

**THE CITY OF BOULDER
SPECIAL CITY COUNCIL MEETING
COUNCIL CHAMBERS, 1777 Broadway
Thursday, January 15, 2015
6 PM**

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PUBLIC HEARINGS

A. CONCEPT PLAN REVIEW AND COMMENT

Request for public and City Council comment on a proposal for a redevelopment located at 3000 Pearl Street; 2170, 2100 30th Street and 2120 32nd Place, with a mix of uses including office, retail, restaurant, and multi-family residential apartments.

3. ADJOURNMENT

This agenda and the meeting can be viewed at www.bouldercolorado.gov/citycouncil. Meetings are aired live on Municipal Channel 8 and the city's website and are re-cablecast during the week. DVDs may be checked out from the Main Boulder Public Library.

Anyone requiring special packet preparation such as Braille, large print, or tape recorded versions may contact the City Clerk's Office at (303) 441-3002, 8 a.m. – 5 p.m. Monday through Friday. **Forty-eight (48) hours (business days) notification prior to the meeting or preparation of special materials IS REQUIRED.**

If you need Spanish interpretation or other language-related assistance for this meeting, please call (303) 441-1905 at least three business days prior to the meeting. *Si usted necesita interpretación o cualquier otra ayuda con relación al idioma para esta junta, por favor comuníquese al (303) 441-1905 por lo menos 3 negocios días antes de la junta.*

Electronic presentations to the city council must be pre-loaded by staff and will not be accepted after 3:30 p.m. at regularly scheduled meetings. Electronic media must come on a prepared USB jump (flash/thumb) drive and no technical support is provided by staff.



**CITY OF BOULDER
CITY COUNCIL AGENDA ITEM
MEETING DATE: Jan. 15, 2015**

AGENDA TITLE: CONCEPT PLAN REVIEW AND COMMENT: Request for public and City Council comment on a proposal for a redevelopment located at 3000 Pearl Street; 2170, 2100 30th Street and 2120 32nd Place, with a mix of uses including office, retail, restaurant, and multi-family residential apartments. 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). This is the second Concept Plan review submitted for this project. Planning Board reviewed the Concept Plan on Oct. 30, 2014 and City Council called up the consideration of the Concept Plan on Nov. 18, 2014.

PRESENTER/S

Jane S. Brautigam, City Manager
David Driskell, Executive Director of Community Planning & Sustainability
Susan Richstone, Deputy Director of Community Planning & Sustainability
Charles Ferro, Land Use Review Manager
Elaine McLaughlin, Senior Planner

Planning Board initially reviewed a Concept Plan on the subject site on June 5, 2014, the minutes and plans from that hearing can be found on the city's website: Planning Board > Past Meeting Materials > 2014 06 JUN > 06.05.14. At that hearing, Planning Board recommended that the applicant return with a second Concept Plan review which was reviewed and discussed by the Planning Board on Oct. 30, 2014. Subsequently, on Nov. 6, 2014 the City Council adopted emergency Ordinance No. 7992 amending Section 9-2-13, "Concept Plan Review and Comment," B.R.C. 1981, to add a process for review of concept plans by City Council. The amended code section 9-2-13(a)(2), B.R.C. 1981 provides an opportunity for the City Council to vote to review and comment on the concept plan as follows,

(2) City Council Call-Up: The city council may call up a concept plan application within thirty days of the board's review. The city manager may extend the call-up period until the council's next regular meeting, if the manager finds in writing within the original call-up period that the council will not receive notice of the application in time to enable it to call up the application. Any application that it calls up, the city council will review at a public meeting within sixty days of the call-up vote or within such other time as the manager or council and the applicant mutually agree.

On Nov. 18, 2014, the City Council voted to call-up the Concept Plan for review and discussion. Attached herein as Exhibit A is the staff memorandum from the Oct. 30, 2014 Planning Board hearing along with the minutes from that hearing under Exhibit B.

EXHIBITS:

Exhibit A: Planning Board memo with Attachment
Exhibit B: Planning Board minutes
Exhibit C: Applicant Concept Plan submittal

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:

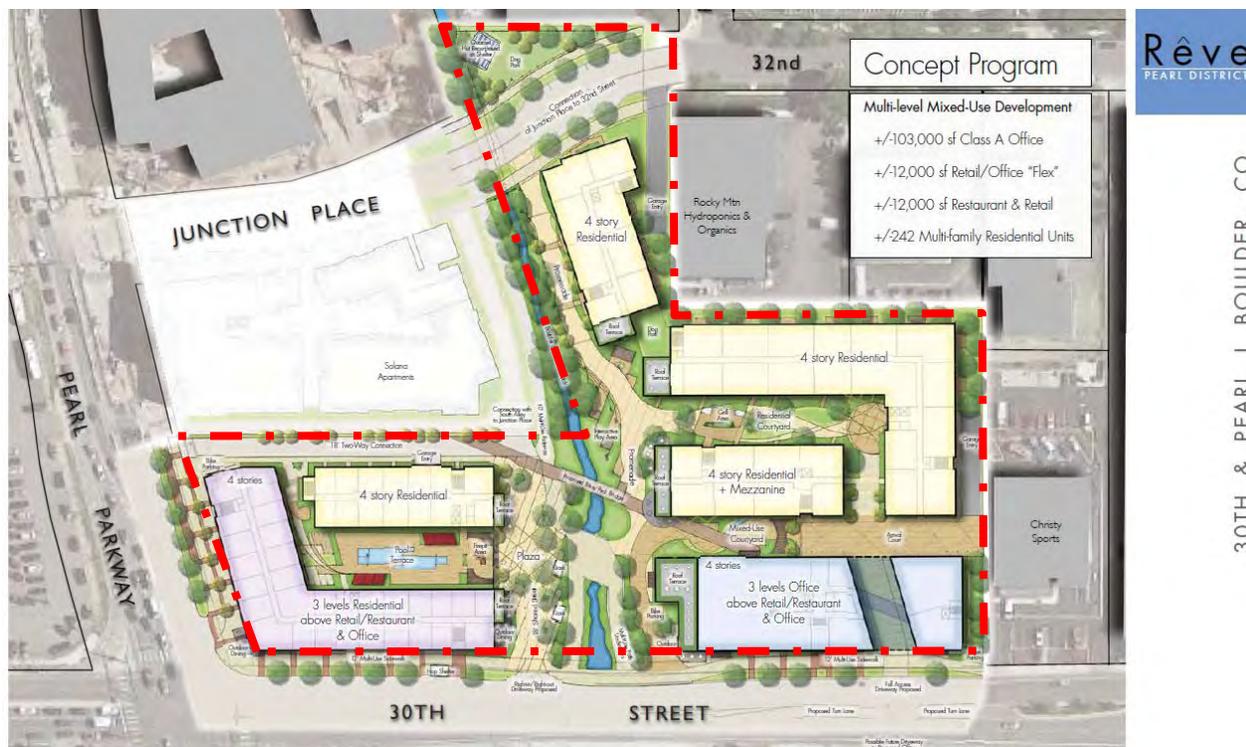
1. Response to previous Concept Plan review comments
2. Consistency with the BVCP Land Use Designations;
3. Consistency with the TVAP Transportation Connections Plans; and
4. Preliminary consistency with BVRC and TVAP guidelines.

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

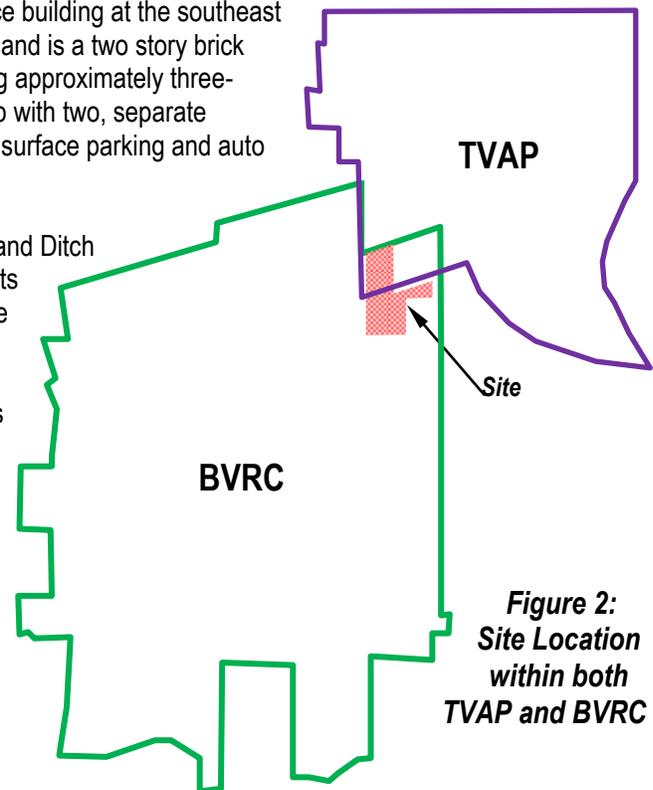
“The following guidelines will be used to guide the planning board's discussion regarding the site. It is anticipated that issues other than those listed in this section will be identified as part of the concept plan review and comment process. The Planning Board may consider the following guidelines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



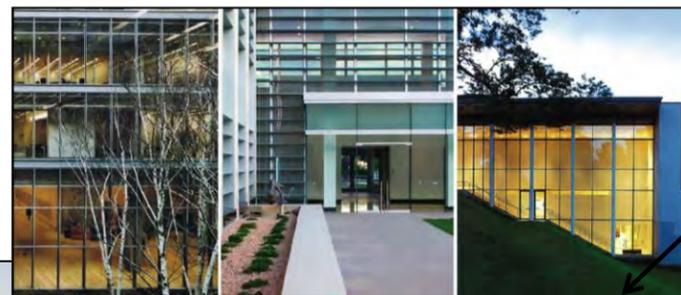
Figure 3:
Site Context



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

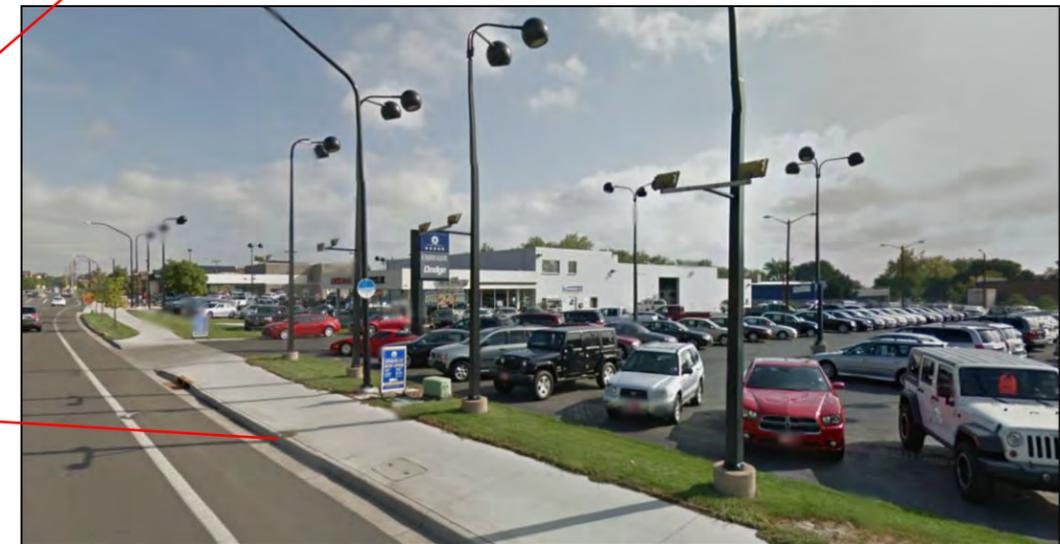


Figure 4:
Photos of Concept Plan Site

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.

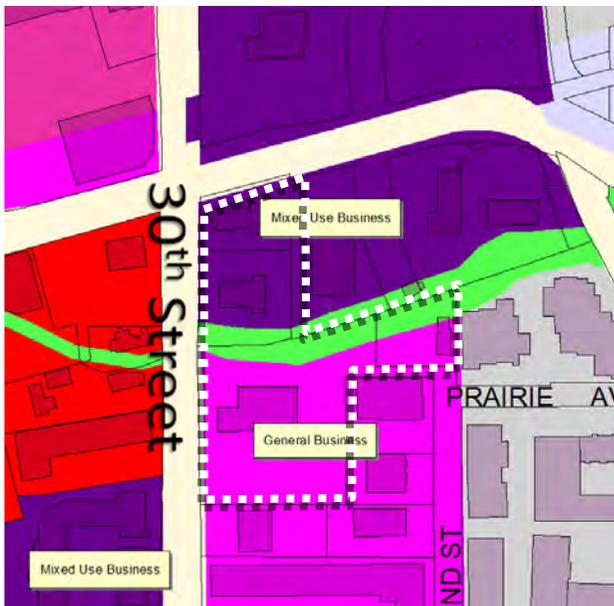


Figure 5: BVCP Land Use Designation

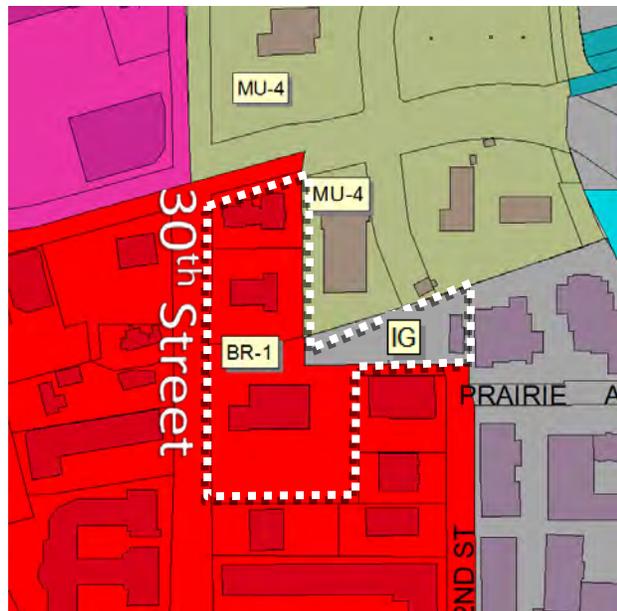


Figure 6: Zoning

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

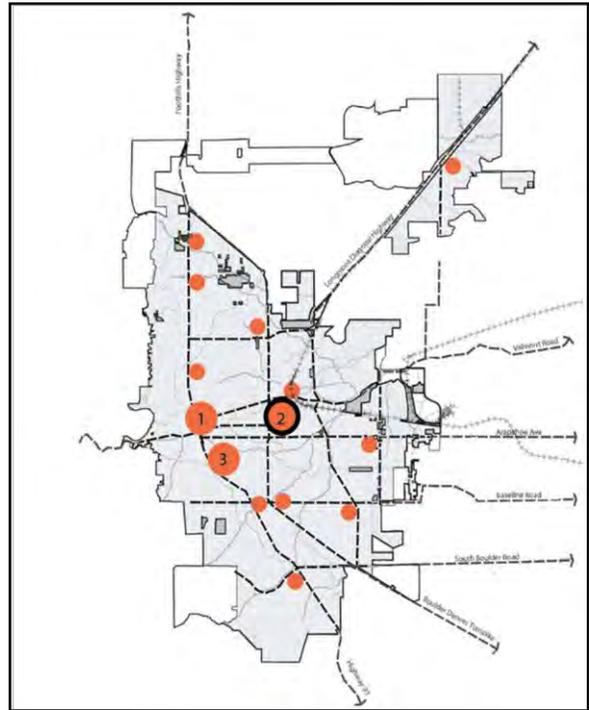


Figure 7: Boulder's Three Regional Centers

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,

“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](#).



Figure 8
Site located within the BVRC

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.

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.

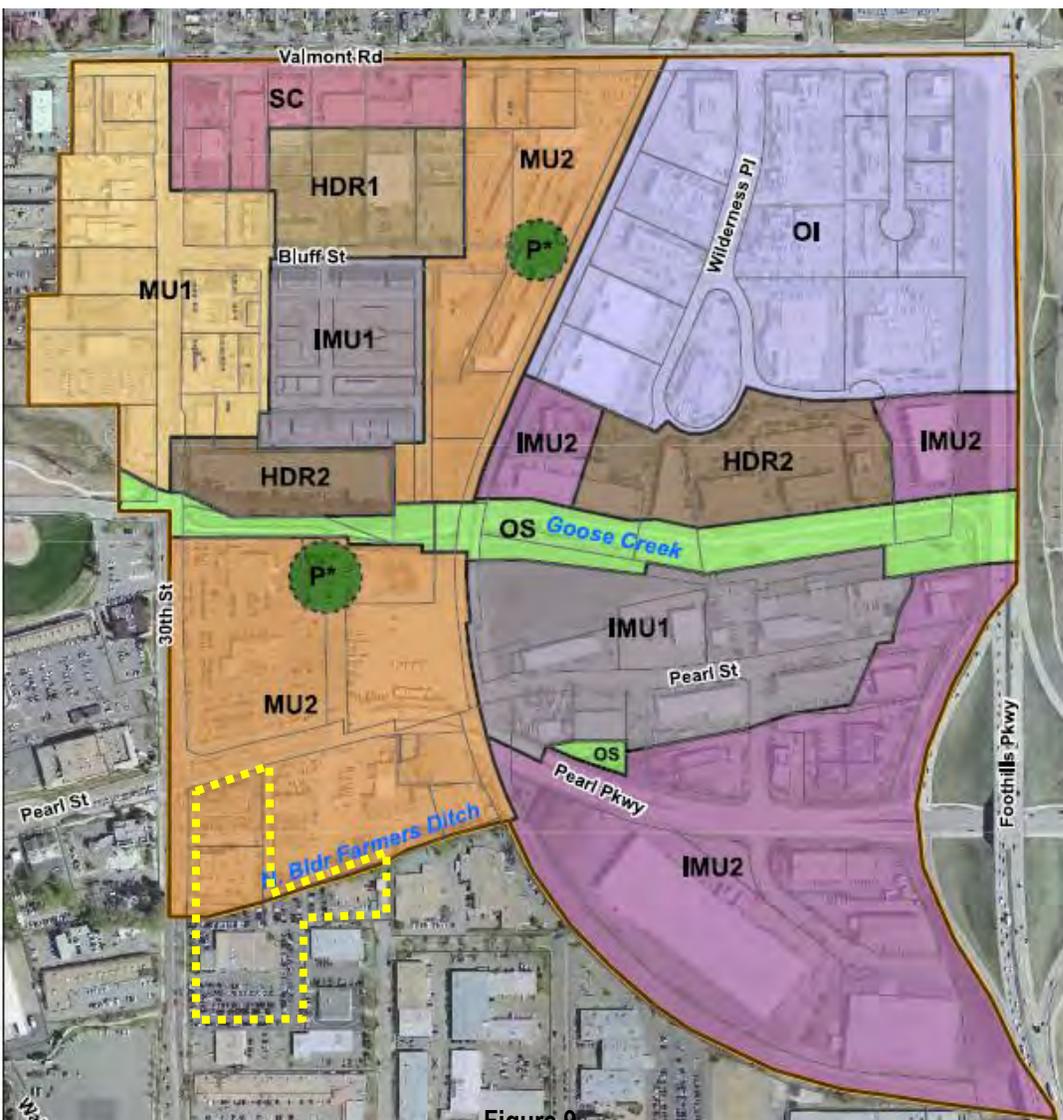


Figure 9
Site Location within the Transit Village Area Plan Land Use Map

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.

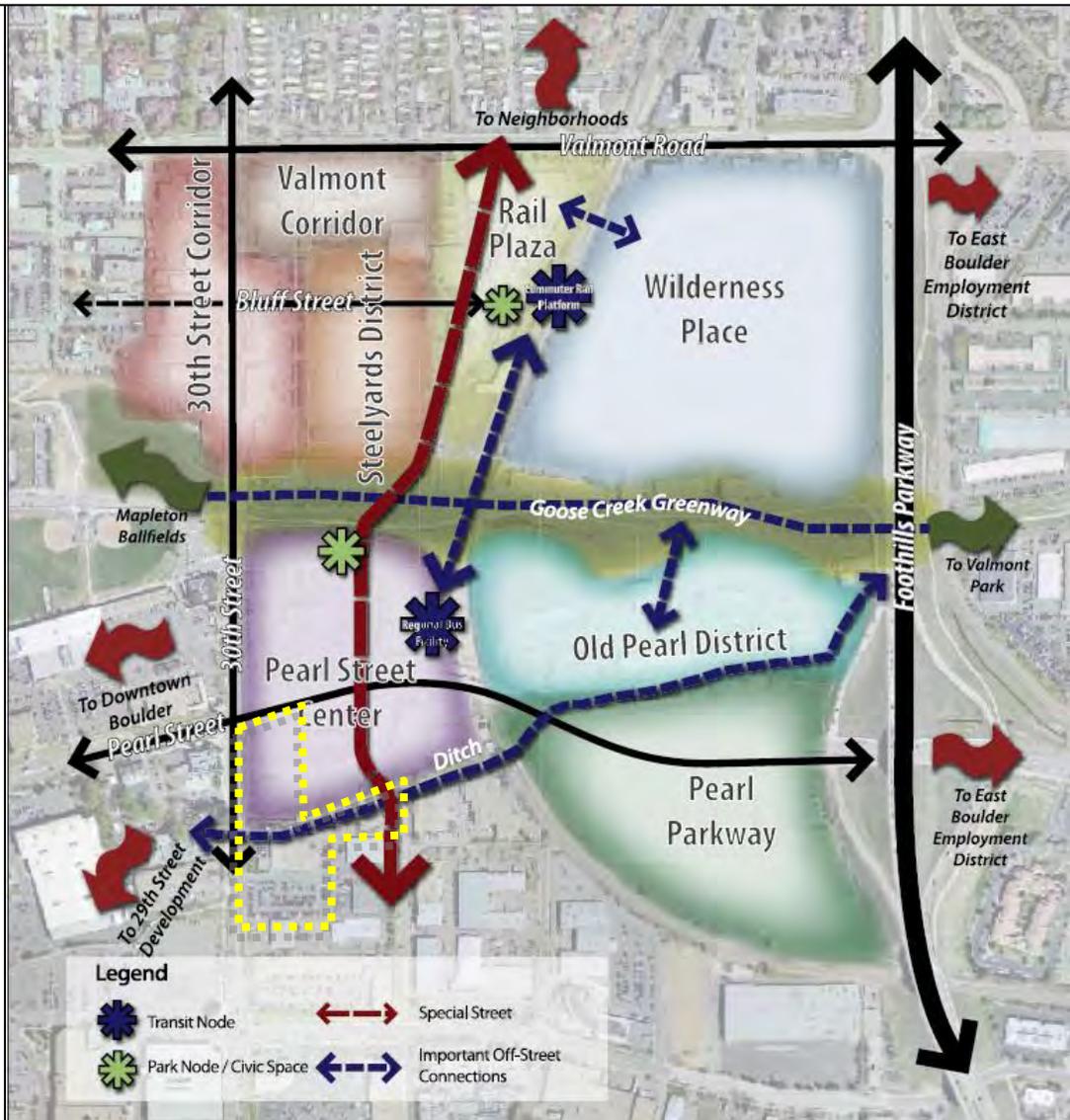


Figure 12:
Site Context within Transit Village Area Plan Character Districts

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.

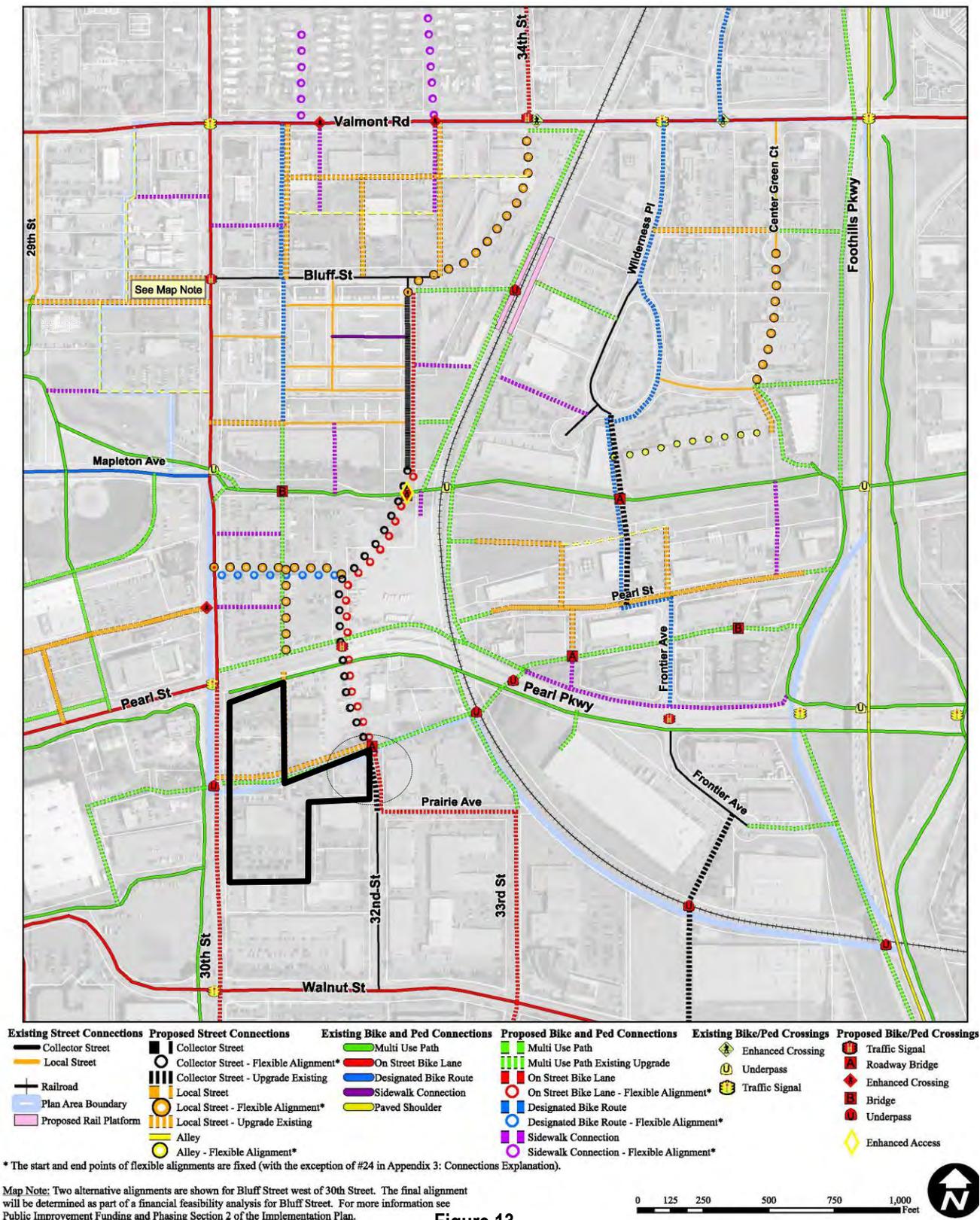


Figure 13
Site Location within the Transit Village Area Plan: Connections Plan

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.

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.

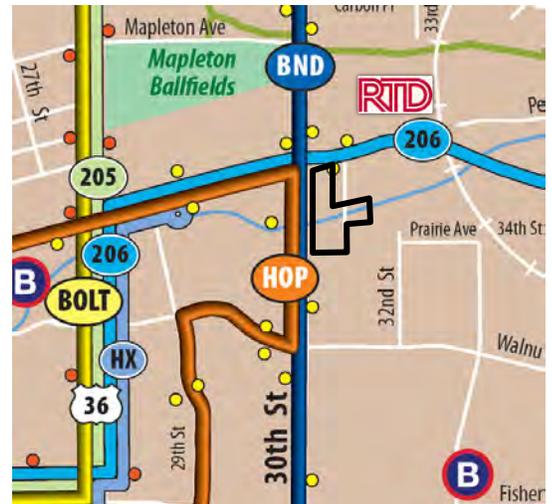


Figure 14: Bus Transit in Relation to Site

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

The 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.

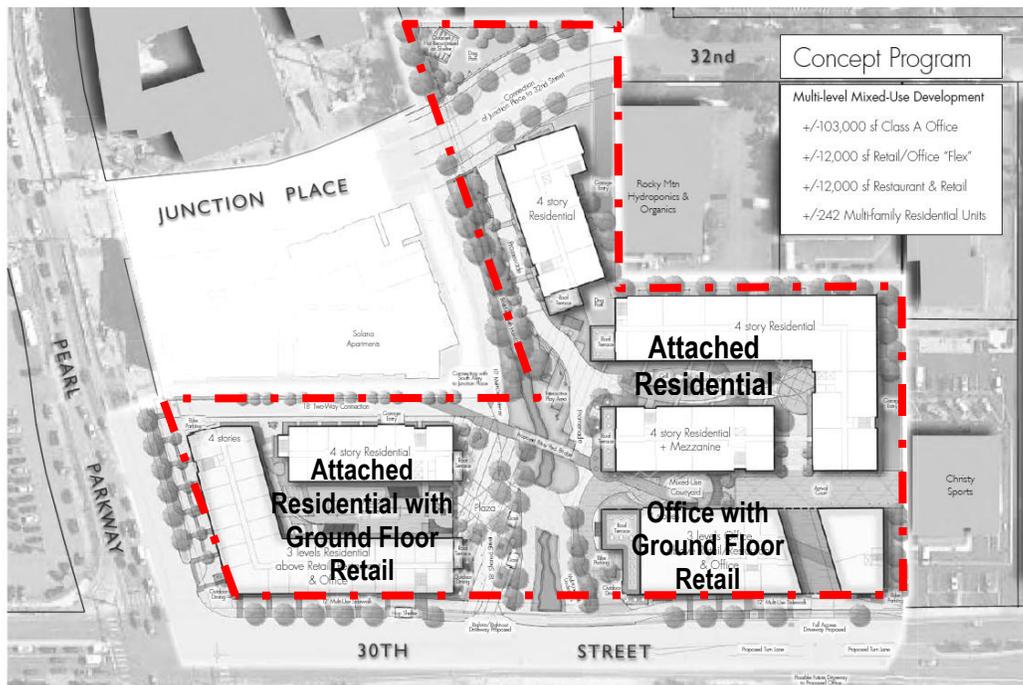
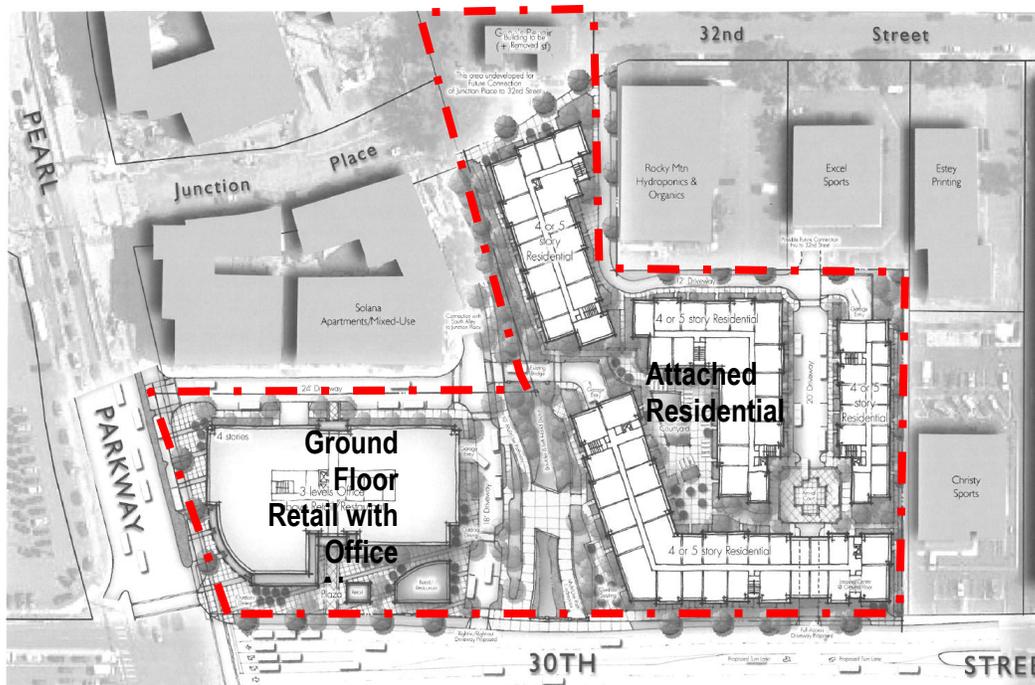


Figure 15: Current Concept Above Compared to Original Concept Below



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.

Similarly, with regard to the creative “urban playgrounds” that



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

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.



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

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 BVRC 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.*

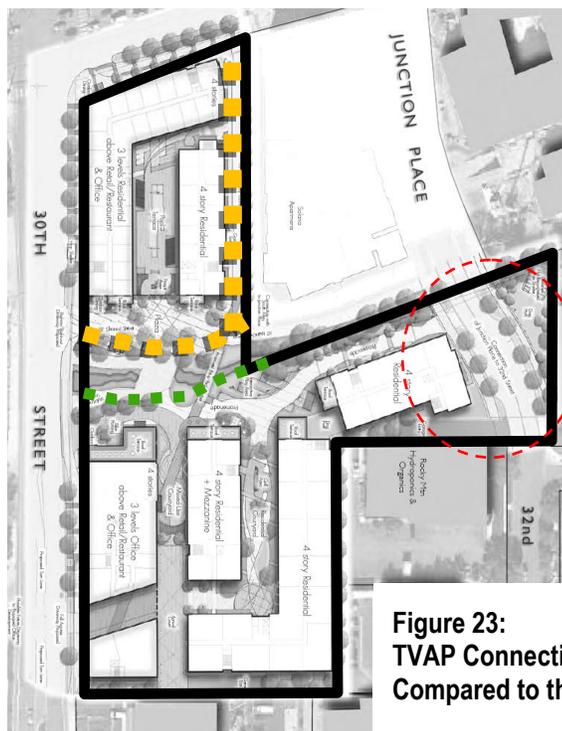
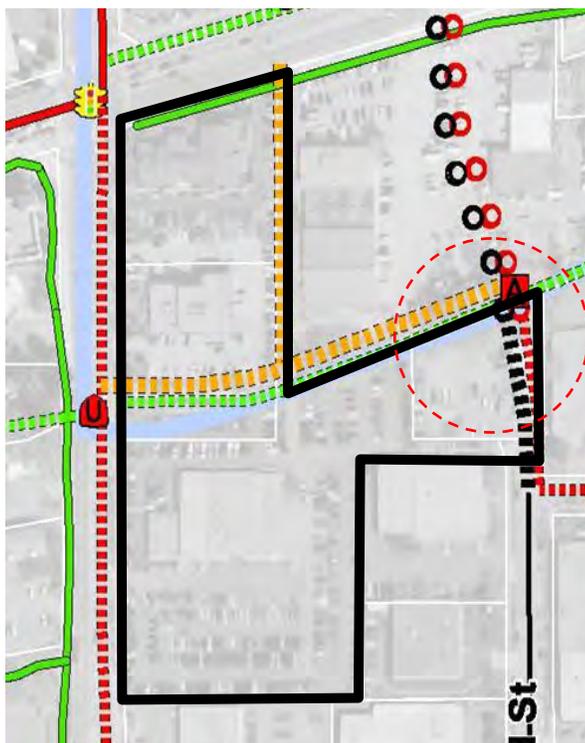
- f. For a building which provides one full level of parking below grade, an increase in FAR not to exceed 0.5:1 may be granted.

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** The 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 “wooner” 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.

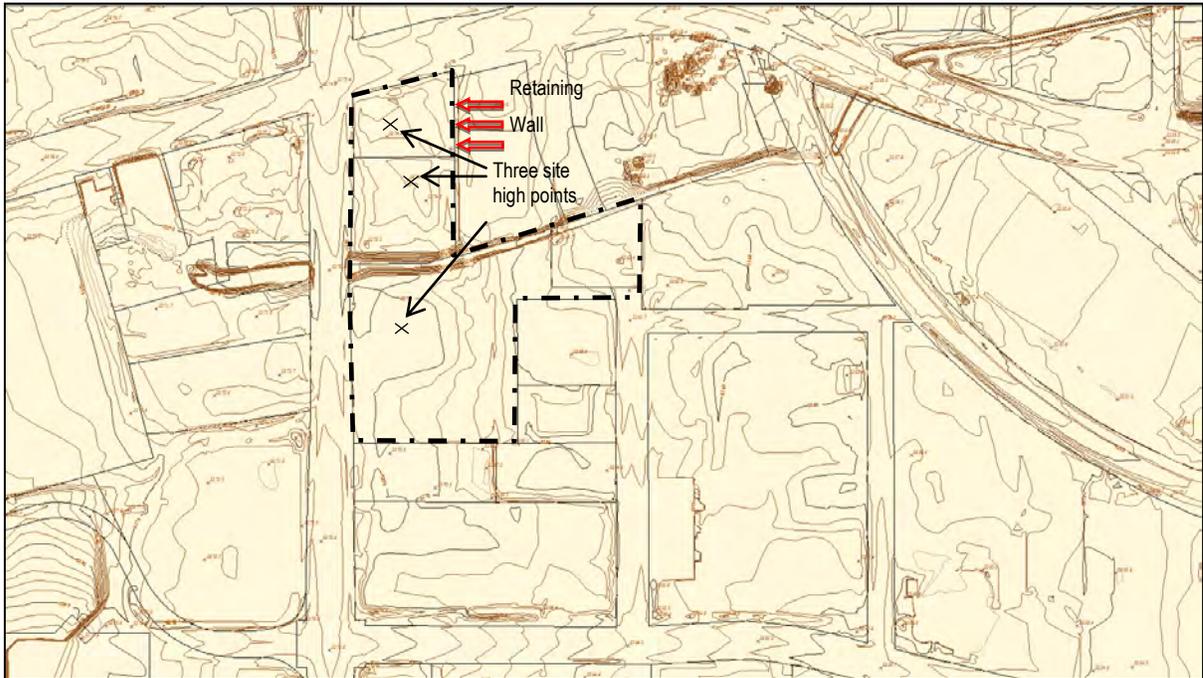
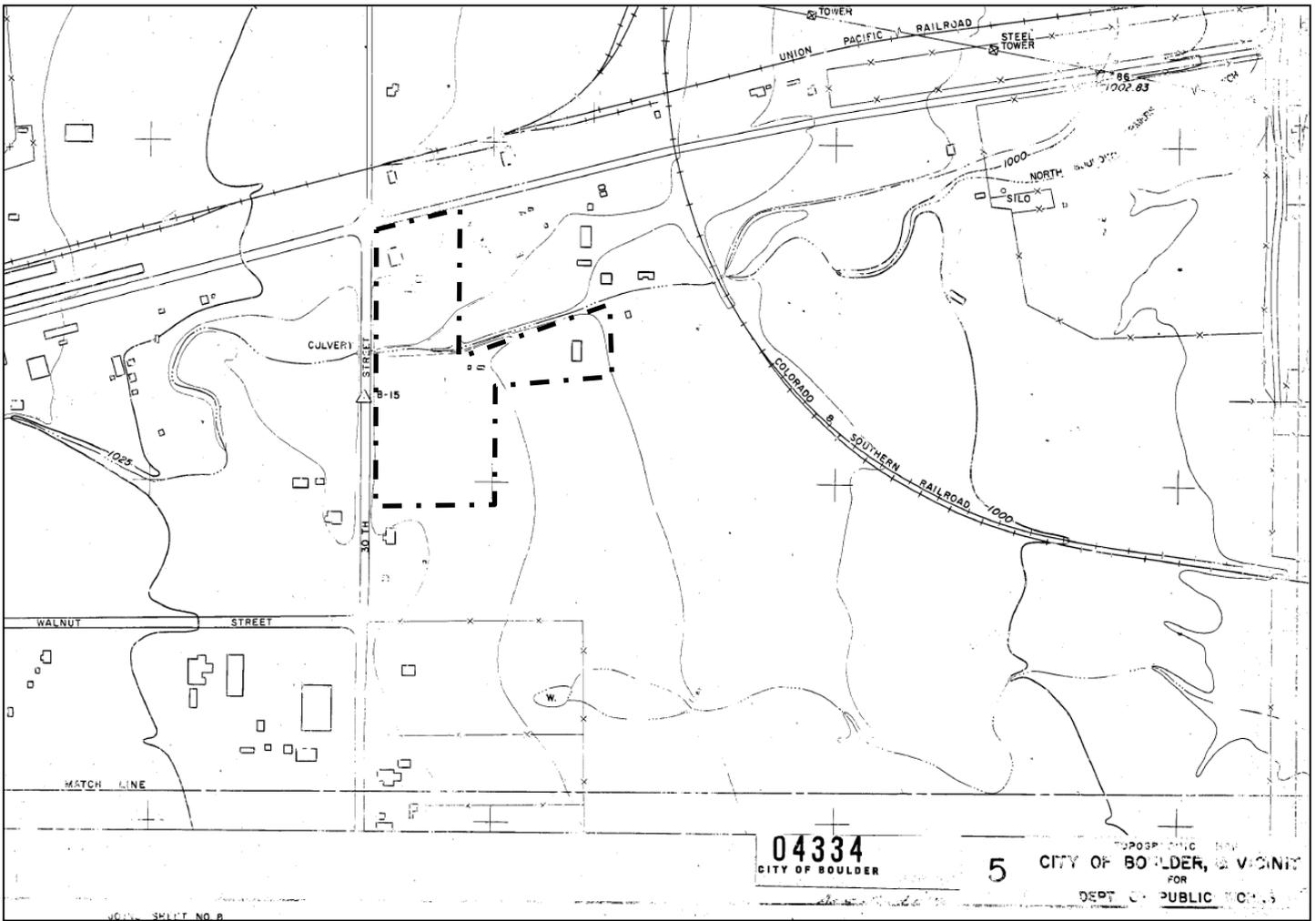


Figure 25a and b
Site Location with Natural Grade (above in 1958 USGS topo) compared to Altered Grade of today (below)

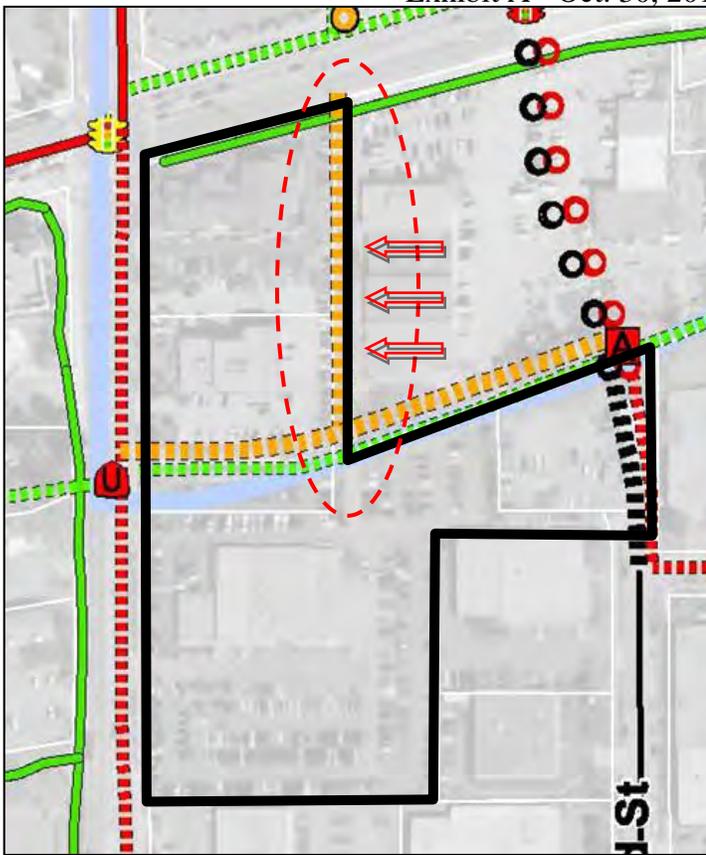


Fig. 26a.



Fig. 26b.

Figure 26b (above) Location of Existing Retaining Wall and TVAP Connections Plan
26b (below) existing retaining wall at the east/rear property line of 3000 Pearl (proposed to be removed)

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. In addition, information has been posted on the city's website regarding the application.

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.

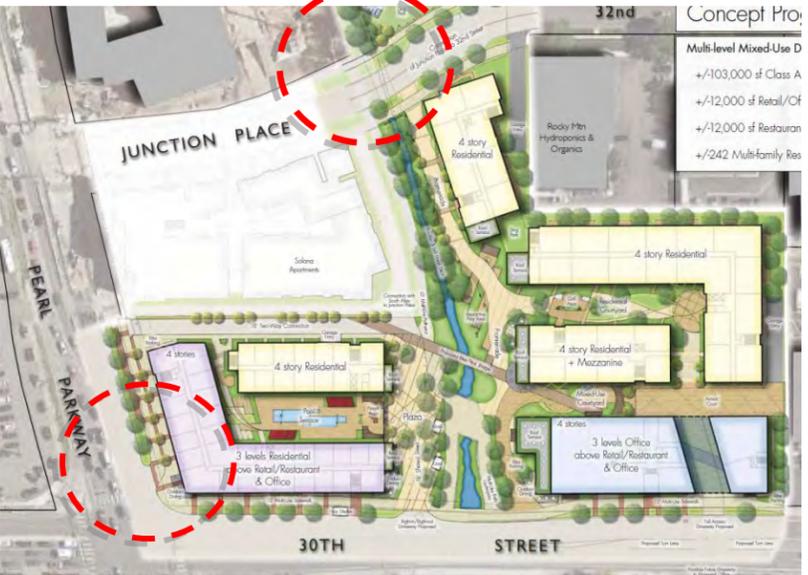
Approved By:

David Driskell, Executive Director
Community Planning & Sustainability

ATTACHMENTS:

A: Consistency Analysis with Guidelines

Attachment A: Consistency Analysis of south side of project with Design Guidelines: BVRC and TVAP Design Guidelines

Preliminary Consistency with BVRC Design Guidelines		
BVCP and BVSP DESIGN GUIDELINE applies to the south portion of project	CONSISTENCY ANALYSIS WITH GUIDELINE	Preliminary 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>		<p>Yes</p>
<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</p> <p>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</p> <p>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</p> <p>3.2.B. Connect with adjacent parking lots or drives</p> <p>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</p> <p>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</p> <p>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 side 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	Preliminarily 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>	<p>Yes</p>
<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> 	<p>Yes</p>
<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> 	<p>Yes</p>
<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> 	<p>Yes</p>

**CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
October 30, 2014
1777 Broadway, Council Chambers**

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

PLANNING BOARD MEMBERS PRESENT:

Aaron Brockett, Chair
Bryan Bowen
Crystal Gray
John Gerstle
Leonard May
Liz Payton
John Putnam

PLANNING BOARD MEMBERS ABSENT:

STAFF PRESENT:

David Driskell, Executive Director for CP&S
Charles Ferro, Development Review Manager for CP&S
Elaine McLaughlin, Senior Planner
Sam Assefa, Senior Urban Designer
Edward Stafford, Engineering Review Manager for CP&S
Susan Meissner, Administrative Assistant III
David Thompson, Transportation Engineer II
Heidi Hansen, Engineer II

1. CALL TO ORDER

Chair, **A. Brockett**, declared a quorum at 6:02 p.m. and the following business was conducted.

2. APPROVAL OF MINUTES

A. The September 4, 2014 Planning Board meeting minutes are scheduled for approval.

J. Gerstle asked that the minutes be corrected to show that he was absent for the Sept. 4th meeting and that **L. Payton** was present.

On a motion by **J. Putnam**, seconded by **L. Payton**, the Planning Board voted 6-0 (**J. Gerstle** abstained) to approve the September 4, 2014 Planning board minutes.

B. PUBLIC PARTICIPATION

- 1. Laura Hullinghurst**, grew up in Boulder and had general comments about development in Boulder. She loved the idea of density and encouraged making biking easier. Traffic is a growing problem. Need to add at infrastructure to support development before adding more density. Lobby RTD to increase regional bus

service and bike storage on busses.

2. **Steven Haydell, 1935 Grove Street**, was co-chair of Goss Grove neighborhood. He felt unhappy with the Boulder Junction and Canyon developments and noted that the neighborhood was not notified about the James Travel site. He had concerns about the overflow parking moving into Goss Grove and about overflow parking in Boulder Junction.

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

- A. Call Up Item: 1345 Mariposa Ave Flood Recovery Floodplain Development Permit (LUR2014-00078). Expires: November 5, 2014.
- B. Call Up Item: CU Water Quality Pond Floodplain Development Permit (LUR2014-00077). Expires: November 5, 2014.
- C. Call Up Item: NIST Multi-Use Path Reconstruction Floodplain Development Permit (LUR2014-00083). Expires: November 7, 2014.
- D. Call Up Item: Multi-Use Path Modifications at the Boulder Slough Floodplain Development Permit (LUR2014-00086). Expires: November 7, 2014.

None of these items were called up.

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. The site is comprised of several properties located at the southeast corner of 30th & Pearl Streets (on the north and south sides of the North Boulder Farmer's Ditch). 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

Owner: Bridge Commercial Partners IV, LLC

Staff Presentation:

- C. **Ferro** introduced the item
- E. **McLaughlin** presented the item

Board Questions:

- E. **McLaughlin** answered questions from the board.
- E. **Stafford** answered questions from the board.
- C. **Ferro** answered questions from the board.

Applicant Presentation:

- Shane White**, a representative from Southern Land Company, presented to the board.
- Danica Powell**, the applicant, presented to the board.

Board Questions:

Shane White and **Danica Powell** answered questions from the board.

Board Disclosures:

J. Putnam disclosed that the owner of Ras Kassa's is on the board of his charity.

L. May disclosed that one of the architects for the project has been his client. He did not feel that this would impede his ability to be objective. The hearing adjourned briefly so that the City Attorney could discuss with **L. May** his involvement with the architects. After reopening the hearing, **L. May** indicated that because this is a Concept Review, he will not recuse himself. The situation will be reassessed at the time of Site Review.

Public Hearing:

1. **Derek Empey**, 444 S. Cerdos, Solana Beach, CA, developed the Solana apartments and spoke in support of the project.
2. **Claire Egan**, 3060 Pearl Parkway, a resident from the Solana apartments, thought the they would benefit from the retail and restaurant opportunities afforded by the proposed development.
3. **Stephen Haydel**, 1935 Grove Street, noted that the ditch often does not run and that it could flood. He also thought that traffic could pose a challenge in the area and that all of the buildings are exceptions to the 35 foot height allowance by code.
4. **Ruth Blackmore**, 705 S. 41st Street, would like to have more information about the number of occupants as opposed to a unit count.

Board Comments:

The board recommended that the applicant read Growing Up Boulder's report. It has good ideas as to how to accommodate families and children in urban areas.

Site Plan

- Members thanked the applicant for returning for a second Concept Review and for taking the board's initial comments into account.
- The ditch is a central feature in the development and must work well to be successful. Determine whether the ditch company will allow the proposed uses sooner rather than later. Members would like to more information about how the ditch could be affected by flooding.
- Some members raised concern over using the ditch as an amenity while others thought it would provide a positive amenity to residents and the community.
- **J. Putnam** appreciated the creative treatment of stormwater and encouraged the applicant to utilize permeable surfaces wherever possible.
- Some members requested that the applicant disclose the number of proposed bedrooms in addition to the number of units to provide a better sense of the overall population of the development.
- Members would like to see more information about the affordable housing at Site Review.

- Many members thought that this was an appropriate development for Boulder Junction.
- Board members noted that the mixture of office and residential is specified and by-right for the zone. They generally liked that the applicant traded office space for residential and that affordable housing will be integrated into the project.
- **C. Gray** asked to see more information regarding the project's plans for energy efficiency and renewable energy.
- The board liked the organization of the buildings around programmed outdoor spaces.
- **A. Brockett** felt that the promenade, plaza, cafés and patios will provide a public experience that would be a net benefit to the city.
- Board members asked that the applicant be careful with the implementation of the shared promenade between cars, bikes and pedestrians. Consider using the south side for casual strolling and kids' areas instead.
- The board agreed that this could be an attractive development for families looking for more urban amenities and liked the precedent images of the various open spaces.
- Board members generally liked the ground floor, exterior entrances to dwelling units and embedded townhouses. The activity in the plazas will add vibrancy and encourage interaction among neighbors.
- The current townhouses adjacent to the garage entrance might be better suited elsewhere. Consider adding the embedded townhouses to the buildings to the south.
- **B. Bowen** would prefer to see a higher FAR and four story buildings. The massing would allow for more open space.
- Employ the best possible placemaking and landscaping strategies.
- Consider making the entire mixed use courtyard on the southern end of the site residential to add vibrancy.
- **L. Payton** cautioned against making bicycles superior to pedestrians on the multi-use path and recommended adding a daycare center to the building program; it would attract families.

Urban Design

- Board members had differing views on the appropriateness of the proposed heights.
- Some members felt that the buildings seemed too monolithic and should be more varied in height. Consider adding setbacks for the higher stories to assure that buildings will create a pedestrian friendly environment and not feel too enclosed.

- Other members were comfortable with the height and massing as proposed given the proximity to services and the transit center.
- Some members recommended that the buildings along Pearl and 30th Streets be lower while the internal buildings be taller. This would allow the interior buildings to have better views.
- Encourage people to cross plazas to get to their offices and homes through site design and parking; it creates vibrancy.
- Consider what “urban” means to Boulder; use precedents that are fitting as opposed to foreign to Boulder’s context.
- Get an overall sense of future adjacent developments and street sections along 30th Street, namely Pearl Street and the street between this development and Solana. Try to avoid creating canyon-like street conditions and consider future connections.
- Pay special attention to the building at the corner of 30th and Pearl. It will sit at the gateway to the Transit Village and should be as pedestrian friendly as possible.
- There was disagreement as to whether a restaurant on Pearl, at the corner of 30th, would be successful. Consider measures to enliven the area and help to soften the streetscape.
- Consider stepping the buildings back along the central promenade to provide a more pedestrian friendly environment.

Building Design

- Board members generally liked the building design and varied architecture because it makes the site feel as if it had developed over time.
- **B. Bowen** cautioned against breaking up the building massing to pretend that these are not big buildings; the buildings as proposed are legible and appropriate. He liked the southern elevation of the building along 30th Street; it is simple, well proportioned and unapologetic about its size.
- Some members recommended that the taller buildings step back in certain locations. Use lighter materials for the setback portions make them feel lighter and less impactful.
- Design simple building faces with less complexity and less material variation.
- **L. Payton** would like to see a logical fenestration pattern and a simple material palette. She appreciated that the applicant proposed to save the Quonset hut.
- Members cautioned against using 29 North or Solana as precedents for design. They generally liked the precedent images submitted by the applicant.

Circulation

- Consider connections to south and east in the future. 32nd street will become very important once it is connected.
- The board liked the incorporation of bike repair and storage facilities.
- **Brockett** thought the application met the requirements of connections plan and had handled connections skillfully.

Summary

- It is important to evaluate the feasibility of the ditch as amenity; safety will be important.
- Tally the total number of people that the development will house and employ.
- Provide family friendly amenities and unit designs.
- The board appreciated the open space.
- Keep going in family friendly direction.
- There were clear differences in opinion regarding the appropriate heights of the buildings.
- Some looked for varied approach and would like to see the massing broken up; avoid a jumbled approach.
- Avoid monoliths or undulations in the building facade.
- Design simple, clean buildings.
- Buildings should be of high quality materials and design.
- Consider the connections to other adjacent sites.

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

S. Assefa updated that board about Victor Dover's visit. There will be a joint Planning Board and BDAB meeting on Monday, December 8, and other events on the 9th and 10th.

S. Assefa gave a summary of City Council's discussion of Envision East Arapahoe.

Public Notice

L. Payton would like to expand the public noticing to include the current resident at the addresses.

D. Driskell noted that in addition to creating a new Neighborhood Liaison position, the city is developing an engagement platform to provide information and opportunities to facilitate more dialog online about planning efforts.

Letter to City Council

L. May made and later withdrew a motion to schedule three meetings between now and the end of December to discuss items from the City Council Study Session agenda. Instead, they will be rediscussed at the November 6th, November 20th and December 18th regularly scheduled Planning Board meetings under matters.

A. Brockett asked that each member think about their priorities to bring to the table at the next meeting.

The board agreed to 5pm starts on Dec 6 and Jan 8

7. DEBRIEF MEETING/CALENDAR CHECK

8. ADJOURNMENT

The Planning Board adjourned the meeting at 11:17 p.m.

APPROVED BY

Board Chair

DATE

Note: Due to the size and number of pages of the plan set, Exhibit C was too large to include in the memo. Therefore, a complete set of plans will be delivered to each council member prior to the Jan. 15th meeting.