk** along Table Mesa Drive.

6. Prior to a building permit application, the Applicant shall submit a **financial guarantee,** in a form acceptable to the Director of Public Works, in an amount equal to the cost of providing eco-passes to the employees of the development for three years after the issuance of a certificate of occupancy as proposed in the Applicant's Transportation Demand Management (TDM) Plan.

## LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN BLOCK "B", THIRD ADDITION TO MARTIN ACRES, COUNTY OF BOULDER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID BLOCK "B", THIRD ADDITION TO MARTIN ACRES; THENCE NORTH 00°02'40" EAST, 934.24 FEET ALONG THE WEST LINE OF SAID BLOCK "B" TO A POINT ON THE SOUTHERLY LINE OF TABLE MESA DRIVE AS DESCRIBED IN DEED RECORDED IN BOOK 1263 AT PAGE 168 IN THE BOULDER COUNTY RECORDS; THENCE NORTH 46°12'50" EAST, 72.00 FEET ALONG SAID SOUTHERLY LINE OF TABLE MESA DRIVE; THENCE NORTH 38°38'10" EAST 12.87 FEET ALONG SAID SOUTHERLY LINE OF TABLE MESA DRIVE TO THE POINT OF BEGINNING;
THENCE NORTH 38°3810" EAST, 145.58 FEET ALONG SAID SOUTHERLY LINE OF TABLE MESA DRIVE; THENCE NORTH 55°31'30" EAST, 45.70 FEET ALONG SAID SOUTHERLY LINE OF TABLE MESA DRIVE TO THE NORTHWEST CORNER OF THAT TRACT OF LAND DESCRIBED ON FILM 1155 AS RECEPTION NO. 435157 IN THE BOULDER COUNTY RECORDS; THENCE SOUTH 34°28'30" EAST, 164.23 FEET ALONG THE WESTERLY LINE OF SAID TRACT DESCRIBED ON FILM 1155 AS RECEPTION NO. 435157;

THENCE THE FOLLOWING TWO (2) COURSES:

1. SOUTH 55°31'30" WEST, 185.00 FEET;
2. NORTH 34°28'30" WEST, 121.94 FEET TO THE POINT OF BEGINNING.

Case #: LUR2015-00039

Project Name: Walgreen's Pharmacy

Date: May 12, 2016

**CRITERIA FOR REVIEW**

**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 the service area map and, on balance, the policies of the Boulder Valley Comprehensive Plan.**

The proposed Walgreen's pharmacy is consistent with the land use map designation for the site, which is "Community Business" per the 2010 BVCP Land Use Map. The Community Business land use designation is defined as:

> *"A Community Business area is the focal point for commercial activity serving a subcommunity or a collection of neighborhoods. These are designated to serve the daily convenience shopping and service needs of the local populations and are generally less than 150,000 to 200,000 square feet in area."*

Additional BVCP Policies with which the proposed Walgreen's is consistent include:

- ***2.17 Variety of Activity Centers***
- ***2.22 Improve Mobility Grid***
- ***2.30 Sensitive Infill and Redevelopment***
- ***2.37 Enhanced Design for Private Sector Projects***
- ***5.04 Vital and Productive Retail Base***
- ***6.01 All-Mode Transportation System***

**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:**

Not applicable, as the proposed project does not include any new residential units.

> **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 require to meet other site review criteria.**

While the proposed project is to construct one new pharmacy on the subject site, the project site is proposed to be added to the larger Table Mesa Shopping Center PUD, which includes numerous existing retail, restaurant and other businesses. The improvements proposed to the site as part of this project will not only allow for the creation of a new pharmacy, but will also benefit the existing retail establishments and will serve to support the economic health of the PUD overall. The project meets a broad range of BVCP policies as well as other site review criteria in an economically feasible manner.

**(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 in 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;**

While the site is already developed and therefore does not contain any existing open space, the proposed project will add new open space in the form of landscaping along the perimeter of the parking area as well as new landscaping along both major frontages.

**N/A (ii) Private open space is provided for each detached residential unit;**

Not applicable, as there are no residential units included in this project.

**N/A (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 ludiovicianus), which is a species of local concern, and their habitat;**

Not applicable, as the subject site is already fully developed in an urban context and as such does not contain any significant natural features.

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

Not applicable, as there are no residential units included in this project.

**N/A (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, as the proposal is commercial, not recreational or residential.

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

Not applicable, as the subject site is already fully developed and urban in character, as is the surrounding area. There are currently no sensitive natural features located on or adjacent to the site.

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

The proposed redevelopment of the former gas station site includes adding a pedestrian access to the site from the existing 12' multi-use path along Broadway. In addition, the proposal includes adding a new landscape strip along Table Mesa as well as improvements to the existing sidewalk. The new sidewalk and multi-use path facilities adjacent to the site will facilitate pedestrian and bicycle movement between properties as well as between existing city transportation facilities to the north and south.

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

Not applicable. There are no residential units in the existing development and no new residential units are proposed.

**N/A (i) The open space provides for a balance of private and shared areas for the residential uses and common open space that is available for use by both the residential and non-residential uses that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property; and**

**N/A (ii) The open space provides active areas and passive areas that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property and are compatible with the surrounding area or an adopted plan for the area.**

**(C) Landscaping**

The proposal includes significant upgrades to the landscaping on the former gas station site, including new street trees along Table Mesa and significant amounts of new landscaping along Broadway and surrounding the parking area. Given that the site is currently largely devoid of any landscaping at all, this will represent a major improvement from current conditions.

**✓ (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 proposal includes several landscaping improvements on the site and provides for a variety of plant and hard surfaces. Perhaps the most significant aesthetic and safety

improvement will be the new detached sidewalk and landscape strips along Table Mesa, where there is currently only an attached sidewalk with no landscaping whatsoever.

**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;**

Not applicable, as the subject site is already fully developed and as such does not contain any endangered species or habitat.

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

The proposal includes adding new interior parking lot landscaping to the lot in conformance with the parking lot landscaping standards. The proposal also adds landscaping buffers in excess of the required size to the northern perimeter of the site, and provides significant landscaping screening around the trash and recycling area at the northwest corner of the building.

**✓ (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 proposal includes landscaping improvements to the setbacks along both major frontages, and includes new landscaping along the south and west sides of the building which will be visible from the adjacent rights of way and help contribute to the overall attractiveness of 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 proposal includes improvements to the existing circulation on the site. Currently, there are two large curb cuts serving the site which do not meet current DCS standards. As such, the site is frequently used as a “cut through” for traffic entering and exiting the shopping center. Redevelopment of the site will include removal of the main curb cut along Broadway and relocation and resizing of the curb cut along Table Mesa. This will reduce speeds through the site and the number of potential traffic conflicts entering and leaving the site.

**✓ (ii) Potential conflicts with vehicles are minimized;**

The proposed removal of an existing curb cut and relocation/ resizing of the other curb cut will significantly improve pedestrian safety, and the addition of new landscaping islands and detached sidewalks will further minimize potential conflicts with vehicles.

**_✓_(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 proposal includes improving the sidewalk along Table Mesa to meet city standards, and provides pedestrian access to the site from both the Broadway and Table Mesa bike/ped facilities. This will support multi-modal mobility through and between properties.

**_✓_(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;**

The proposal includes adding a total of 18 new bike parking spaces (14 short-term and 4 long-term). Short-term bike parking will be located directly in front of the main store entrance. The proposal also includes improvements to existing bike/ped facilities along the two major frontages, which will further promote alternate modes of transportation. In addition, rather than provide all of the required parking for the new building on-site, the applicant has provided roughly 50% of the required parking and will share parking with the remainder of the shopping center. This was formalized recently in an administrative parking reduction for the entire PUD, which granted an 11% reduction for the PUD overall.

**_✓_(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 applicant has provided a TDM plan that includes provision of eco-passes for employees for a minimum period of 3 years as well as other techniques intended to reduce SOV travel demand.

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

The proposed redevelopment of the former gas station site includes adding a pedestrian access to the site from the existing 12' multi-use path along Broadway. In addition, the proposal includes adding a new landscape strip along Table Mesa as well as improvements to the existing sidewalk. The new sidewalk and multi-use path facilities adjacent to the site will facilitate pedestrian and bicycle movement between properties as well as between existing city transportation facilities to the north and south.

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

No new streets are proposed as part of this development.

**_✓_(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.**

The proposal has been designed to safely accommodate vehicular traffic, pedestrians and bicycles.

**(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;**

As mentioned above, the proposal includes several measures to slow down cars and improve pedestrian safety. In addition to the change in circulation and removal of a curb cut, the applicant is making significant improvements to the parking area including new landscape islands and screening. This will improve safety for pedestrians and bicyclists travelling within and across the site by creating a visual break in the drive aisles and providing a designated travel route where currently there is not one.

**_✓_(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;**

As mentioned above, the project is providing roughly half of the required on-site parking for the 13,000 sq. ft. building, while sharing parking with the remainder of the PUD. This minimizes the overall land area dedicated to new parking.

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

The parking area will meet city landscaping standards, reducing the visual impact of the parking areas, and all new lighting will be compliant with current lighting standards.

**_✓_(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 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.**

The proposal includes adding new interior parking lot landscaping and screening to the parking lot in conformance with the parking lot landscaping standards. The proposal also adds landscaping buffers in excess of the required size to the northern perimeter of the site, and provides significant landscaping along both major frontages.

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

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

The proposed structure is oriented in a manner to continue the retail face along Broadway Street that is already been defined by 627 and 629 Broadway. Similarly, to the west along Table Mesa the Chase Bank and King Soopers shopping center start to define the retail character of the north elevation. Along the Table Mesa elevation (north) the façade has been broken down with smaller elements which include brick pilasters and fabric canopies to reflect the character of the two story apartment buildings directly to the north. The other elevations of the proposed design use more storefront and incorporate many design features of the surrounding buildings. These elements include Storefront, Steel entry canopy, and taller masonry elements.

**_✓_(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 for the immediate area;**

The proposed building height is comparable to a two story commercial building which mirrors the surrounding context. To the south of the proposed building is 627 and 629 Broadway which are both two story masonry structures. Directly to the south west of the proposed building at 619 Broadway is a two story masonry retail building. Directly to the west at 603 S. Broadway is Chase bank which is a combination of one story and two story masonry building. To the North are two story apartment buildings with pitched roofs which vary in height and are much large in overall footprint. Directly to the east is a filling station which is one story but has a canopy that is similar in height. South east of the proposed building are multiple three story apartments that are similar in scale.

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

The proposed building is surrounded on the south and west by parking lot and drives, and to the north and east by Broadway and Table mesa shadow impact to other properties are minimized. Directly to the east of the proposed structure are 3 story apartment buildings. The design has little impact to west views do to separation created by the 4 lanes of Broadway separating the two structures.

**_✓_(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 character of the area is primarily retail in nature, with some larger multifamily on opposite sides of Broadway and Table mesa. Materials for the project were selected to be warm and welcoming yet durable. The majority of the building is masonry brick. Brick is a comment element through most of the retail center, but surrounding apartment buildings also incorporate a natural color stone or brick such as 680 S Lashely Ln. Similarly, the project utilizes phenolic wood accents which help bring a natural wood tone to the project, but also mirror lap siding that is on several multifamily buildings directly to the north of the

project. Stucco comprises a small portion of the materials used in the project but can be found throughout the retail centers and adjacent multifamily projects. Overall the materials that have been used on the façade of the proposed design fit in the surrounding context and are not out of character for the area.

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

Key tower elements have been add to northeast, northwest, and southwest to bring mass to the key Broadway and Table Mesa elevations. These elements have been emphasized using glazing, masonry and metal panel. Ample fenestration along the south, east and north elevations will provide pedestrian interest, and building elements are organized in a clean patterning that will provide visual interest to both pedestrians and motor vehicles. The design also incorporates multiple fabric and steel canopies to help create a pedestrian scale along Broadway and Table Mesa. Ample new landscaping in the parking area and along the multi-use paths will greatly improve the pedestrian environment both within and around the site.

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

The project includes a new detached sidewalk and landscape strip along Table Mesa Dr.

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

Not applicable, as there are no residential units included in this project.

**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;**

Not applicable, as there are no residential units included in this project.

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

A lighting plan meeting current city lighting standards will be required at time of building permit.

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

Not applicable, as the site is already fully developed in an urban context and this does not contain any significant natural systems.

**_✓_(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 proposes to minimize and divert construction waste, demolition debris, and land-clearing debris from disposal by educating contractors and crews on procedures such as sorting and storage methods, removal techniques, and recoverable materials; by having the General Contractor involved early in the process; by looking for a contractor who is experienced in reuse and recovery techniques; by creating a list of materials targeted for reuse, salvage, or recycle; by gathering landfill information; by asking suppliers to eliminate or recycle packaging; and by communicating construction waste reduction goals and by reinforcing them early and throughout the demolition and construction process.

In addition, the applicant will be required to meet current energy code requirements for commercial buildings, which include 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).

**_✓_(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 majority of the building material is manufactured stone with masonry above, which will be durable and long lasting. Other design features included phenolic wood, metal panel and porcelain tile, all of which are durable and long lasting. The use of stucco has been minimized and used in areas that would not be prone to damage.

**_✓_(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;**

Cut and fill are minimized as this is a pad site that had an existing building on it.

**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.**

**N/A (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:***

**N/A (H)** ***Additional Criteria for Poles Above the Permitted Height:*** **No site review application for a pole above the permitted height will be approved unless the approving agency finds all of the following:**

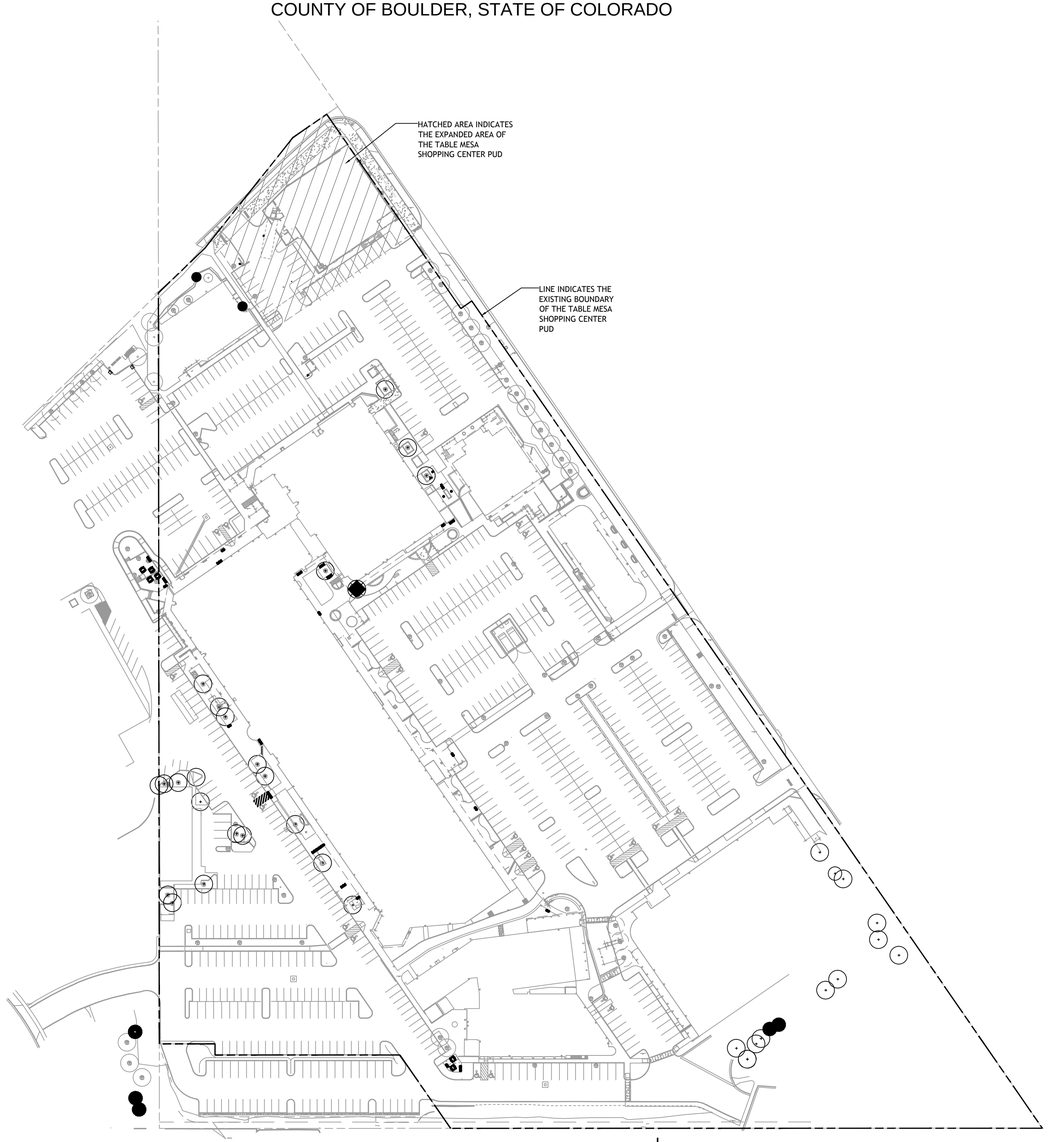
**N/A (I)** ***Land Use Intensity Modifications:***

**N/A (J)** ***Additional Criteria for Floor Area Ratio Increase for Buildings in the BR-1 District:***

**N/A (K)** ***Additional Criteria for Parking Reductions: The off-street parking requirements of section 9-9-6,, "Parking Standards," B.R.C. 1981, may be modified as follows:***

# SITE DEVELOPMENT PLAN
# WALGREENS BOULDER

LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 70 WEST,
6TH PRINCIPAL MERIDIAN, CITY OF BOULDER,
COUNTY OF BOULDER, STATE OF COLORADO




| TABLE MESA SHOPPING CENTER | | | 3/4/2016 | |
|---|---|---|---|---|
| SUMMARY –BIKE PARKING REQUIREMENTS | | | | |
| | | | | |
| TENANT | TENANT | OVERALL SUITE | INDOOR BIKE | RESTAURANT |
| | ADDRESS | AREA | PROVIDED | USE |
| | | From Leases | | |
| CHASE BANK | 603 | 6,655 | | |
| BROOK PUBLISHING | 603A | 1,242 | 1 | |
| BROOK PUBLISHING | 603B | 770 | | |
| BROOK PUBLISHING | 603C | 579 | | |
| TSING TAO | 607A | 3,208 | | 3208 |
| CHI SHENG ACUPUNCTURE | 607C | 724 | | |
| ART CLEANERS | 607D | 1,724 | | |
| GREAT CLIPS | 607E | 1,745 | | |
| BOULDER MAP GALLERY | 607F | 1,784 | 1 | |
| VACANT | 607G | 3,527 | | |
| ELEVATIONS CREDIT UNION | 611 | 7,298 | | |
| PETTYJOHN LIQUOR | 613 | 5,704 | 4 | |
| TANDOORI GRILL | 619 | 3,931 | | 3931 |
| TANDOORI GRILL "ANNEX" BAR | 623A | 1,772 | | 1772 |
| WELLS FARGO | 623C | 900 | | |
| ALAN GREEN NATURAL DENTIST | 625 | 1,500 | 1 | |
| UNDER THE SUN | 627A | 5,274 | | 5274 |
| SOUTHERN SUN | 627C | 6,098 | | 6098 |
| IN–STEP (FLATIRON RUNNING) | 629A | 2,935 | 4 | |
| DRVIS (FLY SHOP) | 629B | 2,864 | | |
| BOULDER CYCLE SPORT | 629K | 4,755 | 10 | |
| NEPTUNE MOUNTAINEERING | 633A | 12,787 | 10 | |
| NEPTUNE MOUNTAINEERING | 633B 633A | 660 | | |
| NEPTUNE MOUNTAINEERING | 633C 633A | 1,418 | | |
| NEPTUNE MOUNTAINEERING | 633D 633A | 1,123 | | |
| **NEPTUNE MOUNTAINEERING** (SUB–LEASE TO COLO. MTN. CLUB) | 633E | 1,734 | | |
| | 633K | 1,110 | | |
| HAIR RAGE | 633H | 754 | | |
| H&R BLOCK | 633M | 1,497 | | |
| YOGA LOFT | 633N | 1,834 | 1 | |
| SHUTTLES, SPINDLES & SKEINS | 635D 635E | 2,842 | | |
| SHUTTLES, SPINDLES & SKEINS | 635E | 3,206 | | |
| SHUTTLES, SPINDLES & SKEINS | 643 635E | 2,001 | | |
| AUSPICIOUS INK | 635G | 406 | | |
| CULINARY SCHOOL OF THE ROCKIES | 635H | 337 | | |
| SNARF'S MARGARITAS HAIR CREATIONS | 635BC 637A | 938 | | 938 |
| SNARF'S ASPEN LEAF YOGURT | 637B 637A | 1,400 | | 1400 |
| FLAGSTAFF SURVEYING | 637C | 740 | | |
| POSHE NAILS | 637D | 985 | | |
| BRILLIC WORKS (SUBLEASE TO MICKY C'S BAGELS) | 637G | 2,629 | | 2629 |
| CULINARY SCHOOL OF THE ROCKIES | 637H | 2,025 | | |
| CULINARY SCHOOL OF THE ROCKIES | 637–I 637H | 1,168 | | |
| CULINARY SCHOOL OF THE ROCKIES | 637K | 908 | | |
| CULINARY SCHOOL OF THE ROCKIES | 637L | 909 | | |
| TABLE MESA HAIR | 637M | 942 | | |
| LAUND–UR–MUTT | 637P | 900 | | |
| CAFE SOLE | 637R | 2,511 | | 2511 |
| ABO'S PIZZA | 637S | 3,014 | | 3014 |
| WEAVERS DIVE CENTER | 637U | 2,324 | | |
| ~~WEAVERS DIVE CENTER~~(2 FOR SEASONAL GARDEN SALES) | 637V 637U | 1,850 | | |
| | 637W | 1,251 | 0 | |
| GOODYEAR | 647 | 3,780 | 2 | |
| KIM & JAMES CAKES | 641 | 680 | | |
| PHARMACA | 645 | 4,431 | 3 | |
| TUESDAY MORNING | 649 | 9,529 | | |
| PLAY IT AGAIN SPORTS | 653 | 4,355 | | |
| MURPHY'S SOUTH | 657 | 3,673 | | 3673 |
| VACANT PAPA MURPHY'S | 659 | 1,104 | | |
| PERFECT TEETH | 661 | 2,081 | | |
| SWEET COW THEATRICAL COSTUMES | 669 | 1,562 | | 1562 |
| WALNUT CAFE SOUTHSIDE | 673 | 2,850 | | 2850 |
| BOULDER'S NATURAL ANIMAL | 685A | 1,111 | | |
| BOULDER'S NATURAL ANIMAL | 685B 685A | 973 | | |
| BOULDER'S NATURAL ANIMAL | 685D 685A | 659 | | |
| CULINARY SCHOOL OF THE ROCKIES (OFFICES) | 691B | 2,241 | 10 | |
| TABLE MESA HARDWARE | 691F | 4,423 | | |
| CULINARY SCHOOL MOUNTAIN EDGE FITNESS | 693F | 13,051 | | |
| LUCKY'S – UNDER CONSTRUCTION | 695 | 41,000 | 10 | |
| WALGREENS – PROPOSED | | 9,961 | 4 | |
| TOTALS | | 228,786 | 57 | 38860 |
| **Table Mesa Shopping Center Total Square Footage** | **228,786** | | | |
| **Restaurant Square Footage** | **38,860** | | | |
| **% Restaurant** | **16.99%** | | | |
| | | | | |
| **AUTO PARKING** | | | | |
| **Parking Standard Ratio applied** | **1:250** | | | |
| **Required Parking Spaces** | **915** | | | |
| **Provided Parking** | | | | |
| | ADA | 27 | | |
| | Compact | 381 | | |
| | Standard | 402 | | |
| | | | | |
| | **TOTAL** | **810** | | |
| | **Total % of Required** | **89%** | | |
| | **Reduction Requested** | **11%** | | |
| **BIKE PARKING** | | | | |
| | | | | |
| **Bike Parking** | **Required** | **Provided** | **Total % of Required** | |
| Overall Bike Parking 1:750 SF | 305 | 291 | 95% | |
| Long Term Bike Parking at 25% | 76 | 57 | 75% | |
| Short Term Bike Parking at 75% | 229 | 234 | 102% | |
| | **Reduction Requested** | **25% long term biking spots** | | |


DEVELOPER
EVERGREEN DEVCO, INC.
2390 E. CAMELBACK RD., STE 410
PHOENIX, AZ 85016
PHONE: (602) 808-8600
FAX: (602) 567-1000
ATTN: KELLY HAYES
EMAIL: khayes@evgre.com

ARCHITECT
AAD:FITCH, INC.
16435 N. SCOTTSDALE RD., STE 195
SCOTTSDALE, AZ 85254
PHONE: (480) 998-4200
FAX: (480) 998-7223
ATTN: EDWARD ROBLEE
EMAIL: edroblee@fitch.com


**ALL BUILDINGS, IMPROVEMENTS, THEIR OCCUPANTS AND THE USES AS SHOWN ON THIS PLAN ARE PRELIMINARY AND SUBJECT TO MODIFICATION AT THE OWNER'S DISCRETION WITHOUT NOTICE.**

**THIS PRELIMINARY SITE PLAN IS BASED ON INFORMATION FURNISHED TO AAD:FITCH, INC. AND IS SUBJECT TO VERIFICATION BY LEGALS, SURVEYS AND GOVERNING AGENCIES ETC.**

## SITE DATA

EXISTING ZONING:.....BC-2

NET LAND AREA:
LAND AREA.....27,440 S.F.(0.63 ACRES)

WALGREENS:

MAIN FLOOR.....10,000 S.F.
MEZZANINE.....3,188 S.F.

TOTAL.....13,188 S.F.
% COVERAGE.....36.4%

PARKING REQUIRED (1/300 S.F.).....43 STALLS

PARKING PROVIDED.....20 STALLS

CROSS ACCESS AND CROSS PARKING IS PROVIDED IN SHOPPING CENTER

ACCESSIBLE STALLS REQUIRED.....1 STALLS

ACCESSIBLE STALLS PROVIDED.....2 STALLS

BICYCLE PARKING REQUIRED (1/750 S.F.) .....17 BIKES

25% LONG TERM.....4 BIKES
75% SHORT TERM.....13 BIKES

BICYCLE PARKING PROVIDED:
LONG TERM.....4 BIKES
SHORT TERM.....14 BIKES
TOTAL.....18 BIKES

0 30 60 90
SCALE: 1" = 30

DATE: March 21, 2016
JOB#: 320102671

# OVERALL SITE PLAN

# SWC BROADWAY and TABLE MESA
## BOULDER, CO


outside la
landscape architecture + urban design + planning
boulder / steamboat springs, co
p 303.517.9256 / 970.871.9629
f 970.879.6133
ola@rre.com

Evergreen
Development | Services | Investments

AAD:FITCH, Inc.
FITCH
16435 North Scottsdale Rd. Suite 195
Scottsdale, Arizona 85254
T+1 480 998 4200 F+1 480 998 7223
www.FITCH.com



R&R ENGINEERS-SURVEYORS, INC.
710 WEST COLFAX AVENUE
DENVER, COLORADO 80204
(P): 303-753-6730 (F): 303-753-6568
WWW.RRENGINEERS.COM


SITE PLAN with TRUCK TURN

SITE: WALGREENS
601 SOUTH BROADWAY

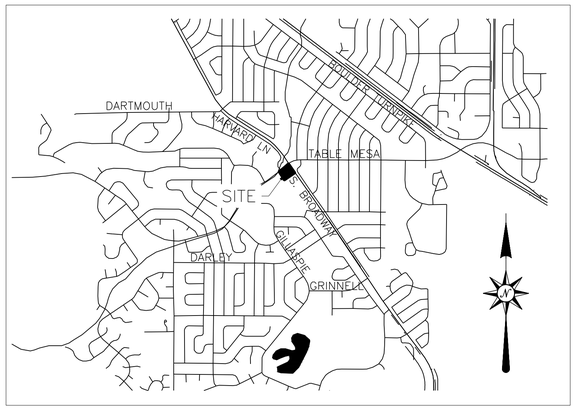
FOR: EVERGREEN
2390 East Camelback Road, Suite 410
Phoenix, Arizona 85016

REVISIONS

| | |
|---|---|
| Plot Scale | |
| Job No. | |
| Date | 03/21/2016 |
| Drawn | Checked |
| Sheet | 2c |

# SITE DEVELOPMENT PLAN
# WALGREENS BOULDER

LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 70 WEST,
6TH PRINCIPAL MERIDIAN, CITY OF BOULDER,
COUNTY OF BOULDER, STATE OF COLORADO




## VICINITY MAP

SCALE 1" = 2,000'

### LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN BLOCK "B", THIRD ADDITION TO MARTIN ACRES, COUNTY OF BOULDER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID BLOCK "B", THIRD ADDITION TO MARTIN ACRES; THENCE NORTH 00°02'40" EAST, 934.24 FEET ALONG THE WEST LINE OF SAID BLOCK "B" TO A POINT ON THE SOUTHERLY LINE OF TABLE MESA DRIVE AS DESCRIBED IN DEED RECORDED IN BOOK 1263 AT PAGE 168 IN THE BOULDER COUNTY RECORDS; THENCE NORTH 46°12'50" EAST, 72.00 FEET ALONG SAID SOUTHERLY LINE OF TABLE MESA DRIVE; THENCE NORTH 38°38'10" EAST, 12.87 FEET ALONG SAID SOUTHERLY LINE OF TABLE MESA DRIVE TO THE POINT OF BEGINNING;
THENCE NORTH 38°38'10" EAST, 145.58 FEET ALONG SAID SOUTHERLY LINE OF TABLE MESA DRIVE; THENCE NORTH 55°31'30" EAST, 45.70 FEET ALONG SAID SOUTHERLY LINE OF TABLE MESA DRIVE TO THE NORTHWEST CORNER OF THAT TRACT OF LAND DESCRIBED ON FILM 1155 AS RECEPTION NO. 435157 IN THE BOULDER COUNTY RECORDS; THENCE SOUTH 34°28'30" EAST, 164.23 FEET ALONG THE WESTERLY LINE OF SAID TRACT DESCRIBED ON FILM 1155 AS RECEPTION NO. 435157;

THENCE THE FOLLOWING TWO (2) COURSES:

1. SOUTH 55°31'30" WEST, 185.00 FEET;
2. NORTH 34°28'30" WEST, 121.94 FEET TO THE POINT OF BEGINNING.

| SHEET INDEX | |
|---|---|
| SHEET NUMBER | SHEET TITLE |
| 1 | COVER SHEET |
| 2A | SITE PLAN |
| 2B | SITE PLAN WITH TRUCK TURN |
| 3 | PRELIMINARY ELEVATIONS |
| 4 | PRELIMINARY ELEVATIONS |
| 5 | PRELIMINARY FLOOR PLAN |
| 6 | UTILITY PLAN |
| L1 | LANDSCAPE PLAN |
| 8 | PRELIMINARY STORMWATER PLAN |

PREPARED FOR:

EVERGREEN
2390 EAST CAMELBACK ROAD, SUITE 410,
PHOENIX, ARIZONA 85016
PHONE: 602.808.8600


outside la
landscape architecture + urban design + planning
boulder / steamboat springs, co
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Evergreen
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710 WEST COLFAX AVENUE
DENVER, COLORADO 80204
(P): 303-753-6730 (F): 303-753-6568
WWW.RRENGINEERS.COM


COVER SHEET

SITE: WALGREENS
601 SOUTH BROADWAY

FOR: EVERGREEN
2390 East Camelback Road, Suite 410
Phoenix, Arizona 85016

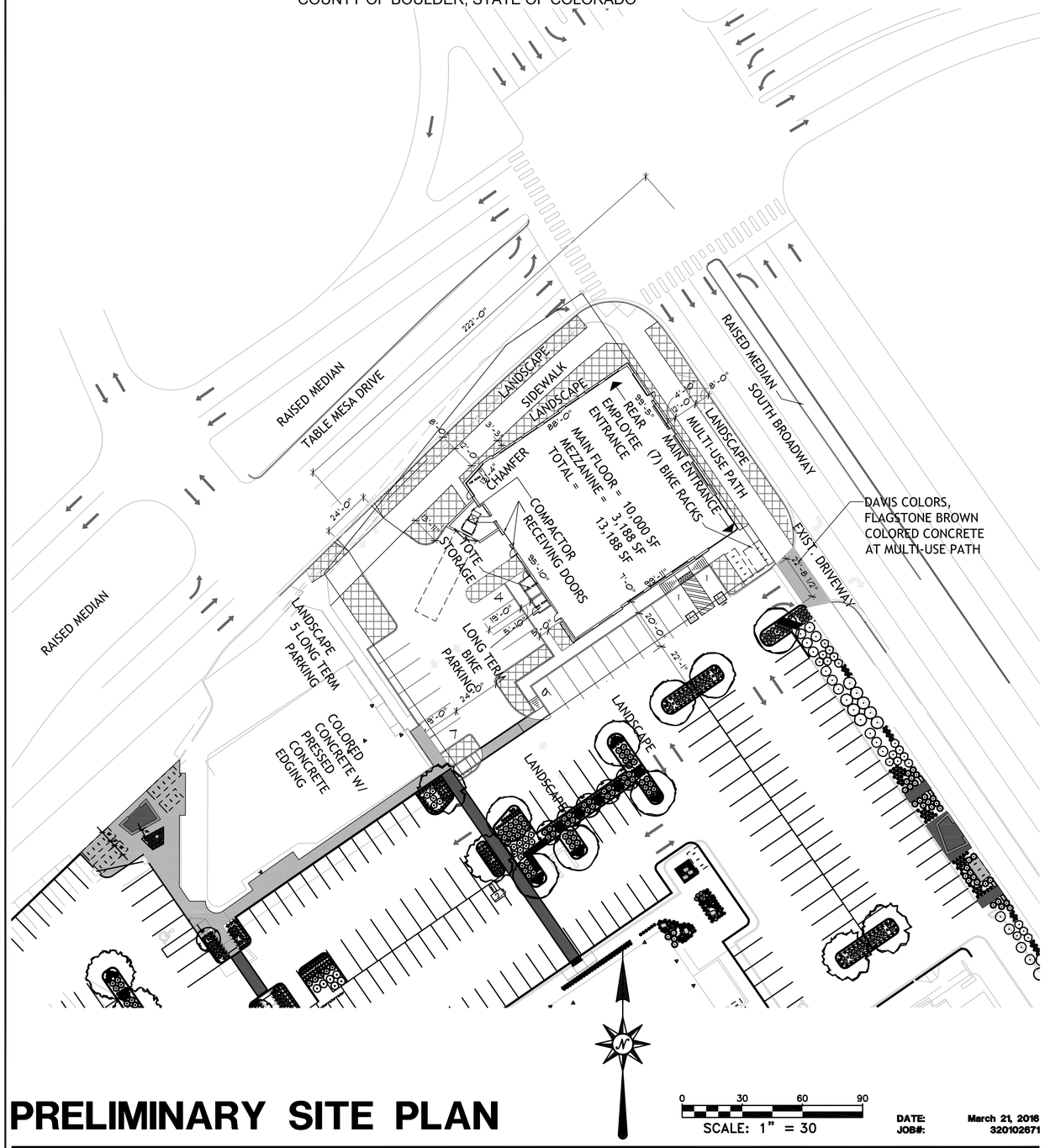
REVISIONS
12/7/15 CITY COMMENTS
03/17/16 CITY COMMENTS

Plot Scale N/A
Job No. ED14011
Date 2/1/2016
Drawn JD Checked CN
Sheet 1


SITE DEVELOPMENT PLAN
PATH: P:\PROJECTS\ED14011 WALGREENS-BOULDER\ENGINEERING\DRAWINGS\SDP\ED14011-COVER.DWG, PLOT DATE:3/17/2016 3:55:58 PM, BY:CLIFFORD NETUSCHIL

# SITE DEVELOPMENT PLAN
# WALGREENS BOULDER

LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 70 WEST,
6TH PRINCIPAL MERIDIAN, CITY OF BOULDER,
COUNTY OF BOULDER, STATE OF COLORADO




| TABLE MESA SHOPPING CENTER | | | 3/4/2016 | |
|---|---|---|---|---|
| SUMMARY –BIKE PARKING REQUIREMENTS | | | | |
| | | | | |
| TENANT | TENANT | OVERALL SUITE | INDOOR BIKE | RESTAURANT |
| | ADDRESS | AREA | PROVIDED | USE |
| | | From Leases | | |
| CHASE BANK | 603 | 6,655 | | |
| BROCK PUBLISHING | 603A | 1,242 | 1 | |
| BROCK PUBLISHING | 603B | 770 | | |
| BROCK PUBLISHING | 603C | 579 | | |
| TSING TAO | 607A | 3,208 | | 3208 |
| CHI SHENG ACUPUNCTURE | 607C | 724 | | |
| ART CLEANERS | 607D | 1,724 | | |
| GREAT CLIPS | 607E | 1,745 | | |
| BOULDER MAP GALLERY | 607F | 1,784 | 1 | |
| VACANT | 607G | 3,527 | | |
| ELEVATIONS CREDIT UNION | 611 | 7,298 | | |
| PETTYJOHN LIQUOR | 613 | 5,704 | 4 | |
| TANDOORI GRILL | 619 | 3,931 | | 3931 |
| TANDOORI GRILL "ANNEX" BAR | 623A | 1,772 | | 1772 |
| WELLS FARGO | 623C | 900 | | |
| ALAN GREEN NATURAL DENTIST | 625 | 1,500 | 1 | |
| UNDER THE SUN | 627A | 5,274 | | 5274 |
| SOUTHERN SUN | 627C | 6,098 | | 6098 |
| IN–STEP (FLATIRON RUNNING) | 629A | 2,935 | 4 | |
| ORVIS (FLY SHOP) | 629B | 2,864 | | |
| BOULDER CYCLE SPORT | 629K | 4,755 | 10 | |
| NEPTUNE MOUNTAINEERING | 633A | 12,787 | 10 | |
| NEPTUNE MOUNTAINEERING | 633B 633A | 660 | | |
| NEPTUNE MOUNTAINEERING | 633C 633A | 1,418 | | |
| NEPTUNE MOUNTAINEERING | 633D 633A | 1,123 | | |
| NEPTUNE MOUNTAINEERING (SUB–LEASE TO COLO. MTN. CLUB) | 633E | 1,734 | | |
| | 633K | 1,110 | | |
| HAIR RAGE | 633H | 754 | | |
| H&R BLOCK | 633M | 1,497 | | |
| YOGA LOFT | 633N | 1,834 | 1 | |
| SHUTTLES, SPINDLES & SKEINS | 635D 635E | 2,842 | | |
| SHUTTLES, SPINDLES & SKEINS | 635E | 3,206 | | |
| SHUTTLES, SPINDLES & SKEINS | 643 635E | 2,001 | | |
| AUSPICIOUS INK | 635G | 406 | | |
| CULINARY SCHOOL OF THE ROCKIES | 635H | 337 | | |
| SHARI'S MARGARITAS HAIR CREATIONS | 635BC 637A | 938 | | 938 |
| SHARI'S ASPEN LEAF YOGURT | 637B 637A | 1,400 | | 1400 |
| FLAGSTAFF SURVEYING | 637C | 740 | | |
| POSHE NAILS | 637D | 985 | | |
| BRILLIO WORKS (SUBLEASE TO MICKY C'S BAGELS) | 637G | 2,629 | | 2629 |
| CULINARY SCHOOL OF THE ROCKIES | 637H | 2,025 | | |
| CULINARY SCHOOL OF THE ROCKIES | 637–I 637H | 1,168 | | |
| CULINARY SCHOOL OF THE ROCKIES | 637K | 908 | | |
| CULINARY SCHOOL OF THE ROCKIES | 637L | 909 | | |
| TABLE MESA HAIR | 637M | 942 | | |
| LAUND–UR–MUTT | 637P | 900 | | |
| CAFE SOLE | 637R | 2,511 | | 2511 |
| ABO'S PIZZA | 637S | 3,014 | | 3014 |
| WEAVERS DIVE CENTER | 637U | 2,324 | | |
| ~~WAREHOUSE DEPOT~~ (USE FOR SEASONAL GARDEN SALES) | 637V 637U | 1,880 | | |
| | 637W | 1,251 | 0 | |
| GOODYEAR | 647 | 3,780 | 2 | |
| KIM & JAKE'S CAKES | 641 | 680 | | |
| PHARMACA | 645 | 4,431 | 3 | |
| TUESDAY MORNING | 649 | 9,529 | | |
| PLAY IT AGAIN SPORTS | 653 | 4,355 | | |
| MURPHY'S SOUTH | 657 | 3,673 | | 3673 |
| VACANT PAPA MURPHY'S | 659 | 1,104 | | |
| PERFECT TEETH | 661 | 2,081 | | |
| SWEET COW THEATRICAL COSTUMES | 669 | 1,562 | | 1562 |
| WALNUT CAFE SOUTHSIDE | 673 | 2,850 | | 2850 |
| BOULDER'S NATURAL ANIMAL | 685A | 1,111 | | |
| BOULDER'S NATURAL ANIMAL | 685B 685A | 973 | | |
| BOULDER'S NATURAL ANIMAL | 685D 685A | 659 | | |
| CULINARY SCHOOL OF THE ROCKIES (OFFICES) | 691B | 2,241 | 10 | |
| TABLE MESA HARDWARE | 691F | 4,423 | | |
| CULINARY SCHOOL MOUNTAIN EDGE FITNESS | 693F | 13,051 | | |
| LUCKY'S – UNDER CONSTRUCTION | 695 | 41,000 | 10 | |
| WALGREENS – PROPOSED | | 9,961 | 4 | |
| TOTALS | | 228,786 | 57 | 38860 |
| Table Mesa Shopping Center Total Square Footage | 228,786 | | | |
| Restaurant Square Footage | 38,860 | | | |
| % Restaurant | 16.99% | | | |
| | | | | |
| AUTO PARKING | | | | |
| Parking Standard Ratio applied | 1:250 | | | |
| Required Parking Spaces | 915 | | | |
| Provided Parking | | | | |
| | ADA | 27 | | |
| | Compact | 381 | | |
| | Standard | 402 | | |
| | | | | |
| | TOTAL | 810 | | |
| | Total % of Required | 89% | | |
| | Reduction Requested | 11% | | |
| BIKE PARKING | | | | |
| | | | | |
| Bike Parking | Required | Provided | Total % of Required | |
| Overall Bike Parking 1:750 SF | 305 | 291 | 95% | |
| Long Term Bike Parking at 25% | 76 | 57 | 75% | |
| Short Term Bike Parking at 75% | 229 | 234 | 102% | |
| | Reduction Requested | 25% long term biking spots | | |


DEVELOPER
EVERGREEN DEVCO, INC.
2390 E. CAMELBACK RD., STE 410
PHOENIX, AZ 85016
PHONE: (602) 808-8600
FAX: (602) 567-1000
ATTN: KELLY HAYES
EMAIL: khayes@evgre.com

ARCHITECT
AAD:FITCH, INC.
16435 N. SCOTTSDALE RD., STE 195
SCOTTSDALE, AZ 85254
PHONE: (480) 998-4200
FAX: (480) 998-7223
ATTN: EDWARD ROBLEE
EMAIL: edroblee@fitch.com


**ALL BUILDINGS, IMPROVEMENTS, THEIR OCCUPANTS AND THE USES AS SHOWN ON THIS PLAN ARE PRELIMINARY AND SUBJECT TO MODIFICATION AT THE OWNER'S DISCRETION WITHOUT NOTICE.**

**THIS PRELIMINARY SITE PLAN IS BASED ON INFORMATION FURNISHED TO AAD:FITCH, INC. AND IS SUBJECT TO VERIFICATION BY LEGALS, SURVEYS AND GOVERNING AGENCIES ETC.**

## SITE DATA

EXISTING ZONING:.....BC-2

NET LAND AREA:
LAND AREA.....27,440 S.F.(0.63 ACRES)

WALGREENS:

MAIN FLOOR.....10,000 S.F.
MEZZANINE.....3,188 S.F.

TOTAL.....13,188 S.F.
% COVERAGE.....36.4%

PARKING REQUIRED (1/300 S.F.).....43 STALLS

PARKING PROVIDED.....20 STALLS

CROSS ACCESS AND CROSS PARKING IS PROVIDED IN SHOPPING CENTER

ACCESSIBLE STALLS REQUIRED.....1 STALLS

ACCESSIBLE STALLS PROVIDED.....2 STALLS

BICYCLE PARKING REQUIRED (1/750 S.F.) .....17 BIKES

25% LONG TERM.....4 BIKES
75% SHORT TERM.....13 BIKES

BICYCLE PARKING PROVIDED:
LONG TERM.....4 BIKES
SHORT TERM.....14 BIKES
TOTAL.....18 BIKES

**PRELIMINARY SITE PLAN**

0 30 60 90
SCALE: 1" = 30

DATE: March 21, 2016
JOB#: 320102671

# SWC BROADWAY and TABLE MESA
## BOULDER, CO


outside la
landscape architecture + urban design + planning
boulder / steamboat springs, co
p 303.517.9256 / 970.871.9629
f 970.879.6133
osla@me.com

Evergreen
Development | Services | Investments

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710 WEST COLFAX AVENUE
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(P): 303-753-6730 (F): 303-753-6568
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SITE PLAN

SITE: WALGREENS
601 SOUTH BROADWAY

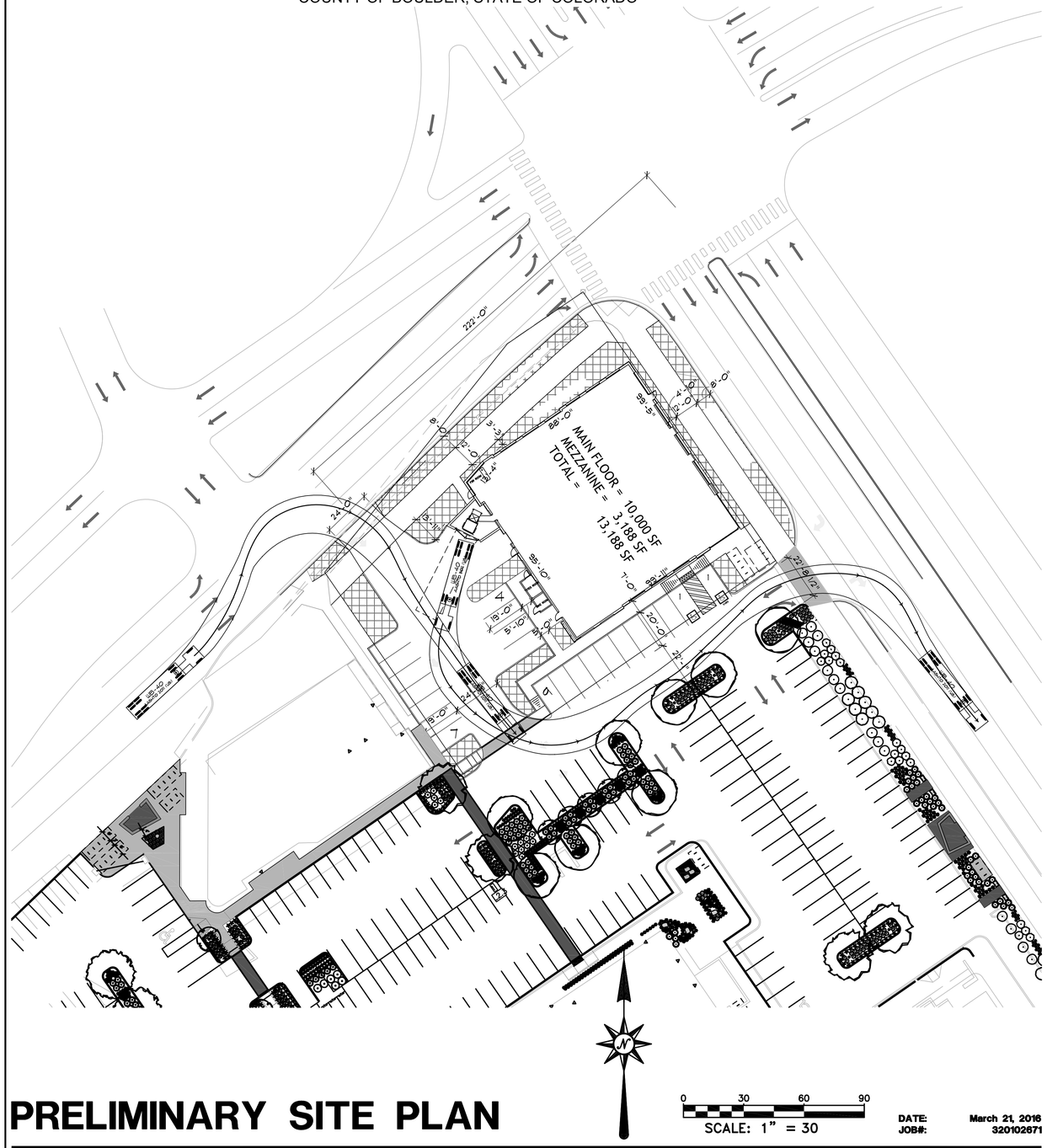
FOR: EVERGREEN
2390 East Camelback Road, Suite 410
Phoenix, Arizona 85016

REVISIONS

| | |
|---|---|
| Plot Scale | |
| Job No. | |
| Date | 03/21/2016 |
| Drawn | Checked |
| Sheet | 2a |

# SITE DEVELOPMENT PLAN
# WALGREENS BOULDER

LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 70 WEST,
6TH PRINCIPAL MERIDIAN, CITY OF BOULDER,
COUNTY OF BOULDER, STATE OF COLORADO




| TABLE MESA SHOPPING CENTER | | | 3/4/2016 | |
|---|---|---|---|---|
| SUMMARY –BIKE PARKING REQUIREMENTS | | | | |
| TENANT | TENANT ADDRESS | OVERALL SUITE AREA | INDOOR BIKE PROVIDED | RESTAURANT USE |
| | | From Leases | | |
| CHASE BANK | 603 | 6,655 | | |
| BROCK PUBLISHING | 603A | 1,242 | 1 | |
| BROCK PUBLISHING | 603B | 770 | | |
| BROCK PUBLISHING | 603C | 579 | | |
| TSING TAO | 607A | 3,208 | | 3208 |
| CHI SHENG ACUPUNCTURE | 607C | 724 | | |
| ART CLEANERS | 607D | 1,724 | | |
| GREAT CLIPS | 607E | 1,745 | | |
| BOULDER MAP GALLERY | 607F | 1,784 | 1 | |
| VACANT | 607G | 3,527 | | |
| ELEVATIONS CREDIT UNION | 611 | 7,298 | | |
| PETTYJOHN LIQUOR | 613 | 5,704 | 4 | |
| TANDOORI GRILL | 619 | 3,931 | | 3931 |
| TANDOORI GRILL "ANNEX" BAR | 623A | 1,772 | | 1772 |
| WELLS FARGO | 623C | 900 | | |
| ALAN GREEN NATURAL DENTIST | 625 | 1,500 | 1 | |
| UNDER THE SUN | 627A | 5,274 | | 5274 |
| SOUTHERN SUN | 627C | 6,098 | | 6098 |
| IN–STEP (FLATIRON RUNNING) | 629A | 2,935 | 4 | |
| DRV8 (FLY SHOP) | 629B | 2,864 | | |
| BOULDER CYCLE SPORT | 629K | 4,755 | 10 | |
| NEPTUNE MOUNTAINEERING | 633A | 12,787 | 10 | |
| NEPTUNE MOUNTAINEERING | 633B 633A | 660 | | |
| NEPTUNE MOUNTAINEERING | 633C 633A | 1,418 | | |
| NEPTUNE MOUNTAINEERING | 633D 633A | 1,123 | | |
| NEPTUNE MOUNTAINEERING (SUB–LEASE TO COLO. MTN. CLUB) | 633E | 1,734 | | |
| | 633K | 1,110 | | |
| HAIR RAGE | 633H | 754 | | |
| H&R BLOCK | 633M | 1,497 | | |
| YOGA LOFT | 633N | 1,834 | 1 | |
| SHUTTLES, SPINDLES & SKEINS | 635D 635E | 2,842 | | |
| SHUTTLES, SPINDLES & SKEINS | 635E | 3,206 | | |
| SHUTTLES, SPINDLES & SKEINS | 643 635E | 2,001 | | |
| AUSPICIOUS INK | 635G | 406 | | |
| CULINARY SCHOOL OF THE ROCKIES | 635H | 337 | | |
| SNARF'S MARGARITAS HAIR CREATIONS | 635BC 637A | 938 | | 938 |
| SNARF'S ASPEN LEAF YOGURT | 637B 637A | 1,400 | | 1400 |
| FLAGSTAFF SURVEYING | 637C | 740 | | |
| POSHE NAILS | 637D | 985 | | |
| BRILLIO WORKS (SUBLEASE TO MICKY C'S BAGELS) | 637G | 2,629 | | 2629 |
| CULINARY SCHOOL OF THE ROCKIES | 637H | 2,025 | | |
| CULINARY SCHOOL OF THE ROCKIES | 637–I 637H | 1,168 | | |
| CULINARY SCHOOL OF THE ROCKIES | 637K | 908 | | |
| CULINARY SCHOOL OF THE ROCKIES | 637L | 909 | | |
| TABLE MESA HAIR | 637M | 942 | | |
| LAUND–UR–MUTT | 637P | 900 | | |
| CAFE SOLE | 637R | 2,511 | | 2511 |
| ABO'S PIZZA | 637S | 3,014 | | 3014 |
| WEAVERS DIVE CENTER | 637U | 2,324 | | |
| ~~WAREHOUSE (EVERGREEN~~ FOR SEASONAL GARDEN | 637V 637U | 1,880 | | |
| SALES) | 637W | 1,251 | 0 | |
| GOODYEAR | 647 | 3,780 | 2 | |
| KIM & JAKE'S CAKES | 641 | 680 | | |
| PHARMACA | 645 | 4,431 | 3 | |
| TUESDAY MORNING | 649 | 9,529 | | |
| PLAY IT AGAIN SPORTS | 653 | 4,355 | | |
| MURPHY'S SOUTH | 657 | 3,673 | | 3673 |
| VACANT PAPA MURPHY'S | 659 | 1,104 | | |
| PERFECT TEETH | 661 | 2,081 | | |
| SWEET COW THEATRICAL COSTUMES | 669 | 1,562 | | 1562 |
| WALNUT CAFE SOUTHSIDE | 673 | 2,850 | | 2850 |
| BOULDER'S NATURAL ANIMAL | 685A | 1,111 | | |
| BOULDER'S NATURAL ANIMAL | 685B 685A | 973 | | |
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| CULINARY SCHOOL OF THE ROCKIES (OFFICES) | 691B | 2,241 | 10 | |
| TABLE MESA HARDWARE | 691F | 4,423 | | |
| CULINARY SCHOOL MOUNTAIN EDGE FITNESS | 693F | 13,051 | | |
| LUCKY'S – UNDER CONSTRUCTION | 695 | 41,000 | 10 | |
| WALGREENS – PROPOSED | | 9,961 | 4 | |
| TOTALS | | 228,786 | 57 | 38860 |
| Table Mesa Shopping Center Total Square Footage | | 228,786 | | |
| Restaurant Square Footage | | 38,860 | | |
| % Restaurant | | 16.99% | | |
| | | | | |
| AUTO PARKING | | | | |
| Parking Standard Ratio applied | 1:250 | | | |
| Required Parking Spaces | 915 | | | |
| Provided Parking | | | | |
| | ADA | 27 | | |
| | Compact | 381 | | |
| | Standard | 402 | | |
| | | | | |
| | TOTAL | 810 | | |
| | Total % of Required | 89% | | |
| | Reduction Requested | 11% | | |
| BIKE PARKING | | | | |
| | | | | |
| Bike Parking | Required | Provided | Total % of Required | |
| Overall Bike Parking 1:750 SF | 305 | 291 | 95% | |
| Long Term Bike Parking at 25% | 76 | 57 | 75% | |
| Short Term Bike Parking at 75% | 229 | 234 | 102% | |
| | Reduction Requested | 25% long term biking spots | | |


DEVELOPER
EVERGREEN DEVCO, INC.
2390 E. CAMELBACK RD., STE 410
PHOENIX, AZ 85016
PHONE: (602) 808-8600
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16435 N. SCOTTSDALE RD., STE 195
SCOTTSDALE, AZ 85254
PHONE: (480) 998-4200
FAX: (480) 998-7223
ATTN: EDWARD ROBLEE
EMAIL: edroblee@fitch.com


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**THIS PRELIMINARY SITE PLAN IS BASED ON INFORMATION FURNISHED TO AAD:FITCH, INC. AND IS SUBJECT TO VERIFICATION BY LEGALS, SURVEYS AND GOVERNING AGENCIES ETC.**

## SITE DATA

EXISTING ZONING:.....BC-2

NET LAND AREA:
LAND AREA.....27,440 S.F.(0.63 ACRES)

WALGREENS:

MAIN FLOOR.....10,000 S.F.
MEZZANINE.....3,188 S.F.

TOTAL.....13,188 S.F.
% COVERAGE.....36.4%

PARKING REQUIRED (1/300 S.F.).....43 STALLS

PARKING PROVIDED.....20 STALLS

CROSS ACCESS AND CROSS PARKING IS PROVIDED IN SHOPPING CENTER

ACCESSIBLE STALLS REQUIRED.....1 STALLS

ACCESSIBLE STALLS PROVIDED.....2 STALLS

BICYCLE PARKING REQUIRED (1/750 S.F.) .....17 BIKES

25% LONG TERM.....4 BIKES
75% SHORT TERM.....13 BIKES

BICYCLE PARKING PROVIDED:
LONG TERM.....4 BIKES
SHORT TERM.....14 BIKES
TOTAL.....18 BIKES

## PRELIMINARY SITE PLAN

0 30 60 90
SCALE: 1" = 30

DATE: March 21, 2016
JOB#: 320102671

# SWC BROADWAY and TABLE MESA
## BOULDER, CO


outside la
landscape architecture + urban design + planning
boulder / steamboat springs, co
p. 303.517.9256 / 970.871.9629
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oala@me.com

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WWW.RRENGINEERS.COM


SITE PLAN with TRUCK TURN

SITE: WALGREENS
601 SOUTH BROADWAY

FOR: EVERGREEN
2390 East Camelback Road, Suite 410
Phoenix, Arizona 85016

REVISIONS

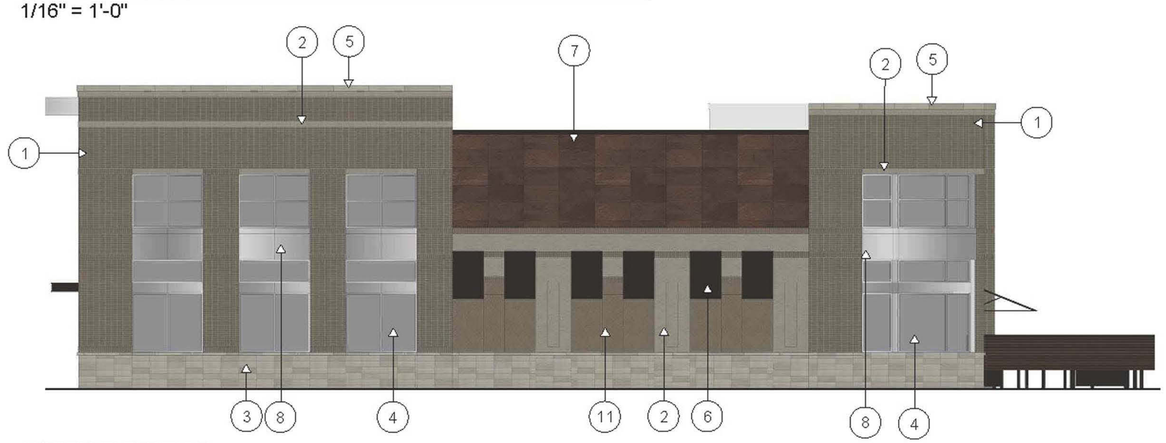
| | |
|---|---|
| Plot Scale | |
| Job No. | |
| Date | 03/21/2016 |
| Drawn | Checked |
| Sheet | 2b |

# SITE DEVELOPMENT PLAN
# WALGREENS BOULDER

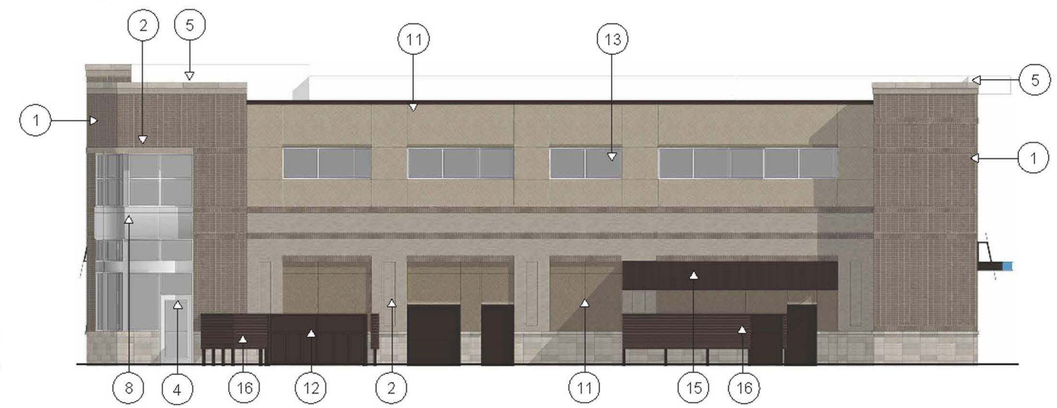
LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 70 WEST,
6TH PRINCIPAL MERIDIAN, CITY OF BOULDER,
COUNTY OF BOULDER, STATE OF COLORADO

SOUTH ELEVATION
1/16" = 1'-0"

EAST ELEVATION
1/16" = 1'-0"




NORTH ELEVATION
1/16" = 1'-0"




WEST ELEVATION
1/16" = 1'-0"

1. Brick color 1 with solider course accents.
2. Brick color 2 with soldier course accents.
3. Smooth manufactured stone, with top course water table.
4. Clear anodized storefront system.
5. Precast Cap.
6. Fabric canopy
7. Porcelain tile
8. Silver metal panel with field cut reveal system.
9. Steel canopy painted
10. Steel entry canopy painted blue.
11. Stucco Panel with reveals.
12. Painted steel gates.
13. spandrel glazing and frame.
14. phenolic wood siding

## CONCEPT ELEVATIONS

DATE: MARCH 21ST, 2016
JOB#: 320102671

## SWC BROADWAY and TABLE MESA
**BOULDER, CO**


STUDIO architecture
thestudioarchitecture.com 866.529.9130

outside la
landscape architecture + urban design + planning
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PRELIMINARY ELEVATIONS

SITE: WALGREENS
601 SOUTH BROADWAY

FOR: EVERGREEN
2390 East Camelback Road, Suite 410
Phoenix, Arizona 85016

REVISIONS

| | |
|---|---|
| Plot Scale | |
| Job No. | |
| Date | 03/21/2016 |
| Drawn | Checked |
| Sheet | 3 |

SITE DEVELOPMENT PLAN

# WALGREENS BOULDER

LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 70 WEST,
6TH PRINCIPAL MERIDIAN, CITY OF BOULDER,
COUNTY OF BOULDER, STATE OF COLORADO

PERSPECTIVE LOOKING SOUTHEAST

PERSPECTIVE LOOKING SOUTHWEST

PERSPECTIVE LOOKING NORTHWEST

## PRELIMINARY ELEVATIONS

DATE: MARCH 21ST, 2016
JOB#: 320102671

## SWC BROADWAY and TABLE MESA
**BOULDER, CO**


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STUDIO architecture
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Evergreen Development | Services | Investments

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PRELIMINARY ELEVATIONS

SITE: WALGREENS
601 SOUTH BROADWAY

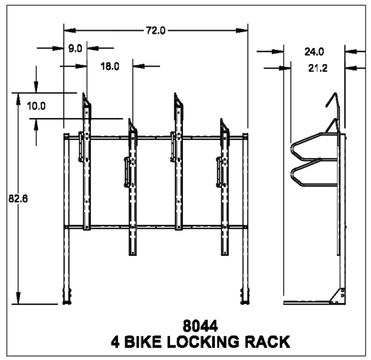
FOR: EVERGREEN
2390 East Camelback Road, Suite 410
Phoenix, Arizona 85016

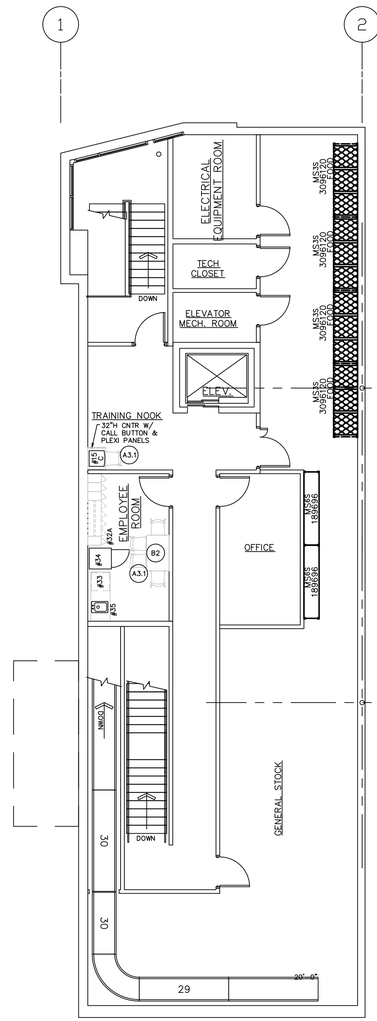
REVISIONS

| | |
|---|---|
| Plot Scale | |
| Job No. | |
| Date | 03/21/2016 |
| Drawn | Checked |
| Sheet | 4 |

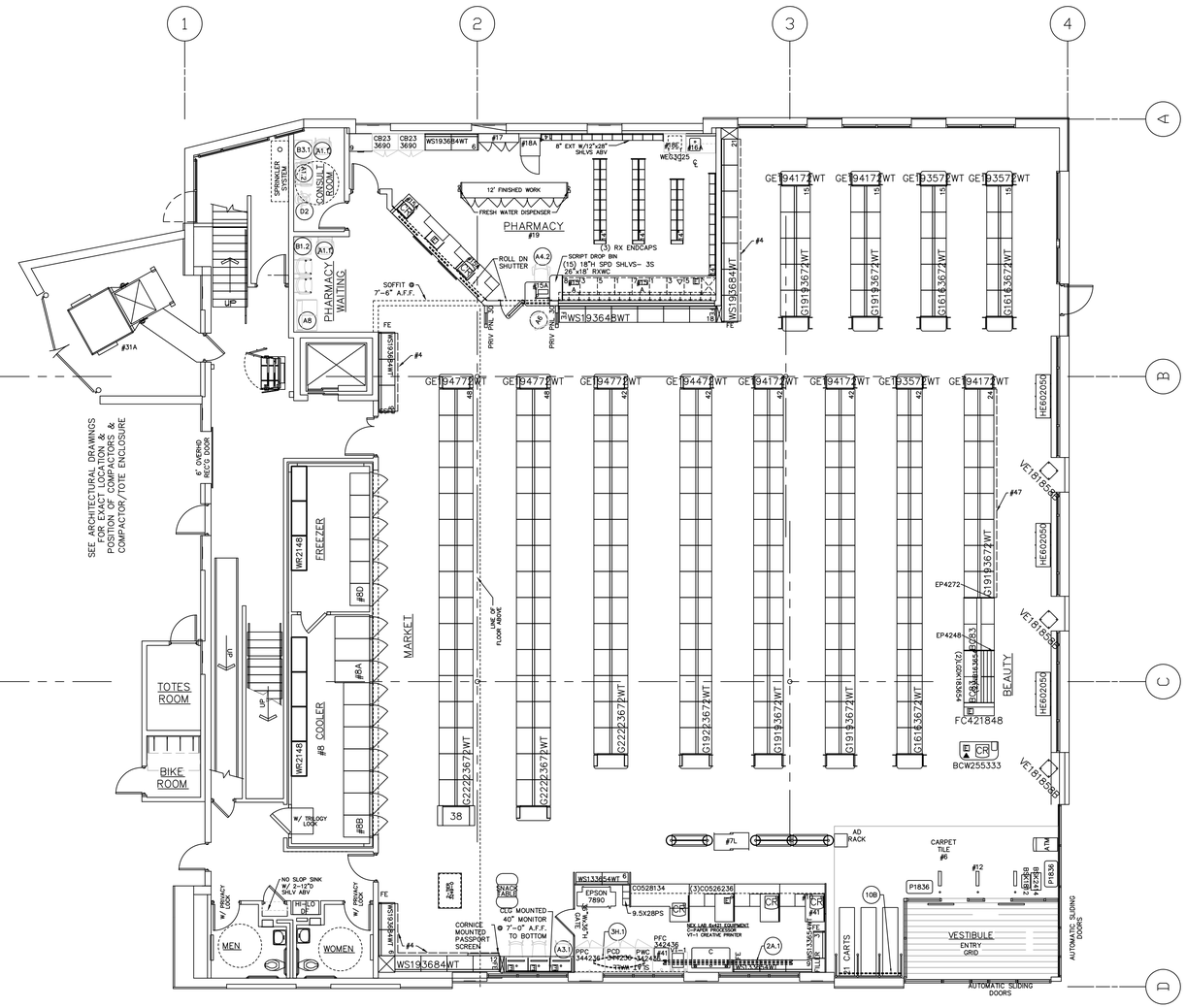
# SITE DEVELOPMENT PLAN
# WALGREENS BOULDER

LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 70 WEST,
6TH PRINCIPAL MERIDIAN, CITY OF BOULDER,
COUNTY OF BOULDER, STATE OF COLORADO




## MEZZANINE PLAN




## PRELIMINARY FLOOR PLAN

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WWW.RRENGINEERS.COM

PRELIMINARY FLOOR PLAN

SITE: WALGREENS
601 SOUTH BROADWAY

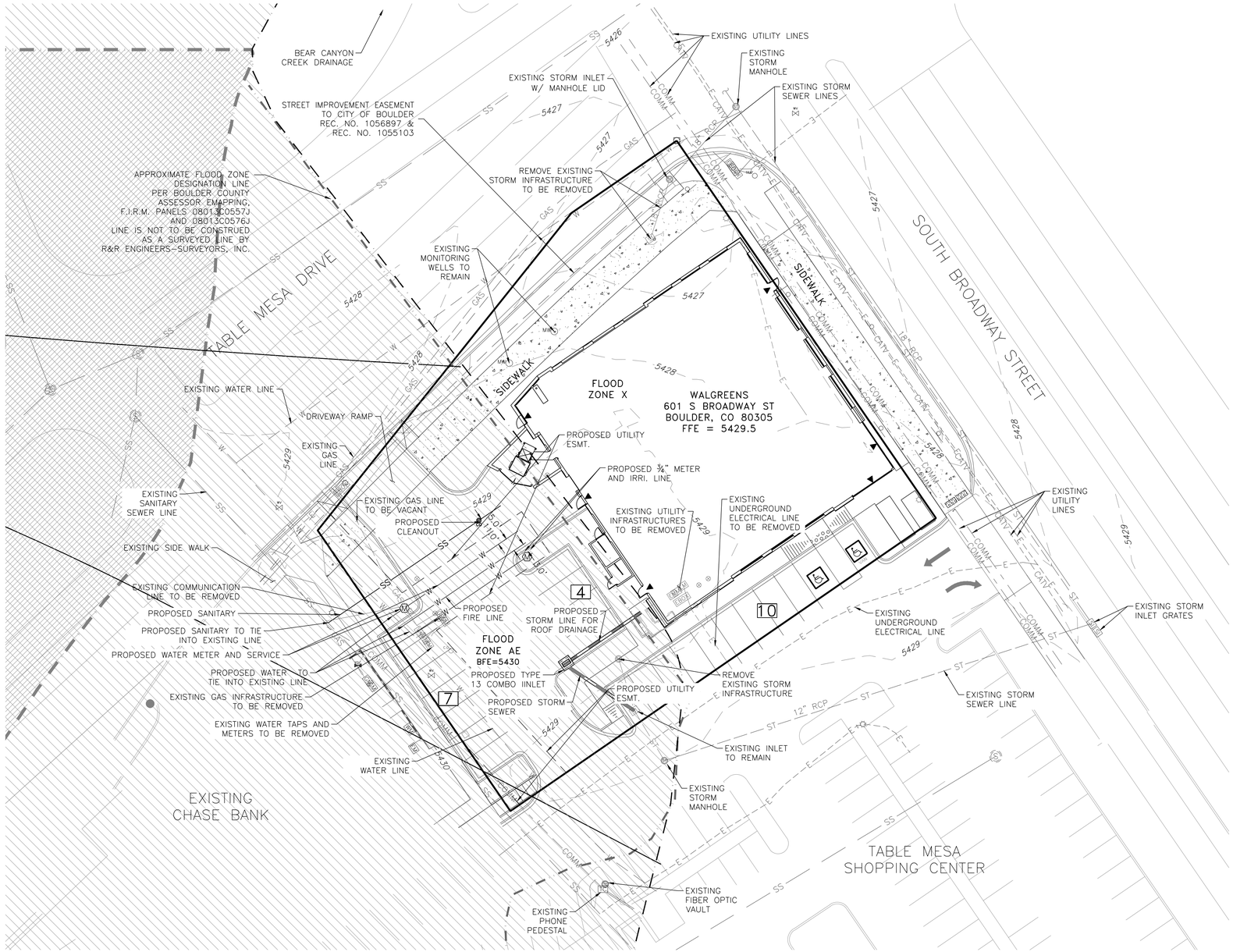
FOR: EVERGREEN
2390 East Camelback Road, Suite 410
Phoenix, Arizona 85016

REVISIONS

| | |
|---|---|
| Plot Scale | |
| Job No. | |
| Date | 03/21/2016 |
| Drawn | Checked |
| Sheet | 5 |

# SITE DEVELOPMENT PLAN
# WALGREENS BOULDER

LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 70 WEST,
6TH PRINCIPAL MERIDIAN, CITY OF BOULDER,
COUNTY OF BOULDER, STATE OF COLORADO




## LEGEND

| | |
|---|---|
| | PROPERTY LINE |
| 5481 | PROPOSED CONTOUR |
| 5182 | EXISTING CONTOUR |
| SS | PROPOSED SANITARY SEWER |
| ss | EXISTING SANITARY SEWER |
| W | PROPOSED WATERLINE |
| w | EXISTING WATERLINE |
| | PROPOSED STORM SEWER |
| st | EXISTING STORM SEWER |
| PH | PROPOSED PHONE LINE |
| F/O | PROPOSED FIBER OPTIC LINE |
| GAS | PROPOSED GAS LINE |
| OHE | PROPOSED OVERHEAD ELECTRIC LINE |
| E | PROPOSED (UNDERGROUND) ELECTRIC LINE |
| | APPROXIMATE FLOODPLAIN |
| | PROPOSED CURB / PROPOSED FLOW LINE / PROPOSED PAN/LIP |
| | EXISTING CURB / EXISTING FLOW LINE / EXISTING PAN/LIP (IF APPLICABLE) |
| | EXISTING / PROPOSED GATE VALVE * |
| | EXISTING / PROPOSED THRUST BLOCK (T.B.) * |
| M | PROPOSED WATER METER * |
| | EXISTING / PROPOSED FIRE HYDRANT * |
| ST | EXISTING / PROPOSED STORM MANHOLE * |
| | EXISTING / PROPOSED STORM INLET * |
| S | EXISTING / PROPOSED SANITARY MANHOLE * |
| CO | EXISTING / PROPOSED CLEAN OUT * |
| 61.44±EX / 52.44 | EXISTING / PROPOSED GRADE (FL=FLOWLINE, TC=TOP CURB, ME=MATCH EXISTING TW=TOP WALL, FG=FINISH GRADE) |
| 2% | SLOPE |
| 12 | PARKING COUNT |

## NOTES

1. UTILITIES SHALL COMPLY WITH CITY OF BOULDER DESIGN AND CONSTRUCTION STANDARDS.
2. ALL UTILITIES SHOWN ARE LOCATED WITH THE BEST AVAILABLE INFORMATION AND SHALL BE VERIFIED BY CONTRACTOR.

0 20 40 60
SCALE: 1" = 20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UTILITY PLAN

SITE: WALGREENS
601 SOUTH BROADWAY

FOR: EVERGREEN
2390 East Camelback Road, Suite 410
Phoenix, Arizona 85016

REVISIONS
12/7/15 CITY COMMENTS
03/17/16 CITY COMMENTS

Plot Scale 1 : 1
Job No. ED14011
Date 2/1/2016
Drawn JD Checked CN
Sheet 6


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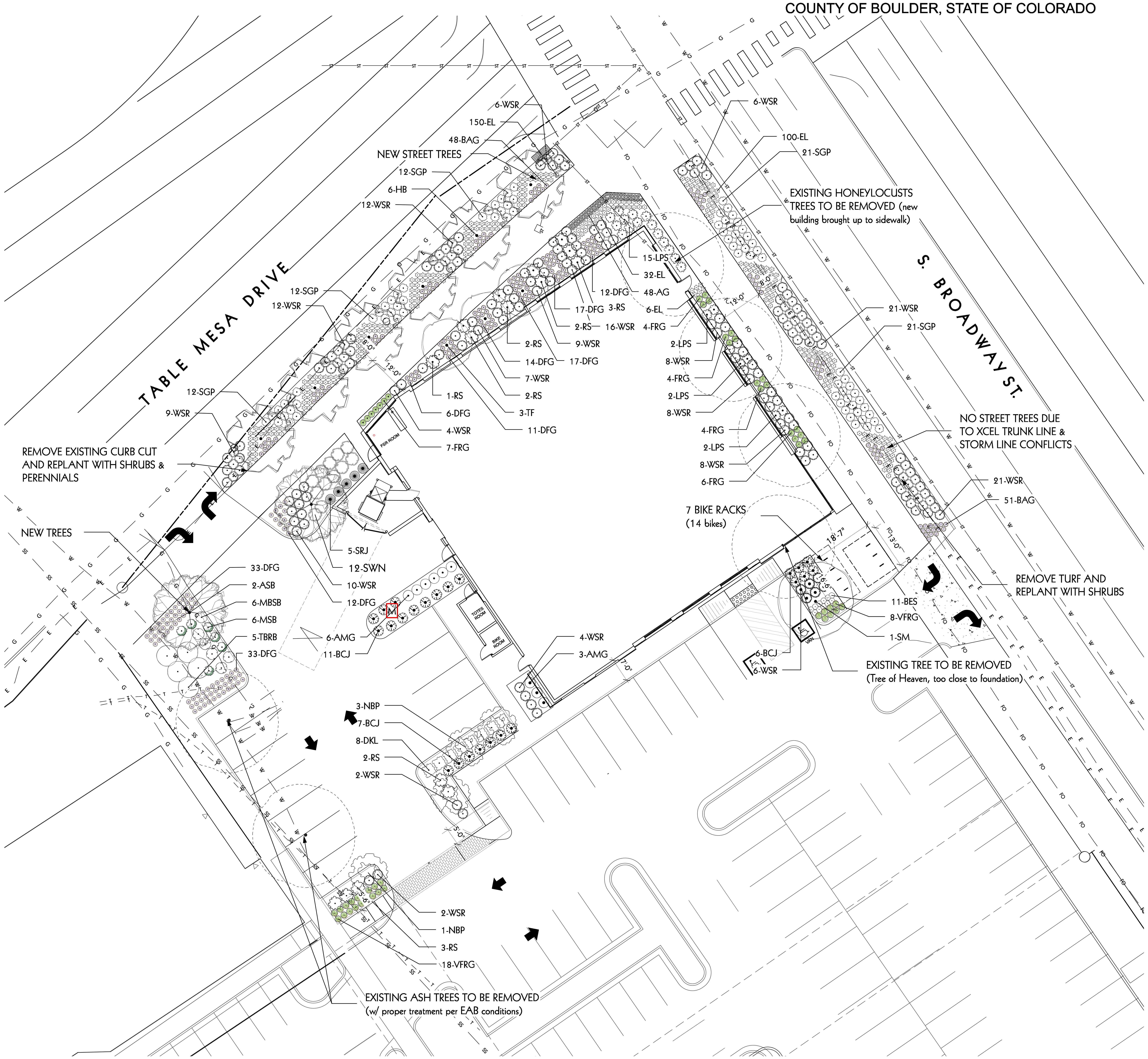
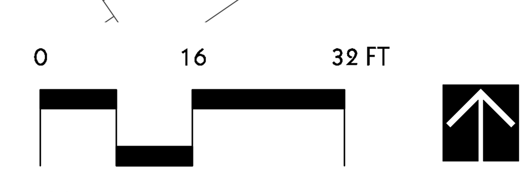
# SITE DEVELOPMENT PLANS
# WALGREENS BOULDER

LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 70 WEST,

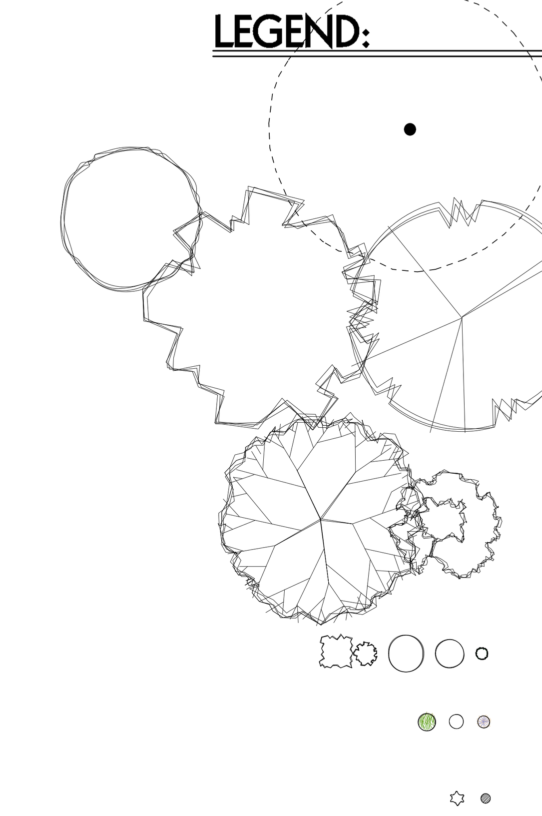
6TH PRINCIPAL MERIDIAN, CITY OF BOULDER,

COUNTY OF BOULDER, STATE OF COLORADO

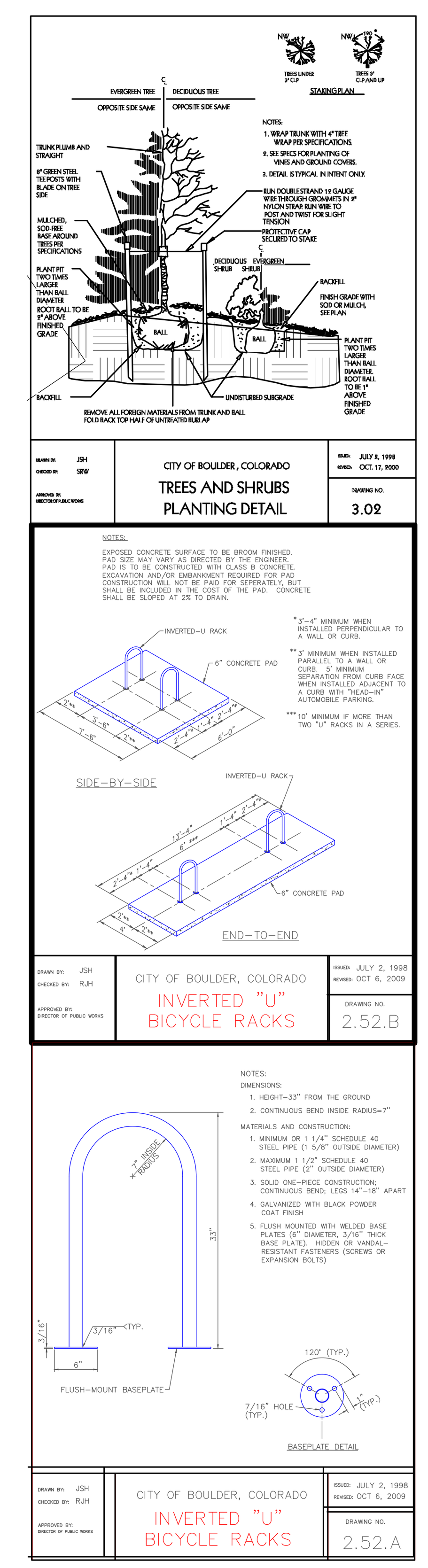



## LEGEND:




| LANDSCAPE REQUIREMENTS: 03-14-16 | | | |
|---|---|---|---|
| **OVERALL SITE** | **REQUIRED** | | **PROVIDED/COMMENTS** |
| TOTAL LOT AREA | 27,440 | SF | |
| BUILDING AREA: | 9,970 | SF | |
| TOTAL DRIVES & PARKING AREA: | 10,390 | SF | |
| TOTAL OPEN SPACE | 7,080 | SF | 25.8% |
| TOTAL NUMBER OF PARKING STALLS | 915 required | | 810 currently provided - 11% reduction |
| TOTAL NUMBER BIKE RACKS | 13 short term + 4 long term | | 14 short term + 4 long term |
| INTERIOR PARKING LOT LANDSCAPED AREA @ 10%* | 1,039 | SF | 1,337 SF = 12% |
| **PARKING LOT SCREENING:** | | | |
| FROM ADJACENT PROPERTIES | | | |
| Height & Opacity | Landscape Material 42" ht. | | |
| Width | 6' Buffer | | 0' provided on west (cross parking of property), 8' provided on south side toShopping Center parking lot drive isle, 15' provided along Table Mesa Drive |
| Trees | 1 tree/25 =72' on west side of property | | 3 provided @ NW edge of lot |
| | 80 LF on south side of property | | 4 provided @ SW edge of lot |
| **STREETSCAPE:** | **REQUIRED** | | **PROVIDED/COMMENTS** |
| Existing Detached Sidewalk - S. Broadway | 1 tree/40' - 164 LF = 4 trees | | 0 proivded due to Storm and Electrial Trunk Lines |
| Existing Detached Sidewalk - Table Mesa Drive | 1 tree/40' - 189 LF = 5 trees | | 6 provided |
| **MIMINUM PLANT SIZES:** | 1 tree & 5 shrubs/1500 sf = 24,775 sf = 17 trees + 83 shrubs | | |
| Deciduous Trees | 2" cal. | | 10 trees |
| Evergreen Trees | 6' ht. | | 5 trees |
| Ornamental Trees | 1.5" cal. | | 6 trees |
| Shrubs | 5 gallon container | | 345 5-gal shrubs + 308 1-gal ornamental grasses |




| PLANT LIST 03-14-16 | | | | | |
|---|---|---|---|---|---|
| KEY | QTY | COMMON NAME | SCIENTIFIC NAME | SIZE | O.C. SPACING |
| **SHADE TREES:** | | | | | |
| HB | 6 | Hackberry | Celtis occidentalis | 2" clp. | as shown |
| SM | 1 | Sugar Maple | Acer saccharum 'Green Mountain' | 2" clp. | as shown |
| TF | 3 | Turkish Filbert | Corylus colurna | 2" clp. | as shown |
| TOTAL: | 10 | | | | |
| **EVERGREEN TREES:** | | | | | |
| SRJ | 5 | Skyrocket Juniper | Juniperus scopulorum 'Skyrocket' | 6' ht. | as shown |
| TOTAL: | 5 | | | | |
| **ORNAMENTAL TREES:** | | | | | |
| ASB | 2 | Autumn Splendor Buckeye | Aesculus 'Autumn Splendor' | 1.5" clp. | as shown |
| NBP | 4 | New BradfordA. Flowering Pear | Pyrus calleryana 'Holmford' | 1.5" clp. | as shown |
| TOTAL: | 6 | | | | |
| **SHRUBS:** | | | | | |
| BCJ | 24 | Blue Chip Juniper | Juniperus horizontalis 'Blue Chip' | 5 gallon | 4' o.c. |
| DKL | 8 | Dwarf Korean Lilac | Syringa meyeri 'Palibin' | 5 gallon | 3.5' o.c. |
| LPS | 21 | Little Princess Spirea | Spiraea japonica 'Little Princess' | 5 gallon | 3' o.c. |
| MBSB | 6 | Magic Berry Snowberry | Symphoricarpos x doorenbosii 'Magic Berry' | 5 gallon | 2.5' o.c. |
| MBB | 6 | Marlene Snowberry | Symphoricarpos x doorenbosii 'Marlene' | 5 gallon | 2.5' o.c. |
| RS | 15 | Russian Sage | Perovskia atriplicifolia | 5 gallon | 4' o.c. |
| SGP | 78 | Sutter's Gold | Potentilla fruticosa 'Sutter's Gold' | 5 gallon | 3' o.c. |
| SWN | 12 | Summer Wine Ninebark | Physocarpus opulifolious Summer Wine | 5 gallon | 4' o.c. |
| TBRB | 5 | Tall Blue Rabbitbrush | Ericameria nauseosa spp. nauseosa var. speciosa | 5 gallon | 4.5' o.c. |
| WSR | 171 | White Meidiland Landscape Rose | Rosa Meidiland White | 5 gallon | 3' o.c. |
| TOTAL: | 346 | | | | |
| **ORNAMENTAL GRASSES:** | | | | | |
| AMG | 9 | Arabesque Maiden Grass | Miscanthus sinensis 'Arabesque' | 1 gallon | 24" o.c. |
| BAG | 99 | Blue Avena Grass | Helictotrichon sempervirens | 1 gallon | 18" o.c. |
| DFG | 155 | Dwarf Fountain Grass | Pennisetum alopecuroides 'Hameln' | 1 gallon | 18" o.c. |
| FRG | 25 | Foerster`S Feather Reed Grass | Calamagrostis x acutiflora `Karl Foerster` | 1 gallon | 24" o.c. |
| VFRG | 20 | Overdam Feather Reed Grass | Calamagrostis x acutiflora `Overdam` | 1 gallon | 20" o.c. |
| TOTAL: | 308 | | | | |
| **PERENNIALS/GROUNDCOVERS/VINES:** | | | | | |
| AG | 48 | Adriatic Cranesbill | Geranium macrorrhizum | 1 gallon | 18" o.c. |
| BES | 11 | Goldsturm Black Eyed Susan | Rudbeckia fulgida 'Goldsturm' | 1 gallon | 15" o.c. |
| EL | 288 | English Lavender | Lavendula aungustifolia 'Munstead' | 1 gallon | 15" o.c. |
| TOTAL: | 347 | | | | |

## PLANT NOTES:

1. 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.

2. Trees shall not be planted closer than 10 feet to any sewer or water line. Tree planting shall be coordinated with Xcel Energy. Locations of all utilities shall be verified in the field prior to planting.

3. All shrubs shall be planted no closer than 3' from any walk or road edge.

4. 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.

5. 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.

6. All shrub beds adjacent to turf or seed areas shall be edged with Ryerson or approved equivalent steel edger.

7. All shrub bed areas shall be mulched with a 4" layer of wood mulch. Perennials and groundcover areas shall be mulched with a 3" layer of wood mulch. Landscape fabric to be used in shrub beds only, **do not install fabric below ornamental grasses, perennials or groundcover areas.**

8. 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 in all turf and shrub beds.

9. All lawn areas will be sodded with a fescue blend . All slopes steeper than 3:1 will have erosion control fabric.

10. All landscape (plant materials and grass) will be irrigated with an automatic system. Irrigation Plans & Detail to be submitted at Tec Doc.

11. Contractor shall verify all material quantities prior to installation. Actual number of plant symbols shall have priority over the quantity designated.

12. Refer to the City of Boulder Design and Construction Streetscaping Standards for all work within public areas. and **Planting/Construction Requirements/Schdule (10.03 .C.2) for planting season specifications.**

13. Refer to the Civil Engineer Drawings for Grading and Utility information.

14. This plan meets or exceeds City of Boulder landscape code requirements.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WWW.RRENGINEERS.COM


LANDSCAPE PLAN

SITE: WALGREENS
601 S. BROADWAY

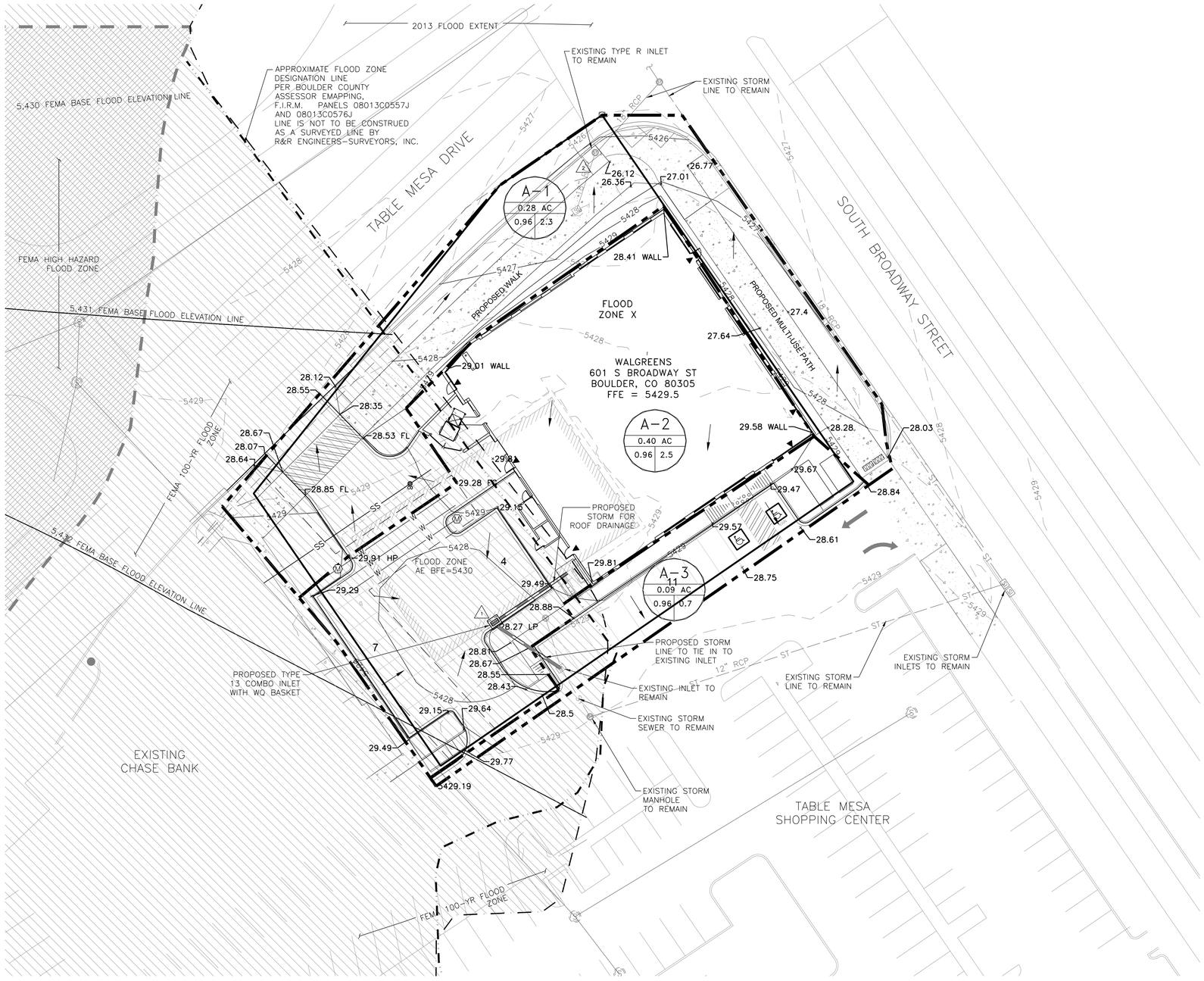
FOR: EVEGREEN REAL ESTATE
2390 East Camelback Road, Suite 410,
Phoenix, Arizona 85016

| REVISIONS | |
|---|---|
| 06/11/15 | PER CITY STAFF COMMENTS |
| 07/20/15 | PER CITY STAFF COMMENTS |
| 09/17/15 | PER CITY STAFF COMMENTS |
| 01/22/16 | PER CITY STAFF COMMENTS |
| 03/14/16 | PER CITY STAFF COMMENTS |

| | |
|---|---|
| Plot Scale | 1/16" = 1'-0" |
| Job No. | ED14011 |
| Date | 4/17/2015 |
| Drawn | SG |
| Checked | osla |
| Sheet | L1 |

# SITE DEVELOPMENT PLAN
# WALGREENS BOULDER

LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 70 WEST,
6TH PRINCIPAL MERIDIAN, CITY OF BOULDER,
COUNTY OF BOULDER, STATE OF COLORADO




## LEGEND

- FEMA BASE FLOOD ELEVATION LINES
- FLOOD ZONE DESIGNATION
- DRAINAGE BASIN BOUNDARY
- PROPERTY LINE
- FLOW ARROW
- EXISTING STORM PIPE
- PROPOSED STORM PIPE
- PROPOSED CONTOUR
- EXISTING CONTOUR
- NEW CURB / NEW FLOW LINE / NEW PAN/LIP
- EXISTING CURB / EXISTING FLOW LINE / EXISTING PAN/LIP (IF APPLICABLE)
- DRAINAGE BASIN CALLOUT: A; 1.27 ACRES; BASIN SIZE IN ACRES; 0.69 6.50; 100 YEAR FLOW (CFS); 100-YR COMPOSITE "C" VALUE
- CITY HIGH HAZARD FLOOD ZONE
- FEMA 100-YR FLOOD ZONE
- 2013 FLOOD EXTENT
- DESIGN POINTS

## LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN BLOCK "B", THIRD ADDITION TO MARTIN ACRES, COUNTY OF BOULDER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID BLOCK "B", THIRD ADDITION TO MARTIN ACRES; THENCE NORTH 00°02'40" EAST, 934.24 FEET ALONG THE WEST LINE OF SAID BLOCK "B" TO A POINT ON THE SOUTHERLY LINE OF TABLE MESA DRIVE AS DESCRIBED IN DEED RECORDED IN BOOK 1263 AT PAGE 168 IN THE BOULDER COUNTY RECORDS; THENCE NORTH 46°12'50" EAST, 72.00 FEET ALONG SAID SOUTHERLY LINE OF TABLE MESA DRIVE; THENCE NORTH 38°38'10" EAST, 12.87 FEET ALONG SAID SOUTHERLY LINE OF TABLE MESA DRIVE TO THE POINT OF BEGINNING;
THENCE NORTH 38°38'10" EAST, 145.58 FEET ALONG SAID SOUTHERLY LINE OF TABLE MESA DRIVE; THENCE NORTH 55°31'30" EAST, 45.70 FEET ALONG SAID SOUTHERLY LINE OF TABLE MESA DRIVE TO THE NORTHWEST CORNER OF THAT TRACT OF LAND DESCRIBED ON FILM 1155 AS RECEPTION NO. 435157 IN THE BOULDER COUNTY RECORDS; THENCE SOUTH 34°28'30" EAST, 164.23 FEET ALONG THE WESTERLY LINE OF SAID TRACT DESCRIBED ON FILM 1155 AS RECEPTION NO. 435157;

THENCE THE FOLLOWING TWO (2) COURSES:

1. SOUTH 55°31'30" WEST, 185.00 FEET;
2. NORTH 34°28'30" WEST, 121.94 FEET TO THE POINT OF BEGINNING.

| RUNOFF SUMMARY-PROPOSED | | |
|---|---|---|
| BASIN | 2-YR (cfs) | 100-YR (cfs) |
| A-1 | 1.3 | 2.5 |
| A-2 | 2.0 | 3.8 |
| A-3 | 0.4 | 0.8 |

0 20 40 60
SCALE: 1" = 20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PRELIMINARY STORM WATER PLAN

SITE: WALGREENS 601 SOUTH BROADWAY

FOR: EVERGREEN 2390 East Camelback Road, Suite 410 Phoenix, Arizona 85016

REVISIONS
12/7/15 CITY COMMENTS
03/17/16 CITY COMMENTS

Plot Scale 1:1
Job No. ED14011
Date 2/1/2016
Drawn JD Checked CN
Sheet 8


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## Van Schaack, Chandler

**From:** jbeltzer@gmail.com
**Sent:** Saturday, May 30, 2015 6:21 AM
**To:** Van Schaack, Chandler
**Subject:** South Boulder resident Walgreens comments

Dear Mr Van Schaack,

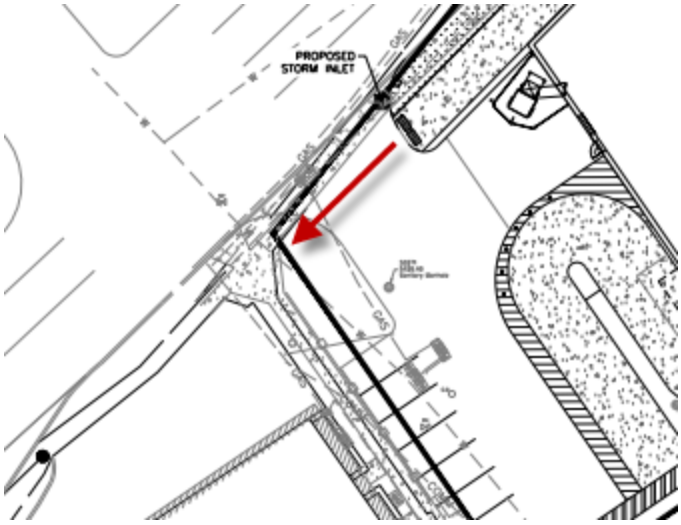
I live in south Boulder near Fairview High School and I'm writing to second the comments recently sent to you via my neighbor Steve Dundorf (attached below). I work at the university and my husband at Google and we use the bike path almost daily, year round. The impact of more traffic in that location is of primary concern to me, as is the inutility of another pharmacy in that area. It is also hard to know the continued impact of the proposed changes given the silence around usage of the old savers area. These spaces have been empty and ugly spots in economically prospering neighborhoods for so long that I hope the city will take this opportunity to help grow this area in line with the communities developing in the residential areas nearby.
Best,
Jennifer Nicolo

---

**From:** Steve Dundorf [mailto:steve@dundorf.org]
**Sent:** Friday, May 29, 2015 11:43 PM
**To:** 'Van Schaack, Chandler'
**Cc:** 'Karyn Dundorf (boulderkaryn@gmail.com)'
**Subject:** 601 S Broadway, Walgreens - Comments

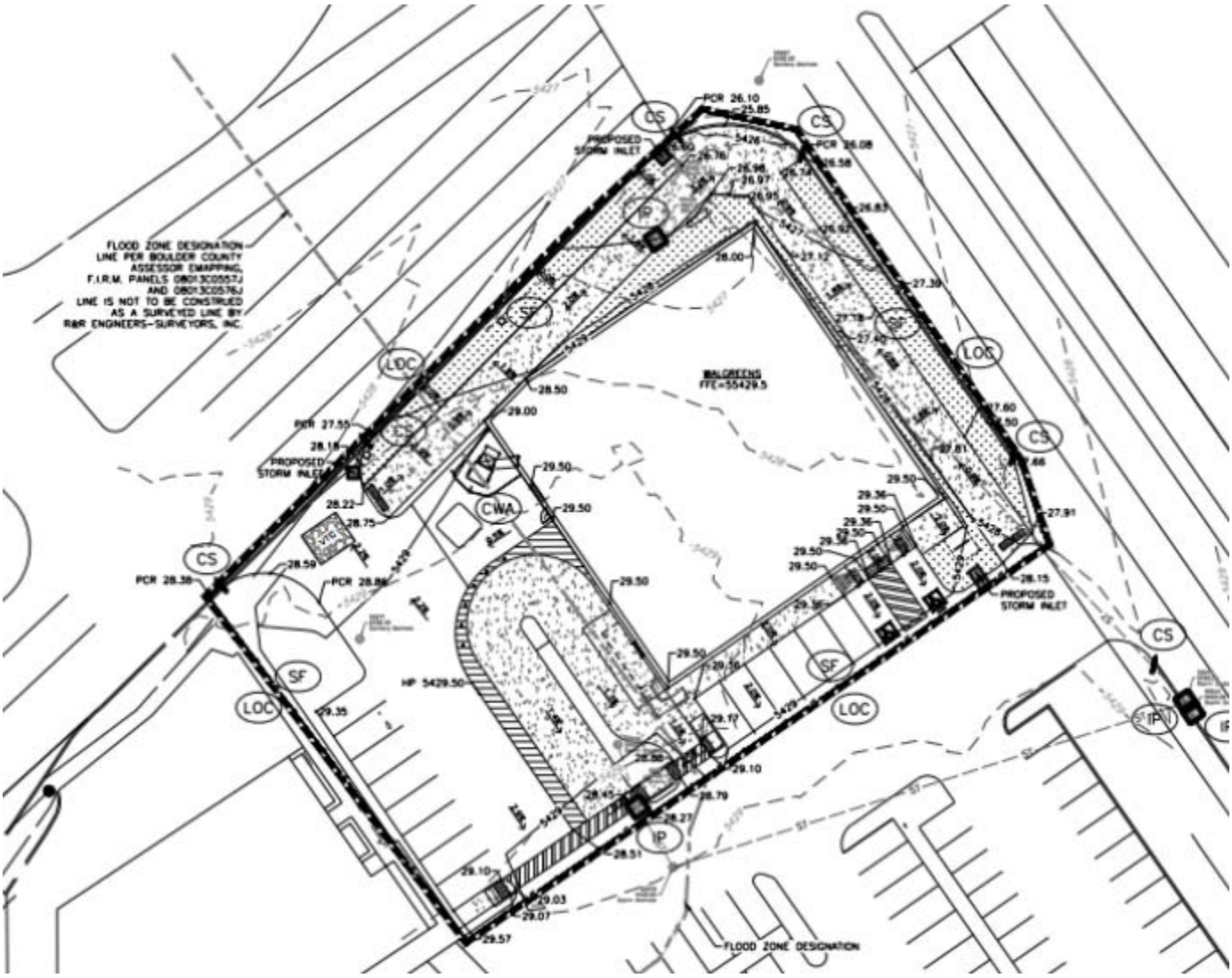
Design Comments

1) Setback: The building is way too close to the corner of Broadway and Table Mesa and to both of these roads. I'm all for taller buildings and higher density for which this shopping center would be ideal (e.g. mixed use), but the proposed location in relation to both the bike path and the road is way too high on the visual impact and aesthetics. It needs to have a much greater setback. For this site, this could mean a smaller building, no drive through, and/or less parking is needed
2) Drive through: I am against a drive through, especially at this location. 1) This is a very busy intersection and parking lot. More cars in this location with limited space is going to be an issue. It's great the shopping center is doing better and that means parking is tight and there are many more cars. 2) This is promoting automobile use, which counters what Boulder is trying to do for climate, etc.
3) Sidewalk/Bike Path: It's good to see some improvements to the sidewalks and bike path in the plans. What is really needed here for bike/pedestrian improvements is an underpass along the current Broadway bike/walk path alignment that goes under table mesa. This would improve bike and walking access which would be good for the shopping center and good for South Boulder. This may be a better alignment than the proposed bear creek alignment.
4) Sidewalk: It looks like there should be some sidewalk improvement in the western corner of the lot to link the sidewalk improvement on the other side of the driveway (per image/arrow below). If the bold dark line is the site boundary, it is not clear why the parking spaces are extending beyond it. If the dark line extends to the edge of the parking, then it covers the continuation of the sidewalk.




General

1) Perhaps it doesn't matter to W.W.Reynolds, etc., but I think this type of store/chain in such a prominent location (probably the prime corner in South Boulder) degrades the entire South Boulder image and experience. Granted, the gas station wasn't great either, but this is an opportunity for a positive change. In addition, with 2 pharmacies in the shopping center, a Walgreens is probably the last store South Boulder needs. That said, it is private property, so that's probably up to W.W.Reynolds to decide.




Sent from my iPhone

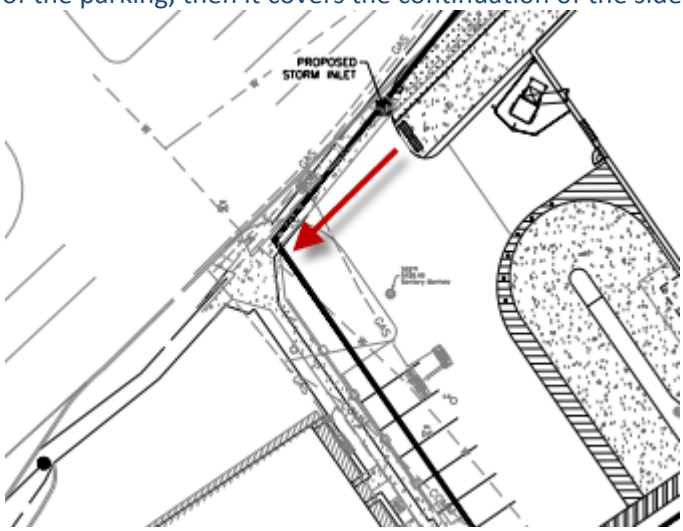
## Van Schaack, Chandler

**From:** Steve Dundorf [steve@dundorf.org]
**Sent:** Friday, May 29, 2015 11:43 PM
**To:** Van Schaack, Chandler
**Cc:** 'Karyn Dundorf'
**Subject:** 601 S Broadway, Walgreens - Comments

Thanks for the info Chandler. Two things to start, followed by some design comments below:

1) The following document link is still not working: https://www-static.bouldercolorado.gov/docs/PDS/plans/LUR2015-00039/L1%20City%20submittal%20#1-landscape%20plan%2004_17_15.pdf
2) Perhaps it doesn't matter to W.W.Reynolds, etc., but I think this type of store/chain in such a prominent location (probably the prime corner in South Boulder) degrades the entire south boulder image and experience. Granted, the gas station wasn't great either, but this is an opportunity for a positive change. In addition, with 2 pharmacies in the shopping center, a Walgreens is probably the last store South Boulder needs. That said, it is private property, so that's probably up to W.W.Reynolds to decide.

Here's my comments that apply to the design regardless of what store goes in:

1) Setback: The building is way too close to the corner of Broadway and Table Mesa and to both of these roads. I'm all for taller buildings and higher density for which this shopping center would be ideal (e.g. mixed use), but the proposed location in relation to both the bike path and the road is way too high on the visual impact and aesthetics. It needs to have a much greater setback. For this site, this could mean a smaller building, no drive through, and/or less parking is needed
2) Drive through: I am against a drive through, especially at this location. 1) This is a very busy intersection and parking lot. More cars in this location with limited space is going to be an issue. It's great the shopping center is doing better and that means parking is tight and there are many more cars. 2) This is promoting automobile use, which counters what Boulder is trying to do for climate, etc.
3) Sidewalk/Bike Path: It's good to see some improvements to the sidewalks and bike path in the plans. What is really needed here for bike/pedestrian improvements is an underpass along the current Broadway bike/walk path alignment that goes under table mesa. This would improve bike and walking access which would be good for the shopping center and good for South Boulder. This may be a better alignment than the proposed bear creek alignment.
4) Sidewalk: It looks like there should be some sidewalk improvement in the western corner of the lot to link the sidewalk improvement on the other side of the driveway (per image/arrow below). If the bold dark line is the site boundary, it is not clear why the parking spaces are extending beyond it. If the dark line extends to the edge of the parking, then it covers the continuation of the sidewalk.
5) 

**From:** Van Schaack, Chandler [mailto:VanSchaackC@bouldercolorado.gov]
**Sent:** Thursday, May 28, 2015 10:45 AM
**To:** 'steve@dundorf.org'
**Subject:** Walgreen's Drive-Thru Info

Hi Steve,

Thanks for speaking with me earlier. The website where the project documents are located can be found here:

http://gisweb.bouldercolorado.gov/agswebsites/pds/development-review/

Type in "601 S Broadway" in the search field, then select the same address from the drop down menu. PDFs of the project documents will be available on the left. You can also type in the case number, LUR2015-00039, if the address does not work for some reason.

Please let me know if you have any additional questions or comments.

Best,

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

## Van Schaack, Chandler

**From:** plandevelop
**Sent:** Tuesday, May 12, 2015 4:55 PM
**To:** Van Schaack, Chandler
**Subject:** FW: LUR2015-00039

FYI

-----Original Message-----
From: James Mapes [mailto:jamesmapes@gmail.com]
Sent: Monday, May 11, 2015 12:27 PM
To: plandevelop
Subject: LUR2015-00039

I am writing in regards to the proposed redevelopment of 601s Broadway (LUR2015-00039). I am strongly opposed to drive through element of this proposal. This corner is a very important gateway site being at the intersection of two major transit corridors near where they enter the city. As such this corner needs a strong building that signifies permanence and quality like no drive through does. In addition, the comp plan shows an underpass for the Broadway Boogie Bikepath at this location and any redevelopment of the property should include this important pedestrian connection. Redevelopment of this site is once in a generation opportunity and it should not be wasted.

Sincerely,
James Mapes
1160 Drexel St
Boulder, CO 80305

**C I T Y O F B O U L D E R**
**PLANNING BOARD AGENDA ITEM**
**MEETING DATE: May 12, 2016**

AGENDA TITLE: Public hearing and consideration of a Non-Conforming Use Review application, case no. LUR2016-00014 and simple Site Review, case no. LUR2016-00025 for expansion of the Quality Inn Boulder Creek/Basecamp Motel and 33 percent parking reduction with 43 existing parking spaces where 60 are required. The site is located at 2020 Arapahoe Ave. Because this is an existing non-residential use within a residential zoning district (Residential – High 1), the use is considered non-conforming. The applicant requests to expand the exterior patio from 159 square feet to 346 square feet, and convert existing floor area to increase the room count from 47 to 50 rooms that includes the addition of one fully compliant Americans with Disabilities Association (ADA) room. The applicant is requesting Vested Rights per Land Use Code section 9-2-7(b)(1), B.R.C. 1981.

Applicant: Christian Stroebel
Owner: Boulder Motel Group, LLC

**REQUESTING DEPARTMENT:**
Planning, Housing + Sustainability
David Driskell, Executive Director
Susan Richstone, Deputy Director
Charles Ferro, Development Land Use Review Manager
Elaine McLaughlin, Senior Planner

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

| | |
|---|---|
| Proposal: | Request for approval of three motel rooms within existing floor area, expanded deck space and documentation of an existing parking reduction. |
| Project Name: | Quality Inn Boulder Creek/Basecamp Motel |
| Location: | 2020 Arapahoe Avenue |
| Size of Tract: | 33,867 square feet (0.78-acres) |
| Zoning: | Residential – High 1 (RH-1) |
| Comprehensive Plan: | High Density Residential |

**BACKGROUND:**

The project site is located on Arapahoe Avenue near 20th Street within the RH-1 zoning district, which is defined in section 9-5-2(c)(1)(D) of the land use code as *"high density residential areas primarily used for a variety of types of attached residential units, including without limitation, apartment buildings, and where complementary uses may be allowed."* The zoning map is provided in **Figure 2**. To the west is a small Snarf Burger Restaurant and to the east is Listen Up Sound Systems retail store; across Arapahoe Avenue is residential. Further to the east is Naropa University and further to the west is Boulder Stained Glass Studio and Rocky Mountain Anglers Fly Fishing retail store. To the north is a mix of residential that includes single family, duplex, triplex and larger multi-family. To the south is University of Colorado Married Student Housing apartments.

The property has operated as a motel use since 1971. City records indicate that there were as many as 48 motel rooms, although the most recent records indicate a maximum permitted of 47 rooms. In the early 1980s, the existing residence on the property was converted to the motel lobby with conference rooms above. The applicant has indicated that when they recently purchased the motel, it had operated for a number of years with 49 rooms. The applicant would like to officially "add add a fully compliant ADA room where a maintenance room exists," but in line with other motel rooms.

**Figure 1: Location of Site**

In analyzing the Non-Conforming Use Review, it was found that the applicant also requires application for a Site Review to permit a parking reduction greater than
25 percent per the land use code section 9-2-14, B.R.C. 1981. In this case, 60 spaces required where 43 exist (are proposed) equivalent to a 28 percent parking reduction. Refer to Key Issue 2. The existing buildings are seen in photos in **Figures 3, 4, and 5** on the following page. The site also has non-standard side and rear yard setbacks that would not change with the proposal.

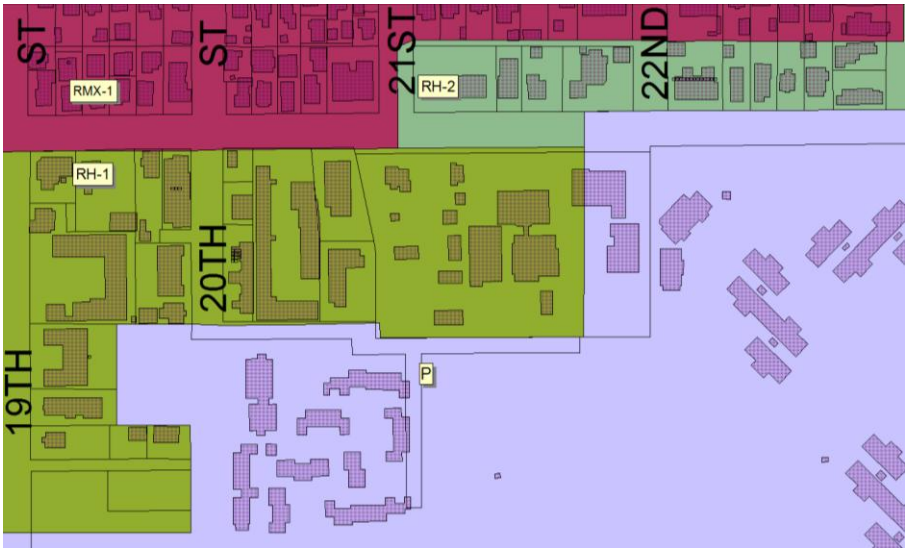



**Figure 2: Zoning of Site and Surroundings**

**Figure 3: Photo of Existing Building Looking South**

**Figure 4: Photo of Existing Building with Context Looking**

**Figure 5: Photo of Existing Building with Context Looking**

**PROPOSED PROJECT:**
The applicant is requesting approval of a total of 50 motel rooms where 48 exist today, and where 47 were formally permitted. While there are no plans to expand the floor area of the motel, converting the existing maintenance room and the conference rooms in the residential building is considered expansion of a Non-Conforming Use through Use Review. There is also a related Site Review for the request for a 28 percent parking reduction. The applicant plans several site improvements including building a deck space of 346 square feet where an existing 159 square foot patio is located, also considered expansion of the non-conforming use as well as a "restaurant with an outdoor dining area of 300 square feet or greater within 500 feet of a residential area." Refer to project plans within **Attachment C.**

**Parking Reduction.** The applicant is proposing to maintain an existing parking reduction on the site that would decrease slightly due to the remodel of several existing spaces into three motel rooms. Under the Land Use Code (9-9-6, B.R.C. 1981) parking for motels, hotels and bed and breakfasts require one space per guest room or unit, plus spaces required for nonresidential uses at one space per 300 square feet of floor area. Existing today is an area totaling 4,426 square feet. With the planned remodel, the applicant intends to convert two small conference spaces and a maintenance room (non-residential use floor area) to rooms, thus reducing the floor area of the non-residential uses and the parking demand. The applicant is then proposing to add two parking spaces where the trash/recycling are now are located, moving the trash recycling to a more efficient space behind the building, and therefore the parking reduction is lowered. The existing and proposed parking is summarized in Table 1 below.

**Table 1:**
**Existing and Proposed Parking**

| | Hotel Rooms (1 sp. per room) | Floor Area of Non-Residential Uses (1 sp. per 300 sf.) | Required Parking Spaces | Existing or Proposed Parking Spaces | Percentage |
|---|---|---|---|---|---|
| **Existing Motel** | 47 | 4,426 sf = 14 sp | 61 spaces | 41 spaces | 33 percent |
| **Proposed Remodel** | 50 | 3046 sf = 10 sp | 60 spaces | 43 spaces | 28 percent |

**REVIEW PROCESS:**
Because the existing motel is considered a nonconforming use, the development proposal is considered an expansion of a nonconforming use as defined in chapter 9-16, "Definitions," B.R.C. 1981.

*"Expansion of nonconforming use" means any change or modification to a nonconforming use that constitutes:*

*(1) An increase in the occupancy, floor area, required parking, traffic generation, outdoor storage, or visual, noise, or air pollution;*

*(2) Any change in the operational characteristics which may increase the impacts or create adverse impacts to the surrounding area including, without limitation, the hours of operation, noise, or the number of employees;*

*(3) The addition of bedrooms to a dwelling unit, except a single-family detached dwelling unit; or*

*(4) The addition of one or more dwelling units."*

In this case, the operational characteristics of the motel use and the increase in occupancy is considered the expansion of the non-conforming use. Pursuant to the Land Use Code section 9-10-3(c)(2), "Standards for Changes to Nonstandard Buildings, Structures and Lots, and Nonconforming Uses," B.R.C. 1981, applications for Nonconforming Use Review are reviewed for consistency with the criteria set forth in Land Use Code subsection 9-

2-15(e) and (f), B.R.C. 1981. Generally, the Nonconforming Use Review criteria are focused on decreasing the level of nonconformity of the site, minimizing adverse impacts to surrounding properties, maintaining consistency surrounding uses as well as area character or improving the appearance of the property. There is an existing home on the property that was built in 1900. During the motel remodel in the early 1980s the existing home was altered and connected to the motel. Given the limited extent of the changes to the proposed motel, there is no requirement to apply to landmark the motel site or home.

**ANALYSIS OF NON CONFORMING USE REVIEW:**

Overall, the project was found to be consistent with the criteria for Use Review set forth in subsections 9-2-15(e) and (f), B.R.C. 1981.

**(e) "Criteria for Review": No use review application will be approved unless the approving agency finds all of the following:**

✓ **(1) Consistency with Zoning and Non-Conformity: The use is consistent with the purpose of the zoning district as set forth in section 9-5-2(c), "Zoning Districts Purposes," B.R.C. 1981, except in the case of a non-conforming use;**

*The project site is zoned Residential - High 1 (RH-1), which is defined as,*

> *"high density residential areas primarily used for a variety of types of attached residential units, including without limitation, apartment buildings, and where complementary uses may be allowed" section 9-5-2(c)(1)(D), B.R.C. 1981.*

*The motel is considered a nonconforming use as motel/hotel uses are no longer permitted in the zoning district. The buildings are considered nonstandard because they don't meet the minimum side and rear setback standards: the required side yard setback is 0 or 5', where the existing west side yard setback is 4.3 feet. Similarly, the required rear yard setback is 15 feet where the existing non-standard setback is 4.3 feet. Refer to the analysis under the Use Review Non-Conforming Use Review criterion analysis of (f)(3)(B) below. The property is also considered non-conforming as to parking. However, the related and concurrent Site Review application documents the existing condition and the parking reduction.*

✓ **(2) Rationale: The use either:**

**N/A (A) Provides direct service or convenience to or reduces adverse impacts to the surrounding uses or neighborhood;**

**N/A (B) Provides a compatible transition between higher intensity and lower intensity uses;**

**N/A (C) Is necessary to foster a specific city policy, as expressed in the Boulder Valley Comprehensive Plan, including, without limitation, historic preservation, moderate income housing, residential and non-residential mixed uses in appropriate locations, and group living arrangements for special populations; or**

✓ **(D) Is an existing legal nonconforming use or a change thereto that is permitted under subsection (f) of this section;**

*The property is a legal nonconforming use that was established in the 1970s. The site is also nonconforming as to parking and the buildings are nonstandard as to setbacks.*

✓ **(3) Compatibility: The location, size, design, and operating characteristics of the proposed development or change to an existing development are such that the use will be reasonably compatible with and have minimal negative impact on the use of nearby properties or for residential uses in industrial zoning districts, the proposed development reasonably mitigates the potential negative impacts from nearby properties;**

*The "expansion" of the non-conforming use is considered to be compatible with the surrounding area. The properties in the immediate vicinity are varied in use with a number of non-residential uses established adjacent to the site over the years. To the west is a small Snarf Burger Restaurant and to the east is Listen Up Sound Systems retail store; across Arapahoe Avenue is residential. Further to the east is Naropa University and further to the west is Boulder Stained Glass Studio and Rocky Mountain Anglers Fly Fishing retail store. To the north is a mix of residential that includes single family, duplex, triplex and larger multi-family. To the south is University of Colorado Married Student Housing apartments.*

*Considering the existing variation in use of the area, the proposal to have a maximum of 50 motel rooms where as many as 48 hotel rooms have been permitted, is reasonably compatible with the surrounding properties and will have minimal negative impact on such properties. Staff noted that there have been no direct complaints about parking from hotel guests onto adjacent properties. There are a number of on-street parking spaces that are available at varying times. This is further analyzed within the Site Review Criteria of Key Issue 2.*

✓ **(4) Infrastructure: As compared to development permitted under section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, in the zone, or as compared to the existing level of impact of a nonconforming use, the proposed development will not significantly adversely affect the infrastructure of the surrounding area, including, without limitation, water, wastewater, and storm drainage utilities and streets;**

*The infrastructure required to provide services to the site exist today. No additional infrastructure is required as a result of the proposal.*

✓ **(5) Character of Area: The use will not change the predominant character of the surrounding area;**

*The conversion of existing floor area in the buildings to motel rooms will not change the predominant character of the surrounding area, which is varied with a mix of residential uses, including apartments, duplexes, triplexes and single-family residences along with non-residential uses including retail uses, service uses and Naropa University. Similarly, the neighborhood character is eclectic with varied building sizes, styles and uses: the CU married student housing to the south is comprised of buildings with large footprints as are buildings within the Naropa campus, not unlike the in-line motel rooms on the site.*

*The conversion of a maintenance room into a motel room, centered within a line of existing motel rooms; and the conversion of conference space into two motel rooms will not change the character of the buildings. Staff finds that the proposal is consistent with the character of the area in terms of use, scale and design.*

N/A (6) **Conversion of Dwelling Units to Non-Residential Uses: There shall be a presumption against approving the conversion of dwelling units in the residential zoning districts set forth in subsection 9-5-2(c)(1)(a), B.R.C. 1981, to non-residential uses that are allowed pursuant to a use review, or through the change of one non-conforming use to another non-conforming use. The presumption against such a conversion may be overcome by a finding that the use to be approved serves another compelling social, human services, governmental, or recreational need in the community including, without limitation, a use for a day care center, park, religious assembly, social service use, benevolent organization use, art or craft studio space, museum, or an educational use.**
*Not applicable, the proposal does not include the conversion of dwelling units.*

**(f) "Additional Criteria for Modifications to Nonconforming Uses": No application for a change to a nonconforming use shall be granted unless all of the following criteria are met in addition to the criteria set forth above:**

✓ **(1) Reasonable Measures Required: The applicant has undertaken all reasonable measures to reduce or alleviate the effects of the nonconformity upon the surrounding area, including, without limitation, objectionable conditions, glare, adverse visual impacts, noise pollution, air emissions, vehicular traffic, storage of equipment, materials, and refuse, and on-street parking, so that the change will not adversely affect the surrounding area.**
*The applicant has undertaken several steps to reduce the effects of the non-conforming use (primarily related to the reduced parking) upon the surrounding area. In particular, the applicant is proposing two additional parking spaces than exist today has provided a TDM plan to mitigate potential impacts from an increase in parking from the three rooms planned. Included among the measures to help alleviate additional parking impacts are the following:*

- *Guests are encouraged to take alternative transportation from DIA using Green Ride, airport shuttles or RTD bus transit.*
- *Guests that travel in groups are given incentives on the site to arrive in one vehicle*
- *Employees have a bike program incentive and are provided an Ecopass*
- *Employees are also given a B-cycle membership if they use B-cycle for more than 50 percent of their trips to and from work (there is a B-Cycle facility located one block east at Naropa University).*
- *The motel operators have a partnership with Boulder Green Ride that provides a free shuttle service to employees to and from DIA*
- *The applicant provides short and long term bike parking.*

✓ **(2) Reduction in Nonconformity/Improvement of Appearance: The proposed change or expansion will either reduce the degree of nonconformity of the use or improve the physical appearance of the structure or the site without increasing the degree of nonconformity.**
*The proposed project includes improvements to the landscaping and the existing patio area to improve the physical appearance of the site and structure. While the existing site has a well-maintained and notable garden presence within the front yard setback along Arapahoe Avenue, as can be seen in the site images of figures 3, 4 & 5, the applicant will augment landscaping by screening parking from Arapahoe Avenue using a planter and trellis on the outdoor staircase. Similarly, the applicant is proposing an amenity deck area adjacent to the motel lobby interior to the site as a gathering space that will improve the appearance of the existing site, as shown below in Figure 6.*

**Figure 6:**

**Interior site patio remodel into deck for motel guests' outdoor gathering space (existing above; remodel below)**

*EXISTING*

*PROPOSED*

**Figure 7: Proposed Planter to help Screen Parking Lot**

✓ **(3) Compliance With This Title/Exceptions: The proposed change in use complies with all of the requirements of this title:**

n/a **(A) Except for a change of a nonconforming use to another nonconforming use; and**

*Not applicable (no change of use).*

✓ **(B) Unless a variance to the setback requirements has been granted pursuant to section 9-2-3, "Variances and Interpretations," B.R.C. 1981, or the setback has been varied through the application of the requirements of section 9-2-14, "Site Review," B.R.C. 1981.**

*Existing setbacks are non-standard and will not be varied but are documented by this application.*

✓ **(4) Cannot Reasonably Be Made Conforming: The existing building or lot cannot reasonably be utilized or made to conform to the requirements of chapter 9-6, "Use Standards," 9-7, "Form and Bulk Standards," 9-8, "Intensity Standards," or 9-9, "Development Standards," B.R.C. 1981.**

*The site was fully built out decades ago and to make the site conforming would require removal of existing buildings and a change of use. The parking reduction that is both existing and proposed is non-conforming but through the land use code can only be analyzed through the separate Site Review process.*

n/a **(5) No Increase in Floor Area over Ten Percent: The change or expansion will not result in a cumulative increase in floor area of more than ten percent of the existing floor area.**

*The floor area will not be increased with this application.*

✓ **(6) Approving Authority May Grant Zoning Variances: The approving authority may grant the variances permitted by subsection 9-2-3(d), B.R.C. 1981, upon finding that the criteria set forth in subsection 9-2-3(h), B.R.C. 1981, have been met.**

*There are no zoning variances with this application, however, there is a parking reduction analyzed through a parallel Site Review application.*

**ANALYSIS: SITE REVIEW / PARKING REDUCTION:**

Staff finds the application meets the Site Review criteria. **Attachment A** provides the analysis of all of the relevant Site Review criteria. Given the request for a 28 percent parking reduction, findings for the criteria specifically related to the parking reduction are provided as follows.

***Additional Criteria for Parking Reductions: The off-street parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981, may be modified as follows:***

✓ ***(i) Process: The city manager may grant a parking reduction not to exceed fifty percent of the required parking. The Planning Board or City Council may grant a reduction exceeding fifty percent.***

Because the application is for a non-residential use in a residential zoning district, the approval of the Use Review must be by the Planning Board, therefore, staff is also forwarding a recommendation for the Site Review for the Parking Reduction to the Planning Board as well.

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

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

*Not Applicable: the application does not include residential uses.*

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

*The applicant has proposed a Transportation Demand Management Plan (TDM) that provides programs that effectively encourage alternate modes of transportation. Included among the measures to help alleviate additional parking impacts are the following:*

- *Guests are encouraged to take alternative transportation from DIA using Green Ride, airport shuttles or RTD bus transit.*
- *Guests that travel in groups are given incentives on the site to arrive in one vehicle*
- *Employees have a bike program incentive and are provided an Ecopass*
- *Employees are also given a B-cycle membership if they use B-cycle for more than 50 percent of their trips to and from work (there is a B-cycle station approximately 250 feet to the east at Naropa University.*
- *The motel operators have a partnership with Boulder Green Ride that provides a free shuttle service to employees to and from DIA*
- *The applicant provides short and long term bike parking.*
- *In addition, there is a condition of approval for EcoPasses for all employees.*

***Off-Street Parking.*** *The applicant also provided a parking study (found in **Attachment C**) that indicates the varying periods of parking demand for the hotel. The applicant indicates that out of the 365 days of the year, 100 percent occupancy occurs approximately 61 days per year or 17 percent of the time. In addition, the parking study describes parking demand for the motel as differing from that of a full-service hotel where other amenities such as restaurants, cocktail lounges, meeting/banquet/convention space generates additional demand for parking. The parking study also notes that employee parking peaks during the day when guest parking is at its lowest level and hotel guest parking peaks in the late evening and early morning when employee parking is at its lowest level.*

*While anecdotal, staff also evaluated aerial photos both the City's GIS data and Google Earth taken during different years and seasons, shown in **Figure 8**, that indicates that the parking doesn't appear to be fully occupied in any of the random aerial photos.*

***On-Street Parking.*** *While there are no on-street parking spaces on Arapahoe Avenue, it is important to note that within one- to two-blocks of the site, there are approximately 52 on-street parking spaces on the streets surrounding the site. There are 31 parking spaces on 20st Street from Marine Street to the alley north of Arapahoe Avenue. There are another 11 parking spaces on Marine Street behind the hotel. It is important to note that the number of on-street parking spaces north of Arapahoe Avenue are far fewer than those that are south of Arapahoe Avenue as there are just 10 spaces on 20th and 21st Street combined within a ½ block of the motel. Neighbors have articulated concerns that on-street parking spaces may be over-occupied. Staff noted that the peak demand for these on-street spaces appears to be highest when Naropa University, Boulder High School and CU are in session during the day. The daytime use would differ from the evening use when the motel's parking demand is the highest, assuming there is overflow from the motel, which appears to be only 16 percent of the time.*

***2016 Aerial: Google Maps***

***2014 Aerial: City's GIS***

***2012 Aerial: City's GIS***

***2010 Aerial: City's GIS***

**Figure 8: Comparison of Aerial Photos of the Parking Lot over time**

*It is also important to note that given the central location of the site, there are a number of services, restaurants, and retail in close, walkable proximity to the site including restaurants and retail establishments. The location of the site, along with the available transit and provision of Eco-Passes for employees reduces the demand for parking. Therefore, the request for the parking reduction meets the review criteria.*

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

*Not applicable, not a mix of residential or office/retail*

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

*Not applicable, not a mix of residential or office/retail*

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

*Through both the Use Review and the Site Review applications, the applicant has affirmed a total of 50 rooms maximum to be provided on the site. A condition of approval requires that any changes to the use – including occupancy – will require a new Use Review approval and, potentially a new Site Review to document any changes to the parking reduction.*

## IV. 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 including the Goss Grove Neighborhood Association, and a sign posted on the property for at least 10 days. All notice requirements of section 9-4-3, B.R.C. 1981 have been met. Staff received comments from several nearby property owners and the Goss Grove Neighborhood Association expressing concerns about the requested parking reduction and traffic impacts given existing on-street parking challenges. The applicant also hosted a Good Neighbor Meeting to present the plans and the TDM data to neighbors. However, there was just one neighbor attendee who indicated support for the application. Please refer to **Attachment B,** *Neighborhood Correspondence Received*, for comments received.

## V. STAFF RECOMMENDATION

Staff also recommends that the **Planning Board approve the Site Review application LUR2016-00025 and Use Review application LUR2016-00014 adopting the staff memorandum as findings of fact and subject to the recommended conditions of approval.**

1. The Applicant shall ensure that the **development shall be in compliance with all plans prepared by the Applicant** on May 4, 2016 and the Transportation Demand Management ("TDM") Plan dated March 18, 2016 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. At the time of **building permit application** the applicant shall provide a detail for an electric vehicle charging station on the project plans.

3. Prior to issuance of a building permit, the Applicant shall submit a **financial guarantee**, in a form acceptable to the Director of Public Works, in an amount equal to $3,807 for the cost of providing eco-passes to the employees of the development for three years after the issuance of a certificate of occupancy.

4. The Applicant **shall not expand or modify the approved use,** except pursuant to subsection 9-2-15(h), B.R.C. 1981.

Approved By:

David Driskell, Executive Director
Department of Community Planning and Sustainability

**ATTACHMENTS:**

**A:** Staff's Analysis of the Site Review Criteria
**B:** Neighborhood Correspondence Received
**C:** Applicant Plans, Written Statement, Parking Study and TDM

**CRITERIA FOR REVIEW**

**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 the service area map and, on balance, the policies of the Boulder Valley Comprehensive Plan.**

The site is located within the BVCP land use of High Density Residential defined as follows:

> *"High density (more than 14 units per acre). It is assumed that variations of the density on a small area basis may occur within a particular classification, but an average density will be maintained for that classification."*

The policies of the BVCP also encourage a compact form of development and promote higher density development along multi-modal corridors as is Arapahoe Avenue. Policies within the BVCP also encourage infill redevelopment and a mix of complementary land uses as exists today with the site and surroundings.

**_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.**

The non-conforming motel use is located within the High Density Residential 1 land use.

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

The proposed expansion of the non-conforming use that results in an on-going parking reduction on the site will include improvements to the site such as a new deck amenity and planters to screen parking. The economic feasibility of these enhancements will help to maintain value and aesthetics over time, in keeping with other site review criteria and BVCP policies.

**(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 in 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 providing a new deck area that will enhance the open space amenities for the guests. The deck area will have shade at varying times of the day.

**_*n/a*__(ii) Private open space is provided for each detached residential unit;**

Not Applicable, no residential units.

**_√__(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 ludiovicianus), which is a species of local concern, and their habitat;**

There are no known special status plant or animal species on the project site, it's a developed site. There is an existing long-lived Catalpa tree in the front yard setback that the applicant is retaining on the site.

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

The site is an existing non-conforming motel use. There is limited open space with the exception of the proposed amenity deck planned within the site as a part of the motel improvements. There is an existing well-landscaped garden area within the front yard setback and right of way adjacent to Arapahoe Avenue which will remain.

**_*n/a*__(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;**

The site is an existing non-conforming motel use. There is limited open space with the exception of the proposed amenity deck planned within the site as a part of the motel improvements.

**_*n/a*~~√~~__(vi) The open space provides a buffer to protect sensitive environmental features and natural areas;**

There are no known sensitive environmental features within the site except the long-lived Catalpa tree which will be protected.

**and**

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

Arapahoe Avenue has been part of the urban fabric of Boulder for decades. The site is served Arapahoe Avenue right-of-way that includes an existing sidewalk that connects to the city-wide walkway system.

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

*Not applicable, not a mixed use development*

**_n/a_(i) The open space provides for a balance of private and shared areas for the residential uses and common open space that is available for use by both the residential and non-residential uses that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property;**

**and**

**_√__(ii) The open space provides active areas and passive areas that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property and are compatible with the surrounding area or an adopted plan for the area.**

**_√__(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 site is an existing non-conforming motel use. There is limited open space with the exception of the proposed amenity deck planned within the site as a part of the motel improvements. There is an existing well-landscaped garden area within the front yard setback and right of way adjacent to Arapahoe Avenue which will remain.

_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;**

There are no know special states plant or animal species within the project site with the exception of the long lived Catalpa tree within the front yard setback that will be retained.

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

Landscape improvements on the site include provision of planters to help screen parking with plants materials in excess of the landscape standards.

**_√_(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 site is an existing non-conforming motel use. There is limited open space with the exception of the proposed amenity deck planned within the site as a part of the motel improvements. There is an existing well-landscaped garden area within the front yard setback and right of way adjacent to Arapahoe Avenue which will remain.

**_√_(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 site is an existing non-conforming motel use with a surface parking lot and no through traffic.

**_√_(ii) Potential conflicts with vehicles are minimized;**

The site is an existing non-conforming motel use with a surface parking lot and no through traffic.

**_√_(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 site is an existing non-conforming motel use with a surface parking lot and no through traffic.

**_√_(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;**

*The applicant has undertaken several steps to reduce the effects of the non-conforming use (primarily related to the reduced parking) upon the surrounding area. In particular, the applicant is proposing two additional parking spaces than exist today has provided a TDM plan to mitigate potential impacts from an increase in parking from the three rooms planned. Included among the measures to help alleviate additional parking impacts are the following:*

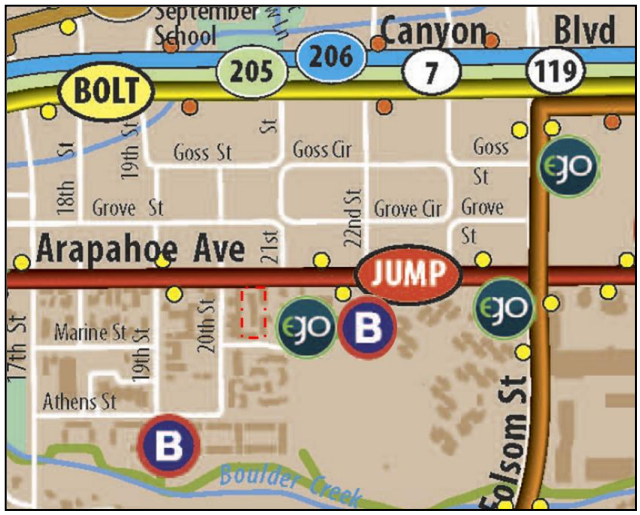
- *Guests are encouraged to take alternative transportation from DIA using Green Ride, airport shuttles or RTD bus transit.*
- *Guests that travel in groups are given incentives on the site to arrive in one vehicle*
- *Employees have a bike program incentive and are provided an Ecopass*
- *Employees are also given a B-cycle membership if they use B-cycle for more than 50*

*percent of their trips to and from work.*

- *The motel operators have a partnership with Boulder Green Ride that provides a free shuttle service to employees to and from DIA*
- *The applicant provides short and long term bike parking.*

**_√_(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 applicant has undertaken several steps to reduce the effects of the non-conforming use (primarily related to the reduced parking) upon the surrounding area. In particular, the applicant is proposing two additional parking spaces than exist today has provided a TDM plan to mitigate potential impacts from an increase in parking from the three rooms planned. Refer to Criterion "iv" above.*




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

The Arapahoe Avenue sidewalk in front of the motel connects to several bus stops for the JUMP bus and a B-cycle station both within 250 feet of the site.

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

The existing site has an existing parking lot that has reduced numbers of spaces than is required. The applicant will retain the same parking lot and a parking reduction.

**_√_(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.**

The existing site has an existing parking lot that has reduced numbers of spaces than is required. The applicant will retain the same parking lot and a parking reduction. The applicant is providing additional bike parking both short and long term for guests and employees.

**_√_(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;**

The existing site has an existing parking lot that has sidewalks surrounding the parking with access to motel units.

**_√_(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 existing site has an existing parking lot that has reduced numbers of spaces than is required. The applicant will retain the same parking lot and a parking reduction.

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

The site has an existing parking lot that is internal to the site. The applicant is proposing a planter to assist in screening the parking from the street.

**_√_(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 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.**

The existing site has an existing parking lot that has reduced numbers of spaces than is required. The applicant will retain the same parking lot and a parking reduction. No additional space is available for screening parking areas.

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

**_*n/a*_(i) The building height, mass, scale, orientation, and configuration are compatible with the existing character of the area or the character established by an adopted plan for the area;**

The building's height, mass, scale and orientation will not change with this application. The site has been a non-conforming motel use for approximately 50 years. Over time, the property owners have improved the site and building's appearance.

**_*n/a*_(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 for the immediate area;**

No floor area addition is proposed. The site has been a non-conforming motel use for approximately 50 years. Over time, the property owners have improved the appearance however, there is no changes planned with additional floor area or building height.

**_*n/a*_(iii) The orientation of buildings minimizes shadows on and blocking of views from adjacent properties;**

The height of the two story structure will not change.

***n/a*** **(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;**

No floor area addition is proposed. The site has been a non-conforming motel use for approximately 50 years. Over time, the property owners have improved the appearance however, there is no changes planned with additional floor area or building height.

***n/a*** **(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;**

No floor area addition is proposed. The site has been a non-conforming motel use for approximately 50 years. Over time, the property owners have improved the appearance however, there is no changes planned with additional floor area or building height.

***n/a*** **(vi) To the extent practical, the project provides public amenities and planned public facilities;**

There are no planned public amenities, however there is an existing front yard and public right of way garden that has been well maintained and attractive for years that will remain.

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

Not applicable, not a residential project.

***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;**

Not applicable, not a residential project.

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

The applicant is illustrating string lights over the deck area. At the time of building permit review the string lights must meet the requirements of the sign section- 9-9-21(d)(14)(I), B.R.C. 1981 and the requirements of the outdoor lighting standards- 9-9-16(d)(10), B.R.C. 1981.

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

There is an existing long-lived Catalpa tree that will be retained on the site.

**_√__(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.**

There is an existing, large solar array on the rooftop that supports renewable energy and will be required to meet the city's stringent building code standards of the 2012 International Energy Conservation Code plus 30 percent. In addition, there is a condition of approval to add an electric vehicle charging station.

**_*n/a*__(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;**

No additional floor area is planned. The interior conversion of conference space and a maintenance room to motel rooms does not necessitate changes to the building's exterior. The building as seen from Arapahoe Avenue has an existing attractive street presence and includes stone, wood and metal. The proposed new deck is planned using wood.

**_*n/a*__(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;**

_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.**

**_*n/a*__(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:***

The site has an existing, non-conforming motel use that is not intended to change in floor area or height. Therefore, this is not applicable.

**_*n/a*__(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.**

*n/a* (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.

*n/a* (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.

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

n/a (H) *Additional Criteria for Poles Above the Permitted Height:* No site review application for a pole above the permitted height will be approved unless the approving agency finds all of the following:

n/a (i) The light pole is required for nighttime recreation activities, which are compatible with the surrounding neighborhood, or the light or traffic signal pole is required for safety, or the electrical utility pole is required to serve the needs of the City; and

n/a (ii) The pole is at the minimum height appropriate to accomplish the purposes for which the pole was erected and is designed and constructed so as to minimize light and electromagnetic pollution.

n/a (I) *Land Use Intensity Modifications:*

n/a (i) *Potential Land Use Intensity Modifications:*

(a) The density of a project may be increased in the BR-1 district through a reduction of the lot area requirement or in the Downtown (DT), BR-2, or MU-3 districts through a reduction in the open space requirements.

(b) The open space requirements in all Downtown (DT) districts may be reduced by up to one hundred percent.

(c) The open space per lot requirements for the total amount of open space required on the lot in the BR-2 district may be reduced by up to fifty percent.

(d) Land use intensity may be increased up to 25 percent in the BR-1 district through a reduction of the lot area requirement.

n/a (ii) *Additional Criteria for Land Use Intensity Modifications:* A land use intensity increase will be permitted up to the maximum amount set forth below if the approving agency finds that the criteria in paragraph (h)(1) through subparagraph (h)(2)(H) of this section and following criteria have been met:

(a) *Open Space Needs Met:* The needs of the project's occupants and visitors for high quality and functional useable open space can be met adequately;

(b) *Character of Project and Area:* The open space reduction does not adversely affect the character of the development or the character of the surrounding area; and

(c) *Open Space and Lot Area Reductions:* The specific percentage reduction in open space or lot area requested by the applicant is justified by any one or combination of the following site design features not to exceed the maximum reduction set forth above:

(i) Close proximity to a public mall or park for which the development is specially assessed or to which the project contributes funding of capital improvements beyond that required by the parks and recreation component of the development excise tax set forth in chapter 3-8, "Development Excise Tax," B.R.C. 1981: maximum one hundred percent reduction in all Downtown (DT) districts and ten percent in the BR-1 district;

(ii) Architectural treatment that results in reducing the apparent bulk and mass of the structure or structures and site planning which increases the openness of the site: maximum five percent reduction;

(iii) A common park, recreation, or playground area functionally useable and accessible by the development's occupants for active recreational purposes and sized for the number of inhabitants of the development, maximum five percent reduction; or developed facilities within the project designed to meet the active recreational needs of the occupants: maximum five percent reduction;

(iv) Permanent dedication of the development to use by a unique residential population whose needs for conventional open space are reduced: maximum five percent reduction;

(v) The reduction in open space is part of a development with a mix of residential and non-residential uses within an BR-2 zoning district that, due to the ratio of residential to non-residential uses and because of the size, type, and mix of dwelling units, the need for open space is reduced: maximum reduction fifteen percent; and

(vi) The reduction in open space is part of a development with a mix of residential and non-residential uses within an BR-2 zoning district that provides high quality urban design elements that will meet the needs of anticipated residents, occupants, tenants, and visitors of the property or will accommodate public gatherings, important activities, or events in the life of the community and its people, that may include, without limitation, recreational or cultural amenities, intimate spaces that foster social

interaction, street furniture, landscaping, and hard surface treatments for the open space: maximum reduction 25 percent.

n/a (J) *Additional Criteria for Floor Area Ratio Increase for Buildings in the BR-1 District:*

n/a (i) *Process:* For buildings in the BR-1 district, the floor area ratio ("FAR") permitted under table 8-2, section 9-8-2, "Floor Area Ratio Requirements," B.R.C. 1981, may be increased by the city manager under the criteria set forth in this subparagraph.

n/a (ii) *Maximum FAR Increase:* The maximum FAR increase allowed for buildings thirty-five feet and over in height in the BR-1 district shall be from 2:1 to 4:1.

n/a (iii) *Criteria for the BR-1 District:* The FAR may be increased in the BR-1 district to the extent allowed in subparagraph (h)(2)(J)(ii) of this section if the approving agency finds that the following criteria are met:

(a) Site and building design provide open space exceeding the required useable open space by at least ten percent: an increase in FAR not to exceed 0.25:1.

(b) Site and building design provide private outdoor space for each office unit equal to at least ten percent of the lot area for buildings 25 feet and under and at least 20 percent of the lot area for buildings above 25 feet: an increase in FAR not to exceed 0.25:1.

(c) Site and building design provide a street front facade and an alley facade at a pedestrian scale, including, without limitation, features such as awnings and windows, well-defined building entrances, and other building details: an increase in FAR not to exceed 0.25:1.

(d) For a building containing residential and non-residential uses in which neither use comprises less than 25 percent of the total square footage: an increase in FAR not to exceed 1:1.

(e) The unused portion of the allowed FAR of historic buildings designated as landmarks under chapter 9-11, "Historic Preservation," B.R.C. 1981, may be transferred to other sites in the same zoning district. However, the increase in FAR of a proposed building to which FAR is transferred under this paragraph may not exceed an increase of 0.5:1.

(f) For a building which provides one full level of parking below grade, an increase in FAR not to exceed 0.5:1 may be granted.

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

***3 and 9-4), if it finds that:***

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

*Not Applicable: the application does not include residential uses.*

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

*The applicant has proposed a Transportation Demand Management Plan (TDM) that provides programs that effectively encourage alternate modes of transportation. Included among the measures to help alleviate additional parking impacts are the following:*

- *Guests are encouraged to take alternative transportation from DIA using Green Ride, airport shuttles or RTD bus transit.*
- *Guests that travel in groups are given incentives on the site to arrive in one vehicle*
- *Employees have a bike program incentive and are provided an Ecopass*
- *Employees are also given a B-cycle membership if they use B-cycle for more than 50 percent of their trips to and from work (there is a B-cycle station approximately 250 feet to the east at Naropa Universitiy).*
- *The motel operators have a partnership with Boulder Green Ride that provides a free shuttle service to employees to and from DIA*
- *The applicant provides short and long term bike parking.*

***Off-Street Parking.*** *The applicant also provided a parking study (found in* ***Attachment C)*** *that indicates the varying periods of parking demand for the hotel. The applicant indicates that out of the 365 days of the year, 100 percent occupancy occurs approximately 61 days per year or 17 percent of the time. In addition, the parking study describes parking demand for the motel as differing from that of a full-service hotel where other amenities such as restaurants, cocktail lounges, meeting/banquet/convention space generates additional demand for parking. The parking study also notes that employee parking peaks during the day when guest parking is at its lowest level and hotel guest parking peaks in the late evening and early morning when employee parking is at its lowest level.*

*While anecdotal, staff also evaluated aerial photos both the City's GIS data and Google Earth taken during different years and seasons, shown in* ***Figure 8****, that indicates that the parking doesn't appear to be fully occupied in any of the random aerial photos.*

***On-Street Parking.*** *While there are no on-street parking spaces on Arapahoe Avenue, it is important to note that within one- to two-blocks of the site, there are approximately 52 on-street parking spaces on the streets surrounding the site. There are 31 parking spaces on 20st Street from Marine Street to the alley north of Arapahoe Avenue. There are another 11 parking spaces on Marine Street behind the hotel. It is important to note that the number of on-street parking spaces north of Arapahoe Avenue are far fewer than those that are south of Arapahoe Avenue as there are just 10 spaces on 20th and 21st Street combined within a ½ block of the motel. Neighbors have articulated concerns that on-street parking spaces may be over-occupied. Staff noted that the peak demand for these on-street spaces appears to be highest when Naropa University, Boulder High School and CU are in session during the day. The daytime use would differ from the evening use when the motel's parking demand is the highest, assuming there is overflow from the motel, which appears to be only 16 percent of the time.*

***2016 Aerial: Google Maps*** ***2014 Aerial: City's GIS*** ***2012 Aerial: City's GIS*** ***2010 Aerial: City's GIS***

**Figure 8: Comparison of Aerial Photos of the Parking Lot over time**

*It is also important to note that given the central location of the site, there are a number of services, restaurants, and retail in close, walkable proximity to the site including restaurants and retail establishments. The location of the site, along with the available transit and provision of Eco-Passes for employees reduces the demand for parking. Therefore, the request for the parking reduction meets the review criteria.*

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

*Not applicable, not a mix of residential or office/retail*

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

*Not applicable, not a mix of residential or office/retail*

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

*Through both the Use Review and the Site Review applications, the applicant has affirmed a total of 50 rooms maximum to be provided on the site. A condition of approval requires that any changes to the use – including occupancy – will require a new Use Review approval and, potentially a new Site Review to document any changes to the parking reduction.*

-----Original Message-----
From: Brandon Thomas [mailto:b[redacted]]
Sent: Thursday, February 18, 2016 10:33 AM
To: McLaughlin, Elaine
Subject: Case Number: LUR2016-00014 Quality Inn NON-CONFORMING USE REVIEW

To Whom It Concerns,

I am writing to voice my concerns about increasingly densified uses in the Goss-Grove Neighborhood.

I have lived at 16th & Grove since 2007 (almost 10 years, wow!) and I can tell you that the neighborhood requires a delicate balance. There are a lot of competing uses in the area that spill over into the residential areas, whether intentional or not. This spill-over is part of living downtown and I think most of us accept this, to some degree, but there also has to be a limit. I don't think the additional use pressures anticipated by approval of this Use Review and pushed into the neighborhood are acceptable. Even a marginal increase in use has ripple effects that lead to deterioration of quality of life many blocks from the causal epicenter.

I greatly appreciate you listening to my concerns, which I know are shared by by a large portion of my neighbors.

Please feel free to contact me if you have any follow-up questions.

Best,
Brandon

--
Brandon Thomas
Real Estate Broker
Modern Real Estate
Getting You theRE

Direct Phone: 720-352-5633
o: 303-433-3158 x365
CO RE License#: FA.100051438

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-----Original Message-----
From: anne hendricks [mailto:[redacted]]
Sent: Thursday, February 18, 2016 8:25 AM
To: McLaughlin, Elaine
Subject: Case Number: LUR2016-00014

hi,
i have a second home in the goss/grove neighborhood and am strongly opposed to any move on your part that would increase the number of cars trying to park in the neighborhood. as a seasonal resident, i am not even able to get a parking sticker for my own vehicle, which is very inconvenient … more cars in the area would just make things worse !!!
anne hendricks

GOSS GROVE
NEIGHBORHOOD ASSOCIATION

February 19, 2016

Elaine McLaughlin
Case Manager
City of Boulder Planning & Development Services

RE: 2020 Arapahoe Avenue Nonconforming Use Review

Dear Elaine

As representatives of the Goss Grove Neighborhood Association (GGNA) we would like to provide you with some comments on the proposed Nonconforming Use Review for 2020 Arapahoe Avenue, the Quality Inn.

This neighborhood has long been involved in efforts to provide a safe, comfortable, quite, friendly, and varied place to live. One of the ongoing concerns that relates to this proposal is the issue surrounding parking. Please note that this neighborhood has a parking district consisting of 2 hour non-permitted street parking. Most residents in this area do not have off-street parking so that the street parking is full most of the time.

A poll of neighbors was taken over the last few days. Most of the respondents, 83%, are concerned that an insufficiency of parking for this motel will put more undue pressure on the street parking in the Gross Grove neighborhood. Some neighbors north of 2020 Arapahoe, already report oversize vehicles that can't negotiate the parking at the Quality Inn have been parking in the neighborhood.

Thank you for the opportunity to comment on this Nonconforming Use Review for 2020 Arapahoe Avenue. The GGNA Board members are available to address any comments or questions you have.

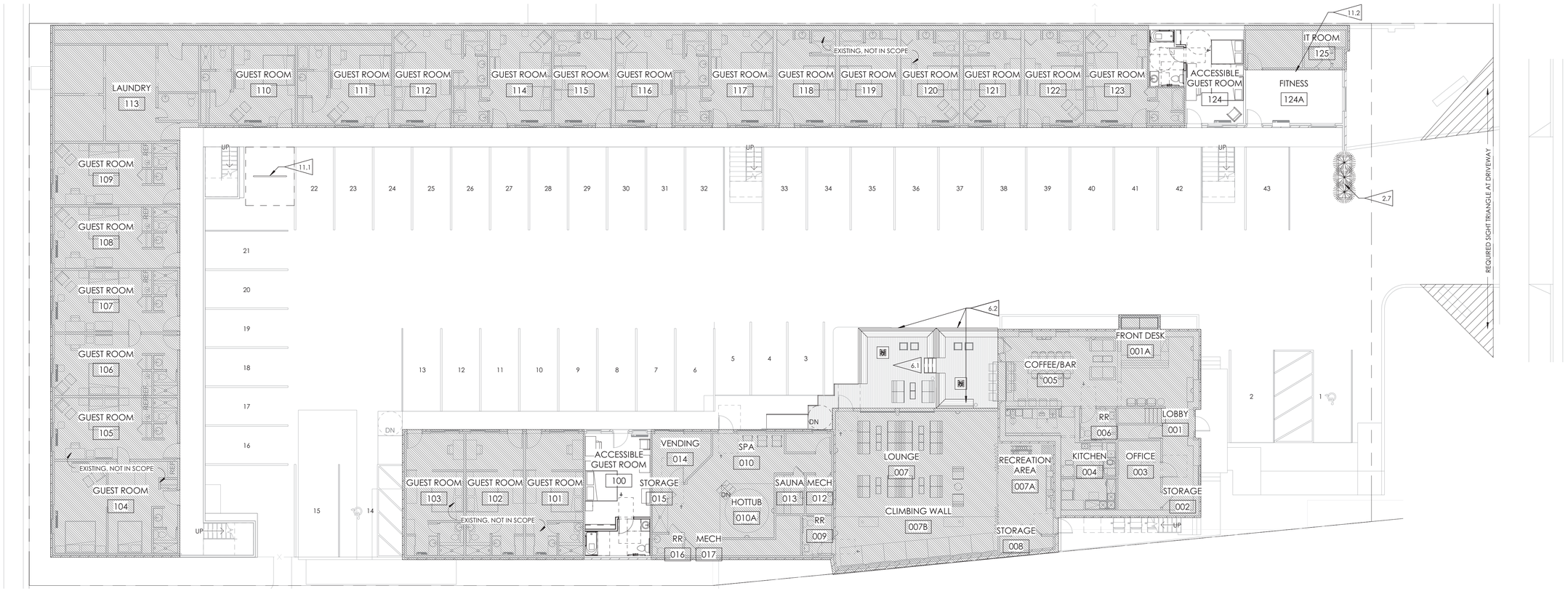
Regards,

Jeffrey Peacock, Michele Bishop, Deb Crowell, Rachael Trinklein

15TH CANYON FOLSOM ARAPAHOE

**LAND USE REVIEW COMMENT RESPONSE**

| DEPARTMENT | COMMENT | CODE REFERENCE | RESPONSE |
|---|---|---|---|
| FLOOD CONTROL | EMERGENCY MANAGEMENT PLAN | 9-3-2(i)(3) BRC 1981 | EMERGENCY MANAGEMENT PLAN SUBMITTED |
| LANDSCAPING | PARKING LOT LANDSCAPING | 9-9-14 BRC 1981 | REQUIRED 5% INTERIOR PARKING LOT LANDSCAPING WOULD FURTHER REDUCE OFF-SITE PARKING, EXCEPTION REQUESTED |
| | PARKING LOT SCREENING | 9-9-14 BRC 1981 | 3' x 9' PLANTER W/ SKYROCKET JUNIPER ADDED TO PLANS NORTH OF NORTHERNMOST PARKING SPACE, WIDER SCREEN WOULD OBSTRUCT 18' CLEAR DRIVEWAY |
| | STREET TREES ALONG MARINE ST | 9-9-13 BRC 1981 | 4.3' - 4.5' FROM EXISTING STRUCTURE TO ATTACHED SIDEWALK, EXCEPTION REQUESTED |
| | OVERALL LOT LANDSCAPING | 9-9-12(d)(8) BRC 1981 | 4015.75 SF OF LOT AREA NOT COVERED BY BUILDING OR REQUIRED PARKING = 3 TREES AND 14 SHRUBS MINIMUM REQUIRED LANDSCAPING |
| | SIGHT TRIANGLES | 9-9-7 BRC 1981 | ADDED SIGHT TRIANGLES TO PLANS TO DEMONSTRATE PROPOSED PLANTER WILL NOT OBSTRUCT REQUIRED AREA |
| LEGAL | DEVELOPMENT AGREEMENT | N/A | WILL PROVIDE UPDATED TITLE COMMITMENT AFTER FINAL APPROVAL |
| PARKING, BICYCLE | SHORT TERM BICYCLE PARKING | 9-9-6(g)(2) & (3) BRC 1981 | PLANS UPDATED TO REFERENCED STANDARDS, 8 SPACES PROVIDED |
| | LONG TERM BICYCLE PARKING | 9-9-6(g)(2) & (4) BRC 1981 | PLANS UPDATED TO SHOW BICYCLE STORAGE IN FITNESS. |
| PARKING | OFF-STREET PARKING | 9-9-6 BRC 1981 | REDUCTION TO 43 SPACES PROPOSED WHERE 64 ARE REQUIRED |
| TRANSPORTATION DEMAND | TRANSPORTATION DEMAND MANAGEMENT PLAN | 9-2-14(h) BRC 1981 | TDM PLAN REVISED TO PURCHASE ECO-PASSES FOR EMPLOYEES, ADD TRANSIT INFO TO GUEST CHECK-IN PACKET |




1 LEVEL 1 FLOOR PLAN - PENDING REVIEW

3/32" = 1'-0"

N

0' 2' 4' 8' 16' 32'

**FLAGNOTES PER SHEET**

2.7 NEW 3'-0" x 9'-0" PLANTER W/ SKYROCKET JUNIPER TO SCREEN PARKING FROM STREET.

6.1 NEW EXTERIOR WOOD DECK; NET 346 SF.

6.2 SITE FABRICATED WOOD BENCH/GUARDRAIL.

11.1 BICYCLE RACK TO CONFORM TO WITH SECTION 9-9-6(g)(2) & (3) OF THE BRC 1981 AND TECHNICAL DRAWING 2.52.B OF CITY OF BOULDER DESIGN & CONSTRUCTION STANDARDS.

11.2 VERTICAL 2 BIKE STORAGE SYSTEM.

neo studio

3560 WALNUT ST. UNIT A
DENVER, CO 80205
PHONE 303.758.3800

# BASE CAMP BOULDER INTERIOR RENOVATION

2020 ARAPAHOE AVENUE
BOULDER, CO 80302

PROJ. NO. 14-17

DRAWN: KRS

CHECKED: Checker

APPROVED: Approver

DATE: 05.04.2016

REVISIONS

1 06.09.15 PERMIT RESUBMITTAL 1

2 07.28.15 PERMIT COMMENTS

ISSUED FOR: LAND USE REVIEW

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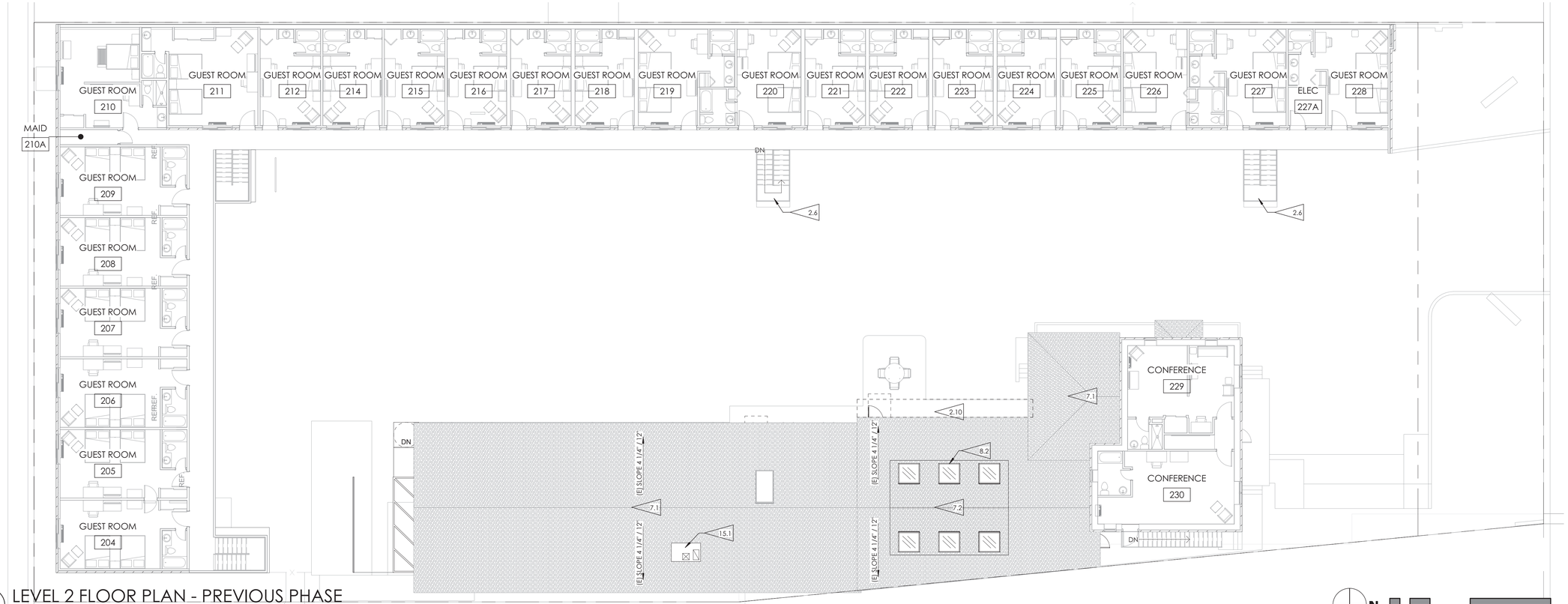
SCALE: 3/32" = 1'-0"

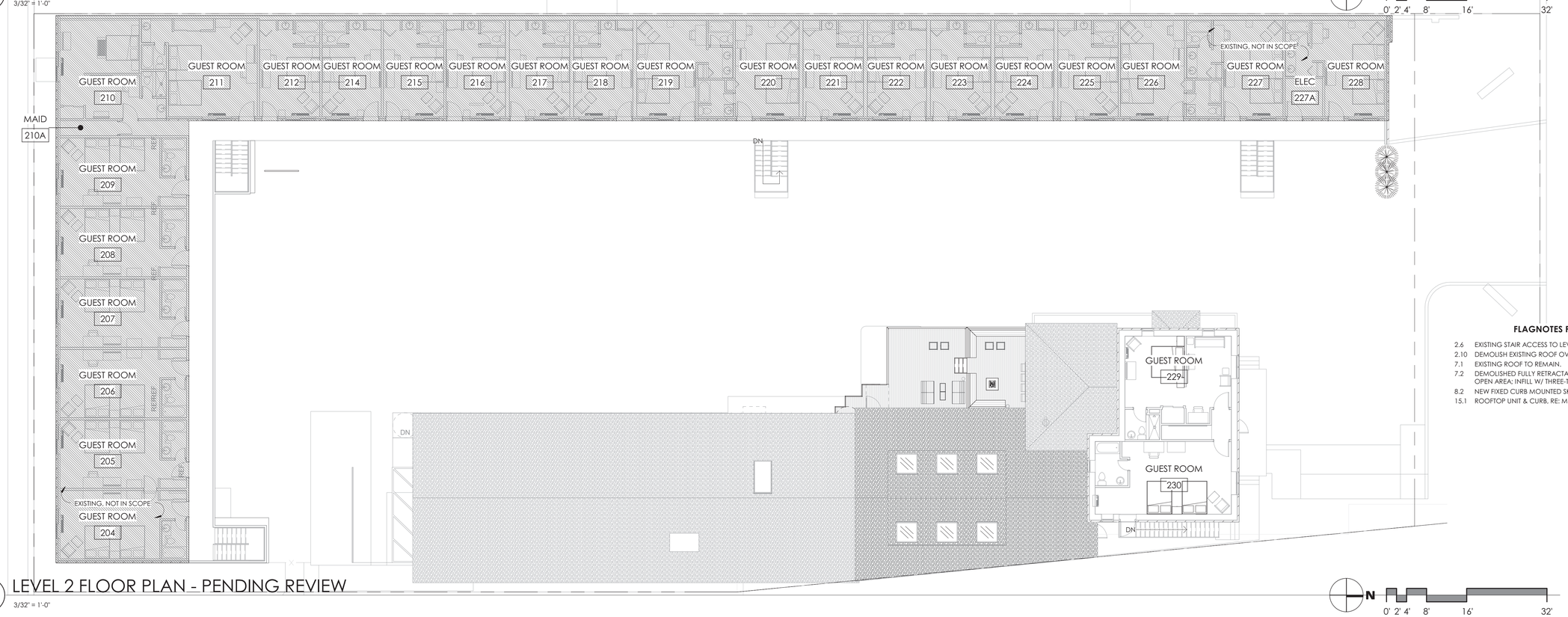
SHEET TITLE:
LEVEL 1 - PENDING REVIEW

A2.01




1 LEVEL 2 FLOOR PLAN - PREVIOUS PHASE

3/32" = 1'-0"




2 LEVEL 2 FLOOR PLAN - PENDING REVIEW

3/32" = 1'-0"

**FLAGNOTES PER SHEET**

2.6 EXISTING STAIR ACCESS TO LEVEL 2 GUEST ROOMS.
2.10 DEMOLISH EXISTING ROOF OVERHANG.
7.1 EXISTING ROOF TO REMAIN.
7.2 DEMOLISHED FULLY RETRACTABLE SKYLIGHT, 470 SF GROSS OPEN AREA; INFILL W/ THREE-TAB ASPHALT SHINGLE ROOF.
8.2 NEW FIXED CURB MOUNTED SKYLIGHT, TYPICAL.
15.1 ROOFTOP UNIT & CURB. RE: MECH.

5/4/2016 3:40:53 PM

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# BASE CAMP BOULDER INTERIOR RENOVATION

2020 ARAPAHOE AVENUE
BOULDER, CO 80302

PROJ. NO. 14-17
DRAWN: KRS
CHECKED: Checker
APPROVED: Approver
DATE: 05.04.2016
REVISIONS
1 06.09.15 PERMIT RESUBMITTAL 1

ISSUED FOR: LAND USE REVIEW

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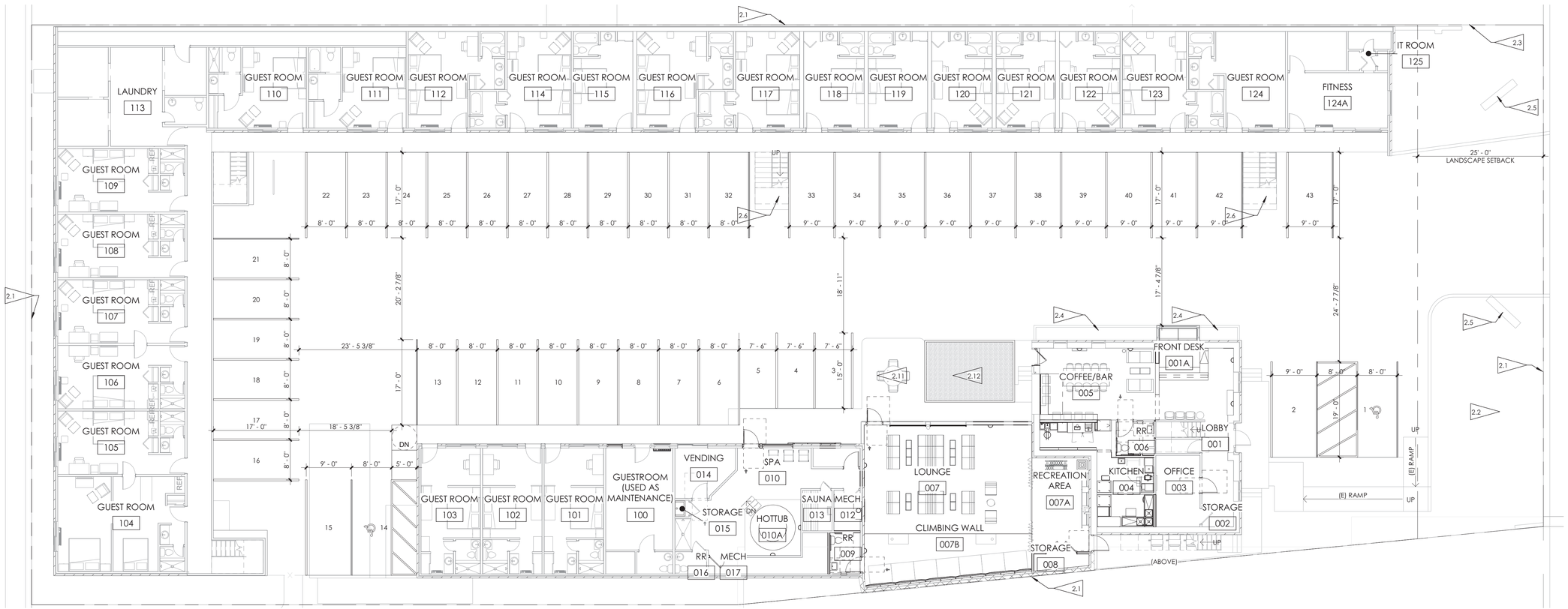
SCALE: 3/32" = 1'-0"

SHEET TITLE:
LEVEL 2 PLANS

A2.02




1 LEVEL 1 FLOOR PLAN - PREVIOUS PHASE

3/32" = 1'-0"

N 0' 2' 4' 8' 16' 32'

| PARKING SCHEDULE | | |
|---|---|---|
| Type Comments | Type | Count |
| BRC ACCESSIBLE | 8' x 19' (5' Aisle) | 1 |
| BRC VAN ACCESSIBLE | 8' x 19' (8' Aisle) | 1 |
| BRC REGULAR | 9' x 19' - 90° | 2 |
| BRC COMPACT | 7.5' x 15' - 90° | 3 |
| NON-BRC | 8' x 17' - 90° | 25 |
| NON-BRC | 9' x 17' - 90° | 11 |
| Grand total: 43 | | |

**FLAGNOTES PER SHEET**

2.1 PROPERTY LINE.
2.2 EXISTING LANDSCAPE AREA.
2.3 EXISTING TREE TO REMAIN.
2.4 EXISTING PLANTER TO REMAIN.
2.5 EXISTING MONUMENT SIGN.
2.6 EXISTING STAIR ACCESS TO LEVEL 2 GUEST ROOMS.
2.11 EXISTING 159 SF EXTERIOR DECK.
2.12 ROCK GARDEN.

5/4/2016 3:40:53 PM

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PHONE 303.758.3800

# BASE CAMP BOULDER INTERIOR RENOVATION

2020 ARAPAHOE AVENUE
BOULDER, CO 80302

PROJ. NO. 14-17
DRAWN: KRS
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APPROVED: Approver
DATE: 05.04.2016
REVISIONS

ISSUED FOR: LAND USE REVIEW

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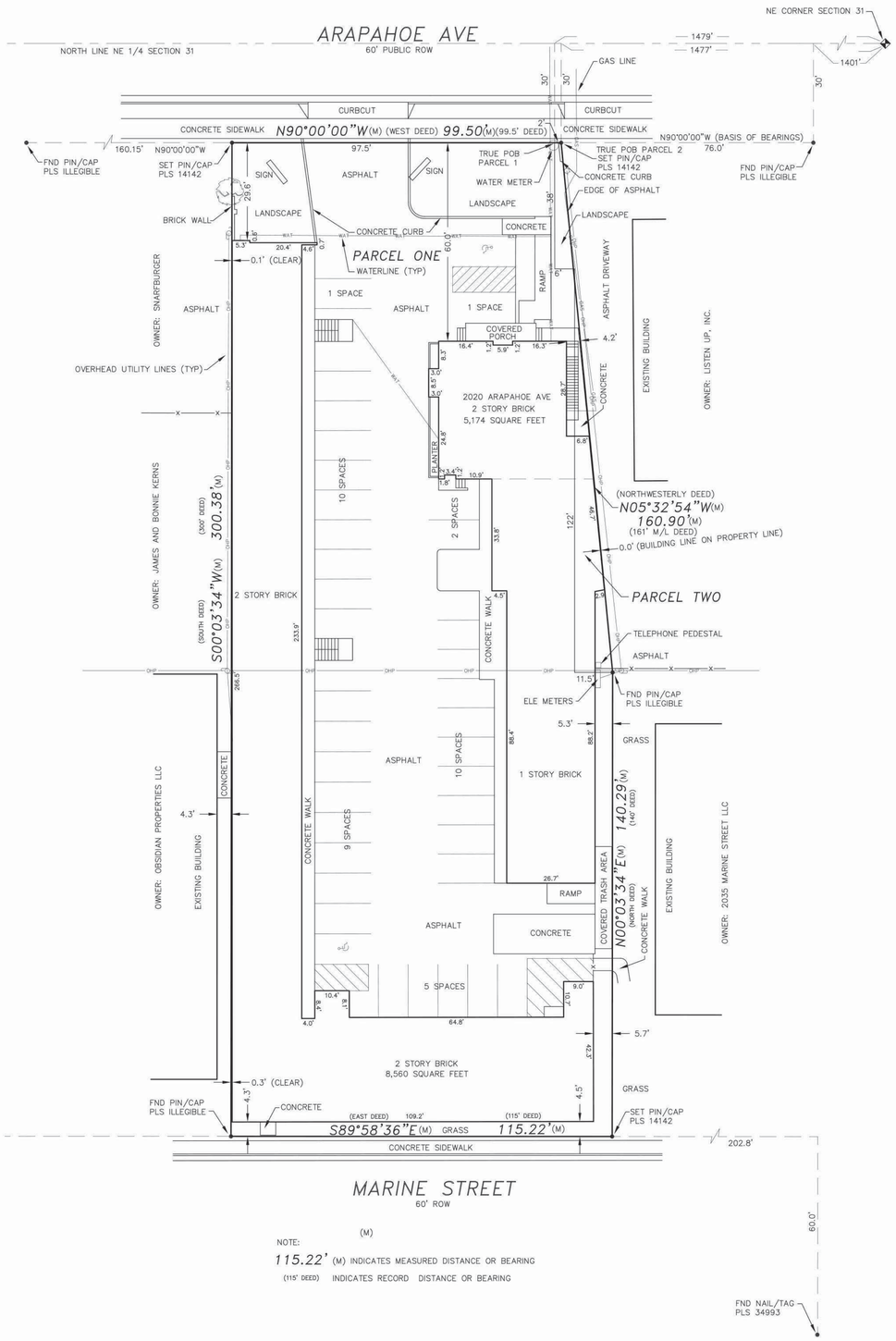
SCALE: 3/32" = 1'-0"

SHEET TITLE:
LEVEL 1 - PREVIOUS PHASE

AX2.01

# A.L.T.A./A.C.S.M. LAND TITLE SURVEY

## A PORTION OF THE NE 1/4 OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M. COUNTY OF BOULDER, STATE OF COLORADO




NOTE:

115.22' (M) INDICATES MEASURED DISTANCE OR BEARING

(115' DEED) INDICATES RECORD DISTANCE OR BEARING

## SURVEYOR'S LEGAL DESCRIPTION:

A PARCEL OF LAND LOCATED IN THE NE 1/4 OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF BOULDER, STATE OF COLORADO DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 1477 FEET WEST AND 30 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SECTION 31; THENCE N90°00'00"W ALONG THE SOUTH LINE OF ARAPAHOE AVENUE, A DISTANCE OF 99.50 FEET; THENCE S00°03'34"W, A DISTANCE OF 300.38 FEET TO THE NORTH LINE OF MARINE STREET; THENCE S89°58'36"E ALONG THE NORTH LINE OF SAID MARINE STREET, A DISTANCE OF 115.22 FEET; THENCE N00°03'34"E, A DISTANCE OF 140.29 FEET; THENCE N05°32'54"W, A DISTANCE OF 160.90 FEET TO THE SOUTH LINE OF SAID ARAPAHOE AVENUE AND THE POINT OF BEGINNING.

THE DESCRIBED PARCEL CONTAINS 33,355 SQUARE FEET OR 0.77 ACRES, MORE OR LESS.

GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

## SURVEYOR'S CERTIFICATE:

TO:
PACIFIC WESTERN BANK, A CALIFORNIA STATE-CHARTERED BANK AND ITS SUCCESSORS AND/OR ASSIGNS;
BOULDER HOTEL GROUP, LLC, A DELAWARE LIMITED LIABILITY COMPANY;
BASECAMP HOTELS, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY;
SAMANTHA VENTURES I, LLC, A COLORADO LIMITED LIABILITY COMPANY;
FIDELITY NATIONAL TITLE COMPANY:
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 10, 11(a), 11(b), 13, 14, 16, 17, AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 6/21/14.

ROBERT J. RUBINO, PLS 14142

COLORADO REGISTERED ROBERT J. RUBINO 14142 8/27/14 PROFESSIONAL LAND SURVEYOR

## LEGAL DESCRIPTION:

PARCEL ONE:

BEGINNING AT A POINT 1479 FEET WEST AND 30 FEET SOUTH OF THE NORTHEAST CORNER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF BOULDER, STATE OF COLORADO, THE TRUE POINT OF BEGINNING; THENCE WEST ALONG THE SOUTH LINE OF ARAPAHOE AVENUE, A DISTANCE OF 97.5 FEET; THENCE SOUTH A DISTANCE OF 300 FEET TO THE NORTH LINE OF MARINE STREET; THENCE EAST ALONG THE NORTH LINE OF MARINE STREET A DISTANCE OF 115 FEET; THENCE NORTH A DISTANCE OF 140 FEET; THENCE WEST A DISTANCE OF 11.5 FEET; THENCE NORTH A DISTANCE OF 122 FEET; THENCE WEST A DISTANCE OF 6 FEET; THENCE NORTH A DISTANCE OF 38 FEET TO THE POINT OF BEGINNING.

COUNTY OF BOULDER,
STATE OF COLORADO.

AND

PARCEL TWO:

BEGINNING AT A POINT 1401.0 FEET WEST AND 30 FEET SOUTH OF THE NORTHEAST CORNER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF BOULDER, STATE OF COLORADO, THENCE WEST ALONG THE SOUTH LINE OF ARAPAHOE AVENUE, A DISTANCE OF 76 FEET TO THE TRUE POINT OF BEGINNING; THENCE WEST A DISTANCE OF 2 FEET; THENCE SOUTH A DISTANCE OF 38 FEET; THENCE EAST A DISTANCE OF 6 FEET; THENCE SOUTH A DISTANCE OF 122 FEET; THENCE EAST A DISTANCE OF 11-1/2 FEET; THENCE NORTHWESTERLY A DISTANCE OF 161 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING,

COUNTY OF BOULDER,
STATE OF COLORADO.

## GENERAL NOTES:

1. NOTICE: 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 LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATE SHOWN HEREON.

2. THIS A.L.T.A./A.C.S.M. LAND TITLE SURVEY, AND THE INFORMATION HEREON, MAY NOT BE USED FOR ANY ADDITIONAL OR EXTENDED PURPOSES BEYOND THAT FOR WHICH IT WAS INTENDED AND MAY NOT BE USED BY ANY PARTIES OTHER THAN THOSE TO WHICH IT IS CERTIFIED.

3. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY RUBINO SURVEYING TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD, RIGHT OF WAY OR TITLE OF RECORD. RUBINO SURVEYING RELIED UPON FIDELITY NATIONAL TITLE COMPANY, COMMITMENT NO. 597-F0480575-017-PN8, AMENDMENT NO. 2, EFFECTIVE AUGUST 7, 2014.

4. THE BEARINGS ARE BASED ON THE SOUTH ROW LINE OF ARAPAHOE AVE ASSUMED TO BEAR N90°00'00"W BETWEEN MONUMENTS FOUND AND DESCRIBED HEREON.

5. THE SUBJECT PROPERTY HAS 38 REGULAR PARKING SPACES AND 2 HANDICAP SPACES FOR A TOTAL OF 40 PARKING SPACES.

6. THIS SURVEY IS VALID ONLY IF PRINT HAS SEAL AND SIGNATURE OF SURVEYOR.

7. THE DESCRIBED PROPERTY CONTAINS 33,355 SQUARE FEET OR 0.77 ACRES, MORE OR LESS.

8. THE SUBJECT PROPERTY IS CURRENTLY ZONED RH-1. AT THE TIME OF THE MOST RECENT SITE PLAN APPROVAL (1/29/92) THE PROPERTY WAS ZONED HR-X. THE PROPERTY USE, PARKING SPACES AND EXISTING BUILDING SETBACKS WERE APPROVED BY THE PUD / SITE PLAN 1/29/91. THE SUBJECT PROPERTY HAS BEEN REZONED IS NOW CONSIDERED "LEGAL NONCONFORMING". SEE PZR REPORT DATED 8/21/14 FOR ADDITIONAL DETAILS.

9. THERE IS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

10. THERE HAS BEEN RECENT STREET AND SIDEWALK CONSTRUCTION ON ARAPAHOE.

11. THERE IS NO OBSERVED EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LAND FILL.

12. THERE IS NO OBSERVED EVIDENCE OF WETLAND AREAS.

13. DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION AO (DEPTH 1') BY THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT, ON FLOOD INSURANCE RATE MAP NO. 08013C0394J, WITH A DATE OF IDENTIFICATION OF DECEMBER 18, 2012, FOR COMMUNITY NUMBER 080024, IN THE CITY OF BOULDER, STATE OF COLORADO, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED.

14. BUILDING DIMENSIONS AND SQUARE FOOTAGE'S ARE THE EXTERIOR FOOTPRINT AT GROUND LEVEL.

15. THE PROPERTY DESCRIBED HEREON IS THE SAME AS THE PROPERTY DESCRIBED IN FIDELITY NATIONAL TITLE COMPANY COMMITMENT NO. 597-F0480575-017-PN8, EFFECTIVE APRIL 9, 2014 AND THAT ALL EASEMENTS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE SITE OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE SUBJECT PROPERTY.

16. THERE ARE NO ENCROACHMENTS.

17. TAX PARCEL NO. FOR SUBJECT PROPERTY IS: 146331100008.

18. HIGHEST BUILDING ON SITE IS 30' FEET AS MEASURED FROM LOWEST ADJACENT GRADE. MAXIMUM BUILDING HEIGHT PER THE PZR IS 35'.

## SCHEDULE B-SECTION 2 TITLE EXCEPTION COMMENTS:

NONE THAT ARE PLOTTABLE

## INDEXING STATEMENT:

DEPOSITED THIS _____ DAY OF_____, 2014, AT_____.M., IN BOOK _____ OF THE COUNTY SURVEYOR'S LAND SURVEY PLATS/ RIGHT-OF-WAY SURVEYS AT PAGE _____, RECEPTION NUMBER _____.


prepared by:
RUBINO SURVEYING
3312 AIRPORT ROAD
BOULDER, COLORADO 80301
(303) 464-9515


| REVISIONS | |
|---|---|
| . | |
| REVISED 8/27/14 | |
| REVISED 8/25/14 | |
| DRAWING NO: 14146.DWG | SHEET 1 OF 1 |
| DATE OF SURVEY: 5/14/14 | DATE OF DRAWING: 5/15/14 |
| DRAWN BY: BR | PROJECT NO: 14146 |


neo studio
3560 WALNUT ST. UNIT A
DENVER, CO 80205
PHONE 303.758.3800


BASE CAMP BOULDER
INTERIOR RENOVATION
2020 ARAPAHOE AVENUE
BOULDER, CO 80302

PROJ. NO. 14-17
DRAWN: KRS
CHECKED: Checker
APPROVED: Approver
DATE: 05.04.2016
REVISIONS

ISSUED
FOR: LAND USE REVIEW

© NEO STUDIO

SCALE:

SHEET TITLE:
SURVEY

G2.01

5/4/2016 3:40:54 PM

Basecamp Hotels
2020 Arapahoe Avenue // Boulder, CO 80302 // Phone: 415-515-0126
E-Mail: Christian@basecamphotels.com Web: www.basecamphotels.com

Date: 04/25/2016

City of Boulder

Planning & Development Services

1739 Broadway

Boulder, CO 80302

Re : Land use review application for the expansion of a patio and the addition of 3 guestrooms

Please see attached our application for land use review to amend our non-conforming use per the below details.

The Basecamp brand was conceived to provide lodging for people who embrace the outdoors and like to share those experiences with like-minded travelers. We feel this is the perfect location to celebrate the uniqueness of Boulder and its connection to the outdoors through a hotel concept that doesn't exist in the downtown area. A key element of this concept is to provide outdoor spaces with fresh air for our guests to enjoy, something that is missing in the current design of the Quality Inn.

Our hotel has been operating in the neighborhood for over 40 years with no complaints. In fact, our neighbors use our facility to house their guests and friends in the neighborhood, so we are essentially the "spare bedroom" for our community. Naropa University and the University of Colorado are all frequent customers of ours.

**1. Expansion of Exterior Patio.**

We would like to build-out a patio between the lobby and the lounge / meeting room at the hotel. This patio would be an expansion of an existing outdoor seating area from 154 sq.ft. to 346 sq.ft. This expansion would be in place of the rock garden and existing path of travel. Given the outdoor focused traveler to Boulder, guests are currently gathering in various places at the hotel, often pulling chairs out of their guestrooms to sit on the second floor exterior walkway to mingle and enjoy the outdoors, or they are gathering in the parking lot to meet with fellow travelers or family as the outdoor gathering spaces at the hotel are currently limited to one table seating four people on the patio in front of the

lounge. We would like to use this space to create a defined wooden patio to allow guests to sit in a quieter and safer part of the property This approach would provide a safer environment for our guests, allow us to better control access and noise levels, and it would greatly enhance the property's appeal in the neighborhood as the patio would be hidden from the view of the street and our neighbors.

As part of this plan we will be replacing the existing retractable roof in the pool / lounge area with non-operable skylights of a smaller square footage during our upcoming renovation, reducing any potential noise issues from the existing retractable roof. The retractable roof is closer to the property line than the new patio and would thus reduce noise. In addition, redirecting guests from the second floor walkways to the ground level will further reduce any potential sound transfer beyond the property line.

At our other Basecamp Hotel in South Lake Tahoe, the exterior patios have a very similar setup in that they are accessed through the lobby and internal to the site. They are mostly appreciated by families traveling together as they provide a safe environment for the adults to meet and the children to mingle.

An outdoor space is vital to our concept of showcasing Boulder as an outdoor focused destination and place to enjoy the outdoors.

Separate from this application we are planning to apply for a Liquor License to provide beer and wine only across our property to showcase Boulder's exciting local brewing industry.

In summary our patio expansion will:

- Will be for guest use only (no intensification of use)
- Better control of guests and limit noise on property (reduce the impact of non-conforming use)
- Not be visible from street (no visual impact of non-conforming use)
- Will be surrounded on all sides by our existing buildings (no other impact of non-conforming use)

**2. Increase our room count from 47 rooms to 50**

The property has been operating with 49 guestrooms for the past 20 years. During the permitting process for our current renovation, we were informed that the City had a prior document on file showing 47 guestrooms with approval

for a daycare center. Our business license and all documents from other City agencies for the last +/- 15 years provided to us during the sale show 49 guestrooms.

Since the hotel has been operating with 49 guestrooms, the increase from 47-49 rooms will have no actual impact on the intensity of the non-conforming use although it would technically be a small increase to the intensity of our non-conforming use. As the hotel has been operating with 49 guestrooms for so long, we have actual numbers on how many days per year the 48th and 49th guestroom are sold. The 48th room is sold 74 days / year, the 49th room 61 days per year.

The two rooms that we are looking to add to increase our count from 47 to 49 rooms are the two rooms above the lobby (229 and 230 on the plans) which are deemed to be conference rooms per the historical record analysis conducted by City staff. As we are removing 732sq.ft. of what is currently considered "conference" space to replace it with two guestrooms, we are reducing parking requirements based on City code from 2.44 spaces to 2, and hence the project is of the opinion that we would actually be ***reducing the intensity of our non-conforming use.***

We are also planning to convert a room that is currently being used as a maintenance room to an ADA compliant guestroom as our existing ADA rooms don't meet code and the only room that could fit an ADA bathroom was this room. The area where the additional room is being added was historically part of a habitable area that was added before 1982 as "THREE UNITS" though at some stage most have been converted to four units. The diagrams below show how we determined that the room we are looking to re-establish as habitable space was in fact historically recognized by the city as habitable space per case number C8754 below.

We believe that the impact will be extremely minimal as we are expecting to sell the 50th and last guestroom approximately 30-40 days per year. Thus, increasing our guestroom count to 50 guestrooms will only cause an additional 30-40 trips per year or approximately one vehicle trip every 10 days.

In summary, increasing the room count from 47 to 50 rooms will:

1. Not expand the sq.ft. of the building
2. Have a minimal impact on the non-conforming use
3. Will increase City TOT revenue.
4. Will increase Property Tax revenue

**3. Reduce our official parking requirement from 65.8 to 40.1 spaces**

See Parking Study in Exhibit A below and the associated TDM in Exhibit B.

Other responses to City questions (Responses in **bold blue letters** below):

## Responses to final Land Use Review and Comments letter dated (4/12/2016)

1. Flood Control, Jessica Stevens, 303-441-3121
    a. The applicant will be required to submit an emergency management plan in accordance with section 9-3-2(i)(3) of the Boulder Revised Code, 1981 prior to the approval of the site review and non-conforming use review.

    Please see the attached Emergency Management Plan (Exhibit G) as submitted with our initial approved project and permit.
2. Landscaping Elizabeth Lokocz, 303-441-3138
    a. General
        i. Christian Strobel called Elizabeth Lokocz and while Ms. Lokocz didn't feel we met many of the standards under 9-9-12 B.R.C. 1981, she understood that our lot was extremely tight, so we are requesting variances on the sections of the code that we are unable to meet, including; 9-9-14 BRC 1981, 9-9-13 BRC 1981 and 9-9-12 BRC 1981.
        ii. We believe that 9-9-12(c)(1) "*The strict application of these standards is not possible due to existing physical conditions;*" applies in our case because we have no space for landscaping and that the addition of landscaping would further reduce our parking count which is the subject of this Site and Use review.
        iii. We believe that our existing landscaping on Arapahoe (the only area we have available for landscaping) is very expansive and beautiful compared to others on our street.
    b. Per Ms. Lokocz's request we have now shown our planter on the plans and have moved to screen the final parking space on the north side of the property.
3. Legal Documents Julia Chase, City Attorney's Office, Ph. (303) 441-3020
    a. Our updated title and proof of authorization will be provided upon approval.
4. Parking – Bicycle

a. We showed 8 outdoor bicycle parking spaces in our original permit application and install as part of this LUR/Site Review. Our planned rack is the Cora Expo 4508 which accommodates 8 bicycles and is on our plan.

b. We do not believe that a hotel use needs indoor bicycle parking as our guests are able to put their bikes in their rooms and our average length of stay is 1.8 nights so they do not need "long term" bicycle parking. Our staff do not live on property and are on site 8 hours or less per day so do not require long term bicycle parking. See Exhibit H

c. We also have no space to put a bicycle locker based on our limited unused site area;

d. We therefore we request a variance on code section 9-9-6(g)(4).

5. Parking

   a. See attached parking study and comments.

6. Transportation Demand Management

   a. Eco Pass will be made available to any employee who requests an Eco Pass. See attached revised TDM Plan.

   b. We have attached an example of our Welcome Packet including our confirmation email, guide to Boulder and transit maps we plan to share with our arriving guests.

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

   a. We are aware that any monetary benefit to our employees as part of the Bike Program is taxable income for the employee and will be treated as such through our payroll and benefits provider Paychex.

## Responses to Comments from Pre-Application Meeting (1/14/2016)

1. **Improvements to Landscaping**

   **While there is extremely limited area to improve the landscaping on the site, if successful in our Land Use Review, we are planning to add landscaping and screening on the northerly stairwell to better screen our parking from Arapahoe Avenue. We investigated other options and unfortunately they would not be feasible. For example, increasing our landscaping on Arapahoe would result in tearing up the newly rebuilt Arapahoe Avenue which is currently prohibited by the City.**

2. **6 vs. 7 rooms on the second floor of the rear building**

   **During our meetings there was a question about whether the addition of rooms above the southerly building resulted in the addition of 6 or 7 rooms. The lower level was permitted for 7 rooms (4 apartments plus 3 filled in**

**carports). As the plumbing is stacked and the rooms above are built on the existing exterior walls of the lower units, we cannot figure out why records suggest that only 6 rooms were added on the second story. There is no physical evidence to suggest that these were ever 6 rooms, so we think that there was a clerical error here. As the project is not proposing to add rooms in areas that were historically not habitable spaces and as we are not disputing the City's findings about the actual number of documented rooms, we would request that the 7 rooms above the southern building are also formalized during this process per the submitted plans.**

## Responses to Comments from Land User Review Application (2/19/2016)

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

   At time of site plan submittal and in support of section 9-2-14(h)(2)(D)(iv) of the Boulder Revised Code, 1981 (BRC) and the requested parking study, please include a TDM Plan as part of the Parking Study which identifies site design, programs and education that will be implemented to mitigate for the requested parking reduction. Please refer to section 2.03(l) of the City's Design and Construction Standards (DCS) for strategies to support the requested parking reduction.

   **Parking study attached Exhibit A, TDM Plan attached Exhibit B**

2. Flood Control, Jessica Stevens, 303-441-3121

   The Boulder Revised Code requires that all new lodging units located within the 100-year floodplain are constructed with the lowest floor a minimum of two feet above the base flood elevation. The application requests the conversion of a maintenance room to an accessible lodging room. The applicant has stated that the room was previously approved as habitable space through case number C8754. The maintenance room is considered a habitable space. However, staff has been unable to locate any evidence that this room was ever intended to be used as a lodging room. The accessible room will need to be relocated and the repurposed for a non-lodging use. **In the various meetings we had, it was explained to us that if we could prove to the City that these spaces were grandfathered in as "habitable spaces" (e.g. Apartments or Lodging Rooms) that they would be grandfathered in from a flood perspective as from a flood perspective they do not differentiate types of habitable space. We understand that you cannot add a habitable space in a 100 year flood plain but we believe that this area was a habitable space since at least 7/20/1971 (The date of the drawing C8754 you provided to us). In meetings, we were even given the example of our Laundry (which was also an apartment building) as an example of where we**

**could move our Accessible room to should we not be able to prove that the room in questions had historically been a habitable space. From all the evidence provided we believe that at least since 7/20/1971 (attached below) it does appear to have been a "Unit with Kitchen" in the "Trainer Motel Remodeling", so we believe this clearly suggests that the room in question was permitted as a motel unit with a kitchen.**

3. Landscaping Elizabeth Lokocz, 303-441-3138

   Please update the plans and perspective to provide a single large planter adjacent to the stairs to help screen the parking lot. Smaller planters desiccate extremely quickly in the CO climate and will require significantly more watering. Call out the proposed vegetation. Note that the perspective should only be submitted if it matches the plans.

   **Please see attached Landscape Plan in Exhibit C with vegetation and locations called out. We have landscaped every piece of land that is not used by circulation, traffic, buildings or trash. We believe that the new planters do a fine job of screening the parking lot given the limited areas we have for landscaping.**

4. Legal Documents Julia Chase, City Attorney's Office, Ph. (303) 441-3020

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

   a. an updated title commitment current within 30 days; and
   b. Proof of authorization to bind on behalf of the owners

   **We will sign a development agreement once drafted and acceptable to Owner.**.

5. Neighborhood Comments Elaine McLaughlin, 303-441-4130

   Staff received phone messages from five different neighbors, and one letter to date, all of whom expressed concerns about the planned parking reduction and the lack of available on-street parking. The applicant must host a Good Neighbor Meeting as part of the Use Review and Site Review to help convey the project and parking management plans to the neighbors and receive their input. Note that the meeting can be helpful in clarifying any confusion that may arise from the notion of the "expansion" and the actual parking demand. Staff is recommending a parking study (see below) prior to the meeting to help inform the discussion. Please let staff know available dates, times and venues to host the meeting. Staff recommends meetings not occur on the first or third Tuesdays or Thursdays (typical City Council and Planning Board dates respectively). Note that staff must have a minimum of two weeks prior to the meeting to send out public notification.

**We are happy to have a meeting and have requested that the City arrange one for the week of 4/4.**

6. Parking Elaine McLaughlin, 303-441-4130 and David Thompson, 303-441-4417

   At time of site plan submittal please revise the plans to show the short-term and long-term bicycle parking to be provided on the site consistent with the requirements found in Table 9-8 of the BRC. Currently, there are 43 parking spaces serving the site. However, the application indicates a request for 41 parking spaces, as noted above, staff notes that the location of the trash/recycling enclosure will likely encompass two of the parking spaces. Under the Land Use Code (9-9-6, B.R.C. 1981) parking for motels, hotels and bed and breakfasts require 1 space per guest room or unit, plus required spaces for nonresidential uses at 1 space per 300 square feet of floor area. According to the written statement there is 4,426 square feet of non-residential floor area, this results in a demand of 14 parking spaces (the "rounding rule" for the code requires rounding down when the whole number is above five spaces) along with the 50 required for the 50 requested rooms. With 64 parking spaces required and 41 provided, the requested parking reduction is 36 percent. Even without the addition of two hotel rooms, as proposed, there is an existing parking reduction of 33 percent (64 spaces required where 41 exist today). Parking reduction requests for up to 25 percent can be done administratively. However, for parking reductions over 25 percent an application for a Site Review is required. Please submit the application at this time. The increase in room count does increase the degree of the parking reduction. The table provided by the applicant to determine "actual peak parking demand" is helpful. That table should be used to demonstrate consistency with the Parking Reduction Criteria, as noted below that requires, "the parking needs of any nonresidential uses will be adequately accommodated through on-street parking or off-street parking." Thus, the burden of proof regarding "adequate accommodation" must be made through the analysis of parking demand along with an analysis of on-street parking availability for any overflow scenarios, in a parking study to be completed by a traffic engineer. Staff notes that in a brief review of various aerial and context photos that on-street parking does appear to be constrained for any overflow parking (refer to photos on pages 4 and 5). However, so to, the aerial photos illustrate that the site's parking lot is not filled to capacity in these random examples. Given concerns raised by neighbors regarding constrained parking, as a part of the Site Review request for a parking reduction, the applicant must provide a parking study prepared by a transportation planner or traffic engineer that illustrates available on-street parking. Note that the intent of the study is to demonstrate consistency with the Parking Reduction criteria as follows:

   a. Additional Criteria for Parking Reductions: The off-street parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981, may be modified as follows:

i. Process: The city manager may grant a parking reduction not to exceed fifty percent of the required parking. The Planning Board or City Council may grant a reduction exceeding fifty percent. (note, because the application is for a non-residential use in a residential zoning district, the determination of the Site Review will be by the Planning Board in this case.)

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

1. For residential uses, the probable number of motor vehicles to be owned by occupants of and visitors to dwellings in the project will be adequately accommodated;
2. The parking needs of any nonresidential uses will be adequately accommodated through on-street parking or off-street parking;
3. mix of residential with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;
4. If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; and
5. If the number of off-street parking spaces is reduced because of the nature of the occupancy, the applicant provides assurances that the nature of the occupancy will not change.

**Please see attached Parking Study, Exhibit A.**

7. Plan Documents Elaine McLaughlin, 303-441-4130
   a. Indicate on the project plans where the trash and recycling are proposed. As discussed in the pre-application, they cannot be located in the front yard setback. However, there is no indication in the project plans where they are to be located. **The trash will remain in it's existing location at the back of the property given that the proposed and approved location in the permit set was subsequently rejected.**
   b. In the written statement the applicant states that the number of parking spaces provided is 43, yet the project plans. and application indicate 41. Please clarify. **There are 43 spaces on site.**

8. Provide a more detailed landscape plan that will help to illustrate how the applicant intends to "lessen the degree of non-conformity." This could include the plans for the patio area which would likely enhance the existing setting.

Similarly, the applicant indicated that additional landscaping is "infeasible" however, there does need to be a demonstration that the applicant is improving the appearance of the structure or site. The plans and written statement to date do not yet meet that requirement. **Please see Exhibit C, we have added a 3' x 9' planter to screen the parking lot as there was no other area to add landscaping. The City indicated that our existing landscaping was excellent at the front of the property..**

9. Review Process, Elaine McLaughlin, 303-441-4130

   The degree of the parking reduction at 33 percent, which exceeds an Administrative Review threshold, necessitates application for Site Review along with Non-Conforming Use Review. Please submit an application at this time.

   **This document along with all others related to the Site Review have now been submitted.**

   a. Criteria for Review: No site review application shall be approved unless the approving agency finds that:
      i. Boulder Valley Comprehensive Plan:
         1. The proposed site plan is consistent with the land use map and the service area map and, on balance, the policies of the Boulder Valley Comprehensive Plan. **NOT A NEW CONSTRUCTION PROJECT OR EXPANSION, THEREFORE NOT APPLICABLE.**
         2. 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:
            a. The density permitted in the Boulder Valley Comprehensive Plan, or
            b. 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.

            **NOT A NEW CONSTRUCTION PROJECT OR EXPANSION, THEREFORE NOT APPLICABLE.**

b. 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 in 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:

i. Open Space: Open space, including, without limitation, parks, recreation areas and playgrounds:
**We are adding a deck that allows people to recreate outdoors. As we are not permitted to make our site accessible to the public it will be for guests only, but we have over 10,000 guests staying with us each year so it will improve their access to Open Space.**

ii. Useable open space is arranged to be accessible and functional and incorporates quality landscaping, a mixture of sun and shade and places to gather;
**Our outdoor space will be accessible and will have quality seating areas for people to enjoy.**

iii. Private open space is provided for each detached residential unit; NOT APPLICABLE, NO RESIDENTIAL UNITS

iv. 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 ludiovicianus), which is a species of local concern, and their habitat;
**We are not removing any trees or open space (other than asphalt and concrete) so we are not affecting any trees or habitats for the Cynomys ludiovicianus.**

v. The open space provides a relief to the density, both within the project and from surrounding development;
**Our deck provides relief from the asphalt and concrete density on our site. As we are not building new, we are not able to move buildings, but our landscaped area on Arapahoe provides a great green space barrier from the street.**

vi. 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;
**We have maximized the space of our open space but are constrained by the site dimensions.**

vii. The open space provides a buffer to protect sensitive environmental features and natural areas; and NOT APPLICABLE

viii. If possible, open space is linked to an area- or city-wide system. NOT APPLICABLE THOUGH YOU CAN ACCESS THE BOULDER CREEK PATH FROM THE REAR OF OUR PROPERTY.

c. Open Space in Mixed Use Developments (Developments That Contain a Mix of Residential and Nonresidential Uses) NOT APPLICABLE:

i. The open space provides for a balance of private and shared areas for the residential uses and common open space that is available for use by both the residential and nonresidential uses that will meet the needs of the anticipated residents, occupants, tenants and visitors of the property; and

ii. The open space provides active areas and passive areas that will meet the needs of the anticipated residents, occupants, tenants and visitors of the property and are compatible with the surrounding area or an adopted plan for the area.

d. 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;

**By adding the wood texture of the deck in place of asphalt and concrete, we are adding much needed texture in an otherwise black and gray parking lot. In terms of plants we are going with evergreens and perennials (see Exhibit D: Landscaping Plan), we are breaking up the monotony of our existing building and parking lot.**

ii. Landscape design attempts to avoid, minimize or mitigate impacts on and off site to important native species, healthy, long lived trees, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project;

**Our choice of native species and hardscape ensures that we will mitigate the impact on on and offsite plant species.**

iii. The project provides significant amounts of plant material sized in excess of the landscaping requirements of Sections 9-9-12, "Landscaping and Screening Standards," and 9-9-13, "Streetscape Design Standards," B.R.C. 1981; and **As we are not a new build we cannot meet all the standards, but we have maximized the landscaping and open spaces in every square foot of the property.**

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 **As we are an existing building, we only have certain areas to alter and we have maximized the landscaping in every area of our project.**

e. 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; NOT APPLICABLE AS WE ARE NOT CONSTRUCTING ANY NEW CIRCULATION PATHS.

   ii. Potential conflicts with vehicles are minimized; NOT APPLICABLE AS WE ARE NOT CONSTRUCTING ANY NEW CIRCULATION PATHS.

   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; **We are maintaining easy access to the Boulder BCycle and bus stops on Arapahoe through our front entrance to the property. As we are not building new we have limited ability to alter the access to the street.**

   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;

   **We have bike parking on site and encourage people to use alternative modes of transport. See our attached TDM Plan (Exhibit B).**

   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;

   **See our attached TDM Plan (Exhibit B).**

   vi. On-site facilities for external linkage are provided with other modes of transportation, where applicable; NOT APPLICABLE GIVEN WE ARE NOT ALTERING OUR SITE LAYOUT.

   vii. The amount of land devoted to the street system is minimized; and NOT APPLICABLE GIVEN WE ARE NOT ALTERING OUR SITE LAYOUT.

   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. **See our attached TDM Plan (Exhibit B).**

f. Parking:

i. The project incorporates into the design of parking areas measures to provide safety, convenience and separation of pedestrian movements from vehicular movements; **We have achieved as much as possible given the constraints of the existing site. We believe that the deck we are adding in place of the seating in the parking lot will provide significantly better separation from people and the traffic circulation. With the lack of deck, guests frequently take chairs out of their room and sit in the parking lot on a sunny day. Our guest serving deck will eliminate this need and hence greatly improve the convenience, separation and safety of our site.**

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; **Yes. There is no waster square foot of parking.**

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

iv. Parking areas utilize landscaping materials to provide shade in excess of the requirements in Subsection 9-9-6(d), and Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981. **As we have no ability to build extra shade we are limited by our existing buildings.**

g. Building Design, Livability and Relationship to the Existing or Proposed Surrounding Area: NOT APPLICABLE AS WE ARE NOT CONSTRUCTING ANY BUILDINGS.

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

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

iii. The orientation of buildings minimizes shadows on and blocking of views from adjacent properties;

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;

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;

vi. To the extent practical, the project provides public amenities and planned public facilities;

vii. For residential projects, the project assists the community in producing a variety of housing types, such as multifamily, townhouses and detached single family units, as well as mixed lot sizes, number of bedrooms and sizes of units;

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;

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

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;

xii. Exteriors of 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;

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;

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

xv. In the urbanizing areas located on the major streets shown on the map in Appendix A to 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.

h. 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: NOT APPLICABLE AS WE ARE NOT ADDING ANY STRUCTURES, BUT IT SHOULD BE NOTED THAT WE HAVE BEEN PIONEERS IN SOLAR CAPTURE WITH A LARGE SOLAR ARAY ON OUR ROOFTOP THAT CONTRIBUTES SIGIFICANT RENEWABLE ENERGY TO OUR PROJECT.

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.

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.

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.

iv. Landscaping: The shading effects of proposed landscaping on adjacent buildings are minimized.

i. NOT APPLICABLE: Additional Criteria for Poles Above the Permitted Height: No site review application for a pole above the permitted height will be approved unless the approving agency finds all of the following:

i. The light pole is required for nighttime recreation activities which are compatible with the surrounding neighborhood, light or traffic signal pole is required for safety or the electrical utility pole is required to serve the needs of the City; anD

ii. The pole is at the minimum height appropriate to accomplish the purposes for which the pole was erected and is designed and constructed so as to minimize light and electromagnetic pollution.

j. NOT APPLICABLE Land Use Intensity Modifications:

i. Potential Land Use Intensity Modifications:

1. NOT APPLICABLE The density of a project may be increased in the BR-1 district through a reduction of the lot area requirement or in the Downtown (DT), BR-2 or MU-3 districts through a reduction in the open space requirements.
2. NOT APPLICABLE The open space requirements in all Downtown (DT) districts may be reduced by up to one hundred percent.
3. NOT APPLICABLE The open space per lot requirements for the total amount of open space required on the lot in the BR-2 district may be reduced by up to fifty percent.
4. NOT APPLICABLE Land use intensity may be increased up to twenty-five percent in the BR-1 district through a reduction of the lot area requirement.

ii. NOT APPLICABLE Additional Criteria for Land Use Intensity Modifications: A land use intensity increase will be permitted up to the maximum amount set forth below if the approving agency

finds that the criteria in paragraph (h)(1) through Subparagraph (h)(2)(H) of this section and following criteria have been met:

1. Open Space Needs Met: The needs of the project's occupants and visitors for high quality and functional useable open space can be met adequately
2. Character of Project and Area: The open space reduction does not adversely affect the character of the development or the character of the surrounding area; and
3. Open Space and Lot Area Reductions: The specific percentage reduction in open space or lot area requested by the applicant is justified by any one or combination of the following site design features not to exceed the maximum reduction set forth above:
    a. Close proximity to a public mall or park for which the development is specially assessed or to which the project contributes funding of capital improvements beyond that required by the parks and recreation component of the development excise tax set forth in chapter 3-8, "Development Excise Tax," B.R.C. 1981: maximum one hundred percent reduction in all Downtown (DT) districts and ten percent in the BR-1 district;
    b. Architectural treatment that results in reducing the apparent bulk and mass of the structure or structures and site planning which increases the openness of the site: maximum five percent reduction;
    c. A common park, recreation or playground area functionally useable and accessible by the development's occupants for active recreational purposes and sized for the number of inhabitants of the development, maximum five percent reduction; or developed facilities within the project designed to meet the active recreational needs of the occupants: maximum five percent reduction;
    d. Permanent dedication of the development to use by a unique residential population whose needs for conventional open space are reduced: maximum five percent reduction;
    e. The reduction in open space is part of a development with a mix of residential and nonresidential uses within a BR-2 zoning district that, due to the ratio of residential to nonresidential uses and because of the size, type and mix of dwelling units, the need for open space is reduced: maximum fifteen percent reduction; and

f. The reduction in open space is part of a development with a mix of residential and nonresidential uses within a BR-2 zoning district that provides high quality urban design elements that will meet the needs of anticipated residents, occupants, tenants and visitors of the property or will accommodate public gatherings, important activities or events in the life of the community and its people, that may include, without limitation, recreational or cultural amenities, intimate spaces that foster social interaction, street furniture, landscaping and hard surface treatments for the open space: maximum twenty-five percent reduction.

4. Additional Criteria for Floor Area Ratio Increase for Buildings in the BR-1 District:

a. Process: For buildings in the BR-1 district, the floor area ratio ("FAR") permitted under Table 8-2, Section 9-8-2, "Floor Area Ratio Requirements," B.R.C. 1981, may be increased by the city manager under the criteria set forth in this subparagraph.

b. Maximum FAR Increase: The maximum FAR increase allowed for buildings thirty-five feet and over in height in the BR-1 district shall be from 2:1 to 4:1.

iii. Criteria for the BR-1 District: The FAR may be increased in the BR-1 district to the extent allowed in subparagraph (h)(2)(J)(ii) of this section if the approving agency finds that the following criteria are met:

1. Site and building design provide open space exceeding the required useable open space by at least ten percent: an increase in FAR not to exceed 0.25:1.

2. Site and building design provide private outdoor space for each office unit equal to at least ten percent of the lot area for buildings twenty-five feet and under and at least twenty percent of the lot area for buildings above twenty-five feet: an increase in FAR not to exceed 0.25:1.

3. Site and building design provide a street front facade and an alley facade at a pedestrian scale, including, without limitation, features such as awnings and windows, well-defined building entrances and other building details: an increase in FAR not to exceed 0.25:1.

4. For a building containing residential and nonresidential uses in which neither use comprises less than twenty-five percent of the total square footage: an increase in FAR not to exceed 1:1.

5. The unused portion of the allowed FAR of historic buildings designated as landmarks under chapter 9-11, "Historic Preservation," B.R.C. 1981, may be transferred to other sites

in the same zoning district. However, the increase in FAR of a proposed building to which FAR is transferred under this subparagraph may not exceed an increase of 0.5:1.

6. For a building which provides one full level of parking below grade, an increase in FAR not to exceed 0.5:1 may be granted.

k. Additional Criteria for Parking Reductions: The off-street parking requirements ofSection 9-9-6, "Parking Standards," B.R.C. 1981, may be modified as follows:

   i. Process: The city manager may grant a parking reduction not to exceed fifty percent of the required parking. The planning board or city council may grant a reduction exceeding fifty percent.

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

      1. NOT APPLICABLE For residential uses, the probable number of motor vehicles to be owned by occupants of and visitors to dwellings in the project will be adequately accommodated;

      2. The parking needs of any nonresidential uses will be adequately accommodated through on-street parking or off-street parking; **See Exhibit A: Parking Study**

      3. NOT APPLICABLE A mix of residential with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;

      4. NOT APPLICABLE If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; and

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

l. Additional Criteria for Off-Site Parking: The parking required under Section 9-9-6, "Parking Standards," B.R.C. 1981, may be located on a separate lot if the following conditions are met:

   i. NOT APPLICABLE The lots are held in common ownership; **Just one lot, but yes, it is one ownership group.**

   ii. NOT APPLICABLE The separate lot is in the same zoning district and located within three hundred feet of the lot that it serves; and

iii. NOT APPLICABLE The property used for off-site parking under this subparagraph continues under common ownership or control.

Sincerely,

Christian Strobel

Founder

Basecamp Hotels

Exhibit A: Parking Study

Exhibit B: Travel Demand Management Plan

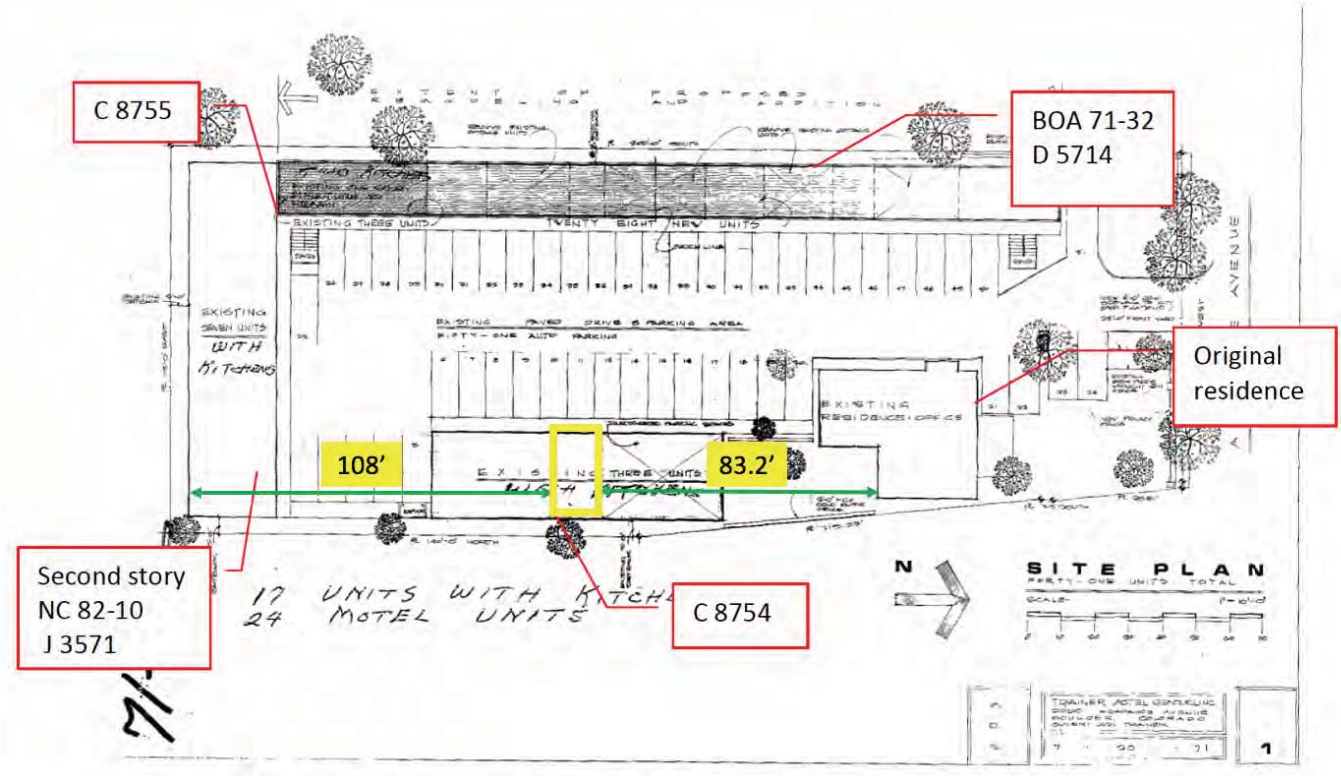
Exhibit C: Landscaping Plan and Images

Planter obscuring the Parking:

Exhibit C: Wooden Deck

Exhibit D: Typical Welcome Packet, including Transit Maps and Transportation Suggestions

Exhibit E: City Records




Proposed additional ADA room:

Exhibit F: Existing Openings in Pool Area

Exhibit G: Existing outdoor seating near lounge

People often use this space as overflow or when it is nice out regardless of it's designated use.

Exhibit H: Image of Patio at Existing  Basecamp Hotel in South Lake Tahoe, CA.

Exhibit E: Images from Basecamp Hotel in South Lake Tahoe

LET'S
CLIMB A
MOUNTAIN
I WANT
TO
RIDE
MY

Exhibit G: Emergency Management Plan

# Emergency Evacuation Plan Template

Canyon creeks can flood quickly with little warning. Emergency Management Plans help protect people, minimize interruptions of services, protect buildings and assets from damage and prevent environmental contamination due to flood events. This Emergency Evacuation Plan is a key component of an Emergency Management Plan to help you plan for a flood event and successfully evacuate if needed.

In addition to this Emergency Evacuation Plan, the following items should be considered:

- What is the flood risk in the area?
- What resources will be needed to continue operations after a flood event?
- How can important documents and data be protected or backed-up?
- How can you minimize damages to your facility?
- What training is needed to help people know how best to respond during a flood emergency?
- Are chemicals or other hazardous substances stored in locations that are safe from flooding?
- Where are the best locations to post the evacuation route?
- Where should the Emergency Management Plan be kept for quick reference?
- How can you ensure that the plan is periodically reviewed and kept up to date?

Visit www.boulderfloodinfo.net for guidelines on how to prepare your Emergency Management Plan and to learn more about the flood risk in Boulder.

Please note that if an Emergency Management Plan is required for your facility as part of a floodplain development permit application, it must be certified by a Colorado-registered professional engineer or Certified Facilities Manager.

For more information on the City of Boulder's floodplain regulations and floodplain development permits, please contact the Planning and Development Services Center at 303-441-1880 or plandevelop@bouldercolorado.gov.

# Emergency Evacuation Plan

**Facility Information:**

Name BOULDER QUALITY INN / BASECAMP BOULDER

Address 2020 ARAPAHOE AVENUE

BOULDER, CO. 80302

Phone Numbers 303.449.7550

**Emergency Contact:**

Name JENNIFER TORREZ

Title GENERAL MANAGER

Phone Numbers O: 303.449.7550 C: 303.908.4131

**Situational Awareness:**

Who is responsible for monitoring weather conditions? GENERAL MANAGER, RECEPTION DESK MANAGER WHEN GM OFFSITE

How does your facility stay informed about severe weather? (check all that apply)

☐ Weather Radio ☐ Television ☒ Internet ☒ Nation Weather Service Alerts

☒ Other: http://www.boulderoem.com/ MONITOR CITY OF BOULDER EMERGENCY ALERT SYSTEM

**Plan Activation:**

What actions will be taken in response to the following situations?

- Severe weather forecast INCREASE FREQUENCY OF WEATHER CHECKS TO ONCE EVERY 2HRS
- Flood watch (flooding probable) NOTIFY GUESTS OF POTENTIAL EMERGENCY AND HAND OUT EVACUATION PLAN LITERATURE
- Flood warning (flooding imminent) NOTIFY GUEST TO GATHER @ MUSTER POINT
- Other emergency alerts
  - Outdoor warning sirens NOTIFY GUEST TO GATHER @ MUSTER POINT
  - Contact by an emergency notification system NOTIFY GUEST TO GATHER @ MUSTER POINT
  - University of Colorado Campus Alerts NOTIFY GUESTS OF POTENTIAL EMERGENCY
  - Other emergency alerts (please specify) _____

# Emergency Evacuation Plan

**Roles and Responsibilities:**

| Role/Responsibility | Name/Position | Phone | e-mail |
|---|---|---|---|
| Evacuation Team Leader | JENNIFER TORREZ/ GM | 303.908.4131 | JTORREZ@QUALITYINNBOULDER.COM |
| Notifications to persons within your facility | FRONT DESK STAFF | 303.449.7550 | |
| Notifications to persons outside your facility | JENNIFER TORREZ/GM | | |
| Arranging transportation | MANAGER ON DUTY/JENNIFER TORREZ | | |
| Securing the facility prior to evacuation | JESSE/BUILDING ENGINEER | | |
| Bringing any needed supplies | JESSE/BUILDING ENGINEER | | |
| Taking role at the evacuation site | FRONT DESK STAFF | | |
| | | | |
| | | | |
| | | | |

**Notifications:**

Who will be notified of the evacuation? (check all that apply)

☒ Employees ☐ Students/Residents ☒ Visitors ☐ Emergency Management

☐ Family members ☐ Other: _____

☐ Attach contact information for all persons to be notified of the evacuation.

**Communications Protocols:**

People within your facility will be notified of the evacuation using the following (check all that apply):

☒ Verbal announcements ☐ Intercom ☐ E-mail ☒ Phone ☒ Text message

☐ Other: _____

People outside your facility will be notified of the evacuation using the following (check all that apply):

☐ Radio announcement ☐ E-mail ☐ Phone ☒ Text message

☐ Other: _____

# Emergency Evacuation Plan

**Evacuation Route and Location:**

People should assemble at the following location for accounting by the staff evacuation team: @ 2008 PINE ST, BOULDER , CO. 80302

IF ADEQUATE TIME IS AVAILABLE, ALL GUEST AND STAFF ARE TO EVACUATE THE FACILITY TO WHITTIER ELEMENTARY

IF THE MOD DETERMINES THAT ADEQUATE TIME IS NOT AVAIALBLE ALL 2ND LEVEL GUESTS TO REMAIN IN THEIR ROOMS

ALL 1ST LEVEL GUESTS TO GATHER IN HOTEL LOBBY

SEE ATTACHED MAP FOR EVACUATION ROUTE TO WHITTIER ELEMENTARY

☒ Attach a copy of the emergency evacuation route map to this plan.

☒ Post copies of the emergency evacuation route map at highly visible locations throughout the facility and on the inside of the doors to all lodging units.

**Facility Considerations:**

Pre-evacuation preparations (if time allows):

☐ Collect important documents/items ☒ Turn off utilities ☒ Lock doors

☐ Move items susceptible to flooding to higher locations (such as on top of tables or to upper floors)

☒ Other: VERIFY ALL 1ST LEVEL GUEST ROOMS HAVE BEEN EVACUATED

☐ Other: _____

☐ Other: _____

**Transportation:**

Describe any special transportation needs:

TRANSPORTAION BY GUEST VEHICLES

**Certification:**

This plan was prepared by:_____ Date: _____

BASECAMP HOTEL:
EVACUATION MAP. NOTE EVACUATE TO THIS LOCATION IF DIRECTED BY STAFF. IN EVENT OF FLOOD EMERGENCY ALL 1ST LEVEL GUESTS TO MUSTER IN HOTEL LOBBY. ALL 2ND LEVEL GUESTS TO REMAIN IN ROOMS

BASECAMP HOTEL LOCATION - 2020 ARAPAHOE AVENUE

# Exhibit H: Examples of Bicycles in Room

Exhibit I: Examples of Guest Confirmations and Packet

# RESERVATION CONFIRMATION

Dear Guest,

We're pleased to confirm your upcoming stay at the Basecamp Hotel Boulder in Boulder, CO. Below is information about your stay to help you prepare for your trip.

See you soon!

Name:
Confirmation Number:
Reservation Status: Reserved
Check In:
Check Out:
Number of Rooms:

Please note: We appreciate your patience during our summer renovations. We will still make your stay a great one. Guests must contact hotel prior to arrival for authorization if credit card is under another name. All payment cards will be authorized on the day of arrival by 4:00 PM for one night stay plus tax. At check-in your card will be authorized for the full amount of the stay plus a $50.00 USD deposit. Must be 21 years or older to rent a room. Pet accommodation: $15.00 per stay, $100.00 deposit required. Pet limit: 2 per room, maximum 65 pounds. Pets may not be left unattended in guest rooms unless kept in kennel.

BOULDER COLORADO
BASECAMP
HOTEL
ELEV 5,430'

Basecamp Hotel Boulder
2020 Arapahoe Ave,
Boulder, CO, US, 80302
+1 (303) 449-7550

At Basecamp Boulder we care about our impact on the world and our community, fortunately there are many ways to get to Boulder without driving yourself:

Let someone else do the driving

Fortunately, there are many alternatives to get to Boulder from DIA and the Denver area. Please visit www.greenrideboulder.com for a shared shuttle or www.rtd-denver.com for information on public transportation. Not a fan of these methods? Contact the hotel directly for more suggestions on what may fit your needs.

Bringing a Group Along for the Ride?

Should you choose that driving yourself is more your style and you are coming to Basecamp in a group we will offer a toast if you come with fewer cars than the number of rooms you booked. We will offer you 2 free drinks at our bar for every extra room. For example, if your group has three people arriving in one car for 3 rooms, you will get 4 free drinks. It always makes sense to car share!

B-Cycle: The best way to get around Boulder when you are here, other than walking, is Boulder's B-Cycle bike share program, we have a station less than a block away and more information can be found at boulder.bcycle.com.

## 01 // GUEST INFORMATION

▼ Insert Key Card Here ▼

*Explore Boulder*

| ROOM NUMBER | CHECK OUT DATE | WIFI PASSWORD |
|---|---|---|

2020 Arapahoe Ave · Boulder · CO 80302 · 303-449-7550

40° 02' 74" N 105° 25' 19" W

*The Complete*

# POCKET GUIDE

TO

EXPLORING & ENJOYING

*Boulder Colorado*

# BASECAMP™ HOTEL

**INSIDE LEARN HOW TO:**

**Hunt and track awesome food, discover local hot spots, find watering holes, develop your outdoor skillset, and much, much more...**

## 02 // CAMP AMENITIES

### CHECK IN 3PM / CHECK OUT 11AM

### BREAKFAST

**Available Daily** // 7am - 10am in the Lobby & Coffee bar (See property map).

### REFRESHMENTS

**Lobby & Coffee Bar** // Our lobby is the hub of our property and the bar is there to serve you refreshments throughout the day.
We also welcome you to work at our communal table with a cold refreshment at any time.
**Lounge** // The lounge is a tall, airy meeting space that features two garage doors and a climbing wall.

### ADDITIONAL INFORMATION

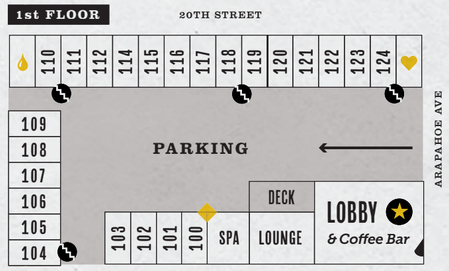
**Lobby Deck** // Boulder is all about the outdoors, so take some time after your busy day to relax and get outdoors.
**Fitness** // At Basecamp we believe that fitness is primarily about getting outside. But you can always get ready by using the fitness center on the 1st floor. (See section 12 for more information).
**Hot Tub & Sauna** // Our cozy indoor spa and sauna space is the perfect way to relax and unwind after an active day in the great outdoors.
**Biking** // The best way to explore Boulder is by bike. We are located on the Boulder Creek Bike Path that can take you the scenic route all over town. We recommend **BCycle,** located just steps from the hotel (take a right on Arapahoe and look for a rack with 15 red bikes)
**Ice & Vending Machine** // Ice is available in the Lobby, please bring the small cooler from your closet and we'll fill it up. We also have vending machines and washing machines next to the Spa.
**Pets** // We love animals but in order to respect people with allergies, pets are only allowed in designated rooms. Please never leave your pet unattended.

### MEETING SPACES

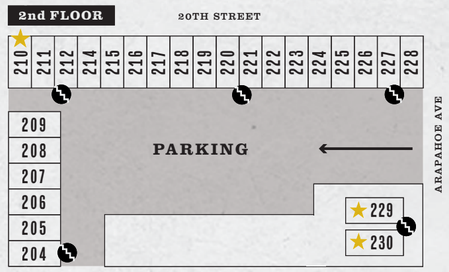
**Lounge** // The lounge is a tall airy meeting space that features two garage doors, a climbing accent wall, and large projector capabilities. The Lounge can host 100 people for a reception, 80 people classroom style and 60 people for a catered sit down dinner.

**Basecamp is a 100% non-smoking. Please respect your fellow explorers by not smoking anywhere on the property.**

## 03 // PROPERTY MAP




FITNESS CENTER ★ SPECIALTY ROOMS ◆ VENDING HOUSEKEEPING




## 04 // MAJOR AREA EVENTS

**Boulder Stout Month** *February*
Boulder's celebration of Stout with brews like 48 Smooth Chai Milk Stout and Girl Scout Stout. www.yourboulder.com/boulder-stout-month

**Conference on World Affairs** *April*
Everything conceivable. Boulder's take on Davos. www.colorado.edu/cwa

**Boulder Creek Festival** *May*
The unofficial kickoff to summer in Boulder www.bceproductions.com/#!boulder-creek-festival/cdz3r -

**Bolder Boulder** *Memorial Day*
40 year old foot race that defies description. www.bolderboulder.com

**Shakespeare Festival** *Summer*
All things Shakespeare in Boulder www.coloradoshakes.org

**Ironman Boulder** - *August*
The race in one of the world's triathlon hubs. www.ironman.com

**Homecoming** *October* A big day for a great college town www.colorado.edu/alumni/events/homecoming -

### PEARL STREET

**Endurance Conspiracy** Great T-Shirts, locally made. 1717 Pearl St.

**Ramble on Pearl** Clothes sold for a great cause, 1638 Pearl St.

**Into The Wind** The most colorful store you've ever been in. Toys & Kites galore. 1408 Pearl St.

**Momentum** Fair-trade & handmade goods from around the world 1625 Pearl St.

**Island Farm** Treasures found and stories told from around the world. 1122 Pearl St.

**Boulder Book Store** Independent bookstore since 1973. 1107 Pearl St.

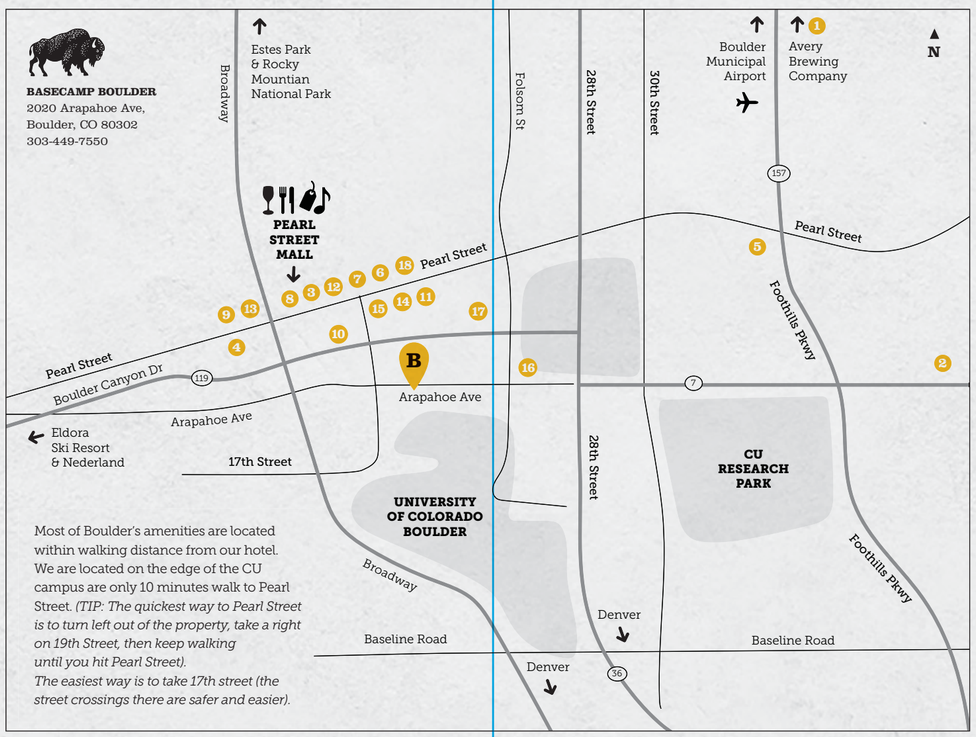
### BREWERIES

1. **Avery Brewing** // Aged beers, family owned since 1993. 4910 Nautilus Ct www.averybrewing.com
2. **Upslope** // All natural beers in aluminum cans. 1898 S Flatiron Ct www.upslopebrewing.com
3. **Mountain Sun** // New releases monthly, 20+ tap beers. 1535 Pearl St. www.mountainsunpub.com
4. **Walnut Brewery** // House brewed beers and grub. 1123 Walnut St. www.walnutbrewery.com
5. **Sanitas Brewing** // Industrial-chic taproom with a seasonal outdoor patio serving tacos & rotating house-brewed beers. 3550 Frontier Ave. www.sanitasbrewing.com

### COFFEES SHOPS

6. **Boxcar Coffee** // Highly skilled baristas serving exceptional coffee 1825 Pearl St.
7. **Laughing Goat Coffee** // Great atmosphere, sustainable coffee and good snacks. 1709 Pearl St.
8. **The Cup** // Local low-key vibe with a patio. 1521 Pearl St.
9. **Ozo Coffee** // Homey daytime cafe with light fare. 1015 Pearl St.
10. **Dushanbe Teahouse** // A gift from Boulders' sister city Dushanbe, Tajikstan. The building was handcrafted by artisans, shipped and then reassembled here in Boulder. www.boulderteahouse.com

## 05 // AREA MAP




Most of Boulder's amenities are located within walking distance from our hotel. We are located on the edge of the CU campus are only 10 minutes walk to Pearl Street. *(TIP: The quickest way to Pearl Street is to turn left out of the property, take a right on 19th Street, then keep walking until you hit Pearl Street).*
*The easiest way is to take 17th street (the street crossings there are safer and easier).*

## 06 // FOOD

11. **Frasca** $$$$
*New American*
One of the best restaurants in the country; started by Bobby Stuckey and Lachlan Mackinnon-Patterson of French Laundry fame.
*10 minute walk*
1738 Pearl St. (303) 442-6966

12. **Snooze** $$
*Breakfast*
A casual spot; great for families and those who just want to walk up to the bar and get breakfast before a busy day. Expect lines at peak times.
*12 minute walk*
1617 Pearl St. (303) 225-7344

13. **The Kitchen** $$
Incredible local farm to table restaurant with a seasonal menu.
*20 min walk / 10 min bike*
1039 Pearl St. (303) 544-5973

14. **Pizzeria Local** $$
*Pizza*
A new joint venture between the owners of Frasca and Chipotle.
*10 minute walk*
1730 Pearl St. (303) 442-3003

15. **Zeal** $$
*New American*
Gluten free, juice and smoothie joint. Great healthy options.
*11 minute walk*
1710 Pearl St. (720) 708-6309

16. **Rincon Argentino** $$
*Argentinian*
Authentic empanada spot with great options for everyone (even kids). Try a few different options, you won't be disappointed.
*6 minute walk*
2525 Arapahoe Avenue
(303) 442-4133

17. **Tasuki** $$$
*Sushi*
A favorite local spot that is a little hard to find and off the beaten path. Worth the effort.
*5 minute walk*
575 Folsom #201
(303) 447-9718

18. **Snarf's** $$
*Sandwiches*
Boulder's favorite sandwich place so we would be amiss not to mention it.
*12 minute drive*
2128 Pearl St. (303) 444-7766

***Looking for something else? Boulder many great restaurant options. Just ask the front desk for recommendations.***

07 // WINTER 49˚F / 9˚C -- 21˚F / -6˚C

# EXPLORING BOULDER

THERE IS SO MUCH TO DO IN BOULDER YEAR-ROUND! HERE ARE SOME OF OUR FAVORITE ACTIVITIES BROKEN OUT BY SEASON.

## WINTER SPORTS

**Eldora Mountain Resort** ★
*40 min drive*
2861 Eldora Ski Road #140
Nederland, CO 80466,
(303)-440-8700
eldora.com

**Arapahoe Basin** *1hr 30 min drive*
28194 US Hwy 6,
Keystone, CO 80435,
1-888-ARAPAHOE,
arapahoebasin.com

**Loveland Ski Area**
*1 hr 40 min drive*
Exit 216 Interstate 70,
Georgetown, CO 80444,
(303) 571-5580,
http://skiloveland.com/

**Keystone Ski Resort:** *1 hr 40 min drive,* 21996 US-6, Dillon, CO 80435,
(970) 496-4500,
keystoneresort.com

**Winter Park Resort:** *1hr 40 min drive*
85 Parsenn Road, Winter Park,
(970) 726-5514,
winterparkresort.com

## CROSS COUNTRY SKIING

**Caribou Ranch:** *50 min drive*
Caribou Rd, Nederland,
CO 80466, (303) 678-6200,
www.bouldercounty.org

**Betasso Preserve** *20 min drive*
377 Betasso Rd, Boulder,
CO 80302, (303) 678-6200,
bouldercounty.org

**Walker Ranch:** *35 min drive* ★
Walker Ranch, Boulder,
CO 80302, (303) 678-6200,
bouldercounty.org

**Bald Mountain** *20 min drive*
Bald Mountain Scenic Area, Boulder,
CO 80302, (303)678-6200,
bouldercounty.org

## SNOWSHOEING

**Bald Mountain** *20 min drive*
Bald Mountain Scenic Area,
Boulder. (303) 678-6200,
www.bouldercounty.org/os/parks/Pages/baldmountain.aspx

08 // SPRING 72˚F / 22˚C -- 29˚F / -2˚C

**BIKE RENTALS**
**Full Cycle Boulder**
**1795 Pearl St.**
**Boulder, CO 80302**
**(303) 440-1002**

**OUTDOOR GEAR**
**REI Boulder**
**1789 28th St,**
**Boulder, CO 80301**
**(303) 583-9970**

## MOUNTAIN BIKING

**Valmont Bike Park** (Easy)
Valmont Rd, Boulder, CO 80301,
Mountain Biking: Free 42-acre, natural surface cycling terrain park.
bouldercolorado.gov/parks-rec/valmont-bike-park *5 min drive*

**Marshall Mesa** (Easy) ★
10.3 miles, 960' elevation
fantastic Flatiron views. Starts at Marshall Mesa trailhead.
mtbproject.com/trail/520343/marshall-mesa-doudy-draw-loops
*10 min drive*

**Betasso Loop** (Intermediate)
7.4 miles 829' elevation. Accessible via bike directly from Boulder.
377 Betasso Rd, Boulder, CO 80302
mtbproject.com/trail/46286/betasso-preserve *20 min drive*

**Sugarloaf/Gordon Gulch**
(Intermediate) 13.5 miles 1590' elevation. Stop to hike up Sugarloaf Mtn for one of Boulder's best views. Starts at Sugarloaf Mtn Rd.
mtbproject.com/trail/1362740/sugarloaf-to-gordon-gulch-loop
*20 min drive*

**Walker Ranch Loop** (Intermediate)
7.7 miles 890' elevation, Walker Ranch, Boulder, CO 80302, takes you right by South Boulder Creek and world class trout-fishing.
protrails.com/trail/79/boulder-denver-golden-fort-collins-lyons-walker-ranch-loop *35 min drive*

## FISHING

**Rocky Mountain Anglers**
Local guided fly-fishing tours.
1904 Arapahoe Ave, Boulder,
CO 80302, (303) 447-2400

**A SYMBOL OF BOULDER.** *The Flatirons are iconic rock formations to the west of Boulder. They are redish from the iron in the rock. The Flatirons were known as the "Chautauqua Slabs" around 1900 and The Crags around 1906. There are two stories regarding the origin of the current name: one based on the rocks resemblance to old-fashioned clothes irons and the other based on resemblance to the Flatiron Building in NYC completed in 1902.*

09 // SUMMER 88˚F / 31˚C -- 51˚F / 11˚C

## ROAD BIKING

**Boulder Creek Bike Path** (Easy)
The Boulder Creek path is about 5.5 miles long and runs from Boulder Canyon on the west end to Stazio Ballfields on the east end. The path runs directly behind our hotel and will give you the chance to see all of Boulder life on one trail.

**Lee Hill Road Climb** (Intermediate)
17.3miles 1,650' elevation.
Starts at the Greenbriar Restaurant in Boulder *10 min drive*

**Flagstaff Hill Climb** (Difficult) ★
10 miles 2,142' elevation. Spectacular views of Boulder and the Rockies once you reach the top. Start at Chautauqua Park. *5 min drive,*

## KAYAKING

**Eben G. Fine Water park**
½ mile slalom course with purpose built obstacles and a few exciting drops and slides, including the Widow-maker
*5 min drive*

## WATER SPORTS

**Tubing Boulder Creek**
Runs directly behind hotel, Tube Rentals: 1201 Arapahoe Ave (3 min walk), Start at Ebin G. Fine Park and go as far as 55th. Just walk the path back! Keep an eye out for rope swings around Folsom and near Ebin G Fine Park.

## ROCK CLIMBING

**Boulder Rock Club** *5 min drive*
Boulder's best indoor climbing gym, offering top-rope/bouldering/auto-belays/and yoga! $19/day.
boulderrockclub.com

**Elephant Buttresses** *15 min drive*
Up Canyon on the right; moderate trad routes ranging from 5.8 - 5.11

**Animal World** *25 min drive*
Up Canyon. Park at Bouldered, expert sport routes ranging from 5.11 - 5.12+.

## BOULDERS TALLEST

*Shown in feet*

| | |
|---|---|
| Longs Peak 14,255' | Kiowa Peak 13,276' |
| Mount Meeker 13,911' | Mount Audubon 13,223' |
| Arapahoe Peak 13,502' | Bear Peak 8,461' |
| S. Arapahoe Peak 13,397' | Green Mountain 8,144' |

10 // FALL 78˚F / 26˚C -- 29˚F / -2˚C

**Please respect our habitat and other Boulder visitors! Don't litter, stay on trails to avoid walking on plants, and if you bring a picnic, carry out your trash.**

## HIKING

**South Arapahoe Peak** (Strenuous)
Begins at 4th of July Trailhead, Takes you past Colorado's largest glacier, 10 miles round trip with a 2,603' elevation gain. Make sure you prepare for the 12,700' elevation at the top.
*50 min drive*

**Green Mountain** (Moderate)
Starts at Gregory Canyon trailhead 5.5 miles round trip with a 2,300' elevation gain. Green mountain towers over Boulder. If you can make it to the top a peak-to-peak finder will help you identify the mountains laid out before you. *10 min drive*

**Mount Sanitas** (Moderate) ★
5 miles west of 4th on Mapleton. 2 hr moderate hike with 1,343' elevation gain to incredible views of Boulder.
*10 min drive*

**Chautauqua Park** (Moderate)
900 Baseline Rd, Boulder, CO 80302. Hike up the majestic Flatirons that Boulder is so famous for, or take a trip to Royal Arch. *5 min drive,*

**Shadow Canyon** (Strenuous)
begins at the South Mesa Trailhead near Eldorado Springs. 6.5 strenuous miles but worth the view! This hike will take you to the top of both South Boulder Peak and Bear Peak the large mountain towering over Boulder just left of Green Mountain. *15 min drive*

**Flagstaff Mountain** 20 mins to the top, take Baseline rd. towards the mountains and continue all the way up the mountain. Look for Lost Gulch on your right, pull in and enjoy spectacular views of the Rockies!

**Boulder Falls** 11 miles west on Canyon. Referred to as the "Yosemite of Boulder Canyon" make sure to snap a photo with your face in "Picture Rock." *15 min drive*

**Farmers Market** (Easy)
Arapahoe & 13th. Saturday's (8-2) Apr-Nov. Wednesday's (4-8) May-Oct. From locally grown veggies to wild Alaskan Salmon, best food in the world! *5 min walk,*

**Valmont Disc Golf**
Airport Rd, Boulder, CO 80301
dgcoursereview.com/course.
*5 min drive,*

## TRAIL RUNNING

**Mesa Trail** 1850 Table Mesa Drive, Boulder, CO, 80305. Starts at NCAR and runs North and South along the Front Range with beautiful views of the Flatirons. *10 min drive*

11 // BOULDER ANIMALS & PLANTS

01 **American Bison** *Bison bison*
02 **Prairie Rattlesnake** *Crotalus viridis*
03 **Rainbow Trout** *Oncorhynchus mykiss*
04 **Great Horned Owl** *Bubo virginianus*
05 **Colorado Blue Columbine** *Aquilegia caerulea*
06 **Black Bear** *Ursus americanus*

TREES OF THE ROCKY MOUNTAINS

01 Rocky Mtn Juniper *Juniperus scopulorum* 5-35 ft
02 Quaking Aspen *Populus tremuloides* 20-80 ft
03 Limber Pine *Pinus flexilis* 60-85 ft
04 Silver Maple *Acer saccharinum* 49-100 ft

12 // ROOM TYPES & OCCUPANCY

**STANDARD KING**
**STANDARD QUEEN**

**QUEEN QUEEN**
**JUNIOR SUITE**
**FAMILY SUITE**

**Standard King** // A cozy, spacious room with a luxurious king bed for you to rest your head after a long day out and about.

**Queen Queen** // Two luxurious queen beds, unique amenities, plenty of room for your family and friends, and a design that inspires you to get outdoors. Ideal if you want to share a great room but not a bed.

**Junior Suite** // This spacious room marries a King Bed and a separate seating area with sofa bed. Perfect for families with younger kids who want to share a room.

**Family Suite** // Two room suite with bedroom features a luxurious king bed and an adjacent living room has a sofa bed and kitchenette (with fridge, microwave and wet bar).

**Indie** // If a room is labeled "Indie" it is typically on the ground floor and has a microwave and mini fridge in it. Great for the more independent traveler.

**Pet Friendly** // These rooms are available for people with pets (<50lbs) Dog beds and bowls are available upon request.

SPECIALTY ROOMS

**Great Indoors** // Sleep under the stars in pioneer fashion. This room features four twin beds around a 'campfire' with 'views' of the plains and Colorado mountains. Sleep 'outside' with all the amenities of a hotel room. Oh and this room has a projector screen to watch re-runs of Bonanza (or anything else you like using Apple TV and Google Chrome).

ADDITIONAL ROOM TYPES

Our fitness area has 2 state of the art **Peleton** spinning bikes which allow you to take spin classes from around the world, and yoga facilities that let you practice with **YogaGlo** instructors. We also have free weights & mats available for general exercise.

13 // BASECAMP - BUILT FOR EXPLORING

**Breathe** //
Enjoy the moment, you're in one of the most beautiful places on the planet with the freshest air. Relax and enjoy every breath.

**Get Lost*** // Not everything needs to be planned. Grab a map, go outside and explore. **Not to be taken literally.*

**Take a Hike** // It's amazing how a hike can change your perspective and clear your mind, some people think best in the shower, but most people think better on a hike. Our minds are cluttered and a vacation should be a spring cleaning for the mind.

**Unleash your inner child** // Life gets too serious sometimes, so get your friends, grab a s'mores kit from the front desk and sit by the fire like you did (or should have done) when you were 7 years old. S'mores + fire (+ wine) = good conversation.

**Questions Welcome** // The staff at Basecamp take pride in giving you advice on anything, ask them, they'll appreciate it (and the answers may just make your trip)!

**Leave your cell phone behind** ** // Don't panic! It will be there when you get back and a day without a cell phone may be just the ticket to unplugging. *** Please remember to take it home with you.*

**Exercise your eyes** // Practice distance gazing. We spend so much time staring at our cell phones. Enjoy the fact that you can see for miles, and absorb the image with your eyes before taking a snap on your phone.

*Basecamp merchandise available for purchase in the lobby.*

14 // ABOUT BASECAMP

Basecamp Hotels was born with the goal of bringing the spirit of exploration back into the hotel industry. Our mission is to take under-appreciated buildings in great destinations and infuse them with soul to give an alternative option on the hotel landscape. We are as much about connecting with the people who stay here and staff who work here as we are about the great beds, amenities, art and cool design touches. Basecamp Hotels strive to be the perfect launchpad for adventure at any of our locations.

YOU ARE HERE ★

Boulder Colorado BASECAMP HOTEL

**BASECAMP BOULDER**
2020 Arapahoe Avenue,
Boulder, CO 80302
303-449-7550
basecampboulder.com

Tahoe City BASECAMP HOTEL

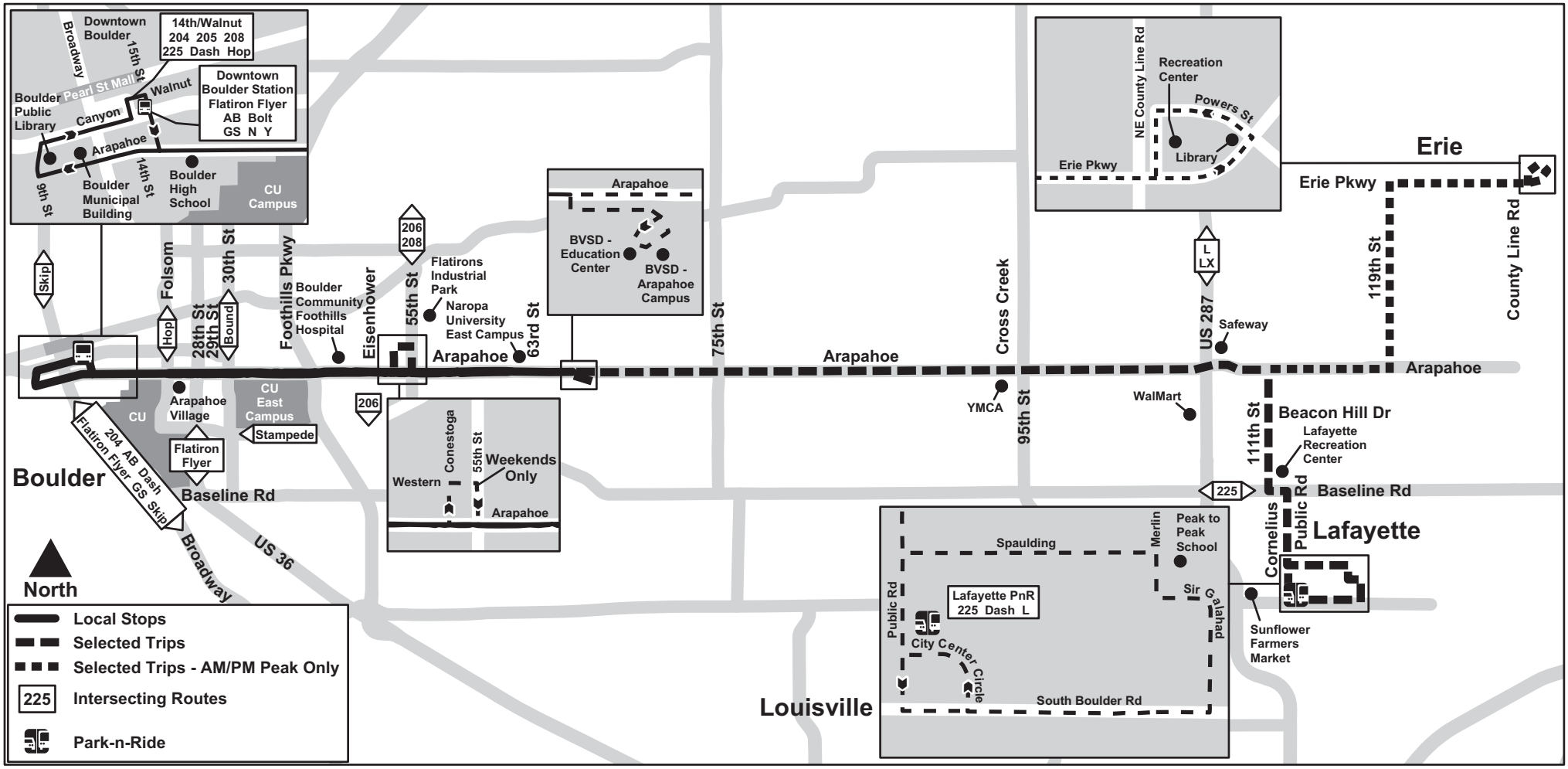
**BASECAMP TAHOE CITY**
955 North Lake Boulevard,
Tahoe City, CA 96145
530-583-3305
basecamptahoecity.com

Tahoe South BASECAMP HOTEL

**BASECAMP TAHOE SOUTH**
4143 Cedar Avenue,
South Lake Tahoe, CA 96150
530-208-0180
basecamptahoesouth.com

# Route Jump Boulder/Lafayette via Arapahoe/Erie

Effective: 3 January 2016
Map Revised: 3 January 2016



# City of Boulder
# Multi-Use Path Network

Boulder Reservoir
Sixmile Reservoir
Lookout Rd.
Diagonal Hwy.
Lee Hill Dr.
N. Broadway
28th St. Ext.
Yarmouth Ave.
Violet Ave.
Twin Lakes
Jay Rd.
63rd St.
Wonderland Lake
Wonderland Creek
19th St.
47th St.
57th St.
Fourmile Canyon Creek
Linden Dr.
N. 26th St.
Kalmia Ave.
Independence Rd.
Boulder Creek
Hayden Lake
Iris Ave.
Folsom St.
28th St.
30th St.
61st St.
Broadway
Valmont Rd.
Edgewood Dr.
Balsam Ave.
Foothills Pkwy.
Valmont Reserv
Goose Creek
Pearl Pkwy.
9th St.
20th St.
Pearl St.
55th St.
Mapleton Ave.
Pine St.
63rd St.
Walnut St.
Canyon Blvd.
Arapahoe Rd.
Arapahoe Ave.
17th St.
Sombrero Marsh
University Ave.
Colorado Ave.
Cherryvale Rd.
Baseline Rd.
Baseline Reservoir
Bear Canyon Creek
South Boulder Creek
Skunk Creek
Moorhead Ave.
South Boulder Rd.
Table Mesa Dr.
S. Broadway
Lehigh St.
Viele Lake
Greenbriar Blvd.
Bear Canyon Creek

## Legend

- Multi-Use Path
- University of Colorado
- City Limits

0 0.25 0.5 1 Miles

**Map produced by the City of Boulder, Planning and Development Services GIS**
**For information call (303)4411880 or visit us on the web at www.boulderplandevelop.net**

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City of Boulder GIS Planning & Development Services

DESMAN
Design Management

March 18, 2016

Mr. Christian Strobel
Managing Member
BASECAMP HOTELS
4143 Cedar Avenue
South Lake Tahoe, CA 96150

**Re: Quality Inn and Suites Parking Study**
**Boulder, CO**

Dear Mr. Strobel:

DESMAN, a national parking consulting firm with an office in Denver, is pleased to provide you with this letter report assessing current and future parking needs and the adequacy of the parking supply for the Quality Inn and Suites in Boulder, CO. The Quality Inn and Suites, located at 2020 Arapahoe Avenue, currently has 47 guest rooms and 43 parking spaces. BASECAMP HOTELS, the owner of the hotel, desires to add three more guest rooms to the hotel, bringing the total number of rooms up to 50. The City of Boulder has indicated that the hotel currently does not have enough parking by code and has asked the owner to hire a parking professional to assess the parking situation.

The Quality Inn and Suites is considered a business hotel, which typically provide sleeping accommodations, a breakfast buffet bar and little or no meeting space. The other spaces in business hotels, such as reception, office, vending, spa, laundry, restrooms, kitchen, and buffet bar are considered auxiliary spaces intended for use by hotel guests and employees only and do not generate additional demand for parking. Other examples of business hotels include Marriott Courtyards, Fairfield Inns and Hampton Inns. Full-service hotels, on the other hand, have restaurants, cocktail lounges, and meeting/banquet/convention space that do generate additional demand for parking. The Institute of Transportation Engineers (ITE) in *Parking Generation, 3rd Edition* indicates average peak parking demand for 0.91 spaces per room for full-service hotels. The 85th percentile parking demand is 1.14 spaces per room. The 85th percentile is defined as the point at which 85% of the values fall at or below and 15% percent of the values are above it.

The average peak demand for business hotels is 0.64 spaces per room, and the 85th percentile demand is 0.71 spaces per room. The peak hour for parking is typically 11:00 PM at business hotels. The ITE ratios for business hotels are well below the city's requirement of one space per guest room or unit, plus required parking spaces for nonresidential uses at one space per 300 square feet of floor area. For 47 rooms the use of the 85th percentile ratio (0.71) results in the demand for 34 parking spaces. The use of this ratio for 50 rooms results in the demand for 36 parking spaces.

DESMAN personnel counted the number of vehicles parked at the Quality Inn and Suites at 11:00 PM on Wednesday, March 9, 2016 and at 7:00 AM and 8:00 AM the following morning. There were 34 rooms

occupied at 11:00 PM and 36 rooms occupied overnight with two later check-ins. At 11:00 PM there were only 16 vehicles parked, which represents an occupancy level of 37% for 43 parking spaces. There were 19 vehicles parked at 7:00 AM and 16 vehicles parked at 8:00 AM, which represent parking occupancy levels of 44% and 37%, respectively. The observed peak demand for 19 spaces at 7:00 AM represents and parking demand ratio of 0.528 for 36 occupied rooms. Applying this ratio to 50 occupied rooms results in the demand for only 27 parking spaces.

The Urban Land Institute (ULI) in *Shared Parking* presents the following time-of-day variations in parking demand for business hotel guests and employees on weekdays. According to ULI, weekdays are busier than weekends for business hotels and the opposite is true for resort hotels. As seen below, hotel employee parking peaks during the day when hotel guest parking is at its lowest level and hotel guest parking peaks in the late evening and early morning when hotel employee parking is at its lowest level.

**Time-of-Day Variations in Parking**

| Hour | Hotel Guests | Hotel Employees |
|---|---|---|
| 6:00 AM | 95% | 5% |
| 7:00 AM | 90% | 30% |
| 8:00 AM | 80% | 90% |
| 9:00 AM | 70% | 90% |
| 10:00 AM | 60% | 100% |
| 11:00 AM | 60% | 100% |
| 12:00 PM | 55% | 100% |
| 1:00 PM | 55% | 100% |
| 2:00 PM | 60% | 100% |
| 3:00 PM | 60% | 100% |
| 4:00 PM | 65% | 90% |
| 5:00 PM | 70% | 75% |
| 6:00 PM | 75% | 60% |
| 7:00 PM | 75% | 55% |
| 8:00 PM | 80% | 55% |
| 9:00 PM | 85% | 55% |
| 10:00 PM | 95% | 45% |
| 11:00 PM | 100% | 45% |
| 12:00 PM | 100% | 30% |

Presented on the following page is the estimated parking demand for hotel guests and employees with the use of the ULI time-of-day variations and given the city's parking requirement of one space per room for 50 rooms at the hotel. The distribution of the demand for 50 parking spaces is 80% guests and 20% employees based on base parking ratios presented in *Shared Parking*. The peak hour for parking is 11:00 PM when there is the estimated demand for 45 spaces (40 guest spaces plus five employee spaces).

However, this level of demand anticipates 100% automobile use, which is not the case at the Quality Inn and Suites in Boulder.

**Estimated Parking Demand by Hour**

| Hour | Hotel Guests | Hotel Employees | Total |
|---|---|---|---|
| 6:00 AM | 38 | 1 | 39 |
| 7:00 AM | 36 | 3 | 39 |
| 8:00 AM | 32 | 9 | 41 |
| 9:00 AM | 28 | 9 | 37 |
| 10:00 AM | 24 | 10 | 34 |
| 11:00 AM | 24 | 10 | 34 |
| 12:00 PM | 22 | 10 | 32 |
| 1:00 PM | 22 | 10 | 32 |
| 2:00 PM | 24 | 10 | 34 |
| 3:00 PM | 24 | 10 | 34 |
| 4:00 PM | 26 | 9 | 35 |
| 5:00 PM | 28 | 8 | 36 |
| 6:00 PM | 30 | 6 | 36 |
| 7:00 PM | 30 | 6 | 36 |
| 8:00 PM | 32 | 6 | 38 |
| 9:00 PM | 34 | 6 | 40 |
| 10:00 PM | 38 | 5 | 43 |
| 11:00 PM | 40 | 5 | 45 |
| 12:00 PM | 40 | 3 | 43 |

The hotel has surveyed guests on travel modes and it is reported that 19% of their guests arrive by Greenride, an airport shuttle, and 5% arrive by Uber or taxi. The 24% travel mode reduction results in the adjusted demand for approximately 30 guest spaces (40 x 0.76 = 30.4). Boulder County commute to work statistics from the US Census from 2010-2014, shown on the following page, indicate that 17.5% of workers arrived to work by alternative modes of transportation, including public transportation, walking, bicycling, taxi and other means. The 17.5% travel mode reduction results in the demand for approximately four employee spaces (5 x 0.825 = 4.1). As indicated below, the combined demand for parking with travel mode reductions is 35 spaces, which equates to 0.70 spaces per room for 50 rooms.

| | ULI Demand | Travel Mode Adjustment | Design-Day Demand |
|---|---|---|---|
| Guests | 40 | 0.760 | 30.4 |
| Employees | 5 | 0.825 | 4.1 |
| Total: | 45 | | 34.5 |
| Rounded Up: | | | 35.0 |

**Boulder County Commute to Work Statistics (US Census, 2010-2014)**

| Year | 2010 | 2011 | 2012 | 2013 | 2014 | Average |
|---|---|---|---|---|---|---|
| Number of Workers | 158,990 | 156,493 | 155,455 | 152,263 | 150,237 | |
| Work at Home | (17,180) | (17,582) | (17,117) | (15,904) | (14,856) | |
| Commuters | 141,810 | 138,911 | 138,338 | 136,359 | 135,381 | 138,160 |
| | | | | | | |
| Drove Alone | 103,115 | 100,947 | 101,897 | 99,569 | 99,407 | |
| Carpooled | 13,381 | 12,934 | 12,525 | 13,264 | 13,204 | |
| Arrive by Vehicle | 116,496 | 113,881 | 114,422 | 112,833 | 112,611 | 114,049 |
| % Arrive by Vehicle | 82.1% | 82.0% | 82.7% | 82.7% | 83.2% | 82.5% |
| | | | | | | |
| Public Transportation | 8,604 | 8,487 | 8,248 | 8,349 | 8,022 | |
| Walked | 7,836 | 7,438 | 6,995 | 6,815 | 6,703 | |
| Other Means | 8,874 | 9,105 | 8,673 | 8,362 | 8,045 | |
| Arrive by Alternative Modes | 25,314 | 25,030 | 23,916 | 23,526 | 22,770 | 24,111 |
| % Arrive by Alternative Modes | 17.9% | 18.0% | 17.3% | 17.3% | 16.8% | 17.5% |

The 0.70 parking ratio compares very favorably with the 85th percentile ITE ratio of 0.71 and should represent "design day" parking demand. Parking facilities and systems are generally not sized for the absolute busiest day of the year, which would result in a significant number of parking spaces available every other day. Nor should a parking system be designed for a median day, which would result in a shortage of parking spaces 50% of the time. The activity level represented by the 85th percentile in the range from the slowest to busiest day is generally considered an appropriate design day. The 43 parking spaces represent a parking ratio of 0.86 spaces per room for 50 rooms.

An important concept in the analysis of the adequacy of parking is the "effective" supply. A parking system operates at optimum efficiency if its use is a little less than the actual parking capacity. The utilization at which optimum efficiency is reached ranges from 85% to 95% of the actual capacity. Given the small size of the lot and that there are no assigned (reserved) spaces, I am very comfortable with inflating the 85th percentile demand with travel mode reductions by 10% to account for this operating cushion for more efficient operations on the very busiest days. The recommended parking supply with the operating cushion is 39 spaces (35 x 1.10 = 38.5 = 39 spaces), although it is anticipated this many spaces will rarely, if ever, be used at the hotel.

The results of this analysis indicate that the existing parking supply of 43 spaces represents more than adequate parking for the Quality Inn and Suites in Boulder with 50 guest rooms. The parking supply could even be reduced by a few spaces and the parking lot will operate at optimum efficiency on the very busiest days.

I appreciate the opportunity to assist you on this project, and please do not hesitate to contact me if you have questions regarding the contents in this letter report.

DESMAN
Design Management

Respectfully submitted,
DESMAN, Inc.

Scot D. Martin
Senior Planner

COLORADO REGISTERED
HOSANG J. ENGINEER
31847
PROFESSIONAL ENGINEER

3/18/16

Exhibit B: Travel Demand Management Plan

Travel Demand Management Plan
Basecamp Hotel
2020 Arapahoe Avenue, Boulder, CO 80302

At Basecamp Boulder we have a significant TDM program to encourage alternative modes of transport, see details below:

**Guests**

1. **Confirmation email communication (sent to all 13k guests who make reservations)**
   An email outlining public transportation options with the following language:
   *"At Basecamp we encourage you to find alternatives to the stress and impact of driving your own vehicle. Fortunately, there are many alternatives to get to Boulder from DIA and the Denver area, please visit greenrideboulder.com/ for a shared shuttle or rtd-denver.com for information on public transportation"*
2. **2 Rooms 1 Car**
   As many guests travel in groups, we plan to offer 2 free drinks at our Bar (subject to approvals and liquor license) to any guests who arrive with one car but have more than one room. This encourages our guests for example to reserve just one car at DIA rather than 2. As soon as we have our license we plan to add this to the confirmation email to all guests also with the language below:
   "Car Share – We Share: If you are coming to Basecamp in a group and come with fewer cars than the number of rooms you booked, then we will offer you 2 free drinks at our bar for every extra room. E.g. if you are three people arriving in one car for 3 rooms, you will get 4 free drinks. It always makes sense to car share!"

**Employees**

1. **Employee Bike Program**
   We pay $500 per year to employees who bike at least 4 out of 5 shifts per week.

2. **Employee Bus Pass**
   We are on a major bus route with 4 stops within a block served by the JUMP routes. We pay for our employees Local RTD monthly pass, if they use the bus (and come without a car 4 out of 5 shifts in the month)

3. **B-Cycle Subsidy**
   We pay 100% of an employees B-Cycle membership should they use B-Cycle for more than 50% of their trips to and from work (as evidenced by a print out from their B-Cycle account).

4. **Green Ride**
   As a partner of Boulder Green Ride, Green Ride offers free shuttle services to our employees to and from DIA and any stop along the way.

**Physical**

1. **Bike Racks**
   We provide bicycle racks for employee bicycles, encouraging them to use their bicycle due to ease of storage/parking.

COLORADO REGISTERED PROFESSIONAL ENGINEER
HOSANG J. ENGINEER
31847

3/18/16

**C I T Y O F B O U L D E R**
**PLANNING BOARD AGENDA ITEM**

**MEETING DATE: May 12, 2016**

**AGENDA TITLE:** Presentation of Central Area General Improvement District (CAGID) Development and Access Projections

**REQUESTING DEPARTMENT:**
Community Planning & Sustainability
David Driskell, Executive Director
Susan Richstone, Deputy Director
Charles Ferro, Land Use Review Manager
Community Vitality
Molly Winter, Executive Director

**OBJECTIVE:**
Informational update on the process to project downtown development and plan for multi-modal access.

## BACKGROUND

In the mid-19970's, a general improvement district was established in the historic downtown called Central Area General Improvement District (CAGID) for the sole purpose of creating and maintaining parking and parking related improvements. An additional property tax mill levy is assessed on properties in the downtown and those proceeds are used to construct and maintain parking facilities as well as support programs that reduce parking demand. Within CAGID, there is not a parking requirement for commercial uses. The CAGID parking facilities provide paid, shared and unbundled parking for use by employees, visitors and customers to the downtown.

In the early 1990's, the city of Boulder launched the pilot employee Eco Pass program in downtown, funded by parking revenues. In alignment with the city sustainability framework, Transportation Master Plan and the Access Management and Parking Strategy, the downtown offers a variety of multi-modal options and is proud to have the highest alternative mode share within the city.

In the late 1990's, the Downtown Alliance planning process created a vision and strategy for the growth and evolution of the downtown into a mixed-use, multi-modal center. One of the outcomes of the Alliance was the creation of a planning tool to project future development in phases to the ultimate build-out under current zoning. The downtown development projections enable the CAGID district to plan for the future access needs of downtown, including the construction of additional district parking and TDM programs to reduce parking demand. In approximately five year increments, those projections, both development and access, have been updated. The development and access projection is an invaluable tool to keep pace with the evolution of downtown and provide the essential multi-modal access that is vital to the ongoing economic, environmental and social sustainability of the downtown. This report represents the sixth update.

## PROCESS

The Development and Access Projections are comprised of three components:

1) Development and employee projections that are developed by RRC Associates based on parcel by parcel analysis and development potential based on current FAR and zoning regulations. For the 2015 update, the Projections also include the Civic Parking Area both as a separate calculation as well as combined with the CAGID downtown area. The development projections are made by types of uses (commercial, retail, residential, etc.), by zoning district and then employment is based on employees per square foot by different uses. The RRC report is Attachment A.
2) Assessment of the current parking utilization which is included in the Fox Tuttle Hernandez report, Attachment B.
3) The third component is a four step process:
    a. Future multi-modal access demand is projected based on future development patterns and employment density;
    b. Factors to reduce CAGID parking demand are estimated such as non-SOV modes (Eco Pass) and remote, satellite parking;
    c. Future private parking supply is estimated, reducing the parking demand on CAGID; and
    d. Finally, the CAGID parking space supply demand is the result.

This analysis provides the basis for planning for future multi-modal access and provision of a reduced amount of parking supply for the downtown to continue to thrive and be the city center for commerce, the arts and culture, and social interaction. The city and downtown will need to continue to seek out innovative and practical solutions to the evolving needs of our community.

Next steps will include further analysis of the potential programs and action items including budgetary and policy impacts, as well as understanding which programs are within the control of the city and CAGID and which need participation of partners, either public or private.

This information will be shared with the Downtown Management Commission, Transportation Advisory Board, Planning Board and City Council.

## ATTACHMENTS:

Attachment A: RRC Report
Attachment B: Fox Tuttle Hernandez Report, including Transportation Department's TDM Projections

# CAGID and Civic Area Plan (CAP) Development Projections

**February 29, 2016**

Prepared for:

*City of Boulder – Downtown and University Hill Management Division & Parking Services*

Prepared by:

*RRC Associates*
4770 Baseline Road, Ste. 360
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303/449-6558
www.rrcassociates.com

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# INTRODUCTION

This report summarizes development projections for the City of Boulder Central Area General Improvement District (CAGID) and the Civic Area Plan areas (CAPs), as prepared by RRC Associates. The projections are intended to provide a base of information which can be used for a variety of general planning purposes, and most specifically as an input for transportation and parking studies that are currently being conducted for the CAGID area (excluding the CAPs).

The development projections contained in this report are the latest in a series of periodic efforts by the Downtown and University Hill Management Division & Parking Services (DUHMD & PS) to assess downtown development patterns and projections, building upon prior analyses conducted by RRC in 2013, 2011, 2006, 2001, and 1997 (when initially conducted as part of the Downtown Alliance effort).

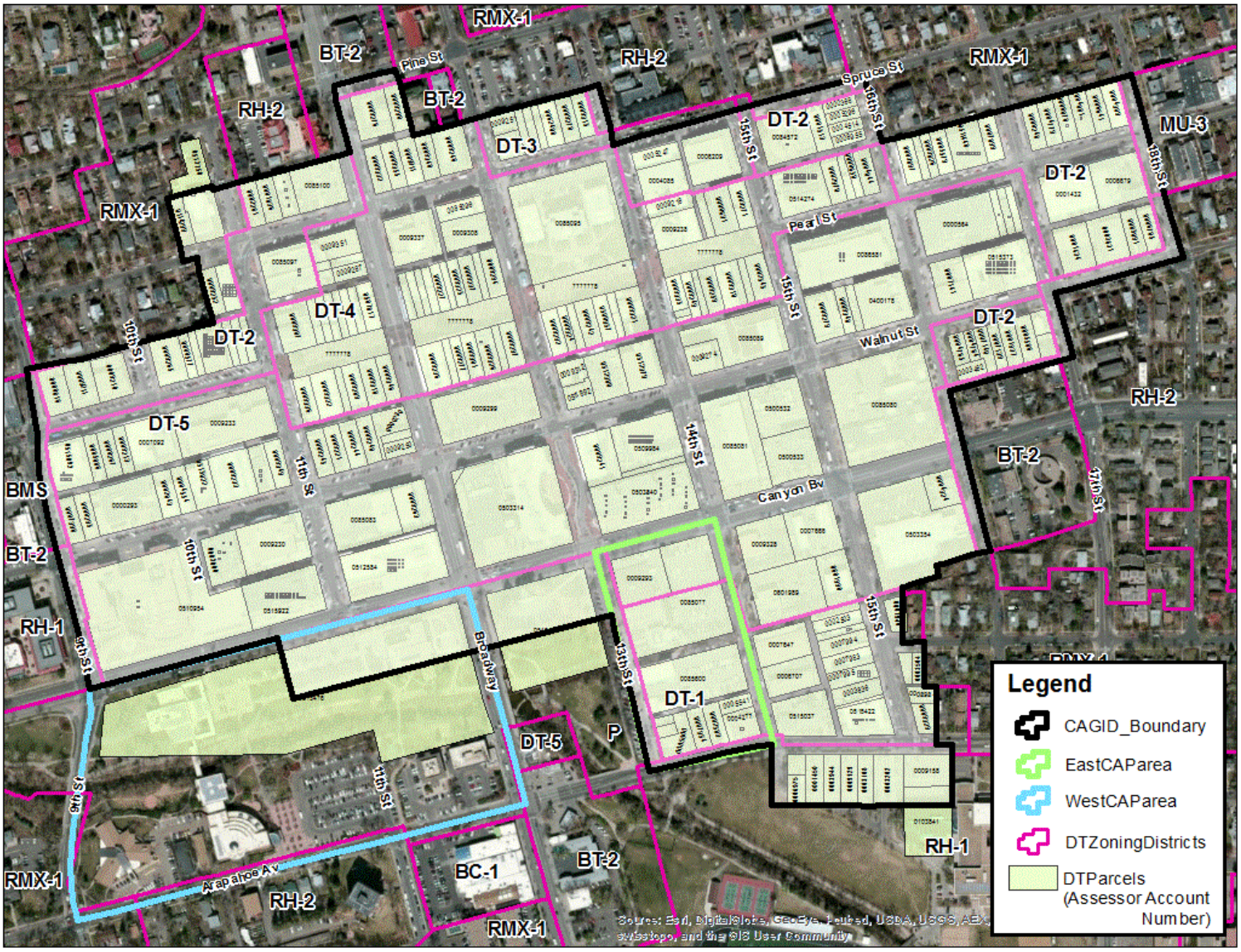
Since the 2013 update, several large projects have been approved and are in various stages of construction or are completed, the CAP planning process has advanced, and the Boulder economy and development environment has continued to evolve and strengthen. The current update is intended to reflect these changes, and also incorporate updated feedback from selected downtown property owners about their future development plans. It is also intended to capture the latest available data regarding land area, building space and employment from relevant databases.

This report first summarizes the results and methodology of the buildout analysis for CAGID; then examines buildout projections for the CAP areas; and finally summarizes buildout projections for the CAGID and CAP areas combined.

Figure 1 to follow illustrates the study area, with the boundaries of CAGID, zoning districts, the east CAP area, and the west CAP area highlighted. It should be noted that CAGID and the CAP areas overlap to some degree, particularly in the east CAP area (bounded by Arapahoe, Canyon, 13$^{th}$, and 14$^{th}$). As a general rule, all data presented in this report for CAGID is for CAGID exclusive of the CAP areas (but inclusive of the civic pad next to the St Julien Hotel), unless noted otherwise. Additionally, it should be noted that all square footage data discussed in this report excludes floor area associated with parking garages.

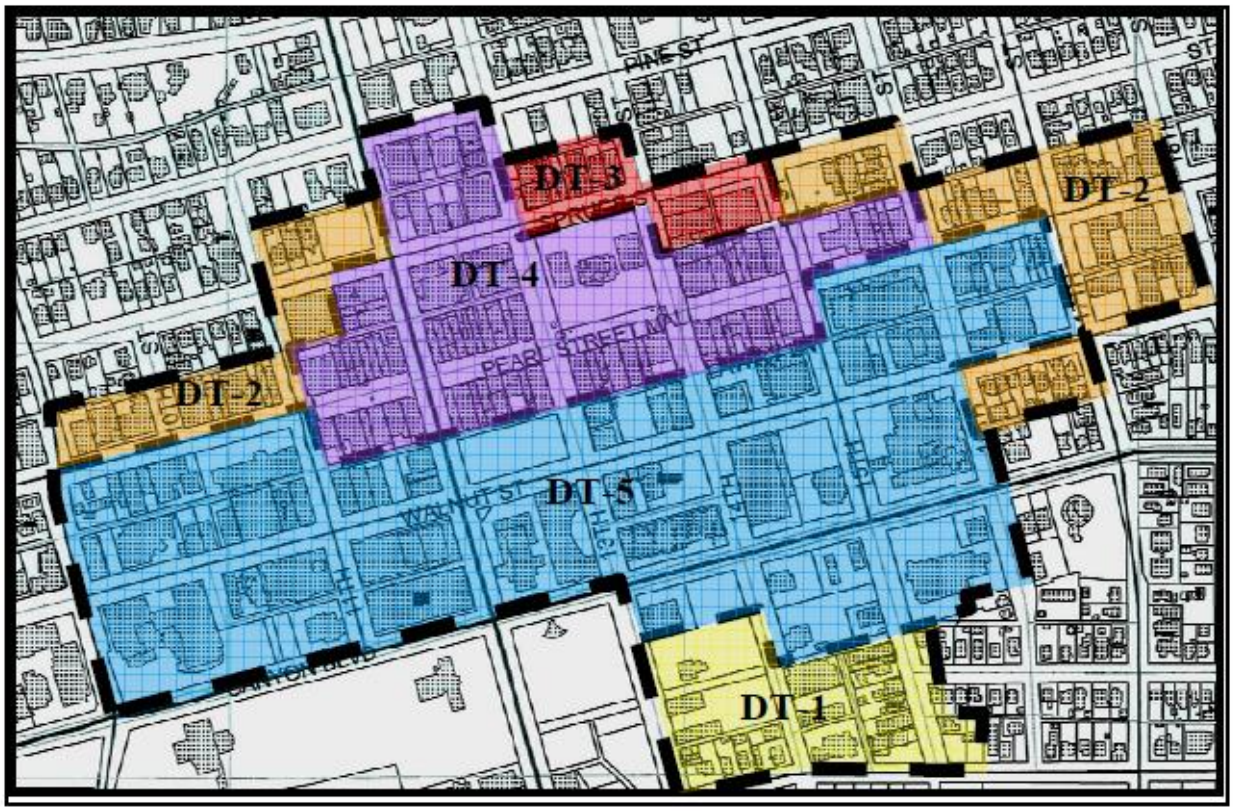
Figure 2 to follow illustrates the boundaries of the DT-1 through DT-5 zoning districts within CAGID, in a more visually clear way.

**Figure 1**
**Map of CAGID and CAP Boundaries, and Zoning Districts**




Source: City of Boulder GIS; RRC Associates. Note: West CAP also includes the civic pad located next to the St Julien Hotel.

**Figure 2**
**Map of DT (Downtown) Zoning Districts Within CAGID**




Source: City of Boulder Planning and Development Services (map of building footprints is several years old).

# CAGID DEVELOPMENT PROJECTIONS (EXCLUDING CAPS)

This section of the report contains a summary of the results, methodology and assumptions of the buildout analysis for the CAGID area (excluding the portions of CAGID in the CAP areas, and excluding Boulder High School - BHS).[1]

## Summary of projections

Table 1 below shows current and projected square footage, residential units, employment, and employment density ratios for CAGID (excluding the CAP areas and BHS).

**Table 1**
**Projected Gross Square Footage, Residential Units and Employment:**
**CAGID (excluding CAPs & BHS), 2015 thru Buildout**

| | | 2020 | | | 2025 | | | 2035 (buildout) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Measure** | **2015** | **Low** | **Midpoint** | **High** | **Low** | **Midpoint** | **High** | **Low** | **Midpoint** | **High** |
| Nonresidential gross sqft | 3,182,291 | 3,672,801 | 3,672,801 | 3,672,801 | 3,961,063 | 3,961,063 | 3,961,063 | 4,434,882 | 4,434,882 | 4,434,882 |
| Residential gross sqft | 408,960 | 477,902 | 477,902 | 477,902 | 577,868 | 577,868 | 577,868 | 763,874 | 763,874 | 763,874 |
| Total gross sqft | 3,591,251 | 4,150,703 | 4,150,703 | 4,150,703 | 4,538,931 | 4,538,931 | 4,538,931 | 5,198,755 | 5,198,755 | 5,198,755 |
| | | | | | | | | | | |
| Residential units | 260 | 294 | 294 | 294 | 343 | 343 | 343 | 434 | 434 | 434 |
| | | | | | | | | | | |
| Approximate full-time employees (25+ hrs/week) | 6,404 | 7,255 | 7,377 | 7,499 | 7,775 | 7,972 | 8,169 | 8,669 | 8,991 | 9,314 |
| Approximate part-time employees (<25 hrs/week) | 2,552 | 2,829 | 2,859 | 2,889 | 3,005 | 3,055 | 3,104 | 3,323 | 3,406 | 3,489 |
| Total employees | 8,956 | 10,083 | 10,235 | 10,388 | 10,781 | 11,027 | 11,273 | 11,992 | 12,398 | 12,803 |
| Full-time equivalent employees (25+ hrs/week) | 7,935 | 8,952 | 9,092 | 9,232 | 9,579 | 9,805 | 10,031 | 10,663 | 11,035 | 11,407 |
| | | | | | | | | | | |
| Employees per 1000 gross nonresidential sqft | 2.81 | 2.75 | 2.79 | 2.83 | 2.72 | 2.78 | 2.85 | 2.70 | 2.80 | 2.89 |
| Gross nonresidential sqft per employee | 355 | 364 | 359 | 354 | 367 | 359 | 351 | 370 | 358 | 346 |

Note: All results exclude CAGID area south of Arapahoe (i.e. BHS parking lots and portion of school building) and in CAPs.
Note: All results exclude above- and below-grade parking.
Note: Nonresidential sqft includes building space occupied by commercial, governmental, religious, and other nonresidential uses.
Note: Analysis assumes that any need for additional public parking can be accommodated (i.e. analysis hasn't tested whether need for public parking may serve as a constraint on buildout scenarios).
Source: Built sqft from Boulder County Assessor (supplemented by 2006 DBI databases and City of Boulder Facilities Management databases). Buildout assumptions per RRC, based on zoning and other factors.

[1] The CAGID boundary includes a modest amount of land south of Arapahoe currently used as BHS parking lots and a portion of the BHS building. These parcels are zoned RH-1 (Residential High-1). When the CAGID boundary was originally established, these parcels were privately owned (e.g. the former Sturtz & Copeland greenhouse and other uses). These parcels have been excluded from this CAGID buildout analysis, insofar as it is assumed that future uses will continue to be school-related and only slightly affected by CAGID land use/transportation policies. Qualifying BHS employees are eligible for CAGID-funded Ecopasses.

As shown in Table 1, key results include the following:

- Built square footage: As of late 2015 (the time when data for this report was collected), the CAGID area was estimated have approximately 3.59 million built square feet (sqft). RRC projects that built space will grow to approximately 4.15 million sqft by 2020, 4.54 million sqft by 2025, and 5.20 million sqft by 2035 (assumed buildout), with total built square footage increasing by 44 percent (1.61 million sqft) between 2015 and buildout.

- Built square footage by type (residential vs. nonresidential): Residential space is projected to grow from approximately 409,000 sqft today to 764,000 sqft at buildout, an increase of 87 percent (355,000 sqft). Nonresidential space is projected to grow from approximately 3.18 million sqft today to approximately 4.43 million sqft at buildout, an increase of 39 percent (1.25 million sqft).

- Residential units: The CAGID area is currently estimated to have 260 residential units. Total residential units are projected to increase to 294 units by 2020, 343 units by 2025, and 434 units by 2035 / buildout.

- Employees: The CAGID area is currently estimated to have 8,956 employees, including approximately 6,404 full-time employees working at least 25 hours a week (72 percent), and 2,552 part-time employees (28 percent). Depending on the employment intensity assumptions utilized, total employment is projected to grow to 10,083 – 10,388 employees by 2020, 10,781 – 11,273 employees by 2020, and 11,992 – 12,803 employees by 2035 / buildout. "Full-time equivalent employees," calculated as the number of employee equivalents working at least 25 hours/week (with part-time employees assumed to average 15 hours/week)[2], is projected to grow from 7,935 currently to 10,663 – 11,407 at buildout.

- Employees per 1000 gross square feet: Currently, there are approximately 2.81 employees per 1000 gross square feet of nonresidential building space in CAGID. At buildout, employment intensity ratios are projected to be in the range of 2.70 to 2.89 employees per 1000 square feet (midpoint 2.80), thus bracketing the existing employment intensity ratio of 2.81 employees per 1000 square feet.

## Existing and projected square footage by location and zoning district

Table 2 to follow illustrates existing and projected square footage in CAGID by location, with key findings described below.

[2] 2009-13 ACS PUMS data for the PUMA encompassing the City of Boulder indicates that local residents working 1-24 hours per week work an average of 14.66 hours per week.

- Existing space: Approximately half of the existing built sqft in CAGID (excluding the CAPS) is located in the DT-5 zoning district (51 percent), with an additional 3 percent in DT-1, 11 percent in DT-2, 4 percent in DT-3, 31 percent in DT-4, and 1 percent in RMX-1. Ninety-six percent of the existing space is located north of Canyon, while four percent is south of Canyon.

- Incremental additional space: A total of approximately 1.61 million incremental additional square feet of space is projected to be developed between 2015 and buildout. Of this incremental floor area, 7 percent is projected to be in the DT-1 zoning district, 17 percent in DT-2, 2 percent in DT-3, 9 percent in DT-4, and 66 percent in DT-5. Of this space, 70 percent is projected to be built north of Canyon, and 30 percent is projected to be built south of Canyon.

- At buildout, approximately 5.20 million square feet of space is expected be present in CAGID. Of this space, 4 percent is projected to be in the DT-1 zoning district, 13 percent in DT-2, 3 percent in DT-3, 24 percent in DT-4, and 55 percent in DT-5. Of this space, 88 percent is projected to be located north of Canyon, and 12 percent is projected to be located south of Canyon.

**Table 2**
**Existing Built Square Footage and Projected Square Feet at Buildout, by Zoning District**

| | | EXISTING (2015) BUILT SQFT (excluding parking garages) | | | PROJECTED FUTURE INCREMENTAL CONSTRUCTION (excluding parking garages) | | | PROJECTED SQFT AT BUILDOUT (excluding parking garages) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Area & Zoning District | Land Area (Sqft) | Non-residential | Residential | Total | Non-residential | Residential | Total | Non-residential | Residential | Total |
| **CAGID - NORTH OF CANYON (including Civic Pad in West CAP):** | | | | | | | | | | |
| DT-2 | 392,845 | 353,826 | 55,310 | 409,136 | 151,803 | 117,984 | 269,787 | 505,629 | 173,294 | 678,923 |
| DT-3 | 83,153 | 127,412 | 0 | 127,412 | 25,614 | 6,269 | 31,883 | 153,026 | 6,269 | 159,295 |
| DT-4 | 554,182 | 1,068,513 | 31,201 | 1,099,714 | 108,918 | 33,271 | 142,189 | 1,177,431 | 64,472 | 1,241,903 |
| DT-5 (N of Canyon) | 1,167,532 | 1,492,494 | 263,279 | 1,755,773 | 611,622 | 64,649 | 676,272 | 2,104,116 | 327,928 | 2,432,045 |
| RMX-1 | 44,683 | 7,592 | 30,926 | 38,518 | 0 | 0 | 0 | 7,592 | 30,926 | 38,518 |
| *Subtotal* | *2,242,396* | *3,049,837* | *380,716* | *3,430,553* | *897,957* | *222,173* | *1,120,130* | *3,947,794* | *602,889* | *4,550,683* |
| **CAGID - SOUTH OF CANYON (excluding East and West CAP):** | | | | | | | | | | |
| DT-1 (excl. CAP) | 129,122 | 73,301 | 28,244 | 101,545 | 40,455 | 67,985 | 108,440 | 113,756 | 96,229 | 209,985 |
| DT-5 (S of Canyon; excl CAP) | 175,235 | 59,153 | 0 | 59,153 | 314,179 | 64,756 | 378,935 | 373,332 | 64,756 | 438,088 |
| *Subtotal* | *304,357* | *132,454* | *28,244* | *160,698* | *354,634* | *132,741* | *487,374* | *487,088* | *160,985* | *648,072* |
| **CAGID TOTAL, EXCLUDING EAST AND WEST CAP (but incl. St. Julien Civic Pad)** | | | | | | | | | | |
| Total | 2,546,753 | 3,182,291 | 408,960 | 3,591,251 | 1,252,591 | 354,914 | 1,607,504 | 4,434,882 | 763,874 | 5,198,755 |
| *(DT-5 total, excl. east CAP)* | *1,342,767* | *1,551,647* | *263,279* | *1,814,926* | *925,801* | *129,405* | *1,055,206* | *2,477,448* | *392,684* | *2,870,132* |

Source: City of Boulder GIS; Boulder County Assessor; RRC Associates.

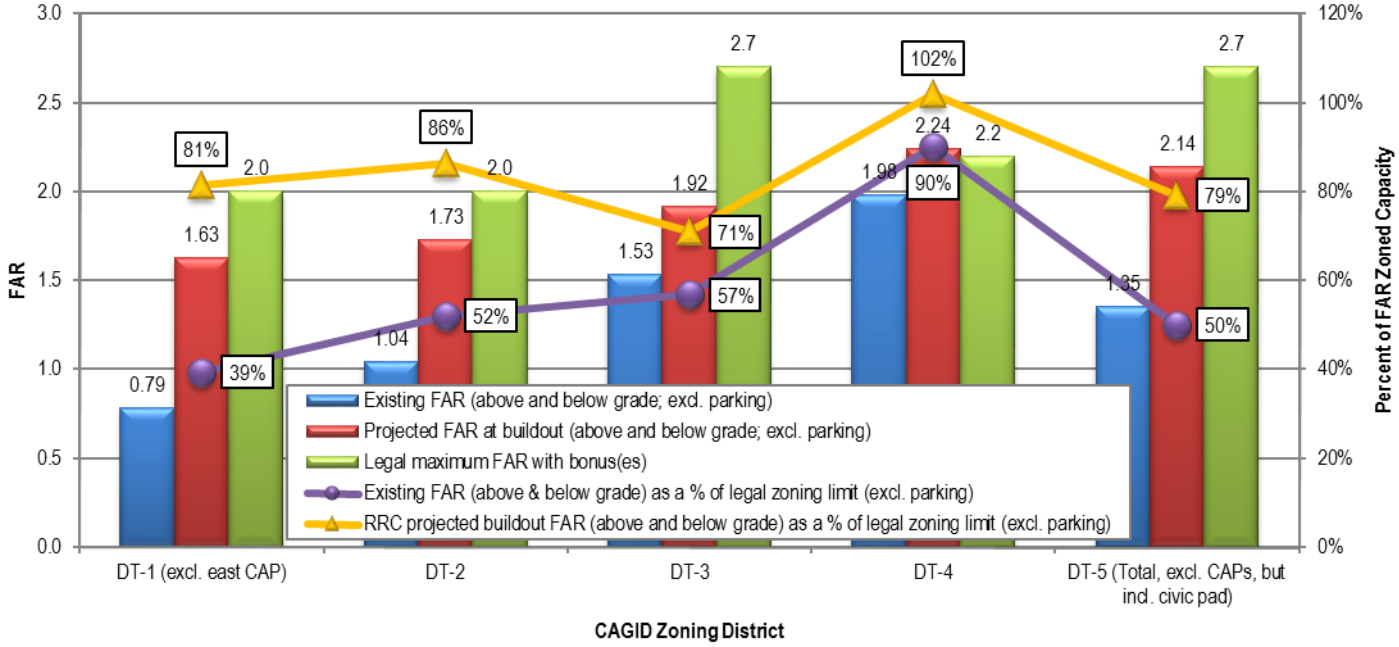
## Existing and projected development relative to FAR zoned capacity

To help place existing and projected development in context, development can be expressed in FAR terms, and compared to FAR zoned capacity, by CAGID zone district (Figure 3).

Excluding parking structures (but including below-grade building space), existing development varies from a low of 0.79 FAR in DT-1 to a high of 1.98 FAR in DT-4. When expressed as a ratio to zoned capacity, existing built FAR (above and below grade) varies from a low of 39 percent of zoned capacity in DT-1 to a high of 90 percent of zoned capacity in DT-4.

At practical buildout, FAR is projected to vary from 1.63 FAR in DT-1 to 2.24 FAR in DT-4. The DT-1, DT-2, DT-3 and DT-5 zoning districts are each projected to be built to 71 – 86 percent of their zoned capacity, while DT-4 is projected to be built to 102 percent of its zoned capacity (due to some buildings currently exceeding zoned capacity, as well as significant below-grade space).

**Figure 3**
**Existing, Buildout, and Legal Maximum FAR; and Existing & Projected FAR vs. Legal Maximum FAR Summary by DT Zoning District; Above-Grade Parking Structures Excluded**




Source: RRC Associates (projections); Boulder County Assessor (existing building sqft); City of Boulder GIS (land area).

It should be cautioned that insofar as the existing and projected FAR calculations include below-grade building space (which doesn't count against legal FAR limits), and excludes above-grade enclosed parking space (which does count as FAR), the comparisons to legal FAR limits are not

entirely "apples to apples," and thus are not fully representative of current and projected development relative to legal FAR standards.[3]

## Projections methodology

The current projections followed a largely similar methodology to that employed in 2013 and 2011. Specifically, a six step process was undertaken, as listed below and summarized in more detail to follow.

1. Prepare land and building inventory
2. Project future incremental floor area
3. Project future incremental development by time period
4. Project future incremental development by type of use
5. Project future incremental employment
6. Project future incremental residential units

The following discussion describes the six-step approach and accompanying assumptions used in the buildout analysis.

### Step 1: Prepare land and building inventory

City of Boulder GIS staff has developed an inventory of "summary sites" in CAGID, consisting of legal parcels or (in some cases) combinations of parcels under common ownership or subject to a single development plan. A total of 231 sites or sub-sites have been identified in CAGID. For each site, data was compiled regarding the total land area, existing built square footage (broken down by residential vs. nonresidential space, and above vs. below-grade space), and selected other items such as year of construction and number of residential units.

The primary data sources were Boulder County Assessor records (for built space and building characteristics) and City GIS (for land area). In a few instances when Assessor records were incomplete, older CAGID building inventory records were used to estimate square footage. The City of Boulder rental license database was also used to help estimate the number of rental dwelling and rooming units in the study area.

As summarized previously (Table 1), the analysis found that the CAGID area currently has an aggregate of approximately **3.59 million square feet of existing floor area** (excluding floor area in parking garages).

[3] For additional context, approximately 4.0 percent of existing floor area in CAGID is below grade, including a higher 6.9 percent in the DT-4 zone district. Above-grade parking structures also account for significant floor area in CAGID, although exact figures are not currently available.

**Step 2: Project future incremental floor area**

Projections of additional development were primarily based on an analysis of additional zoned development capacity. It was assumed that not all sites would develop to their theoretical maximum zoned potential in the foreseeable future, due to physical, regulatory, and/or market/financial constraints. Instead, for projections purposes, it was assumed that sites with additional zoned capacity would eventually develop to a level somewhat below the theoretical legal maximum, on average. Specifically, in DT-5, it was assumed that sites with remaining development capacity would develop to an average FAR of 2.5, or 0.2 below the maximum legal FAR (with bonuses) of 2.7. Similarly, in DT-1 through DT-4, it was assumed that sites would develop to an FAR of 0.15 to 0.40 below the theoretical legal maximum applicable to each district (Table 3 to follow). Note that individual sites might develop to a greater or lesser degree than these thresholds; the thresholds represent averages for modeling purposes. These same assumptions were also applied in the 2013 update.

Moreover, it was further assumed that future development would only take place if there was a minimum of 2500 sqft (DT-1 through DT-4) or 3500 sqft (DT-5) of additional floor area that could be built up to the assumed practical buildout thresholds; or if the additional development capacity was equal to at least 10 percent of the size of the existing floor area at the site; whichever minimum threshold was greater. Again, these were the same as the assumptions applied in the 2013 update.

Additionally, based on existing uses and recency of development, some parcels with additional zoned capacity were assumed to be unlikely to be redeveloped in the foreseeable future, e.g. the U.S. Post Office site, selected residential developments, religious uses, and selected other sites.

RRC also interviewed owners of several parcels with the largest remaining development capacity. In instances where the owners anticipated future redevelopment, they frequently expressed an intention to maximize the FAR. RRC feels that this feedback, along with recent development patterns, provides some general support for the development assumptions outlined below.

**Table 3**
**Development Intensity Assumptions for Sites with Remaining Zoned Capacity**

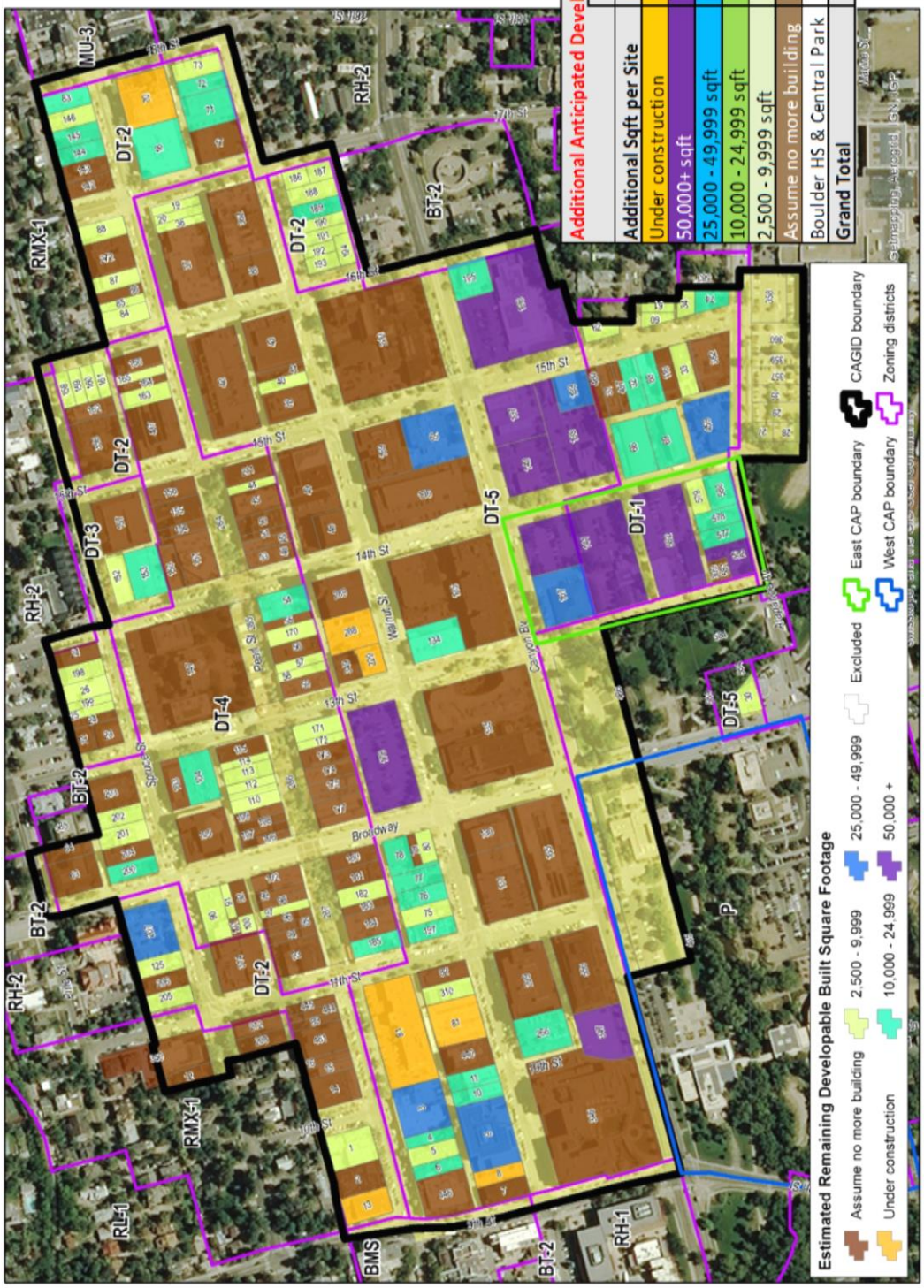
| Zoning District | Legal maximum FAR (with bonuses) | RRC assumed practical buildout FAR | RRC assumed minimum additional capacity threshold (between existing FAR and practical buildout FAR) for development to occur |
|---|---|---|---|
| DT-1 | 2.0 | 1.8 | 2500 sqft or 10% of existing building sqft, whichever is greater |
| DT-2 | 2.0 | 1.85 | 2500 sqft or 10% of existing building sqft, whichever is greater |
| DT-3 | 2.7 | 2.3 | 2500 sqft or 10% of existing building sqft, whichever is greater |
| DT-4 | 2.2 | 2.05 | 2500 sqft or 10% of existing building sqft, whichever is greater |
| DT-5 | 2.7 | 2.5 | 3500 sqft or 10% of existing building sqft, whichever is greater |
| RMX-1 | variable | n/a | n/a - assumed already built out |

Source: RRC Associates. Note: Density projections exclude any floor area in above-grade parking structures.

Figure 4 to follow illustrates site-by-site projections of additional development potential. As shown, additional incremental development is assumed to occur on 105 sites in the future, with an aggregate total of **1.61 million additional square feet** of floor area developed. The bulk of the development is projected to occur on a relatively small number of parcels. Specifically, 18 percent of the projected 1.61 million incremental square feet is currently under construction (or recently completed) at five development sites. An additional 31 percent of remaining development capacity is projected to occur on six sites with at least 50,000 sqft of additional developable sqft each; 10 percent is projected to occur on six sites with 25,000 – 49,999 developable sqft each; and 21 percent of additional development is projected to occur on 28 sites with 10,000 – 24,999 developable sqft each. The final 20 percent is projected to occur across 60 sites with 2,500 – 9,999 developable sqft each. (Note: these projections are for modeling purposes only; actual development patterns could differ.)

Although some site-specific projections are shown in the east and west CAP areas, it should be noted that more meaningful development expectations in those areas have been prepared through the CAP design process, as summarized in more detail in in a later chapter of this report.

**Figure 4**
**Projected Future Incremental Built Square Footage in CAGID by Summary Site**




Source: RRC Associates, 12/6/2015. Note: Future development patterns may differ from assumptions. Numbers in parcels refer to custom "summary sites" assigned for buildout analysis purposes (they are not addresses or Assessor property identifiers).

**Additional Anticipated Development in CAGID (EX. CAPs)**

| Additional Sqft per Site | # Sites | Future Add'l Sqft # | % |
|---|---|---|---|
| Under construction | 5 | 296,697 | 18% |
| 50,000+ sqft | 6 | 495,122 | 31% |
| 25,000 - 49,999 sqft | 6 | 164,023 | 10% |
| 10,000 - 24,999 sqft | 28 | 332,679 | 21% |
| 2,500 - 9,999 sqft | 60 | 318,983 | 20% |
| Assume no more building | 113 | 0 | 0% |
| Boulder HS & Central Park | 13 | 0 | 0% |
| **Grand Total** | **231** | **1,607,504** | **100%** |

**Step 3: Project future incremental development by time period**

The development projections outlined above were broken down by five-year time period, specifically 2016-20, 2021-25, and 2026 or later (i.e. through likely practical buildout, assumed to be 2035).

In CAGID, for a small number of parcels, timing assumptions were developed based on feedback from owners. For all remaining parcels, timing assumptions were applied based on the age of the existing building. Specifically:

- For buildings built in 1995 or before, it was assumed for projection purposes that:
    - 25 percent of the remaining practical development capacity would be built in the 2016-20 timeframe;
    - 35 percent would be built in the 2021-25 timeframe; and
    - 40 percent would be built in the 2026+ timeframe (to buildout).
    - (For these sites, it should be noted that a given individual site would not necessarily be expected to develop pursuant to these assumptions, but rather that the sites in aggregate would be assumed to exhibit this general timing distribution.)
- For buildings built in 1996 or later, it was assumed that any future redevelopment would take place in the 2026+ time period.

In the study area as a whole, approximately 297,000 sqft is currently under construction (or completed since data was collected in 2015). In addition, RRC projects that another 263,000 sqft will be built in the 2016-20 period; 388,000 sqft will be built in the 2021-25 period; and 660,000 sqft will be built in the 2026 – buildout period

**Step 4: Project future incremental development by type of use**

Existing built square footage was assumed to continue in its present use mix into the future. To the extent that some existing buildings might be "scraped" and/or redeveloped, it was assumed that a commensurate amount of space in a new building would have the same use mix in the future. For the remaining incremental development, a varying mix of uses was assumed for each zoning district. These assumptions were based on RRC's judgment, as informed by development patterns in each area, and described further below.

For DT-5 (other than parcels where RRC had specific owner feedback), land use assumptions varied by FAR increment (below 0.9 vs. above 0.9, corresponding roughly to ground floor vs. upper floor space) and time period, as described below and illustrated in Table 4 to follow:

- DT-5: Remaining available FAR increment between 0.0 and 0.9: 100% of remaining available FAR increment between 0.0 to 0.9 is assumed to develop as commercial.
- DT-5: Remaining available FAR increment between 0.9 and 2.5:

- Sites developed in 2016-20: 95% development is assumed to be commercial. (This reflects an assumption that market conditions currently favor commercial development over residential development, and will continue to do so in the next five years. However, for later time periods, summarized below, it is assumed that market conditions for residential development will become more competitive.)
- Sites developed in 2021-25: 82.5% development as commercial and 17.5% development as residential.
- Sites developed in 2026+: 72.5% development as commercial and 27.5% development as residential.

**Table 4**
**Land Use Assumptions for Incremental New Development: DT-5 Zoning District**

| | Incremental new development (built 2016+) | | | |
|---|---|---|---|---|
| | Ground floor mix: | Upper floor mix: | | |
| | Built 2016-2026+ | Built 2016-20 | Built 2021-25 | Built 2026+ |
| DT-5: Nonresidential share | 100% | 95% | 82.5% | 72.5% |
| DT-5: Residential share | 0% | 5% | 17.5% | 27.5% |
| Total | 100% | 100% | 100.0% | 100.0% |

Source: RRC Associates.

For DT-1 through DT-4, land use assumptions varied by zoning district and floor, as summarized in Table 5 to follow. In all zoning districts, ground floor development is assumed to be more heavily commercial than upper floors. Additionally, development in the DT-1 district (entirely south of Canyon) is assumed to tilt more heavily residential than the other zoning districts. Again, it should be noted that a given individual site would not necessarily be expected to develop pursuant to these assumptions. Instead, it is assumed that the development sites in aggregate will exhibit this distribution of use assumptions. These assumptions are the same as those employed in the 2013 update.

**Table 5**
**Land Use Assumptions for Incremental New Development: CAGID Zoning Districts Other Than DT-5**

| | Incremental new development (built 2016+) | | | |
|---|---|---|---|---|
| | Ground Floor Mix: | | Upper Floor(s) Mix: | |
| Zoning District | Nonresidential share | Residential share | Nonresidential share | Residential share |
| DT-1 | 60% | 40% | 30% | 70% |
| DT-2 | 85% | 15% | 50% | 50% |
| DT-3 | 100% | 0% | 80% | 20% |
| DT-4 | 90% | 10% | 75% | 25% |
| RMX-1 | Built out | Built out | Built out | Built out |

Source: RRC Associates.

**Step 5: Project future incremental employment**

Incremental future employment was projected based on the following assumptions regarding the utilization of commercial space (also illustrated in Table 6 to follow):

- Leasable space is equivalent to 85 percent of gross square footage (after deducting for common areas, stairways, etc.).
- Commercial vacancy rate is 5% (i.e. effective full occupancy).
- First-floor tenants have a range of 4.55 to 5.1 employees per 1000 sqft of leased area (corresponding to the low and high range of "employment intensity" observed in CAGID in selected years over the 1994 – 2015 period). (A history of CAGID employment intensities is shown in Table 7 to follow.)
- Upper-floor tenants have a range of 2.7 to 3.6 employees per 1000 sqft of leased area (corresponding to the low and high range of "employment intensity" observed in CAGID in selected years over the 1994 – 2015 period).

**Table 6**
**Employment Assumptions for Incremental New Nonresidential Development**

| | | |
|---|---|---|
| **% of gross commercial space which is leasable:** | | 85% |
| **Commercial vacancy rate:** | | 5% |
| **Employees per 1000 sqft of leasable space:** | | |
| | "Typical" first floor uses | "Typical" upper floor uses |
| Historic minimum | 4.45 | 2.7 |
| Midpoint of min & max | 4.78 | 3.15 |
| Historic maximum | 5.1 | 3.6 |
| **Hotels: assume 1 employee per room** | | |

Source: RRC Associates; DUHMD-PS/DBI tenant / Ecopass databases.

**Table 7**
**CAGID Employees per 1000 Square Feet of Leasable Nonresidential Space: Historic Comparisons**

| Database date | "Typical" first floor uses* | "Typical" upper floor uses** |
|---|---|---|
| 12/31/1994 | 4.8 | 3.4 |
| 1999/00 | 4.8 | 3.6 |
| 2005 | 5.1 | 3.1 |
| May 2011 | 4.45 | 2.70 |
| Oct. 2013 | 4.69 | 2.84 |
| Jul. 2015 | 4.74 | 3.20 |
| Historic minimum | 4.45 | 2.70 |
| Historic maximum | 5.10 | 3.60 |
| Midpoint of min & max | 4.78 | 3.15 |

*Assumed "typical" first floor uses: Retail, restaurant, personal services, one-third share of downtown banking & financial services uses.
**Assumed "typical" upper floor uses: Office, government, two-thirds share of downtown banking/financial services uses, nonprofit uses (exclusive of places of worship).
Factors exclude City and County government employment (accounted for separately for Ecopass purposes).
Source: DUHMD/PS and DBI Ecopass and Tenant databases; RRC Associates.

A set of "low," "midpoint" and "high" employment scenarios were developed corresponding to the low, high, and midpoint employment intensity measures described above. As illustrated in Table 8 to follow, between 2015 and buildout, the CAGID area is projected to add 3,036 to 3,847 jobs (midpoint estimate 3,442 jobs), depending on the employment intensity assumptions used.

**Table 8**
**Projected Incremental Jobs (Low, Midpoint, and High) by Time Period (2016 to Buildout)**

| | Built 2016-20 | | | Built 2021-25 | | Built 2026+ | | Total |
|---|---|---|---|---|---|---|---|---|
| | First Floor | Upper Floors | Hotel/ Civic Pad | First Floor | Upper Floors | First Floor | Upper Floors | incremental: 2015 to buildout (2035) |
| **Nonresidential Square Footage:** | | | | | | | | |
| Gross nonresidential sqft | 91,365 | 352,745 | 58,000 | 209,854 | 66,808 | 126,195 | 347,624 | 1,252,591 |
| * 85% leasable area | 85% | 85% | n/a | 85% | 85% | 85% | 85% | n/a |
| * 95% occupancy rate | 95% | 95% | n/a | 95% | 95% | 95% | 95% | n/a |
| = Occupied (net) nonresidential sqft | 73,777 | 284,842 | 58,000 | 169,457 | 53,947 | 101,902 | 280,706 | 1,022,632 |
| **Employment Generation Rates:** | | | | | | | | |
| Jobs/1000 net sqft: historic minimum (est.) | 4.45 | 2.70 | assume 30 jobs | 4.45 | 2.70 | 4.45 | 2.70 | n/a |
| Jobs/1000 net sqft: historic maximum (est.) | 5.10 | 3.60 | assume 30 jobs | 5.10 | 3.60 | 5.10 | 3.60 | n/a |
| **Projected Employment:** | | | | | | | | |
| Minimum projected employment | 328 | 769 | 30 | 457 | 240 | 454 | 758 | 3,036 |
| Midpoint projected employment | 352 | 897 | 30 | 534 | 258 | 487 | 884 | 3,442 |
| Maximum projected employment | 376 | 1,025 | 30 | 610 | 275 | 520 | 1,011 | 3,847 |

Source: RRC Associates; DUHMD/PS and DBI Ecopass and Tenant databases.

**Step 6: Project future incremental residential units**

Incremental future residential units were projected based on the following assumptions regarding residential space:

- Deduct 15 percent of gross residential space for hallways, stairways, and related common areas.
- Divide remaining square footage by an assumed average of 1,732 square feet per unit (the approximate average size of the 217 CAGID residential units built in the 1998 – 2015 period).

**Table 9**
**Residential Unit Assumptions for New Residential Development**

| | |
|---|---|
| Share of gross sqft used for common areas, access, etc. | 15% |
| Average unit size (sqft): | 1732 |

Source: RRC Associates; Boulder County Assessor database.

## Additional background: development and employment data and trends

This section of the report contains additional background data on various development and employment trends. The data is intended to provide an additional frame of reference for some of the buildout assumptions used in the analysis, including assumptions regarding intensity, use mix, timing of development, and employment.

**Projects built or under construction in CAGID since 2013 analysis**

Since the last round of CAGID buildout projections were prepared in 2013, one major project has been completed (26 apartments at 1707 Walnut), and five major projects are currently under construction (or very recently completed), as summarized in Table 10 to follow. Altogether, three of the projects are in the DT-2 zone and three are in DT-5. Collectively, these six projects account for approximately 339,155 square feet, including 298,572 square feet of nonresidential development (87 percent of total) and 42,583 square feet of residential development (13 percent of total). The DT-2 projects will collectively build very close to the maximum allowable FAR (FAR 1.99 vs. 2.0 maximum). The DT-5 projects will build to a proposed above-grade FAR of 2.56 and a total (above and below grade, excluding parking) FAR of 2.86, as compared to the legal maximum above-grade FAR of 2.7. Several of the projects will involve significant amounts of parking, while some will provide no parking or reduced parking from existing conditions.

**Table 10**
**Projects Built or Under Construction in CAGID Since 2013 Buildout Update**

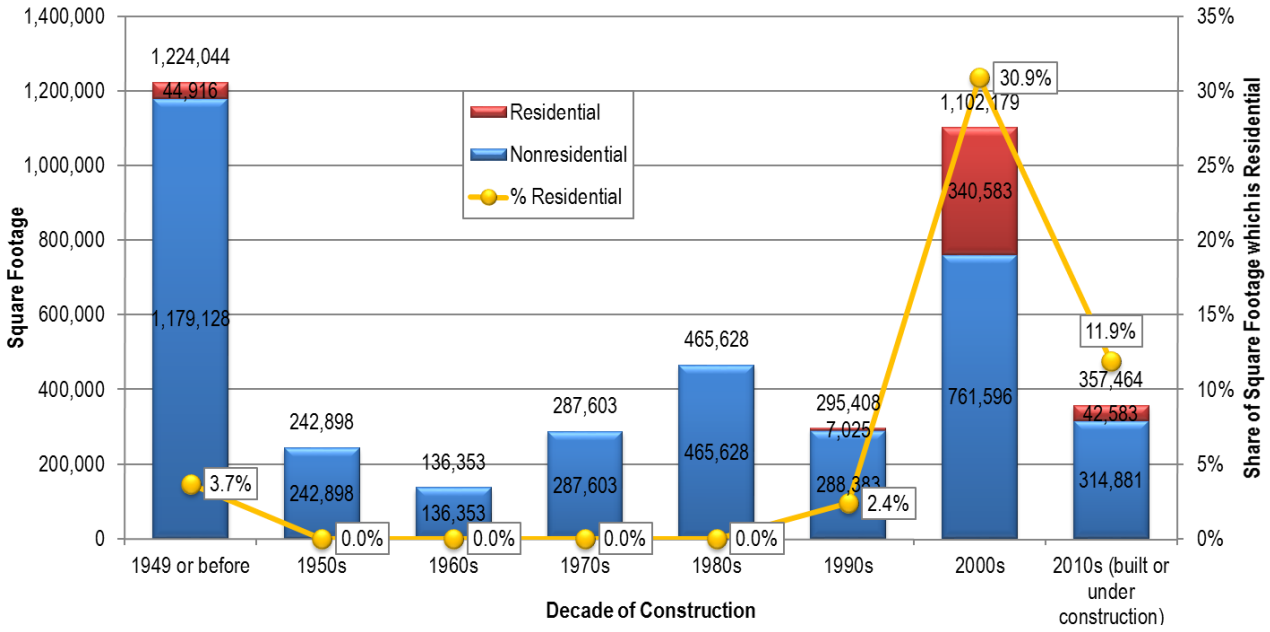
| | | | SQFT AT BUILDOUT (excluding parking) | | | | | | Max allowable | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Address | Zone | Site sqft | Total (above & below grade) | Above grade | Below grade | Non-residential | Resi-dential | Buildout: Res. units | FAR (w/ additions) | Proposed above-grade FAR (ex. prkg) | Proposed total FAR (excl. pkg) | Parking spaces |
| 1707 Walnut | DT-2 | 14,096 | 28,098 | 28,098 | 0 | 0 | 28,098 | 26 | 2.0 | 1.99 | 1.99 | 26 |
| 1738 Pearl | DT-2 | 21,132 | 42,000 | 42,000 | 0 | 42,000 | 0 | 0 | 2.0 | 1.99 | 1.99 | 25 |
| 901 Pearl | DT-2 | 10,803 | 21,632 | 21,632 | 0 | 7,147 | 14,485 | 4 | 2.0 | 2.00 | 2.00 | 13 |
| DT-2 total | | 46,031 | 91,730 | 91,730 | 0 | 49,147 | 42,583 | 30 | 2.0 | 1.99 | 1.99 | 38 |
| | | | | | | | | | | | | |
| 1048 Pearl | DT-5 | 59,266 | 173,446 | 159,934 | 13,512 | 173,446 | 0 | 0 | 2.7 | 2.70 | 2.93 | 271 |
| 1301 Walnut | DT-5 | 21,037 | 59,505 | 47,128 | 12,377 | 59,505 | 0 | 0 | 2.7 | 2.24 | 2.83 | 10 |
| 909 Walnut | DT-5 | 6,300 | 14,474 | 14,474 | 0 | 14,474 | 0 | 0 | 2.7 | 2.30 | 2.30 | 0 |
| DT-5 total | | 86,603 | 247,425 | 221,536 | 25,889 | 247,425 | 0 | 0 | 2.7 | 2.56 | 2.86 | 281 |
| Grand Total | | 132,634 | 339,155 | 313,266 | 25,889 | 296,572 | 42,583 | 30 | n/a | 2.36 | 2.56 | 319 |

Source: City of Boulder Planning and Development Services; RRC Associates.

## Long-term historic development patterns in CAGID

Figure 5 to follow illustrates the decade of construction and use mix of buildings in CAGID, including buildings currently under construction.

**Figure 5**
**Decade of Construction and Use Mix of Buildings in CAGID (Existing and Under Construction)**



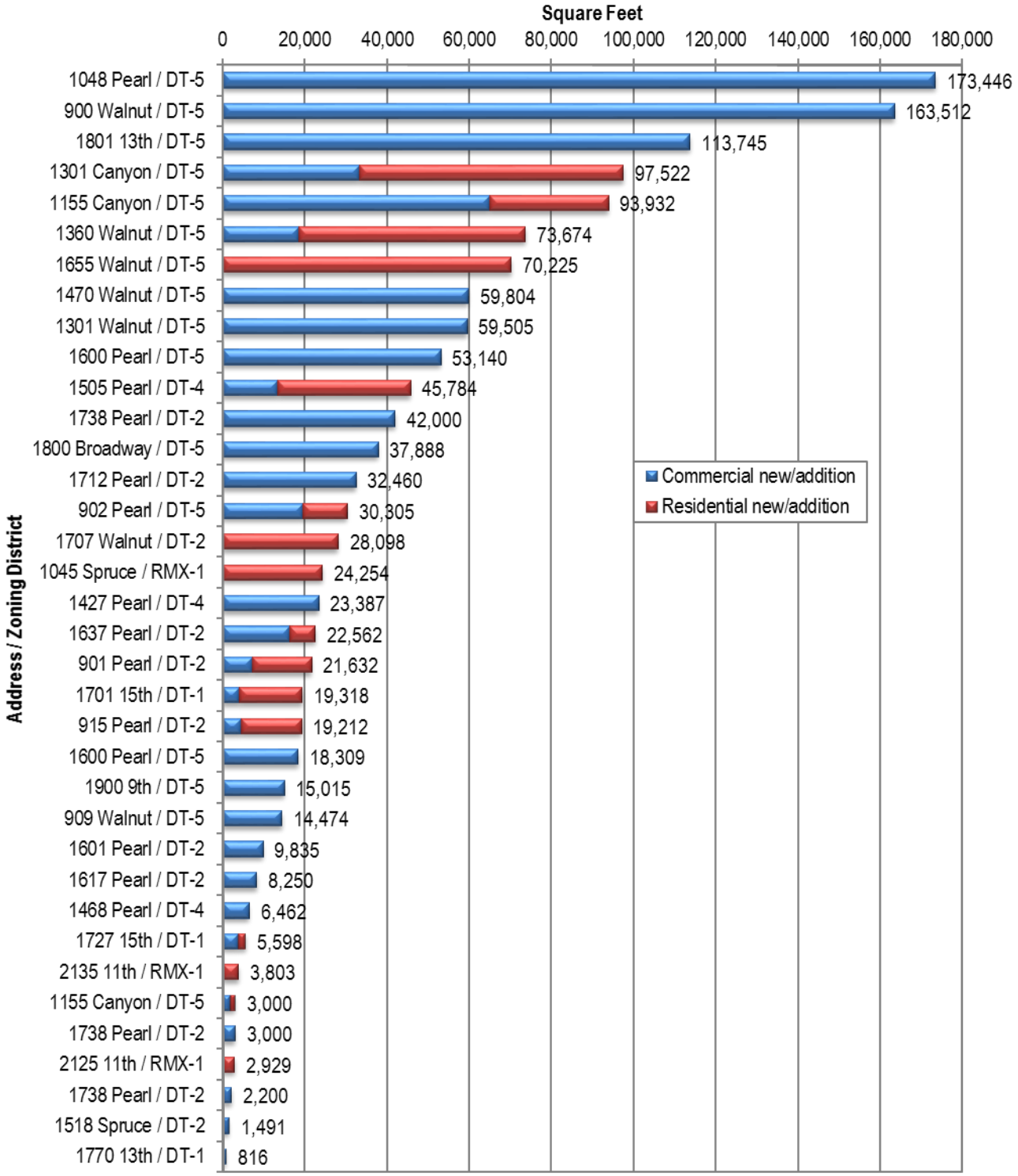

Source: Boulder County Assessor; City of Boulder building permits; RRC Associates

Among the patterns of interest, Figure 5 shows a burst of development in the 2000s, when approximately 1.1 million sqft was constructed, of which a relatively high share of 31 percent was residential and 69 percent was nonresidential. The surge of total development and residential development relative to preceding years was likely influenced by favorable market conditions and changes to zoning regulations (particularly the addition of residential density bonuses beginning in 2000 to encourage more residential units downtown).

Midway through the 2010s decade, development completed or under construction to date totals approximately 357,000 sqft, with 12 percent residential and 88 percent nonresidential. (Note that the zoning code was revised in 2011 to add a floor area addition up to a maximum of 1.0 for commercial uses in DT-5 zone district subject to a housing linkage fee, in part to respond to an expressed community need for more and better office space in the downtown core.) Should development occur at the same pace through the 2016-19 period, total development for the 2010 – 19 decade would total approximately 596,000 sqft, or about 54 percent of the volume experienced in the 2000-09 decade. If this level of development occurs, the 2010s would to have a high volume of construction activity relative to the decades prior to 2000, albeit a lower level of activity than in the 2000s.

Figure 6 to follow shows a listing of 36 newer projects built or under construction in CAGID over the past 19 years (since 1997), including the total size and use mix of each project. The chart illustrates that projects have had a wide range of sizes, although larger projects have accounted for the bulk of the square footage. In particular, the six largest projects have accounted about 51.1 percent of the square footage built since 1997, and the next six largest projects have accounted for an additional 23.6 percent of the square footage. In total, these 12 projects (one third of the total) have accounted for 74.7 percent of the space built.

**Figure 6**
**New and Expanded Buildings in CAGID, 1997 - 2015 (including buildings currently under construction)**




Source: City of Boulder building permits; RRC Associates. Excludes garage space and rooftop patios.

**Employment trends by sector**

Employment in the CAGID area has been tracked over time by DUHMD/PS as part of its processing of Ecopasses. Full-time employees (working at least 25 hours per week and qualifying for Ecopasses) have been documented very accurately, while part-time employees and others not qualifying for Ecopasses (e.g. contractors) have been tracked on a more informal basis, where possible.

Over the 2011 – 15 period, total full- and part-time employment in CAGID (excluding the City of Boulder and Boulder County) is estimated to have risen from 7,744 to 8,643, an increase of 12 percent (Table 11). "Office" types of employment are estimated to have increase by 36 percent, while "non-office" types of employment are estimated to have decreased by 8 percent. Within the office segment, the greatest absolute growth has occurred in the "technology" sector, which has grown by 93 percent (774 employees) since 2011, clearly indicating a boom in that sector. Nonprofits (up 172 percent) and green energy (up 154 percent) have also shown exceptionally strong growth, and professional services and creative services have also shown significant growth. By contrast, personal services and "other" employment have declined significantly, and restaurants, financial services, architectural and building services, and government employment (other than City and County employment, for which historic data is not currently available) have dipped more slightly.

Among the categories listed, restaurants are the biggest employer (2,171 jobs in 2015), followed by technology (1,610), retail (1,006), creative services (837), professional services (777), and financial services (651).

**Table 11**
**Employment in CAGID: 2011 – 2015, by Sector**

| | | EMPLOYMENT | | | CHANGE IN EMPLOYMENT | |
|---|---|---|---|---|---|---|
| **Space Type** | **Industry Sector** | **As of 7/1/15** | **As of 10/23/13** | **As of 5/25/11** | **# Change 2011-15** | **% Change 2011-15** |
| **Non-office employment:** | | | | | | |
| Non-office | Personal Service - Health/Fitness/Spa/Salon/Therapy/Travel | 302 | 334 | 413 | (111) | -27% |
| Non-office | Restaurant | 2,171 | 2,203 | 2,216 | (45) | -2% |
| Non-office | Retail | 1,006 | 1,029 | 967 | 39 | 4% |
| Non-office | Hotel, Other | 476 | 486 | 708 | (232) | -33% |
| | **Non-office total** | **3,955** | **4,052** | **4,304** | **(349)** | **-8%** |
| | | | | | | |
| **Office employment:** | | | | | | |
| Office | Government - excluding City & County of Boulder | 55 | 63 | 70 | (15) | -21% |
| Office | Non-profit (including religious) | 269 | 215 | 99 | 170 | 172% |
| Office | Office: Architectural/Design/Building/Engineering | 235 | 216 | 264 | (29) | -11% |
| Office | Office: Creative Services - Marketing/design/advertising/video/web | 837 | 883 | 740 | 97 | 13% |
| Office | Office: Financial services - Bank/brokerage/financial planning | 651 | 615 | 694 | (43) | -6% |
| Office | Office: Green/Energy - solar/wind/etc. | 231 | 199 | 91 | 140 | 154% |
| Office | Office: Professional Services - Legal/Accounting/Real Estate | 777 | 712 | 622 | 155 | 25% |
| Office | Office: Technology | 1,610 | 1,182 | 836 | 774 | 93% |
| Office | (Blank / unassigned) | 23 | 25 | 24 | (1) | -4% |
| | **Office total** | **4,688** | **4,110** | **3,440** | **1,248** | **36%** |
| | | | | | | |
| | **Grand total - excluding City and County of Boulder** | **8,643** | **8,162** | **7,744** | **899** | **12%** |
| | | | | | | |
| | City of Boulder: Non-office (library, senior center, police, parking) | 25 | n/a | n/a | n/a | |
| | City of Boulder: Office | 38 | n/a | n/a | n/a | |
| | Boulder County | 250 | n/a | n/a | n/a | |
| | **Grand total - including City and County of Boulder** | **8,956** | **n/a** | **n/a** | **n/a** | |

Source: DUHMD/PS Ecopass database; City of Boulder Facilities Management; Boulder County Human Resources; RRC Associates. Shifts in some categories, such as "other," may in part be influenced by reclassifications.

## Additional employment characteristics by sector

Table 12 to follow illustrates the mix of full time and part-time employees by sector, as well as employment intensity rates (employees per square foot) by sector as of 2015. As shown, "non-office" sectors (as defined in the illustrated groupings) have a mix of 55 percent full-time employees and 45 percent part-time employees. The grouping averages 4.29 employees per 1,000 leased square feet, with very wide differences between sectors (varying from 8.27 employees/1000 sqft for restaurants, to 1.94 employees /1000 sqft for hotel/post office/other).

"Office" sectors in aggregate have a higher share of full-time employees (84 percent) and lower share of part-time employees (16 percent) than non-office sectors. In aggregate, office sectors also have lower employment intensity, averaging 3.03 employees per 1000 sqft of leased space. The largest sector, "technology", is estimated to have an average employment intensity of 3.69 employees per 1000 leased sqft.

In aggregate, CAGID as a whole is estimated to have approximately 3.50 employees per 1000 sqft of leased nonresidential space, or about 285 sqft of leased space per employee.[4]

**Table 12**
**Employment Characteristics by Sector, 2015**

| | | CAGID employment (excl. CAPs) | | | | Employees per | Leased sqft |
|---|---|---|---|---|---|---|---|
| **Space Type** | **Industry Sector** | **Full-time*** | **Part-time*** | **Total** | **% Part-time*** | **1000 leased sqft**** | **per Employee**** |
| **Non-office employment:** | | | | | | | |
| Non-office | Personal Service - Health/Fitness/Spa/Salon/Therapy/Travel | 211 | 91 | 302 | 30% | 4.43 | 226 |
| Non-office | Restaurant | 1,104 | 1,067 | 2,171 | 49% | 8.27 | 121 |
| Non-office | Retail | 511 | 495 | 1,006 | 49% | 3.02 | 331 |
| Non-office | Hotel, Post Office, Other | 369 | 143 | 512 | 28% | 1.94 | 517 |
| Non-office | City of Boulder: Non-office (library, senior center, police, parking) | n/a | n/a | 25 | n/a | n/a | n/a |
| **Non-office total** | | **2,195** | **1,796** | **4,016** | **45%** | **4.29** | **233** |
| **Office employment:** | | | | | | | |
| Office | City of Boulder: Office | n/a | n/a | 38 | n/a | n/a | n/a |
| Office | Government - excluding USPS & City of Boulder | n/a | n/a | 269 | n/a | n/a | n/a |
| Office | Non-profit (including religious) | 194 | 75 | 269 | 28% | 1.57 | 636 |
| Office | Office: Architectural/Design/Building/Engineering | 213 | 22 | 235 | 9% | 3.88 | 257 |
| Office | Office: Creative Services - Marketing/design/advertising/video/web | 732 | 105 | 837 | 13% | 3.69 | 271 |
| Office | Office: Financial services - Bank/brokerage/financial planning | 518 | 133 | 651 | 20% | 2.24 | 446 |
| Office | Office: Green/Energy - solar/wind/etc. | 212 | 19 | 231 | 8% | 4.80 | 208 |
| Office | Office: Professional Services - Legal/Accounting/Real Estate | 667 | 110 | 777 | 14% | 2.68 | 373 |
| Office | Office: Technology | 1,347 | 263 | 1,610 | 16% | 3.69 | 271 |
| Office | (Blank / unassigned) | 18 | 5 | 23 | 22% | n/a | n/a |
| **Office total** | | **3,901** | **732** | **4,940** | **16%** | **3.03** | **330** |
| | | | | | | | |
| **Grand total** | | **6,096** | **2,528** | **8,956** | **29%** | **3.50** | **285** |

*Full-time and part-time employment counts exclude City and County employees, and selected other government employers.
**Employees intensity assumptions based on subset of Ecopass database records for which both employment and leased sqft is available.
Source: DUHMD/PS Ecopass database; RRC Associates.

# CAP DEVELOPMENT PROJECTIONS

This section of the report summarizes development projections for the East and West CAP areas. This includes the portions of the East CAP which lie within CAGID. However, it excludes the West CAP's "civic use pad," located next to the St. Julien Hotel; unless noted otherwise, the civic pad is excluding from the CAP discussion below (since it has been included in the CAGID projections).

[4] For additional context, current BVCP buildout projections assume 3.51 employees per 1000 gross sqft of nonresidential floor area in the DT-1 through DT-5 zoning districts. Additionally, the 2016 City of Boulder development impact fee study currently underway assumes future employment intensities citywide of 2.51 employees / 1000 gross nonresidential sqft for retail/restaurant/service, and 3.59 employees/1000 gross nonresidential sqft for office. These figures are not fully comparable to the figures shown in Table 12 and Table 7, insofar as those results are based on leased, occupied sqft (rather than gross sqft), as well as differences in the geographic areas included (in the case of the impact fee study).

Current building and employment data for the CAP areas has been gathered from Boulder County Assessor records, the CAGID Ecopass database, and City of Boulder Facilities Management. Future projections regarding development density, uses, and timing are based on CAP documentation and input from city staff, and are subject to change insofar as the mix and sizing of the components of the CAP plans have yet to be fully determined.

## Projected built square footage

Table 13 below summarizes the various development components being considered for the CAP areas, again keeping in mind that the selection and sizing of components has yet to be finalized. Two groups of options are being considered, each of which has low and high development scenarios, for four total alternatives. In addition, one of the potential project components is envisioned as either a hotel or apartments, adding an additional layer of alternatives with regards to use mix. Summary square footages are shown both including and excluding the proposed development for the civic use pad.

**Table 13**
**Projected development at buildout in East and West CAP areas**
**(Note: Actual development could differ, depending on the mix and size of project components that get built)**

| | | SQUARE FEET AT BUILDOUT | | | |
|---|---|---|---|---|---|
| | | Option A | | Option B | |
| Location | Use | Low SF | High SF | Low SF | High SF |
| East CAP | Public market | 9,000 | 15,000 | 9,000 | 15,000 |
| East CAP | Municipal office - core services | 0 | 0 | 80,000 | 120,000 |
| East CAP | Private office | 50,000 | 100,000 | 50,000 | 100,000 |
| East CAP | Hotel or apartments (100-200 rooms/dwellings) | 100,000 | 200,000 | 100,000 | 200,000 |
| East CAP | Existing Teahouse | 4,000 | 4,000 | 4,000 | 4,000 |
| East CAP | BMOCA (currently 16000 sqft) | 16,000 | 26,000 | 16,000 | 16,000 |
| East or West CAP | Performing arts center (500-700 seats) | 50,000 | 70,000 | 50,000 | 70,000 |
| West CAP | Existing library (includes Canyon Theatre & art space) | 84,000 | 84,000 | 84,000 | 84,000 |
| West CAP | Existing Senior Center | 16,000 | 16,000 | 16,000 | 16,000 |
| West CAP | Senior Center Expansion | 14,000 | 24,000 | 14,000 | 34,000 |
| West CAP | N. of Canyon: Gallery - arts - events | 10,000 | 10,000 | 10,000 | 10,000 |
| West CAP | N. of Canyon: Hotel expansion (~30 rooms) | 48,000 | 48,000 | 48,000 | 48,000 |
| West CAP | Municipal building (municipal court? museum?) | 24,000 | 24,000 | 24,000 | 24,000 |
| **TOTAL SQFT** | | **425,000** | **621,000** | **505,000** | **741,000** |
| **Total nonresidential** | | **325,000 - 425,000** | **421,000 - 621,000** | **405,000 - 505,000** | **541,000 - 741,000** |
| **Total residential** | | **0 - 100,000** | **0 - 200,000** | **0 - 100,000** | **0 - 200,000** |
| **TOTAL SQFT - excluding civic pad N. of Canyon** | | **367,000** | **563,000** | **447,000** | **683,000** |
| **Total nonresidential - excluding civic pad N. of Canyon** | | **267,000 - 367,000** | **363,000 - 563,000** | **347,000 - 447,000** | **483,000 - 683,000** |
| **Total residential - excluding civic pad N. of Canyon** | | **0 - 100,000** | **0 - 200,000** | **0 - 100,000** | **0 - 200,000** |

Source: PDS staff; RRC Associates.

Excluding the civic use pad, total development at buildout is projected to range from 367,000 to 683,000 sqft across the alternatives, including 267,000 – 683,000 nonresidential sqft, and 0 – 200,000 residential sqft. It should be noted that actual development could be less (and below the low end projections), if some components do not get built or have smaller sizes.

Table 14 below illustrates projected development in the CAP areas, along with existing built square footage, for the various alternatives under consideration. The CAP areas are estimated to currently have approximately 220,148 built square feet, of which approximately 201,525 sqft is nonresidential and 18,623 sqft is residential. Relative to this existing level of development, incremental additional development projected in the future is projected to range from approximately 147,000 sqft to 463,000 sqft, of which approximately 65,000 – 481,000 is nonresidential, and (19,000) to +181,000 is projected to be residential. (Note that future plans envision the removal of the existing Park Central and New Britain buildings, and the potential redevelopment and/or expansion of several other properties in the CAPs area.)

**Table 14**
**Existing and Projected Built Square Footage in CAP Areas**

| | | EXISTING (2015) BUILT SQFT (excluding parking garages) | | | PROJECTED FUTURE INCREMENTAL CONSTRUCTION (excluding parking garages) | | | PROJECTED SQFT AT BUILDOUT (excluding parking garages) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Area | Land Area (Sqft) | Non-residential | Residential | Total | Non-residential | Residential | Total | Non-residential | Residential | Total |
| EAST AND WEST CAP AREAS (excluding Civic Pad) | | | | | | | | | | |
| Option A - low sqft | TBD | 201,525 | 18,623 | 220,148 | 65,475 - 165,475 | (18,623) - 81,377 | 146,852 | 267,000 - 367,000 | 0 - 100,000 | 367,000 |
| Option A - high sqft | TBD | 201,525 | 18,623 | 220,148 | 161,475 - 361,475 | (18,623) - 181,377 | 342,852 | 363,000 - 563,000 | 0 - 200,000 | 563,000 |
| Option B - low sqft | TBD | 201,525 | 18,623 | 220,148 | 145,475 - 245,475 | (18,623) - 81,377 | 226,852 | 347,000 - 447,000 | 0 - 100,000 | 447,000 |
| Option B - high sqft | TBD | 201,525 | 18,623 | 220,148 | 281,475 - 481,475 | (18,623) - 181,377 | 462,852 | 483,000 - 683,000 | 0 - 200,000 | 683,000 |

Source: Boulder County Assessor; City of Boulder Facilities Management; CAP documentation; PDS staff; RRC Associates.

## Projected timing of development

Timing assumptions were estimated by PDS staff for the various project components, assuming the project components get built (not a given). The timing assumptions were expressed in terms of the probability that the respective elements would get built in the three respective time periods, as shown in Table 15 to follow.

Based on these probabilities, projected incremental development by time period is shown in Table 16 to follow. As illustrated, a net total of 22,700 – 62,500 sqft is projected to be added in

the 2016-20 period; 124,326 – 350,926 sqft is projected to be added in the 2021-25 period; and (174) – 49,426 sqft is projected to be added beyond 2025. Note that these square footages are net incremental, and thus represent the difference between new buildings added and old buildings removed. Additionally, the amount of development by time period will likely differ in practice, as these results are for modeling purposes and based on probabilities (with potential new buildings pro-rated across time periods).

**Table 15**
**Timing Assumptions for Project Components in the East and West CAP Areas**

| | | If project occurs, likelihood of occurring in: | | |
|---|---|---|---|---|
| **Location** | **Use** | **2016-20** | **2021-25** | **2026+** |
| East CAP | Public market | 30% | 60% | 10% |
| East CAP | Municipal office - core services | 20% | 70% | 10% |
| East CAP | Private office | 20% | 70% | 10% |
| East CAP | Hotel or apartments (100-200 rooms/dwellings) | 0% | 80% | 20% |
| East CAP | Existing Teahouse | Existing | Existing | Existing |
| East CAP | BMOCA expansion | 0% | 50% | 50% |
| East or West CAP | Performing arts center (500-700 seats) | 20% | 70% | 10% |
| West CAP | Existing library (includes Canyon Theatre & art space) | Existing | Existing | Existing |
| West CAP | Existing Senior Center | Existing | Existing | Existing |
| West CAP | Senior Center Expansion | 0% | 50% | 50% |
| West CAP | N. of Canyon: Gallery - arts - events | 80% | 20% | 0% |
| West CAP | N. of Canyon: Hotel expansion (~30 rooms) | 80% | 20% | 0% |
| West CAP | Municipal building (municipal court? museum?) | Existing | Existing | Existing |

Source: PDS staff; RRC Associates.

**Table 16**
**Projected Incremental Development by Time Period in the East and West CAP Areas**

| | Existing built sqft | Incremental 2016-20 | Incremental 2021-25 | Incremental 2026+ | Total incremental (existing to buildout) | Buildout sqft (existing + incremental) |
|---|---|---|---|---|---|---|
| **CAP - HOTEL SCENARIO:** | | | | | | |
| Nonresidential | 201,525 | 22,700 - 62,500 | 133,638 - 360,238 | 9,138 - 58,738 | 165,475 - 481,475 | 367,000 - 683,000 |
| Residential | 18,623 | 0 | -9,312 | -9,312 | -18,623 | 0 |
| *Total* | *220,148* | *22,700 - 62,500* | *124,326 - 350,926* | *-174 - 49,426* | *146,852 - 462,852* | *367,000 - 683,000* |
| **CAP - APARTMENT SCENARIO:** | | | | | | |
| Nonresidential | 201,525 | 22,700 - 62,500 | 53,638 - 200,238 | -10,863 - 18,738 | 65,475 - 281,475 | 167,000 - 583,000 |
| Residential | 18,623 | 0 | 70,689 - 150,689 | 10,689 - 30,689 | 81,377 - 181,377 | 100,000 - 200,000 |
| *Total* | *220,148* | *22,700 - 62,500* | *124,326 - 350,926* | *-174 - 49,426* | *146,852 - 462,852* | *367,000 - 683,000* |

Source: PDS staff; RRC Associates.

## Projected employment and residential units

Within the CAP areas, incremental future employment was projected based on RRC and PDS staff assumptions regarding employment:sqft ratios for the respective types of uses, as summarized in Table 17 below.

**Table 17**
**Employment Assumptions for Incremental New Nonresidential Development (inside of CAP areas)**

| Component | Assumed employees/1000 gross sqft |
|---|---|
| Public market | 5 |
| Municipal office | 2.8 |
| Private office | 2.8 |
| Hotel | 1 employee/unit |
| Expanded BMOCA | 0.5 |
| Performing arts center | 0.5 |
| Gallery - arts related | 1 |
| Senior Center | 1 |

Source: RRC Associates; PDS staff.

Based on the employment assumptions outlined above, total employment at buildout is projected to range from 453 to 1,189, depending on the development scenario. By comparison, there are an estimated 441 employees working in the CAP areas today. Incremental additional employment added between existing conditions and buildout is projected to range from 12 to 748 employees. Note that actual buildout employment could be less (and potentially below the projections outlined here), insofar as some project components may not get built or may be downsized.

**Table 18**
**Existing Employment and Projected Employment at Buildout**

| | EMPLOYEES - AT BUILDOUT | | | |
|---|---|---|---|---|
| | Option A | | Option B | |
| | Low SF | High SF | Low SF | High SF |
| Existing employment | 441 | 441 | 441 | 441 |
| Incremental employment to buildout: hotel scenario | 112 | 407 | 336 | 748 |
| Incremental employment to buildout: apartments scenario | 12 | 207 | 236 | 548 |
| Total employment at buildout: hotel scenario | 553 | 848 | 777 | 1,189 |
| Total employment at buildout: apartments scenario | 453 | 648 | 677 | 989 |

Source: RRC Associates; PDS staff; City of Boulder Facilities Management; DUHMD/PS Ecopass database.

With regards to residential units, there are currently estimated to be 25 residential units in the CAP areas, including 14 units at the Arapahoe Court apartments and 11 privately owned units. Projected units at buildout are projected to range from 0 to 200 units, depending on whether

the apartment scenario is built or not, and the number of units included in the apartments, if built (currently assumed to range between 100 and 200 units).

# COMBINED CAGID/CAP DEVELOPMENT PROJECTIONS

## Summary of development projections

Development projections for the combined CAGID/CAP area are based on summing the results of the CAGID and CAP projections respectively. Key results are summarized in Table 19 below and the text which follows.

**Table 19**
**Existing Conditions and Projected Buildout: CAGID/CAP Areas**

| | | Incremental to Buildout | | Buildout | | Existing as a % of Buildout | | % Change: Incremental vs. Existing | |
|---|---|---|---|---|---|---|---|---|---|
| | Existing | Low | High | Low | High | Low | High | Low | High |
| **Built sqft by area:** | | | | | | | | | |
| CAGID N of Canyon (incl. civic pad) | 3,430,553 | 1,120,130 | 1,120,130 | 4,550,683 | 4,550,683 | 75% | 75% | 33% | 33% |
| CAGID S of Canyon (excl. CAPs) | 160,698 | 487,374 | 487,374 | 648,072 | 648,072 | 25% | 25% | 303% | 303% |
| East & West CAPs | 220,148 | 146,852 | 462,852 | 367,000 | 683,000 | 60% | 32% | 67% | 210% |
| CAGID/CAPs total | 3,811,399 | 1,754,356 | 2,070,356 | 5,565,755 | 5,881,755 | 68% | 65% | 46% | 54% |
| | | | | | | | | | |
| **Built sqft by use:** | | | | | | | | | |
| Nonresidential sqft | 3,383,816 | 1,318,066 | 1,734,066 | 4,701,882 | 5,117,882 | 72% | 66% | 39% | 51% |
| Residential sqft | 427,583 | 336,291 | 536,291 | 763,874 | 963,874 | 56% | 44% | 79% | 125% |
| Total sqft | 3,811,399 | 1,754,356 | 2,070,356 | 5,565,755 | 5,881,755 | 68% | 65% | 46% | 54% |
| | | | | | | | | | |
| **Employees:** | 9,397 | 3,048 | 4,595 | 12,445 | 13,992 | 76% | 67% | 32% | 49% |
| | | | | | | | | | |
| **Residential units:** | 285 | 149 | 349 | 434 | 634 | 66% | 45% | 52% | 122% |

- Existing conditions: The total CAGID/CAP area currently has approximately 3.81 million square feet of developed residential and nonresidential floor area (excluding parking garages). This includes approximately 428,000 sqft of residential floor area (11 percent of total), and 3.38 million sqft of nonresidential floor area (89 percent of total).

  Of the 3.81 million existing square feet, approximately 220,000 sqft is located in the CAP areas (6 percent), while 3.59 million (94 percent) is in CAGID (excluding the portions of CAGID in the east and west CAP areas).

  The CAGID/CAP areas are also estimated to currently have approximately 9,397 employees (including 8,956 in CAGID and 441 in the CAPs). The combined area is also

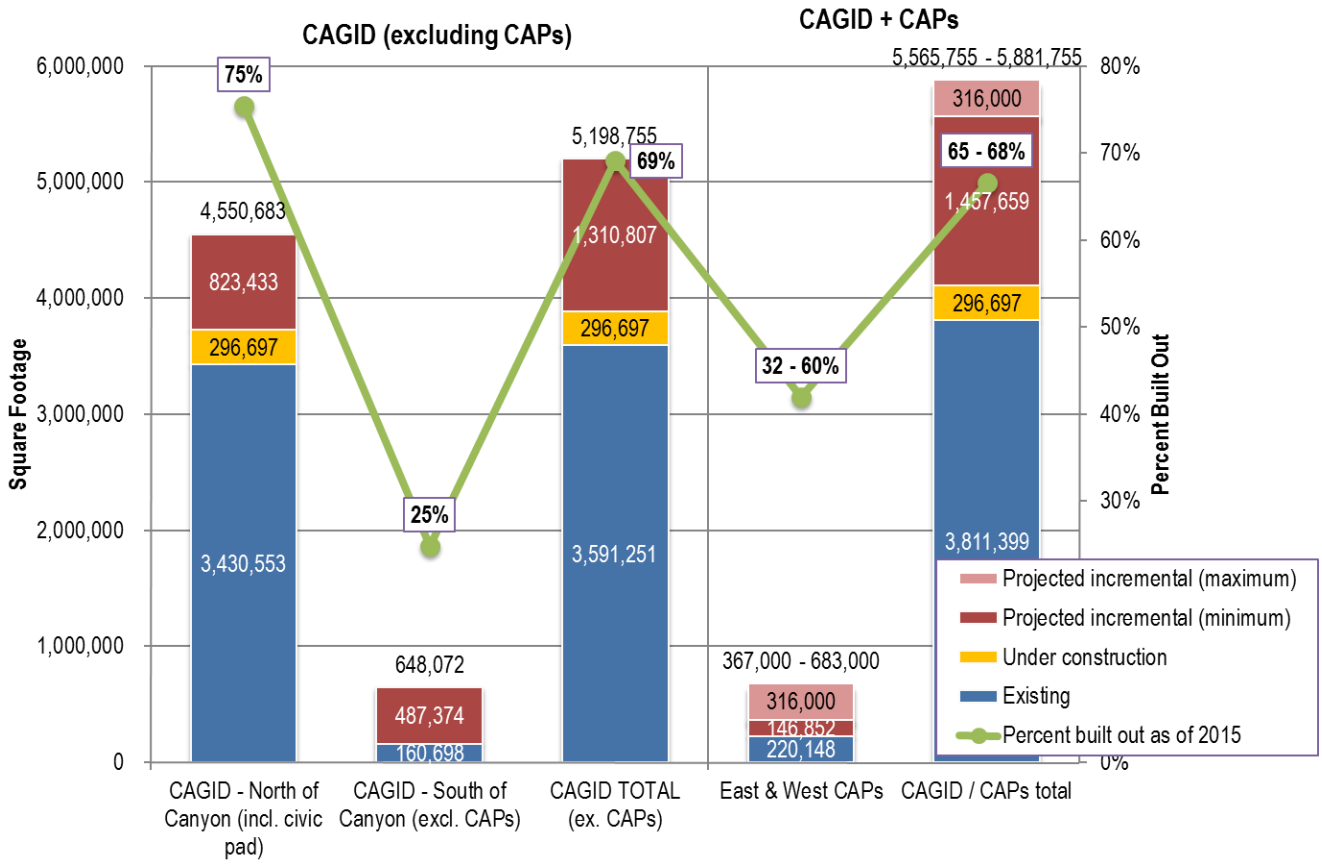
estimated to currently have 285 housing units (including 260 units in CAGID and 25 units in the CAPs).

- Projected development at buildout: At buildout, the combined area is projected to have approximately 5.57 to 5.88 million square feet, depending on the CAP development scenario assumed. Total employment at buildout is projected to range between 12,445 and 13,992, and total housing units are projected to range between 434 and 634.

- Percent change: development at buildout vs. existing conditions: Depending on the development scenarios assumed, total square footage at buildout is projected to be 46 percent to 54 percent higher than today's levels. Total employment is projected to be 32 percent to 49 percent higher than today's levels, and total housing units are projected to be 52 percent to 122 percent higher than today's count.

Figure 7 below graphically illustrates existing and projected square footage by location, including existing square footage, square footage under construction, and additional square feet to buildout, with minimum and maximum buildout levels varying depending on the CAP development program assumed.

**Figure 7**
**Existing and Projected Square Footage in CAGID/CAP Area, by Location**



## Comparison of 2015 and 2013 development projections

As a reasonableness check and for comparison purposes, Table 20 below illustrates development projections prepared in the current (2015) and previous (2013) round of updates. As shown, each of the measures tracked shows some degree of change, including the following:

- Existing development: Existing development in CAGID has increased slightly from 2013 as a result of new construction, as well as updated estimates of the square footage of preexisting buildings in the Assessor's database. Total housing units have increased by an estimated 26 units. Total employment has increased by an indeterminate amount (since City of Boulder and Boulder County employment in CAGID were not tabulated in 2013).

- Projected development at buildout (low and high scenarios): Projected development at buildout has increased slightly in CAGID, as a result of slight increases in the base amounts of square footage estimated by the Assessor, and slight increases in projected future incremental development (driven by changes in the underlying development assumptions and factors). By contrast, projected development in the CAP areas has diminished somewhat, as a result of scaling back some of the development assumptions (e.g. dropping the potential for up to 100 new senior housing units near the senior center). Total housing units are also projected to have declined, particularly in the high buildout scenario, in large part due to this shift.

**Table 20**
**Comparison of 2015 and 2013 Development Projections: CAGID/CAP Areas**

| | Existing development | | | Low Buildout Scenario | | | High Buildout Scenario | | |
|---|---|---|---|---|---|---|---|---|---|
| | 2015 | 2013 | % Chg | 2015 | 2013 | % Chg | 2015 | 2013 | % Chg |
| **Built sqft by area:** | | | | | | | | | |
| CAGID N of Canyon (incl. civic pad) | 3,430,553 | 3,270,377 | **4.9%** | 4,550,683 | 4,354,147 | **4.5%** | 4,550,683 | 4,354,147 | **4.5%** |
| CAGID S of Canyon (excl. CAPs) | 160,698 | 159,385 | **0.8%** | 648,072 | 644,110 | **0.6%** | 648,072 | 644,110 | **0.6%** |
| East & West CAPs | 220,148 | 220,148 | **0.0%** | 367,000 | 390,472 | **-6.0%** | 683,000 | 801,472 | **-14.8%** |
| CAGID/CAPs total | 3,811,399 | 3,649,910 | **4.4%** | 5,565,755 | 5,388,729 | **3.3%** | 5,881,755 | 5,799,729 | **1.4%** |
| | | | | | | | | | |
| **Built sqft by use:** | | | | | | | | | |
| Nonresidential sqft | 3,383,816 | 3,263,762 | **3.7%** | 4,740,576 | 4,502,178 | **5.3%** | 5,156,576 | 4,926,178 | **4.7%** |
| Residential sqft | 427,583 | 386,148 | **10.7%** | 778,551 | 786,551 | **-1.0%** | 963,874 | 1,073,551 | **-10.2%** |
| Total sqft | 3,811,399 | 3,649,910 | **4.4%** | 5,565,755 | 5,388,729 | **3.3%** | 5,881,755 | 5,799,729 | **1.4%** |
| | | | | | | | | | |
| **Employees:** | 9,397 | TBD | **TBD** | 12,445 | TBD | **TBD** | 13,992 | TBD | **TBD** |
| | | | | | | | | | |
| **Residential units:** | 285 | 259 | **10.0%** | 434 | 442 | **-1.8%** | 634 | 742 | **-14.6%** |

**MEMORANDUM**

**To:** **Molly Winter**

**From:** **Bill Fox**

**Date:** **March 4, 2016**

**Subject:** **Summary of CAGID Area Access and Parking Projections – Year 2016 to Buildout**

We have completed an update of the CAGID access and parking model for downtown Boulder. This update has utilized existing conditions in 2015 to recalibrate the model and project future parking needs for Year 2021, 2026 and buildout conditions. The updated model incorporates:

- current land use projections developed by RRC with 5-year planning horizons of existing, 2021, 2026 and buildout;
- a range of future employee density (low, midpoint, and high) developed by RRC;
- current CAGID parking supply and utilization information (2015 data);
- current private parking supply and utilization information in downtown Boulder (2015 data);
- updated parking supply and demand rates for the CAGID area using 2015 information;
- current CAGID permit waiting list information and its effect on parking demand rates;
- a range of specific transportation demand management strategies and tools, and their effect on reducing the demand for parking;
- the effect of increased CAGID parking supply utilization on reducing the future need for parking;
- the effect of increased private parking supply utilization on reducing the future need for parking;
- projections on the utilization of satellite parking and its effect on reducing downtown parking demand;
- new development and its impact on displacing existing parking supply;
- projections on the additional non-residential or commercial parking supply provided by new development; and

- a range of additional options for CAGID to increase the available parking supply in downtown Boulder, including a new structure, a joint venture with a developer, or leasing existing underutilized parking during the business day (such as a church lot).

The net result of incorporating all of these factors is a projected range of parking surplus or deficit in the future for each planning horizon. This information is then available to assist CAGID in strategic planning to accommodate future multimodal access to downtown Boulder as land use progresses toward buildout conditions.

This memorandum summarizes the model update process and highlights the key variables that must be considered when considering future parking supply and demand in the CAGID area.

Attached to this memorandum are the following four tabulations:

- Table 1. CAGID Public Parking Supply and Typical Weekday Utilization
- Table 2. Boulder CAGID Private Parking – Weekday Supply & Utilization by Block
- Table 3. Total Public and Private Parking Supply in Downtown Boulder
- Table 4. Net Parking Surplus or Deficit in CAGID for Various Employment Density, TDM, and New Parking Construction Scenarios

The components of the parking model are discussed by topic as follows:

## 1.0 Land Use in the CAGID Area

It is our understanding based on a report from RRC (2/29/16) that at present in the CAGID area there are:

- 3,182,291 sq. ft. of non-residential floor area
- 260 dwelling units
- 8,956 employees (full and part time)

Projections for buildout of the downtown include:

- 1,252,591 additional sq. ft. of non-residential floor area
- 174 additional dwelling units
- Between 3,036 and 3,847 additional employees, depending on employment density within the developed space

This land use information provides the basis for projecting additional parking supply and demand.

## 2.0 Existing Parking Supply and Demand in CAGID

The attached Tables 1-3 provide a detailed summary of existing parking supply and demand in the CAGID area as updated in 2015. It can be seen that:

- CAGID currently manages 3,652 parking spaces, including 293 spaces in six surface lots, 2,209 spaces in five parking structures, 810 on-street metered spaces, and 340 commuter spaces in the NPP zones around the downtown area.
- During normal weekday peak periods, the CAGID spaces are approximately 80% occupied. (Note that this average occupancy has increased from 74% in 2011). The current occupancy of each category of parking spaces can be seen in Table 1.
- In 2011 there was no waiting list for permit spaces in the CAGID parking lots or structures. Since then the demand for permit parking in the downtown has grown significantly and there is currently a waiting list of over 1,700 parking permit requests. While some of these permit requests may be speculative in nature, it was estimated by CAGID staff that at least 75% of the waiting list demand (approximately 1,300) would purchase a parking permit today if available.

- There are approximately 3,190 private parking spaces in the CAGID area. These include surface lots, structures, and spaces off of the alleys.
- When surveyed during a normal weekday peak period, these private parking spaces were observed to be approximately 66% occupied. See Table 2. (Note that this observed occupancy was 61% in 2011).
- Residential parking supply information suggests that there are approximately 1.6 parking spaces per residential unit in the CAGID area. On this basis it is estimated that approximately 400 of the existing private parking spaces serve residential units.

- In aggregate, the CAGID area includes a total of 6,843 parking spaces, of which approximately 74% were observed to be occupied during a normal weekday mid-day peak period.
- While this analysis focuses on the weekday mid-day peak parking demand time, it should be noted that there are

other times during the week and year when there are localized peak parking demands that exceed the average weekday CAGID-wide demand described above. For example, on most Friday evenings the three parking structures west of Broadway are full or nearly full. There are also times during weekend days, when the two structures east of Broadway are also completely full. During these time periods, the on-street parking demand on roadways in the CAGID area and in the surrounding residential neighborhoods is high as well.

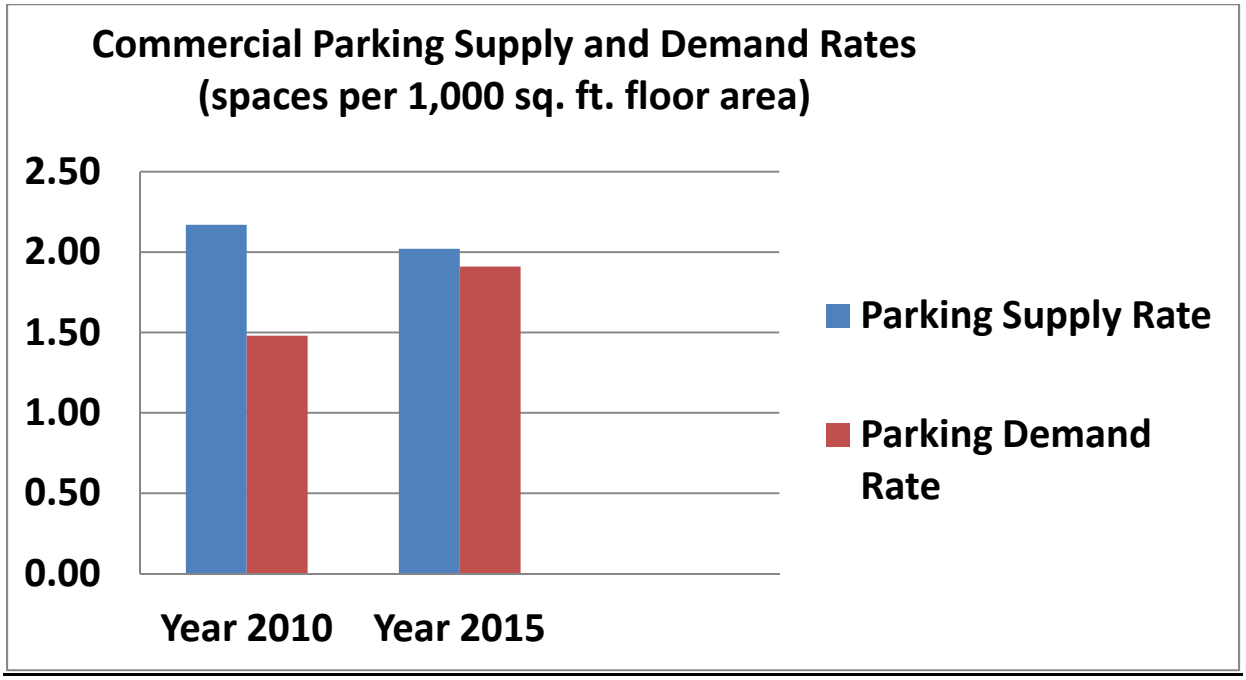
- It should also be noted that there is a significant amount of "shared parking" that occurs in the CAGID area on a regular basis. Spaces that serve downtown employees also serve double duty by serving the influx of downtown visitors that occurs on weekday evenings and on weekends.

## 3.0 Existing CAGID Commercial Parking Supply and Demand Rates

Using the existing land use and parking supply and demand information described above, the following existing parking supply and demand rates have been developed for the CAGID area. Comparable average ITE parking supply and demand rates have been listed as a benchmark:

- **CAGID commercial parking supply:** **2.02 spaces per 1,000 sq.ft. floor area**
- **CAGID commercial parking demand:** **1.91 spaces per 1,000 sq. ft. floor area (includes waiting list demand)**

Compared to 2010, the parking supply rate has gone down slightly while the parking demand rate has increased significantly as indicated in the chart below:



## 4.0 Projected Increase in Parking Demand At Buildout With Existing Parking Demand Rates

Using the projected buildout land use changes described above, and the existing CAGID commercial parking demand rates (with existing travel mode patterns for downtown access), the following additional parking demand is projected for each level of employee density:

Existing or Midpoint Employee Density:

- commercial parking space demand increase 2,392 spaces
- existing parking spaces displaced by new development 218 spaces *(includes 107 spaces in the Wells Fargo lot, 61 spaces at Broadway/Spruce, and an estimated 50 additional spaces in smaller surface lots)*
- net commercial parking space demand increase 2,610 spaces

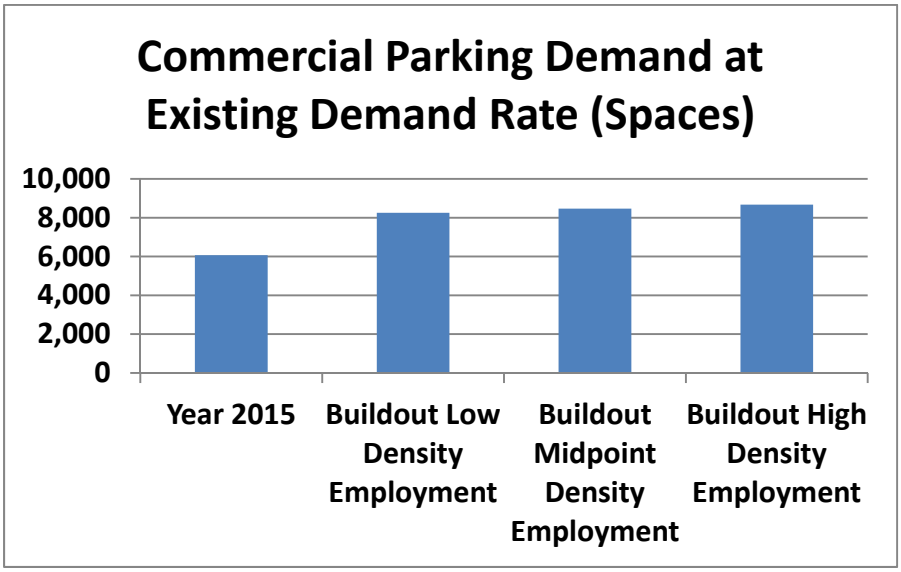
High Employee Density:

- commercial parking space demand increase 2,603 spaces
- existing parking spaces displaced by new development 218 spaces
- net commercial parking space demand increase 2,821 spaces

Low Employee Density:

- commercial parking space demand increase 2,181 spaces
- existing parking spaces displaced by new development 218 spaces
- net commercial parking space demand increase 2,399 spaces

The impact of the employee density on parking demand is calculated using employee travel mode share information to estimate what percentage of the employees would demand a parking space in the area. It can be seen that at buildout, the employee density range results in the projected demand for parking varying by over 420 spaces.



## 5.0 Measures to Reduce the Need for Future Parking Spaces

The parking model incorporates a number of measures that will help reduce the need for future parking in the CAGID area. They are discussed below:

### 5.1 Transportation Demand Management (TDM)

Downtown Boulder has been very successful in achieving a high non-SOV (single occupant vehicle) mode share for downtown access. Recent surveys indicate that less than half of the downtown employees and visitors arrive as automobile drivers needing a place to park. It is the goal of the City to continue this trend, both in the downtown and city-wide.

As part of this downtown parking update, City staff has identified a set of specific TDM measures that could be implemented in the CAGID area, and then utilized a TDM model to estimate the peak hour automobile trip generation decrease (and associated reduction in the future need for parking spaces) for each TDM measure. The TDM measures were combined into two likely packages, and range (low and high) of effectiveness was estimated for each five year planning horizon. **The details of this TDM analysis are summarized in an attached report.** The effective reduction in parking space demand is summarized as follows:

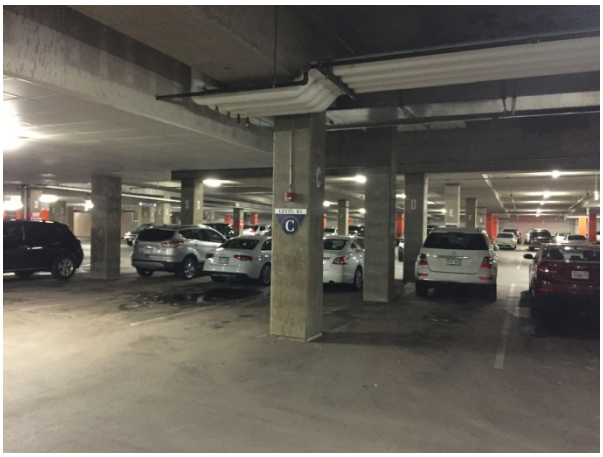
***Potential Reduction in Parking Space Need Due to TDM Measures***

| TDM Strategy/ Planning Horizon | 2020 Low | 2020 High | 2025 Low | 2025 High | Buildout Low | Buildout High |
|---|---|---|---|---|---|---|
| **A. Parking Cash Out Plus Parking Price Increase** | 244 | 251 | 344 | 360 | 680 | 726 |
| **B. Parking Price Increase Plus Expanded Eco Pass Program** | 460 | 474 | 492 | 515 | 720 | 769 |

### 5.2 Increasing the Utilization of Existing Parking Supply

Increasing the utilization of the existing parking supply downtown will reduce the need to add more parking in the future. As noted above, the peak period utilization or occupancy of spaces managed by CAGID has increased from 74% to 80% over the past 5 years. During that same period, observations indicate that the peak utilization of private spaces in the downtown has increased from 61% to 66%.

While there are limitations to CAGID's ability to increase occupancy due to the need to provide both short term and permit parking in the parking structures, this analysis has tested the impact of CAGID being able to increase the utilization of its structures by another 5% with technological advancements over time. If successful, the need for additional structured parking could be reduced by 140 spaces over time.



Increased demand for parking will also likely result in increased peak utilization of the private parking supply in the downtown over time. This analysis has projected an additional 2% utilization of the private spaces, which represents a 67 space reduction in the need for additional parking.

## 5.3 Use of Satellite Parking to Reduce Downtown Parking Demand

As part of the ongoing AMPS process, Boulder is evaluating the potential to provide a series of satellite parking lots around the perimeter of Boulder in commuter corridors with high frequency transit service and/or direct access to Boulder's network of bicycle facilities. These lots could then be used by downtown employees as an alternative to parking downtown. For this analysis it has been projected that the need for up to 300 parking spaces could be mitigated by those who park in a satellite lot and then travel downtown by an alternative to the automobile. This estimate is in addition to the potential use of satellite parking lots that may increase due to the TDM measures considered above.

## 6.0 Alternatives for Increasing the Supply of Parking in the CAGID Area

After considering the various methods of reducing the demand for parking in downtown Boulder, the parking model then considers the impact of various methods of adding to the available commercial parking supply. Considerations include:

- Known locations where development proposes to add parking, such as the Pearl West project;
- Locations where existing surface parking may be replace by development that includes a net increase in commercial parking supply, such as a development on the Wells Fargo lot;
- CAGID leases surface parking from adjacent sites where the weekday parking demand is low, such as a church parking lot;
- CAGID builds a new parking structure at the existing Broadway/Spruce surface lot;

- CAGID procures additional commercial parking as part of a joint venture with a private developer;
- The City of Boulder constructs a parking structure on the east end of the Civic area that includes a net increase in parking spaces available to CAGID.

## 7.0 Using the Access and Parking Model to Project Future Parking Demand Increases

The existing parking supply, demand, and alternative mode use information summarized above, coupled with the projected land use changes over time, form the basis for projecting the increase in parking demand in the CAGID area. The parking model then allows the user to test the impact of various parking demand reduction and supply increase strategies to provide the necessary balance between parking supply and demand in the downtown area.

As noted above, the following key variables and/or assumptions are used in this parking model process:

- Land use increases by type and five year planning horizon (to an assumed buildout year of 2030 or beyond, per RRC projections)
- Parking demand adjustment based on a range of employee density assumptions provided by RRC
- Existing parking that is displaced by new development
- Parking demand increases using existing parking demand rates
- Parking demand reductions (or parking space equivalents (PSEs)) resulting from TDM measures
- Additional PSEs generated by increasing the utilization percentage of spaces in CAGID parking structures.
- Additional PSEs generated by increasing the utilization percentage of spaces in private lots and structures. Achieving this goal may involve CAGID management of private parking spaces.
- Utilization of satellite parking lots as an alternative to parking downtown.
- Additional parking spaces constructed by CAGID, private developers, or some CAGID/private developer joint venture.

The attached Table 5A is illustrates the factors considered in the parking and access model.

The bottom line in this analysis is a determination of an aggregate parking surplus or deficit in the downtown area for each 5 year increment and at area buildout. The surplus (positive) or deficit (negative) for a range of assumptions on the many variables listed above is illustrated in Table 4. The twelve rows in Table 4 illustrate the impact of three employment density ranges and four TDM scenarios, while holding the assumptions on all the other variables constant. Clearly there could be any number of additional scenarios tested using different planning assumptions for the range of variables considered in the parking model. Below is one example calculation:

**Year 2030 or Buildout Example Projection:**

- Future demand for parking or PSEs using existing employment density: 2,392
- Existing parking spaces displaced by new development: 218
  (Wells Fargo lot, Broadway/Spruce lot, other smaller lots)
- Net increased demand for PSEs: 2,610
  (ranges from 2,400 to 2,822 depending on empl. Density)
- Parking demand reduced by TDM measures (with parking pricing and eco pass): -726
  (ranges from 680 to 769 PSEs)
- Increased utilization of CAGID and Private spaces (140 + 67): -207
- Utilization of Satellite Parking by downtown employees: -300
- Remaining unmet demand for downtown parking spaces: 1,377
- Construction of additional parking spaces: -1,233
  (ex. 579 private spaces, 200 CAGID structure, 200 CAGID joint venture,
  54 leased by CAGID, 200 additional for CAGID in new civic area structure)

- Remaining parking deficit in CAGID area: (144)

Considering these same assumptions phased over the 5 year increments until buildout results in:

Year 2021: 87 space deficit
Year 2026: 101 space deficit
Year 2031: 144 space deficit
(see row A2 in attached Table 4)

I hope this preliminary summary is helpful. Please do not hesitate to call with any questions.

BF/

## Table 1. CAGID Public Parking Supply and Typical Weekday Utilization

| Parking Facility | Quadrant[1] | Total Parking Spaces Available | Long Term Parking Spaces (includes punch cards)[4] | Short Term Parking Spaces | Permits Sold | Waiting List for Permits | Typical Peak Hour % of Permits Being Utilizated[3] | Typical Peak Hour Number of Permit Users On-site | Typical Peak Hour Number of Punch Card Users On-site | Typical Peak Hour Short-Term Users On-Site[2] | Typical Peak Hour Total Space Utilization[3] | Typical Total Peak Hour Parking Demand [5] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Surface Lots** | | | | | | | | | | | | |
| 1336 Canyon | SE | 66 | 66 | 0 | 85 | 74 | 90% | 59 | | | 90% | 59 |
| 1775 14th | SE | 52 | 52 | 0 | 62 | 74 | 90% | 47 | | | 90% | 47 |
| 1745 14th | SE | 85 | 85 | 0 | 106 | 103 | 90% | 77 | | | 90% | 77 |
| Broadway/Spruce | NW | 61 | 0 | 61 | n.a. | | | | | 52 | 85% | 52 |
| 13th St. Conference | SE | 6 | 6 | 0 | | | 90% | 5 | | | 90% | 5 |
| Atrium | SE | 23 | 23 | 0 | | | 90% | 21 | | | 90% | 21 |
| Surface Lot Subtotal: | | 293 | 232 | 61 | 253 | 251 | | | | | 89% | 261 |
| **Parking Structures** | | | | | | | | | | | | |
| 1000 Walnut - CAGID | SW | 556 | 232 | 324 | 510 | 213 | 44% | 224 | 8 | 112 | 62% | 345 |
| 1500 Pearl | NE | 686 | 473 | 214 | 725 | 348 | 50% | 363 | 110 | 179 | 95% | 652 |
| 1100 Spruce | NW | 392 | 189 | 203 | 341 | 160 | 51% | 174 | 15 | 172 | 92% | 361 |
| 1100 Walnut | SW | 273 | 159 | 114 | 258 | 170 | 52% | 134 | 25 | 78 | 87% | 238 |
| 1400 Walnut | SE | 302 | 168 | 134 | 317 | 295 | 45% | 143 | 25 | 35 | 67% | 202 |
| Parking Structure Subtotal: | | 2,209 | 1,221 | 988 | 2,151 | 1186 | | | | | 81% | 1,797 |
| Off-Street Subtotal: | | 2,502 | | | | | | | | | | |
| **On-Street Metered Parking** | | | | | | | | | | | | |
| Northwest Quadrant | NW | 235 | 0 | 235 | n.a. | | | | | | 85% | 200 |
| Southwest Quadrant | SW | 105 | 0 | 105 | n.a. | | | | | | 85% | 89 |
| Southeast Quadrant | SE | 154 | 0 | 154 | n.a. | | | | | | 85% | 131 |
| Northeast Quadrant | NE | 316 | 0 | 316 | n.a. | | | | | | 85% | 269 |
| On-Street Subtotal: | | 810 | 0 | 810 | | | | | | | 85% | 689 |
| **Commuter Permits in NPP Zones** | | | | | | | | | | | | |
| Goss/Grove (northern 1/3) | SE | 10 | 10 | 0 | 10 | 0 | 80% | 8 | | | 80% | 8 |
| Mapleton | NW | 75 | 75 | 0 | 78 | 0 | 80% | 62 | | | 83% | 62 |
| High/Sunset | NE | 43 | 43 | 0 | 12 | 0 | 80% | 10 | | | 22% | 10 |
| Whittier | NE | 174 | 174 | 0 | 100 | 0 | 80% | 80 | | | 46% | 80 |
| West Pearl | NW | 38 | 38 | 0 | 39 | 0 | 80% | 31 | | | 82% | 31 |
| NPP Commuter Permit Subtotal: | | 340 | 340 | 0 | 239 | 0 | 80% | 191 | | | 56% | 191 |
| **Total - All Public Spaces:** | | **3,652** | **1,793** | **1,859** | **2,643** | **1,437** | | | | | **80%** | **2,937** |
| **Total Parking Supply (All Types) By Quadrant:** | | | | | | | | | | | | |
| Northwest Quadrant | | 801 | 302 | 499 | | | | | | | 88% | 706 |
| Southwest Quadrant | | 934 | 392 | 542 | | | | | | | 72% | 671 |
| Southeast Quadrant | | 698 | 410 | 288 | | | | | | | 79% | 550 |
| Northeast Quadrant | | 1,219 | 690 | 530 | | | | | | | 83% | 1,010 |
| | | **3,652** | **1,793** | **1,859** | | | | | | | **80%** | **2,937** |

Notes:

1. Downtown quadrants are divided by Walnut Streets and 13th Streets
2. Peak parking meter space utilization estimated at 85% occupancy
3. Peak employee parking in CAGID surface lots estimated at 90% occupancy. Peak occupancy of NPP commuter spaces estimated at 80% of permits sold.
4. In parking structures, the long term parking space count equals the number of permit users plus punch card users on-site. The balance of the spaces in the structure are considered to be available for short term utilization.
5. It should also be noted that there are other peak times, such as Friday evenings, when the occupancy of parking structures is higher than during typical weekday mid-day peak periods. For example, the 1100 Walnut and 1100 Spruce structures are often full on Friday evenings and the CAGID portion of the 1000 Walnut structure is often over 90% full. There are also times on Saturdays, such as during the Farmers Market, that the RTD structure and the 1500 Pearl structure are completely full.
6. In additon to automobile parking, there are approximately x,xxx bicycle racks in the CAGID area that provide parking space for approximately x,xxx bicyles. Annual peak bike parking observations on a warm summer Saturday have indicated a steady increase in bicycle parking over time, with 2,800 parked bicycles observed in 2007 and over 4,000 bicycles observed in 2009.

## *Table 2. Boulder CAGID Private Parking - Weekday Supply & Utilization by Block*

FOX TUTTLE HERNANDEZ TRANSPORTATION GROUP

| Block | Description | Surface/Driveway Parking | | Structure/Garage Parking | | Alley Parking | | Total Parking | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Supply | Demand | Supply | Demand | Supply | Demand | Supply | Demand | % Occupied |
| 1 | 11th/Spruce NW corner (building only) | 1 | 1 | 9 | 9 | 0 | 0 | **10** | **10** | **100%** |
| 2 | Broadway/Spruce NW corner (to alley) | 6 | 4 | 0 | 0 | 2 | 0 | **8** | **4** | **50%** |
| 2N | Broadway/Spruce NW corner (church) | 30 | 8 | 0 | 0 | 0 | 0 | **30** | **8** | **27%** |
| 3 | 13th/Spruce NW corner (To Pine) | 32 | 26 | 67 | 17 | 9 | 5 | **108** | **48** | **44%** |
| 3N | 13th/Pine NW corner (church) | 100 | 82 | 0 | 0 | 0 | 0 | **100** | **82** | **82%** |
| 4 | 14th/Spruce NW corner (to alley) | 12 | 9 | 0 | 0 | 16 | 11 | **28** | **20** | **71%** |
| 4N | 14th/Spruce NW corner N. of alley (hotel, County) | 111 | 49 | 0 | 0 | 0 | 0 | **111** | **49** | **44%** |
| 4E | 14th/Spruce NE corner (church) | 62 | 53 | 0 | 0 | 0 | 0 | **62** | **53** | **85%** |
| 5 | 18th/Pearl NW corner (to alley) | 22 | 12 | 0 | 0 | 19 | 13 | **41** | **25** | **61%** |
| 6 | 17th/Pearl NW corner (to alley) | 3 | 3 | 7 | 4 | 21 | 18 | **31** | **25** | **81%** |
| 7 | 16th/Pearl NW corner | 19 | 7 | 55 | 39 | 33 | 19 | **107** | **65** | **61%** |
| 8 | 15th/Pearl NW corner | 0 | 0 | 305 | 284 | 3 | 3 | **308** | **287** | **93%** |
| 9 | 14th/Pearl NW corner | 67 | 45 | 0 | 0 | 0 | 0 | **67** | **45** | **67%** |
| 10 | 13th/Pearl NW corner | 10 | 7 | 0 | 0 | 12 | 9 | **22** | **16** | **73%** |
| 11 | Broadway/Pearl NW corner | 0 | 0 | 0 | 0 | 12 | 9 | **12** | **9** | **75%** |
| 12 | 11th/Pearl NW corner | 11 | 7 | 16 | 6 | 9 | 4 | **36** | **17** | **47%** |
| 13 | 10th/Pearl NW corner (to alley) | 5 | 4 | 22 | 11 | 6 | 6 | **33** | **21** | **64%** |
| 14 | 10th/Walnut NW corner | 28 | 17 | 113 | 71 | 18 | 11 | **159** | **99** | **62%** |
| 15 | 11th/Walnut NW corner | 0 | 0 | 16 | 9 | 2 | 1 | **18** | **10** | **56%** |
| 16 | Broadway/Walnut NW corner | 28 | 15 | 0 | 0 | 26 | 16 | **54** | **31** | **57%** |
| 17 | 13th/Walnut NW corner | 107 | 53 | 0 | 0 | 0 | 0 | **107** | **53** | **50%** |
| 18 | 14th/Walnut NW corner | 0 | 0 | 0 | 0 | 20 | 15 | **20** | **15** | **75%** |
| 19 | 15th/Walnut NW corner | 24 | 6 | 0 | 0 | 8 | 1 | **32** | **7** | **22%** |
| 20 | 16th/Walnut NW corner | 15 | 8 | 0 | 0 | 0 | 0 | **15** | **8** | **53%** |
| 21 | 17th/Walnut NW corner | 18 | 15 | 100 | 63 | 20 | 13 | **138** | **91** | **66%** |
| 22 | 18th/Walnut NW corner | 12 | 12 | 52 | 30 | 15 | 7 | **79** | **49** | **62%** |
| 23 | 17th/Walnut SW corner (to alley) | 8 | 6 | 10 | 4 | 22 | 11 | **40** | **21** | **53%** |
| 24 | 16th/Canyon NW corner | 38 | 19 | 0 | 0 | 0 | 0 | **38** | **19** | **50%** |
| 25 | 15th/Canyon NW corner | 21 | 11 | 82 | 58 | 0 | 0 | **103** | **69** | **67%** |
| 26 | 14th/Canyon NW corner | 5 | 2 | 240 | 230 | 12 | 9 | **257** | **241** | **94%** |
| 27 | 13th/Canyon NW corner | 0 | 0 | 184 | 137 | 0 | 0 | **184** | **137** | **74%** |
| 28 | Broadway/Canyon NW corner | 0 | 0 | 111 | 60 | 0 | 0 | **111** | **60** | **54%** |
| 29 | 11th/Canyon NW corner | 0 | 0 | 195 | 97 | 5 | 3 | **200** | **100** | **50%** |
| 30 | 10th/Canyon NW corner (Saint Julien private only) | 0 | 0 | 100 | 46 | 0 | 0 | **100** | **46** | **46%** |
| 31 | Library lot south of Canyon | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0** | **#DIV/0!** |
| 32 | 14th/Canyon SW corner (to ditch) | 22 | 12 | 0 | 0 | 0 | 0 | **22** | **12** | **55%** |
| 33 | 15th/Canyon SW corner (to ditch) | 115 | 76 | 0 | 0 | 0 | 0 | **115** | **76** | **66%** |
| 34 | 16th/Canyon SW corner (to ditch) | 99 | 36 | 0 | 0 | 0 | 0 | **99** | **36** | **36%** |
| 35 | 15th/Arapahoe NW corner (to ditch) | 102 | 70 | 26 | 24 | 0 | 0 | **128** | **94** | **73%** |
| 36 | 14th/Arapahoe NW corner (to ditch) | 20 | 12 | 0 | 0 | 24 | 16 | **44** | **28** | **64%** |
| 37 | 15th/Arapahoe NE corner (to Grove, half block) | 2 | 1 | 0 | 0 | 12 | 7 | **14** | **8** | **57%** |
| | **Subtotal - (excluding Boulder High School Parking Lot)** | **1,155** | **688** | **1,710** | **1,199** | **326** | **207** | **3,191** | **2,094** | **66%** |
| 38 | Boulder High School lot south of Arapahoe | 220 | 211 | 0 | 0 | 0 | 0 | **220** | **211** | **96%** |
| | **Total (including Boulder High Lot** | **1,375** | **899** | **1,710** | **1,199** | **326** | **207** | **3,411** | **2,305** | **68%** |

## Table 3. Total Public and Private Parking Supply in Downtown Boulder[1]

| | Public Parking Spaces | | | | Private Parking Spaces | | | | All Public and Private Parking Spaces |
|---|---|---|---|---|---|---|---|---|---|
| | Long Term | Short Term | NPP Commuter | Total Public | Surface Lots | Parking Structures | Alleys | Total Private | |
| **Total** | **1,453** | **1,859** | **340** | **3,652** | **1,155** | **1,710** | **326** | **3,191** | **6,843** |

Notes:

1. Includes CAGID area and private lots at the edge of CAGID (church, Boulderado, Boulder County). Does not include Civic Campus outside of CAGID or Boulder High School Lot.

***Table 4***

***Net Parking Surplus or Deficit in CAGID Area for Various Employment Density, TDM, and New Parking Construction Scenarios***

| Scenario | Land Use Increase | Employee Density | TDM Package | CAGID Structure Space Utilization Increase by Buildout | Private Parking Space Utilization Increase By Buildout | Private Parking Spaces Added By Buildout | CAGID Structured Spaces Added By 2026 | CAGID / Private Joint Venture Spaces Added By Buildout | Potential Spaces in New Civic Area Parking Structure Avaialable to CAGID By Buildout | Satellite Parking Spaces Utilized by Buildout | Year 2021 Surplus or Deficit | Year 2026 Surplus or Deficit | Buildout Surplus or Deficit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A1 | Yes | Existing / Midpoint | A Low | 5% | 2% | 579 | 200 | 200 | 200 | 300 | -94 | -117 | -190 |
| A2 | Yes | Existing / Midpoint | A High | 5% | 2% | 579 | 200 | 200 | 200 | 300 | -87 | -101 | -144 |
| A3 | Yes | Existing / Midpoint | B Low | 5% | 2% | 579 | 200 | 200 | 200 | 300 | 122 | 31 | -151 |
| A4 | Yes | Existing / Midpoint | B High | 5% | 2% | 579 | 200 | 200 | 200 | 300 | 136 | 54 | -101 |
| B1 | Yes | High | A Low | 5% | 2% | 579 | 200 | 200 | 200 | 300 | -231 | -303 | -402 |
| B2 | Yes | High | A High | 5% | 2% | 579 | 200 | 200 | 200 | 300 | -224 | -287 | -356 |
| B3 | Yes | High | B Low | 5% | 2% | 579 | 200 | 200 | 200 | 300 | -15 | -155 | -362 |
| B4 | Yes | High | B High | 5% | 2% | 579 | 200 | 200 | 200 | 300 | -1 | -132 | -313 |
| C1 | Yes | Low | A Low | 5% | 2% | 579 | 200 | 200 | 200 | 300 | -72 | -47 | 20 |
| C2 | Yes | Low | A High | 5% | 2% | 579 | 200 | 200 | 200 | 300 | -65 | -31 | 66 |
| C3 | Yes | Low | B Low | 5% | 2% | 579 | 200 | 200 | 200 | 300 | 144 | 101 | 60 |
| C4 | Yes | Low | B High | 5% | 2% | 579 | 200 | 200 | 200 | 300 | 158 | 124 | 109 |

Notes:

1 Using latest development projections from RRC for CAGID area
2 Using a range of employment density based on information from RRC
3 Using various TDM packages and expected results from TDM model prepared by GO Boulder staff
4 Assume CAGID parking structure utilization increased by 5 % by buildout
5 Assume private parking utilization increased by 2% by buildout
6 Assume some private developments or redevelopments provide parking for non-residential uses, Including Pearl West, Wells Fargo lot, etc.
7 Assume CAGID enters into a joint venture with a private development and provides a net of 200 additional spaces for use by CAGID
8 Assume CAGID builds a 200 space parking garage on the Broadway/Spruce surface lot
9 Assume City constructs structured parking spaces on the Civic campus of which a net increase of 200 spaces are available to CAGID
10 Assume satellite parking utilization increases to 300 spaces by downtown employees by buildout

**Table 5A**

# 2016 Downtown Boulder Parking Supply and Demand Model[8]

**Last Updated:** 3/4/2016

FOX TUTTLE HERNANDEZ TRANSPORTATION GROUP

***Key Assumptions in this Scenario:***

- *** ***Weekday Mid-day Peak Period Evaluation*** [10]
- *** ***With Revised Zoning in the DT5 District***
- *** ***With 75% of current permit waiting list treated as existing parking demand (1300 space demand equiv.)***
- *** ***With CAGID parking structure space utilization increasing by 5% over time***
- *** ***With downtown employee non-SOV mode use decreasing due to a range of TDM options***
- *** **With employee density at existing (Midpoint) range**
- *** ***With Satellite parking utilization increasing to 300 spaces by 2026***
- *** ***With private parking space utilization increasing by 2% over time***

| ***Existing Downtown Boulder Parking Supply and Demand Rates*** | | |
|---|---|---|
| Current Commercial Parking SUPPLY Rate in CAGID Area: | 2.02 | spaces per 1,000 sq. ft. |
| Current Commercial DEMAND Rate in CAGID (incl. wait list): | 1.91 | spaces per 1,000 sq. ft. |
| Current Residential Parking SUPPLY Rate In CAGID Area: | 1.6 | spaces per DU |
| Current Residential Parking DEMAND Rate In CAGID Area: | 0.97 | spaces per DU |
| Aggregate non-driver mode share for downtown access: | 48% | |
| Aggregate SOV or MOV driver mode share for downtown access: | 52% | |
| (this includes long term (employees) and short term visitors of downtown based on latest survey information) | | |
| Existing employee density | 2.81 | emp. per 1,000 sq. ft. |
| Incremental employee density - Low estimate | 2.42 | emp. per 1,000 sq. ft. |
| Incremental employee density - Midpoint estimate | 2.75 | emp. per 1,000 sq. ft. |
| Incremental employee density - High estimate | 3.07 | emp. per 1,000 sq. ft. |
| Buildout employee density - Low estimate | 2.70 | emp. per 1,000 sq. ft. |
| Buildout employee density - Midpoint estimate | 2.80 | emp. per 1,000 sq. ft. |
| Buildout employee density - High estimate | 2.89 | emp. per 1,000 sq. ft. |

| | Planning Horizon | | | | | |
|---|---|---|---|---|---|---|
| | Existing | 2016 - 2020 | 2021 - 2025 | 2026 + | Subtotal 2016 - 2026+ | Buildout Total |
| **Downtown Boulder Development By Planning Horizon[1]** | | | | | | |
| Residential Units (DUs) | 260 | 34 | 49 | 91 | 174 | 434 |
| Commercial Floor Area (sq. ft.), includes current RRC info. N&S of Canyon + CAP East High Only | 3,182,291 | 490,510 | 288,262 | 473,819 | 1,252,591 | 4,434,882 |
| Employees - Low | 8,956 | 1,127 | 698 | 1,211 | 3,036 | 11,992 |
| Employees - Midpoint | 8,956 | 1,279 | 792 | 1,370 | 3,441 | 12,397 |
| Employees - High | 8,956 | 1,432 | 885 | 1,530 | 3,847 | 12,803 |
| **Parking Supply and Demand Increases And Supply Reductions[2]** | | | | | | |
| Residential Parking Supply[4] | 400 | 54 | 78 | 146 | 278 | 678 |
| Residential Parking Demand[5] | 252 | 33 | 48 | 88 | 169 | 421 |
| Commercial Parking Supply at 2015 supply rate[4] | 6,443 | 991 | 582 | 957 | 2,530 | 8,973 |
| Commercial Parking Demand at 2015 demand rate plus waiting list demand[5] | 6,071 | 937 | 551 | 905 | 2,392 | 8,463 |
| Total Parking Supply - residential and commercial | 6,843 | 1,045 | 661 | 1,103 | 2,809 | 9,652 |
| Total Parking Demand - residential and commercial | 6,331 | 970 | 598 | 993 | 2,561 | 8,892 |
| Existing parking space supply displaced by new development[3] | | 50 | 61 | 107 | 218 | 218 |
| Incremental parking supply increase due to development at existing supply rates: | | 1,095 | 722 | 1,210 | 3,027 | 3,027 |
| Cumulative parking supply increase due to new development at existing supply rates: | | 1,095 | 1,817 | 3,027 | 3,027 | 3,027 |
| Adjustment for increased or decreased employee density:[12] | | 0 | 0 | 0 | **0** | **0** |
| **Incremental COMMERCIAL parking demand increase due to new development at existing rates** | | **937** | **551** | **905** | **2,392** | **2,392** |
| **Cumulative COMMERCIAL parking demand increase due to new development at existing rates** | | **937** | **1,487** | **2,392** | **2,392** | **2,392** |
| **Commercial Parking Space Demand Reductions: Parking Space Equivalents Resulting from TDM efforts (PSEs)[6][7]** | | | | | | |
| PSEs reduced by TDM Package A LOW range: | | (244) | (344) | (680) | (680) | (680) |
| PSEs reduced by TDM Package A HIGH range: | | (251) | (360) | (726) | (726) | (726) |
| PSEs reduced by TDM Package B LOW range: | | (460) | (492) | (720) | (720) | (720) |
| PSEs reduced by TDM Package B HIGH range: | | (474) | (515) | (769) | (769) | (769) |
| **Total Cumulative Parking Demand Increase (with TDM A LOW Scenario):** | | **693** | **1,143** | **1,712** | **1712** | **1712** |
| **Total Cumulative Parking Demand Increase (with TDM A HIGH Scenario):** | | **686** | **1,127** | **1,666** | **1666** | **1666** |
| **Total Cumulative Parking Demand Increase (with TDM B LOW Scenario):** | | **477** | **995** | **1,672** | **1672** | **1672** |
| **Total Cumulative Parking Demand Increase (with TDM B HIGH Scenario):** | | **463** | **972** | **1,623** | **1623** | **1623** |
| **Parking Space Equivalents by Increasing CAGID "Parking Structure" Space Utilization[9]** | | | | | | |
| Percent increase in existing parking space utilization: | | 3% | 4% | 5% | 5% | 5% |
| CAGID structured parking spaces available | 2209 | 2209 | 2409 | 2809 | 2,809 | 2809 |
| PSEs realized from increased space utilization: | | (66) | (96) | (140) | (140) | (140) |
| **Parking Space Equivalents by Increasing PRIVATE Parking Space Utilization[10]** | | | | | | |
| Percent increase in existing parking space utilization: | | 0% | 1% | 2% | 2% | 2% |
| Private spaces available in lots and structures (excludes alley spaces) | 2865 | 3244 | 3308 | 3333 | 3,333 | 3333 |
| PSEs realized from increased space utilization: | | 0 | (33) | (67) | (67) | (67) |
| **Parking Space Equivalents by use of Satellite Parking in intercepter lots outside of CAGID area** | | | | | | |
| Downtown employees who utilize satellite parking lots and bus or bike to CAGID area | | (100) | (200) | (300) | (300) | (300) |
| **Potential Physical Parking Space Supply Increases:** | | | | | | |
| Developer built commercial parking at Daily Camera building | | 388 | 0 | 0 | 388 | 388 |
| Large lot developer built parking (such as Colorado Building or the Wells Fargo lots) | | 16 | 100 | 0 | 116 | 116 |
| Small lot developer built parking supply | | 25 | 25 | 25 | 75 | 75 |
| CAGID leases parking in vicinity to downtown (such as church lots) | | 54 | 0 | 0 | 54 | 54 |
| CAGID / Private joint venture parking structure | | 0 | 0 | 200 | 200 | 200 |
| CAP East End Parking: Net supply increase of 200 spaces for office uses plus CAGID lots replaced[11] | | 0 | 0 | 200 | 200 | 200 |
| New CAGID parking structure (possibly at the Broadway/Spruce lot) | | 0 | 200 | 0 | 200 | 200 |
| Subtotal: Physical Parking Space Supply Increase | | 483 | 325 | 425 | 1,233 | 1,233 |
| Cumulative Physical Parking Space Supply Increase: | | 483 | 808 | 1,233 | 1,233 | 1,233 |
| **Cumulative Unmet Commercial Parking Demand: (positive = deficit, negative = surplus) TDM A LOW** | | **94** | **117** | **190** | **190** | **190** |
| **Cumulative Unmet Commercial Parking Demand: (positive = deficit, negative = surplus) TDM A HIGH** | | **87** | **101** | **144** | **144** | **144** |
| **Cumulative Unmet Commercial Parking Demand: (positive = deficit, negative = surplus) TDM B LOW** | | **-122** | **-31** | **150** | **150** | **150** |
| **Cumulative Unmet Commercial Parking Demand: (positive = deficit, negative = surplus) TDM B HIGH** | | **-136** | **-54** | **101** | **101** | **101** |
| **Total Cumulative Non-Residential Parking Supply:** | **6,443** | **6,876** | **7,140** | **7,458** | **7,458** | **7,458** |

Notes:

1. All land use and development projections provided by RRC and/or CAGID
2. Parking supply and demand rates based on existing parking supply and demand inventory
3. Assumes that the Daily Camera structure and Colorado Building lot is consumed by construction by 2016 and the Wells Fargo lot is consumed by construction by buildout
4. Existing Parking Supply based on 2015 inventory (6843 spaces minus estimated 400 residential spaces). Future parking supply based on current parking supply rates in the CAGID area
5. Future parking demand based on current parking demand rates in the CAGID area (including 75% of current waiting list as equivalent existing demand)
6. City TDM staff have prepared a range of possible TDM plans that should reduce SOV access to the downtown above and beyond today's current Non-SOV access.
7. A parking space equivalent (PSE) is a parking space that is not physically needed due to access to the downtown area by an alternative to the single occupant or multi-occupant automobile driver that would otherwise have needed to park in the downtown area. This includes the use of Satellite parking lots.
8. This parking model analyzes the weekday mid-day parking supply and demand in the CAGID area of downtown Boulder. This weekday mid-day peak likely has the highest CAGID-wide parking demand, but it should be noted that there are other peak times where there are even higher localized parking demands in the downtown area, such as on Friday evening when the parking structures and on-street spaces west of Broadway are full, or on weekend days when the parking structures east of Broadway can become full.
9. Assumes that the existing 81% utilization rate of CAGID parking structures is increased over time. Note that the structure utilization has been increased from 73% in 2011.
10. Assumes that the existing 66% utilization rate of PRIVATE parking is increased over time. Note that the private utilization rate has increased from 61% in 2011.
11. This model includes current RRC land use for CAGID north and south of Canyon Plus Civic Area Plan East End Only which includes office uses, etc. The CAP East analysis assumes CAGID lots are replaced and 200 net new spaces are added specifically for the office type uses in this east end area. Other special event uses and their associated parking is not addressed in this scenario for either the east or west ends of the civic area.
12. This adjustment in commercial parking demand is based on RRC employment density low and high range estimates coupled with existing car driver mode share information(employee difference from midpoint X 0.52)

# CITY OF BOULDER
# MEMORANDUM

**TO:** Downtown Management Commission
Environmental Advisory Board
Human Relations Commission
Library Commission
Open Space Board of Trustees
Parks & Recreation Advisory Board
Planning Board
Transportation Advisory Board
Water Resources Advisory Board

**FROM:** Greg Guibert, Chief Resilience Officer.
Mary Ann Weideman, Deputy City Manager
Casey Earp, Assistant City Manager I

**DATE:** April 27, 2016

**SUBJECT:** **City of Boulder Resilience Strategy – Full draft for public comment period**

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## PURPOSE

The purpose of this memo is to provide select boards and commissions the draft of the City of Boulder's Resilience Strategy and receive feedback.

## QUESTIONS FOR THE BOARDS AND COMMISSIONS

1. **Is anything important missing from the draft strategy?**
2. **Are there proposed actions that the board feels aligns well with their strategic roadmap?**

## BACKGROUND

100 Resilient Cities (100RC) is a global network pioneered by the Rockefeller Foundation to help cities around the world become more resilient to the physical, social, and economic challenges that are a growing part of the 21st century. Boulder joined the network as part of its first wave in 2013 and through its participation, is committed to demonstrating leadership in resilience as well as take advantage of the resources and opportunities it presents.

100RC supports the adoption and incorporation of a view of resilience that includes not just the shocks – floods, wildfires, violence, and other acute events – but also the stresses that weaken the fabric of a city on a day to day or cyclical basis, such as economic hardship or social inequality. By addressing both the shocks and the stresses in a holistic manner, a city becomes more able to respond to adverse events,

and is better able to deliver basic functions in both good times and bad, to all populations.

The 100RC program supports resilience building activities at the city level along four pathways:

- Financial support for the creation of a new position in the government who will lead the effort, the Chief Resilience Officer (CRO)
- Technical and logistical support for the development of a resilience strategy that will serve as the city's roadmap to resilience activities and priorities
- Access to tools and specialized partnerships to help developed a sophisticated understanding the city's risks, assets, weaknesses, and opportunities and how they interlink in unanticipated ways
- Inclusion into a network of 99 other cities from which best practices, innovation, and peer-to-peer learning can advance the practice of resilience globally.

The objective of the City Resilience Strategy is to provide a roadmap for building resilience in the city. The strategy should trigger action, investment, and support within city government and from outside groups. Rather than a static road map, the resilience strategy should be a living document to be continuously fine-tuned as priorities are addressed and initiatives get implemented.

## NEXT STEPS

| Boards & Commissions | Meeting Date |
|---|---|
| Downtown Management Commission | 5/2/2016 |
| Environmental Advisory Board | 5/4/2016 |
| Library Commission | 5/4/2016 |
| Transportation Advisory Board | 5/9/2016 |
| Open Space Board of Trustees | 5/11/2016 |
| Planning Board | 5/12/2016 |
| Human Relations Commission | 5/16/2016 |
| Water Resources Advisory Board | 5/16/2016 |
| Parks & Recreation Advisory Board | 5/23/2016 |

5/20: End of Public Comment Period
7/26: City Council Study Session
End of August: Final Strategy submitted for final adoption

## APPENDIX

A. City of Boulder Resilience Strategy

## CITY OF BOULDER

# RESILIENCE STRATEGY

DRAFT FOR PUBLIC COMMENT
APRIL 2016 www.ResilientBoulder.com

PIONEERED BY THE ROCKEFELLER FOUNDATION
100 RESILIENT CITIES

# VISION

**Building on a legacy of frontier innovation, Boulder will cultivate a creative spirit to adapt to and thrive in a changing climate, economy, and society.**

# RESILIENT BOULDER

## AND 100 RESILIENT CITIES (100RC)

MICHAEL BERKOWITZ
President of 100 Resilient Cities - Pioneered by The Rockefeller Foundation.

From its early history as a frontier town fueled by the discovery of gold in the middle of the 19th Century, Boulder has consistently served as a destination for individuals defined by their pioneering spirit. Boulder has originated some of the most progressive policies in the United States in a variety of areas. Its long history of preserving open space and its bold climate action plans and programs are just a few examples.

The launch of Boulder's first resilience strategy is a continuation of that legacy -- complementing your history of sustainability work and establishing Boulder at the vanguard of the urban resilience revolution that will define our time. This strategy takes a comprehensive and honest view of Boulder's resilience challenges and opportunities. It outlines a path forward for the city to confront not just its most obvious shocks, like flash flooding or wildfires, but also the chronic stresses, such as the need for affordable housing, integrated regional planning, and strong, cohesive communities, which exacerbate those shocks and impact the city over the long term.

None of this could have been accomplished without the stalwart support and vision of the Mayor, Suzanne Jones, City Manager, Jane Brautigam and the Boulder City Council. We also extend our thanks to Boulder's exceptional Chief Resilience Officer, Greg Guibert. Greg led a tremendous effort over the course of the past year of robust research, extensive community outreach, and thoughtful planning in order to make this strategy come to fruition.

What makes Boulder's strategy a leading example for our international network of member cities is the way in which it integrates world-class solutions from our platform of partners, while also highlighting the various city-to-city connections Boulder has facilitated through the 100RC network. Boulder has hosted resilience delegations from Da Nang, Vietnam around climate change mitigation efforts, and will do so again, with another 100 Resilient Cities partner, Wellington, New Zealand around a community based resilience outreach program, in the coming months.

Going forward, we know that this bold vision will strengthen your work to make Boulder a more resilient city for the entire community. As you begin to implement the various initiatives outlined in this strategy, I am confident that Boulder will continue to honor its history as an urban innovator, and begin to export the lessons we learn together to cities across the 100RC network and beyond. My congratulations to you all, on behalf of the entire 100 Resilient Cities team. We look forward to partnering with Boulder on its resilience journey for many years to come.

Dear neighbors,

We are delighted to present Boulder's Resilience Strategy, a document that reflects approaches our community will be taking as we work to strengthen our preparedness for – and ability to respond to – future challenges. These approaches build on what we already know works in our highly engaged community, as well as best practices we have learned about as one of the inaugural cities participating in the 100 Resilient Cities program. We are so appreciative of the opportunity to work with 100RC and the cohort of other cities in the program, and want to acknowledge their leadership in this crucial endeavor.

You will notice that each of the strategic focus areas in our Resilience Strategy is defined by verbs. This is by design. We know that the best way to make Boulder more resilient in the face of stress is to act – to act now, to act strategically and with appropriate coordination, and to act together. And as you can see, there is an exciting group of initiatives underway under each of these focus areas.

In exploring what it means to be a "resilient" community, this resultant strategy recognizes the importance of broadening our understanding of potential future stresses. We know from recent experiences that wildfires and floods are very real dangers in Boulder. But this plan covers so much more. How can Boulder leverage the emerging risk of the Emerald Ash Borer beetle, for example, to make our forestry systems and practices stronger? How can we strengthen the social fabric of our neighborhoods and provide more support to particularly vulnerable populations so they can withstand potential economic downturns more effectively? How can the city work with the business community to ensure that they have plans in place to recover quickly after disruptions?

As you read through this strategy document, we hope you will feel the same pride we do for our community. Many of you have played a role in the creation of this framework. You've participated in forums and learning opportunities. You've engaged in dialogue with our Chief Resilience Officer Greg Guibert. And you've provided input that has helped us understand our community's priorities. We are so grateful for this kind of support and engagement. Our people and our sense of community continue to be among our greatest assets as we work toward the shared goal of strengthening Boulder and implementing the many terrific programs outlined in this plan. Let's work together to make Boulder the very best – and strongest – it can be!

Sincerely,

Suzanne Jones
Mayor

Jane Brautigam
City Manager

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RESILIENT BOULDER

# 1 CHALLENGE

BOULDER has a long history of planning today for the challenges of tomorrow, creating innovative solutions, and undertaking successful resilience-building activities and projects. From its 40+ year legacy of open space preservation, to pioneering commitments to climate action goals, the community has supported some of the most progressive resilience activities in the country for decades, even before we saw them as building Boulder's resilience.

In order to mobilize the resources and community support necessary to significantly increase social, economic and ecological resilience, we must have a compelling vision of the future that allows us to adapt and thrive in the face of disruption. Tapping into the community's forward-thinking civic and planning culture, the goal is to weave resilience into the day-to-day life and functions of community and government. This strategy knits those activities together and presents new actions to address gaps and weaknesses discovered through a community-wide assessment to create an integrated, strategic, and intentional approach to building resilience. The actions included here are immediately implementable activities that take advantage of partnerships and resources offered by the 100 Resilient Cities network. They build off of a long and fruitful legacy in Boulder's community and intend to bring new resources and perspectives to existing ones.

## An Unpredictable Future

Like many cities and communities across the country and around the world, Boulder is adjusting to a "new normal," where the effects of climate change are becoming increasingly apparent. And like residents of other cities that have recently experienced a severe natural disaster, many of us understandably perceive resilience as preparing for the kinds of events that are magnified by climate change. But shocks are not limited to natural hazards or the effects of climate change. A hyper-connected economy and the ability for pests and diseases to circle the globe with unprecedented speed, for example, mean the community is confronting a host of challenges that can strike at little notice and have severe, unknowable repercussions.

Boulder's complex topography and natural climate variability make it difficult, and sometimes impossible, to predict when and how often extreme events may occur. Flash flooding, for example, does not follow the boundaries of established flood maps, a lesson learned through the adversity of the 2013 floods. Flash floods may inundate neighborhoods and roads with little advance notice, impacting locations that may not have experienced flooding in the past.

At the same time, increasing global temperatures exacerbate many of these hazards. The 2011 National Academies of Science assessment indicates that a one-degree Celsius rise in temperature would increase fire incidence probabilities by over 600 percent. Rising temperatures also increase the length of drought cycles, which intensify flood, fire risks and create additional risks for Boulder's water supply. These dry conditions have in turn exacerbated insect, exotic weed, and disease threats in the flora and fauna communities. These complex climate and ecological connections show the tight linkages between Boulder's risks and complicate solutions to any single problem, necessitating a holistic approach.

**Multiple independent measurements confirm widespread warming in the western United States. In Colorado, temperatures increased by approximately 2°F between 1977 and 2006.**

**- COLORADO CLIMATE PLAN**

## Interlinked Hazards

Boulder's natural hazards are tightly linked, necessitating a comprehensive and integrated approach to risk mitigation. Droughts stress the city's ecosystems, helping accelerate the damage of pests to forests, thereby increasing the fuel for wildfires, and consequently denuding slopes and increasing flash flooding risk. But this cycle itself is not linear; each event builds on another and sets the stage for even more complex interactions. Therefore, to address these interlinked hazards, activities and programs must be well coordinated, using a systemic approach to reduce multiple risks at the same time and prepare communities to handle disruptions of any kind.

### UNDERLYING STRESSES

Resilience is not only about disaster preparedness and extreme events. It is about addressing the chronic stresses on a fundamental level that weaken the fabric of a city on a day-to-day or cyclical basis. By focusing on both shocks and stresses together, Boulder becomes more able to respond to challenging events and is more likely to thrive as a happy, healthy and inclusive community.

**Boulder's regional Fire Training Center was completed in mid-2010 and is used across Boulder County by all 26 fire departments. It served as a regional hub and emergency control center during the September 7, 2010 Fourmile Canyon Fire.**

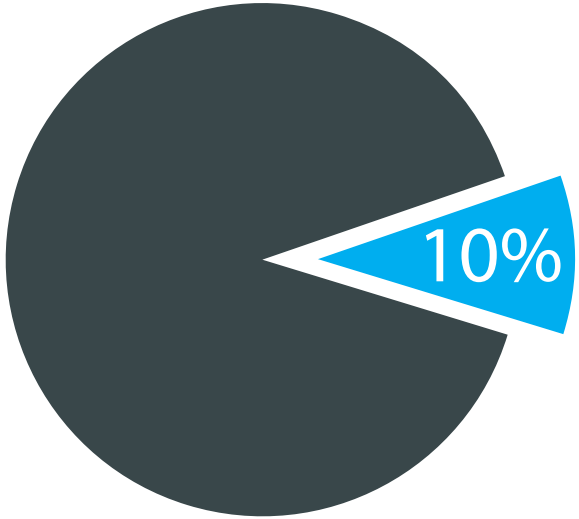
# "Lower-income people are among the least able to recover, yet they are often central to the economy and culture of a community."

- ISET INTERNATIONAL

## Shocks Expose Stresses

Boulder's social and economic stresses are sometimes harder to see, but can be exposed and exacerbated during a crisis or disaster. The city's vibrant economy and high quality of life often mask latent stresses that strain the community and make it less resilient overall. Natural disasters like floods and fires disproportionately impact low-income residents who already struggle to thrive in a city that is becoming more unaffordable. A Boulderite living on a fixed income, for example, whose home is damaged in a disaster has limited options to find affordably-priced alternatives because the city has a constrained supply of housing.

Stresses can also present a threat to our economic future. Successful, thriving cities need young people to fuel their economic pipeline. However, in Boulder, individuals between the ages of 25 to 44 is a cohort that has declined by 15 percent since 2000. Similarly, increasing real estate prices have also affected the commercial sector. High office rents and limited commercial space hamper the opportunity of growth-stage firms seeking to expand from start-up status, and many of these companies choose to expand in places like Denver and Longmont where there may be more available space.




Boulder families have children under the poverty level.

## Boulder's Core Resilience Challenges:

**Natural events such as flooding and wildfires will become more frequent and severe as a result of climate change.**

**Ecological and social stresses are tied to hazards and will negatively impact and exacerbate each other.**

**Rising housing and commercial real estate costs may limit the diversity of residents and businesses and threaten long-term economic vitality.**

**Boulder's residents, businesses and government need to work together to be vigilant and prepared for future disruption.**

## Resilient Communities and Government

At a community level, preparing for an uncertain future means understanding our risks and being vigilant for the unexpected, whether it is a flash flood or global recession. It means that individuals, families and neighborhoods strengthen ties to support each other during times of need. Residents will need to reach out to their neighbors, particularly the most vulnerable and isolated individuals, to support each other when disaster strikes and critical systems fail. Business owners will need to create business continuity plans and understand the available public and private resources to prepare for the economic risks they face.

At the same time, local government must plan for and respond to shocks that affect the city and stresses by working collaboratively across departments and jurisdictional boundaries, as well as with private and institutional stakeholders. This collaborative approach will facilitate more robust information sharing and analysis, development of cross-cutting solutions and strategic private-public partnerships.

## Leveraging Boulder's History of Planning Innovation

Boulder's pioneering spirit and commitment to advancing critical initiatives such as open space preservation, climate mitigation and inclusive affordable housing happened decades before the rest of the country adopted similar efforts. Through this strategy, and as reflected by the process leading up to the preparation of this document, the Boulder community will prepare and adapt to existing and future challenges by infusing resilience into the day-to-day operations and activities of residents, businesses and government.

City Highlight

## FISCAL LEADERSHIP

Leadership in fiscal resilience is making Boulder better equipped to respond to and recover from economic shocks, whether this is withstanding a global recession or responding to a major event.

- For many Front Range cities, nearly 75 percent of revenues come from sales taxes; in Boulder, less than 45 percent of sales taxes comprise the city's general fund.
- One of the city's primary financial policies is that one-time revenues shall only be used to cover one-time expenses and that ongoing costs should not be greater than ongoing revenues.

City Highlight

## HOUSING AFFORDABILITY INITIATIVES

We recognize that housing affordability is a key issue for the community. It ensures that Boulder remains a place for residents of different backgrounds, incomes and household sizes.

- Boulder's mandatory inclusionary housing ordinance requires 20 percent of housing in new developments to be priced affordably for low-income households.
- As of August 2015, there are 3,586 units in Boulder's affordable housing program. This represents 8 percent of the total units in the city, which puts Boulder 2 percent away from the city's goal of making 10 percent of all housing units affordable.

City Highlight

## OPEN SPACE CONSERVATION

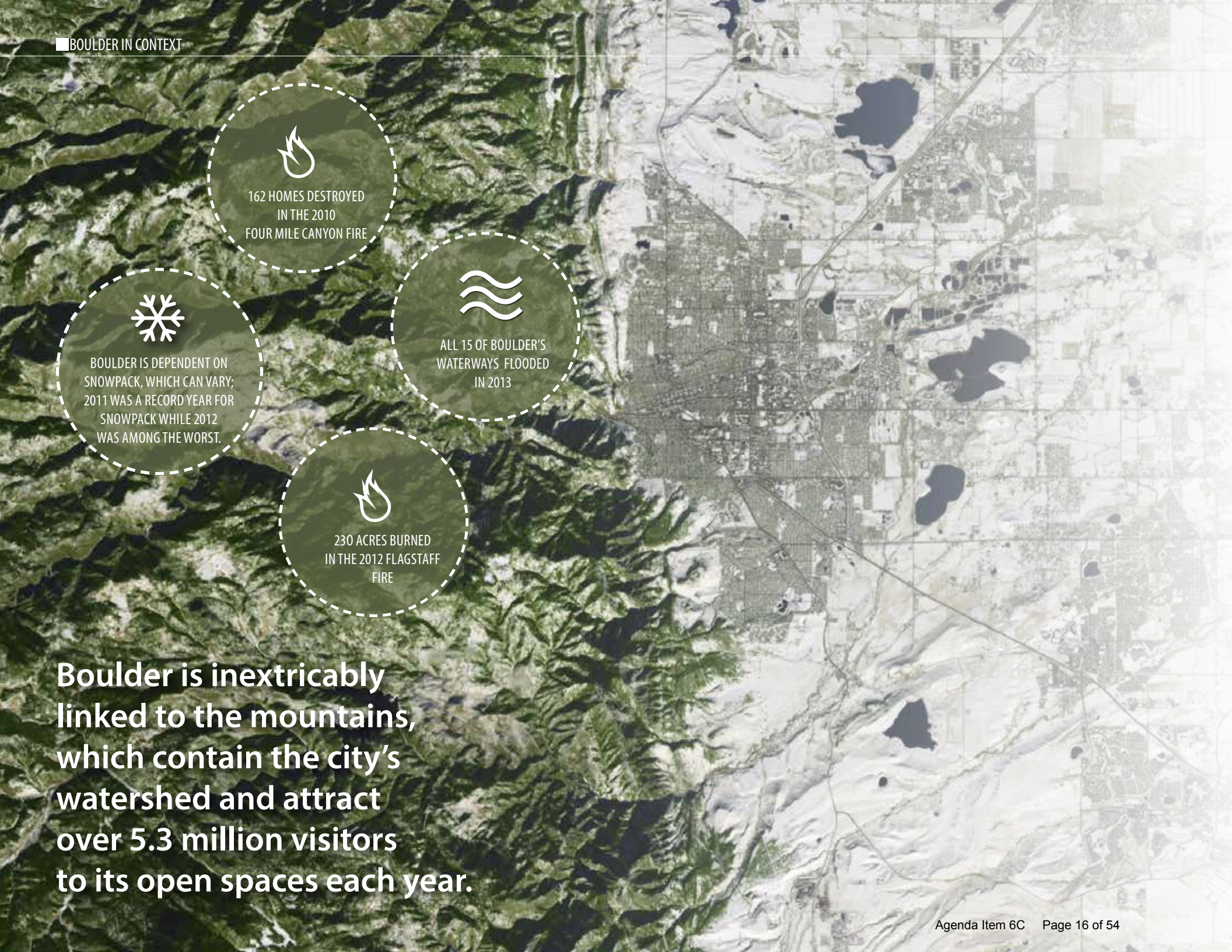
Nearly 50 years ago, Boulder voters enacted an open space initiative where residents taxed themselves to purchase and preserve und eveloped land surrounding the city, an unprecedented feat at the time and even today still rarely emulated.

- The roots of Boulder's robust open space system date back to 1875 to 1929 when the city acquired over 5,000 acres, including Chautauqua, Buckingham Park (in Left Hand Canyon) and much of the mountain backdrop.
- There are more than 102,000 acres of land in Boulder County's parks and open space system. Of these, approximately 62,000 acres (60 percent) are either publicly owned, leased from the State Land Board, or held in the form of access or trail easements. The remaining 40,000 acres in the system (40 percent of the total) are privately-owned lands with county conservation easements.

# 2 CONTEXT

**Boulder** has a long history of planning today for the challenges of tomorrow, creating innovative solutions and undertaking many successful resilience-building activities and projects.

Located at the base of the foothills of the Rocky Mountains, Boulder is a small city with a high quality of life, a diverse and vibrant economic base and tremendous open space resources. The community enjoys the natural and recreational amenities resulting from decades of progressive land use planning which preserves a vast rural and undeveloped landscape that encircles the city. Boulder is truly a city whose identity and future is inextricably linked with the natural environment, and environmental sustainability has been a long-standing and primary guiding principle in planning and policies. A strong commitment to sustainability is regularly reinforced through voter-initiated ballot measures to increase taxation for additional open space preservation or carbon reduction measures.




**Boulder is inextricably linked to the mountains, which contain the city's watershed and attract over 5.3 million visitors to its open spaces each year.**

BOULDER'S natural terrain and location at the mouth of numerous canyons creates a constant flood risk for the city. Fifteen major creeks pass through town, including Boulder Creek, which flows right through downtown. The Front Range is also susceptible to wildfires and drought, which create dry, less vegetated conditions and contribute to increased flood risk. In addition, Boulder's propensity for sudden bursts of isolated and severe storms contributes to flash flooding risk. Flooding and wildfires demonstrate the connections between Boulder's natural environment, climate change-related conditions and the interconnections between major hazards.

## BOULDER'S WATER RESOURCES

Like most western communities, Boulder depends on stored water most of the year. High streamflows from melting snowpack occur for only a few spring and summer months. Natural streamflows in late summer and the winter are not sufficient to meet customer demands and must be supplemented with previously stored water supplies. The amount of water available also changes from year to year depending on how much snow falls in the mountains. Therefore, Boulder must store water in reservoirs during wetter years to carry over for use in dry years.

The city stores water in seven reservoirs and several natural lakes in the headwaters of the North Boulder Creek basin within the Silver Lake Watershed. In addition, the city stores water in the Barker Reservoir facilities on Middle Boulder Creek and the Boulder Reservoir northeast of Boulder. The latter is supplied through Western Slope water diversions that come from miles away.

Investing in both source water protection and enhancing water infrastructure continue to be of chief importance to the city. This has included investments that secure additional capacity and redundancy at the city's water treatement facilities which help reduce risk from drought and other concerns. It also includes a long history of investing in the city's stormwater and wastewater systems which help mitigate flooding and sewer back-ups.

## INVASIVE SPECIES ARE A MAJOR CONCERN FOR BOULDER

Boulder's urban forest provides nearly $5.2 million in annual environmental, economic and social services benefits to the community. These services include air quality improvements, energy savings, stormwater runoff reduction, atmospheric CO2 reduction and aesthetic contributions to the social and economic health of the community. One of the largest threats faced by urban forests across the U.S. is from invasive insects and disease pests such as the Emerald Ash Borer (EAB). EAB will cause mortality of all untreated ash trees in Boulder and destroy a significant portion of urban tree canopy.

**EAB is a green jewel beetle that feeds on ash tree species. The beetle originated from Asia and is thought to have been introduced to North America in the 1990s on solid wood packing material. In the U.S., EAB is a federally quarantined, invasive tree pest responsible for the death or decline of more than 50 million ash trees to date.**

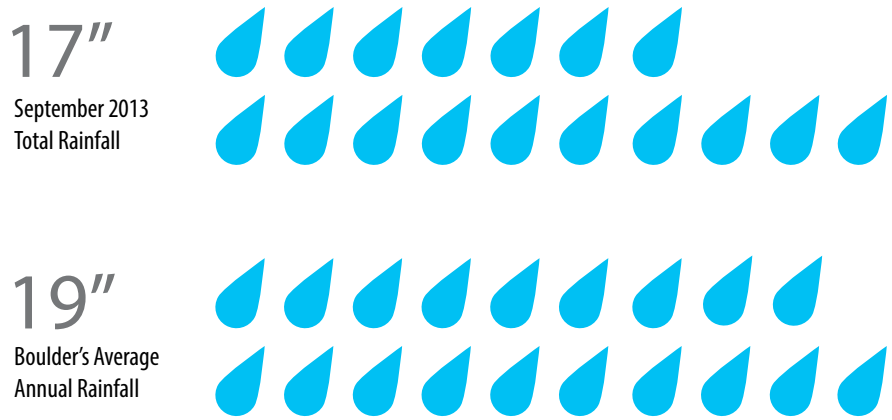
Percentage of Boulder's ash trees infested with EAB in 2013.

Percentage of Boulder's ash trees infested with EAB in 2016.

Expected percentage of Boulder's untreated ash trees that will be infested with EAB in 2020.

## Putting It In Perspective

### COMPARING HISTORICAL RAINFALL TO 2013 FLOOD




## From Fire to Drought to Flood

Changing weather in Colorado is nothing new, but the arc of shocks from 2012 to 2013 offers a glimpse of the types of extreme events and swings that will only be exacerbated by the impacts of a warming climate. A dry summer with little rainfall set up conditions for Boulder's 2012 Flagstaff Fire. Drought concerns loomed larger in Boulder and across the state moving into 2013, only to have the year end with flooding and record rainfall.

## The Greenways Program

The Greenways Program divides each of the city's 15 tributaries into reaches to facilitate a manageable implementation approach for improvements. The greenways system is maintained by the city and funded by the city's Transportation Fund, Stormwater and Flood Control Utility Fund and the state's Lottery Fund. Each of these funding sources provides $150,000 annually to 1) protect and restore riparian, floodplain and wetland habitat; 2) enhance water quality; 3) mitigate storm drainage and floods; 4) provide alternative modes of transportation routes or trails for pedestrians and bicyclists; 5) provide recreation opportunities and 6) protect cultural resources

**Boulder has a history of floods including the "Big Flood" of 1894 - the largest flood on record. Other major floods in 1938, 1969,1995 and 2013 all reinforce the need to educate the public about flood safety. Each year, city staff coordinate with multiple groups to maximize the impact and reach of ongoing community engagement around flood outreach.**

## City Highlight

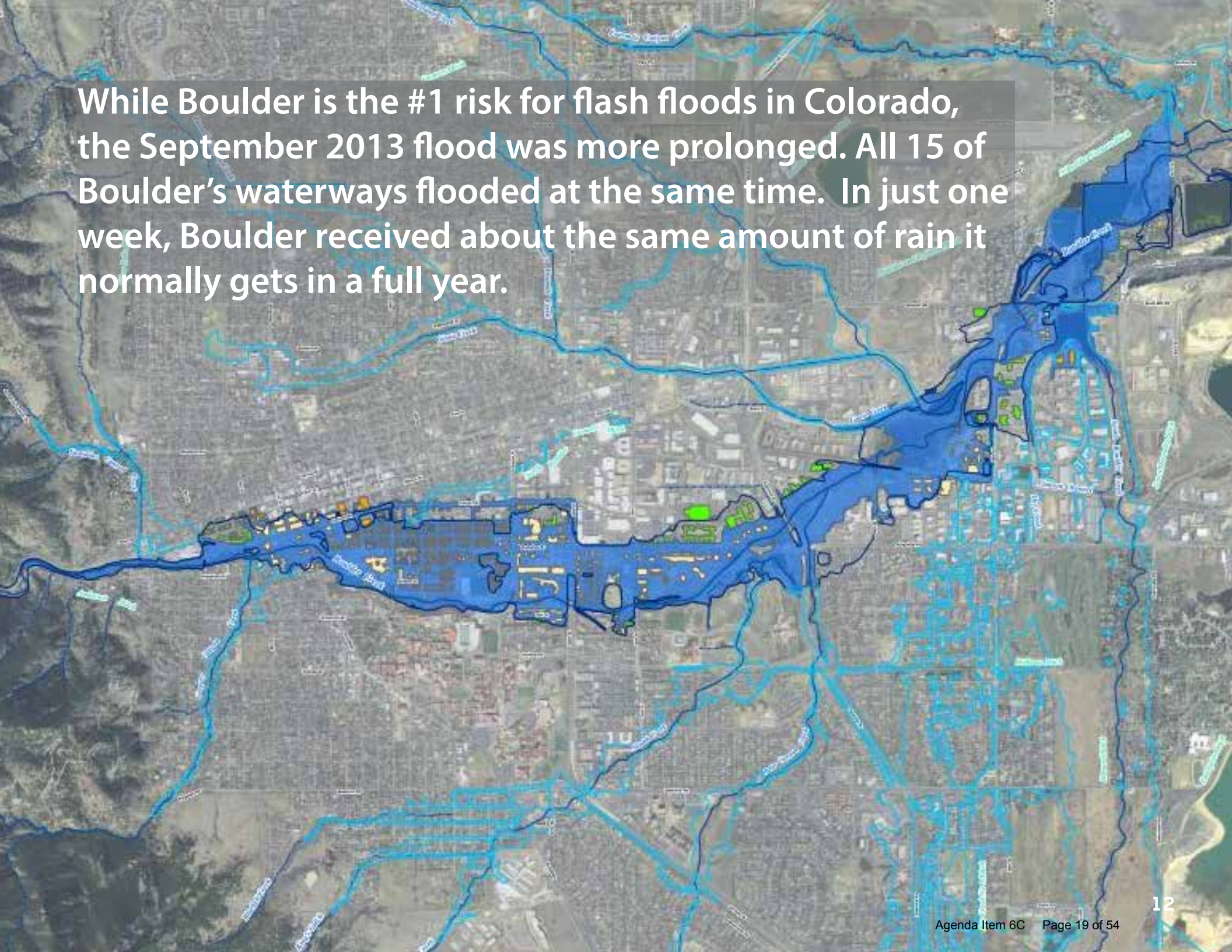
### COMMUNITY RATING SYSTEM (CRS)

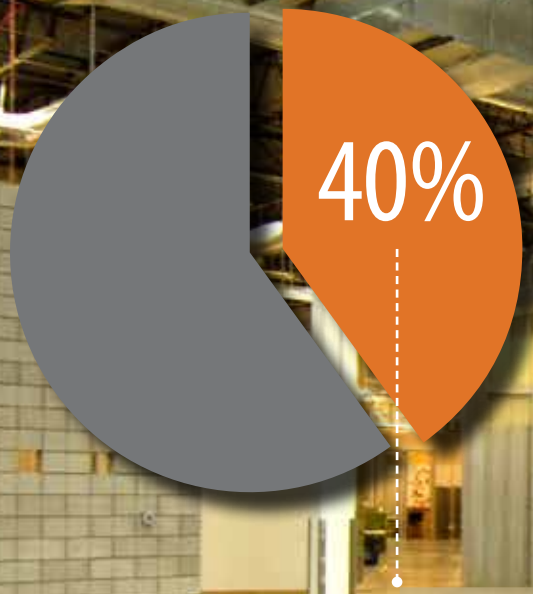
The federal Community Rating System provides flood insurance discounts to communities that exceed the minimum requirements to prevent and reduce flood damage to insurable property. The city's efforts have earned discounted flood insurance rates for Boulder property owners.

## City Highlight

### CIVIC CENTER FLOOD MEMORIAL

Gilbert F. White arguably did more to advance flood policy than anyone. While his efforts had broad impacts advancing natural hazard research, White was a tour de force in Boulder. The Gilbert F. White Memorial dedication monument marks the level of the 50-year, 100-year, 500-year and the Big Thompson floods (one of the biggest in Colorado).


While Boulder is the #1 risk for flash floods in Colorado, the September 2013 flood was more prolonged. All 15 of Boulder's waterways flooded at the same time. In just one week, Boulder received about the same amount of rain it normally gets in a full year.




OF 1,000 TECH COMPANIES STARTED IN COLORADO SINCE 2000, NEARLY HALF HAVE BEEN IN BOULDER COUNTY

Boulder is nationally-recognized for its quality of life, thriving tech- and research-based economy and booming real estate market. In addition, Boulder has become a hub of entrepreneurship in the U.S., particularly for businesses that value the lifestyle that is rooted in a love of the outdoors, healthy living and access to tech resources. We have a robust and diverse economy defined by the research and institutional sector. Over the past 10 to 15 years, the tech industry has experienced pronounced growth throughout Boulder County.

**"If you look at a lot of the green technology and the systems we're implementing, they're coming from Boulder."**

- Robert F. Kennedy Jr.
Speaking at the June 12, 2013
BizWest, *Boulder Earth Conference*

Owing to the presence of the University of Colorado's (CU) flagship campus in Boulder, the city maintains a relatively high proportion of young people. With a current enrollment of just under 30,000 students, CU accounts for approximately 29 percent of the total population. Boulder is also one of the most educated metropolitan areas in the country. The presence of the university and 17 federally-funded research labs support many of the jobs for this demographic including those that focus on weather, climate and geophysical research. Furthermore, this segment of the workforce is supported by the presence of tech jobs that draw from and attract scientists and engineers.

## Regional Resilience

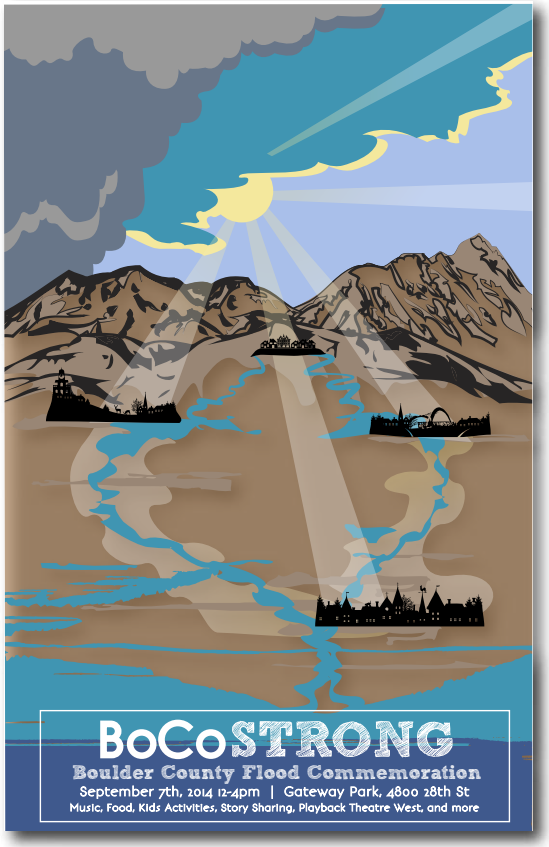
Boulder is part of a larger community and region, and, just as the shocks and stresses we face do not simply start at the borders, neither do the actions and partnerships necessary to address them. Even as recent disasters have motivated Boulder's own resilience building efforts, they have also spurred action at the county, state and national levels. Boulder has developed a strong network of partnerships that have helped inform activities and strategies, and it regularly participates in the collaborative development of this emerging field.

### BoCo Strong

BoCo Strong is a countywide resilience hub that creates and supports collaborative relationships between individuals, communities, nonprofits, governments and businesses. BoCo Strong increases the web of connections among individuals, organizations and governments across Boulder County to foster inclusivity, increase disaster resilience and build vibrant and prosperous communities. Its vision is that all Boulder communities will have access to the resources and connections needed to allow all residents to adapt and thrive in the face of community stressors. From the outset, Boulder has recognized that the challenges we face do not start or stop at the city's edge. Building a sustaining effort requires close collaboration, learning from a broad base of experience and building enduring partnerships.

### Colorado Resilience Framework

Governor John Hickenlooper adopted the Colorado Resiliency Framework in May of 2015, a first-of-its-kind statewide framework in the nation. The framework was developed under the leadership of the Colorado Resiliency and Recovery Office (CRRO) through a collaborative and inclusive process that engaged local, state, federal, non-profit and private sector partners, as well as individual Coloradans. The framework provides guiding principles for Colorado communities and concrete actions that the state commits to implement. One of the first priority strategies implemented under the framework was a pilot regional resiliency planning process to build and strengthen collaborative relationships locally, establish a unified regional vision for resilience, and put in place a coordinating framework for long-term regional resilience action. Starting in the summer of 2015, the CRRO partnered with some of the most heavily disaster-impacted communities to conduct the pilot process which utilized the state framework's guiding principles to help facilitate a vision and identify strategies unique to each participating region. The Boulder County region was one of three communities to participate.




## Uniquely Boulder

### GROWING UP BOULDER

In collaboration with Resilient Boulder, Growing Up Boulder (GUB) worked with approximately 120 children and youth to develop their perceptions of resilience within the city. Overall, access to nature and family, friends and supportive networks (from school and community) help support resilience, as do activities that help young people develop skills and confidence (including music, arts and skateboarding). Aspects of the community that do not support resilience include social, environmental and economic concerns (including the need for greater care of homeless residents, fracking and the cost of living). Children spoke about bullying and youth spoke about cultural exclusion as aspects of their community that need to be addressed in the city. High school students also participated in a poetry project in which they described a personal moment of resilience. Many of these stories included surviving the flood, family losses and coping with poor family health, and the challenges of immigration/immigration status. Access to nature in relatively close walking space could help some of the children and youth we worked with access greater opportunities for restoration and resilience.

# 3 APPROACH

# Resilience and Sustainability

Resilience and sustainability are sometimes confused with one another. Resilience is a new way of thinking about the community in a holistic way that adds to and deepens the way we already plan for a sustainable future. Resilience and sustainability represent complementary values and ways of managing urban systems. Where sustainability is about actively and thoughtfully managing resources to achieve environmental, social and economic goals that preserve or enhance Boulder's quality of life, resilience is about anticipating the inevitable events that cause disruption and then developing the strategies to reduce their impacts to the greatest extent possible. While resilience itself is not new, 100 Resilient Cities is the first organization to use resilience as a systematic framework, on a global scale, for actively managing and prioritizing city operations and activities.

Sometimes metaphors can help explain complex topics. For some, the reasons for planting street trees help illustrate the relationship between resilience and sustainability.

SUSTAINABILITY:
- Urban heat island mitigation
- Carbon sequestration
- Cleaner air
- Community character
- Aesthetic value

RESILIENCE
- Summer cooling
- Reduced storm runoff
- Species diversification
- Neighborhood identity

## re·sil·ience

/rə ' zilyəns/

Boulder defines resilience as the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt and thrive no matter what kinds of chronic stresses and acute shocks that may be experienced.

# CITY RESILIENCE FRAMEWORK

The City Resilience Framework (CRF) provides a lens to understand the complexity of cities and the drivers that contribute to their resilience, and a common language that enables cities to share knowledge and experiences. The framework is built on four essential dimensions of urban resilience: Leadership & Strategy, Health & Wellbeing, Economy & Society, and Infrastructure & Environment. Each dimension contains three "drivers," which reflect the actions cities can take to improve their resilience.

## Leadership & Strategy

The processes that promote effective leadership, inclusive decision-making, empowered stakeholders and integrated planning.

## Health & Wellbeing

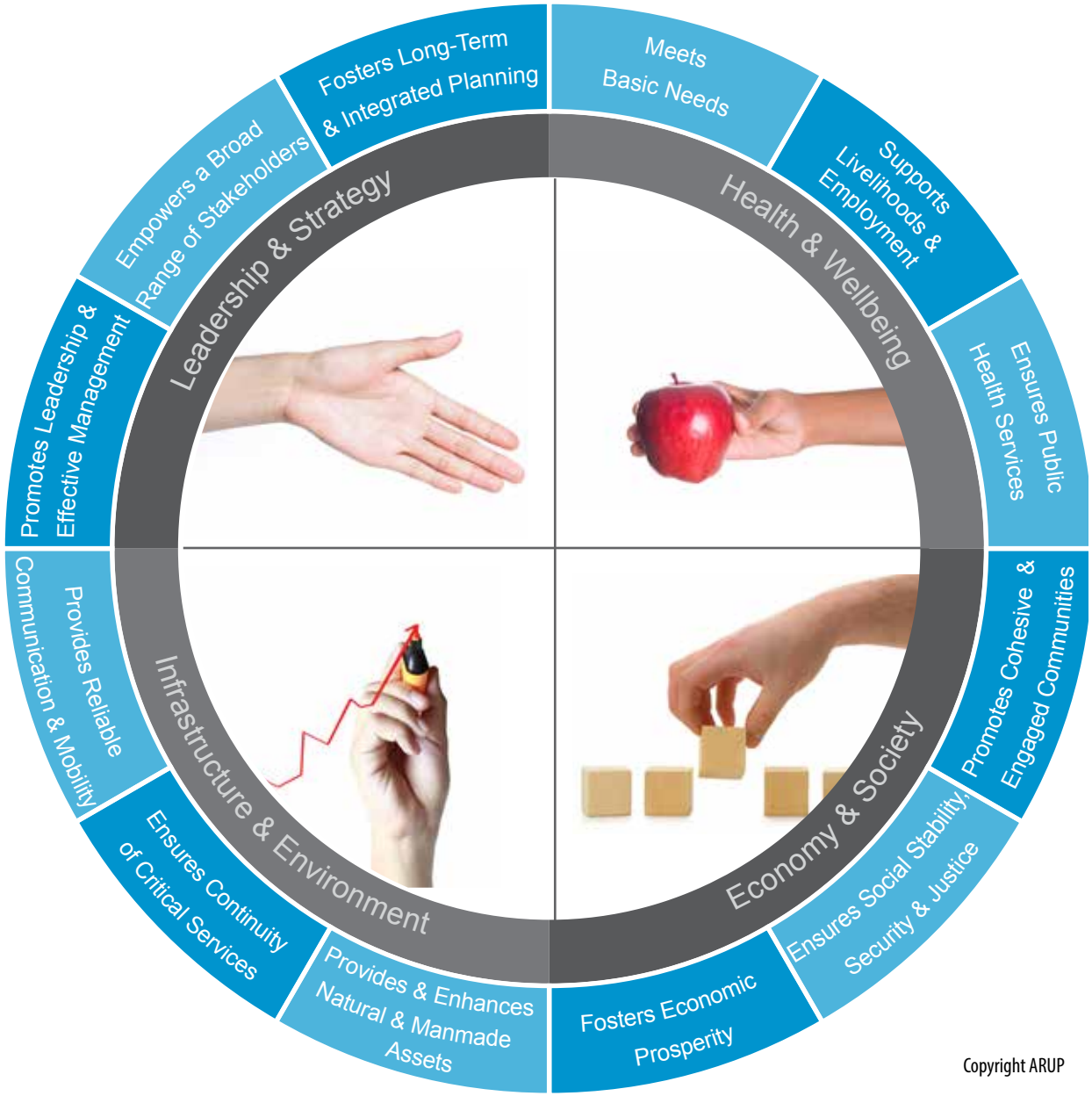
Everyone living and working in the city has access to what they need to survive and thrive.

## Economy & Society

The social and financial systems that enable urban populations to live peacefully and act collectively.

## Infrastructure & Environment

The physical and natural systems that provide critical services and protect and connect urban assets, enabling the flow of goods, services and knowledge.

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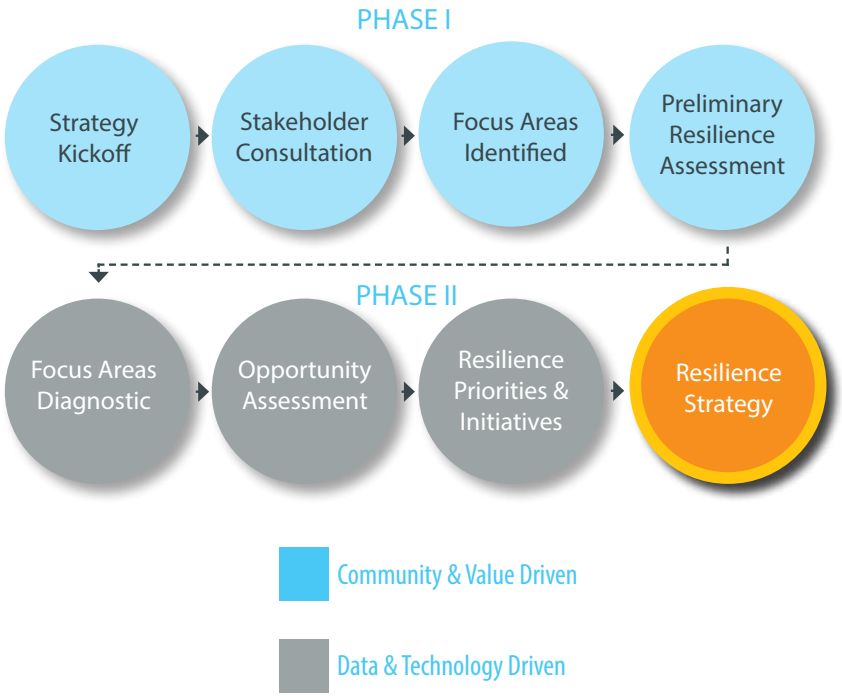
## The Process

Building resilience is as much a process as it is a set of outcomes. The process itself must also embody the characteristics of resilient systems and be iterative, inclusive, integrated, adaptive and flexible. It must allow for the constant infusion of new information and accommodate often unpredictable change in the community, creating the ability for reassessment and reprioritization of activity to address new risks and opportunities.

From the outset, Boulder's goal has been to do things differently. The city set off to build on existing efforts, but recognized the opportunity to tap into the new energy around the 100 Resilient Cities network. For example, the city has explored new methods for community engagement and ownership through the MIT Climate CoLab, harnessing the creative potential of the whole community, and Growing Up Boulder (GUB), giving voice to youth in the process. This approach has given us the chance to position Boulder as a resilience testbed for new technologies, innovative partnerships and creative thinking.

In 2014, the city initiated its first resilience assessment, ultimately leading to the creation of this strategy. The assessment methodology was an analysis of current efforts that support resilience and identified important gaps in knowledge, capacity and activity. However, this initial assessment process itself highlighted areas where the existing methodology could be augmented by new diagnostics to be incorporated in future resilience assessments. New elements being developed as part of Boulder's resilience efforts will bring insights and depth of analysis for the continuous process of reflection and assessment.




## Learning with 100 Resilient Cities

### WHAT ARE THE PLATFORM PARTNERS?

The 100RC Platform of Partners provides member cities with a curated suite of donated tools and services, supplied by partners from the private, public, academic, and non-profit sectors, to support cities in their resilience-building activities. Boulder has already partnered with a number of these service providers, including Trimble, a company that provides geospatial technical solutions and domains to capture, measure, analyze, monitor and share built and environmental information.

From Boulder's 40+ year legacy of open space preservation, to pioneering commitments to climate action goals, the Boulder community has supported some of the most progressive resilience activities in the country for decades.

2010-2011
City's Affordable Housing Task Force Report; Comprehensive Housing Strategy first approved in 2000

2010
Fourmile Canyon Fire; utilizes staff from the Wildland Fire Program, which began in 1990

2011
EnergySmart Program launches; provides home and business advice and incentives to reduce energy use

2012
Flagstaff Fire

2012 -2013
Drought Concerns; Water Conservation Program began in 1992

2013
Earth Conference held in Boulder hosts Robert F. Kennedy Jr. and is dedicated to the sharing of knowledge, bold ideas and technologies to advance sustainable business practices regionally, nationally and globally

2013
Major flooding causes significant damage

2013
City launches a significant planning effort to define priorities and goals for the expansion and preservation of diverse, affordable housing

2013
Open Space Tax extended by voters; an initiative started in 1967

2013
Boulder provides $20k to fund Supplemental Nutrition Assistance Program (SNAP), formerly the Food Stamp Program, to support low-income purchases of local food, doubling the value of purchases at the Boulder Farmer's Market

2013
City Council adopted the Economic Sustainability Strategy

2014 Public supports 75% increase in Stormwater/Flood Utility rates to more quickly address flood-related work; utility efforts began in 1973

2014
City of Boulder announced as one of the 100 Resilient Cities

2014
100 Resilient Cities Boulder Kick-off Workshop

2014
National Disaster Resilience Competition Kick Off

2014
Chief Resilience Officer Annual Summit

2015
Growing Up Boulder elementary students present to City Council

2015
Citywide Perceptions Survey

2015
National Institutes for Standards and Technology Community Resilience Workshop

2015
Resilience Assessment Expert Workshops

2015
100 Resilient Cities Network Exchange: Resilient Land Use Workshop

**Since joining 100RC, the City of Boulder has increasingly leveraged opportunities, participated in events and utilitized the Chief Resilience Officer to drive community engagement.**

- 2015 City Council Study Sessions
- 2015 Update to Boulder Valley Comprehensive Plan begins
- 2015 Resilience Advisors Spontaneous Volunteers Training
- 2015 State of Colorado releases Resiliency Framework
- 2015 Natural Hazards Mitigation Association Symposium
- 2015 National Disaster Resilience Competition Academy
- 2015 MIT Climate CoLab Community Challenge
- 2015 BoCoStrong Annual Summit
- 2015 Understanding Risk Boulder
- 2015 100 Resilient Cities City Leaders Urban Resilience Summit
- 2015 Climate Action Plan Tax extended by voters; an initiative started in 2007
- 2015 Resilience Tech Challenge
- 2015 National Renewable Energy Lab Resilience Workshop
- 2015 Chief Resilience Officer Annual Summit
- 2015 Boulder sends delegates to Paris COP Convening
- 2016 Colorado Recovery and Resilience Office Stakeholder Planning Workshop
- 2016 City launches Climate Commitment Framework draft
- 2016 Boulder Talks: Deliberative Inquiry
- 2016 Resilience by Design University Prototype Workshop
- 2016 USAID/ICMA Shimla City-Links Exchange
- 2016 Human Services Strategy (Master Plan) update begins
- 2016 City launches Resilience Strategy document draft

RESILIENT

# 4 STRATEGIES

THROUGH THE RESILIENCE assessment and community discussions, Boulder has identified three major resilience strategies. Working collaboratively to create actions that achieve these interconnected strategies will help build a resilient and adaptive community that is better able to address the unpredictable impacts of environmental, social and economic shocks and stresses.

Building community resilience is a never-ending process and requires constant adjustment to new conditions and opportunities. Through the actions identified here, we take steps towards meeting these goals, but as noted earlier, these are not the first steps. These new actions add to ongoing and historic efforts in a way that brings intentional direction toward catalyzing change across all sectors of the community.

## Strategies

The following three strategies represent the main action areas for the city.

- **CONNECT AND PREPARE** - Prepare all segments of the community for uncertainty and disruption by encouraging community preparedness, creating a culture of risk awareness and personalizing resilience.
- **PARTNER AND INNOVATE** - Capitalize on the collective problem-solving and creativity of our community by leveraging advances in data, research and observations to address emerging resilience challenges.
- **TRANSFORM AND INTEGRATE** - Embed resilience into city operations and systems by transforming our approach to community resilience.

## Actions

These are immediate priority activities to be implemented over the next two to three years that take advantage of partnerships and resources catalyzed by the 100RC network and program. The actions being proposed are intended to be responsive to existing city priorities and bring a resilience lens and added value to projects and initiatives that are already underway. A summary table of all the proposed activities is provided at the end of this document.

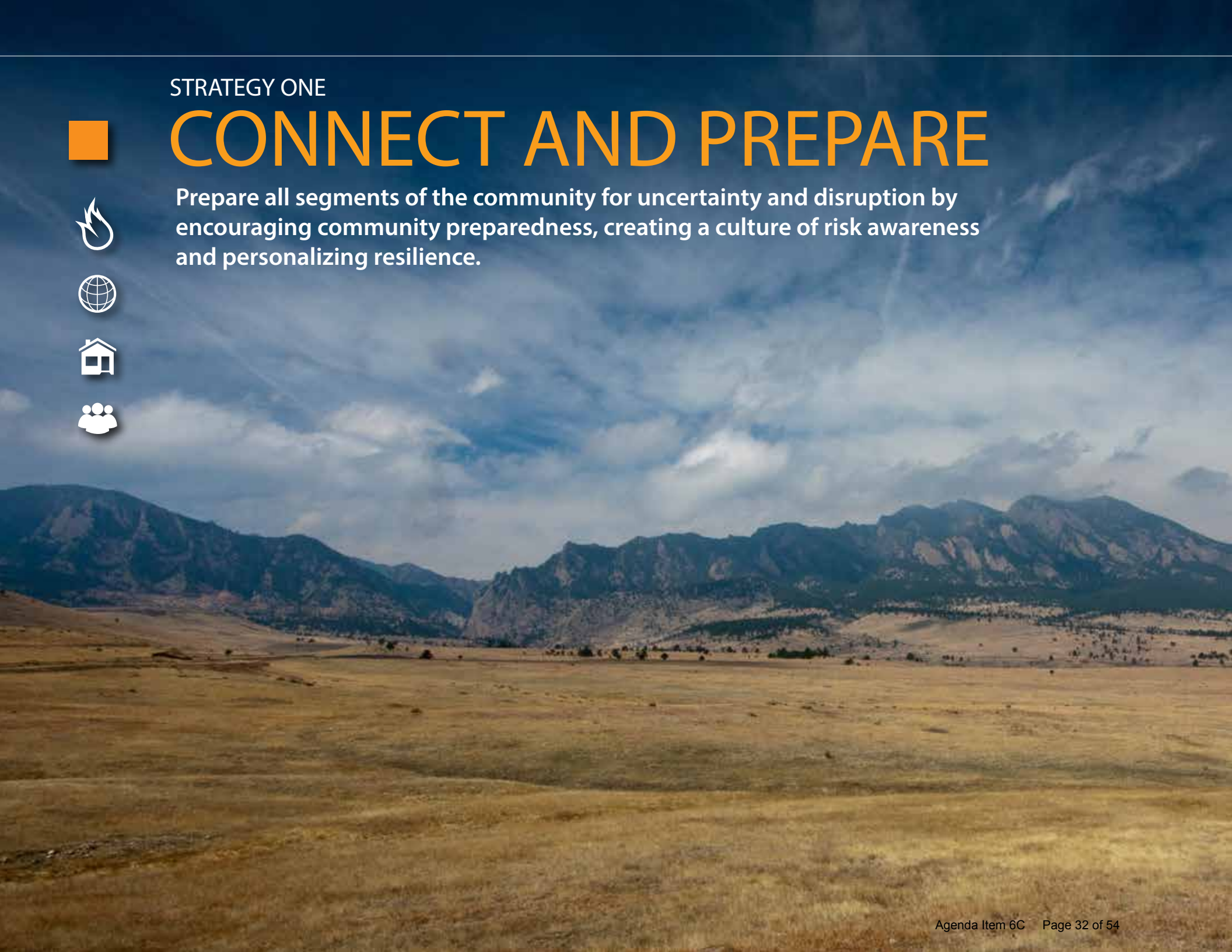
## Frontiers

Transformative investments in community resilience that currently have no models to emulate, represent extremely complex areas for action and/or require an extensive community conversation to be successful.

STRATEGY ONE

# CONNECT AND PREPARE

**Prepare all segments of the community for uncertainty and disruption by encouraging community preparedness, creating a culture of risk awareness and personalizing resilience.**



**ACTIONS:**

## 1.1 Make Resilience Accessible

Deploy a community driven, interactive "Mobile Resilience Lab."

## 1.2 Activate Volunteerism

Develop a volunteer community preparedness training program.

## 1.3 Assess Economic Strength

Identify risks to future economic vitality.

## 1.4 Prepare Businesses

Facilitate the use of continuity planning strategies with local businesses.

## 1.5 Connect for Rapid Recovery

Develop rapid post-disaster impact assessment capacity in partnership with the local business community.

## 1.6 Foster Artistic Engagement

Engage the creative power of the arts to convey and involve people in complex risk and resilience themes.

**PURPOSE:**

Despite several severe natural disasters over the last decade, most Boulder community members remain unprepared for future events. Many of the potential shocks the city faces require constant vigilance, a deeply personalized understanding of individual exposure and community risk, and an ability to act quickly in case of an emergency. Fundamental to preparedness is community connectivity and the ability for all members of the community to contribute to response and recovery when disaster strikes. Community connection can be as simple as knowing your neighbors, but it can also mean building new relationships and capacities between the city and local businesses. By enhancing preparedness and connection now, before the next disaster, the city can empower everyone to take quick action, while also deepening the city's overall sense of community.

**RESILIENCE VALUE:**

Preparing for future disruption is a core aspect of building community resilience. To address gaps in the city's response to the 2013 flood, the city is preparing for future uncertainty by building robust and flexible local capacity, inclusive plans and new opportunities for community collaboration.

## Action 1.1 Make Resilience Accessible

### Deploy a community driven, interactive "Mobile Resilience Lab."

In partnership with BoCo Strong, the collaborative countywide resilience building organization, the City of Boulder will bring resilience and preparedness activities directly into neighborhoods and communities through a "Mobile Resilience Lab." The lab will be a highly interactive space that accommodates programming as varied as developing your own bee-safe garden to creating personalized blueprints for individual resilience to building disaster "go kits." Deploying a mobile lab recognizes that true resilience building occurs first and foremost at home and in your own neighborhood, with the people and places you know best. The lab will provide a fun and dynamic platform for building relationships around preparedness and will, literally, be a vehicle for the community to share challenges and solutions. By meeting people where they are, the city will deepen public ownership of resiliency and seek to address community concerns about the responsiveness and transparency of government.

## Action 1.2 Activate Volunteerism

### Develop a volunteer community preparedness program.

A key to effective and successful disaster response is community and individual preparedness. Boulder's formal emergency response capabilities are well-resourced and effective; however, local neighborhoods and communities need to be better prepared and possess a deeper capacity to be first responders while formal systems gear up for relief operations. Developing a more robust and flexible capacity to respond to crisis when it occurs is a direct outcome of lessons learned from recent disasters.

In August 2015, Boulder was selected as one of 10 cities to host the inaugural class of Resilience AmeriCorps VISTA members. The program was created as a response to the recommendations made by President Barack Obama's State, Local, and Tribal Leaders Task Force on Climate Preparedness and Resilience. The AmeriCorps VISTAs will assist Boulder in developing and piloting a citizen corps disaster preparedness training initiative by partnering with 100RC network city, Wellington, New Zealand, and aligning these emerging efforts with deliberate ties to community volunteerism and civic ownership opportunities that already exist.

## Action 1.3 Assess Economic Strength

### Identify risks to future economic vitality.

Ensuring the continuing vitality of the local economy is an essential component of long-term community resilience. The City of Boulder will incorporate an analysis of the local business community's vulnerability to disruptions in core infrastructure provision, workforce availability and financial services into an update to the Economic Sustainability Strategy. Boulder will also explore whether there are latent vulnerabilities to larger macro-economic trends that the city can plan for proactively. Cyclical swings in the economy are normal and are predictable stresses whose effects can be minimized through thoughtful preparation.

## Learning with 100 Resilient Cities

### RESILIENCY ADVISORS

During the 2013 flood, even before the rain had stopped falling, thousands of volunteers were out helping neighbors, friends and strangers protect their homes and clean up debris. This outpouring of assistance reflected the best of Boulder's spirit and was a vital unplanned resource during the flood recovery. However, without the coordination to direct, equip and support these activities, volunteers can place themselves in danger and unintentionally hamper or overwhelm formal responses. Recognizing the need to create the capacity to welcome this energetic community support, the City of Boulder, the newly-formed Boulder County Volunteers Active in Disaster (VOAD) and 100 Resilient Cities Platform Partner, Resiliency Advisors, partnered to deliver the "Leading and Managing Community Volunteers in Disaster" workshop. During this best practices workshop to manage and marshal spontaneous volunteerism, participants engaged in sharing lessons learned, assessing future risks and resourcing mapping, as well as applying proven disaster management concepts to manage spontaneous volunteers. Post session, the group was provided an after action report that outlined next steps including a strong focus on Volunteer Reception Center training. The session was delivered by Lisa Orloff, president of Resiliency Advisors.

## Learning with 100 Resilient Cities

### PARTNERSHIP WITH WELLINGTON, NEW ZEALAND

Wellington, New Zealand is a 100 Resilient Cities network city that is recognized globally for its community disaster preparedness program. Wellington's approach integrates volunteerism, community-based trainings and a network of district disaster hubs to create a multi-tiered preparedness and response capability across their region. Wellington's success rests largely on the accessibility of training courses to a wide range of community members, as well as an innovative approach to regularly scheduled activities that create new opportunities for community interaction with the program. In May 2016, experts from Wellington, NZ will visit with city staff and community organizations in a weeklong workshop to design and implement activities that will prepare the community for the next disaster.

## Action 1.4 Prepare Businesses

### Facilitate the use of continuity planning strategies with local businesses.

The sooner local businesses return to normal operations after a disaster, the faster the surrounding neighborhoods and city recover. We will collaborate with public and private institutions and organizations to identify best practices; facilitate the use of continuity plan templates and other resources; develop policies and procedures for improved situational awareness; coordinate between business support organizations; and communicate with businesses after a disaster. Ultimately it is in each organization's interest to proactively plan for uncertainty and disruption, but our community at large has a clear stake in helping all businesses weather the inevitable crises and bounce back faster and better.

## Action 1.5 Connect for Rapid Recovery

### Develop rapid post-disaster impact assessment capacity in partnership with the local business community.

The ability for businesses to rapidly access resources and financial assistance after a disaster is essential for the successful return to operations. Each day that businesses remains idle represents lost revenue, wages and taxes, eliminating vital infusions of financial capital just when a community needs it most. Boulder will partner with local businesses and associations to develop the necessary capacity, relationships and systems to quickly and efficiently collect impact information and data, access recovery funds and return businesses to operation after a disaster with minimal disruption. The city will also explore the creation of a Business Disaster Assistance Center that would become operational when needed. By developing a user-friendly process to address gaps in our response to the 2013 flood, we are preparing for future uncertainty.

## Action 1.6 Foster Artistic Engagement

### Engage the creative power of the arts to convey and involve people in complex risk and resilience themes.

Mobilizing action at a broad scale also requires varied ways of communicating complex topics so that they are relatable and actionable to the diverse residents that make up our community. Breaking from the traditional model of community engagement, we will invest in the creative talent of our visual artists, filmmakers, poets, theatre-makers, dancers and musicians to broaden our vision, discussion and experience of risk and resilience. By enhancing our collective thinking about resilience and exploring creative ways to communicate it, we will broaden the circle of community ownership, action and perspective. This effort will lead to creative insights and solutions from community members who might not otherwise participate.

Uniquely Boulder

## YOUTH "SHINE" IN PERFORMANCE FOR RESILIENCE

Performance can be a dynamic tool for including youth participation in authoring our city's plan for resilience. Shine is a musical performance that weaves climate science and artist expression into a funny and powerful story that spans 300 million years of geological time to convey how humanity and climate are interrelated. Performed at NCAR in Boulder in June 2015 as a collaboration between NCAR scientists, Beth Osnes at CU and Boulder's youth, rehearsing each part of the musical led participants through different aspects of climate science, from dancing the various phases of photosynthesis to creating flags to representing the ways in which our city utilizes fossil fuels. This show has gone on to engage youth in other 100 Resilient Cities, including New York City and London, with Durban, South Africa and New Orleans to come.

# FRONTIER

## INVEST IN THE FUTURE

**Prioritize city investments to promote community resilience and proactively address future risks.**

The capital budgeting process is the critical intersection between public policy and program implementation. Given limited resources, city officials must choose among competing priorities. These choices are often significantly determined by the criteria that are used to prioritize and rank public expenditures. Given the relatively recent emergence of resilience capacity-building as a public policy priority, there are few formal evaluation criteria built into the capital planning process that provide guidance on how to weigh the costs of proposed actions against potential benefits. This is essential to enable systematic consideration of proposed resilience actions and measures against other priorities.

Currently, for example, city investments and budgets do not specifically consider likely climate impact on city systems, nor are there mechanisms for internalizing the cost implications of the city's commitment to a zero-carbon energy policy. It is important to have valuation mechanisms that evaluate the potential cost of carbon and the potential for future constraints on carbon emissions. Implementing climate risk screening mechanisms in the Capital Improvement Program or internalizing the carbon cost of projects will reprioritize budgets and drive new conversations about risk and resilience tradeoffs across the entire city organization.

STRATEGY TWO

# PARTNER AND INNOVATE

**Capitalize on the collective problem solving and creativity of Boulder's community by leveraging advances in data, research and observations to address emerging resilience challenges.**

**ACTIONS:**

## 2.1 Put Science in the Hands of the Community

Create a "citizen science" program to foster the co-creation of knowledge.

## 2.2 Ensure Food Security

Design and conduct a local food security assessment.

## 2.3 Make Data Accessible to All

Spur creative representation of data through investments in artistic visualization and knowledge display.

### 2.4 Crowd Source Solutions

Drive the creative use of community data through competitive challenges and hackathons.

**PURPOSE:**

In order to make the most informed decisions about the future, Boulder needs a better understanding of the changes taking place around us. The city must develop the ability to anticipate changes to proactively address emerging challenges. Rapid evolutions in remote sensing, data architecture and mobile technology now allow us to design integrated monitoring and observations systems to create new insights into the world and community. By using the power of people and place, tapping into vast research and educational resources, the city will develop the data, observation systems and partnerships necessary to understand and predict forces of change across social, economic and environmental factors, as well as create new opportunities for engagement from a wide range of stakeholders.

**RESILIENCE VALUE:**

The complex issues which the Boulder community faces lack easy or obvious solutions. By developing mechanisms and partnerships for inclusive and collective problem-solving, Boulder can elicit novel and innovative answers from a broad pool of expertise, creativity and talent.

## Action 2.1 Put Science in the Hands of the Community

### Create a "citizen science" program to foster the co-creation of knowledge.

Citizen science can take many forms, but as technologies have advanced over the last decade, each member of the community can now serve as independent, mobile data-collecting participants. To harness this potential, the city will develop the information architecture necessary to support community-driven mobile science applications and translate that data into information and metrics to inform city decision-making. The aggregation of information from so many data points can create new insights into changes in the community, collective behavior or climate, as examples. By relying on community members to play a role in the creation of data and shared knowledge, Boulder will foster co-ownership in understanding the factors of change affecting us all. The underlying architecture will be openly available to the public to creatively develop applications to support data collection from sources as diverse as the Boulder Valley School District to Boulder's active and enthusiastic outdoor community.

## Action 2.2 Ensure Food Security

### Design and conduct a local food security assessment.

Boulder's passion for safe, local and ethical food has made the community a global hub for natural foods. As a leader in the natural and organic industry, Boulder has world-class, locally sourced restaurants and has made revolutionary contributions to natural food packaging and labeling. However, Boulder needs a better understanding of what role locally produced food can play in buffering the community from a disruption in national or global food or transportation systems. The city will conduct an entirely new food security assessment, deviating from traditional scales of analysis and definitions of "security." An assessment of this type will require a broad range of partnerships from the business, agricultural, transportation and water sectors, among others, to understand how changes in the complex dynamics of the food production, delivery and consumption system can both be impacted by disruption, but also meaningfully mitigated by local action.

## Action 2.3 Make Data Accessible to All

### Spur creative representation of data through artistic visualization and knowledge display.

New capabilities created by the integration of enhanced computational power, big data and visual representation systems provide the opportunity to bring many previously complex and abstract concepts into stunning visual relief for the first time. The city will convene some of the world's great artists and media professionals to work with scientists, librarians and city officials to develop and refine some of these data visualization systems to create a compelling community education and communication approach. Boulder will work with partners to put the vast amount of collected scientific and citizen science data in the hands of artists and hackers, giving them the tools they need to interpret and represent the data in a clear, resonant message. Through these creative partnerships, the city will unleash untapped knowledge to inform decisions and mobilize collective action.

## Action 2.4 Crowd Source Solutions

### Drive the creative use of community data through competitive challenges and hackathons.

As part of an ongoing effort to democratize the city's data through community dashboarding and a more accessible open-data portal, Boulder will create data and technology challenges to encourage the use of city and community data. These challenges are dynamic competitions intended to focus the creative and entrepreneurial talent of the city to help identify and solve collective problems. Similarly, the city will partner with the local coding and tech community to host hackathons—events that focus intense programming attention toward a collaborative solution to a single, discrete issue. Taken together, this approach taps into two powerful behavioral motivators—competition and collaboration—to find solutions to particularly complex resilience issues.

**Uniquely Boulder**

#### UNDERSTANDING RISK: BOULDER

In October 2015, the City of Boulder, in partnership with Ushahidi, a 100 Resilient Cities Platform Partner, the University of Colorado, the World Bank's Global Facility for Disaster Risk Reduction (GFDRR) and several local technology companies, hosted a two-day event called Understanding Risk Boulder (URBoulder). URBoulder convened the talent and expertise of the region's communities, scientists, technologists and government to develop a shared understanding of the challenges faced in building long-term resilience to natural hazards; understand the impacts of climate change; and develop innovative solutions to meet them.

In conjunction with UR Boulder, Ushahidi hosted a Tech Challenge that sought to use open-source technology to improve resilience in Boulder and strengthen community engagement. The UR Boulder Tech Challenge was designed to identify technological gaps in the resilience landscape of Boulder and provide seed funding for innovate solutions to them. The challenge was funded by The Rockefeller Foundation.

"With an estimated 2.8 million visitor nights in 2013, the tourism industry contributed to an estimated $420 million total economic impact on the City of Boulder. The industry is supported by the area's scenic beauty and recreational opportunities, variety of entertainment and attractions, support for arts and culture, and broad range of dining, shopping and lodging options."

**- BOULDER ECONOMIC COUNCIL**

"We are working on a wide array of policies, programs and projects to reduce emissions and realize other important community outcomes. We know that long-term success will require better feedback loops, honest assessment, persistence and collective action."

- City of Boulder's 2016
Climate Commitment Framework

# FRONTIER

## ENVISION THE FUTURE OF ENERGY

**Develop a sustainable, secure and equitable energy system.**

Extreme weather events have created a call to action for deploying more resilient power systems. Communities face a growing number of stresses that pose risks to their energy systems and economies. These include aging infrastructure in need of costly maintenance upgrades and severe weather events. Energy efficiency and local power generation are strategies that enhance the resilience of energy systems and the communities they serve.

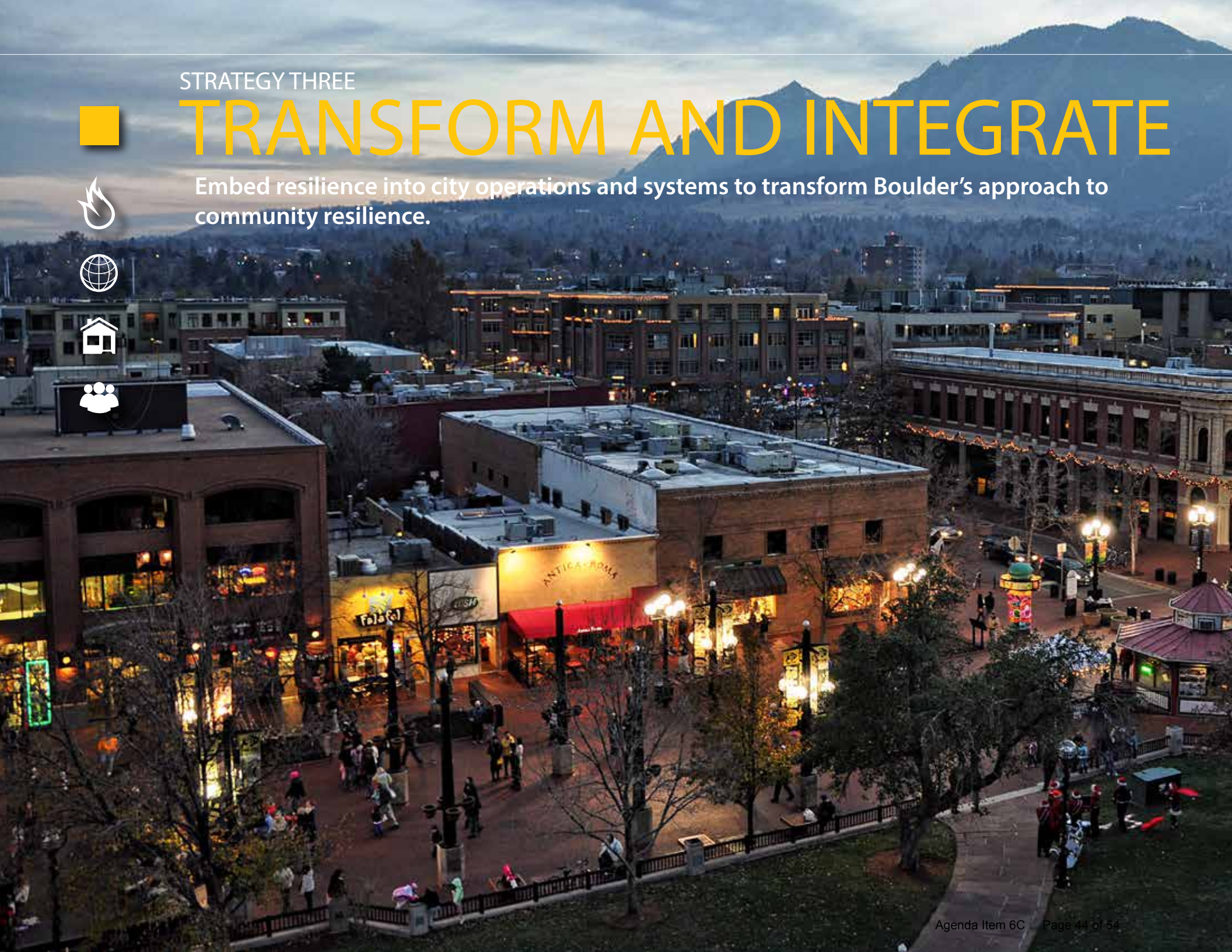
Boulder is committed to transitioning to a no-carbon energy system as part of its climate action plan. This wholesale transformation will fundamentally alter the landscape of energy production, storage, distribution and use in ways that are only now being fully explored. With this transition comes an additional opportunity—a chance to apply core resilience principles, such as flexibility, redundancy and robustness, as additional drivers of the system design. Many of the renewable energy sources we rely on as part of our strategies for reducing carbon are well suited to serve as the backbone for a resilient energy system.

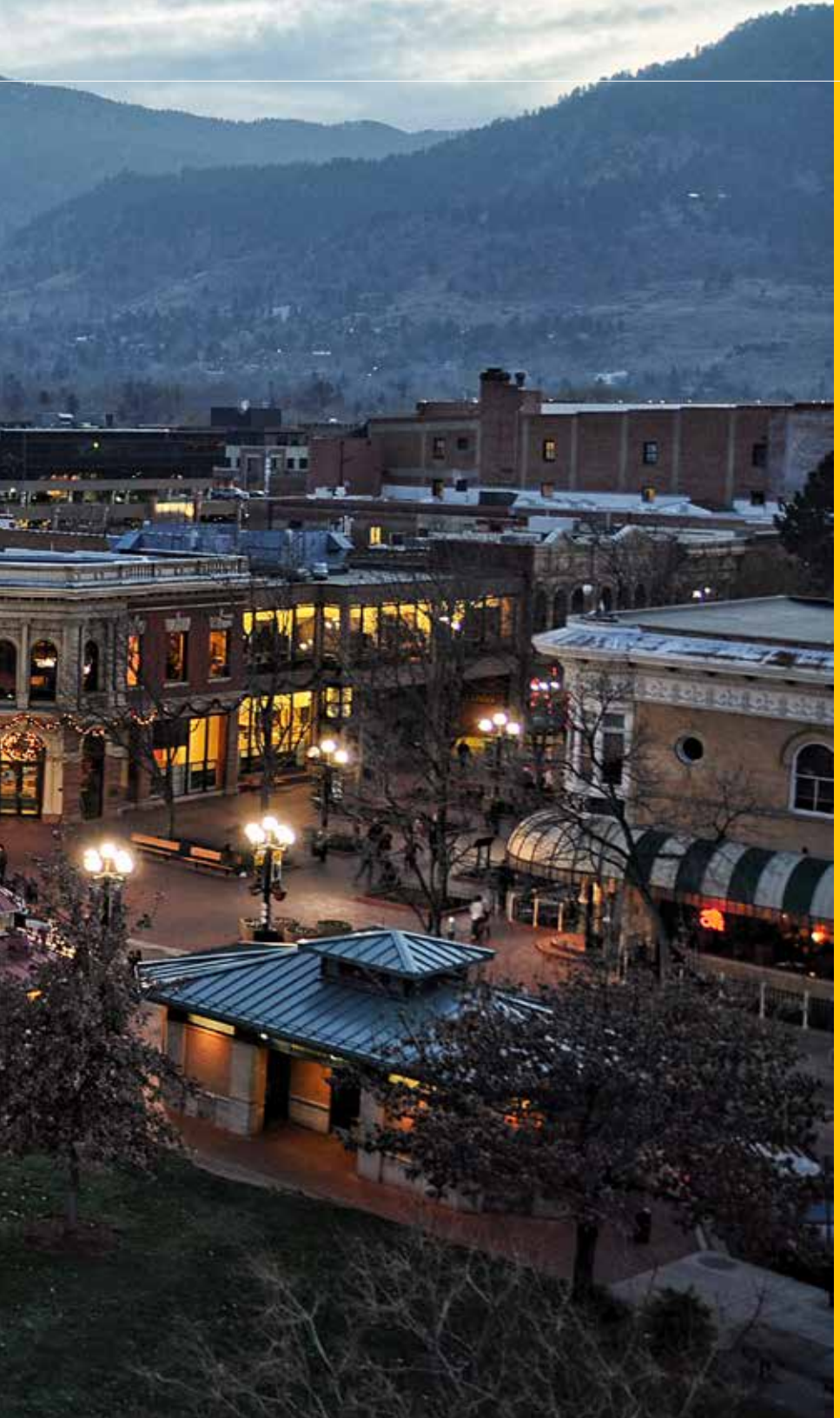
The city aims to improve resiliency and address economic and environmental concerns by prioritizing a local, clean energy system that combines Boulder-based generation, integrated storage and other distributed energy resources, increasing clean energy opportunities to low-income communities and protecting vulnerable populations by serving critical power needs. It will require careful consideration and extensive design, partnerships that span the entire community, and, ultimately, a collective leap of faith and the willingness to embrace change, even when the outcome is not yet entirely clear.

STRATEGY THREE

# TRANSFORM AND INTEGRATE

**Embed resilience into city operations and systems to transform Boulder's approach to community resilience.**





**ACTIONS:**

## 3.1 Create Community Resilience Centers

Ensure the continuity of all critical life-safety services at a network of community resilience centers.

## 3.2 Foster Climate Readiness

Build climate preparedness capacity across the city organization.

## 3.3 Advance Sustainability with Resilience

Integrate resilience principles into Boulder's Sustainability Framework.

## 3.4 Embed Resilience in the Comprehensive Plan

Integrate resilience into the Boulder Valley Comprehensive Plan.

## 3.5 Manage Thriving Ecosystems

Develop an integrated urban ecosystem management plan.

**PURPOSE:**

The city's infrastructure, design and neighborhoods are driven by public investments and land use decisions. Choices made today will last for generations. These choices also must be considered on multiple scales and across issues and systems. Facing a future with so much uncertainty will ultimately require flexible and adaptive systems that do not lock the Boulder community into a single pathway.

**RESILIENCE VALUE:**

Embedding resilience into long-held sustainability values creates systemic change for both the city and the larger community that allows us to better address a wide range of climate, economic and social challenges.

## Action 3.1 Create Community Resilience Centers

### Ensure the continuity of all critical life-safety services at a network of community resilience centers.

Recent events have highlighted the extreme vulnerabilities and interdependencies of core life-safety infrastructure and utilities (e.g. energy, water and sanitation) and the need for their combined secure, continuous operation during crisis. Advance planning for large-scale, high-impact events is critical to ensuring that these incidents do not overwhelm either immediate response capabilities or the long-term well-being of highly vulnerable segments of Boulder's community. The city will design and implement a communitywide network of resilience centers that ensures continuity of critical community services, protection for high-risk populations and infrastructure, and an enhanced capacity to provide and maintain basic services at a neighborhood scale, and develop the capacity to 'island' critical infrastructure provision without jeopardizing core life-safety functions. These resilience centers will contain small-scale or compartmentalized infrastructure systems that can operate independent of the larger utility system to sustain a sheltering facility during wide-scale disruption.

Boulder will also create place-based platforms for assembly, cooperation and education. By basing and delivering community outreach, activities and other functions (e.g., mobile farmers markets, food trucks, fix it clinics, recycling support, etc.) from these locations, these centers can be integrated into the new focus on neighborhood- based engagement during good times as well as crisis. The likely integration of significant renewable energy assets at these locations can also provide foundational elements for a distributed energy system that could include neighborhood-based load balancing through on-site battery storage, neighborhood microgrid development or other emerging decentralized energy utility models.

By thoughtfully investing in public safety infrastructure as a response to lessons learned in previous events, the city can weave in multiple additional community benefits such as neighborhood development and energy transition.

## Action 3.2 Foster Climate Readiness

### Build climate preparedness capacity across the city organization.

Most of the city's climate risk is tied to larger scale changes in the global and regional climate, and the community's understanding of those impacts at the local scale is inconsistent. This is in part because of the complexities of Boulder's local topography, but also because the city currently uses a wide variety of models, methods and analysis to characterize potential "futures." In order to efficiently and effectively plan for Boulder's future climate impacts, the city will systematize the use of climate information across all departments and city functions in a way that is scientifically robust yet retains appropriate flexibility.

**CLIMATE LEADERS PROGRAM**

The City of Boulder will pilot a program to train department leaders, from Human Resources and Finance to Utilities and Parks and Recreation, in the science of climate change so that everyday decisions across the organization can be informed by a consistent foundation of knowledge and understanding.

**SCENARIO PLANNING**

We must prepare to accommodate a much wider range of possible future conditions than in the past. Part of the solution is to design a scenario-based process for planning that allows us to test programs, actions and investments against different plausible potential future conditions and prioritize actions that represent "no or low regrets" strategies. "No or low regrets" strategies are those that are sound investments and adaptations regardless of the severity of future change.

By investing in the core capacity of city staff to understand climate science and impacts, and by developing flexible mechanisms to plan for a range of potential climate impacts, Boulder is creating the adaptive governance structures necessary to address the wide-ranging effects that climate change will have on all functions of government.

## Action 3.3 Advance Sustainability with Resilience

### Integrate resilience principles into Boulder's Sustainability Framework.

Boulder's Sustainability Framework is the unifying mechanism that connects all of the city's policies and programs, and therefore represents the best point for integrating the resilience principles that will have the greatest impact across all of Boulder's departments and functions. The Sustainability Framework has been used successfully in practice for several years, informing the city's policies, budget prioritization and program design. The Boulder community has a deeply embedded sense of sustainability as a core value system, manifested through the well-established framework, among many other community-driven initiatives. Resilience, however, is a relatively new and emerging concept being systematically applied as a practice in cities for the first time. By thoughtfully integrating resilience into a familiar and operational framework, resilience activity will be placed in a relatable and immediately actionable context.

**The city is continuously working to provide service excellence for an inspired future and moving towards the vision of One City, One Boulder.**

## Action 3.4 Embed Resilience in the Comprehensive Plan

### Integrate resilience into the Boulder Valley Comprehensive Plan.

The Boulder Valley Comprehensive Plan (BVCP) serves as the city's highest level policy document, articulating the community's vision and core values. The BVCP contains sustainability principles and policies and chapters that convey discrete topics such as land use, transportation, housing and economy. By integrating new resilience policies and strategies into the BVCP, the plan can address key elements of a healthy, stable and adaptive community, reflect and address Boulder's highest risks so the community can be adaptive, underscore connectively between systems and vulnerabilities, and illustrate ways that the BVCP can address Boulder's resilience, not only in times of disruption and crisis, but also on a day-to-day basis and over the long term. Integrating resilience into the BVCP will leverage interdisciplinary expertise and generate strategies that are responsive to Boulder's challenges, as well as align activities and priorities across city departments.

## Action 3.5 Manage Thriving Ecosystems

### Develop an integrated urban ecosystem management plan.

By creating an integrated ecosystem management plan, Boulder will support its complex local ecosystem and plan for the systemic stresses and changes anticipated with climate change impacts. As part of Boulder's long history of progressive planning, the city actively manages many aspects of the urban ecosystem, including monitoring wildlife-human interactions, maintaining a healthy forest canopy and conducting regular riparian renewal and restoration efforts. The success of these programs contributes to the city's rich quality of life and sense of community. These programs also add to the ongoing success of Boulder's signature planning achievement—the vast greenbelt of open space that encircles the city. Building on these efforts, Boulder will develop an integrated strategy that aims to knit disparate efforts to create a single ecosystem management plan.

### Learning with 100 Resilient Cities

#### TRIMBLE AND DIGITALGLOBE

Boulder's urban forest faces unique challenges due to both the higher stresses already caused by geographic conditions and the onset of diseases and exotic pests such as the recently arrived Emerald Ash Borer (EAB). Given these factors and the need to develop a more robust set of urban forest management tools, the City of Boulder partnered with 100RC Platform Partners Trimble and DigitalGlobe to map the urban tree canopy.

DigitalGlobe was able to provide Boulder with the high-resolution multi-spectral satellite imagery needed to extract, map, and measure the trees throughout the city. Trimble presented an initial citywide urban tree canopy analysis, as well as provided free training to city staff on the use of the eCognition software necessary to map changes to the urban tree canopy over time.

The result provided the city with a baseline to prioritize future management plans and track green infrastructure changes whether through loss due to EAB infestation or gain through green infrastructure improvements. The urban tree canopy analysis will be published in Boulder's Open Data Catalog. In addition to working with Boulder, Trimble and DigitalGlobe are assessing how to replicate and offer similar outcomes to other municipalities based on the work done and lessons learned with Boulder.

**The 18-month "Tree Debris to Opportunity" project (see pg 42) aims to transform Emerald Ash Borer infested wood debris into items area residents can use. In partnership with the Bridge House Ready to Work program, participants will receive expert training to turn milled wood into practical items and artistic expressions at the new Building 61 Makerspace at the Boulder Main Library.**

Uniquely Boulder

### TRAINING THE HOMELESS TO TURN "TREE DEBRIS TO OPPORTUNITY"

The City of Boulder has won a prestigious Knight Cities Challenge grant to develop an innovative program that will train homeless community members to turn trees impacted by Emerald Ash Borer into beautiful products. This 18-month project addresses a variety of community challenges, including Emerald Ash Borer infestation and homelessness. The program, called Tree Debris to Opportunity, was one of 37 recipients chosen by the Knight Cities Challenge for support and funding. The city's application was submitted in partnership with the Bridge House and Library Maker Space.

The goal is to engage the Boulder community in repurposing Ash tree debris to usable products to be sold back to the community. The program will hire participants of the Bridge House Ready to Work program. These individuals will complete a multi-month apprenticeship at the Maker Space, located in the Main Library, to learn how to become woodworkers. The group will make products that will then be sold at the Farmers Market and other locations. Public classes will also be offered for free. The Bridge House participants will help teach and facilitate the classes, encouraging collaboration between all members of the community. The project is expected to begin in mid- to late summer and is made possible through the generous support of the Knight Cities Challenge. The grant amount totals $200,000.

FRONTIER

## CREATE ADAPTIVE SOCIAL SERVICES

**Reduce homelessness by designing an adaptive and predictive social service network.**

Human Services provides vital support for large segments of the Boulder community through grants to community agencies, direct services and community capacity-building partnerships. These programs provide a range of community services for vulnerable residents—from access to mental and physical health, child care and family support to emergency services. The 2016 revision to the Human Services Strategy seeks to shift how Human Services conducts business, away from primarily tracking program-based success metrics, such as the number of shelter beds filled or meals served, to a predictive and adaptive service provision based on achieving social outcomes. This shift will allow us to identify "tipping points" in the social safety net that cause individuals and families to move from relative stability into homelessness. It will allow us to monitor for those changes and preemptively adjust resources to avoid them.

Homelessness represents a profound threshold for the most vulnerable in our society and once crossed, individuals and families encounter significantly more social, economic and health barriers. Reducing homelessness not only brings obvious and important benefits for the individuals and families involved, but ultimately saves substantial resources in the social safety net that can be redirected toward additional positive investments. Boulder is a prosperous and innovative city, and it has pioneered many important cultural and environmental issues. Thus, developing new ways to assist residents with the greatest needs, so that no one falls into homelessness, is a resilience frontier.

## A RUNNING START

The actions listed to the right showcase many of the resilience activities the city is currently undertaking across the community. Boulder has taken inspiration and learned from its successes in the design of the new actions proposed earlier in this strategy. However, the list is not comprehensive – Boulder is doing much more. Let us know what you, your organization or company is already doing to build community resilience at www.resilientboulder.com  Add to the ever-growing list of resilience building projects, programs and activities!

| 2016-2017 Resilience Actions | Resilience Challenge Area | Boulder's Running Start |
|---|---|---|
| Strategy 1: **CONNECT AND PREPARE**<br>Prepare all segments of the community for uncertainty and disruption by encouraging community preparedness, creating a culture of risk awareness, and personalizing resilience. | | |
| 1.1 Make Resilience Accessible: Deploy a community driven, interactive "Mobile Resilience Lab." | | NEW! |
| 1.2 Activate Volunteerism: Develop a volunteer community preparedness training program. | | City of Boulder Fire Rescue's Citizen's Fire Academy |
| 1.3 Assess Economic Strength: Identify risks to future economic vitality. | | City of Boulder's Economic Sustainability Strategy |
| 1.4 Prepare Businesses: Incentivize the use of continuity planning strategies with local businesses. | | Boulder Office of Emergency Management |
| 1.5 Connect for Rapid Recovery: Develop rapid post-disaster impact assessment capacity in partnership with the local business community. | | NEW! |
| 1.6 Foster Artistic Engagement: Engage the creative power of the arts to convey and involve people in complex risk and resilience themes. | | Boulder's Community Cultural Plan |
| FRONTIER 1: Invest in the Future: Prioritize city investments to promote community resilience and proactively address future risks. | | City of Boulder Capital Improvements Program |
| Strategy 2: **PARTNER AND INNOVATE**<br>Capitalize on the collective problem solving and creativity of Boulder's community by leveraging advances in data, research and observations to address emerging resilience challenges. | | |
| 2.1 Put Science in the Hands of the Community: Create a "citizen science" program to foster the co-creation of knowledge. | | NEW! |
| 2.2 Ensure Food Security: Design and conduct a local food security assessment. | | City of Boulder's Local Foods Initiative |
| 2.3 Make Data Accessible to All: Spur creative representation of data through investments in artistic visualization and knowledge display. | | Bold Measures, Boulder's Community Dashboard (Coming Soon!) |
| 2.4 Crowd Source Solutions: Drive the creative use of community data through competitive challenges and hackathons. | | Understanding Risk Boulder |
| FRONTIER 2: Envision the Future of Energy: Develop a sustainable, secure, and equitable energy system. | | City of Boulder's Energy Future |
| Strategy 3: **TRANSFORM AND INTEGRATE**<br>Embed resilience into city operations and systems to transform Boulder's approach to community resilience. | | |
| 3.1 Create Community Resilience Centers: Ensure the continuity of all critical life-safety services at a network of community resilience centers. | | City of Boulder's Climate Commitment |
| 3.2 Foster Climate Readiness: Build climate preparedness capacity across the city organization. | | Colorado's Water Plan - Chapter 6, Water Supply Management for the Future |
| 3.3 Advance Sustainability with Resilience: Integrate resilience principles into Boulder's Sustainability Framework. | | Boulder's Sustainability Framework |
| 3.4 Embed Resilience in the Comprehensive Plan: Integrate resilience into the Boulder Valley Comprehensive Plan (BVCP). | | Our Legacy. Our Future. BVCP 2015 Update |
| 3.5 Manage Thriving Ecosystems: Develop an integrated urban ecosystem management plan. | | City of Boulder's Urban Forest Strategic Plan |
| FRONTIER 3: Create Adaptive Social Services: Reduce homelessness by designing an adaptive and predictive social service network. | | City of Boulder's Human Services Strategy |

# 5 CREDITS

## ACKNOWLEDGMENTS

Resilient Boulder would like to thank the many partners that contributed to Boulder's Resilience Strategy. Most importantly, we thank the thousands of community members who participated in workshops, surveys and conversations and provided boundless energy, creativity and insights during the strategy process.

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Finally, we offer our sincere thanks and appreciation to our 100RC platform and strategy partners listed below.

**STRATEGY PARTNER:**

HR&A Advisors

**100RC PLATFORM PARTNERS:**

AGU Thriving Earth Exchange
Climate CoLab
DigitalGlobe
Earth Economics
Resiliency Advisors LLC
Trimble
Ushahidi

**PHOTO CREDITS:**

| | |
|---|---|
| Pg. 03, Full Page | Nate Paradiso, Open Space & Mountain Parks Photo Contest |
| Pg. 10, Top Left | Art Source International |
| Pg. 10, Top Right | Art Source International |
| Pg. 10, Middle Left | The Sink |
| Pg. 11, Full Page | Earth Observatory, NASA |
| Pg. 15, Full Page | University of Colorado Sports Video & Athletics |
| Pg. 31, Middle | Walk My Path in Class 18- AmeriCorps NCCC |
| Pg. 38, Bottom | UR Boulder |
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