



CITY OF BOULDER
PLANNING BOARD MEETING AGENDA
DATE: October 30, 2014
TIME: 6 p.m.
PLACE: Council Chambers, 1777 Broadway

- 1. CALL TO ORDER**
- 2. APPROVAL OF MINUTES**
- 3. PUBLIC PARTICIPATION**
- 4. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS/CONTINUATIONS**
 - A. Information Item: Agreement and Ordinance Amending Chapter 11-1-15 for Out of City Water Service to 4400 Peach Court
- 5. PUBLIC HEARING ITEMS**
 - A. **CONCEPT PLAN REVIEW AND COMMENT:** Request for public and Planning Board comment on a proposal for a redevelopment that includes a mix of uses including office, retail, restaurant, and multi-family residential apartments. Proposed are approximately 103,000 square feet of office, 12,000 square feet of retail/office "flex" space, 12,000 sf of retail/restaurant, and 242 residential units comprised of studio, one, two and three bedroom units along with live/work units. The development proposed would require a rezoning for the two areas of the property. This is the second Concept Plan review submitted for this project.

Applicant: Vince Porreca, Property
Owners: Bridge Partners IV, Hollister Property, and Alan Baker
- 6. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY**
- 7. DEBRIEF MEETING/CALENDAR CHECK**
- 8. ADJOURNMENT**

**CITY OF BOULDER PLANNING BOARD
MEETING GUIDELINES**

CALL TO ORDER

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

AGENDA

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

PUBLIC PARTICIPATION

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

DISCUSSION AND STUDY SESSION ITEMS

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

PUBLIC HEARING ITEMS

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

1. Presentations

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

2. Public Hearing

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

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

3. Board Action

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

MATTERS FROM THE PLANNING BOARD, DIRECTOR, AND CITY ATTORNEY

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

ADJOURNMENT

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

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

CITY OF BOULDER
PLANNING BOARD AGENDA ITEM
MEETING DATE: Oct. 30, 2014

AGENDA TITLE: CONCEPT PLAN REVIEW AND COMMENT: Request for public and Planning Board comment on a proposal for a redevelopment that includes a mix of uses including office, retail, restaurant, and multi-family residential apartments. Proposed are approximately 103,000 square feet of office, 12,000 square feet of retail/office "flex" space, 12,000 sf of retail/restaurant, and 242 residential units comprised of studio, one, two and three bedroom units along with live/work units. The development proposed would require a rezoning for the two areas of the property. This is the second Concept Plan review submitted for this project.

Applicant: Danica Powell
Property Owners: Bridge Commercial Partners IV, LLC

REQUESTING DEPARTMENT:

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

OBJECTIVE:

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

SUMMARY:

CONCEPT PLAN REVIEW AND COMMENT: Request for public and Planning Board comment on a proposal for a redevelopment that includes a mix of uses including office, retail, restaurant, and multi-family residential apartments. Proposed are approximately 103,000 square feet of office, 12,000 square feet of retail/office "flex" space, 12,000 sf of retail/restaurant, and 242 residential units comprised of studio, one, two and three bedroom units along with live/work units. The proposed project would require a rezoning of the northern portion of the site from Business-Regional (BR-1) to Mixed Use – 4 (MU-4) consistent with the Boulder Valley Comprehensive Plan (BVCP) and Transit Village Area Plan (TVAP); along with a rezoning on the southeast portion of the site to Business Regional – 1 (BR-1) consistent with the BVCP, from Industrial General (IG)

Project Name: Reve Pearl District
Location: 3000 Pearl Street; 2170, 2100 30th Street and 2120 32nd Place
Size of Tract: 6.01 Acres (186,676 square feet)
Zoning: Business Regional-1 (BR-1) and Industrial General (IG)
Comprehensive Plan: General Business (GB) on the south and Mixed Use Business (MUB) on the north.
Key Issues: Staff is recommending the following key issues for discussion of the Concept Plan:

1. Response to previous Concept Plan review comments

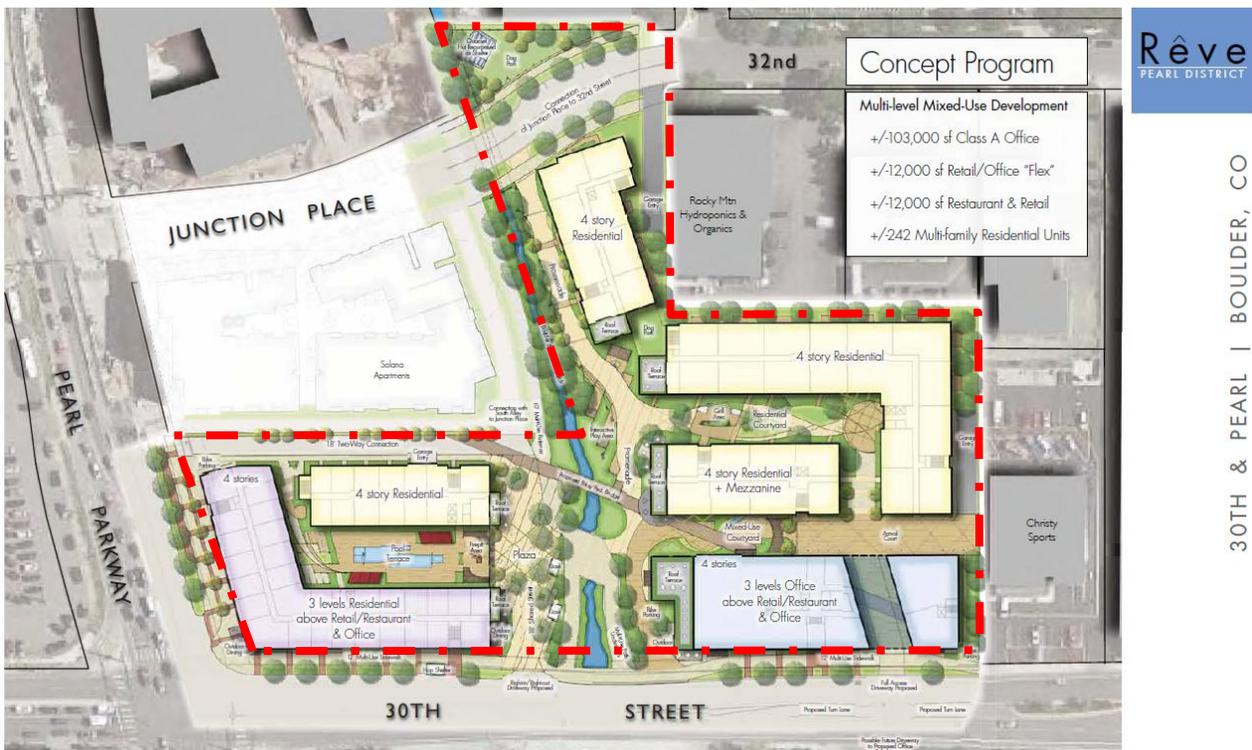
2. Consistency with the BVCP Land Use Designations;
3. Consistency with the TVAP Transportation Connections Plans; and
4. Preliminary consistency with BVRC and TVAP guidelines.

I. INTRODUCTION AND BACKGROUND

The existing site includes an office building at the corner of Pearl Parkway and 30th Street, built in 1978 with a surface parking lot. The site also includes two sales buildings and associated surface parking display areas for a Chrysler automobile dealership. The Boulder and Left Hand Ditch bisects the roughly inverted “T” shaped site that extends from 30th Street to 32nd Street. The property at 2120 30th Street is occupied by a small quonset hut that today is Gene’s Auto Repair. Junction Place, the new roadway through Boulder Junction and serving as access to the recently constructed Solana Apartments, is planned to extend across the existing ditch to connect to 32nd Street in this location. The site’s northern properties, north of the North Boulder Farmer’s Ditch, are included in both the Transit Village Area Plan as well as the Boulder Valley Regional Center.

II. PROJECT DESCRIPTION SUMMARY

The proposed redevelopment is planned as a mix of uses including office, retail, restaurant, and multi-family residential apartments. Proposed are approximately 103,000 square feet of office, 12,000 square feet of retail/office “flex” space, 12,000 sf of retail/restaurant, and 242 residential units comprised of studio, one, two and three bedroom units, and live/work units. The proposed project would require a rezoning of the northern portion of the site to Mixed Use – 4 (MU-4) consistent with the Boulder Valley Comprehensive Plan (BVCP) and Transit Village Area Plan (TVAP); along with a rezoning on the southeast portion of the site to Business Regional – 1 (BR-1) consistent with the BVCP, from Industrial General (IG). Modifications to the land use code requested through Site Review would include building height, stories, and maximum size under the planned MU-4 zoning as well as under the BR-1 zoning. Figure 1 illustrates the plan. The full Concept Plan set is available [here](#).



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

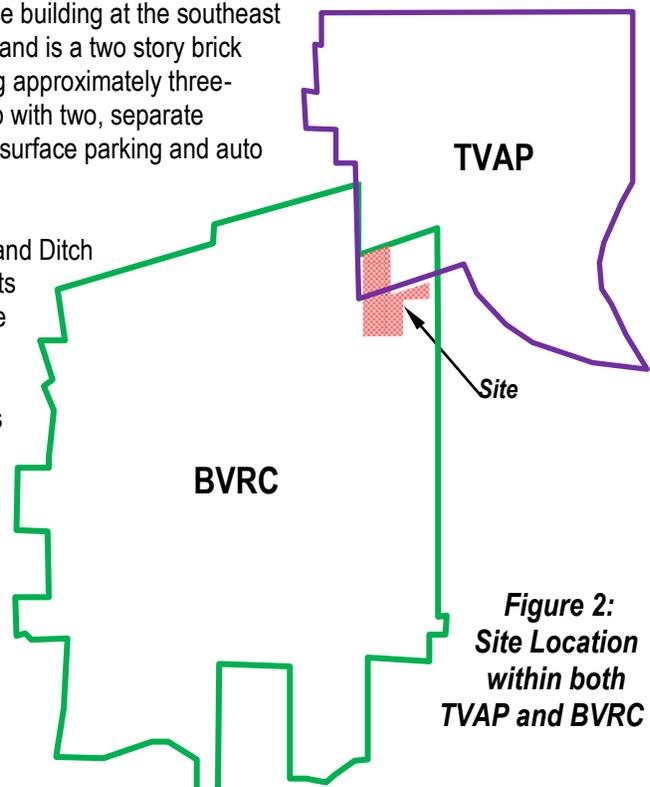
The following guidelines will be used to guide the planning board's discussion regarding the site. It is anticipated that issues other than those listed in this section will be identified as part of the concept plan review and comment process. The Planning Board may consider the following guidelines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

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

Site Context. As shown in Figure 2, the northern portion of the property is included in both the [Transit Village Area Plan \(TVAP\)](#) as well as the [Boulder Valley Regional Center \(BVRC\)](#). While the existing character in the area west and north of the site is auto-oriented with big box retailers that include Barnes & Noble Booksellers, Whole Foods, Target, and the Twenty Ninth Street shopping center, the area east of the site, within Boulder Junction and governed by the [Transit Village Area Plan \(TVAP\)](#), is undergoing a significant transformation. The area is anticipated to be a new urban neighborhood and mixed use, transit oriented development. Currently under construction within Boulder Junction are the 3100 Pearl Solana Apartments recently built to four stories and 55 feet with 319 residential units. Across Pearl Parkway, also under construction, is Depot Square, planned as a mixed use transit center to include a 150 room Hyatt Hotel, 71 permanently affordable apartment units, a below grade bus facility, and a new public plaza surrounding the restored historic depot building. Across 30th Street is a site that recently was reviewed twice in Concept Plan for 300,000 square feet of office space, Pearl Place. That project is currently within a Site Review process. Directly adjacent and to the south of Pearl Place, is the 250 residential unit, Two-Nine North apartments, built in 2012. The images of the surroundings are provided in Figure 3 illustrate the varied context.

Existing Site. The six-acre site is shaped roughly like an inverted "T" and extends from 30th Street to 32nd Street and from Pearl Parkway to the south by approximately 730 feet of street frontage. The site is occupied by an office building, an auto repair shop, and an auto dealership. The 3000 Pearl office building at the southeast corner of Pearl Parkway and 30th Street was built in 1978 and is a two story brick building with a side-loaded surface parking lot. Occupying approximately three-quarters of the site is an existing Chrysler Auto Dealership with two, separate freestanding sales offices and approximately 4.5 acres of surface parking and auto display area. Refer to Figure 4 for site photos.

The autodealership is bisected by the Boulder and Left Hand Ditch that extends from the west, below 30th Street then daylights between the property. The ditch extends to the east where it will include a bike path extension as a part of the currently constructed Solana Apartments. The eastern "flag" portion of the property, located at 2120 30th Street is occupied by a small quonset hut that today is Gene's Auto Repair. Junction Place which the new roadway through Boulder Junction and serving as access to the recently constructed Solana Apartments, is planned to extend across the existing ditch to connect to 32nd Street in this location.



**Figure 2:
Site Location
within both
TVAP and BVRC**



Whole Foods



Barnes and Nobel



Chase Bank



Figure 3:
Site Context



Depot Square Mixed Use Transit Center



3100 Pearl Solana Apartments



Existing site at 2950 Pearl (bottom) and character images on top



Two-Nine North Apartments



Christy Sports



Figure 4:
Photos of Concept Plan Site

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

Boulder Valley Comprehensive Plan (BVCP) Land Use Designation. As shown in Figure 5, the northern portion of the property (located within TVAP) is designated as Mixed Use Business by the [BVCP](#). As noted in the BVCP Mixed Use Business is defined as,

“Mixed Use-Business development may be deemed appropriate and will be encouraged in some business areas. These areas may be designated Mixed Use-Business where business or residential character will predominate. Housing and public uses supporting housing will be encouraged and may be required. Specific zoning and other regulations will be adopted which define the desired intensity, mix, location and design characteristics of these uses.”

And General Business (GB) is defined as,

“The General Business areas are located, for the most part, at junctions of major arterials of the city where intensive commercial uses exist. The plan proposes that these areas continue to be used without expanding the strip character already established.”

Zoning Designation. Consistent with the General Business land use designation, the site is zoned Business Regional-1 (BR-1); a small eastern-most portion is zoned Industrial General (IG) which is not consistent with the BVCP land use designation of General Business. Per (section 9-5-2(c), B.R.C. 1981) the BR-1 zone district is defined as: *“Business centers of the Boulder Valley, containing a wide range of retail and commercial operations, including the largest regional-scale businesses, which serve outlying residential development; and where the goals of the Boulder Urban Renewal Plan are implemented. Residential uses are also permitted as a use by-right in the BR-1 zone.”* The IG zoning district that encompasses the property at 2120 32nd street and Gene’s Auto Repair is defined as: *General industrial areas where a wide range of light industrial uses, including research and manufacturing operations and service industrial uses, are located. Residential uses and other complementary uses may be allowed in appropriate locations.*

As shown in Figure 6, properties adjacent to the project site to the north and east were rezoned to MU-4 in accordance with TVAP and the BVCP to accommodate redevelopment of the Boulder Junction area. Properties to the west and northwest across Pearl Parkway are zoned Business Regional-1 (BR-1); to the south and east, the properties are zoned Industrial General (IG). As described in the key issues, because a significant portion of the property was not included in TVAP, the applicant would need to request to rezone the property to allow for the number of residential units proposed on the site.

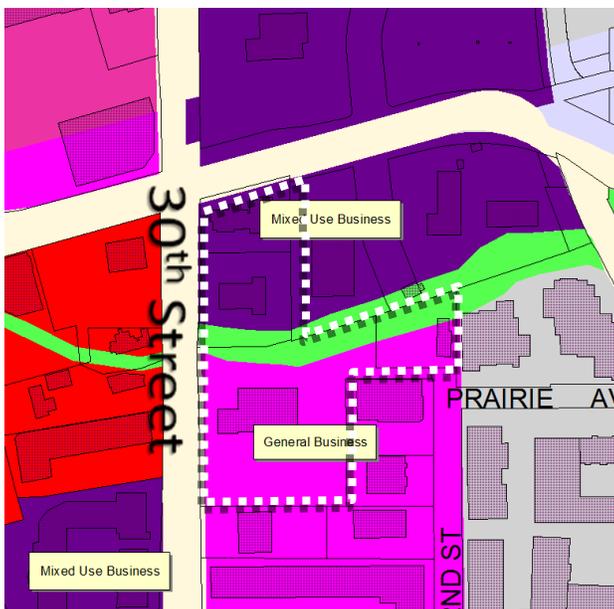


Figure 5: BVCP Land Use Designation

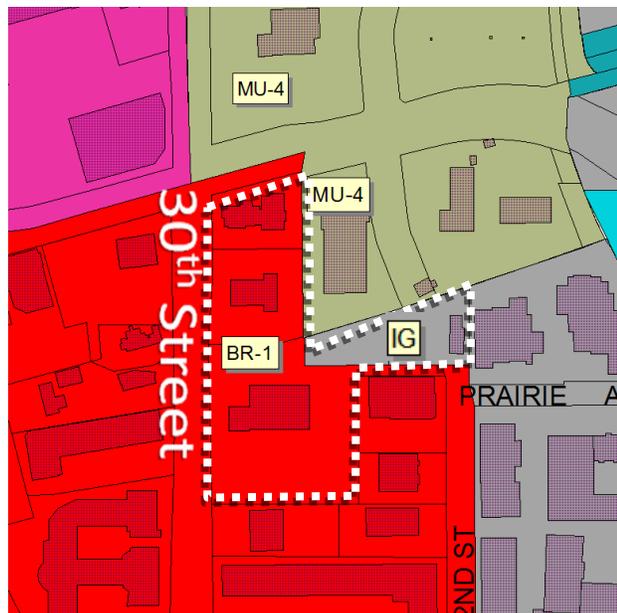


Figure 6: Zoning

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

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

Boulder Valley Regional Center (BVRC). The project site is somewhat unique in that it is included within the area defined as Boulder Valley Regional Center (BVRC) as well as a portion of TVAP. The three regional centers also include Downtown and the University of Colorado, as shown in Figure 7. These important regional centers are defined in the comprehensive plan,

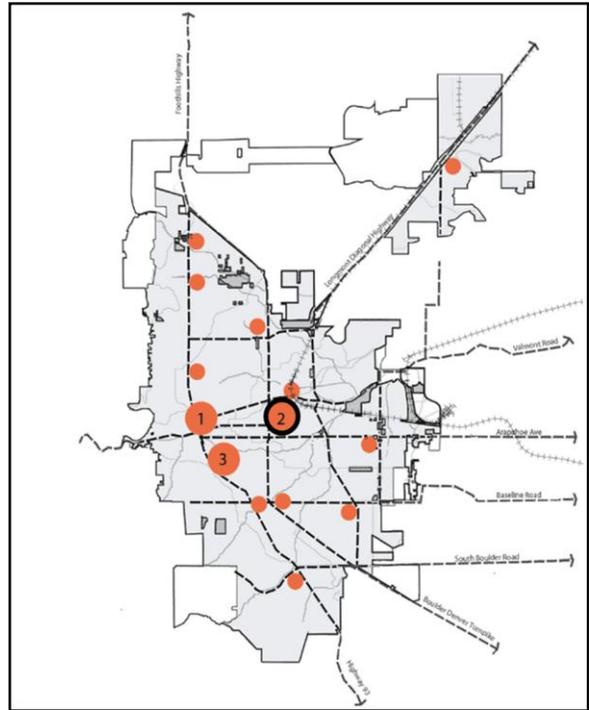


Figure 7: Boulder's Three Regional Centers

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

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

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

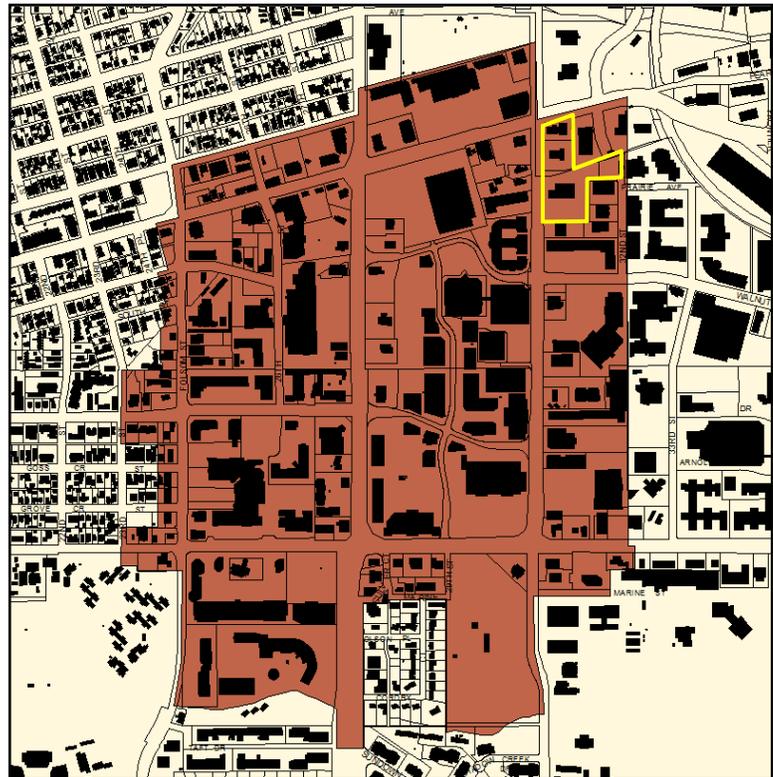


Figure 8
Site located within the BVRC

The guidelines are also meant to “bring predictability to the development objectives in the BVRC,” while helping to facilitate the development review process by providing clear direction regarding design. The design guidelines articulate, in terms of physical environment, what a “high-quality” center means and how a development project should achieve the design goals in each component of the development, including site design and layout, parking, building orientation, etc. As indicated in Section 1 of the BVRC Design Guidelines, the guidelines are to be used primarily in the Site Review process. The plan also states that some guidelines may be unsuitable for each development and may be modified through the Site Review process as long as the proposed development remains consistent with the intent of the guidelines. A cursory consistency analysis is provided below under **Key Issue #3**.

Transit Village Area Plan (TVAP). As shown in Figure 9, the northern portion of the project site is also within TVAP. While the site is located within both the BVRC and TVAP, only TVAP provides planned land use designations and gross densities whereas the BVRC only provide physical design guidelines. Within TVAP, the northern portion of the site is within the MU2 land use designation with the intent as described on page 17 of TVAP as, “Three- to four-story mixed use buildings. Predominant use may be business or residential. Mostly structured or first-floor parking; may have some surface parking.” The MU-4 zoning was developed to implement the MU2 land use in TVAP and the BVCP land use designation for these areas was changed to Mixed Use Business to be consistent with TVAP.

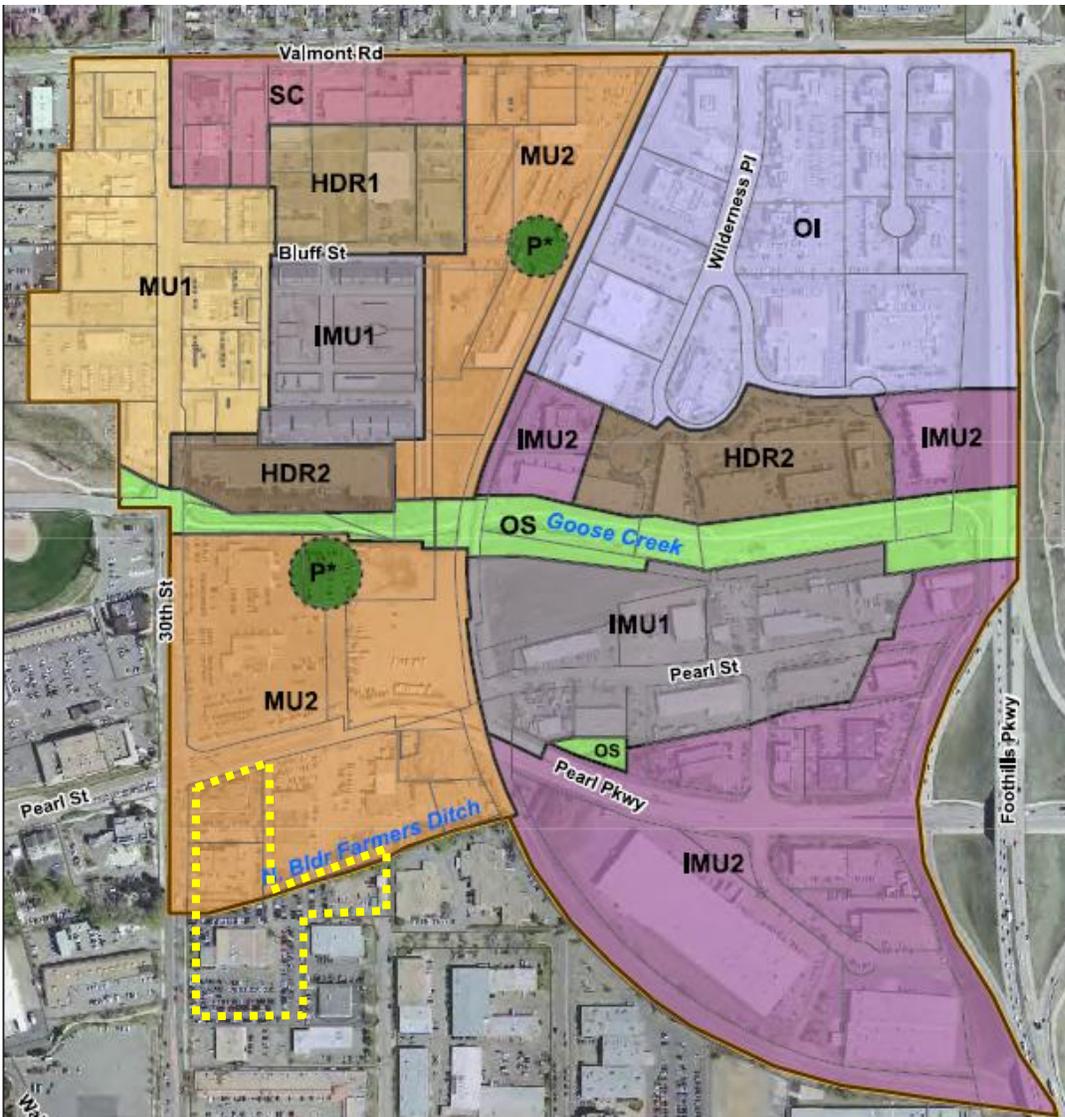


Figure 9
Site Location within the Transit Village Area Plan Land Use Map

There are prototypes offered in TVAP for the anticipated mass and scale of the buildings, shown in figures 10 and 11 below. There are also defined “Character Districts” within TVAP intended to provide a vision for build-out individual areas within the overall planning area, and the northern part of the site is located within the Pearl Street Center Character District as shown in Figure 12.

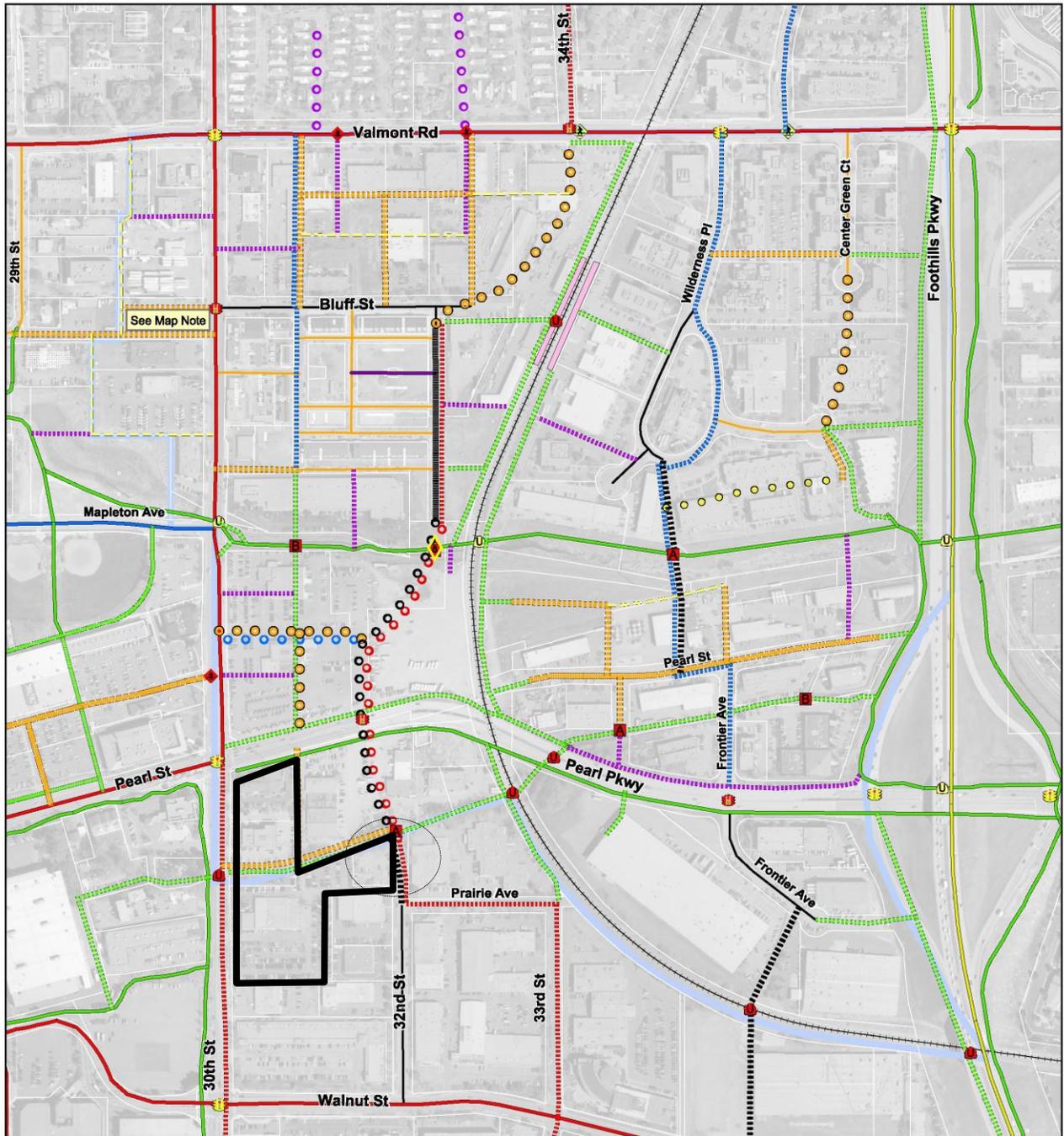


Figures 10 and 11:
Images Illustrating the Land Use Prototypes within the TVAP-MU-2, page 17.



Figure 12:
Site Context within Transit Village Area Plan Character Districts

A connections plan was also adopted as a part of TVAP. Shown in Figure 13, the connections planned in and around the site include a local street connection at the rear of the 3000 Pearl property and a local roadway connection along one side of the ditch with a multi-use path on the south side of the ditch. A collector street is planned as the extension of Junction Place and bridge crossing the ditch at Junction Place is part of the Connections Plan.



Existing Street Connections	Proposed Street Connections	Existing Bike and Ped Connections	Proposed Bike and Ped Connections	Existing Bike/Ped Crossings	Proposed Bike/Ped Crossings
Collector Street	Collector Street	Multi Use Path	Multi Use Path	Enhanced Crossing	Traffic Signal
Local Street	Collector Street - Flexible Alignment*	On Street Bike Lane	Multi Use Path Existing Upgrade	Underpass	Roadway Bridge
Railroad	Collector Street - Upgrade Existing	Designated Bike Route	On Street Bike Lane	Traffic Signal	Enhanced Crossing
Plan Area Boundary	Local Street	Sidewalk Connection	On Street Bike Lane - Flexible Alignment*		Bridge
Proposed Rail Platform	Local Street - Flexible Alignment*	Paved Shoulder	Designated Bike Route		Underpass
	Local Street - Upgrade Existing		Designated Bike Route - Flexible Alignment*		Enhanced Access
	Alley		Sidewalk Connection		
	Alley - Flexible Alignment*		Sidewalk Connection - Flexible Alignment*		

* The start and end points of flexible alignments are fixed (with the exception of #24 in Appendix 3: Connections Explanation).

Map Note: Two alternative alignments are shown for Bluff Street west of 30th Street. The final alignment will be determined as part of a financial feasibility analysis for Bluff Street. For more information see Public Improvement Funding and Phasing Section 2 of the Implementation Plan.

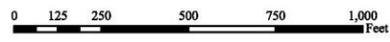


Figure 13
Site Location within the Transit Village Area Plan: Connections Plan

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

Given that the size of the project site is in excess of three acres and the proposed floor area is in excess of 50,000 square feet, Concept Plan and Site Review are required pursuant to section 9-2-14, Table 2-2, "Site Review Threshold Table," B.R.C. 1981. However, rezoning would also be required for two areas of the site as described above: the southeast corner of Pearl and 30th (currently designated as MU2 land use under TVAP and Mixed Use Business under the BVCP, but zoned as Business Regional – 1); and the small eastern "peninsula" of land currently zoned as Industrial General, but with a General Business BVCP land use designation. No BVCP Land Use Map changes would be required in addition to the rezoning.

If the applicant selects to move forward with a rezoning, there are additional criteria applicable to the MU-4 zoning district in section 9-2-18 of the Land Use Code, B.R.C. 1981. As follows:

(f) Additional criteria for the MU-4, RH-3, RH-6 and RH-7 zoning districts zoning districts for an application not incidental to a general revision of the zoning map, the city council shall also find that the rezoning meets the following criteria, in addition to subsection (e) above:

(1) Transportation. The land proposed for rezoning is:

(A) Subject to a right of way plan for the immediate area;

(B) The ROW plan is capable of being implemented to the extent necessary to serve the property and to connect to the arterial street network through collector and local streets, alleys, multi-use paths and sidewalk concurrent with redevelopment; and

(C) The public infrastructure can be paid for by way of redevelopment under the provisions of section 9-9-8, "Reservations, Dedication and Improvement of Rights-of-Way", B.R.C 1981, without contribution of funds by the city, or that there is a plan for financing and construction that has been approved by city council through the capital improvement program and the city council anticipates appropriating such funds within two years of the rezoning.

In addition, for a rezoning in MU-4, a Transportation Demand Management (TDM) plan is required:

(3) Travel Demand Management Services. In the MU-4, RH-6 and RH-7 zoning districts, the property subject to the rezoning is located within an area that has parking and transportation related service provided by a general improvement district or an equivalent organization or otherwise meets the trip generation requirements of section 9-9-22, Trip Generation Requirements for the MU-4, RH-6 and RH-7 Zoning Districts," B.R.C. 1981.

It is possible for the applicant, if interested in rezoning, to meet this criterion by meeting the trip generation requirements of section 9-9-22 of the Land Use Code and providing a TDM plan and corresponding plan for performance evaluation. Land Use Code, section 9-2-17, B.R.C. 1981 establishes a high threshold for a rezoning, and in this case, the only clear applicable criterion is #1 below:

(e) Criteria: The city's zoning is the result of a detailed and comprehensive appraisal of the city's present and future land use allocation needs. In order to establish and maintain sound, stable, and desirable development within the city, rezoning of land is to be discouraged and allowed only under the limited circumstances herein described. Therefore, the city council shall grant a rezoning application only if the proposed rezoning is consistent with the policies and goals of the Boulder Valley Comprehensive Plan, and, for an application not incidental to a general revision of the zoning map, meets one of the following criteria:

(1) The applicant demonstrates by clear and convincing evidence that the proposed rezoning is necessary to come into compliance with the Boulder Valley Comprehensive Plan map;

(2) The existing zoning of the land was the result of a clerical error;

(3) The existing zoning of the land was based on a mistake of fact;

(4) The existing zoning of the land failed to take into account the constraints on development created by the natural characteristics of the land, including, but not limited to, steep slopes, floodplain, unstable soils, and inadequate drainage;

(5) The land or its surrounding environs has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area or to recognize the changed character of the area; or

(6) The proposed rezoning is necessary in order to provide land for a community need that was not anticipated at the time of adoption of the Boulder Valley Comprehensive Plan.

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

Assuming a Rezoning and a Site Review are approved, the following are the additional the standard reviews and permits required, other types of permits may be necessary as the project plans progress:

- Potential amendment to adopted the TVAP Connections Plan
- Potential Use Review applications, depending upon planned uses;
- Technical Document for final plans (i.e. landscape, irrigation, architecture, lighting, engineering)
- Lot Line Elimination or equivalent subdivision
- Building Permits

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

As shown in Figure 14, the site is located along a number of bus lines including the 206, the Bound and the Hop, and is located across Pearl Parkway from the soon-to-be completed RTD bus facility.

Both the TVAP Connections Plan and the BVRC Transportation Connections Plan identify key vehicular and pedestrian connections required to improve the safety, mobility, and linkages for pedestrians and vehicles as the area redevelops. The Site Review criteria, TVAP Guidelines and BVRC Design Guidelines also recommend enhancing multi-modal connectivity through the use of a hierarchy of internal and external linkages; as well as, distinguishing and enhancing pedestrian pathways, utilizing distinctive paving, providing crosswalks, minimizing vehicular-pedestrian conflicts, and utilizing landscape to provide a buffer from vehicular circulation, etc. Both the TVAP and BVRC Transportation Connections Plans (TCPs) illustrate connections through the project site. As part of the development proposal the applicant is illustrating a connection of the multi-use path along the ditch, and a 24-foot wide alley, shown on the TCPs as a “local street” connection. Staff will facilitate discussions with the applicant and the adjacent property owner to ensure a coordinated effort is made to establish this connection and not create unnecessary width for this street, given the existing emergency access that occurs on the adjacent Solana Apartments property. Refer to Key Issue 3 for additional information and analysis on the connectivity for the site.

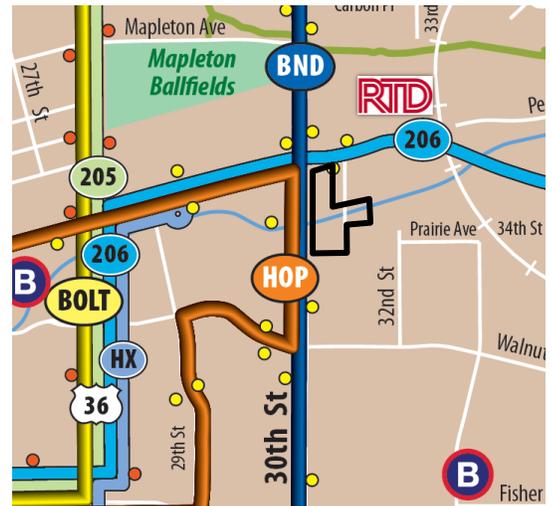


Figure 14: Bus Transit in Relation to Site

The applicant is also illustrating the east-west “local street” connection as a shared street, which would likely be acceptable, but would still necessitate identification of this approach as a modification to the connections plan.

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

The North Boulder Farmers Ditch bisects the site and there are existing trees that align both sides of the ditch, primarily on the east end of the site as shown below in Figure 14. A tree inventory will need to be undertaken as a part of any Site Review application to determine the type and health of the tree species along the ditch. The site is within the 500-year flood zone which does not require any special construction mitigations.



Figure 14: Aerial that illustrates the tree-lined North Boulder Farmer's Ditch

7) Appropriate ranges of land uses

As indicated above, the BVCP land use designation and zoning identify the project site as being suitable for Mixed Use Business and Regional Business land uses and where complementary uses, including residential, may be located (refer to Concept Plan criteria analysis 2 above under Section III). However, the eastern most portion of the site is currently identified as General Business land use with Industrial General (IG) zoning which would require rezoning to meet the residential density anticipated in the plan.

8) The appropriateness of or necessity for housing

There is a city-wide need for housing. The comprehensive plan policy 7.06 points to provision of a variety of housing types. While the applicant indicates intent to provide some units at two- and three-bedrooms, there still may be a need to incorporate other types of units that could appeal to families and/or the growing senior population; as well as affordable housing, both market rate and through IH.

The Comprehensive Housing Strategy was initiated in 2013 when City Council recognized that the city's housing challenges require more than minor adjustments to current programs. In May 2013, Council crafted a draft project

purpose statement, key assumptions, and guiding principles. As project plans move forward, the appropriateness of housing within the Concept Plan should be evaluated upon how well the plans address the guiding principles of the Comprehensive Housing Strategy (CHS) as follows:

1. Strengthen Our Current Commitments

Reach or exceed Boulder’s goals to serve very-low, low- and moderate-income households, including people with disabilities, special needs and the homeless.

2. Maintain the Middle

Prevent further loss of Boulder’s economic middle by preserving existing housing and providing greater variety of housing choices for middle-income families and for Boulder’s workforce.

3. Create Diverse Housing Choices in Every Neighborhood

Facilitate the creation of a variety of housing options in every part of the city, including existing single-family neighborhoods.

4. Create 15-minute Neighborhoods

Foster mixed-income, mixed-use, highly walkable neighborhoods in amenity rich locations (e.g., close to transit, parks, open space and trails, employment, retail services, etc.).

5. Strengthen Partnerships

Strengthen current partnerships and explore creative new public-private-partnerships to address our community’s housing challenges (e.g., University of Colorado, private developers, financing entities, affordable housing providers, etc.)

6. Enable Aging in Place

Provide housing options for seniors of all abilities and incomes to remain in our community, with access to services and established support systems.

While the specific, programmatic aspects of the housing planned on the site have not yet been finalized, the applicant should address these principles in planning a greater diversity of housing choice, unit size, and mix of rental and for-sale units. The applicant will be required to meet the terms of the Inclusionary Housing ordinance, and the applicant has already begun discussions with staff in that regard on how best to achieve IH as well as address the principles of the CHS.

The goal for creating a 15-minute neighborhood for the Concept Plan site is already inherent in the context for the site as it is located across Pearl Parkway from the RTD bus transit facility, and along a number of major bus lines; it has access to the future park and linear open space adjacent to the Goose Creek Greenway, also across Pearl Parkway, and is planned to provide a link in the regional multi-use path along the North Boulder Farmers Ditch. Similarly, the site is located adjacent to the Prairie Industrial Business Park, and a potential 300,000 square foot Class A office campus, currently under Site Review; and the site is across 30th Street from several million square feet of retail and restaurants of the 29th Street Mall and Crossroads retail that includes Whole Foods, Barnes and Noble and other retailers.

Key Issue 1: Does the Concept Plan address Planning Board Comments from the Previous Concept Plan Review?

At the June, 5, 2014 Planning Board hearing, the board discussed several key issues regarding the original Concept Plan. The meeting minutes in their entirety are available at the following weblink: [June 5, 2014 PB Hearing Minutes](#). At the hearing, the Planning Board presented several suggestions to the applicant with regard the building and site design and recommended the applicant submit a second Concept Plan to address them. Among the key suggestions was to include residential over retail on the northwest corner to improve compatibility with the TVAP Guidelines. Below in Figure 15 is a comparison of the current concept plan with primarily residential and retail at the northeast corner and office fronting 30th Street on the south side of the site with residential behind; compared to the original concept plan with office at the corner of 30th and Pearl streets and all residential land uses on the south side of the site.

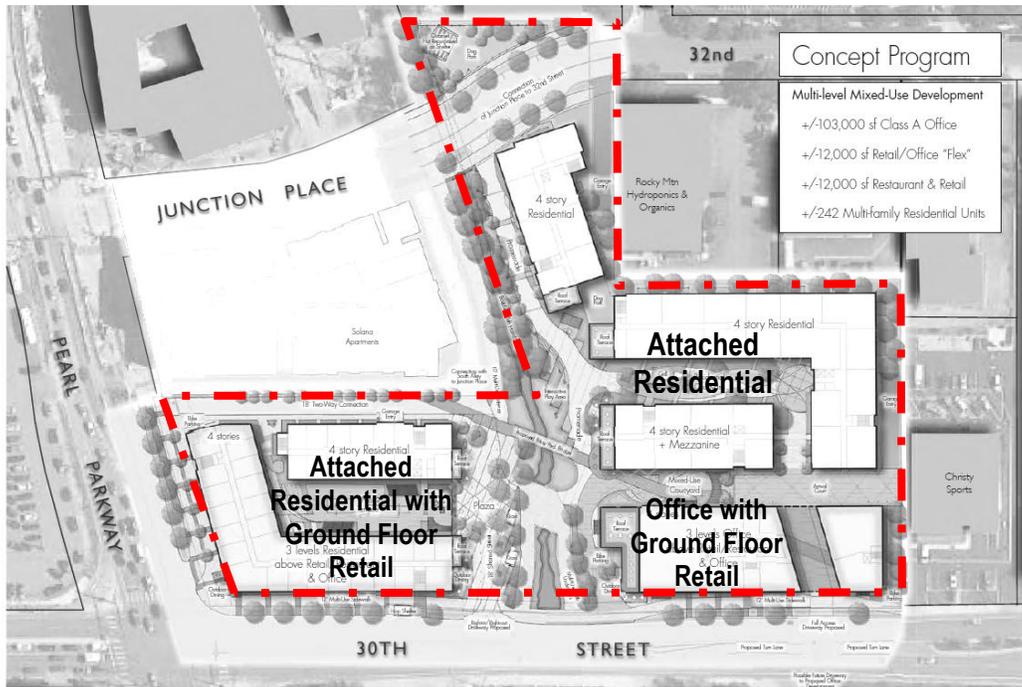
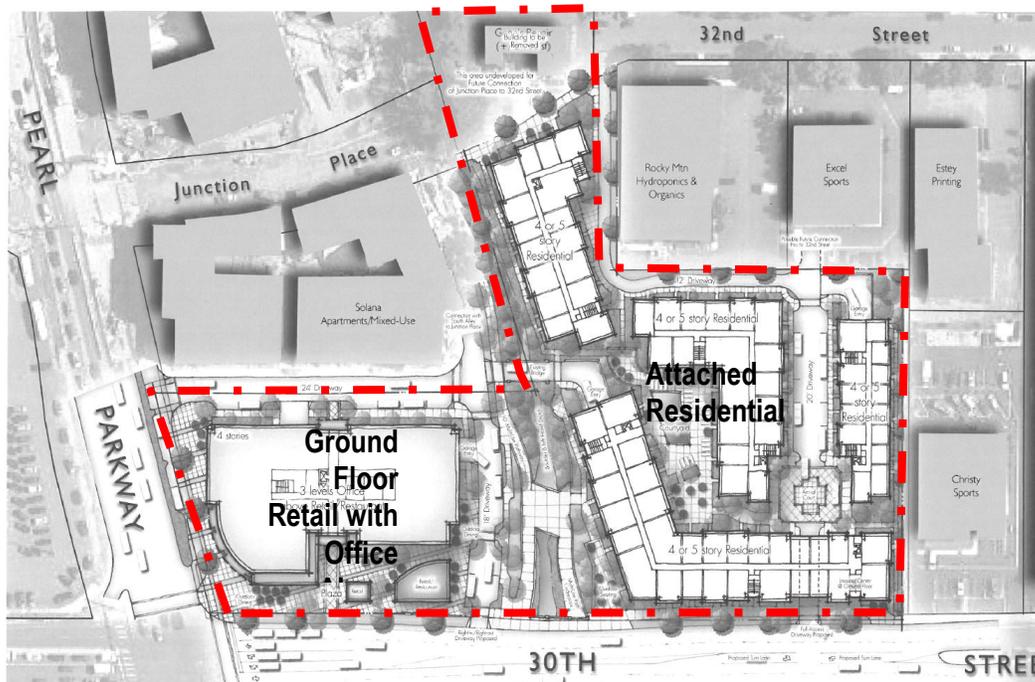


Figure 15: Current Concept Above Compared to Original Concept Below



Specific recommendations from the Planning Board for the original concept plan are summarized in the following:

- There was interest in seeing the ditch function as an amenity for residents and retail spaces.
- Include family friendly and other unit types
- Consider including family friendly amenities such as playgrounds and daycare.
- There was general interest in varying the heights of buildings. They should not be monolithic.
- Improve bike and pedestrian access through the site.
- Get cars below ground as quickly as possible.
- Create pedestrian interest along 30th Street and activate the streetscape.
- Provide quality bike parking.
- Maintain a sense of some openness and solar access.
- There was some willingness to consider land use change but it is not a given. There is a question whether a land use change would be made through Comp Plan change.
- Include residential over retail on the northwest corner to improve compatibility with city guidelines.
- The proposal generally meets the TVAP and BVRC but a monolithic height would not be acceptable.
- Consider keeping the Quonset hut as a possible amenity.

Regarding use of the ditch function as an amenity for residents and retail space, the second Concept Plan submittal illustrates a number of concept sketches of the design of the buildings and open space around the ditch as an amenity, an example of those sketches is shown in Figure 16.



Proposed View West along Promenade Experience

Figure 16: Excerpt from Concept Plan Book

Regarding family-friendly and other unit types, the applicant indicated that the residential buildings internal to the site would consist of more two and three bedroom units catering to the needs of families in the area. Staff notes that the discussion at Planning Board by some of the board members wasn't just about size of the apartment units, but was also about building configurations that might allow for ground floor access to units by families.

Some of the precedent images provided by the applicant appear to indicate a desire to provide not only units but amenities that could appeal to families as well as others shown in Figure 17. Those amenities within the plan also include provision of a “dog park” and reuse of the existing Quonset Hut, as Planning Board recommended. While the photo labeled “D” appears to coordinate with an area labeled as the “Community Courtyard” that image illustrates what appears to be more of a townhome configuration, whereas the plans illustrate the location to be that of a four story apartment. As project plans progress, the plans and details of how units could be configured to appeal to families will need to be identified.



Figure 17: Excerpt from Concept Plan Book illustrating potential family amenities

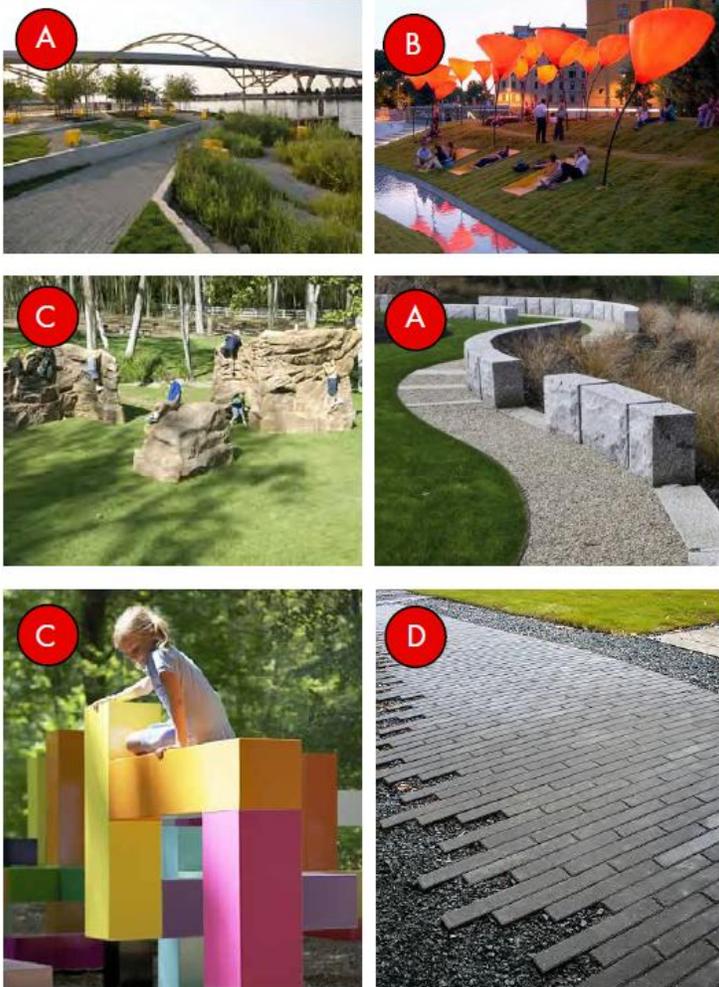


Figure 18: Excerpt from Concept Plan Book illustrating potential urban style playgrounds

Similarly, with regard to the creative “urban playgrounds” that are illustrated in precedent images, shown in Figure 18 as project plans progress identifying areas that provide family oriented amenities such as playgrounds and daycare should be considered.

The Planning Board also recommended varying the building heights such that not all the buildings are a monolithic 55 foot height. Thus far, the plans and images presented for the project appear to indicate a fairly uniform 55 foot height of buildings in either four or five stories. Some of the sketches appear to indicate some building articulation of individual buildings such that there are steps in the building mass, but in the Concept Plan, the buildings appear to remain at a uniform maximum height. As project plans progress toward Site Review, ensuring the buildings are not all monolithically 55 feet will be an important consideration to ensure that the project can provide variation in building heights and mass.

Regarding the somewhat related recommendations of improved bike and pedestrian access through the site, and to get vehicles below ground as quickly as possible, the project plans do illustrate access into a below grade/podium parking structure on the north end. For the south end, there's an arrival court illustrated to create what the applicant indicates is a "shared zone for both vehicles, bicycles and pedestrians and have both the appearance and feel of a woonerf."

As shown in Figure 19 below, the applicant indicated in dark grey the area that would specifically allow for vehicular use which would be defined by bollards, planted pots, etc. As the applicant described, the entrance off of 30th Street would be through the office building, and would slow downward toward an "Arrival Court" area. Further south, past the arrival court is access to the parking garage below grade.



Figure 19: Arrival Court Detail with access to below grade parking

Another recommendation made by Planning Board was to create pedestrian interest along 30th Street and activate the streetscape. As shown in Figure 20 in an excerpt from page 33 of the Concept Plan book, the intent presented by the applicant is to create an active first floor with retail, restaurant and office on the ground floor.



Figure 20: Elevation along 30th Street illustrating buildings with first floor storefront windows

As also shown in Figure 21, a rendering that is presented on page 27 of the concept plan book illustrates the type of storefront and activity planned for the ground floor along 30th Street. One consideration that staff notes with regard to ground floor uses is that in the options of the ground floor presented, office is indicated as one of the options. The BVRG guideline 5.1.E, further discussed in Key Issue 4, recommends that interior spaces such as dining areas and merchandising displays "spill" onto walkways and plazas on the ground floor. Inherent in that guideline is the assumption that the ground floor will be activated by retail types of uses that create greater activity than offices such as banks or other low turn-over types of uses. As project plans progress, the applicant should look to ways to plan for active uses on the ground floor. Understanding that the more active uses could come in over time, the applicant should consider ensuring higher ceilings on

the ground floor along with storefront window systems to establish the retail vernacular that can adapt over time. Figure 22 illustrates an elevation along Pearl Street with non-residential on the northwest corner of the ground floor.

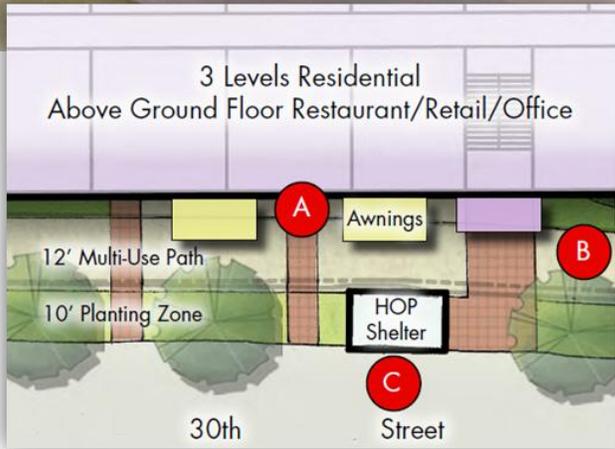


Figure 21:
Illustrations of Activated Streetscape
Planned along 30th Street

Figure 22:
Pearl Street Elevation illustrating ground floor
non-residential uses



The Planning Board also recommended the plan maintain some sense of openness and solar access on the site. With the proposed use of the ditch area as a broad amenity area, openness and solar access into the site will be preserved. While the buildings are not configured in an east to west linear manner that could directly harness passive solar, the openness of the site will help to ensure the open space areas have sunlight into the spaces. Buildings could also be outfitted with rooftop photovoltaics that could easily capture sunlight and use the roof surfaces to help meet the city's energy efficiency standards of the 2012 International Energy Conservation Code plus 30 percent additional efficiency.

At the time of the original Concept Plan, the board expressed some willingness to consider land use changes but that it was not a given. Since that time the applicant reorganized the site to be more consistent with the land use and zoning that was planned in TVAP and the BVCP, thereby not necessitating a land use change. Rather than illustrating an office building on

the corner of 30th and Pearl Street, the applicant is illustrating residential over retail to be consistent with TVAP guidelines and in response to a specific Planning Board comment that the applicant include residential over retail in that location.

Finally, from the previous Concept Plan comments from the Planning Board, the board concurred that the proposal generally meets the TVAP and BVRC but that a monolithic height would not be acceptable. While the buildings are predominately four and five stories in height the elevations and renderings do illustrate some building articulation that would ensure variation in the building mass. Refer to Key Issue 3 where further discussion is provided on building articulation consistent with the guidelines.

Key Issue 2: Is the proposed project consistent with the BVCP Land Use Designations?

As noted, the BVCP land use designation for the northern portion of the site (north of the North Boulder Farmer's Ditch) is Mixed Use Business (MUB), consistent with the TVAP land use designation of MU2. Rezoning this portion of the project site to MU-4 would be consistent with the BVCP Land Use Designation. Under Mixed Use Business land use designation, there is an option for business or residential character; and the definition specifically recommends "housing and public uses supporting housing will be encouraged and may be required." Since the first Concept Plan that illustrated an office building on the northern portion of the site, the applicant has revised the plans to be consistent with the MU2/MUB land use designation. Rezoning would permit a 2.0 FAR on the roughly 80,000 square foot site, in which specific connections plan rights-of-way would be required to be deducted prior to a net density calculation.

For the southern portion of the site, south of the ditch, where General Business land use is designated the comprehensive plan identifies these areas as "where intensive commercial uses exist and proposes that these areas continue to be used without expanding the strip character already established." Therefore, while residential uses are permitted, the intent of the General Business land use is to continue intensive commercial uses. The zoning does permit up to a 4.0 FAR but the residential uses have a limited density of up 1,600 square feet of lot area per dwelling unit. The area currently zoned as Industrial General but designated as General Business land use, is not consistent with the BVCP. To come into compliance with the BVCP, the applicant intends to rezone the IG to BR-1.

Non-residential intensity can be modified up to a 4.0 FAR based upon specific criteria:

(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 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.*
- 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 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.*
- 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 subparagraph may not exceed an increase of 0.5:1.

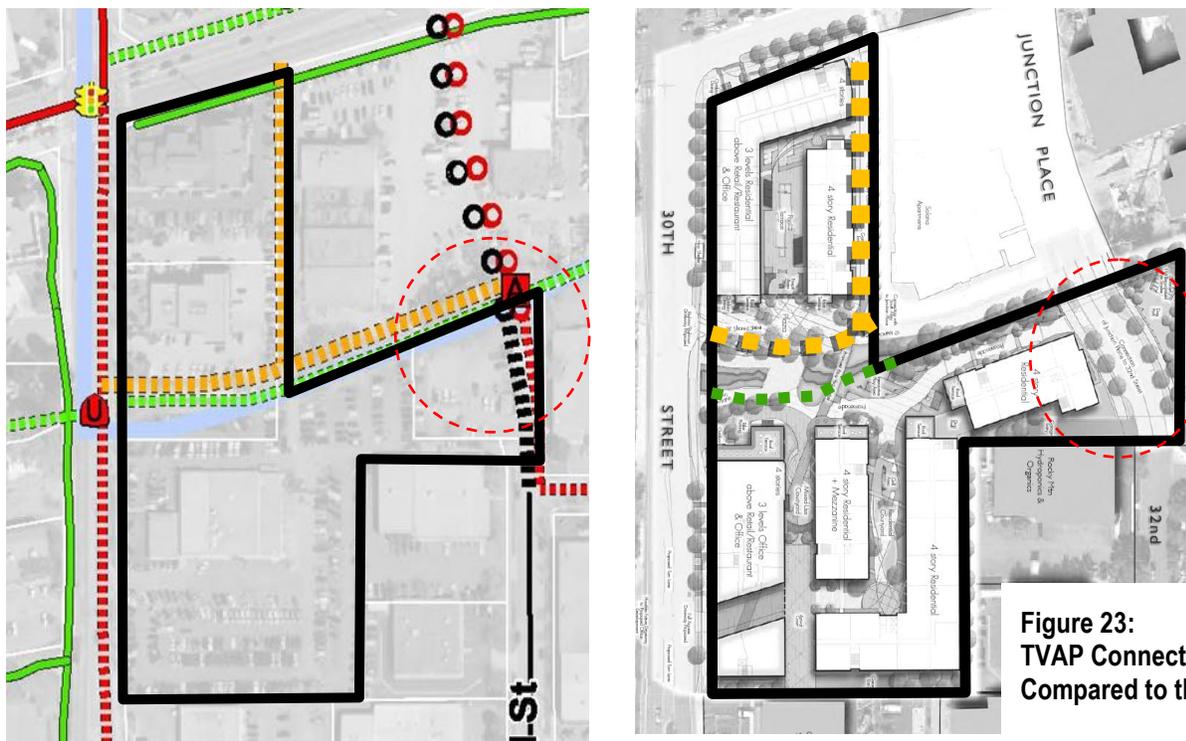
- f. For a building which provides one full level of parking below grade, an increase in FAR not to exceed 0.5:1 may be granted.

The BR-1 zoning district is intended for regional or general business, and given the maximum possible FAR of 4.0 this is a zoning district where the city would anticipate large commercial buildings. For residential uses, the density is based on a calculation of one dwelling unit per 1,600 square feet of lot area or up to 27.2 dwelling units per acre.

The area that would be encompassed by the BR-1 (including that area that would be rezoned from IG) equates to approximately 177,012 square feet. The applicant would be required to deduct an area of public right of way from that total lot area for dedication to the city of Junction Place. That area generally would require deducting approximately 15,000 square feet from the overall lot area, prior to determining density. Other required connections would be required to be deducted as well. The applicant will need to determine the ultimate density at Site Review that can be achieved on the BR-1 zoning properties.

Key Issue 3: Does proposed circulation respond to the TVAP Connections Plan?

One of the Key Issues for discussion of Transportation Connections is the overall circulation plan for the site. Staff recommends access to the site be from a combination of a right-in, right-out at 30th Street on the north side of the ditch, a full movement access to 30th Street on the south side of the project that aligns with the proposed access point across the street and a full movement access with Junction Place / 32nd Street on the east side of the project. Another of the part of the circulation key issue is the lack of definitive illustration of the extension of Junction Place and the bridge connection over the ditch. This connection is shown on the TVAP connections plan with the symbol: **A** he applicant is illustrating the bridge connection. A comparison of the required connection and how comparable connections are shown on the concept plan is shown in Figure 23. The circle represents the location of the future bridge. It is important for this project to provide a clear connection to Junction Place, which then provides a clear path to both Pearl Parkway and the transit center that is currently under construction.



**Figure 23:
TVAP Connections Plan
Compared to the Concept Plan**

The proposed concept plan appears to meet the intent of other TVAP connections, in particular providing the local roadway connections shown within the site, albeit in configurations that may require amending the connections plan slightly. In the locations of the two local roadways shown on the site, the applicant is illustrating a roadway with on-street parking on the northeast side of the site. The center of the site, along the ditch, is illustrated as a shared street, or like a “woonerf” where bikes and pedestrians are provided the space and autos are “guests.” The applicant illustrates how, on certain days, this space could accommodate food trucks to amenitize the space or create small food kiosks that would align the ditch and bike path, as shown below. This configuration is compelling and could meet the vision of TVAP, but would require a request to amend the TVAP Connections Plan in Site Review.



Figure 24:
Shared Street in place of Local Street

As noted in the previous Concept Plan, is the proposal to return the existing site’s altered topography back to the original grading, shown in Figure 25a from a 1958 USGS topographic map. As is understood, the site was altered a number of years ago with fill added to bank the site toward 30th Street and create an auto display area, as can be seen in the current topographic map in Figure 25b. The plan to remove the fill and retaining wall will help to bring to fruition, the proposed local access road at the east side of 3000 Pearl property as envisioned in TVAP. As shown in Figures 26a and 26b is the retaining wall on-site and where the wall is located in relation to the TVAP connections plan. The existing retaining wall usurps the opportunity to create the connection for both properties to use that connection without extraneous pavement. Prior to Site Review, the applicant and the adjoining property owner at Solana Apartments will be required to establish an agreement on how best to configure the access between the two properties, with city approval of that agreement.

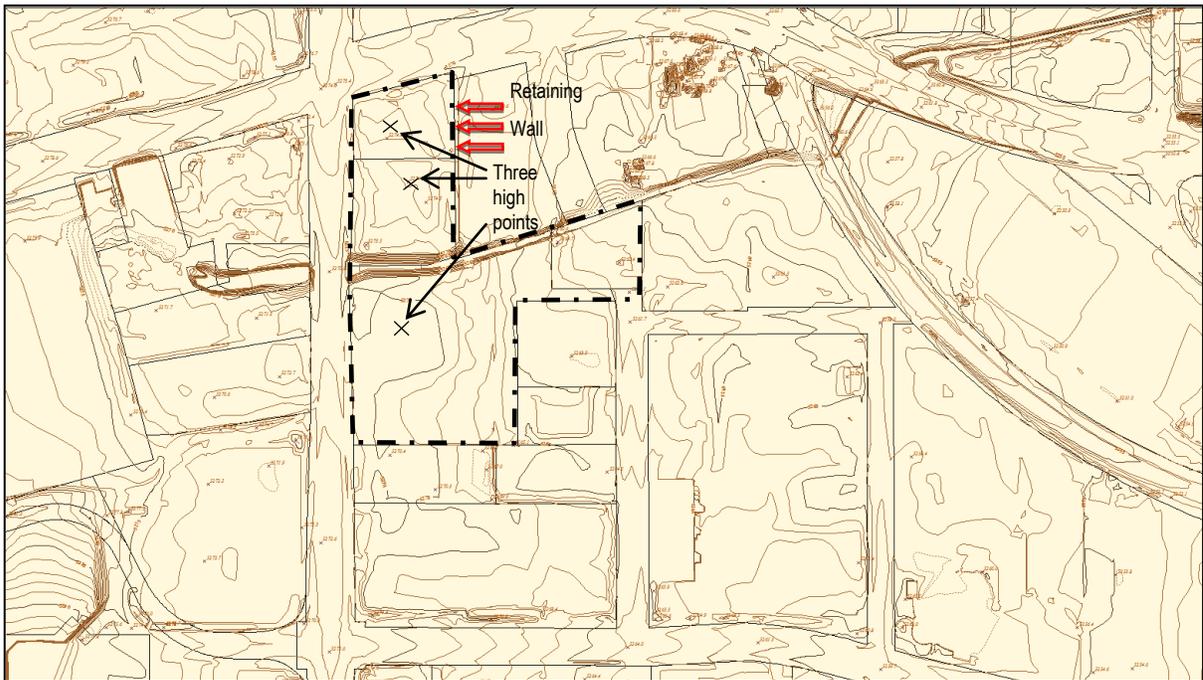
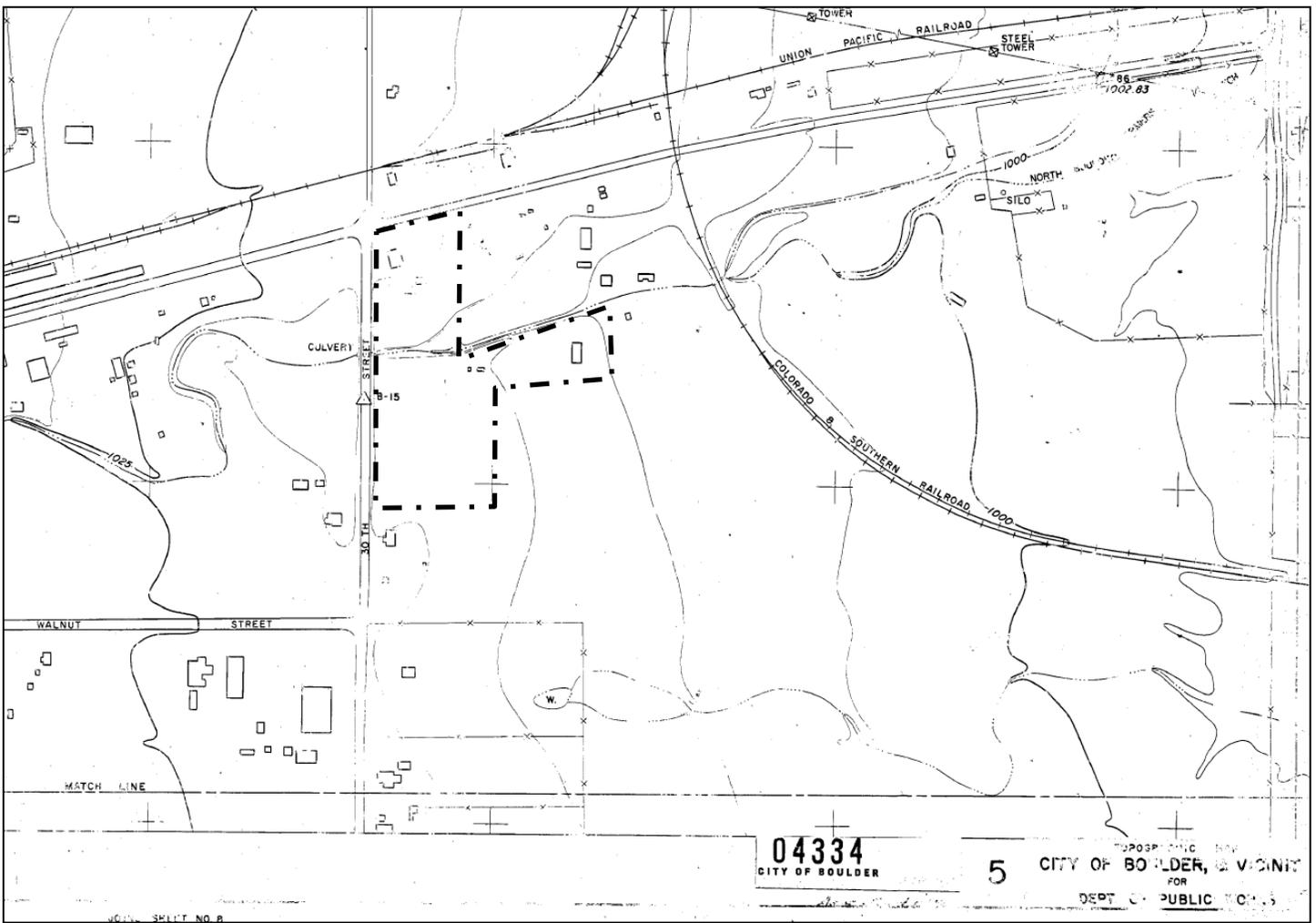


Figure 25a and b
 Site Location with Natural Grade (above in 1958 USGS topo) compared to Altered Grade today (below)

Key Issue 4: Is the project generally consistent with the BVRC and TVAP Design Guidelines?

The proposed project is subject to the Boulder Valley Regional Center Design Guidelines [BVRCDG](#) as well as TVAP and there's overlap between the two guideline documents. Overall, the Concept Plan was found to be consistent with the intent of guidelines related to improved pedestrian design and connectivity. The site plan layout with "building forward" design, showing zero lot line development, and outward accessed units is consistent with the intent of both guideline documents. A consistency analysis with the proposed project and both the BVRC and the TVAP guidelines is provided in Attachment A.

PUBLIC COMMENT AND PROCESS:

Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the subject site and a sign posted on the property for at least 10 days. All notice requirements of section 9-4-3, B.R.C. 1981 have been met. No comments were received.

STAFF FINDINGS AND RECOMMENDATION:

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

Approved By:

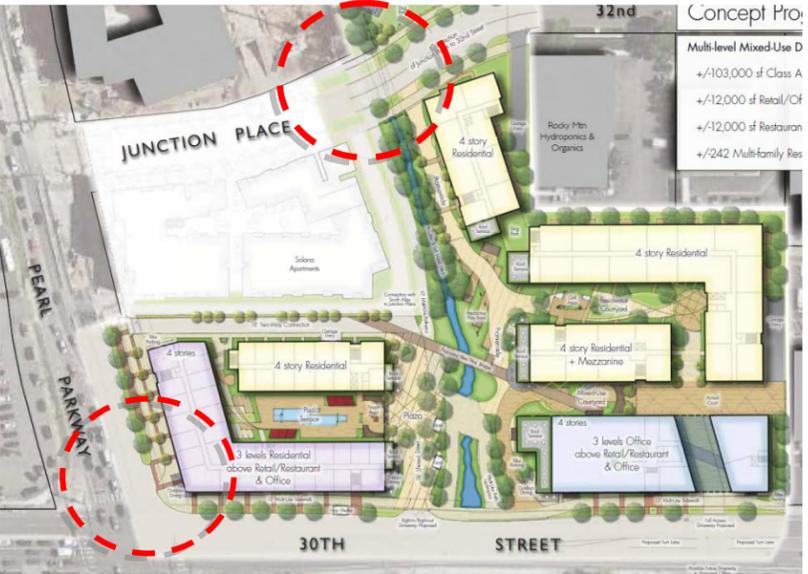


David Driskell, Executive Director
Department of Community Planning and Sustainability

ATTACHMENTS:

A: [Consistency Analysis with Guidelines](#)

B: [Concept Plan Submittal](#)

Preliminary Consistency with BVRC and Boulder Plaza Specific Plan (BPSP) Design Guidelines		
BVCP and BVSP DESIGN GUIDELINE applies to the south portion of project	CONSISTENCY ANALYSIS WITH GUIDELINE	Preliminarily Meets Guideline?
<p>BVRC 3.1.B Locate Buildings close to the street 3.1.D Maximize the street frontage of buildings</p> <p>BPSP 2.1. Building Placement Locate buildings close to the street, with parking behind and/or beside the buildings. Streets lined by buildings are more interesting to move along, especially for the pedestrian.</p>	<p>All of these guidelines are related to building placement close to the street to create a street frontage that provides interest to the pedestrian. As noted in the Site Review criteria analysis, the building-forward site design will create pedestrian interest and the will help to establish a sense of vibrancy along the streetscape.</p> 	Yes
<p>BVCP: 3.1.C. Locate buildings at street corners</p> <p>BPSP Gateways/Corners/Entries If the property is located at a street intersection, place the main building, or part of the building, at the corner.</p>	<p>The concept plan illustrates buildings located close to the street corner of 30th and Pearl within the TVAP area of the site. The plan also illustrates location of a residential building near the future extension of Junction Place and the ditch alignment that will create a similar juxtaposition of an intersection.</p> 	Yes
<p>BVRC: 3.1.E. Lay out the site to support pedestrian circulation Pedestrian circulation should be an integral part of initial site layout, not added after building locations and vehicular circulation are determined. Organize the site so that buildings frame and reinforce pedestrian circulation.</p>	<p>The proposed site design is integrated into the existing street configuration. The sidewalk widths are augmented as is the streetscape along the building's frontage. The site is organized so that the building will frame the street in an area that currently has little or no definition due to it being auto dealerships and parking lots. The pedestrian circulation through the site is shown to be along the enhanced ditch corridor, with the applicant illustrating significant improvements to amenitize the ditch corridor.</p>	Yes
<p>3.1.G. Preserve and capitalize on views to the west</p> <p>Locate buildings and open space to preserve and take advantage of views to the west, northwest and southwest from public spaces on and near the site such as streets and sidewalks.</p>	<p>The location of the site along the east side of 30th Street permits views toward the Flatirons by virtue of the broad right-of-way along 30th Street. However, the proposed four story building located directly west of the site, along with the existing 29 North apartments could impede views. By aligning buildings along the enhance central ditch corridor and opening that corridor up, broadening it to create a pedestrian area, opportunities to capture for those buildings configured east and west may be feasible.</p> 	Yes

<p>BVRC (Open Space Guidelines): 3.1.F. Useable open space should be integral to the plan; 3.6.A. Provide useable outdoor open space; 3.6.B. Locate and design open space to encourage use; 3.6.E. Provide furnishings and landscaping in open space; and 3.8.A. Provide outdoor furnishings Useable outdoor spaces should be provided that will encourage activity at the street and building entrances...To ensure that useable open space is well-used, it is essential to carefully locate and design it.</p>	<p>There are a variety of open space amenities identified within the plan including courtyards, pool decks, central roof top decks and the primary open space amenity proposed is the amenitizing of the ditch corridor. There are sketches provided in the concept plan submittal that illustrate a significant attention to useable open space with amenities and furnishings to enliven the space within the ditch corridor as a central open space feature. Included in the variety is a dog park and reuse of the Quonset hut for a bike repair shop or other amenity.</p> 	<p>Yes</p>
<p>3.1.K. Provide vehicular and pedestrian links Provide transportation links to adjacent properties for automobiles, bicycles and pedestrians.</p>	<p>The site takes advantage of the recently constructed pedestrian/bike underpass and links into that amenity. The vehicular links are consistent with both the BVRC connections plan as well as the TVAP plan.</p>	<p>Yes</p>
<p>3.2.A. Internal drives should connect public streets; and 3.2.B. Connect with adjacent parking lots or drives Wherever possible internal access drives should be located to join together existing public streets and/or connect to adjacent private drives...</p>	<p>The concept plan appears to be consistent with the connections plans.</p>	<p>Yes</p>
<p>BVRC: 3.3.A. Provide a complete pedestrian network; and 3.3.B. Provide interior pedestrian links to adjacent properties Provide a complete network of paths that interconnect building entrances, parking and transit stops, public sidewalks and crossings, adjacent properties, adjoining off-street paths and any other key destinations on or adjacent to the site.</p>	<p>The development proposal includes augmenting existing walkway connections through expansion of the walkways as well as enhancement of the streetscape along Pearl and 30th. A hallmark of the concept plan is the pedestrian spine created in the middle of the site with use of the ditch. The concept plan illustrates public spaces created around the ditch that also create a strong pedestrian link through the middle of the site.</p> 	<p>Yes</p>
<p>BVRC 3.3.C. Distinguish and enhance pedestrian paths; 3.3.D. Use distinctive paving; 3.3.E. Provide crosswalks; and 3.3.E. Ensure adequate path widths Pedestrian paths should be clearly defined and enjoyable to use.</p>	<p>There are a number of pedestrian facilities shown throughout the site, including in a “shared street” context and the multi-use path as well as widened sidewalks along both 30th and Pearl streets.</p> 	<p>Yes</p>
<p>BVRC: 3.4.H. Ensure bicycle parking is ample and secure; 3.4.B. Locate bike racks where visible and convenient; and 3.4.C. Provide shelter and lighting for bike parking Provide two bike parking spaces for every 10 vehicle spaces.</p>	<p>This will be required to be met at the time of site review.</p>	<p>n/a at this time</p>
<p>BVRC: 3.5.A. Try to minimize parking needs; and 3.5.B. Try to provide structured, rather than surface, parking City parking regulations allow applicants to request a reduction in their automobile parking requirement.</p>	<p>The development proposal has below grade structured parking.</p>	<p>Yes</p>

<p>BVRC: 3.7.A. Exceed City landscape standards; 3.7.B. Street corners and site entries should have special landscaping; 3.7.C. Pedestrian areas should have special plantings; 3.7.D. Vehicular areas may have larger-scale plantings; and 3.7.E. Utilize xeriscape techniques The proposed landscape plan includes a variety of plant materials in excess of the landscape requirements.</p>	<p>This will be required to be met at the time of Site Review.</p>	<p>n/a at this time</p>
<p>BVRC: 4.1.A. Identify which type of street(s) the development site fronts 4.2.A. Internal through-streets should be pedestrian friendly Internal (privately-owned) through-streets should look and function like “A” streets, that is, pedestrian- friendly. This may be challenging if the drive passes along interior parking lots. Provide a 6 foot-wide walk on both sides of the drive. Ensure pedestrian interest along the walk by providing storefronts or windows, street trees, landscaping, and/or special lighting. Screen or buffer parking lots if possible. On-street parallel parking is strongly recommended. Also see Guideline 3.2.A.</p>	<p>Both 30th and Pearl are considered “C” Streets that require slightly different standards: 30th: 10’ multi use path with a row of trees – appears to meet this guideline Pearl: 12’ multi use path: meets the guideline with the multi-way boulevard already implemented</p>	<p>Yes</p>
<p>BVRC: 5.1.A Break down the mass of the building; and 5.1.C. Transition to adjacent buildings For human scale and visual interest, break down the mass of the building, horizontally and vertically, into a hierarchy of volumes...[additionally,] consider varying building height and massing to make a visual transition to adjacent buildings.</p>	<p>Precedent images provided by the applicant, and massing studies illustrate some articulated buildings that are stepped back horizontally on the top floors of the building. However, at site review, when more detailed design is presented, the applicant should consider breaking down the mass of the buildings and/or ensuring that the heights of all of the buildings are not consistently four-five stories and 55 feet.</p>	<p>no</p>



<p>BVRC: 5.1.E. Intermingle the building interior and exterior Take “the indoors” outdoors by spilling interior spaces (e.g. dining areas, merchandising displays) onto walkways and plazas.</p>	<p>The illustrations provided within the concept plan illustrate a strong intent to meet this guideline with creation of a central public plaza amenity aligning both sides of the ditch. Opportunities to create outdoor dining and play areas are shown in the illustrations</p>	<p>Yes</p>
<p>BVRC: 5.2.A. Orient the building to the street The building should address the street...Orient the main facade to the street, and provide an entrance(s) on the streetside...In general, for walkability, building or store entrances should occur at least approximately every 150 feet.</p>	<p>Buildings are shown to align both Pearl and 30th, with multiple active uses on the ground floor and multiple entries and pedestrian amenities.</p> 	<p>Yes</p>
<p>BVRC: 5.2.C. Emphasize building entrances Use building massing, special architectural features, and changes in the roof line to emphasize building entrances.</p>	<p>Precedent images provided by the applicant, and massing studies illustrate that the intent to meet these guidelines.</p> 	<p>Yes</p>

<p>BVRC 5.2.D. Avoid large blank walls; 5.2.E. Provide pedestrian interest on the ground level; 5.2.F. Design all sides of the building; 5.2.G. Standardized designs and foreign styles are discouraged 5.2.I. Use human-scale materials; and 5.2.J. Select high-quality exterior materials</p> <p>For visual interest, avoid blank wall surfaces longer than approximately 100 horizontal feet and higher than approximately 20 vertical feet. Effective ways to articulate walls include:</p> <ul style="list-style-type: none"> • Vary the building mass to reflect interior spaces; • Modulate the wall plane with a rhythm of three dimensional forms, like bays, pilasters, recesses <p>Every building in the BVRC should be a notable, enduring contribution to Boulder’s built environment. Exterior building materials should convey solidity and permanence.</p>	<p>Precedent images provided by the applicant, and massing studies illustrate that the intent to meet these guidelines. In addition, the applicant illustrates some of the buildings to be setback on the upper floors as shown in the cross-section below.</p> 	<p>Yes</p>
<p>BVRC 5.3.A. Locate service areas to minimize visibility; 5.3.B. Screen truck areas; 5.3.C. Enclose trash storage; 5.3.D. Utility boxes and meter should be inconspicuous; and 5.3.E. Minimize the visibility of HVAC systems</p>	<p>These elements are critical in locating correctly on the site to avoid their appearance within the public realm. At the time of site review, the applicant should look carefully at locating these in the least conspicuous location.</p>	<p>n/a at this time</p>
<p>BVRC 5.2.K. Buildings should be environmentally sound</p> <p>Use environmentally sound building design, construction techniques and materials.</p>	<p>The City of Boulder Building Code requires that new buildings consume 30% less energy than allowed by 2012 International Energy Conservation Code and the mechanical and electrical systems of the buildings will be designed to the highest possible efficiency. An Energy Efficiency Statement will be required from applicant at Site Review for more detailed information about the applicant’s approach to environmentally sound and energy efficient building construction and management.</p>	<p>n/a at this time</p>
<p>DESIGN OBJECTIVES for “C” streets</p> <ul style="list-style-type: none"> • Heavy cross-town and regional traffic • Four or more drive lanes • No on street parking • Landscaped medians: • Special efforts needed to buffer pedestrians from high volumes of high-speed traffic, to safely accommodate bicyclists and to screen parking lots • Wider heavier street side plantings • Large retail buildings and street-side parking lots are more likely here than along A and B streets • Wide sidewalks and/or multi-use paths • Concentrate buildings at the corners of intersections and locate any street die parking lots toward the middle of the lot or block 	<p>See response above to 4.2.A</p>	<p>Yes</p>



Preliminary Consistency with Transit Village Area Plan Design Guidelines

Guidelines as applied to northern TVAP-MU2 portion of the site within the Pearl District



TVAP GUIDELINE	CONSISTENCY ANALYSIS WITH GUIDELINE	Preliminary Meets Guideline?
<ul style="list-style-type: none"> Locate buildings and building entries along Pearl and 30th streets, with parking behind the buildings. Large buildings will likely need multiple entrances. 	<p>Buildings are shown to align both Pearl and 30th, with multiple entries and parking located below grade.</p>	Yes
<ul style="list-style-type: none"> Along Pearl and 30th streets, provide active first-floor uses, such as retail, where feasible. 	<p>The applicant illustrates active first floor retail and restaurant uses, in particular at the intersection of Pearl Parkway and 30th Street, within this important Pearl Street Center District corner.</p> 	Yes
<ul style="list-style-type: none"> Look for opportunities to create car-free or car-reduced zones. 	<p>The interior of the site is designed to create large public spaces (labeled as the “promenade” and “waterfront plaza”) along the ditch and would convert the existing ditch area into a public amenity. The applicant does illustrate opportunities for food trucks to enter the shared space.</p> 	Yes
<ul style="list-style-type: none"> Buildings adjacent to Goose Creek Greenway or the North Boulder Farmer’s Ditch should orient to the greenway or ditch amenity. Provide direct access from adjacent properties to the future ditch path and the existing greenway, if the grade difference can be reasonably mitigated. 	<p>As illustrated on the Concept Plan, the applicant intends to create public spaces along the N. Boulder Farmer’s Ditch with buildings oriented around this public space in a similar manner to the orientation along the public streets.</p> 	Yes



Boulder, Colorado

CONCEPT PLAN PROPOSAL



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SLC Raleigh, NC



SLC Nashville, TN



SLC Philadelphia, PA

A Refined Approach

Southern Land Company, a high-end mixed-use development firm headquartered in Franklin, Tennessee has been in business for twenty five years. Our vision is simple: deliver distinctive settings where people want to live, work and shop; uphold stringent standards for community, residential, and commercial development; and enhance quality of life through diversity in architecture, design and mix of uses. As a vertically integrated organization, our team applies the highest standard of aesthetics and quality to create functional and attractive developments that enhances and strengthens the fabric of each community. We believe the attention to detail and the resources devoted to the time, energy and creativity of each project is vital to long term value and success.

There is an opportunity to create a fully integrated, beautiful and unique mixed-use development at the intersection of 30th and Pearl. Boulder Junction serves as the inspiration and it is important for Rêve Pearl District to help fulfill those goals. We recognize and embrace the opportunity to shape a built environment in response to Boulder's existing strengths, vitality and natural features. We have built a team with a great deal of local expertise and pride in what becomes of this development. As a team, we have put together a framework for this development built around a theme of embracing and exposing the ditch and causeways that have been hidden and isolated from the community. Our entire design effort was redirected to create a destination and provide a public benefit for all to experience. Through the creation of a series of spaces in the core of this project that all relate and support each other, we hope to draw to create spaces for play, relaxation and transit. We envision a place that provides a greater good to the community, and it's our belief that the ideal combination of financial strength, design and creativity, proven ability to execute and skilled asset management will enable SLC to efficiently and effectively deliver a signature neighborhood that is tightly integrated into the City's already established urban framework.



SLC Plano, TX



SLC Nashville, TN

Committed Responsiveness

The 1st Concept Plan submittal was heard on June 5th, 2014 by the Planning Board. During the submittal process and at the hearing, we received constructive feedback from both the city staff and the Planning Board members based on the initial Conceptual Development Site Plan. This 2nd submittal responds to those comments in an attempt to successfully incorporate ideas to improve the proposal. With a revamped team of experts, the design and development team performed an intense two-day charrette in Boulder. While we believe the program and experience of this 2nd Concept Plan provides certainty of our commitment to build a development which gives a greater good to the community, listed below are comments which we feel have been addressed.

1st Concept Plan Submittal Planning Board Comments/Suggestions:

- Explore more opportunities with the ditch as an amenity.
- Design to maximize southern exposure to sunshine.
- Provide Bike Storage & Repair.
- Avoid monolithic 55' height and vary building heights.
- Holding a charrette is good idea.
- Provide amenities to attract families.
- Explore ways to incorporate/rehabilitate the existing Quonset Hut.
- Reduce the amount of driveways and get cars underground quickly.
- Provide more Open Space to create community.
- Create playspaces and active areas.
- Balance the building mass with open space.
- Provide more friendly Bike/Pedestrian Access north to south.
- Show more eddies and alcoves in the open space and neighborhood.





- Open the buildings toward ditch and mountains.
- Create pedestrian interest around ditch.
- Knit two halves of project together with bridge.
- Address Junction Place connection and bridge.
- Explore live/work units.
- Residential stacked on Retail at northwest corner complies with the TVAP.
- Ground floor Retail with high ceilings to activate 30th Street and Pearl Pkwy.
- Develop plan within guidelines of TVAP and BVRC. Eliminate comp plan changes.
- Higher buildings in the middle and lower at the perimeter.
- Caution against 5 stories due to scale of floor to floor heights within 55' height limit.
- Mindful not to cause too much shading, especially at creek.
- Younger people housing at street and families internal to site.

“If the inherent beauty of the water of the irrigating channels were supplemented by such treatment as would bring out and enhance the natural associations of refreshment and abundance that inseparable from them and would re-enforce their intrinsic charm, these channels alone would serve to make Boulder a place of high civic beauty.” -Frederick Law Olmsted Jr., 1910

Project Vision

This project offered the unique opportunity to design from the inside out and create a true destination and neighborhood. The six-acre site is centered along the Boulder Slough, a distinctive and historical element in Boulder. The site design and architecture embrace the strong multi-modal corridor and natural features already present on the site. These features were used as the inspiration to create a Promenade along both sides of the ditch and to focus the energy of the buildings onto the banks of the Slough to encourage outdoor dining, special events, interaction with nature and active play spaces for children.

With wide veins of activity along the banks, as well as more intimate, tucked in spaces for private and contemplative experiences, we have created a series of interactive spaces that together provide a destination and a reason to travel to and through this site.

As a gateway parcel into Boulder Junction, the buildings and spaces on this site will stand testament to the vision of this area, as a transit rich neighborhood that provides a variety of interesting experiences and opportunities, ultimately becoming a destination itself.



One of the primary goals of the Transit Village Area Plan is to create a Neighborhood and a Destination that will evolve into a “lively, mixed-use, pedestrian-oriented neighborhood with regional transit connections and public spaces that will benefit the entire community, creating a vibrant economic and social center that is environmentally sustainable.”

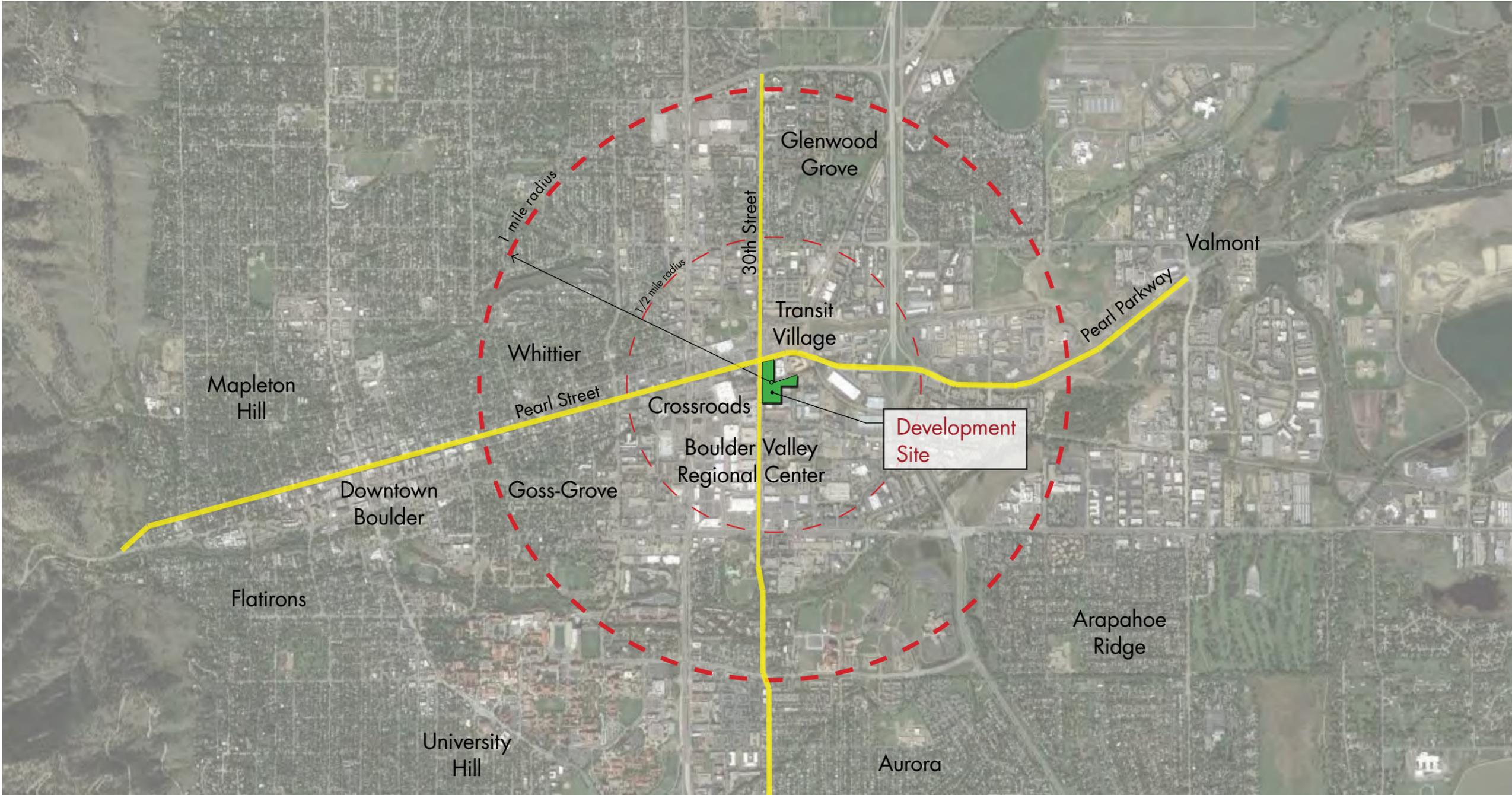
TVAP Vision and Placemaking at Rêve Pearl District

We used the TVAP Vision to guide the design and planning for **Rêve Pearl District** in order to create:

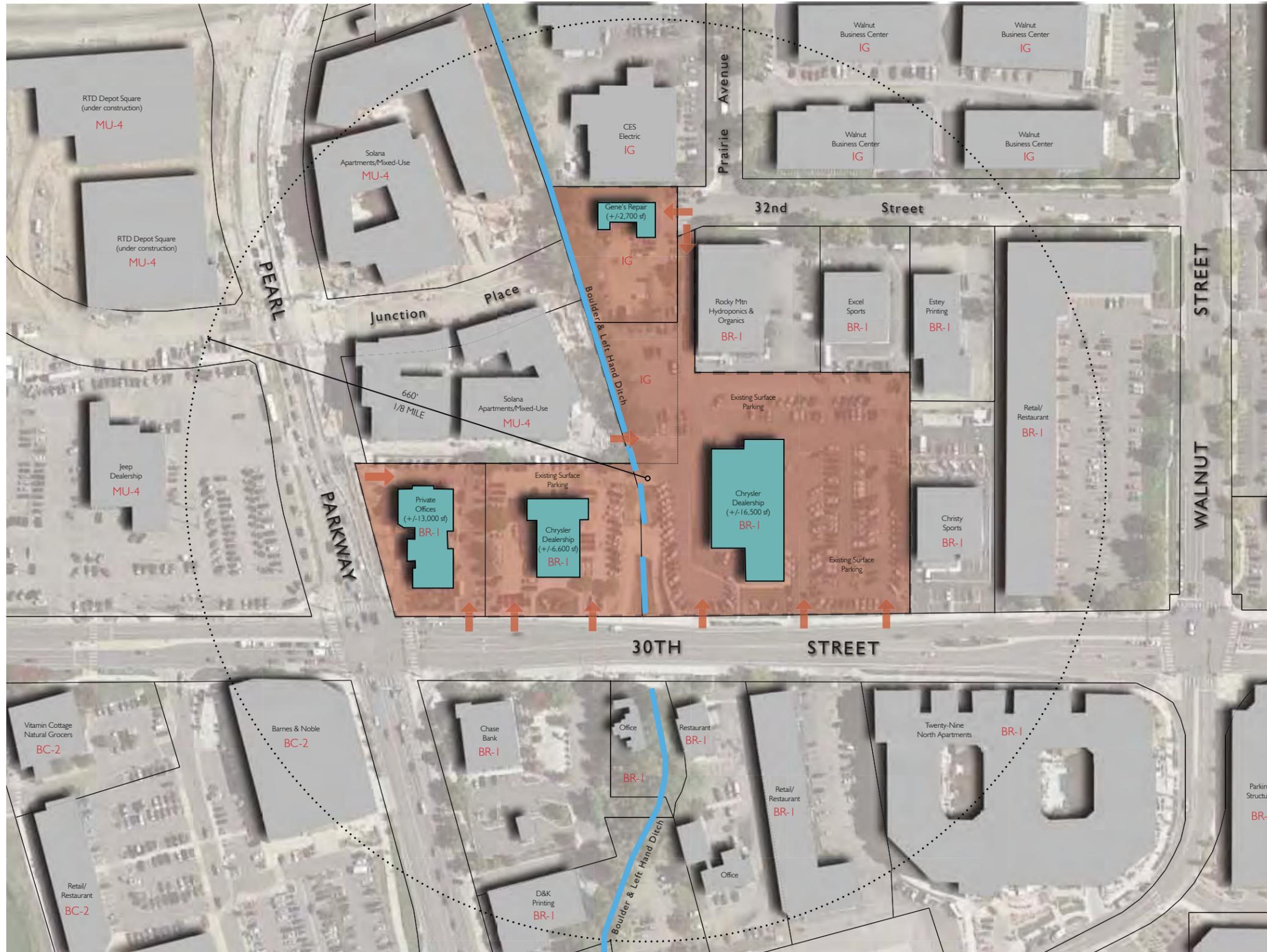
- a lively and engaging place with a diversity of uses.
- a place that is not overally planned, with a “charming chaos” that exhibits a variety of building sizes, styles and densities where not everything looks the same.
- city-wide and neighborhood scale public spaces.
- attracts and engages a broad spectrum of the community.
- emphasizes and provides for alternative energy, sustainability, walking, biking, and possible car-free areas.



Regional Context & Site Location



REGIONAL CONTEXT PLAN ↻



Existing Site

Site Area = 6.01 Acres

Current Uses:

Private Office	+/-13,000 sf
Chrysler Automobile Dealership Building One	+/-6,600 sf
Building Two	+/-16,500 sf
Gene's Auto Repair	+/-2,700 sf

Existing Parking:

Currently over 400 surface spaces both marked and unmarked throughout the site.

Existing Impervious Area:

Approximately 90% or greater of the site is paved or has existing building coverage. Most of the 10% pervious is attributed to the Boulder & Left Hand Ditch bisecting the site.



Existing Building Proposed To Be Removed



10 Existing Curb Cuts and Points of Entry

SITE LOCATION PLAN 1"=160'

The

Rêve
PEARL DISTRICT

Experience





Rêve Pearl District incorporates a full integration of uses for the greater community. By providing a variety of housing types, a wide range of office and retail space, engaging restaurant spaces, and a high level of pedestrian and bicycle open space all centered around the Boulder and Left Hand Ditch channel, **Rêve** will be a true destination for Boulder.

Live/Work, Townhome, & Apartments - North of the Slough

- Studio and Single bedroom units.
- Street level Restaurant, Retail, and Office space which activates both 30th Street and the Pearl Parkway Streetscape.
- Raised pool courtyard oriented north to south for sun exposure serves the resident's and opens up views of both the Flatirons and the public plaza along the water.

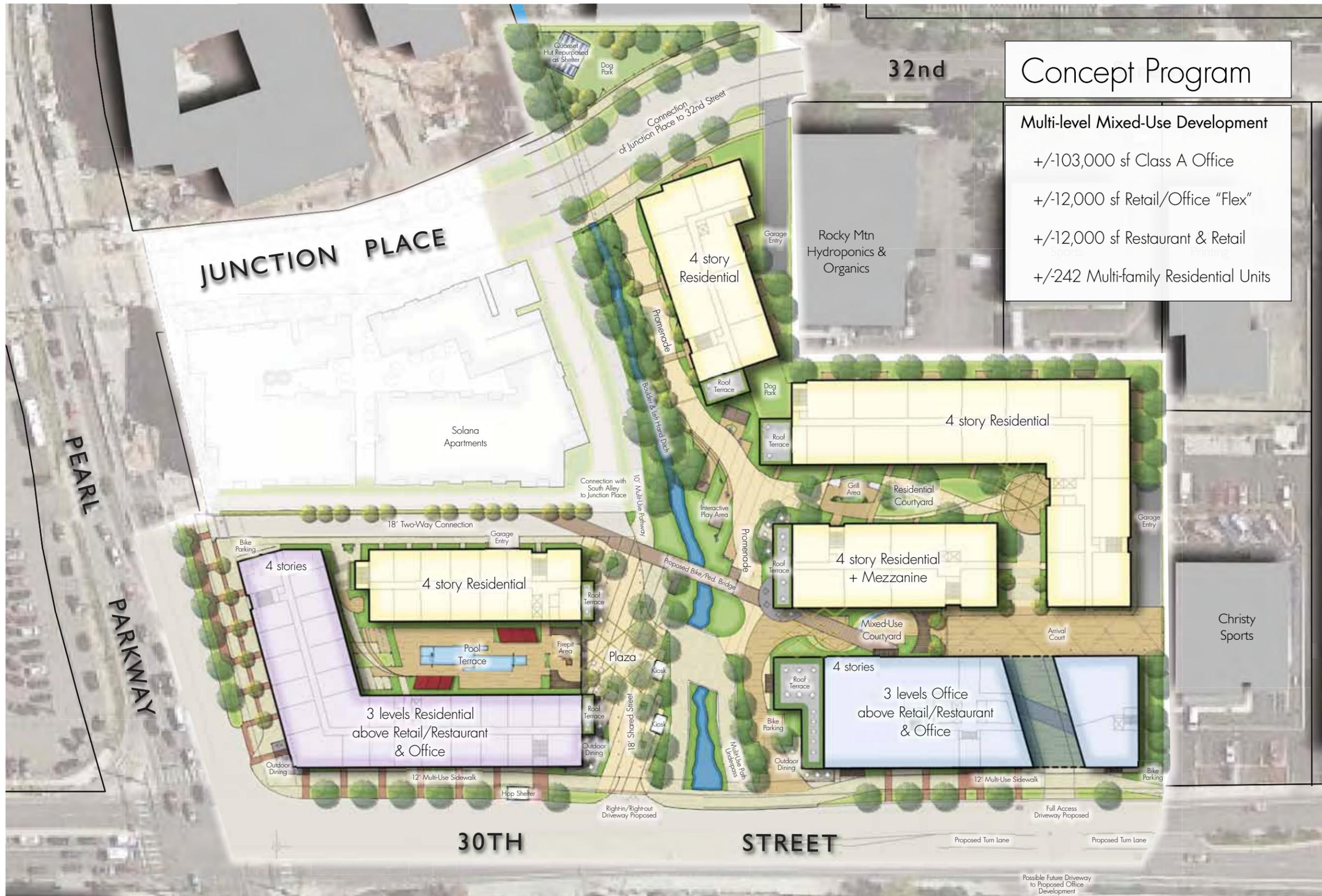
Office Building - South of Slough

- Provides for an active streetscape along 30th Street.
- Street level glass creates transparency for the public interface.

Residential Buildings - Internal to the Site

- Consist of more two and three bedroom units catering to the needs of families in the area.
- Ground level courtyards are arranged north to south, again to take advantage of sun exposure, and intentionally focus views and provide access to the waterfront and plaza.

The opportunity to interface with the water is embraced by the building layout and further enhanced by elements created within the open spaces between the buildings.



Concept Program

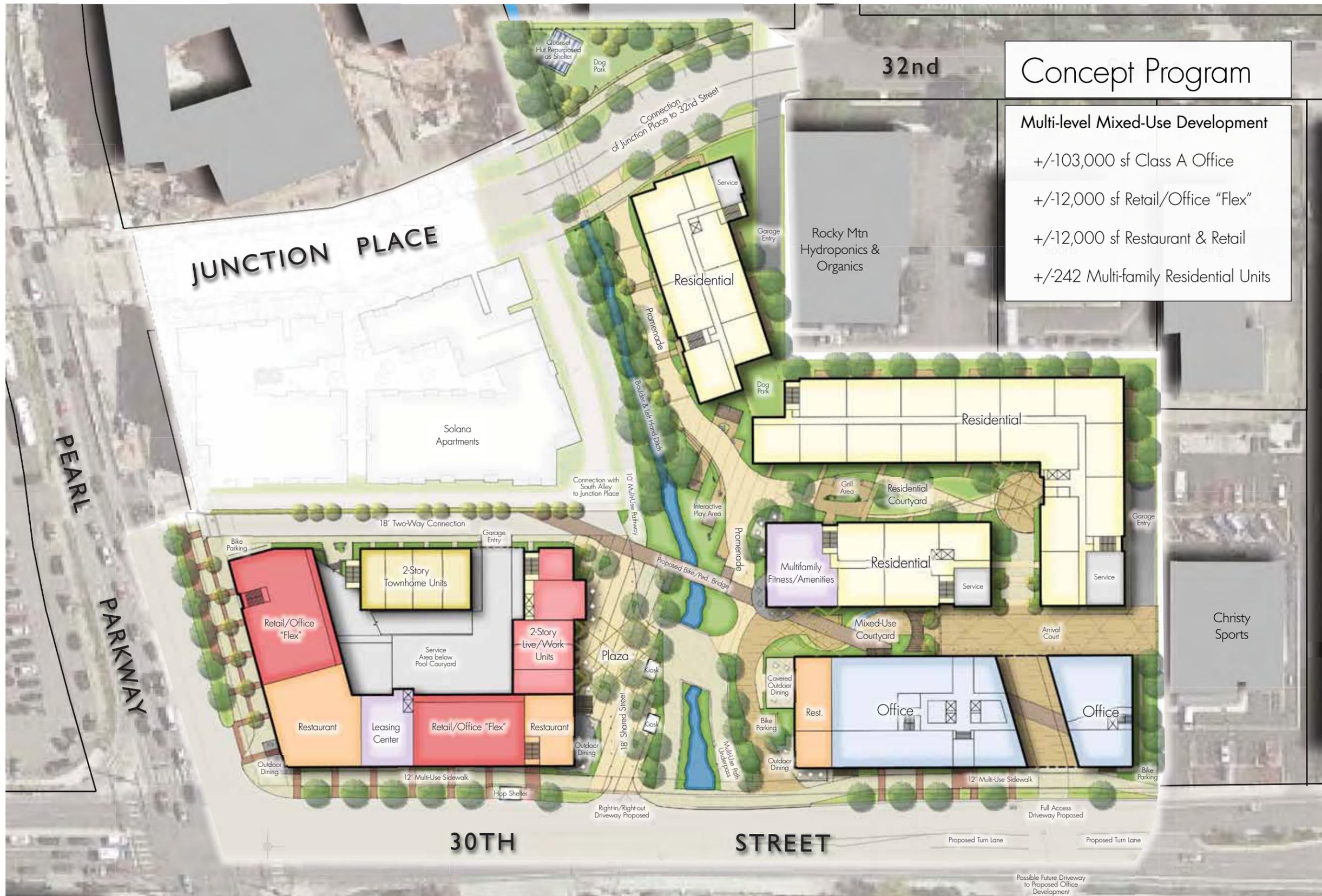
- Multi-level Mixed-Use Development**
- +/-103,000 sf Class A Office
- +/-12,000 sf Retail/Office "Flex"
- +/-12,000 sf Restaurant & Retail
Sports Printing
- +/-242 Multi-family Residential Units

CONCEPTUAL SITE MASTER PLAN 1"=80' ↻



The varying street level uses create a unique environment for social interaction. From Townhome style living to Live/Work Units, from Restaurants to Retail and Office space, the interface of these uses is sure to promote activity amongst the streets and open spaces. Due to the variety, the facade treatment and architectural detailing is sure to enhance a user's visual experience and provoke curiosity as they explore.





Concept Program

- Multi-level Mixed-Use Development
- +/-103,000 sf Class A Office
- +/-12,000 sf Retail/Office "Flex"
- +/-12,000 sf Restaurant & Retail
- +/-242 Multi-family Residential Units

GROUND FLOOR CONCEPTUAL SITE PLAN 1"=80'

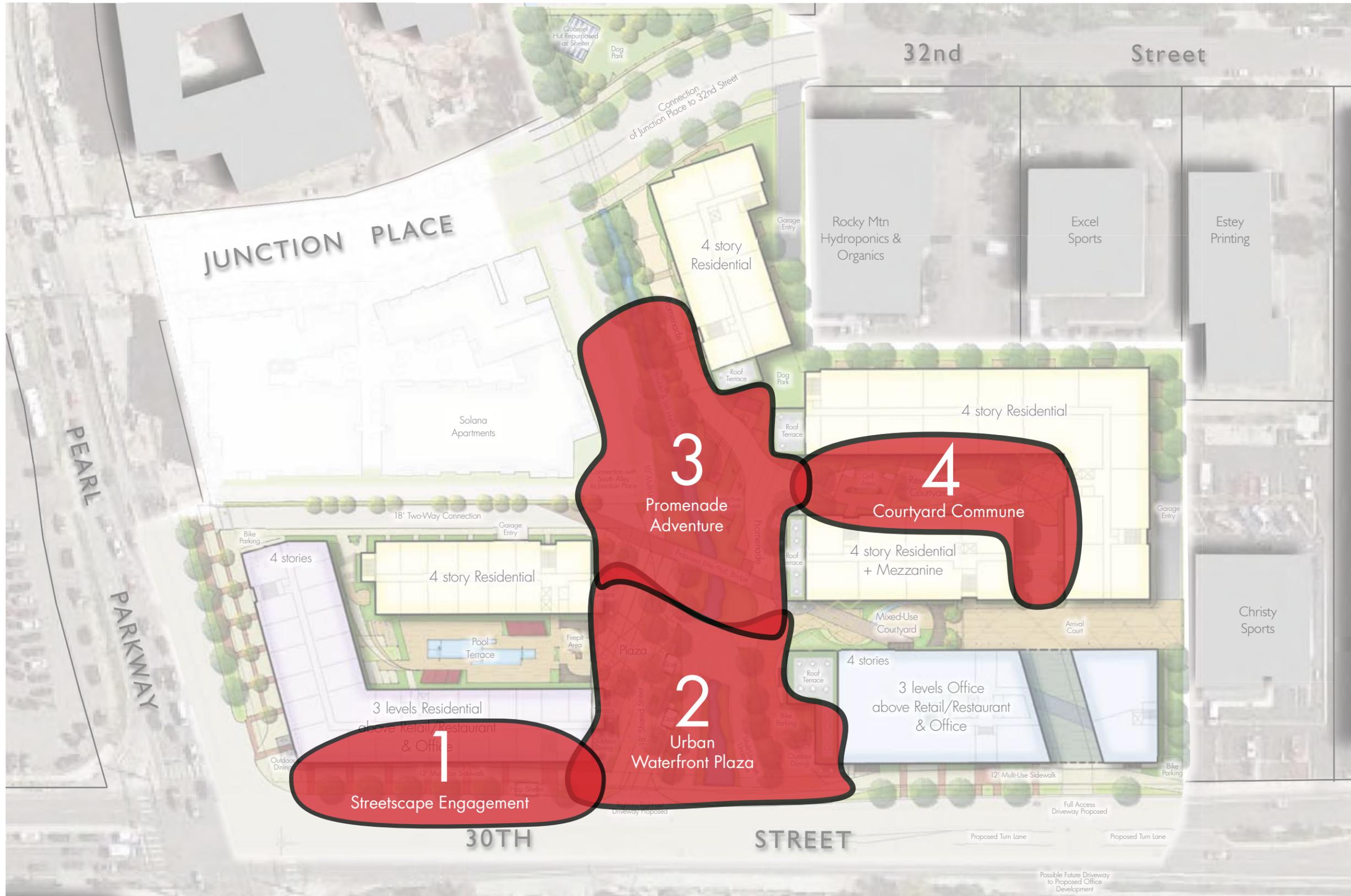


Providing for Experience...

It is our intention to create both a **Destination** and a **Neighborhood**. In order to evoke how this development will embrace the community, we've chosen specific locations within the project that begin to provide how one might "experience" Réve.

1. "Streetscape Engagement"
2. "Urban Waterfront Plaza"
3. "Left Hand Promenade"
4. "Community Courtyard"







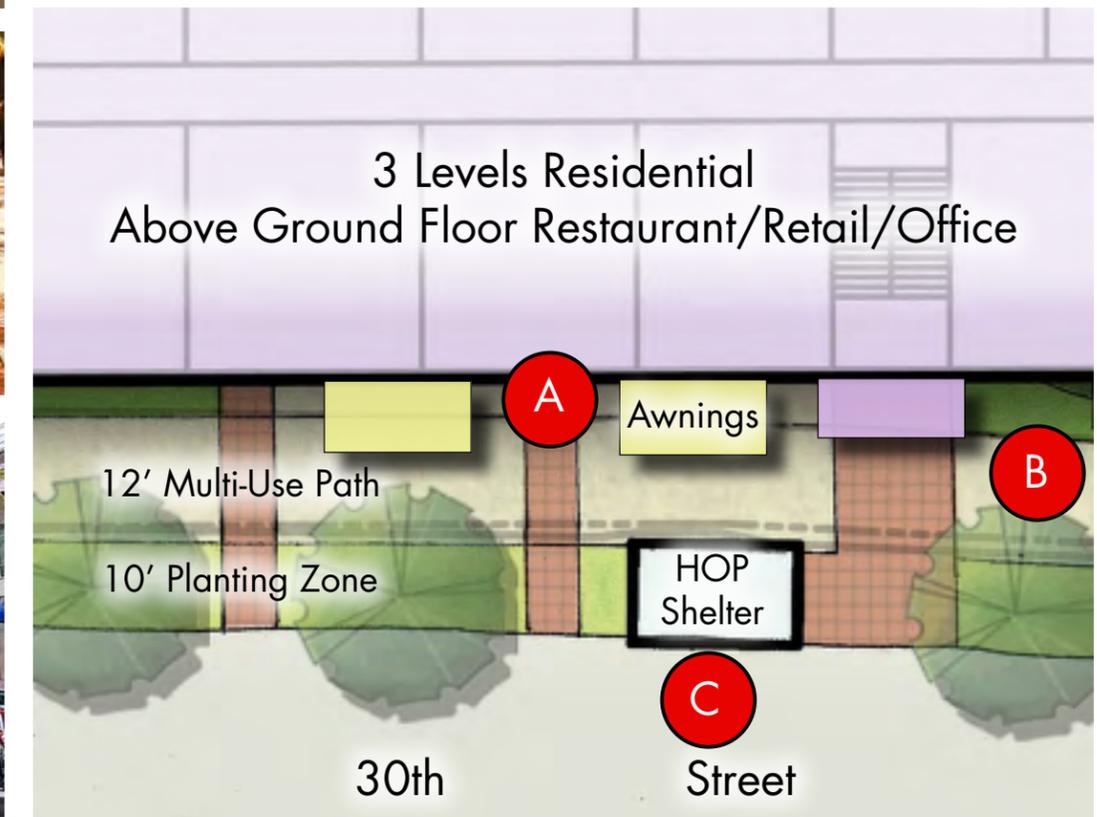
“Streetscape Engagement”

As a gateway parcel into Boulder Junction, the buildings and spaces on this site will stand testament to the vision of this area, as a transit rich neighborhood that provides a variety of interesting experiences and opportunities, ultimately becoming a destination itself.

- Lively storefront spaces spill activity onto the sidewalk
- Custom, integrated bus stop shelter
- Outdoor Dining
- Distinctive street furnishings and diverse storefronts



Key Map





Existing 30th Street View

Proposed 30th Streetscape Experience

"Urban Waterfront Plaza"

The Urban Waterfront Plaza is a highly designed, yet naturally feeling urban space serves as a foundation for all uses and activity converging in this area. With wide veins of activity along the banks, as well as more intimate, tucked in spaces for private and contemplative experiences, we have created a series of interactive spaces that together provide a destination and a reason to travel to and discover this site.



Key Map





Proposed 30th View South Into Waterfront Experience



Existing 30th Street View

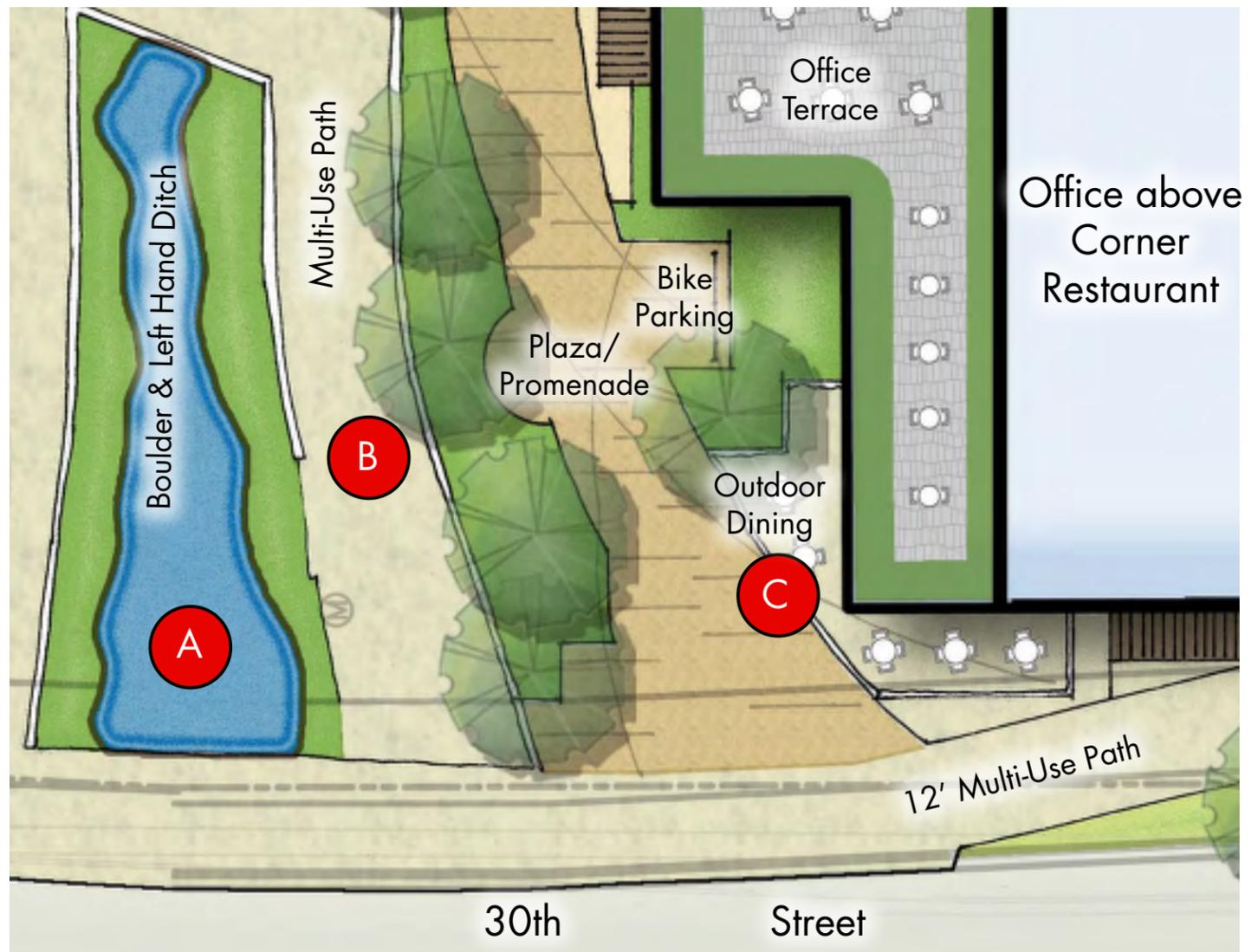


"Urban Waterfront Plaza"

- Opportunity to shop, play, dine and relax along one of Boulder's premiere ditches
- Micro "kiosk" spaces to support unique, "pop-up" retail spaces
- String lighting to define the active spaces
- Pavement treatments to delineate between multi-use paths, pedestrian walkways, plazas and playspaces
- Terraced activity into the ditch



Key Map





Existing 30th Street View

Proposed 30th View North into Waterfront Experience

“Urban Waterfront Plaza”

- Eddies and alcoves of activity and quiet spaces
- Integrated outdoor dining, terraces and deck spaces
- Event spaces for Food Trucks, festivals, crafts, children’s activities, and other community gatherings
- Convenient and abundant bike parking



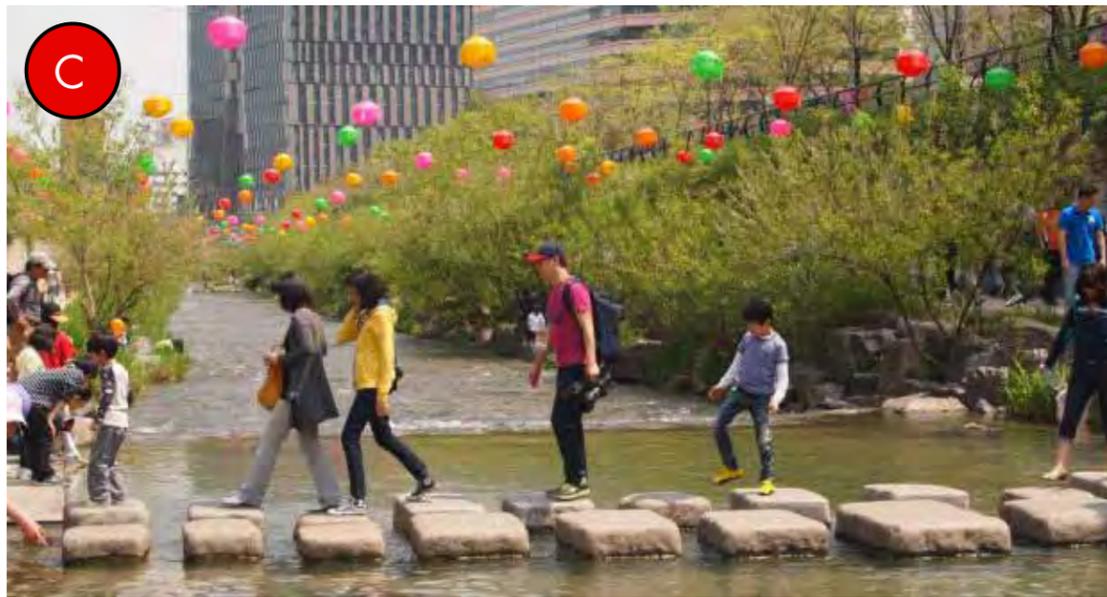
Key Map





30TH & PEARL | BOULDER, CO

Proposed View East into Waterfront Experience

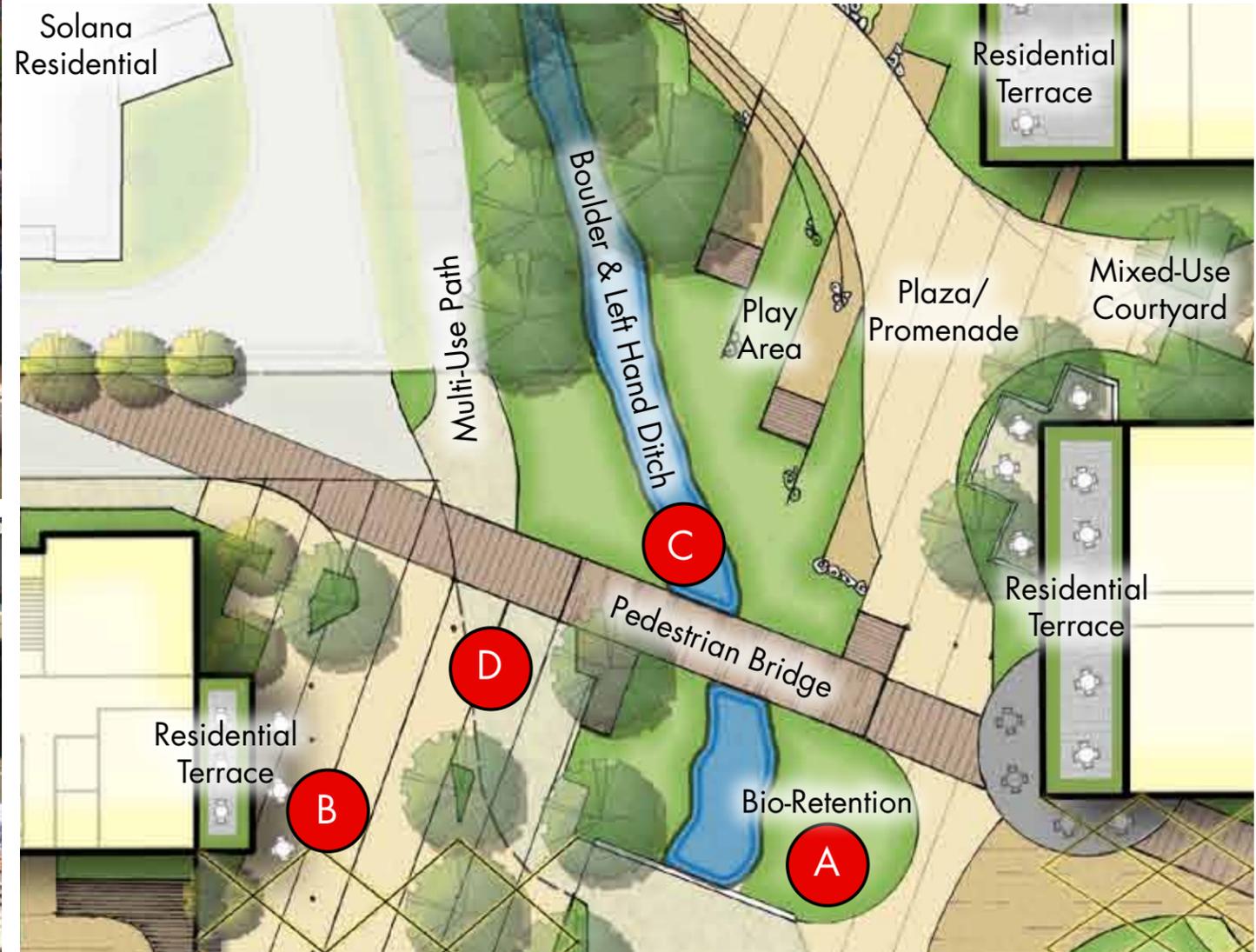


"Left Hand Promenade"

Left Hand Promenade will be the supporting and connecting element of the neighborhood onto which all activity and energy will spill and flow. The promenade has been placed next to the ditch to support the layers of activity and transit envisioned for this site. Innovative stormwater management and bioretention will be integrated into the outdoor spaces to create sustainable and educational experiences about our historic waterways within the City.



Key Map





30TH & PEARL | BOULDER, CO

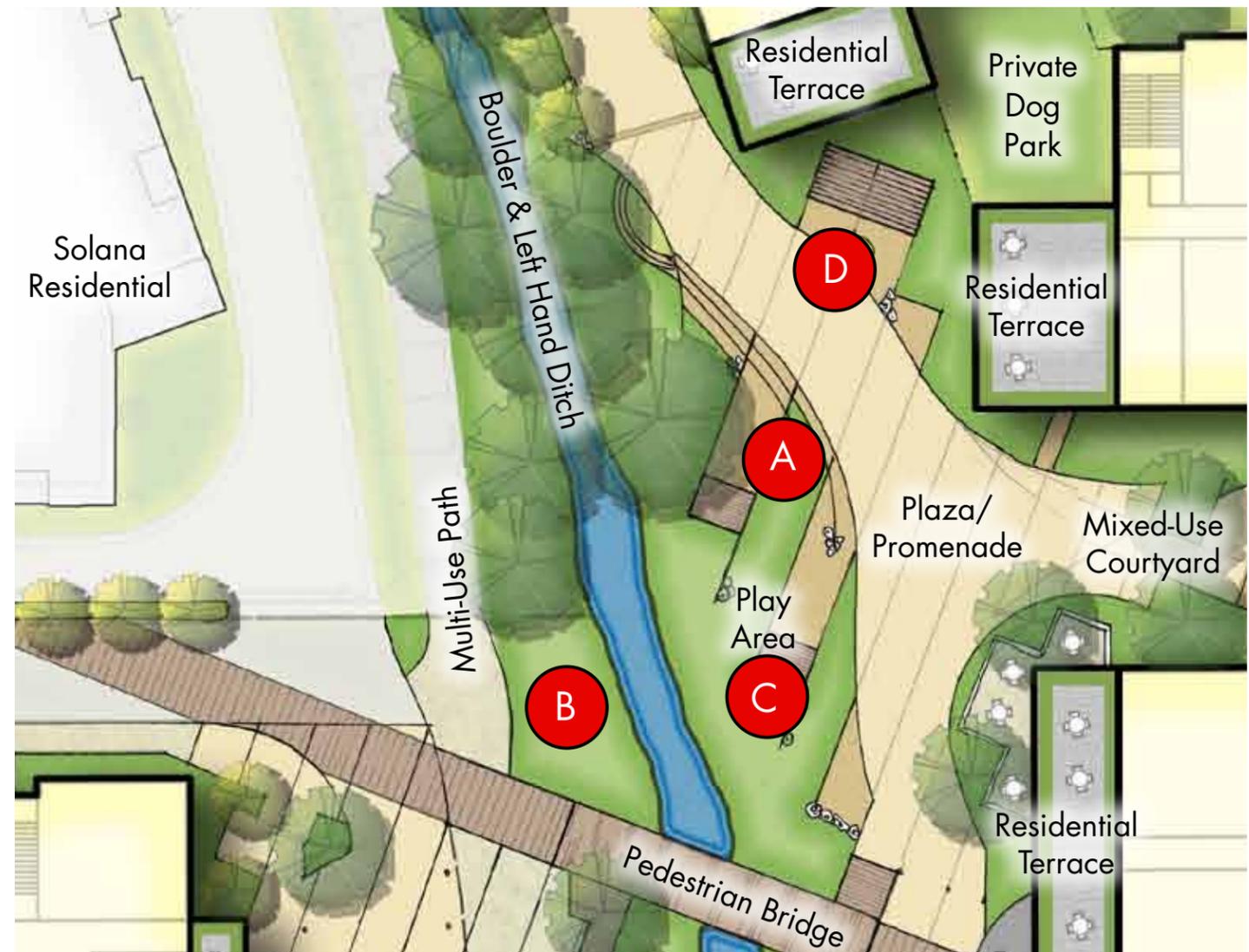
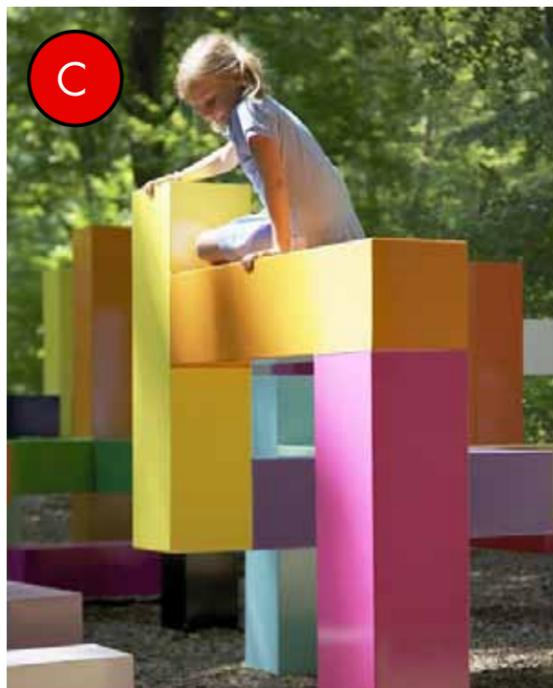
Proposed View Southwest into Promenade Experience

"Left Hand Promenade"

- Completion of trail linkages and new connections
- Pedestrian bridge connection
- Live/Work experiences to engage ground floor
- Innovative bio-retention, water quality and stormwater treatment solutions
- Traditional and natural playspaces
- Dog Park



Key Map





30TH & PEARL | BOULDER, CO

Proposed View West along Promenade Experience



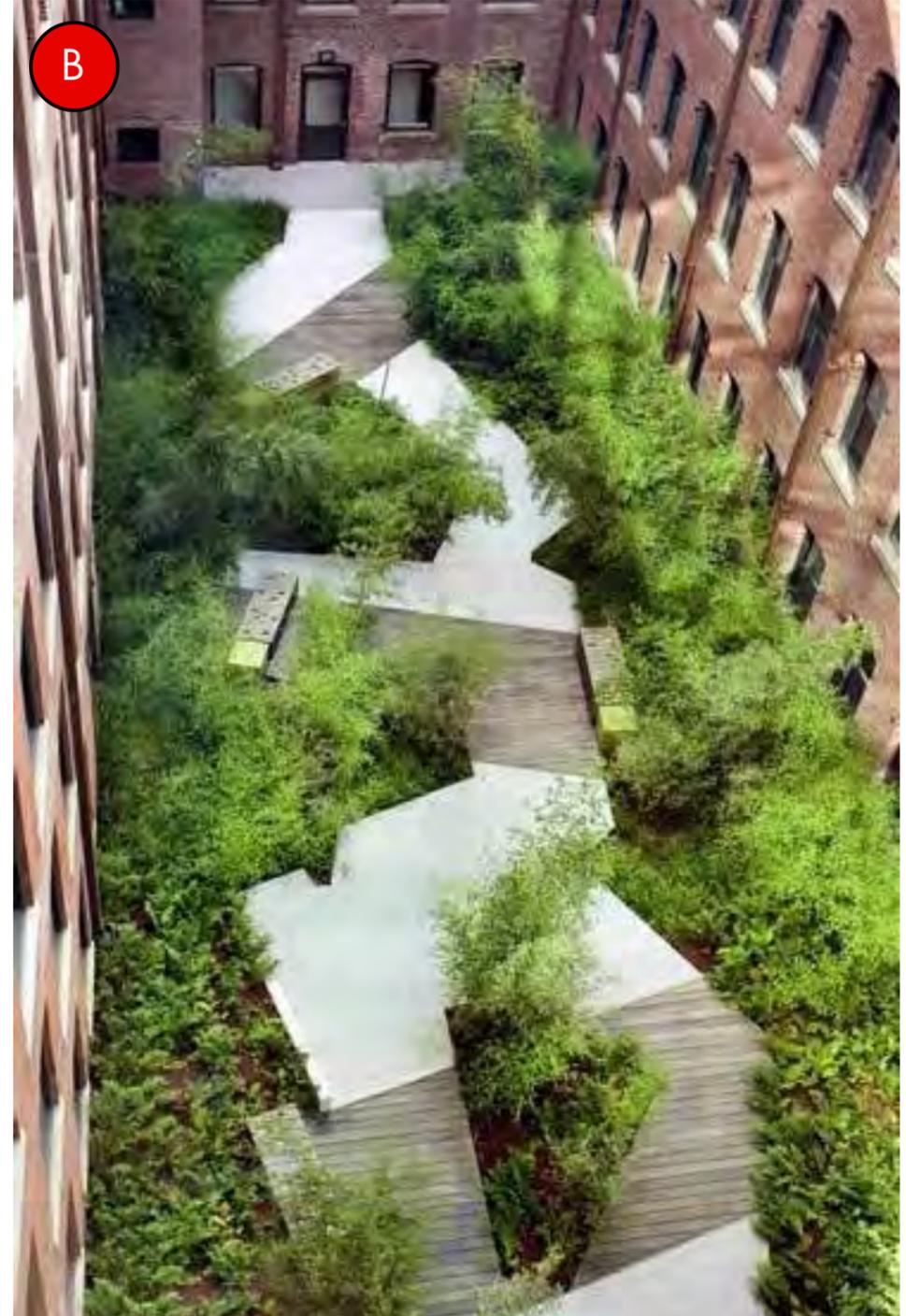
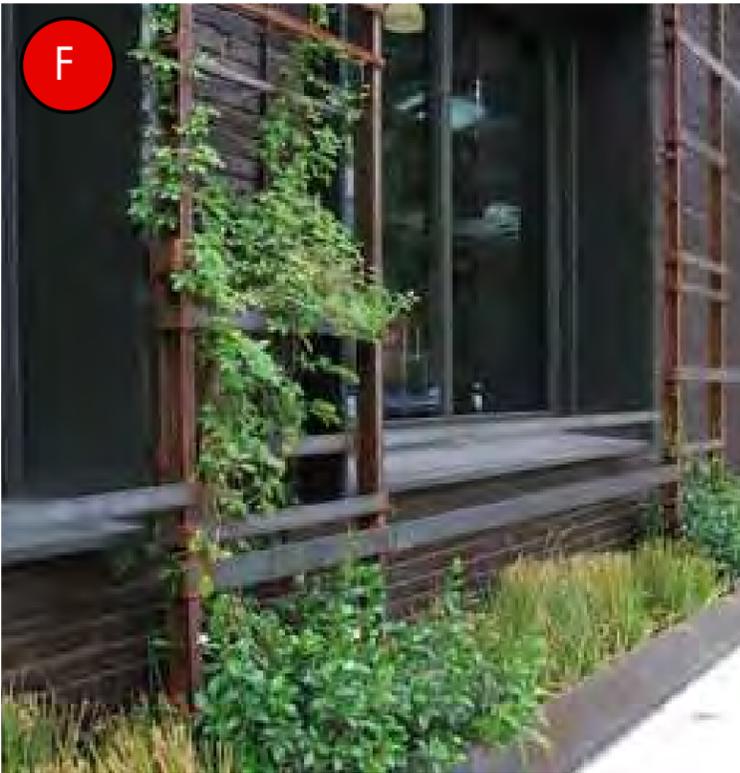
“Community Courtyard”

The Courtyard spaces between the residential buildings will provide Outdoor Rooms for intimate, private gathering spaces to counter the activity and energy of the promenade and plaza. These spaces will be highly designed with an emphasis on architectural detail, lighting, landscape treatments, seating and shade. A variety of opportunities will be created for grilling, dining, relaxing, gardening and socializing.



Key Map





30TH & PEARL | BOULDER, CO



Pearl Parkway Elevation

Building Elevations





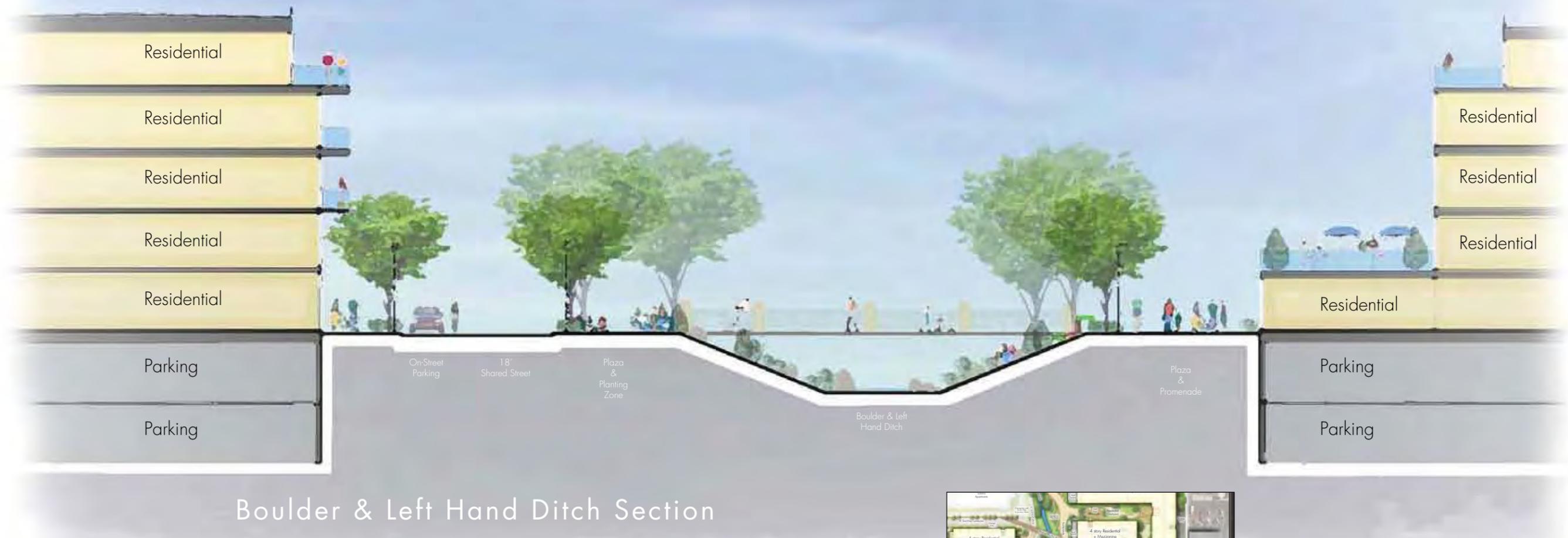
30TH & PEARL | BOULDER, CO



30th Street Elevation



Form + Texture + Character



Boulder & Left Hand Ditch Section

Site Sections



Key Map



Key Map

Regional Planning

Boulder Valley Comprehensive Plan

The site for the proposed development has multiple designations for land uses on the BVCP plan. The majority of the site is primarily Mixed-Use Business and General Business, with Open Space designated along the ditch and then a small portion of the site to the east is Light Industrial. As a whole, the site is within the Crossroads subcommunity and further defined by area plans for the Transit Village Area Plan and the Boulder Valley Regional Center. This concept aligns with many of the policies established within the BVCP and helps to define the city's goal to evolve into a more urban form that supports sustainability.

Residential

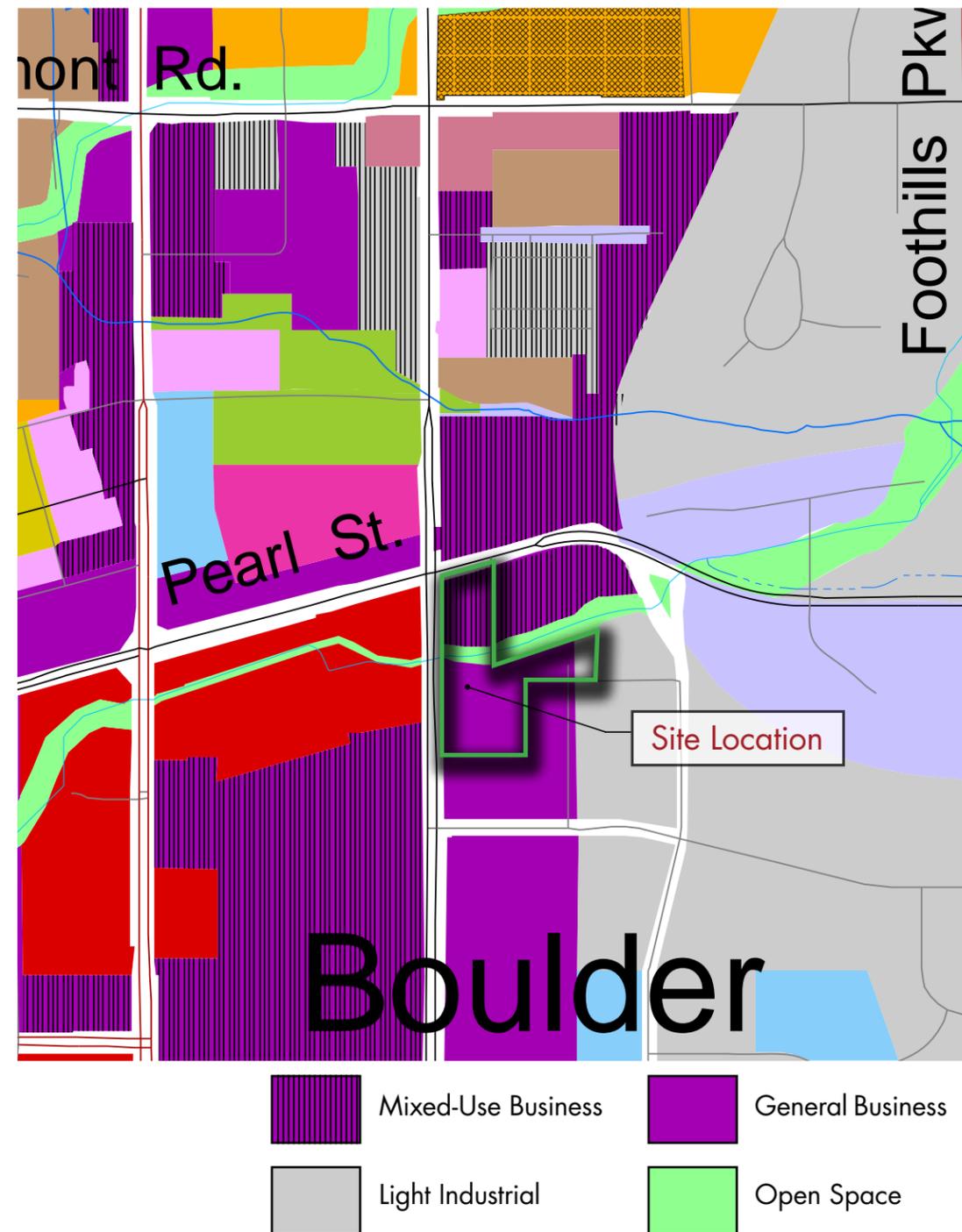
Due to the location within the Transit Village Area, the BVCP recognizes that Residential will generally be of a higher density in proximity to transit opportunities which aligns with this proposal. Additionally, the variety of unit types planned will contribute to the desired mix the BVCP has encouraged.

Business

The BVCP identifies the Crossroads area as a major Regional Business area where there is a dominant focus for business activity. The office and retail/restaurant uses proposed will only reinforce this activity where it is already established, but will repurpose it into new development to serve the needs of residents in the area.

Open Space

The BVCP has identified the Boulder & Left Hand Ditch as an Open Space and this proposal fully intends to preserve that designation. While connecting the multi-use pathway network along this open space, this proposal would like to further enhance the qualities this open space can provide.



Community Planning

Boulder Valley Regional Center

The BVRC plan set forth five goals for guiding redevelopment within its boundaries.

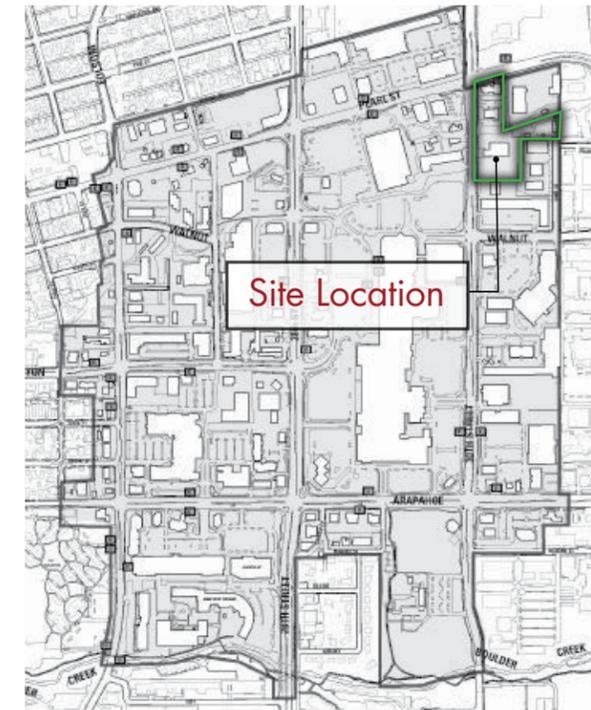
- Continue to upgrade the BVRC through high-quality redevelopment
- Make the BVRC a memorable, people-oriented place
- Develop a more fine-grained and complete transportation network
- Incorporate a greater diversity of land uses
- Strengthen ties to Downtown and the University

This proposal will focus on adhering to the specific design guidelines the BVRC has set forth where possible. The existing buildings will be removed and redevelop into a high-quality development. With the types of land uses proposed and through the design of the open space and the architecture, the project will certainly be a people-oriented place. The plan has proposed connections for multi-use pathways, sidewalks, and the street network to enhance the overall mobility network.

Design Guidelines

While all of the guidelines within the BVRC are applicable, certain ones were identified as having more importance. Some of these which this development will certainly adhere to are below:

- Buildings close to street, or street corner
- Internal access joins together public streets or adjacent private drives
- Direct vehicular links to abutting properties
- Minimize/reduce number of curb cuts
- Complete pedestrian network
- Direct pedestrian links to abutting properties
- Direct bicycle links to abutting properties
- Structured parking considered by applicant
- Usable outdoor open space
- City site landscaping requirements
- Min. 8-foot or 10-foot wide landscape strip, depending on street type
- Min. 6-foot or 10-foot wide sidewalk or 12-foot wide multi-use path, depending on street type
- Breakdown mass of building
- Pedestrian break where needed
- Orient building to street, entrance on streetside
- Address street corner
- Minimize large blank walls
- Pedestrian interest along ground level
- Sign program if multi-tenant building



Transit Village Area Plan

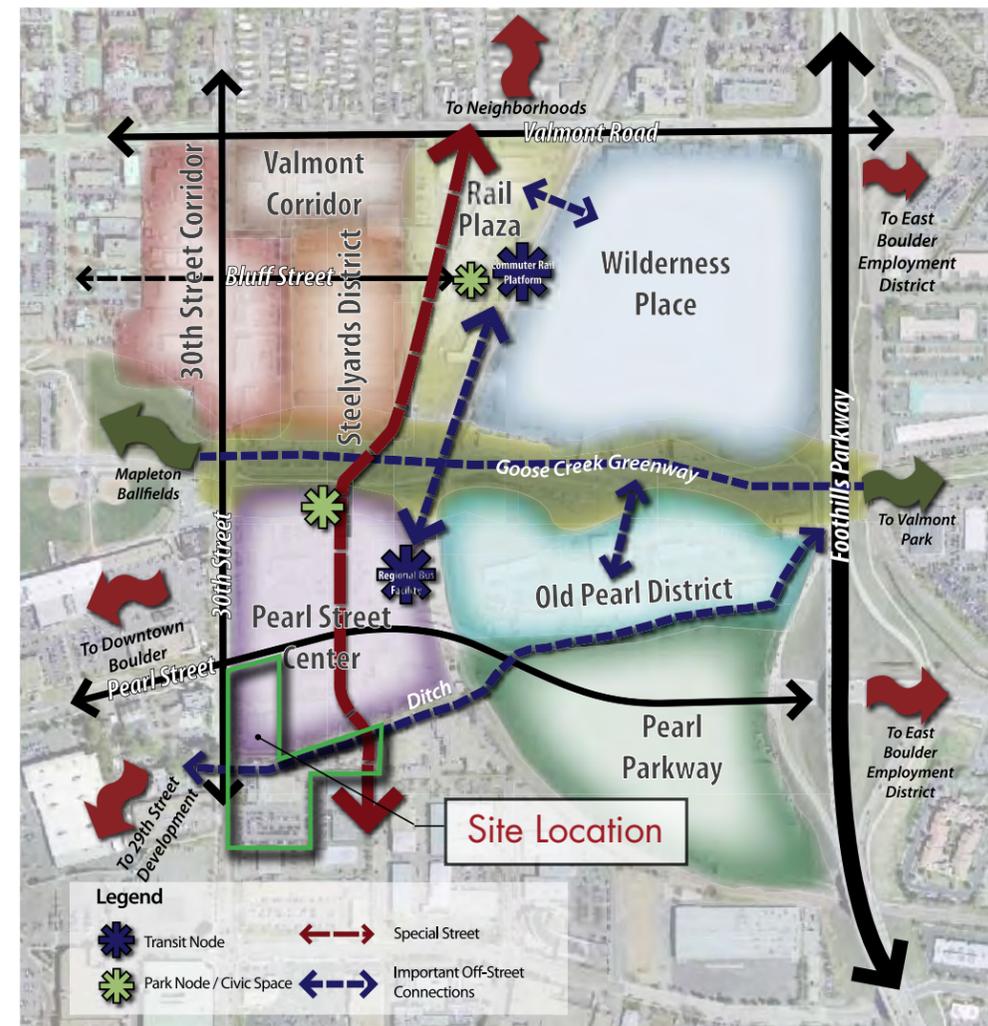
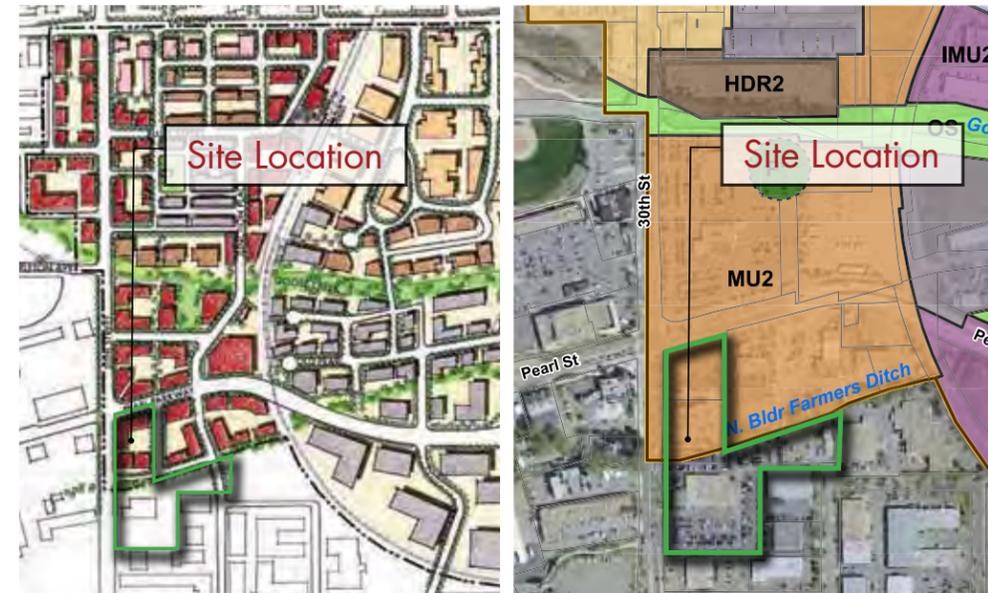
A portion of the site, north of the ditch, is located within the TVAP. The vision adopted to guide the plan states the Transit Village area will be:

- A lively and engaging place with a diversity of uses, including employment, retail, arts and entertainment, with housing that serves a diversity of ages, incomes, and ethnicity.
- A place that is not overly planned, with a “charming chaos” that exhibits a variety of building sizes, styles, and densities where not everything looks the same.
- A place with both city-wide and neighborhood-scale public spaces.
- A place that attracts and engages a broad spectrum of the community, not just people who live and work here or come to access the transit in the area.
- A place that emphasizes and provides for alternative energy, sustainability, walking, biking and possible car-free areas, e.g. “eco-village.”

Additionally, the TVAP set forth 6 goals and objectives:

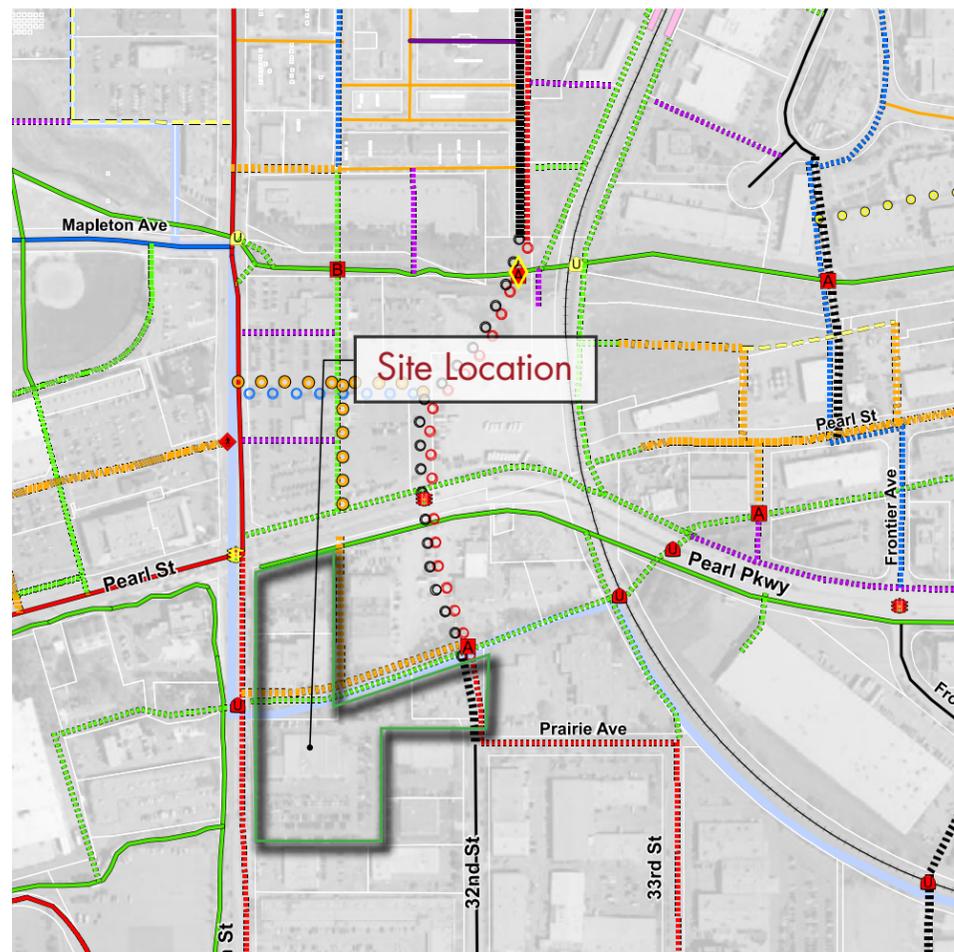
- Create a well-used and well-loved, pedestrian-oriented place
- Support diversity
- Enhance economic vitality
- Connect to the natural and built environment
- Maximize the community benefit of the transit investment
- Create a plan that will adapt to and be resilient for Boulder’s long-term future

This proposal identifies well with the objectives of the TVAP and seeks to complement these important ideas that guide new development in this particular area.



Although the TVAP area does not include the entirety of the property within this proposal, these same goals and objectives should be applied to ensure compatibility between uses and transportation connections. The land use identified for the area of the site within the boundary is Mixed Use 2 (MU-2), which is classified as mixed-use buildings with predominant uses as business or residential and mostly structured parking. The proposal follows this prototype by providing a variety of housing types, neighborhood serving retail and restaurant, and placement of office close to transit facilities and residential uses.

Pearl Street Center is the character district within the TVAP that includes this site. This district is stated to become a high-intensity mixture of housing and retail which has been proposed for this site. Guidelines for the Pearl Street Center indicate buildings shall have entries along Pearl and 30th, providing active first-floor uses, integrate a multi-use path along the ditch along with aesthetic improvements to the banks, and placing buildings to face the ditch. All of these components are addressed in this proposal.

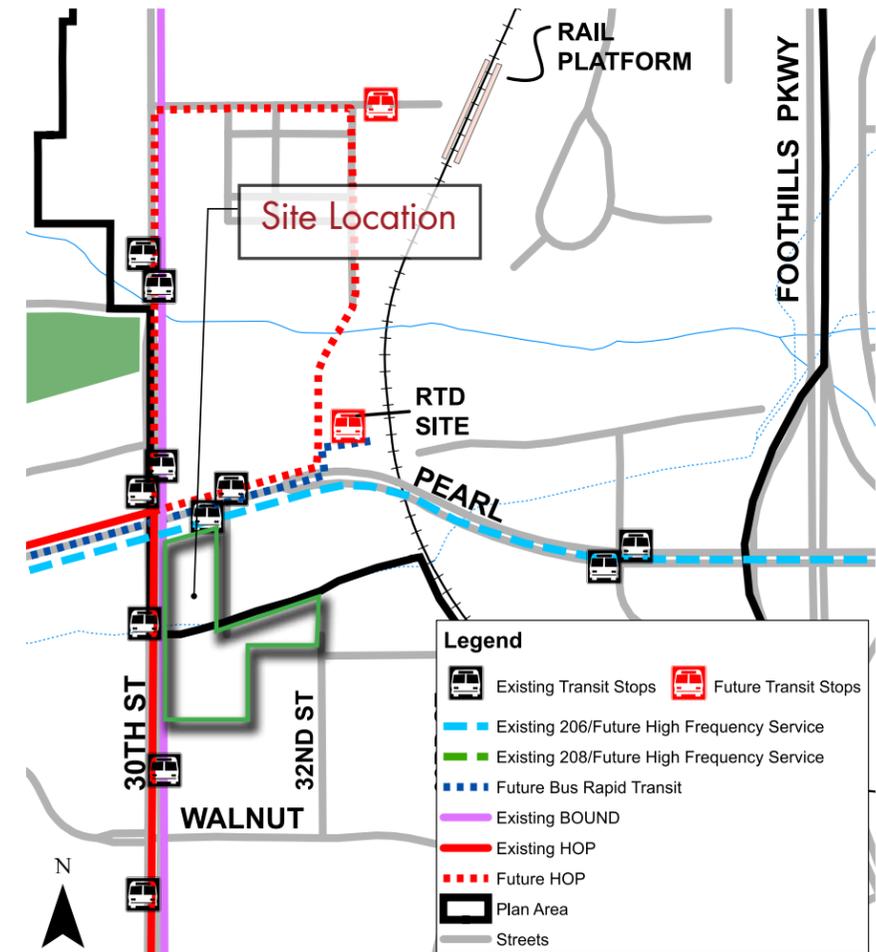


Transportation Connections Plan

The TVAP strives to provide a fine-grained street network and multi-use path connections through this particular site. The proposal either follows the alignments as shown or provides for the future connection as indicated.

Existing and Future Transit

The TVAP indicates all of the transit opportunities this particular development can utilize to promote the use of these services rather than solely relying on a vehicle or bicycle for long distance mobility. The proposal does not impede any of the future planning of the transit network or stops. The development will embrace the mobility options and will upgrade the existing HOP transit stop located along 30th with a uniquely designed shelter. With a mix of uses provided including office, retail and restaurant and multi-family residential the multitude of transit opportunities will be well utilized to and from this development.



Zoning

Existing Zoning

The proposed site is currently zoned in two separate classifications. The majority of the site is located within Business - Regional 1 (BR-1) while a node to the east is within Industrial - General (IG). Both of these classifications allow for the types of uses this proposal has identified and have similar Form and Intensity Standards for which to follow. The office and retail/restaurant uses proposed are allowable under current zoning.

Proposed Rezoning

At the first Concept Plan submittal hearing the portion of the site that is within the Transit Village Area and currently zoned BR-1, generally, had support of a rezone to MU-4 because that classification would meet the intent of the TVAP, adhere to the goals of the BVCP, and be consistent with adjacent property that has similar density to what is proposed. Likewise, while only briefly discussed during the hearing, the current portion of the site that is zoned IG also received positive feedback for rezoning. Due to its adjacency to BR-1 immediately to the south and west, the BR-1 designation would likely be appropriate. This change would still remain consistent with the BVCP and its Land Use Map. This proposal seeks the change of BR-1 zoning north of the Slough to MU-4 and the IG zoning south of the Slough to BR-1 zoning. The BR-1 zoning currently designated for the area south of the Slough would remain intact.

Additional Variances

These additional variances would likely be sought, but the specifics may vary depending on the outcome of the rezoning. Any variances necessary that have not been identified at this time based on the need for a rezoning will be included during Site Review.

- Additional height necessary to a maximum of 55 feet
- Additional floor area to the maximum of any principal building

