Boulder City Council
STUDY SESSION
Televised

Tuesday
October 13, 2015

6-8 PM
Development-Related Impact Fees and Excise Tax Update

8-9 PM
Update on Boulder Junction

Council Chambers
Municipal Building
1777 Broadway

Submit Comments to City Council
Email: council@bouldercolorado.gov
or
Attention: Alisa Lewis, City Clerk
PO Box 791, Boulder, CO 80306
Fax: 303-441-4478

Study Session
M E M O R A N D U M

TO: Members of Council

FROM: Jane S. Brautigam, City Manager
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DATE: October 13, 2015

SUBJECT: Study Session on the Development-related Impact Fees and Excise Tax Update Study

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PURPOSE

The purpose of this study session is to introduce the consultant team to council, provide an update on the development-related impact fee and excise tax studies underway, and to provide the opportunity for council questions and input. The city's consultant team of Julie Herlands (TischlerBise) and David Doezema (Keyser Marston Associates) will be present at the study session.

QUESTIONS FOR COUNCIL

The following questions are included to guide the discussion at the study session:

1. Does Council have any questions on the background and basics of impact fees and excise taxes?
2. Does Council have any questions for feedback on the project components, including the scopes of work and methodologies?

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS:

- **Economic:** Any increase in development-related taxes and or fees will increase the overall cost of housing and non-residential development. Impact fees and development excise taxes directly fund the facilities to serve new development and therefore also directly benefit the residents and employees of new development and redevelopment. Alternatively, if current fees and excise taxes are not adequate, existing residents pay for these facilities through either declining levels of services or by bearing the capital costs.

- **Environmental:** Inadequate funding of the capital facilities to serve new growth may result in overuse of existing facilities, leading to negative impacts to existing land resources such as parks as well as potential traffic impacts if residents need to drive further for facilities or the transportation infrastructure is not adequate.

- **Social:** Impact fees and/or development excise taxes ensure that new growth pays the costs of the facilities needed to adequately serve new development including affordable housing, parks, and city human service facility needs, and conversely, that existing residents do not bear the impacts of new development through decreasing service levels at existing facilities. The prime beneficiaries will be future residents of affordable housing as well as all future city residents who will benefit from the provision of adequate public parks, libraries, senior centers, transportation facilities, and other needed municipal facilities.

OTHER IMPACTS:

- Fiscal: The cost of the studies is $262,820.
  The breakdown by component is:
  Impact Fee/Excise Taxes: $69,160
  Transportation: $84,160
  Housing: $91,900
  Public Art: $17,600
  The departments that benefit from the study are sharing in the costs to fund the study, and the relevant excise tax/impact fee funds can be used to fund the study. Increases in excise taxes or impact fees will increase the city's ability to fund needed capital improvements in the city.

- Staff time: The Department of Planning, Housing and Sustainability is providing project management and each of the affected departments are providing support to the consultant's work. This is included in 2015 and 2016 work programs.

BACKGROUND

The city has a policy that new growth should pay its own way, which is articulated in the Boulder Valley Comprehensive Plan (BVCP). Policy 1.30 states:

> ***1.30 Growth to Pay Fair Share of New Facility Costs***
> Since the public costs of annexation and developing several areas concurrently could prove excessive, the city will limit said costs to those, which can reasonably be accommodated within the Capital Improvements Program and are compatible with anticipated revenues. When permitting additional development or redevelopment, the city will consider whether public facilities and services are adequate to reasonably maintain

> current levels of service or service standards given the impacts of such additional development or committed funding sources for such adequate facilities are sufficient to ensure their provision in a timely fashion. Growth will be expected to pay its own way, with the requirement that new development pay the cost of providing needed facilities and an equitable share of services including affordable housing, and to mitigate negative impacts such as those to the transportation system.

This policy is implemented through the BVCP Service Standards and Criteria, (BVCP Policy 1.27) Departmental Master Plans, regulations, and development excise taxes, impact fees, city sales and use tax, and user fees.

The city requires private development to construct any city infrastructure that directly benefits the site (such as sewer, water and storm sewer mains, detention facilities, road improvements, sidewalks, multi-use paths) and dedicate to the city any necessary easements on the site (such as flood control & conveyance, utility, and pedestrian easements).

When a development enters the discretionary review process (such as site review), additional items are requested to be provided by private development such as higher quality and enduring materials, enhanced site amenities, (landscaping, lighting, benches, bike racks, etc.) energy performance upgrades and public spaces.

Facilities that are directly attributable to new growth, such as basic infrastructure like streets, utilities, and drainage, are required to be provided by the developer creating the impacts or the need for infrastructure. The land use code also includes laws that allow property owners to construct infrastructure early and collect assessments for later developing properties that also directly benefit from the construction of facilities.

For properties that require annexation to come into the city, in addition to the improvements described above, are also required to demonstrate "community benefit" under the BVCP Policy 1.24.

Impact Fees & Excise Taxes

In general, fees (as opposed to taxes) pay for the cost of services or facilities. Funds collected are required to be used to fund the services or facilities for which they are collected. On the other hand, taxes are funds collected from people to support the costs of government.

Colorado's Taxpayer's Bill of Rights (TABOR) amendment requires that "any new tax" must be approved by the voters in the jurisdiction imposing the tax. A true "impact fee," however, is not subject to voter approval because there is a distinction between a "fee" and a "tax." A fee is a charge imposed on persons or property to defray costs of a particular government service or public facility. A tax is a means of distributing the general burden of the cost of government.

Development Excise Taxes (DET)
Excise taxes are one-time revenues often used to fund new infrastructure needed to accommodate new development. An excise tax is imposed on the performance of an act, the

engaging in an occupation, or the enjoyment of a privilege. In some states, home-rule cities may impose excise taxes using general taxation powers. Other states have limited the use of excise taxes to jurisdictions that have special enabling legislation. The City of Boulder has legislative authority to impose development excise taxes upon approval of the voters.

Excise taxes differ from impact fees in that they are primarily a tool for raising revenue, as opposed to a land use regulation designed to provide growth-related facilities. In addition, excise taxes do not have to be earmarked or accounted for separately from the City's general revenue, do not have to specifically benefit new growth, and are generally more flexible than impact fees. Excise taxes can be applied in several ways. Some communities apply a rate to the construction value of the new development; others use a flat fee per acre of development, while other communities apply a straight fee by type of housing unit or square-foot of development. In Boulder, the current DET is assessed per housing unit by size and type of unit (detached and attached) and per square foot of nonresidential development regardless of type.

Prior to 1998, the city had 5 different excise taxes to fund new infrastructure to accommodate new development:

- Development Excise Tax (including municipal office space, library, fire, police, and human services)
- Transportation Excise Tax
- Housing Excise Tax
- Park Land Acquisition & Development Excise Tax
- Educational Excise Tax (public education facilities and services)

In 1996, the firm of Tischler and Associates prepared a study for the city that recommended significant increases to the city's development excise taxes in effect at that time. In 1997, City Council placed a proposal on the ballot that reduced the rates recommended in the 1996 study. That ballot measure failed. In 1998, a proposal that basically took the previous rate and increased it by the rate of inflation was placed on the ballot. That measure passed and new rates were set beginning in 1999. In addition, the measure consolidated the Transportation Excise Tax and Park Land Acquisition and Development Excise Tax into the Development Excise Tax.

In 2008, the firm of TischlerBise prepared a study to evaluate the city's development excise tax and consider changes to implement impact fees. The impetus for the study was that the Development Excise Tax and Housing Excise Tax were at or near the limits the city could charge based on the ballot item approved by the voters, and the belief was that the level of the excise taxes did not cover the growth-related costs for the services included. At the beginning of 2010, the city implemented capital facility impact fees and allocated DET capacity to address growth-related costs for fire, human services, library, police, municipal facilities, parks and recreation capital improvements, transportation, and parkland. This was a significant change to the city's development-related tax/ fee structure and, due to concerns about the overall cost increase in fees and taxes (including Plant Investment Fees for the various city utilities), City Council reduced the Education Excise Tax to zero. In addition, City Council approved placing an increase to the Housing Excise Tax (based on the rates in the 2009 study) on the ballot. The ballot item did not pass. In 2011, City Council amended Section 9-8-1 Table 8-2 "Floor Area Additions"

B.R.C. 1981 to allow for floor area additions of up to a maximum of 1.0 for commercial uses in DT-5 zone district and establish a housing linkage fee that would apply to the additional commercial square footage. In 2015, the housing linkage fee was expanded to all commercial uses in all zoning districts in the city.

Impact Fees

Impact fees have become popular with local governments over the past twenty-five years as a way to recover the cost of public improvements made necessary by new development, and of ensuring that growth pays its own way. Boulder has had plant investment fees for water and sewer going back to the late 1950s as part of its "pay as you go" approach to financing capital facilities.

In 2001, Colorado passed Senate Bill 15 in order to promote growth management on a state-wide level. The bill, which was codified as Section 29-20-104.5 C.R.S. explicitly authorized municipalities to impose impact fees (or similar development charges) to defray the cost of any improvements that are necessary to accommodate new developments, and also set out requirements for the adoption of impact fees by municipalities. An impact fee is a one-time payment used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. Impact fees have strict legal requirements and tests that must be met, including:

- The fee is for capital facilities needed to serve new development, but cannot be used for operating or maintenance costs.
- The amount of the fee must be based upon "the reasonable impacts of proposed development on existing capital facilities" and must be assessed at a level no greater than necessary to defray the impacts directly related to the proposed development
- A "capital facility" is "any improvement or facility that: (a) is directly related to any service that a local government is authorized to provide; (b) has an estimated useful life of five years or longer; and (c) is required by the charter or general policy of a local government pursuant to resolution or ordinance."
- An impact fee cannot be imposed to remedy any deficiency in capital facilities that exists without regard to the proposed development.
- The fee needs to be based on a study that quantifies the impacts.
- The fee needs to be accounted for separately and earmarked for the capital expenses for which they were collected

When applied in this way, it is clear that an impact fee is a fee and not a tax, and is therefore not subject to TABOR. It is important to not extend an impact fee beyond its intended use; if such a fee was assessed at a level greater than was necessary to defray the impacts directly related to proposed development, resulting in the collection of more money than was needed to defray the costs of improvement, then the "fee" would become a tax. Similarly, if the money raised from an impact fee was simply spent on types of projects other than that for which the fee was initially collected, the fee would be viewed not as a fee but as a tax. Since in either case the "tax" wouldn't have been approved by the voters, it would be in violation of TABOR.

In 2009, the city implemented impact fees for the first time, as described above in the excise tax section.

Current Excise Taxes and Impact Fees
The city of Boulder currently charges new development impact fees and excise taxes, depending on the type of development. Current Excise Taxes include:

- Housing Excise Tax
  - Used to fund the construction, rehabilitation and acquisition of affordable housing; charged on residential and non-residential development.
- Park Land Excise Tax
  - Used to fund park land purchases; charged on residential development.
- Transportation Excise Tax
  - Used to fund transportation system capital improvements and enhancements such as road improvements, intersections, bike lanes, underpasses, and pedestrian enhancements. Charged on residential and non-residential development.

Current Impact Fees include:

- Library Impact Fee
  - Used to fund library facilities and materials in the library's collections, charged on residential development.
- Parks & Recreation Impact Fee
  - Used to fund outdoor parks, recreation center and pool facilities, and support facilities; charged on residential development.
- Human Services Impact Fee
  - Used to fund senior center facilities and the Children, Youth and Family Center facility; charged on residential development.
- Municipal Facilities Impact Fee
  - Used to fund additional municipal building space; charged on residential and non-residential development.
- Police Impact Fee
  - Used to fund police station facilities, and communication center space; charged on residential and non-residential development.
- Fire Impact Fee
  - Used to fund fire station facilities, land, and fire apparatus; charged on residential and non-residential development.
- Affordable Housing Commercial Linkage Impact Fee
  - Used to fund additional affordable housing; charged on non-residential development.

Currently, the city's Housing Excise Tax is at the maximum rate approved by voters, and the Development Excise Tax for transportation and park land is at the maximum approved by the voters for non-residential development, but due to the shift of many of the general fund departments from DET to Impact Fees, additional taxing capacity remains for residential development. The city's current fee schedule and rates are included in **Attachment A**.

Current Study Update
At the January 2015 Council Retreat, updating the 2009 Impact Fee and Excise Taxes was placed on the city work plan. On Feb. 3, 2015 Council directed staff to move forward with an update to the development-related impact fees and excise taxes, and to bring forward an ordinance to

impose an affordable housing linkage fee (impact fee) on non-residential development. The commercial linkage fee Ordinance No. 8034 was adopted on May 19, 2015.

On May 5, 2015 staff discussed the next steps for the RFP related to updating the development related Impact Fees and Excise Taxes. The city issued an RFP on May 29, 2015, seeking consultants to prepare studies for one or all of the following components: 1: Update to the city's 2009 Impact Fee Study; 2: Capital and operating multimodal transportation facilities and services study; 3: Affordable Housing linkage fee on non-residential development; and 4: A study to create a public art program for new development.

The city directly emailed the RFP to 25 firms specializing in this type of work nationwide, and posted the RFP on Rocky Mountain E-Purchasing System (BidNet), The American Planning Association website, Colorado Chapter of the American Planning Association website, and the Colorado Municipal League website. Three proposals were received. City staff interviewed all three respondents on July 13, 2015, which were open to the public. Following the interviews the city hired two consultants to assist with the project, TischlerBise and Keyser Marston Associates.

TischlerBise will be conducting the update to the Impact Fee & Excise Tax Studies, as well as the Multimodal Transportation Study. Keyser Marston Associates, Inc. (KMA) will be conducting the affordable housing linkage fee study, as well as the public art program study.

Comparative Fee Analysis
TischlerBise's scope of work includes providing a summary of comparison communities' impact fees and excise taxes. The comparison is included in **Attachment B.** The purpose of the comparison is to see the city's development excise taxes and impact fees in the context of other communities. It should be noted that these comparisons are a subset of total development costs in each community. Examples of other one-time costs are utility (water, wastewater, stormwater) plant investment fees; utility permits, taps, inspections, and meter fees; building permit fees; plan check fees; construction use taxes, or entitlement costs (Site review, use review, etc.) and inclusionary housing requirements which are not included in the comparison, Therefore, any "cost of development" comparisons among localities should be viewed and used with caution as there are typically a range of costs and other factors that are considered in location decisions. Additionally, several of the communities are in the process of also updating their impact fee studies.

PROJECT SCOPE

Impact Fee & Excise Tax Study Update

General Approach
Impact fees are fairly simple in concept, but complex in delivery, as described above. Generally, the jurisdiction imposing the fee must: (1) identify the purpose of the fee, (2) identify the use to which the fee is to be put, (3) show a direct relationship between the fee's use and the type of development project, (4) show a direct relationship between the facility to be constructed and the type of development, and (5) account for and spend the fees collected only for the purpose(s) used in calculating the fee. In Colorado, impact fees are authorized by the Colorado Impact Fee Act (C.R.S. 29-20-104.5).

Reduced to its simplest terms, the process of calculating impact fees involves the following two steps:

1. Determine the cost of development-related improvements, and
2. Allocate those costs equitably to various types of development.

Any one of several methods may be used to calculate impact fees. Each method has advantages and disadvantages given a particular situation, and to some extent they are interchangeable because they all allocate facility costs in proportion to the needs created by development. The three basic methods for calculating impact fees are:

Plan-Based Fee Calculation: The plan-based method allocates costs for a specified set of future improvements to a specified amount of development. The improvements are identified in a capital improvement plan and/or facility master plan. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. The plan-based method is often the most advantageous approach for facilities that require engineering studies, such as roads and utilities.

Cost Recovery Fee Calculation: The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities from which new growth will benefit. To calculate an impact fee using the cost recovery approach, facility cost is divided by the ultimate number of demand units the facility will serve. An oversized arterial roadway is an example.

Incremental Fee Calculation: The incremental expansion method documents the current level-of-service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard such as square feet per capita or park acres per capita. The LOS standards are determined in a manner similar to the current replacement cost approach used by property insurance companies. However, in contrast to insurance practices, clients do not use the funds for renewal and/or replacement of existing facilities. Rather, the jurisdiction uses the impact fee revenue to expand or provide additional facilities as needed to accommodate new development. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments with level of service standards based on current conditions in the community.

Scope of Work

TischlerBise will update Impact Fees for Fire, Human Services, Library, Municipal Services, Parks and Recreation, Police; and the Excise Tax for Park Land. The scope includes the following tasks with the goal of calculating the maximum supportable fee by land use type:

- Collect data and conduct interviews: TischlerBise will interview staff in each of the relevant departments on available data and reports/studies relevant to the study.
- Prepare land use assumptions: Document existing estimates of residential and nonresidential development as well as prepare projections to identify growth-related facility needs.

- Determine Capital Facility Needs and Service Levels: For each Impact Fee/Excise Tax category and component in each category, TischlerBise will identify facilities and costs eligible for Impact Fee/Excise Tax funding and identify level of service standards.
- Evaluate different allocation methodologies for each component of each Impact Fee/Excise Tax.
- Calculate credits where appropriate to account for potential double payment situations.
- Conduct funding and cash flow analysis to document growth-related capital expenses and revenue sources available to fund growth-related needs.
- Prepare Impact Fee/Excise Tax Report and Conduct Presentations.

Multimodal Transportation Capital and Operating Impacts Funding Strategy

General Approach
The Multimodal Transportation Impact Fee/Excise Tax and operating and maintenance funding strategy effort will employ new thinking regarding traditional Transportation Impact Fee and other funding programs. TischlerBise will employ innovative approaches toward Multimodal Mobility Fees that consider different requirements for infill/redevelopment; variations due to geographic subareas and multimodal access; and approaches to recognize the need to move people in all modes, and finding ways to pay for those improvements.

A successful revenue enhancement strategy must consider the variation in transportation costs and the potential funding that may be available for each cost factor. Various transit options, such as buses and streetcars, require operating revenue in addition to the user charges collected from patrons. Because stable, ongoing funding is needed to cover operating costs, revenue sources tied to development activity are not sufficient for operating costs. This also holds true for covering basic road maintenance costs.

The evaluation of infrastructure and operating funding options forces decision makers to wrestle with a dynamic tension between sources of funds and the demand for public facilities and services. For instance, area specific assessments are based on known capital costs in a specific location and are paid by those directly benefiting from the new infrastructure. In contrast, general tax revenue may be used by the City to fund facilities and services with very little, if any, connection between those paying the tax and the need for services and facilities. Unfortunately, the funding options with the closest nexus to the demand for services and facilities also have the smallest demand base to bear the cost. Given these relationships, there is often pressure to "cast a broad net" and collect a relatively small amount of revenue from a large tax base rather than ask a small group to make a large contribution of funds. To select the "best" funding strategy for transit, decision makers will have to consider two key questions, "Who pays?" and "How much?"

Scope of Work
The Multimodal funding strategy will go beyond impact fees for capital infrastructure and into operational funding tools. This portion of the Study will include impact fee and/or excise tax calculations as appropriate as well as other mechanisms to potentially fund initial and ongoing

operations and maintenance associated with new development. Specific elements of the scope are as follows:

- Project initiation to frame issue and outline desired outcomes including a SWOT analysis of current transportation and multimodal funding practices.
- Determine transportation demand factors coordinated with the Impact Fee/Excise Tax study as well as additional factors specific to travel and travel demand in the city.
- Review literature, best practices, and legal guidelines for transportation and multi-modal funding strategies as well as investigate relevant case studies from Colorado and elsewhere.
- Develop preliminary recommendations for feedback.
- Determine capital facility needs and service levels based on growth projections and need/desire for additional transportation and multimodal improvements and evaluate appropriate levels of service standards.
- Evaluate different allocation methods for identified improvements and calculate draft fees
- Calculate credits where appropriate to account for potential double payment situations
- Conduct funding and cash flow analysis to document growth-related capital expenses and revenue sources available to fund growth-related needs.
- Determine operational costs for ongoing multimodal transportation operations and maintenance and complete quantitative analysis of funding mechanism by type of development or land use category.
- Prepare report(s)
- Conduct presentations on the above findings.

Affordable Housing Commercial Linkage Fee

General Approach
KMA will prepare a jobs housing nexus study in support of the city's commercial linkage fee program. The study will demonstrate the relationships between construction of new workspace buildings in the City of Boulder, the impact on the need for affordable housing, and the cost to mitigate the increased affordable housing need. The nexus analysis will establish a set of maximum supported fee levels applicable to each of a series of non-residential building types. In addition to the nexus analysis itself, KMA will prepare analyses to provide additional information and context that may be useful in the design of the city's program and selection of fee levels including:

1. Market Context for Non-Residential Development - Preparation of a summary of market conditions for non-residential development to provide general context on the market strength of building types subject to the linkage fee.

2. Development Cost Context for Non-Residential Development – Understanding non-residential fee levels in the context of total development costs is another consideration many cities include in their fee setting discussions. Development costs for up to five non-residential building types or configurations will be reviewed to enable fee levels to be understood in the context of total development costs. Development costs will include land and all direct and indirect costs. As part of this task, the potential for non-residential

fees to impact commercial rent levels and land values will be reviewed based upon the analysis of total development costs and KMA's experience in real estate markets.

3. Overview of Jobs Housing Linkage Fee Programs - KMA will research and summarize jobs housing linkage fee programs in up to four other communities in Colorado or elsewhere for comparison. In addition, KMA will provide summary materials on jobs housing linkage fee programs in California assembled for past assignments.

Scope of Work, Nexus Methodology and Data Sources

KMA's nexus methodology was developed for the purpose of supporting commercial linkage fee programs and has been applied for numerous affordable housing nexus studies. The nexus analysis links new non-residential buildings with new workers in the City; these workers demand additional housing in proximity to the jobs, a portion of which needs to be affordable to the workers in lower income households. Below is an overview of the analysis and data sources used.

- Number of Employees - The analysis begins with an estimate of the number of employees in prototypical non-residential buildings (i.e. office, retail, etc.). Employment is estimated based on average employment densities.
- Worker Compensation Levels – Worker compensation levels are estimated by first identifying applicable worker occupation categories for each building type using data from the Occupational Employment Survey produced by the U.S. Bureau of Labor Statistics. Next, local compensation levels specific to Boulder County as of 2014 are attached to each worker occupation category using compensation data that is also from the Occupational Employment Survey.
- Worker Households - Census data indicates that many workers are members of households where more than one person is employed and that there is a range of household sizes. Factors derived from the Census are used to translate the number of workers into the number of households, translate individual worker compensation levels into estimated household incomes, and reflect the range of worker household sizes in the analysis.
- Affordable Housing Need – Estimated incomes for worker households are compared to published income limits to determine the number of worker households that need housing affordable at various income levels such as Extremely Low, Low, Low to Moderate, and Middle-income.
- Conversion to Per Square Foot Level – The affordable housing need is divided by the size of the non-residential prototype buildings to arrive at the number of housing units per square foot of building area for each income category.
- Determine Mitigation Cost / Maximum Fee Level - In the last step, the number of housing units per square foot in each income category is multiplied by the cost of producing the affordable units. This establishes the mitigation cost or maximum fee level supported by the analysis. Wherever possible, KMA will use cost information from actual affordable units built in the City for purposes of this step.

Public Art

General Approach
KMA's scope of service is designed to assist the City in establishing the basic framework for a private sector arts requirement. These programs mandate that private development projects provide on-site art for public enjoyment. Most typically the art must be valued at a percent of building permit valuation. Alternatively, projects may pay an in lieu fee.

Scope of Work
KMA's scope of service related to a public art program includes the following tasks:

- Materials on other Programs - KMA will survey six to eight public art programs in other cities to be selected in consultation with the City. KMA will prepare a summary chart comparing the programs and will also assemble materials describing the programs in more detail, ordinances for adoption, and other useful information as may be available.
- Program Framework and Preliminary Recommendations – KMA will develop program recommendations for the City's consideration addressing issues such as the basic requirement, the types of projects to be subject to the requirement, project size thresholds, and approval processes unique to a public arts requirement.
- Revenue Estimate - KMA will prepare an estimate of annual revenue, or revenue over a projected period, likely to be generated by a program.

PUBLIC PROCESS & OUTREACH

Updating the development-related impact fees and excise taxes is expected to garner significant community interest. Because the project includes four components ranging from general fund municipal services to transportation, housing and public art, there are many pieces to the overall project. As a result, a combination of community-wide information and open houses will be used, as well as a series of three smaller stakeholder group meetings to provide more detailed analysis and consideration.

In addition, council will continue to be briefed through the process and will make decisions on any fee changes or taxing changes to be considered on the ballot. Information items to relevant advisory boards will be provided as necessary. For the public art component, the Arts Commission will be engaged in helping shape the program recommendations.

PROJECT TIMELINE & NEXT STEPS

The project has three main phases:

1. *Background research and analysis (Aug – Nov. 2015).* This phase is focused on gathering the background information, analysis of current capital needs and plans, housing data and art program research.
2. *Technical Analysis and Allocation Scenarios (Nov. 2015 – March 2016).* This phase is focused on the technical analysis of the various fees, taxes, and programs, and will

engage the stakeholder group and community in shaping scenarios for consideration within the legal framework of impact fees and excise taxes.

3. *Recommendations and Decision Making (March – May 2016).* This phase is focused on developing final recommendations based on the consultant work, community and stakeholder group feedback, and council direction.

Next Steps

Staff will continue to proceed with the first phase of the project, gathering the background research, data collection, and analysis of capital facility needs.

This project is related to the Development Pay its Own Way ballot initiative that will be considered by voters this fall. Additional staff analysis of the implementation actions for the initiative can be found in the Oct. 6 2015 Information Packet. If the initiative passes, the project will proceed, but additional analysis will need to be conducted regarding the operating costs and services of the city to ensure new development complies with the initiative language. Additionally, the scope of the current fee studies related to capital costs will need to be expanded to include the additional areas included in the ballot initiative and to establish service levels for all components of the studies.

ATTACHMENTS

A – Current DET & Impact Fee Rates
B – Comparative Analysis

EXCISE TAXES

Section 3-8-3, and Section 3-9-2

Development Excise Taxes fund the cost of future capital improvements. The Housing Excise Tax was established to promote the development and provision of housing in the city that is affordable to low-income people.

Development and Housing Excise Taxes are assessed on new residential and nonresidential development and nonresidential additions. Excise taxes are paid prior to final inspection for new construction, or at the time of permit issuance for all other types of construction. The tax rate in effect at the time of application applies.

Tax Name	Nonresidential	Residential	
	Per Square Foot	*Per Detached Dwelling Unit*	*Per Attached Dwelling Unit or Mobile Home*
Development Excise Tax			
Park Land	N/A	$1,144.84	$795.98
Transportation	$2.48	$2,226.93	$1,650.29
Total	$2.48	$3,371.77	$2,446.27
Housing Excise Tax	$0.51	$0.23 per square foot	$0.23 per square foot

CAPITAL FACILITY IMPACT FEES

Section 4-20-62

Capital facility impact fees will be collected for capital improvements to serve new development. Residential development will be charged impact fees based on unit size. Residential additions will be charged on net additional square footage. Non-residential development will be charged impact fees based on square footage by type of use. Redevelopment will be charged for net new square footage and a change of use. Capital facility impact fees are paid prior to final inspection for new construction, or at the time of permit issuance for all other types of construction. The tax rate in effect at the time of application applies.

Impact Fee Rates for Single Family Residential per Dwelling Unit

Square Feet	*Library*	*Parks & Recreation*	*Human Services*	*Municipal Facilities*	*Police*	*Fire*	*TOTAL*
900 or less	$218	$1,489	$70	$133	$139	$99	$2,148
901-1000	$252	$1,728	$80	$154	$162	$115	$2,491
1001-1100	$282	$1,935	$91	$172	$182	$127	$2,789
1101-1200	$310	$2,126	$100	$189	$199	$140	$3,064
1201-1300	$335	$2,301	$109	$205	$216	$154	$3,320
1301-1400	$359	$2,463	$116	$219	$231	$163	$3,551
1401-1500	$382	$2,616	$123	$232	$244	$173	$3,770
1501-1600	$402	$2,758	$130	$247	$258	$183	$3,978

Impact Fee Rates for Single Family Residential per Dwelling Unit (con't)

Square Feet	*Library*	*Parks & Recreation*	*Human Services*	*Municipal Facilities*	*Police*	*Fire*	*TOTAL*
1601-1700	$421	$2,893	$136	$257	$271	$191	$4,169
1701-1800	$442	$3,017	$141	$268	$282	$200	$4,350
1801-1900	$458	$3,135	$148	$279	$294	$209	$4,523
1901-2000	$474	$3,248	$154	$289	$304	$216	$4,685
2001-2100	$489	$3,354	$158	$298	$313	$222	$4,834
2101-2200	$505	$3,457	$163	$308	$325	$229	$4,987
2201-2300	$519	$3,554	$167	$315	$333	$235	$5,123
2301-2400	$533	$3,649	$172	$326	$343	$241	$5,264
2401-2500	$545	$3,738	$176	$333	$350	$249	$5,391
2501-2600	$559	$3,824	$181	$341	$357	$254	$5,516
2601-2700	$570	$3,906	$185	$348	$366	$259	$5,634
2701-2800	$582	$3,986	$188	$354	$374	$265	$5,749
2801-2900	$593	$4,064	$191	$361	$381	$270	$5,860
2901-3000	$604	$4,138	$194	$368	$388	$275	$5,967
3001-3100	$614	$4,208	$197	$375	$394	$280	$6,068
3101-3200	$625	$4,279	$201	$381	$401	$285	$6,172
3201-3300	$635	$4,346	$205	$388	$408	$289	$6,271
3301-3400	$645	$4,413	$209	$393	$414	$294	$6,368
3401-3500	$653	$4,476	$212	$399	$419	$297	$6,456
3501-3600	$663	$4,538	$215	$405	$424	$301	$6,546
3601-3700	$673	$4,598	$217	$409	$429	$304	$6,630

Impact Fee Rates for Multifamily Residential per Dwelling Unit

Square Feet	*Library*	*Parks & Recreation*	*Human Services*	*Municipal Facilities*	*Police*	*Fire*	*TOTAL*
600 or less	$229	$1,573	$73	$139	$148	$171	$2,333
601-700	$278	$1,904	$90	$168	$179	$207	$2,826
701-800	$319	$2,192	$103	$194	$205	$238	$3,251
801-900	$356	$2,445	$116	$218	$229	$267	$3,631
901-1000	$390	$2,671	$125	$237	$251	$291	$3,965
1001-1100	$419	$2,875	$136	$256	$270	$313	$4,269
1101-1200	$448	$3,062	$143	$273	$287	$334	$4,547
1201-1300	$473	$3,234	$152	$288	$302	$353	$4,802
1301-1400	$494	$3,394	$160	$302	$318	$370	$5,038
1401-1500	$517	$3,543	$166	$314	$332	$388	$5,260
1501-1600	$537	$3,680	$173	$328	$345	$402	$5,465

Impact Fee Rates for Nonresidential

			Impact Fee Rates Per Square Foot of Nonresidential Floor Area			
		Municipal Facilities	***Police***	***Fire***	***Affordable Housing****	***TOTAL***
Nonresidential Uses	Retail / Restaurant	$0.14	$0.50	$0.40	$1.74	$2.78
	Business Park	$0.17	$0.11	$0.10	$1.93	$2.31
	Office	$0.21	$0.17	$0.59	$2.38	$3.35
	Hospital	$0.18	$0.15	$0.51	$2.06	$2.09
	School	$0.04	$0.08	$0.13	$.56	$.81
	Mini-Warehouse	$0.00	$0.02	$0.00	$0.02	$0.04
	Warehousing	$0.07	$0.04	$0.04	$0.78	$0.93
	Light Industrial	$0.12	$0.06	$0.08	$1.41	$1.67
			Impact Fee Rates for Other Nonresidential Uses Based on Unique Demand Indicators			
		Municipal Facilities	***Police***	***Fire***	***Affordable Housing****	***TOTAL***
Other Nonresidential Uses	Nursing Home (per bed)	$19.80	$22.00	$53.89	$219.41	$315.10
	Day Care (per student)	$7.70	$19.80	$24.19	$97.40	$149.09
	Lodging (per room)	$24.19	$52.80	$67.10	$268.11	$412.20

Affordable Housing Linkage Fee (DT-5 nonresidential density bonus only) Nonresidential developments in the DT-5 zoning district that receive a density bonus (additional floor area) are assessed an affordable housing linkage fee of **$9.53** per square foot for the bonus floor area. This fee is due prior to the issuance of a building permit.

***Affordable Housing Impact Fee for Non-residential:** This fee is currently in a phased implementation, starting on September 7, 2015 at 25% of the final fee rate. On December 7, 2015 the fee will increase to 50%, March 7, 2016 the fee will increase to 75%, and on June 6, 2016 the fee will be increased to 100%.

TischlerBise
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To: Chris Meschuk, AICP,
Senior Planner, Department of Community Planning & Sustainability
City of Boulder

From: Julie Herlands, AICP, Principal
TischlerBise

Date: September 29, 2015

RE: Impact Fee/Excise Tax Comparisons

As part of TischlerBise's scope of work for the City of Boulder Impact Fee/Excise Tax update, we are providing a brief summary of comparison communities for the categories of Impact Fees/Excise Taxes being updated by TischlerBise.

City of Boulder Impact Fee** categories are:

- Fire
- Human Services
- Library
- Municipal Services
- Parks and Recreation
- Police

City of Boulder Excise Tax** categories are:

- Transportation
- Park Land

** Note: For comparison purposes the attached figures **include** the City of Boulder's current Housing Excise Tax (assessed on new residential and nonresidential development) and Affordable Housing Impact Fee at the full phased-in amount[1] (assessed on new nonresidential development). The City of Boulder Affordable Housing Linkage Fee/Excise Tax is being updated by Keyser Marston.

In addition to the evaluation of the Transportation Excise Tax, TischlerBise is evaluating options to fund ongoing Operating Impacts to Multimodal Transportation Facilities and Services.

[1] The Affordable Housing Impact Fee is being phased in from September 7, 2015, to June 6, 2016 at 25 percent increments. The full amount (100 percent of the rate) is reflected herein.

The attached comparisons capture the fees that are comparable to City of Boulder Impact Fee/Excise Taxes. In several jurisdictions, similar fees are called “capital expansion fees” or “improvement fees.” Regardless of the name, if it is a one-time fee on new development for capacity expansions or improvements, it is included in the attached table and chart.

It is anticipated that at the end of the Impact Fee/Excise Tax update process, these comparisons will be revisited to reflect the updated calculated amounts for the City of Boulder (as well as other jurisdictions that are in the process of updating their impacts fees where applicable and noted on the attached).

It should be noted that these comparisons are a subset of total development costs in each community. Examples of other one-time costs are utility (water, wastewater, stormwater) plant investment fees; water rights fees; utility permits, taps, inspections, and meter fees; building permit fees; trade fees; plan check fees; construction use taxes; and school impact fees/excise taxes. Therefore, any “cost of development” comparisons among localities should be viewed and used with caution as there are typically a range of costs and other factors that are considered in location decisions.

Figure 1. Impact Fee/Excise Tax Comparison Table

		UNIT	Boulder	Broomfield	Ft. Collins [1]	Longmont [1]	Louisville	Loveland [1] [2]	Westminster	Windsor
Transportation	*SF [a]*	*Hsg Unit*	$2,227	$0	$3,112	$901	$225	$2,280	$0	$2,115
	MF [b]	*Hsg Unit*	$1,650	$0	$2,143	$448	$144	$1,584	$0	$1,483
	Retail [c]	*1,000 sf*	$2,480	$0	$11,930	$2,294	$430	$6,960	$0	$3,476
	Ofc [d]	*1,000 sf*	$2,480	$0	$5,190	$2,294	$230	$3,170	$0	$2,840
	Ind [e]	*1,000 sf*	$2,480	$0	$2,200	$1,199	$100	$1,660	$0	$1,799
Parks, Rec, Trails, Open Space	*SF*	*Hsg Unit*	$4,393	$0	$3,410	$5,480	$4,423	$6,608	$2,730	$5,493
	MF	*Hsg Unit*	$3,467	$0	$2,962	$3,197	$2,517	$4,553	$1,346	$5,493
	Retail	*1,000 sf*	$0	$0	$0	$211	$0	$0	$0	$0
	Ofc	*1,000 sf*	$0	$0	$0	$336	$0	$0	$0	$0
	Ind	*1,000 sf*	$0	$0	$0	$115	$0	$0	$0	$0
Police	*SF*	*Hsg Unit*	$304	$0	$198	$0	$0	$880	$0	$0
	MF	*Hsg Unit*	$251	$0	$171	$0	$0	$612	$0	$0
	Retail	*1,000 sf*	$500	$0	$160	$0	$0	$390	$0	$0
	Ofc	*1,000 sf*	$170	$0	$160	$0	$0	$390	$0	$0
	Ind	*1,000 sf*	$60	$0	$40	$0	$0	$50	$0	$0
Fire	*SF*	*Hsg Unit*	$216	$0	$395	$0	$0	$894	$0	$0
	MF	*Hsg Unit*	$291	$0	$343	$0	$0	$621	$0	$0
	Retail	*1,000 sf*	$400	$0	$301	$0	$0	$300	$0	$0
	Ofc	*1,000 sf*	$590	$0	$301	$0	$0	$300	$0	$0
	Ind	*1,000 sf*	$80	$0	$73	$0	$0	$30	$0	$0
Library [3]	*SF*	*Hsg Unit*	$474	$0	$0	$0	$475	$1,333	$0	$0
	MF	*Hsg Unit*	$390	$0	$0	$0	$144	$927	$0	$0
	Retail	*1,000 sf*	$0	$0	$0	$0	$0	$0	$0	$0
	Ofc	*1,000 sf*	$0	$0	$0	$0	$0	$0	$0	$0
	Ind	*1,000 sf*	$0	$0	$0	$0	$0	$0	$0	$0
Municipal Facilities [4]	*SF*	*Hsg Unit*	$443	$0	$469	$1,121	$604	$1,090	$0	$0
	MF	*Hsg Unit*	$362	$0	$406	$1,058	$344	$758	$0	$0
	Retail	*1,000 sf*	$140	$0	$654	$401	$270	$420	$0	$0
	Ofc	*1,000 sf*	$210	$0	$654	$401	$370	$420	$0	$0
	Ind	*1,000 sf*	$120	$0	$155	$401	$220	$60	$0	$0
Other [5]	*SF*	*Hsg Unit*	$460	$2,000	$0	$250		$0	$0	$0
	MF	*Hsg Unit*	$230	$1,000	$0	$0		$0	$0	$0
	Retail	*1,000 sf*	$7,470	$0	$0	$0		$0	$0	$0
	Ofc	*1,000 sf*	$10,040	$0	$0	$0		$0	$0	$0
	Ind	*1,000 sf*	$6,130	$0	$0	$0		$0	$0	$0
Totals	*SF*	*Hsg Unit*	**$8,517**	**$2,000**	**$7,584**	**$7,752**	**$5,727**	**$13,085**	**$2,730**	**$7,608**
	MF	*Hsg Unit*	**$6,641**	**$1,000**	**$6,025**	**$4,703**	**$3,149**	**$9,055**	**$1,346**	**$6,976**
	Retail	*1,000 sf*	**$10,990**	**$0**	**$13,045**	**$2,905**	**$700**	**$8,070**	**$0**	**$3,476**
	Ofc	*1,000 sf*	**$13,490**	**$0**	**$6,305**	**$3,031**	**$600**	**$4,280**	**$0**	**$2,840**
	Ind	*1,000 sf*	**$8,870**	**$0**	**$2,468**	**$1,715**	**$320**	**$1,800**	**$0**	**$1,799**

Notes:

[1] Current adopted fees shown; jurisdiction is in process of updating their Impact Fee Program

[2] City of Loveland also has Transportation Maintenance Fee:

Description	Monthly Fee
Residential (per dwelling unit)	$1.97
Industrial (per acre)	$21.91
High Traffic Retail (per acre)	$219.11
Retail (per acre)	$86.10
Miscellaneous Retail (per acre)	$55.97
Commercial (per acre)	$28.44
Institution (per acre)	$28.44

Land Use Categories

[a] Single Family Unit of 2,000 sf

[b] Multifamily Unit of 1,000 sf

[c] Retail less than 50,000 sf

[d] Office less than 50,000 sf

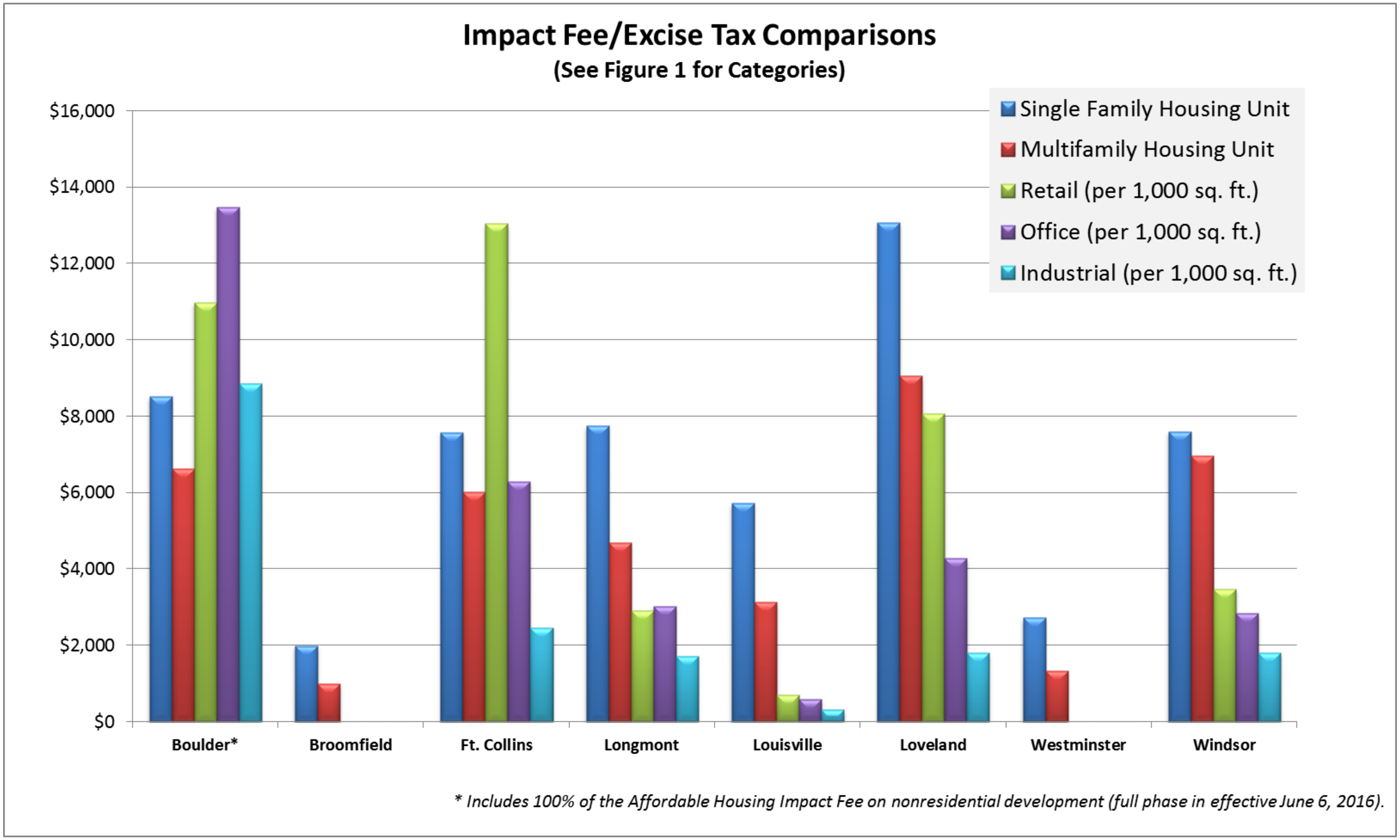
[e] Light Industrial

[3] Includes Cultural Fee where applicable

[4] Includes other Government Facilities such as Human Services where applicable

[5] Other: Boulder: Affordable Housing Excise Tax; Affordable Housing Impact Fee on nonresidential (full amount shown, which will be fully phased in by June 6, 2016).
Broomfield: Service expansion fee covering wide range of infrastructure
Longmont: Air Quality fee

Figure 2. Impact Fee/Excise Tax Comparison Chart



Study Session
MEMORANDUM

TO: Members of City Council

FROM: Jane S. Brautigam, City Manager
Maureen Rait, Executive Director of Public Works
David Driskell, Executive Director of Planning, Housing and Sustainability
Michael Calderazzo, Fire Chief
David Gelderloos, Administrative Battalion Chief
Molly Winter, Director of Community Vitality
David Gehr, Deputy City Attorney
Susan Richstone, Deputy Director, Planning, Housing and Sustainability
Jeff Yegian, Housing Division Manager
Edward Stafford, Development Review Manager for Public Works
Jay Sugnet, Project Manager – Housing Boulder
Eric M. Ameigh, Public Works Projects Coordinator

DATE: October 13, 2015

SUBJECT: Update on Boulder Junction

I. PURPOSE

The purpose of this study session is to:

1. Update City Council and solicit feedback on the implementation of the Transit Village Area Plan (TVAP) to date;
2. Provide council with preliminary analysis of location options for Fire Station #3;
3. Solicit feedback on possible next steps for the city-owned site at 30th and Pearl streets; and
4. Provide council with an update on general fund finances related to Boulder Junction development.

Since adoption of the Transit Village Area Plan (TVAP) in 2007, the city, RTD and private developers have begun implementing the vision outlined for the Transit Village Area, which is now referred to as Boulder Junction. Significant investment has been made in public improvements, several development projects have been constructed, and more are approved, under construction or in the planning stages. As a result of these investments, there has been progress toward the vision articulated in the plan. A study session in July 2012 provided council with a comprehensive update on that progress. The purpose of this study session is to share new developments since July 2012 and to provide information and analysis which will frame key 2016 decisions within Boulder Junction.

II. QUESTIONS FOR COUNCIL

1. Does council have questions or feedback regarding the current status of the TVAP's implementation?
2. Does council have questions or feedback regarding preliminary analysis related to the relocation of Fire Station #3?
3. Does council have questions about the next steps proposed for the city-owned site at 30th and Pearl streets?

III. BACKGROUND

In 2000, the city initiated a planning effort for a transit-oriented development (TOD – For more information on the definition and components of the TOD, see *Attachment A.*) in east Boulder as an extension of the 28th Street corridor planning project. The 11.2-acre site at the northeast corner of 30th and Pearl streets (then owned by Pollard Friendly Motors) was identified through a site selection process as the preferred location for a TOD. The site was acquired by the city in October 2004 and named "Boulder Transit Village."

Transit Village Area Plan
The TVAP was adopted in September 2007 after a planning effort that began shortly after the acquisition of the Pollard Motor property in 2004. The plan outlines a set of goals and objectives for achieving a broad vision established for the 160-acre Transit Village Area. The vision for the Transit Village Area as articulated in the plan includes the following:

1. 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 ethnicities;
2. 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;
3. A place with both citywide and neighborhood-scale public spaces;
4. 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; and
5. A place that emphasizes and provides for alternative energy, sustainability, walking, biking and possible car-free areas, e.g., an "eco-village."

The TVAP Implementation Plan describes the process and timeline for various regulatory changes, funding mechanisms and programs to implement the TVAP. A phased approach to implementation is outlined in the plan as follows:

- Phase I will occur in the first 10 to 15 years in the area between 30th Street and the railroad tracks; and

Figure 1 Phase I Implementation

- Phase II (below) will generally occur thereafter and focus on the areas east of the tracks and west of 30th Street.

Figure 2 Phase II Implementation

The TVAP has been amended twice since adoption in 2007. Amendments in 2010 included the addition of storm water guidelines, design guidelines for the Junction Place Bridge over Goose Creek and the Public Arts Master Plan. Amendments in 2012 included a connections plan and modifications to the street sections for Junction Place and Pearl Parkway.

City-owned Site at 30th and Pearl streets

In 2004, the city purchased eight acres on the west portion of the Pollard Motor site for mixed-use development, and RTD purchased 3.2 acres on the east portion for a transit facility. As part of the purchase agreement, Pollard Motor retained a lease to occupy the western 5.5 acres of the site through 2016. The site was acquired for $9.5 million and funded through the following sources:

1. $2.5 million in funding from RTD;
2. $2.1 million in Community Housing Assistance Program (CHAP) funds;
3. $2.4 million borrowed through a Fannie Mae line of credit established with council approval and repaid with the city's local affordable housing funds; and
4. $2.5 million financed by Pollard (terms: 6.5 percent interest with monthly payments)

The city's goals when it purchased its portion of the site were to:

- advance Boulder's long-range vision for a TOD that maximizes public investment in multimodal transportation, infrastructure improvements and affordable housing;
- create a mixed-use development with predominantly residential uses and some supporting commercial uses as determined by a future market study;
- create a range of housing types;
- create a substantial amount (up to 50 percent) of permanently affordable housing, with the remaining 50 percent of the housing sold or rented at market rates; and
- create a mix of ownership and rental housing at a range of 220 to 300 units.

The city's affordable housing investment in the site, following repayment of the Fannie Mae line of credit and seller financing from Pollard Motor, totals more than $6 million to date. Investment in the property was seen as a way to facilitate a mixed-use, mixed-income TOD while making significant progress towards the city goal of 10 percent permanently affordable housing within the community. The 10-percent goal was initially adopted in 1997 as a policy in the Boulder Valley Comprehensive Plan and became a central component of Boulder's Affordable Housing Strategy in 2000 and was reaffirmed in the 2011 Affordable Housing Task Force Report. The goal, which translates to approximately 4,500 permanently affordable housing units, has served as the basis for most of the city's affordable housing efforts since 2000. To date, the city and its partners have succeeded in achieving 4/5 of that goal citywide (the city passed the 8 percent mark in 2015).

Chapter 3 of the TVAP, titled "Urban Design," envisions that the city-owned site will be used to create a new transit-oriented, mixed-use neighborhood that is predominantly residential, with some retail and office space. Located in the Pearl Street Center District of the planning area, it is envisioned as a high-intensity mix of housing and associated commercial uses, capitalizing on its central location and the regional bus facility. Up to half of the residential units on the city-owned site are envisioned as permanently affordable housing for low- to moderate-income, primarily workforce, households and/or targeted to hard-to-serve populations that would greatly benefit from proximity to transit, such as people with disabilities.

Since 2005, the build-out estimates for the city-owned site have been reduced from 5.5 developable acres to 4.3 developable acres due to a number of factors including the location of a ¾-acre pocket park, realignment of Junction Place, 30th Street and Pearl Parkway redesign, siting of the historic depot building and other public improvements around the site. Accordingly, housing estimates for potential residential apartments or condos, assuming ground floor retail/commercial along Pearl and 30th streets, have been reduced.

The city has leased 4.3 acres of the 5.45-acre property to Pollard Friendly Motor Company through Oct. 30, 2016. The original lease ran through Oct. 30, 2014, but Pollard exercised an option in the lease to extend to 2016 and also to purchase a portion of the city's Municipal Service Center as a site to relocate its business. Pollard is currently working to secure the necessary permits for construction at its new location.

At a July 2012 study session, council discussed the future of the site. It was decided at that time to delay any firm decisions until the first phase of TVAP implementation had progressed further and the real estate market had recovered more fully from the recession.

The Boulder Junction Area since TVAP Adoption

Since the TVAP was adopted in 2007, a number of factors have changed (in particular in economic and market conditions), implementation activities have begun, some modifications to the plan have been approved, and significant public and private investments have been made or are in progress. In addition, several changes to the city-owned site at 30th and Pearl streets have occurred, impacting the lease area for Pollard Motors and reducing the developable size of the site.

Regulatory Changes
Regulatory changes that have been implemented in the Boulder Junction area since TVAP adoption include:

1. BVCP Land Use Map changes for all of Phase I;
2. adoption of new zoning districts and subsequent rezoning including specific "concurrency" criteria to allow rezoning;
3. adoption of new trip generation requirements to mitigate the impacts of traffic;
4. adoption of revised street sections for Junction Place and Pearl Parkway;
5. creation of two general improvement districts; and,
6. modifications to the MU-4 zoning district which, among other things, allowed commercial kitchens and eliminated limitations on non-residential floor area.

See *Attachment B* for details of Boulder Junction regulatory changes.

Public Improvements
Significant public improvements have been completed or are proposed for construction in the near future. The Capital Improvement Bond approved by the voters in November 2011 has supported a number of the key transportation connections in the area. Completed improvements include:

- the relocation of the historic Boulder Jaycees Depot;
- transportation upgrades along 30th Street including new bike lanes;
- a multi-use accessible path connection between 30th Street and the Goose Creek Greenway;
- mid-block pedestrian crossings;
- construction of the new Junction Place street;
- new public plaza that surrounds the depot and transitions into the recently constructed Junction Place;
- new Goose Creek bridge that connects the redeveloped areas to the northern area of Boulder Junction;
- transformation of Pearl Parkway into a pedestrian and bike friendly, multi-way boulevard;
- new traffic signals; and,
- additional multi-use paths.

A future pocket park along the south side of Goose Creek is expected to enter the design phase in 2016. A bike shelter has also been proposed to be included in the pocket park (See Heads Up from Aug. 3, 2015).

See *Attachment C* for details and a map of completed public improvements.

Financing of Public Improvements
The TVAP implementation plan identified nearly $10 million in Phase 1 key public improvements that needed to be constructed in the area, including Junction Pl., the Junction Pl. Bridge over Goose Creek, new traffic signals, Boulder Junction Park, stormwater improvements, and multi-use path improvements. The implementation plan quantified the city's share in the

Phase 1 public improvements at nearly 60 percent of the total cost, with the share attributable to private development at 30 percent (the remaining 10 percent was projected to be paid by FasTracks or TIP funding). In addition, new public improvements were added to the plan in 2012, including the Pearl Parkway multi-way boulevard and the Boulder Slough Bridge and path connections.

An adopted principle for TVAP implementation was that “Any public improvement to be funded by the city should benefit the city as a whole or implement the vision for the area.” Given the significant funding needs, a one-time policy decision was made to use excise taxes and construction use tax collected within the area to pay for the key public improvements which would benefit the city as a whole and implement the vision for the area. The fact that the excise and construction use taxes would not materialize until later years created a timing issue for the improvements which needed to be built in the short term. At the time, the CIP was funded at a level lower than today’s and the general fund was therefore identified as the best source of funds for the improvements. A plan was put in place for general fund reserves to be loaned as a solution to the timing issue. Future construction use tax, as a general fund revenue, was looked to as the logical mechanism for repayment to the general fund.

However, the 2011 passage of the Capital Improvement Bond and the award of federal transportation grant funds made the general fund loan unnecessary at that time. Instead, the bond funding and the grant funding addressed the timing issue and the loan from the general fund never occurred. Because the loan never occurred, there was no need for construction use tax to be returned to the general fund.

Due to the public improvements still required to fully implement the plan, the excise and construction use taxes from development in the area have been collected and will be spent on future public improvements within Boulder Junction.

Private Development

Following adoption of TVAP, and subsequent city-initiated rezoning (that required property owners to agree to participation in the parking and access districts in order to be eligible for rezoning), the city began receiving applications for private development in the area. Approved and/or completed development projects include the following:

1. Solana (3100 Pearl St.): 319 apartment units along with two retail uses and a fitness facility on the ground floor, with building frontages facing the new street of Junction Place and the recently completed Pearl Parkway. This project is completed.

2. Depot Square (3151 Pearl St.): Nearly completed, this mixed-use development includes an RTD below-grade bus transit facility (opened in August 2015), a 150-room Hyatt Hotel (opened in May 2015) and a four-story parking structure that is “wrapped” on three sides by 71 apartments that are being rented to qualifying residents as permanently affordable units. Also nearing completion is the restoration of the historic Boulder Jaycees Depot building in Depot Square that will house a new restaurant.

3. Nickel Flats: A 17-unit attached residential condominium building immediately north of Goose Creek on the west side of Junction Place. This project is expected to be completed in the fall of 2015.

4. Boulder Commons: A Site Review for 100,000 square feet of office and retail space, east of Nickel Flats and across Junction Place, was recently approved by the Planning Board. Construction documents for the project are currently under review.

5. S'PARK: A planned development within the northern portion of Boulder Junction to create a new mixed-use, mixed-income neighborhood comprised of seven distinct areas which, in total, will contain 168 market-rate housing units, 77 permanently affordable housing units and more than 150,000 square feet of commercial and office space. A Site Review was approved by the Planning Board on Sept. 3, 2015 and is subject to City Council call-up in October. As a part of this Site Review, changes to the TVAP Connection Plan were also proposed. On Oct. 6, council will consider a motion to approve changes to the Connection Plan as approved by Planning Board.

6. Reve, a proposed mixed-use development on four separate parcels at the southeast corner of 30th and Pearl Streets, is proposed to contain 244 housing units and more than 130,000 square feet of commercial and office space. As proposed, 126 of the housing units and approximately 20,000 square feet of the commercial and office space would fall within the TVAP area. A Site Review application is currently being reviewed for this project and it is expected to be presented to Planning Board in late 2015 or early 2016. The developers are currently considering their options for meeting Inclusionary Housing regulations.

See *Attachment C* for details and a map of completed development projects.

Form Based Code Pilot

As part of the [Design Excellence Initiative](), the city is [piloting a Form Based Code (FBC)]() in Boulder Junction. The city will test FBC as an approach to address design quality and development review issues recently articulated through community, board and council conversations. It is anticipated that council will consider first reading of an ordinance before the end of 2015.

Access and Travel Demand Management

To realize the goals of the TVAP plan and create a transit-oriented development, two general improvement taxing districts were created in 2010: a parking district and a travel demand management (TDM) district. They were named the Boulder Junction Access General Improvement District-Parking (BJAD-P) and Boulder Junction Access General Improvement District-TDM (BJAD-TDM). They are based on the successful downtown parking district and implemented in conjunction with zoning regulations for parking maximums for residential uses to reduce single-occupant vehicle trips and promote transit and other alternative modes of transportation. The TDM district provides funding for EcoPasses and car and bike share programs. The parking district provides mechanisms to create parking that is shared, unbundled, managed, and paid.

Payment in lieu of taxes (PILOT) fees paid by developers for the first two years after issuance of the certificate of occupancy and the property taxes on residential and commercial properties are used by the TDM District to purchase EcoPasses and to provide discounted Boulder B-Cycle memberships and free carshare memberships for all residents and employees of Boulder

Junction. To date, one commercial property and two residential properties are paying into the district, and 355 Eco Passes have been issued.

The development at Depot Square presented the opportunity to construct a shared parking garage between BJAD-P and the other Depot Square uses including the hotel, the Depot, RTD and the housing units. In order to ensure the parking principles that create a TOD will be met, a Parking Management Agreement (PMA) was created by the parking owners and users. The PMA allows for owners to place unused parking spaces into a pool that will be managed by the BJAD Parking District.

The Depot Square parking garage is now shared between five different users through a condominium association, called the Depot Square Owners Association (DSOA). BJAD has 100 spaces to manage with the goal of supporting the access needs of all users within the district. Details on the operation of the garage are currently being finalized. In addition, DSOA will consider the installation of electric vehicle charging stations at its next meeting.

BJAD - Parking Development and Financing

As part of the Depot Square public-private partnership, BJAD-P entered into a lease/purchase agreement with Pedersen Development for the district's condominium unit interest of 100 spaces in the parking structure. The lease/purchase price is $2,606,633 with a repayment term of seven years without interest. The annual payments for the lease/purchase are approximately $372,000, with the first payment due in 2015 and the last payment due in 2021.

New districts of this kind generate low property tax revenues in the early years before the property is developed. The BJAD-P will only have revenues from property taxes and parking fees from users of the parking structure. Therefore, it will not generate sufficient revenues to make the annual payment in the early years. To take advantage of the opportunity to acquire parking spaces for BJAD-P, the city entered into an agreement with BJAD-P to cover the shortfalls in the early years with general fund dollars. When the district generates sufficient revenues to make the annual payments, the city's general fund will be repaid.

The ability of the BJAD-P to make its lease/purchase payments and to repay the city's general fund will be based on the pace of development and the value of property within the district. If the district's revenues rise more quickly than anticipated and the district is better able to make its lease/purchase payments, the annual loan amounts from the general fund may decline. At the end of the seven year repayment period for the parking lease/purchase, staff will identify the amount owed by BJAD-P to the general fund and establish a repayment schedule.

The following table provides the projected loan amounts from the general fund to the parking district through 2019, the last year for which a shortfall is currently projected:

Year	Expected General Fund Loan to BJAD
2015 (Revised)	$324,365
2016 (Recommended)	$312,848
2017 (Projected)	$238,461
2018 (Projected)	$288,106
2019 (Projected)	$9,405

IV. ANALYSIS

TVAP Vision and Goals

At the outset of the Transit Village Area planning process, the City Council and Planning Board adopted six goals for the area. The following is a discussion and analysis of accomplishments to date in achieving those goals.

Goal 1: *Create a well-used and well-loved, pedestrian-oriented place that includes a* special character, a mix of retail and commercial uses, a significant amount of housing and engaging, convenient and safe pedestrian and bike connections.

> *What's happening?* The initial developments and new shared street designs are setting the tone for a pedestrian-oriented place with a distinctive character. A mix of uses is occurring with the addition of the hotel, Depot Square housing, the RTD bus terminal and the new plaza surrounding the Depot, creating a stronger public space and "heart" south of Goose Creek.

Goal 2: *Support diversity through land use and travel options* that expand opportunities for employees and residents of differing incomes, ethnicities, ages and abilities by including a variety of housing types at a range of prices from market rate to affordable; services that support residents, adjacent neighbors and businesses; support for locally owned and minority-owned businesses in the area; public spaces to celebrate diverse ethnicity; space for nonprofit organizations; and affordable spaces for retail, office and service industrial uses.

> *What's happening?* Prior to the S'PARK proposal on the 10.9-acre former Sutherlands Lumber site, the majority of housing built in Boulder Junction has been rental housing in apartment buildings. Largely due to market conditions, this predominance of one- and two-bedroom rental apartments has raised some concerns. S'PARK proposes a richer mix of rental and ownership housing and a greater diversity of housing types and unit sizes, as well as commercial and retail uses. In addition, the public plaza surrounding the Historic Jaycees Depot and pocket park are more predominant as the central public spaces than envisioned in the original plan.

Goal 3: *Enhance economic vitality:* Increase economic activity for businesses, increase revenues for the city of Boulder, reduce transportation costs by including neighborhood-serving retail uses and regional retail uses that complement the large investment of the Twenty Ninth Street project, and provide convenient and safe connections to downtown and to Twenty Ninth Street. Provide additional office uses in locations close to the future transit facilities and new residential areas. To enhance economic vitality, the city should develop a realistic economic development plan that includes implementation techniques for public/private partnerships.

> *What's happening?* Recently constructed and proposed residential projects are adding housing to support new and existing non-residential uses in the area. The partnership on the Depot Square site between a private developer, RTD, and the city led to a successful mixed use development plan that includes a hotel, restaurant/bar, and small retail spaces in addition to the bus station facility. Solana provides both residential units and neighborhood-serving

retail, and both S'PARK and Reve propose to deliver an even greater mix of uses (e.g. office and retail).

Goal 4: *Connect to the natural and built environment:* Create a place that reflects Boulder's commitment to environmental sustainability and "green" development, is integrated with the natural features in the area, and connects to the larger city fabric. Include innovative "green" energy-efficient site planning, architecture and urban design. Develop an overall storm water management plan for the area in lieu of property-by-property storm water detention. Provide connections to existing natural amenities such as the Goose Creek greenway, the Boulder Slough (ditch) and Boulder Creek, and take advantage of views and view sheds from key locations.

What's happening? Depot Square, Junction Place and Pearl Parkway are piloting the use of LED street lighting. The Depot Square development utilized sustainable development features such as permeable hardscape, a living wall and solar photovoltaic panels, and it is anticipated to be LEED certified. Guidelines for storm water low-impact development techniques were approved in August 2010. The developments north and south of Pearl Parkway include key connections to the Boulder Slough and the Goose Creek greenway.

Goal 5: *Maximize the community benefit of the transit investment:* Locate homes and employment to maximize access to local and regional bus service, future commuter rail and bus rapid transit, and to allow for a pedestrian-oriented lifestyle. Develop lively and engaging commuter rail and regional bus locations. Improve the balance of jobs and housing in the community through new mixed-use neighborhoods in areas close to multiple transit facilities. Develop and adopt managed parking strategies; reduced parking requirements in the hub; and transportation demand management strategies. Encourage multimodal access and mobility within the area and to the rest of Boulder.

What's happening? A managed parking strategy with improvement districts has been implemented, and new zoning districts have TDM requirements and parking maximums. The regional bus facility is complete, along with the hotel and a public plaza integrating the historic Boulder Jaycees Depot. Public infrastructure is being designed in a pedestrian-oriented scale, with key connections to the citywide multimodal system. The US 36 Bus Rapid Transit (BRT)/Managed Lanes and Bikeway project is largely complete from Pecos to Broomfield, and the Phase 2 US 36 project all the way to Boulder is anticipated for completion in early 2016. RTD is scheduled to begin the US 36 Flatiron Flyer BRT service in January 2016. Given the FasTracks fiscal realities, it is likely that the US 36 BRT/transit service and Depot Square station will be the primary regional transit connections to TVAP. The number of new jobs in the area is outpacing the creation of new housing units.

In the spring of 2015, the property where the Google campus will be located successfully petitioned into the BJAD-TDM district and will be added to the tax base and receive the benefits of the district TDM programs.

Goal 6: *Create a plan that will adapt to and be resilient for Boulder's long-term future:* the plan builds in flexibility, allowing for serendipity and changes in use over time and provides for increased density in targeted locations.

What's happening? The TVAP has been amended twice since adoption in 2007. In 2010, storm water guidelines, design guidelines for the Junction Place Bridge over Goose Creek and the Public Arts Master Plan were adopted. In 2012, the connections plan and street sections were modified for Junction Place and Pearl Parkway. The sanitary sewer infrastructure serving the site was upsized to accommodate increased development potential.

Housing
Housing development has progressed in Boulder Junction since TVAP adoption. The Depot Square and Solana (3100 Pearl) residential projects are complete, and additional projects are either approved or in the review process.

TVAP originally envisioned 1,400 to 2,400 new residential units. There are currently 490 units in the area with another 245 approved at the S'PARK development and an additional 126 proposed for the portion of the Reve development that falls in the TVAP area. No other residential projects are currently proposed within the TVAP area at this time.

TVAP also envisioned that the percentage of permanently affordable housing units would exceed 20 percent, or what would normally be required through Inclusionary Housing. The current percentage of permanently affordable units is 20 percent. If the S'PARK development is completed as approved, the percentage would increase. The Reve development is still considering options for meeting Inclusionary Housing requirements.

	TVAP Existing (includes Steelyards)	**TVAP Existing + S'PARK (approved)**
Unit Type		
-Affordable Rental	71	148
-Affordable Ownership	27	27
-Market Rental	319	440
-Market Ownership	73	120
Unit Total	490	735
% Perm. Affordable	20%	24%

Fire Station #3
Recent analysis by the Fire Rescue Department has led to the conclusion that Fire Station #3, located at the corner of 30th St. and Arapahoe Avenue, should be relocated for a number of reasons. First, Station #3 is not well positioned to meet minimum standards for response time in its coverage area. Second, it is a critical facility located in the 100-year floodplain and the high hazard flood zone and thus at risk during flood events. Third, it would require significant modifications in order to be brought up to modern professional standards for use by existing and future units, but it cannot be altered due to its location in the flood plain and other site constraints.

In order to achieve the standard four-minute travel time in the station's coverage area that is required in the BVCP and to serve both existing and projected future needs, the station should be moved to a location generally within an area bounded to the north by Valmont Road, to the south by Mapleton Avenue, to the east by 30th Street and to the west by Folsom Street. Additional analysis can be found in the April 14, 2015, study session memo.

There are a number of design considerations for a future Station #3. These include site access, flood plain issues, the desire for the incorporation of a community space, a site area large enough to accommodate the needs of a fire station and the number of floors.

A number of potential sites were previously identified as options, but at this time only three options are under serious consideration for their ability to meet the objectives of relocating the station. They are the Mapleton ball fields site, the city-owned site at 30th and Pearl streets and a future site to be identified and acquired in the 30th Street corridor between Pearl and Valmont. The following is a preliminary analysis of the pros and cons of the three possibilities:

Site	Pros	Cons
Mapleton Ball fields	• City ownership • Flexibility on site size • Could likely accommodate drive-through bays • Good access to Mapleton and 30th • Good location for a community space • Potential for shared parking arrangements • No demolition required	• Possible parking limitations • Possible issue with covenant requiring Parks and Recreation use • In 500-year floodplain – site would need to be raised 5 feet to meet city critical facility floodplain regulations, adding cost and design complications
City-owned Site, 30th and Pearl	• City ownership • Flexibility on site size • Could likely accommodate drive-through bays • Good access to 30th • Good location for a community space • Potential for innovative combination with other site uses	• Possible parking limitations • In 500-year floodplain – site would need to be raised 5 feet, adding cost and design complications • Could possibly reduce potential to achieve TVAP and affordable housing goals
Future Site TBD	• Could possibly find a better site out of floodplain, with sufficient size to accommodate all needs	• Not owned by city • Acquisition process • Acquisition cost • Unknown availability

City-owned Site at 30th and Pearl Streets
TVAP envisions that the city-owned site will be used to create a new transit-oriented, mixed-use neighborhood that is predominantly residential, with some retail and office space. Located in the Pearl Street Center District of the planning area, it is envisioned as a high-intensity mix of housing and associated commercial uses, capitalizing on its central location and the regional bus facility. Up to half of the residential units on the city-owned site are envisioned as permanently affordable housing for low to moderate income, primarily workforce households and/or targeted to hard-to-serve populations that would greatly benefit from proximity to transit, such as people with disabilities. Its MU-4 zoning designation supports these intended uses.

The approach to the future development of the site has been to plan for an issuance of a request for proposals (RFP) closer to the time when the lease with Pollard Motors expires. Similar to the successful process for developing Depot Square, an RFP is envisioned to be used for development of the site, which could include identified criteria for success to guide proposals for development but allow a high level of creativity and a range of design solutions. The city could, at that time, provide the land at little or no cost in return for the delivery of specified community benefits as part of a comprehensive development proposal. Those benefits would include specific unit types and mix as well as income levels, but could also include other priorities (understanding that reduction in affordable housing benefits may require the application of other funds in order to repay the initial investment of affordable housing funds). The developer(s) chosen through the RFP process would develop and sell or lease the commercial spaces and residential units. The criteria for success in the RFP would be developed by an interdepartmental city team with council and board input and would be informed by community forums. This type of process has been successfully utilized in the past, most notably with the Holiday Drive In.

If the site is developed with a mix of commercial space, market rate housing, and/or affordable housing, further progress on the original acquisition goals and the goals of TVAP will be made. However, since the adoption of the TVAP, a number of community needs have emerged that could possibly be addressed at the site. If council believes there is a better use for the site than what is anticipated, the goals for the site could be revisited. If necessary, TVAP could be amended to reflect different priorities.

The design of the eventual redevelopment will be influenced heavily by the FBC pilot.

V. NEXT STEPS

Pollard Site
Between now and the end of 2015, staff will develop a more detailed process and timeline for crafting a RFP and selecting a developer. The process will include consultations with council, all relevant boards and commissions, stakeholders, and the general public. Staff will return to council with a proposed process and a draft RFP in the first quarter of 2016. Council may also choose to consider this item at its January 2016 retreat in the context of all work program priorities.

The development timeline may be longer than the remaining time on the existing Pollard lease. If it appears that redevelopment activities will not commence by the time the lease expires, staff will explore options to keep the site in productive use until such time as redevelopment work can begin.

Council is also expected to consider first reading of the FBC pilot ordinance before the end of 2015.

Fire Station #3

If council is interested in moving forward on either of the city-owned sites, staff will complete a more detailed analysis of design options and possibilities for overcoming obstacles to development of those sites. The analysis would include an estimate of costs. If council believes the city-owned sites do not represent the most desirable options for relocation of Fire Station #3, staff will develop a proposed strategy for identifying and acquiring a different site in the 30th St. corridor between Pearl Street and Valmont Road. In either case, staff will report back to council during the second quarter of 2016.

Staff is anticipating that funding for a relocation of Station #3 may possibly be placed on the ballot in 2017. In order to achieve that potential objective, rigorous analysis will need to take place in 2016 to prepare for the ballot initiative process in 2017. Council may also choose to consider this item at its January 2016 retreat in the context of all work program priorities.

ATTACHMENTS

Attachment A: Details on the Components and Definition of a Transit Oriented Development
Attachment B: Boulder Junction Regulatory Changes
Attachment C: Completed and Proposed Public Improvements (map included)

Components and Definition of the Boulder Transit Village Transit-Oriented Development (TOD)

In 2000, the city started to formulate a plan for a Transit-Oriented Development (TOD) as an extension of the 28th street corridor planning project. The 11.2-acre site at the northeast corner of 30th and Pearl streets was named the "Boulder Transit Village" (BTV) and identified as the preferred location for a TOD through a site selection process completed in July 2001. Eight acres on the west portion of the site were purchased by the city for mixed-use development and 3.2-acres on the east by RTD for a transit facility. The site is the home to Pollard Friendly Motor Company (Pollard's), which retains a lease option to occupy the western 5.5-acre portion of the site through 2016.

Intensive mixed-use development projects around transit stations are commonly known as transit-oriented developments, or TODs. TOD projects have been very successful in many communities and are considered to have many positive benefits in terms of economic development, transit ridership and congestion management. The following TOD elements would be provided on the 11-acre BTV site:

- a transit station to accommodate safe, efficient and convenient transfers for passengers of the current community transit network, including local and regional service, and future bus rapid transit and commuter rail;
- enhanced pedestrian and bicycle facilities;
- housing, with a significant level of affordable housing; and,
- supportive commercial and retail services.

Boulder Junction Regulatory Changes

Consistent with the actions outlined in the TVAP implementation plan (approved in September 2007) the following has occurred:

- Boulder Valley Comprehensive Plan Land Use Map changes for all of Phase I have been completed.
- New zoning districts were adopted in May 2009, creating a new Mixed Use 4 (MU-4) district, Residential-High 7 (RH-7) district and Residential-High 6 (RH-6) zoning district.
- 19 parcels were rezoned in August 2010 to MU-4, RH-7 or RH-6, consistent with the plan.
- Changes were adopted to the rezoning criteria specifically for the three new zoning districts, including “concurrency” requirements for transportation, water, wastewater and storm water management and flood control, and TDM services.
- New trip generation requirements were adopted in the zoning code to provide approaches to mitigate the impacts of traffic generated by development, ensure that the amount of land used for parking is the minimum necessary and provide opportunities for parking that are efficiently used during all times of the day.
- Two General Improvement Districts were created in July 2010 – the Boulder Junction Access General Improvement District – Parking (BJAGID – Parking), and the Boulder Junction Access General Improvement District – Travel Demand Management (BJAGID – TDM).
- Changes were made to the MU-4 zoning district to allow commercial kitchens, catering and manufacturing uses of less than 15,000 square feet; to prohibit fraternities, sororities and dormitories; to require use review for some larger offices; and to eliminate limitations on nonresidential floor area.

Attachment C - Completed and Proposed Public Improvements

There are many public and private development and improvement projects in the area, with more in the pipeline. See below for details and visit www.bouldercolorado.gov/public-works/boulder-junction.

1. **S'PARK -** A planned development within the northern portion of Boulder Junction to create a new mixed-use, mixed-income neighborhood comprised of seven distinct areas which, in total, will contain 168 market-rate housing units, 77 permanently affordable housing units and more than 150,000 square feet of commercial and office space. A Site Review was approved by the Planning Board on Sept. 3, 2015 and is subject to City Council call-up in October.

2. **Boulder Commons -** A Site Review for 100,000 square feet of office and retail space, east of Nickel Flats and across Junction Place, was recently approved by the Planning Board. Construction documents for the project are currently under review.

3. **Nickel Flats –** A 17-unit attached residential condominium building immediately north of Goose Creek on the west side of Junction Place.

4. **Junction Place Bridge at Goose Creek –** A new bridge crossing over Goose Creek and connecting the new Junction Place to 33rd St. This project was completed in coordination with Depot Square. Funding came from the Capital Improvement Bond.

5. **Future Pocket Park –** Design will begin in 2016.

6. **Pollard Site (30th and Pearl) –** A city-owned property purchased with affordable housing funds. The current lease with Pollard Friendly Motors expires in 2016, at which time the site will be available for redevelopment.

7. **Depot Square (3151 Pearl St.) –** This mixed-use development includes an RTD below-grade bus transit facility (opened in August 2015), a 150-room Hyatt Hotel (opened in May 2015) and a four-story parking structure that is "wrapped" on three sides by 71 permanently affordable housing units. Also nearing completion is the restoration of the historic Boulder Jaycees Depot building in Depot Square that will house a new restaurant. Funding for these projects came from a Federal TIP grant, city affordable housing funds, RTD funds, and private financing.

8. **Pearl Parkway Multi-Way Boulevard (30th St. to BNSF Railroad) Project –** A new street design was developed for the section of Pearl Parkway from 30th St. to the railroad. Funding came from both the Capital Improvement Bond and Federal TIP funds.
   8a. Pearl Parkway Electrical Undergrounding – The overhead utility lines on the south side of Pearl were placed underground on the north side of Pearl from 30th St. east to the railroad. The project was funded with the 1% Xcel underground fund and city transportation funds.
   8b. Traffic Signal at Pearl Parkway and Junction Place – A new traffic signal was installed and jointly funded by the city and adjoining developments.

9. **Pearl Parkway (30th St. to Foothills Pkwy.) Multi-Use Path Improvement Project –** A multi-use path on the north side of Pearl Parkway was installed from 30th St. to Foothills Pkwy. Funding came from a Federal Transportation Improvement (TIP) grant.

10. **Solana (3100 Pearl St.) –** 319 market rate apartment units along with two retail units and a fitness facility on the ground floor of buildings facing the new street of Junction Place and the recently completed Pearl Parkway.

11. **Reve Pearl District –** A proposed mixed-use development on four separate parcels at the southeast corner of 30th and Pearl Streets, is proposed to contain 244 housing units and more than 130,000 square feet of commercial and office space. As proposed, 126 of the housing units and approximately 20,000 square feet of the commercial and office space would fall within the TVAP area. A Site Review application is currently being reviewed for this project and it is expected to be presented to Planning Board in late 2015 or early 2016.

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Feet

What's Happening at Boulder Junction?

City of Boulder
09.30.15