namasté SOLAR

January 16, 2014

Chandler Van Schaack
City of Boulder Planning
1739 Broadway
Boulder, CO 80302

Re: Baseline Zero Concept Submission

Dear Mr. Van Schaak:

I am writing on behalf of Namaste Solar to express our support for the sustainability measures of the Baseline Zero Concept Submission.

Namaste Solar is one of the longest-standing and most experienced solar PV integrators in Colorado. Since our first Boulder office opened in 2005, we have installed more than 2,700 stand-alone systems, totaling over 25 MW of solar electricity. Typically, when we are asked to participate in a new development such as Baseline Zero, the renewable energy component is either an "alternate concept" that will likely be cut from the budget, or a nominal system that represents an artificial token of sustainability. The solar PV system in the Baseline Zero Concept Submission is both the largest rooftop system that we have seen planned for a new development and a fundamental component of the overall design concept. By integrating such a significant system into his initial design, Bruce Dierking is clearly taking an aggressive approach to sustainability and setting a new standard for development in Boulder.

As advocates of responsible system design, it is also important to us that all aspects of a system are considered before the design is finalized. In other words, a system should be designed in order to maximize electrical production while simultaneously considering its aesthetic impact on the surrounding community. Having worked with Mr. Dierking on his solar PV system at Hazel's Beverage World and his plans for the system at Baseline Zero, it is clear that he is receptive to design-related feedback and understands the importance of both the aesthetic and production-related aspects of the system.

As solar PV experts and members of the Boulder business community, we believe that it is of critical importance to incorporate significant renewable energy systems into new developments in Boulder. The current Baseline Zero Concept Plan sets a clear example in this regard.

Sincerely,

Ben Griffin
Co-Owner | Commercial Project Developer
303.447.0300 x 217 | ben.griffin@namastesolar.com

namasté SOLAR

4571 Broadway Street | Boulder, Colorado 80304
3330 Larimer Street, Suite 1A | Denver, Colorado 80205
303.447.0300 | fax 303.443.8855 | NamasteSolar.com

ATTN: Boulder Planning Commission

January 15, 2014

RE: Baseline Zero Development Concept Plan Review

I am writing in response to the Concept Plan Review of the proposed Baseline Zero Development. My letter will focus on parking related issues and making the development more appropriate for the neighborhood context.

First of all, parking management and TDM programs are essential. Prioritizing free parking amounts to reward excessive reliance on the automobile. If Boulder is to maintain or reduce SOV trip from its already low 52% level (Boulder Valley Employee Survey), parking reductions and TDM can assist in this. Excessive parking will increase rental prices by $10,000 – 20,000 per structured parking space- coming to $3.8 million – $7.5 million by not allowing for the requested 375 parking spaces reduction. Parking amounts should more closely reflect the fact that only 52% of Boulder employees drive as compared to the traditional engineering standards that account for the average of 91% of Americans who drive across the U.S. Progressive Transportation Demand Management ideas such as Parking reductions and TDM (Ecopass provisions, showers, Guaranteed Ride home programs, Zip Car) are essential and are a natural fit with a building that is trying to be Net Zero. Steeper reductions in parking could be justified if: 1) paid parking is mandated and 2) a neighborhood parking program would be implemented to prevent spillover parking.

Second, the developer and the community need to think more creatively about a cost effective way to bring neighborhood retail in conjunction with office space to this location. I have heard that a purely neighborhood retail option would not be likely given the likely costs of this new purchase and in relation to the existing lower rents at BaseMar. Allowing increased square footage through height allowances might bring the costs of retail and office down to the point where another desirable restaurant could be co-located – a demand that seems insatiable in South Boulder given the popularity and success of such places as Southside Walnut, Under the Sun, Murphy's, Southern Sun, etc.

Thanks for your efforts to help Boulder achieve it's TMP goals of 25% SOV trips by 2025! This is another development that might help to achieve that.

Sincerely,

Eric Stonebraker
285 S 42nd Street
Boulder CO 80305

Van Schaack, Chandler

From: Stephanie Iannone
Sent: Tuesday, January 14, 2014 11:35 PM
To: Van Schaack, Chandler
Subject: Support for the proposed Baseline Zero project

Hi Chandler,

My name is Stephanie Iannone. I own Housing Helpers and the commercial building located at 2865 Baseline Road. We have been in this location since 1999. I wanted to appear in person at the Planning Board hearing to speak in support for the Baseline Zero project but have small children which prevents me from attending evening events. I feel strongly in favor of the development and ask that this letter be accepted in place of a personal appearance.

Our area is in need of revitalization and I commend the developer for taking on the project. I have watched most other areas in our City progress and improve over the years while Baseline has stood still in time. I was so happy with the development of Baseline Crossing across the street from us as it brought new life to Baseline and improved the image of the neighborhood. Our neighborhood has a serious vagrant problem. According to the Police Department, it is one of the worst in town. We face vandalism, public indecency, and threats to our employees, customers and property on a daily basis as a result. I believe that redevelopment of our area will be a key contributor to finally remedying this problem. Baseline Zero will clean up a blighted area and contribute to the long term sustainability of our neighborhood. Since we are anticipating more housing to the North and Baseline Crossing brought more restaurants to our area, I think the planned office space and hotel uses will add a nice mix to the development that has occurred and is anticipated.

The developer of Baseline Zero is the same developer who built Baseline Crossing. They have been a great neighbor and have shown consideration for those of us who have been in the area for a long time. I feel even better about this development knowing that Bruce Dierking and his partners are behind it. They are local people who love Boulder and want to continue to make it a better place for all of us. I am really excited about this project and hope that Planning Board approves it.

Thanks for your consideration,

Stephanie Iannone, ABR, CNE

Owner/Managing Broker
Housing Helpers of Boulder, LLC
2865 Baseline Road
Boulder, CO 80303
www.housinghelpers.com

"A Top 100 Woman-Owned Colorado Company"

HousingHelpers®
we connect people with places

REAL ESTATE * CORPORATE HOUSING
RENTAL LOCATING * RELOCATION SERVICES

Van Schaack, Chandler

From: Timothy Orr
Sent: Tuesday, January 14, 2014 3:49 PM
To: Van Schaack, Chandler
Cc: Laurie Keith
Subject: Baseline Zero project

Dear Mr. Van Schaack and the City of Boulder,

My wife and I live in Martin Acres, quite close to the proposed Baseline Zero project. We wanted to send you a quick note saying how excited we are by the project and eager to learn more about it. We now live at the corner of 29th and Dahlia; previously we lived on Moorhead near Elm. It's been three years living in Martin Acres and we love it.

The current situation of the site where Baseline Zero is proposed is nothing short of an eyesore. A parcel dedicated to abandoned businesses, junk food, cheap liquor, car repair, and Uhaul rentals. The vacant lot next to Skunk Creek is a campground for vagrants, some of whom are violent. (We've been accosted in the tunnel underpass below 27th Way--twice. I have no sense of humor about that when pushing my small baby in a stroller.)

We would very much like to see where this proposal for Baseline Zero goes. It looks like a wonderful redevelopment of this dilapidated collection of lots. My wife and I would appreciate having a hotel within walking distance for visiting family. Connecting up the bike path would be excellent, too. I don't know what the parking or traffic impact might be, but I figure that's where the expertise of the City evaluating the proposal becomes very valuable; much more so than my amateur predictions.

Thanks for your time, Chandler. I just wanted you to know there are other voices in Martin Acres that are positive about this redevelopment and want to see this proposal move forward.

Yours,

Tim Orr & Laurie Keith

Van Schaack, Chandler

From: k shanafelt
Sent: Tuesday, January 14, 2014 12:11 PM
To: Van Schaack, Chandler

Hi,

I'm a Martin Acres resident and I'm not sure I'll be able to make the meeting Thursday.

I just want to go on record as strongly opposing this project. I can't imagine what the traffic will be like and it's going to change the character and livability of one of Boulder's last (sort of) affordable neighborhoods.

I don't think the developers should be able to get around the height and parking regulations. They are in place to make every neighborhood a desirable place to be.

Thanks for taking my input and helping us to protect our cherished neighborhood character.

Kelly Shanafelt

Van Schaack, Chandler

From: Jacqueline Dayton
Sent: Tuesday, January 14, 2014 8:10 AM
To: Van Schaack, Chandler
Cc: president@martinacres.org
Subject: Question about Concept Plan application

Hello Mr. Van Schaak:

I am unable to attend the January 16th meeting but since I live on 29th street and feel VERY strongly against the project I'd like to know how I can contribute in anyway. Students already park in our neighborhood and having a hotel plus offices will not work for a neighborhood that already needs off street parking due to having either no garage or one tiny one. I've been told the area is zoned to be useful to the neighborhood. I use the gas station and Grease Monkey regularly. How is taking that away and putting a hotel going to help the people that live there? Where are we supposed to get gas? Going to Table Mesa is the opposite direction for many of us on our way to work.

I feel most strongly against 1) the hotel and 2) removing the gas station. Please let me know what I can do to be heard since I live right around the corner from this proposed project.

Jackie Dayton

Van Schaack, Chandler

From: Neil Kolwey
Sent: Sunday, January 12, 2014 3:08 PM
To: Van Schaack, Chandler
Subject: new development near Moorehead and 27th

Hi Chandler,

I am a resident and home owner in Martin Acres. My house is at 110 S. 32nd St. I am concerned about the new proposed development by West Baseline Investors.

I am not opposed to re-developing the site being proposed. But I am concerned about the overall size of this development and its impacts on traffic and congestion near my neighborhood. I offer the following comments:

1. I am also concerned about the overall size of the development and the impacts on traffic on Moorehead and possibly down my street as a way to get from Moorehead to Broadway. I suggest denying the request for the height variance. (I understand the request is for 55 ft. rather than the current maximum of 35 ft.).
2. Also to help limit the overall size, I also suggest denying the request for the variance in the minimum required front yard setbacks of 20 feet.
3. I think the hotel will be mostly out of town visitors renting cars. Therefore, I encourage you to deny the request for the variance in the minimum code-required parking for the hotel.

Thank you

Neil Kolwey

Van Schaack, Chandler

From: Diane Coulter
Sent: Friday, January 10, 2014 7:04 PM
To: Van Schaack, Chandler
Subject: BaselineZero Concept Plan

Dear Mr. Van Schaack,
I am unable to attend the Planning Board meeting on January 16th and would like to express my views
on the proposed development of BaselineZero. I have lived on 28th Street in Martin Acres for almost 30 years
and have been a regular customer at several of the retail stores that were formerly or are currently located in
the properties that may be replaced by a large office building and hotel. This seems like an absurd location for
the office building instead of the retail spaces. Also, the hotel (100 rooms) seems very large for this space. The plans
for extremely limited parking areas would likely cause a major neighborhood traffic/parking problem.

Sincerely,
Diane Coulter

Van Schaack, Chandler

From: Catherine Dawson-Laframboise
Sent: Wednesday, January 15, 2014 7:01 PM
To: Van Schaack, Chandler
Subject: Baseline Zero

Dear Chandler,

I have been advised to direct my concerns about Baseline Zero to you and your office. My husband and I are 22 year residents of Martin acres and live on 31st Street between Moorhead and Ash.

Our concerns and feedback are as follows:

- The height code request is NOT OK nor is the request for less parking spaces and less easement. This is NOT a commercial area such as 30th Street where variances have been granted. We walk and ride bikes in our neighborhood and these two projects encourage neither one from us. They are for commuters and it is fantasy thinking that less cars will be driven and less parking needed.

- Traffic problems already exist, especially the left turn onto Moorhead from 27th Way (which will be horrible with hotel and tech people coming in from 36), and turning left onto 27th Way from Moorhead.

31st Street already has speeders cutting through to Ash for Broadway access and we have many families with babies and small children. It will be far more dangerous as more neighbors and the added employees and
commuters use this first cut-through street between Moorhead and Broadway.

- The current businesses and now-defunct carwash at least serve or served our neighborhood. There is nothing in this project that makes it a neighborhood-friendly enterprise. In fact, it will block our North and Northwest views of the mountains from Moorhead and create shading in areas that will cause even more traffic danger as well as overwhelm our modest neighborhood homes; things the height codes were created to prevent.

Respectfully,

Catherine Dawson-Laframboise
George Laframboise

Van Schaack, Chandler

From: Jonathan Wise
Sent: Thursday, January 16, 2014 12:31 AM
To: Van Schaack, Chandler
Subject: Baseline zero comments

Baseline Zero sits at the intersection of several well-trafficked bicycle routes---I myself commute through it daily between Martin Acres and the University of Colorado---and I want to make sure that the development takes into consideration the safety and convenience of the cyclists who use those routes. Will increased traffic make roads less safe for bicycles? Will we have a convenient way to get across the 27th & Baseline intersection? The situation is far from ideal at present, and I hope that a specialist in the design of bicycle infrastructure will be consulted in the project to make the site more---and not less---bicycle friendly.

Thank you for your attention.

Jonathan Wise

SKUNK CREEK INVESTORS, LLP

January 15, 2014

Mr. Chandler Van Schaak
Community Planning & Sustainability
City of Boulder
Boulder, CO

Re: 2700 Baseline Road – Baseline Zero
LUR2013-00058

Dear Mr. Van Schaak:

I am writing on behalf of the ownership of Basemar Shopping Center, located directly west of the above-referenced proposed project.

The proposed uses of office and hotel are acceptable uses.

The main concern we have with the existing plan is the lack of parking. We would support parking levels at or near those currently required by the City of Boulder for both buildings. In the event the proposed incentives (bus passes, bike parking spaces, active management of parking between the office building and hotel) are not actively offered or implemented at any point in the future, the result of under parking the project will be spill-over parking in the adjacent neighborhood, which should not be an anticipated result of this project.

Please contact me should you have any questions.

Sincerely,

Erik Swanson
(303) 623-0094
swanson@swansonre.com

DARK HORSE

BOULDER · COLORADO

January 13, 2014

Chandler Van Schaack
City of Boulder Planning

Re: Baseline Zero

Dear Mr. Van Schaack:

I am writing to express my support for the proposed Baseline Zero project. As the owner of one of the longest-standing businesses in this neighborhood, I have seen a lot of changes over the years. The time has now come for some much-needed revitalization of the area where this project is proposed, and I believe this proposed redevelopment will be a great benefit to our entire area.

Additionally, I am glad to see the developer is proposing office and hotel uses that will help generate additional customers to support the existing businesses in the neighborhood. We do not need more restaurants and retail stores in this neighborhood to compete with each other; rather, we need to do a better job of supporting the ones we have. Especially the small, locally-owned businesses like mine will benefit from having day-time office workers going out to lunch and running errands at the local stores, as well as business from guests staying at the hotel.

Finally, I want to say that the developer for this project is the same group that recently completed the Baseline Crossing project directly adjacent to my restaurant. Although I certainly had some fears about the impacts this development could have on me and there were times that the construction was an inconvenience, I have to commend Bruce Dierking and his team for doing a good job communicating with us and for being responsive when problems came up. They have turned out to be good neighbors, and we are all getting along together just fine. I trust they will handle their new project with the same approach.

Sincerely,

Dave Tobin
Owner

2922 BASELINE ROAD * BOULDER CO 80303
303 442 8162

January 7, 2014

Dear Mr. Van Schaack,

I am writing in regard to the proposed development at Moorhead and Broadway. I am strongly opposed to the development currently under consideration for the following reasons:

1. The size of the development is inappropriate for this quiet residential neighborhood.
2. The propose height of the buildings is totally out of synch with the neighborhood.
3. The increase in traffic will negatively impact the quality of life in Martin Acres.
4. The number of proposed parking spaces is totally inadequate.
5. There is absolutely no need for a hotel in this neighborhood. There are two to three hotels/motels within walking distance of this proposal.
6. There are no services that would benefit the neighborhood in the proposed development.
7. The removal of the Boulder Gas station is a reduction in neighborhood services.
8. The proposed bike path is dangerous.
9. The profits of these developers will not benefit the people living in Martin Acres.
10. Any expansionistic wish of CU should not be served by expansion into Martin Acres. (see #4)
11. Traffic will increase on side streets impacting the quality of life, including the safety of children who now feel safe on our neighborhood streets.

In the greater plan for the future of Boulder, there should be more consideration of the preservation of current neighborhood ambience and boundaries. I find it especially interesting that one of the last affordable middle class neighborhoods in this city was not adequately informed of this proposed development. The people in this neighborhood pay taxes and vote. Don't sell out the middle class, who are the backbone of this community.

Leah Conroe-Luzius

Meissner, Susan

From: Sue Prant
Sent: Wednesday, January 15, 2014 11:58 AM
To: boulderplanningboard
Cc: TAB; Council; Ratzel, Marni; Bracke, Kathleen; Hagelin, Chris; Winfree, Tracy
Subject: Community Cycles comments on Baseline Zero Concept Plan

Dear Planning Board,

Community Cycles is writing in reference to the Concept Plan proposed for Baseline Zero. We have several comments on transportation-related aspects of this proposal.

1. We strongly support the proposed connection between the eastern terminus of the Skunk Creek path on Moorhead and the multi-use path that parallels Baseline under the US36 overpass. Cyclists already make this connection informally, through an existing parking lot, so establishing a formal path with associated maintenance would be a benefit.

2. We support the proposed parking reduction. The city's parking requirements are based on ITE's Parking Generation handbook, which attempts a conservative and highly generalized estimate of parking needs. This location is within walking distance of CU and NIST, as staff has noted. It is adjacent to the 225 bus route, and very close to the many routes on Broadway. And it is quite accessible by bike, including via the Skunk Creek, Bear Creek, and Broadway Boogie paths. As a result, it is reasonable to expect parking utilization far below what is required by code.

3. Given the parking reduction and anticipated significant access by bicycle, we request that the project include covered bike parking in close proximity to the doors of the buildings, in addition to secured parking in the parking garage. We also request that the project include a public B-cycle station (subject to approval by Boulder B-cycle). Currently there is no station in the vicinity, so this would be a significant amenity for the area.

4. Mention has been made in public comment of an existing informal bicycle connection along the CDOT right-of-way behind the existing buildings. Community Cycles does not consider preserving this informal connection to be of high priority. However, the project should include reconstruction of the east side of 27th Way, including a bicycle facility (traditional lane or protected lane) and a wide sidewalk. As part of this reconstruction, we also support removal of the right-turn bypass (slip) lane on Moorhead at 27th Way. Such lanes are a product of car-centric design and are not consistent with pedestrian- and bicycle-friendly, livable streets design goals. Removal of this lane, and reducing the turn radius at this corner, could also allow the office building to move closer to Moorhead, helping to better frame the street.

5. We consider the proposed five curb cuts to be excessive. We request that the project be allowed one curb cut per building, for two total, in order to reduce the number of conflict points between bikes/pedestrians and motor vehicles entering/exiting the properties.

Thank you for your consideration

Community Cycle Advocacy Committee

--
Sue Prant
Advocacy, Development and Walk & Bike Month Director
Community Cycles
3172 29th Street
Boulder, CO 80301

ATTN: Boulder Planning Commission

January 15, 2014

RE: Baseline Zero Development Concept Plan Review

I am writing in response to the Concept Plan Review of the proposed Baseline Zero Development. My letter will focus on parking related issues and making the development more appropriate for the neighborhood context.

First of all, parking management and TDM programs are essential. Prioritizing free parking amounts to reward excessive reliance on the automobile. If Boulder is to maintain or reduce SOV trip from its already low 52% level (Boulder Valley Employee Survey), parking reductions and TDM can assist in this. Excessive parking will increase rental prices by $10,000 – 20,000 per structured parking space- coming to $3.8 million – $7.5 million by not allowing for the requested 375 parking spaces reduction. Parking amounts should more closely reflect the fact that only 52% of Boulder employees drive as compared to the traditional engineering standards that account for the average of 91% of Americans who drive across the U.S. Progressive Transportation Demand Management ideas such as Parking reductions and TDM (Ecopass provisions, showers, Guaranteed Ride home programs, Zip Car) are essential and are a natural fit with a building that is trying to be Net Zero. Steeper reductions in parking could be justified if: 1) paid parking is mandated and 2) a neighborhood parking program would be implemented to prevent spillover parking.

Second, the developer and the community need to think more creatively about a cost effective way to bring neighborhood retail in conjunction with office space to this location. I have heard that a purely neighborhood retail option would not be likely given the likely costs of this new purchase and in relation to the existing lower rents at BaseMar. Allowing increased square footage through height allowances might bring the costs of retail and office down to the point where another desirable restaurant could be co-located – a demand that seems insatiable in South Boulder given the popularity and success of such places as Southside Walnut, Under the Sun, Murphy's, Southern Sun, etc.

Thanks for your efforts to help Boulder achieve it's TMP goals of 25% SOV trips by 2025! This is another development that might help to achieve that.

Sincerely,

Eric Stonebraker

Boulder Economic Council
An affiliate of the Boulder Chamber
2440 Pearl Street, Boulder, CO 80020
303.442.1044
www.BoulderEconomicCouncil.org

January 16, 2014

Members of Planning Board:

On behalf of the Boulder Economic Council, the economic development arm of the Boulder Chamber, I'm writing in support of the Baseline Zero redevelopment Concept Plan.

As noted in the staff memo to the Planning Board, the uses proposed in the Baseline Zero plan are consistent with the applicable land use and other policies of the Boulder Valley Comprehensive Plan. The office and hotel uses are allowed by-right in the Business Community-2 (BC-2) zone.

The plan also aligns with strategies outlined in the Economic Sustainability Strategy (ESS) adopted by City Council last October. The ESS highlights the need for high quality, large floor plate commercial space to meet the demand of growing larger primary employers in Boulder. In response to this need, the ESS presents strategies to support upgraded and new commercial space for businesses in our major industries.

We understand the importance of the Key Issues raised in the staff memo about massing and scale, and parking. We also understand that the applicant intends to work with the city and neighborhood to address those issues during the Site Review process.

Given the allowance of the Baseline Zero project under the BVCP, it's alignment with the city's Economic Sustainability Strategy, and the applicant's willingness to work with the city on issues raised in the staff memo, we support the redevelopment Concept Plan.

Thank you for giving our input your consideration. Please let me know if you have any questions.

Sincerely,

Clif Harald
Executive Director
Boulder Economic Council

Meissner, Susan

From: Shannon Cox Baker
Sent: Thursday, January 16, 2014 1:09 PM
To: Van Schaack, Chandler; boulderplanningboard; better-boulder-steering-committee@googlegroups.com
Cc: Driskell, David; Meissner, Susan
Subject: Better Boulder Comments on Baseline Zero development proposal
Attachments: Better Boulder - Baseline Zero Comments.pdf

Dear Planning Board Members and Mr. Van Schaack,

On behalf of the Better Boulder Steering Committee, I would like to thank you for this opportunity to submit our comments on the proposed 'Baseline Zero' development project.

As you may have heard, Better Boulder is a newly formed organization created to support sustainable urbanism in Boulder. We believe that well-designed density, combined with a focus on sustainable transportation, can help Boulder to meet many of our community goals – reducing carbon emissions, sustaining a dynamic economy, providing affordable housing, and providing a welcoming community for our young people and our seniors. We plan to both weigh in on broad policy issues, and to be a voice for sustainable urbanism in the development review process.

To that end, we would like to express our support for the Baseline Zero concept as well as our encouragement for the proposed sustainability features and progressive approach to transportation demand management. While there is still room for improvement, with hard work and continued dialogue with the public, we are confident this new development could become an asset for the Martin Acres community and Boulder at large.

Sincerely,

Shannon Cox Baker (on behalf of the Better Boulder Steering Committee)

January 16, 2014

Re: Proposed 'Baseline Zero' development project

Dear Planning Board Members,

Better Boulder is a newly formed organization created to support sustainable urbanism in Boulder. We bring together members of the business community and environmental advocates to support changes to Boulder's land use policies. We believe that well-designed density, combined with a focus on sustainable transportation, can help Boulder to meet many of our community goals – reducing carbon emissions, sustaining a dynamic economy, providing affordable housing, and providing a welcoming community for our young people and our seniors. We plan to both weigh in on broad policy issues, and to be a voice for sustainable urbanism in the development review process.

With this perspective, we thank you for this opportunity to share with you our comments on the proposed Baseline Zero development.

We believe that the Baseline Zero project has the potential to positively impact the Martin Acres community and the community as a whole. We generally support the project for the following reasons:

- The project's sustainability features break new ground in Boulder and will set a strong precedent for future development projects; it is aligned with Boulder's Climate Action Plan and makes a serious commitment to comprehensively addressing the built environment's impact on climate change.
- The proposed hotel is ideally situated to serve the University and the federal laboratories to the west; it will also add new beds when hundreds of others in south Boulder (Boulder Outlook, among others) are either outdated or slated for redevelopment.
- We support the 45 foot height request as the compact, efficient design will activate an area that is dominated by compatible, commercial uses and is adjacent to a major interstate interchange. There are no residences immediately to the east whose mountain views would be impacted.
- The proposed large format office space (180,000 SF) will come online at a time when larger format spaces are in high demand; moreover, office supply for Boulder's tech and start up industry are underserved in the south Boulder market.
- When the US bus rapid transit service begins in 2016, there will be significant regional transit service along the 28th Street corridor, with stops located within a few minutes walk, and this location is adjacent to multiple off-street bicycle paths and the Moorhead on-street bicycle lanes.

- We strongly support the parking reductions called for by the developer and believe that the project's close proximity to multimodal transit opportunities will increase RTD bus ridership and activate the pedestrian/bike paths in the area. We would like to see public bicycle and car share stations be incorporated into the TDM plan as there are no stations in the immediate vicinity.

Thank you for your service to the community and for the opportunity to provide comments.

Yours Sincerely,

The Better Boulder Steering Committee

Will Toor, co-chair
Ken Hotard, co-chair
Ed Byrne
Shannon Cox Baker
Bill Holicky
Michael Leccesse
Mimi Mather
Gavin McMillan
Morgan Rogers McMillan
Sue Prant
Mark Ruzzin
Zane Selvins
Adrian Sopher
Stephen Sparn
John Tayer

Meissner, Susan

From: Angelique Espinoza
Sent: Thursday, January 16, 2014 9:19 PM
To: boulderplanningboard
Subject: Baseline Zero

- I would like to reference some points from John Tayer's recent Guest Opinion in the Daily Camera

- Thanks to many decades of planning and effort from civic leaders like yourselves to make Boulder a great place to live and work creatively, Boulder is a nationally recognized leader in innovation and entrepreneurship.

- To quote, "We can afford to be proud of what we have accomplished together. We cannot afford to be complacent."

- It is your role to weigh the many considerations of any given project, but I would like to comment on some of this project's exciting potential to be a part of smart planning for our continued success as a community and an innovation leader.

- This project represents a bold, innovative approach to commercial building energy efficiency at a time when the City and Chamber are collaborating to achieve significant gains. The next generation technology utilizing natural renewable resources and materials inspires the imagination and sets a new bar for what is possible.

- The location, adjacent to the University, invites the sort of collaborative research and business development that have contributed so successfully to our innovation economy in the past.

- The fresh, contemporary design and active lifestyle amenities appeal to an entrepreneurial demographic of creative whose successful business ventures contribute so much to our community.

- I would also note a few points from Clif Harald's letter to you from the Boulder Economic Council.

-The project complies with the applicable land use and other policies from the Boulder Valley Comp Plan

-It aligns with the strategies outlined in the Council-adopted Economic Sustainability Strategy in that it helps meet the demand for high quality, large floor plate commercial spaces for growing primary employers.

-We have heard from the applicant that he will work with the city and neighborhood to address massing, scale and parking issues as appropriate

-In conclusion, given its exciting potential, it's overall compliance, and the openness of the applicant to resolve outstanding issues, we at the Chamber and BEC would encourage you to move this project forward to site review.

Angelique Espinoza

Meissner, Susan

From: Gavin McMillan
Sent: Thursday, January 16, 2014 2:24 PM
To: Van Schaack, Chandler; boulderplanningboard; Driskell, David; Meissner, Susan
Subject: Letter from Martin Acres Neighbors
Attachments: Martin Acres Residents - Baseline Zero Supporters.pdf

Dear Planning Board Members and Mr. Van Schaack,

I would like to submit the attached letter for your consideration in advance of tonight's Planning Board review of the proposed Baseline Zero project. The individuals who have signed the attached letter would like to express our support of the project. Although we believe improvements can be made to the proposal, we are excited by the potential the project has to transform an underutilized and unsightly gateway to our neighborhood into an asset we can all appreciate.

Thank you for the opportunity to comment. We hope you will take the recommendations outlined in our letter into consideration.

Sincerely,

--
Gavin McMillan

January 16, 2014

Re: Baseline Zero development proposal

Dear Planning Board Members,

Thank you for this opportunity to share with you our perspective of the proposed Baseline Zero development. As residents of Martin Acres, we are directly impacted by the proposed development. It is the gateway into our neighborhood, which is rich in a history that belies its humble appearance. As you probably know, Martin Acres is home to a diverse and eclectic mix of homeowners and renters – college students, retirees, young professionals, and single parents. A great many of us share our spaces with our parents, siblings, friends, and roommates – many of us live in multigenerational households. Some of us have longstanding ties to the neighborhood and Boulder, others moved here much more recently. We love our neighborhood for its affordability, its kid and dog friendly streets and paths, the great schools and parks in walking distance, and its proximity to so many desirable amenities.

To that end, we believe that the Baseline Zero project – while not a perfect fit for the neighborhood – has the potential to positively impact the Martin Acres community. We are largely supportive of the project and believe it is beneficial for the following reasons:

- The blighted site currently supports underperforming and some already vacant retailers; it is an eyesore and it leaves a poor impression as one enters and leaves the neighborhood from 27th Way and Moorhead.
- The proposed, conceptual architecture and landscaping – while in need of further refinement – sets a high design standard at the entryway to a neighborhood that is slowly undergoing a renewal. We feel the dominate use of natural, sustainable materials communicates a simplicity that is not prevalent in the area. That said, the transition between the hotel and the single family homes is less than optimal; therefore, we encourage the developer to explore more complementary alternatives.
- The proposed clean-up of the environmental contamination and restoration of the wetlands is commendable and will create an aesthetically pleasing amenity along the bike/pedestrian route on the property's north side.
- The proposed hotel is ideally situated to serve the neighborhood, which is dominated by small two and three bedroom homes; the additional beds will be welcomed by guests of the neighborhood.
- We are not opposed to the 45 foot height request as the compact, efficient design will activate an area that is dominated by compatible, commercial uses. Plus, the building's eastern location will not block our views of the foothills.
- We strongly support the parking reductions called for by the developer as long as a well-developed TDM plan is implemented that facilitates alternative modes of transportation and discourages single occupant vehicle use.

In the interest of preserving and enhancing the neighborhood's image, character, and quality of life, we urge the developer to consider the following items as they move towards final design of the project:

- **Creation of a comprehensive neighborhood parking district.** While the developer is seeking numerous opportunities to reduce the demand typically seen on parking including, enhancing transit routes and bicycle infrastructure, the neighborhood is already parking constrained and suffers the impact of commuters and day users. The issuance and enforcement of neighborhood permits would ease the very real concerns of the neighborhood that the hotel and office users would not add to the current burden. **We strongly recommend that issuance of a certificate of occupancy be contingent on the creation of a parking district.**

- **A defining feature that embodies the neighborhood's identity.** For example, a building-integrated mural facing the Baseline/36 ramp, a sculptural element or other form of public art in the open space/restored wetlands area, or even a sign at the 27th Way/Moorhead intersection that says 'Martin Acres.'

- **Integration of small-scale publically accessed retail or convenience amenities.** We disagree with the developer's position that the project cannot support additional retail. That said, we also understand that retailers have parking, access and visibility requirements that are in conflict with the site constraints and building's current design. As a compromise, we recommend that amenities intended to serve the property's primary users – dry cleaners, quick-service food vendors, a coffee bar, FedEx/UPS drop off – face Moorhead and be accessible to public.

- **A hotel or office restaurant, bar or café that is also accessible and open to the public**. Assuming the office or hotel will include such a service for its tenants and guests, we believe that opening this space to the public would be an enormous amenity and heavily utilized by the neighborhood.

- **Improvements to the pedestrian/bike crossing at 27th Way and Moorhead**. Mobility in this area is constrained and dangerous. A traffic signal does not seem to be the optimal solution, but possibly a roundabout or other traffic calming feature would be advantageous in order to allow for pedestrians and cyclists to cross 27th Way to the Base Mar Shopping Center or head north towards Baseline and the CU campus.

- **Incorporation of co-working or shared work space in the office portion of the building**. There are many self-employed professionals, tech workers, and nontraditional students who currently live and work in south Boulder that would find this type of work space highly desirable.

Thank you for your service to the community and for your consideration.

Sincerely,

Shannon, Chad, and Isla Baker: 3845 Elmhurst Place
Matt Loscalzo: 3845 Elmhurst Place
Gavin, Morgan, and Else McMillan: 3445 Martin Drive
Jesse Sholinsky and Dana Romanoff: 405 S 38th Street
Lauren Romanoff: 405 S 38th Street

Amy, Tom, and Ara Marquis: 2715 Elm Avenue
Marjorie Leinbach: 2715 Elm Avenue
Blake, Tina and Elle Ottersberg: 310 28th Street
Maureen, Patrick, Aidan, and Holden Cameron: 105 S 35th Street
Rich, Jude, and Luke Barone and Melanie Warner: 20 S 35th Street
Dani Vachon: 3015 Ash Avenue

Meissner, Susan

From: DougsCO
Sent: Tuesday, January 21, 2014 10:43 PM
To: boulderplanningboard
Subject: baseline zero

Follow Up Flag: Flag for follow up
Flag Status: Completed

R.e> Baseline Zero Proposed development

Parking clots affect the entire Martin Acres subdivision, not only those who get blocked in by non-residents of the neighborhood around the project using the surrounding areas as a personal free park n ride or garage.

Such infliction of commercial large scale projects that are out of scale with the neighborhood provide a "Welcome to Animal House" curb-not-appeal to the main entry-point to the small scale, modest residential area it is demanding to impose upon.

The solutions to various existing issues has to be better enforcement on those misusing the neighborhood as a park and ride, and NOT restricting the home-owners and renters of homes from parking in front of their own house.

Having even a free "PERMIT" violates our expectation of quiet enjoyment and access to our own homes. We can be assured that a PERMIT system will result in our own cars being towed or ticketed. Violators will accept the tickets as a lower cost method of parking than paid lots, and so forth.

I am not a traffic or planning expert, just a small business operator. But even with my limited grasp on commercial development, I have been a commercial tenant in various shopping centers that had specific business types that overwhelm the limited parking. It ALWAYS starts out with a pretense of cooperation. Once things get thick, the cooperation from the offenders ends and the landlords do little to nothing to resolve the issues. They operate through management companies or law firms to insulate themselves from the dirty business of dealing with neighbors.

Back to Martin Acres.... 10,000 parking rules n regulation signs do not create compliance, they create an eyesore.

Managing a traffic and parking clot is far less effective than stemming one before it is created, as all crime is best prevented than reported.

Exceptions to building codes and zoning should be very rare and unusual, and only when the existing zoning is outdated and inapplicable to the nature of the surrounding area. Such would indicate a need for rezoning to match the predominant use of the area. Within the margin of Martin Acres is RESIDENTIAL, a few small compatible business types.... and a few outsized examples of what bad planning, lack of zoning controls and political juice have pressed upon the neighborhood.

Personally, common sense, if such a notion should apply to zoning, would suggest neighborhoods should only have limited retail / restaurant / services type commercial space at the peripheries, or natually buffered from homes if not at the edges. Such careful placement supports small business, serves the local community, and has a very light traffic impact, as they tend to have clients throughout the day, and for short visits on the way in and out of the already existing trips to the neighborhood.

Gee, that sounds almost GREEN, greener than a lawn on the roof or other nonsense that the developer is bragging upon for the Super8 and office building.

The sort of thing proposed is best for large, undeveloped tracts off of major highways, in un designated or already zoned for such use tracts.

I conclude with two questions:

1. What are the chances the developers' CEO would successfully put this monstrosity next to the Mayors home, or that of a City Council member ?

2. Does the developer live in a home near the proposed development ? Does he/she/it have any personal skin in this other than a quick build and run ?

Jeffrey Rosen
Martin Acres Resident

Meissner, Susan

From: Mike Marsh
Sent: Tuesday, January 21, 2014 10:49 AM
To: boulderplanningboard; Van Schaack, Chandler
Subject: Baseline Zero: surveyed height of Brookside Apts.
Attachments: Brookside Apartment Surveyor's Letter.jpg

Dear Planning Board members and Mr. Van Schaack:

Thank you for allowing our neighborhood association working group to present at your meeting last Thursday.

I wanted to follow up and give you all a copy of the actual surveyor's letter (attached) re: the true height of the Brookside Apartments above Moorhead Ave. I can provide the original, stamped version of this letter if requested.

This is one of those situations where several factual statements can be claimed at the same time. On the one hand, the Baseline Zero developer is correct in using one technical definition of height which states that the lowest point on the property, within 25 feet of the roof peak, is taken into account to describe a building's "height." Thus, we recognize and do not dispute that Brookside's original City documentation from 1992 contained this reference of Brookside Building B as 45'. But that's not how tall the buildings are, from a real standpoint.

The much more compelling factor is that a full 12' of the alleged height of Brookside Apts. is below the street level of Moorhead. Thus, it never factors into the visual plane, perceived height, or any sense of scale.

It turns out that the very front part of the property line of Brookside Apts. descends very rapidly, below the street level of Moorhead Ave., to the sub-street level culvert of Skunk Creek and the Skunk Creek bicycle path, 12' below Moorhead. That point is on their property and is within 25' of the referenced building. Thus, a full 12' of what the developer claims as the "height" of the Brookside Apts. is, in fact, below street level. One never sees, or senses, those 12'. From a planning perspective, and a visual impact perspective, those 12 subterranean feet are irrelevant.

This is why we hired a surveyor to measure the true height of the Brookside Apts. We purposely asked him to survey Building B, alleged to be the very tallest building at Brookside. He found that the building is 32.9' above Moorehead street level, as you can see on the attached surveyor's letter.

Why is this important? It's the developer's main line of reasoning to justify his height modification request. He alleges that his buildings won't be that much higher than the Brookside Apts. But this is not true. Baseline Zero's proposed 55' of above-street-level height would be 61% higher than Brookside's actual 32.9' height. And Baseline Zero's 70' height (counting the roof appurtenances) would be more than double (200%) the true height of the Brookside Apts., and four times (400%) higher than the Martin Acres homes around it.

The 32.9' height of Brookside Apts. also confirms our statement that there is no precedence in Martin Acres for breaking Boulder's time-honored 3-story height limit. The 3-story limit is very important to our neighborhood's sense of place, identity, and unity. The only other structures referenced by the developer are the Creekside Apartments, which are well across 27th Way from Martin Acres. Those apartments are outside our neighborhood's boundaries (which are defined as US 36, Table Mesa, Broadway, and 27th Way.) Also

referenced at Thursday's meeting was the CU Law School's height. This surprised everyone from the neighborhood who was present. Because the Law School "might as well be on the moon," as the expression goes, since it is so far outside of the perceived environment of Martin Acres. No one in the neighborhood has any awareness of the Law School's height, or existence, even. We can't see the Law School anywhere in the neighborhood except maybe the final, most northwestern 20 feet of the neighborhood, on the far, CU side of Boulder Gas. Whereas it would be impossible to ignore Baseline Zero from the entire length of Moorhead Ave, and most of Martin Acres, as it towers four times over the height of the Moorehead Ave houses it overlooks, and twice the height of Brookside Apts.

Please do not grant the requested height modification for Baseline Zero. Thank you.

Respectfully submitted,

Mike Marsh

CREST SURVEYING
1211 Lincoln St.
Longmont, CO 80501
303-776-1178

AS-BUILT BUILDING HEIGHT SURVEY

To: Mike Marsh 12/26/13

I hereby certify that on December 26, 2013, I measured the height of Building B of the Brookside Apartments located at 2726 Moorhead Avenue, Boulder, CO 80305. I surveyed the height of the Highest Westerly ridgeline at the West end of Building B. This is the building that is the Northwestern most of the buildings comprising the Brookside Apartments. This is the Building closest to the intersection of Moorhead Avenue and 27th Way.

The measured height of Building B, from the First Floor to the ridgeline peak described above is 32.9 feet.

Robert P. Hamilton
PLS#18982

COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR ROBERT P. HAMILTON 18982 12-26-13

Meissner, Susan

From: rmheg
Sent: Tuesday, January 21, 2014 7:29 PM
To: boulderplanningboard
Subject: baseline zero

Follow Up Flag: Flag for follow up
Flag Status: Completed

I wanted to let the planning board know about my significant concerns regarding this development. The corner of Moorhead and 27th Way as well as Baseline and 27th Way is already such a mess. It has a high traffic area of pedestrian, bicycles, and cars. I can't imagine how horrific the traffic is going to be if this development goes forward. It just does not fit the scale of what would be appropriate for that corner. Moorhead is already going to have an increase of traffic from the new development on the opposite end at Table Mesa and Moorhead.

I am also very concerned with the request for a reduction of parking. Martin Acres already had many traffic concerns because CU does not have adequate parking for its students. Lasley Lane is lined with cars of people who park there and then get on the bus to go the rest of the way to CU. This development will push more parking issues into Martin Acres. I have a home based practice. I can only maintain my home based practice if I don't disrupt my neighbors parking. Why would this business have an exception.

The request for a height variance is also inappropriate. These developers seem to feel like they can purchase this land and do whatever they want, irregardless of the neighborhood and their impact on the people who live here. I hope Boulder says NO.
Rosemary Hegarty PT,CCRT

Sustainability, BaselineZero and the 2010 Boulder Valley Comprehensive Plan

A Vision

"We ought to know how to assemble a human habitat of high quality that equitably allows citizens of all classes to get around in a dignified, comfortable, even pleasurable manner, that gives children and old people equal access to society's civic institutions, that produces safe neighborhoods for the well-off and the less well-off, that promotes a sense of belonging to a community, that honors what is beautiful, and which doesn't destroy its rural and agricultural surroundings."

James Howard Kunstler, *Home from Nowhere*, page 78

Disclosure

My father-in-law was the late climate scientist Charles David Keeling whose measurements of CO_2 resulted in the "Keeling Curve," now a well-known graph depicting ever-increasing levels of carbon dioxide over a 60 year period. My wife grew up amid a steady stream of climate scientists, and her brother, Ralph Keeling, has taken over her father's research. This past year we have watched with horror as CO_2 levels passed through 400 ppm, well beyond the level that scientists have deemed acceptable. In 2010 we lost our mountain home in the Fourmile Canyon Fire, and this fall we lived through the catastrophic flooding that wreaked so much havoc in our community.

Extreme events such as Hurricanes Katrina and Sandy, the Joplin tornado, the Indian ocean and Japan's tsunamis, massive wildfires around the globe, and the cyclone in the Phillipines are suspected of being linked with global warming caused by Green House Gas (GHG) Emissions . So are yearly reductions in bird counts, disappearing honey bee colonies, acidification of the oceans, arctic ice melt, and rising sea levels, to name a few effects

I was at our house in Fourmile Canyon on September 6, 2010 when the wildfire broke out. Later that day, I stood as wind-driven flames hundreds of feet long arched through the air, trees exploded into flame, and houses were burning. The earth was bathed in an orange glow and the air was filled with the sound not unlike a train, punctuated by the pops, shatterings and bangs of property being destroyed.

On September 11, 2013, I drove home from the airport in lashing rain that was causing flooding already. It continued to rain torrentially for 3 more days almost non-stop. I was reminded of Bill McKibben describing Hurricane Sandy hitting Vermont in 2012 (Bill McKibben on Hurricane Sandy and Climate Change: "If There Was Ever a Wake-up Call, This Is It")

Boulder's analysis of its own inability to meet 7% reductions in GHG by 2012 (as per the Kyoto Protocol), and more recently, the Boulder Climate Commitment Presentation of August 14, 2013 (http://bit.ly/1cYz1HN) list out the hazards of ignoring climate change. These hazards clearly demonstrate that environmental sustainability concerns constrain both social and economic issues. You might say that environmental concerns are the horse, social issues are the cart, and economic issues are

the cargo. Environmental health allows society to operate under normal operating conditions, which allows economies to grow.

We have become aware that sustainability now means finding a plan for reducing GHG emissions beyond Carbon Neutral, to Carbon negative, meaning that we must move beyond thinking in terms of limiting damage, but need to be thinking of how to remediate the damage already done.

Responsible communities (for instance the U.S. Conference of Mayors Climate Protection Agreement) are looking at what undoing the damage that has been done actually means and are committing to Sustainability Plans that bring us back from the brink. Much of the remediation I am seeing in my research about responsible urban planning points to high-density, walkable, mixed-use residential development that undercuts the dominance of the automobile.

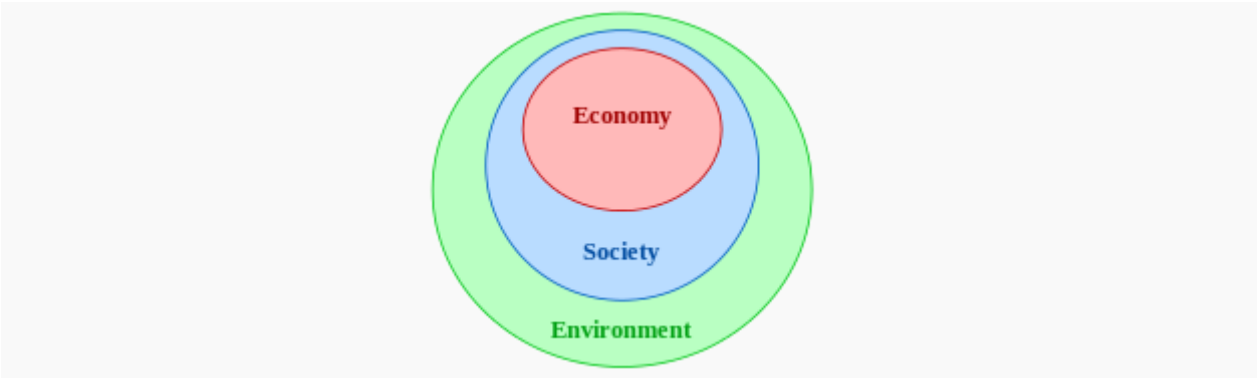
Background

There is a lot of talk about sustainability. With the recent and well known anomalies in global climate, as well as local climate-related events such as the recent wildfires and flooding, everything we do should be in service of lightening our individual and collective carbon footprint. This guiding principle is no longer optional; we must consciously act if we are to insure our continued development, without compromising the ability of future generations to meet their needs. Otherwise, we are talking about subsistability, which occurs when cars have consumed readily available petroleum, and the global economy crashes due to the environmental disruptions of Green House Gas induced climate change. It is to Boulder's credit that sustainability is driving the overall framework of the Boulder Valley 2010 Comprehensive Plan (BV2010CP).

Finding a context to understand Sustainability

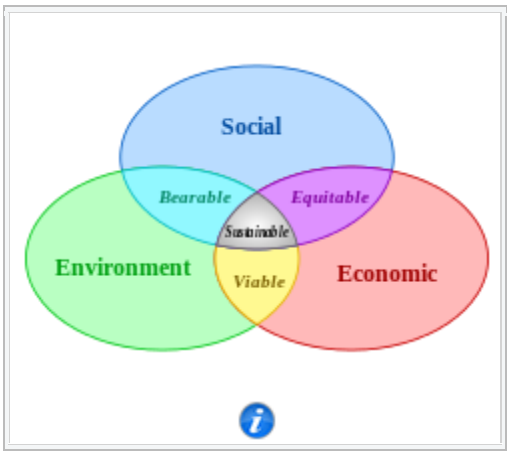
The BV2010CP does a very admirable job of laying out the facets of sustainability: economic, social and environmental. Since the plan did not discuss how those facets worked together, I had to do some further analysis on my own.

Clearly, the environment supports the social expression of cities (if the environment becomes degraded, so does society). Likewise, the social and environmental factors support the expression of a healthy economy (if the environment is degraded and society weakens, then the economy suffers). (http://en.wikipedia.org/wiki/Sustainability).



A diagram indicating the relationship between the three pillars of sustainability, suggesting that both economy and society are constrained by environmental limits[3]

Sustainability, then, is perhaps most accurately described as the *intersection* of Environmental, Social and Economic principles: what Environmental, Social and Economic sustainability have in common may be considered sustainable.



Venn diagram of sustainable development at the confluence of three constituent parts[4]

From the standpoint of BV2010CP, the Environment is clearly connecting to the Boulder Climate Action Plan, the 2012 Environmental Sustainability Plan, as well as the 2011 Boulder Valley Employee Survey for Transportation; the Social connects to some of the livability sections in the BV2010CP itself; and the Economic connects back to the Economic Sustainability Strategy. Again, all three parts are given broad treatment in the BV2010CP.

Sustainability and the BV2010CP

BV2010CP seeks to protect the natural environment of the Boulder Valley while fostering a livable, vibrant and sustainable community. The principle of sustainability drives the overall framework of the BV2010CP.

From Page 8 of the BV2010CP: Some key trends point to changing conditions in the community and provide the context for the 2010 major update.

1. **Demographic challenges**. Boulder's population is aging, and the county population of age 60 and over is expected to more than double by 2020. This calls for strengthening policy direction on climate action and related factors in transportation to more than double by 2020. The majority of Boulder households are now non-family households, and the poverty rate for local households is continuing to increase. These trends will likely result in a higher demand for human services and a wider range of housing types. Also, Boulder continues to lack adequate

amounts of housing for low and moderate income households. Both affordable and market rate housing will increasingly occur in commercial and industrial areas, which will require new services and amenities to create livable neighborhoods.

2. **Ramped up climate action.** The urgency of the need to reduce our greenhouse gas emissions and dependence on fossil fuels has intensified, and so has the city's efforts to be both a leader and a partner in the community in reducing local energy demand, improving energy efficiency and moving toward more renewable, land use, agriculture, urban forestry and waste reduction.
3. **Economic challenges.** The city's competitive position in retail development and job growth has changed as neighboring communities have developed retail and employment centers of their own. This combined with a recent national economic downturn has meant that city revenues have not kept pace with the rising costs of providing public services and facilities. The effect is that economic vitality efforts are more important than ever.

Focus Areas for the 2010 Update

To respond to these trends and other concerns, two broad focus areas were identified for the 2010 major update:

1. Sustainability policies encompassing social equity, environmental health and economic vitality, and
2. Urban form and community design.

The Core Values from Section 1 (page 9) are used below to evaluate the suitability of the developer's proposed concept, and one that almost all books on Sustainable Development in an age of climate change seem to propose as a remedy for the automobile dominant Zoning and Design of the last 50 years.

Defining Sustainability

The BV2010CP uses sustainability as a cornerstone of the update, yet it is difficult to glean a formal definition of the term from the document itself. On page 10, Section 1.0.1, we do find a paragraph that reads very much like a proper definition of sustainability:

Therefore, the city and county seek to maintain and enhance the livability, health and vitality of the Boulder Valley and the natural systems of which it is a part, without compromising the ability of future generations to meet their needs, anticipating and adapting to changes in community needs and external influences.

Following this definition are principles outlined for Environmental (section 1.02), Economic (section 1.0.3) and Social Sustainability (section 1.0.4). Furthermore, to insure the principles are put into action the plan also enumerates Indicators of Sustainability (section 1.0.6) and Leadership in Sustainability (section 1.0.7).

That is all well and good for the year 2010, but since then catastrophe after catastrophe leads many of us to want to put the environmental horse in front of the sustainability cart. To victims of the catastrophes we are well aware that hope is not a strategy.

What WOULD work?

I believe starting with an option that does honor the BV2010CP and which moves us closer to succeeding with the 80% reduction in GHG by 2050 would set the context for a discussion on the project under conceptual review.

I envision sustainable mixed use, high density, people-focused, affordable housing linked with walkable/ridable/transit corridors for use by people who appreciate living and working in Boulder and who choose to Not own an automobile. Such a development would also honor and embellish the history, environment and scale of the neighborhood of which it is a part. OR-- we can let climate change decide it for the city...the hard way...

Let us take the BV2010CP core values one by one:

- **Sustainability as a unifying framework to meet environmental, economic and social goals**
  Mixed-use, high-density at a walkable human scale would provide a way to have more people both living AND working in Boulder. This would reduce the number of in-commuters and replace them with pedestrians or bicyclists. Socially, the high-density, mixed-use, human-scale model would encourage social engagement through interactions around the retail units. Finally, walkable mixed-use development has held its value even in a recession (see Holding Value) and it services both the aging demographic as well as the young professional both of whom may be seeking a viable non-car living situation (see Why Walkable?).
  After municipalization converts our electrical generation away from coal (and hopefully to renewable sources) the next big GHG emitter to tackle will be transportation. Boulder sustains an estimated 59,000 in-commuters per day, 80% of which are single occupancy vehicles and 8% of which are multiple occupancy vehicles. Using a carbon calculator, a 5 day-a-week commute from Longmont to Boulder, at a liberal 20mpg, is 2.1 tons of CO_2 annually.
- **A welcoming and inclusive community**
  Mixed-use, high-density affordable developments are models of welcoming and inclusive community interactions. The result would be an excellent gateway to the Martin Acres neighborhood.
- **Our unique community identity and sense of place**
  Our neighborhood yearns for additional retail possibilities which mixed use would provide. Restaurants, café, pharmacy, butcher, movie house, garden center, farmer's market, little free library, French bakery, shoe repair, tea room, music store, savings and loan, general store, ice cream parlor, sandwich shop, home repair, farm to table eatery, car share distribution and bicycle repair among other retail needs. These may on the surface seem non-essential, but they actually bring life to an area and increase social interactions.
- **Compact, contiguous development and infill that supports evolution to a more sustainable urban form**
  A design which focuses on walkability and rideability, which insures pedestrians and riders are safe from cars, which provides human-scale lighting instead of car- friendly lighting will help decrease car usage and increase traffic calming. The area is located extremely well with 2 quality markets, a yoga studio, restaurants, the university and all its cultural resources, liquor stores, Denny's all within the magic ¼ mile (5 minute walk)
- **Great neighborhoods and public spaces**
  Retail on the ground floor with proper transparency, and human scale pedestrian-only thorough fares, the focus on pedestrian and bicycle safety, the focus on thoughtful transit facilities would

create an ecologically sound, livable neighborhood that is automobile neutral. When this becomes residential, the ability to support a community garden becomes possible.

- **Environmental stewardship and climate action**
  The use of super insulated building methods (passiv haus) and on site renewable energy sources would help get Boulder to its 2050 GHG goal. It would also provide the inhabitants with a real sense of resiliency against climate disruptions in the future. It also would be affordable in terms of carbon footprint.
- **A vibrant economy based on Boulder's quality of life and economic strengths**
  The site would actually showcase what is best about living in Boulder. Social responsibility, conscious regard for the beauty of the environment, neighborhood diversity, good neighborly relations, connected corridors of human scale activities.
- **A diversity of housing types and price ranges**
  The ability to welcome diverse demographic owners, people wishing to work out of the house, some commercial office space and affordability, all in a competitively desirable package will help ensure economic sustainability.
- **An all-mode transportation system to make getting around without a car easy and accessible to everyone**
  The design is actually pedestrian and bicycle focused. The lack of needing a car and having car share available will be built into the entire design and execution. The modes of walking and riding will be protected and made safe. Cars will actually be a nuisance and due to the design we would expect car speeds to decrease.
- **Physical health and well-being**
  It is well known that getting people out cars and onto their feet, onto bicycles or walking to and from transit stops is beneficial. It is well known that if needs can be met by walking 5 minutes or a quarter of mile safely, that people will do so instead of driving, dealing with traffic and parking.

Martin Acres is already much of what the leading visionaries in sustainable community in the age of climate change are suggesting is the solution. This site should extend this further to encompass a walkable and ridable human scale. The existing neighborhood was built in the 1950's which was at the height of the automobile-dependent era, but Martin Acres actually got much of the design correct despite the dominance of the automobile. The existing small parcel footprints, sidewalks, large trees, non standard street layout limiting drive throughs, narrow streets all work together to create a very human scale neighborhood.

Why this Developer proposed project does not work

In order to make 80% reductions of 1990 GHG levels by 2050, almost every urban planning decision needs to be judged with respect to whether it helps us to reach that goal. This project has the look of something contributing to the goal, but in actual fact it does not produce the results we are needing, and other alternatives actually would. We may have a case of "doing something because we can", but it is my objection that just because we can, doesn't mean we should. To use the basic sustainability Core Values from BV2010CP:

- **Sustainability as a unifying framework to meet environmental, economic and social goals** – This project meets economic goals, attempts to mitigate environmental goals and does not meet social goals. From a carbon footprint point of view, for the commercial sector most of the carbon use is tied to electrical generation and some to carbon based heating and cooling. If

municipalization does not occur, the project will be hard pressed to make up the difference. The rest lies in costs of transportation, which this development is hoping will be mitigated by responsible tenants: these are the same tenants who are currently driving 59,000 vehicles into Boulder each day, 80% of which are single occupancy. Hope is not a strategy.

- **A welcoming and inclusive community** –
  I suppose a case could be made that for business people this is the case, but a case could be made that rest of us will not find this to be welcoming or inclusive. To the community, this is a big-box alien invasion.
- **Our unique community identity and sense of place** –
  This is a big box office space that might belong next to the Boulder Junction, but not in the community based area it is proposed in.
- **Compact, contiguous development and infill that supports evolution to a more sustainable urban form** –
  This development is not supporting evolution to a more sustainable urban form unless that form is big box automobile scale vertical sprawl.
- **Great neighborhoods and public spaces** -
  This project resists the great neighborhood it borders. The project's public spaces appear to be automobile friendly sidewalks perceived as unsafe for walkers or riders. The project, as conceived, is your typical big box development, built to maximize profit with no apparent benefit to the neighborhood beyond a place to rent office space or put up a visiting relative.
- **Environmental stewardship and climate action** –
  It is true that this project purports to be green, yet it ignores in commuting as part of its responsibility. We have seen nothing that improves its multi-modal access. Being the greenest office space in Boulder, while supporting 70% in commuting is not offsetting carbon footprint.
- **A vibrant economy based on Boulder's quality of life and economic strengths** –
  I fail to see the improvement to the quality of life and economic strengths, considering the alternatives that would add vibrant livability and sustainable economic health.
- **A diversity of housing types and price ranges** –
  I don't think this core value has to do with hotel room rates. I do not believe rental rates north of $30 per square foot constitute diverse price ranges.
- **An all-mode transportation system to make getting around without a car easy and accessible to everyone** –
  Again I am failing to see any multi-mode transit design in this project. In fact it is obvious that it actually increases the dependency on the automobile and is built to car scale instead of human scale. It is vertical sprawl.
- **Physical health and well-being** –
  Again the value connects back to walkable sustainable development, not the hotel includes a health club.

Does Baseline Zero further Boulder's Sustainability goals?

While this project does address some of the objectives of the Boulder Valley Climate Action Plan in terms of reducing the project's buildings carbon footprint and generating renewable energy, it does not actually go far enough given our current understanding of global warming and its causes: the project appears to continue automobile dependency. Thus it fails to help fulfill the federal government's and Boulder Council's ambitious objective to reduce carbon footprint by 80% of 1990 levels by 2050. Although it appears to address some of the economical sustainability goals set forth in the Boulder

Valley Economic Health Action plan, that economic sustainability is dependent on a healthy environment. Social Sustainability, as mentioned in the BV2010CP and which I interpret as community health and livability, is not served by this project either: residents of the neighborhood will only be welcome if they rent office space or a room in the hotel. In fact, neither of the two cornerstones of the BV2010CP (Sustainability and Urban Form and Design) are served by this project:

1. Sustainability policies encompassing social equity, environmental health and economic vitality: At 30+ per ft^2 rental rates, we are talking about a definite barrier to entry for most of us plain folks; this is NOT social equity. The environmental health resolves to, 'is this project getting us closer to 80% by 2050?', and I claim the commuting costs for a big box office building and hotel (currently 70% employees live outside Boulder and must commute in) take us further from succeeding in GHG reductions. Finally, though it is tempting to concede economic sustainability to this project, the aforementioned rent will not support the needs of all community members.
2. Urban form and community design.
   In terms of Urban form, I can only say that a big-box is big-box which does not possess human scale, it has little to offer in the way of livability, and it continues a legacy of automobile dependent development. In fact, it is tempting to label its Urban Form a very fine example of Vertical Sprawl. In terms of community design, the developer resists attempts at making the development of service to the community and from what I have seen it looks exceedingly pedestrian and bicycle unfriendly – in fact I would say it is car friendly. I think the adjective is missing in the plan wording: that should be good, sustainable, enduring, or accommodating Urban Form and Community Design. Unfortunately, this project is none of those.

In 2009, the Boulder challenge to reduce GHG by 7% of 1990 levels by 2012 (the Kyoto Protocol) was not close to succeeding. The challenge to reach 80% reductions of 1990 levels of Green House Gases is being undertaken to limit global warming to 2 degrees Celsius, a number that will limit disruptions to the world economy and allow society to continue to make social gains.

In this time of profound climate change we have to think very differently, and carefully, about how to develop our urban landscape. The Baseline Zero project is an opportunity for us to take into account the very real challenges that are upon us, and to develop urban design and usage that can actually carry us into a carbon-negative future. For these reasons, I would like to initiate a discussion about options that current research into urban planning in a time of climate change is suggesting as a viable scenario.

Sources

The Geography of Nowhere	James Howard Kunstler
Home from Nowhere	James Howard Kunstler
The Long Emergency	James Howard Kunstler
Pedestrian- and Transit-Oriented Design	Ewing, Reid, Bartholomew, Keith
Cities for People	Gehl, Jan
Suburban Nation: The Rise of Sprawl and the Decline of the American Dream	Duany, Andres, Plater-Zyberk, Elizabeth, Speck, Jeff
Thoughts on Building Strong Towns, Volume 1	Marohn, Charles
Resilient Cities: Responding to Peak Oil and Climate Change	Newman, Peter
Carbon Zero: Imagining Cities That Can Save the Planet	Steffen, Alex
Urbanism in the Age of Climate Change	Calthorpe, Peter
The Necessary Revolution: How Individuals And Organizations Are Working Together to Create a Sustainable World	Senge, Peter M., Smith, Bryan, Kruschwitz, Nina, Laur, Joe, Schley, Sara
Oil and Honey: The Education of an Unlikely Activist	McKibben, Bill
Deep Economy: The Wealth of Communities and the Durable Future	McKibben, Bill
City 2.0: The Habitat of the Future and How to Get There (TED Books)	TED Conferences
The End of the Suburbs: Where the American Dream Is Moving	Gallagher, Leigh
The Limitless City	Oliver Gillham
Boulder & Broomfield Counties Labor Migration Profile	http://bit.ly/1gxf0wm
Recent Trends in U.S. Greenhouse Gas Emissions and Sinks	http://1.usa.gov/KRunFh

Boulder & broomfield Counties Labor Migration Profile.pdfBOULDER & broomfield COUNTies Labor Migration Profile.pdf

http://www.superiorchamber.com/images/2012%20labor%20migration%20report.pdf

Appendix A:

Define sustainability

sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs."[7][8]

- **^** United Nations General Assembly (1987) *Report of the World Commission on Environment and Development: Our Common Future*. Transmitted to the General Assembly as an Annex to document A/42/427 - Development and International Co-operation: Environment. Retrieved on: 2009-02-15.

- **Jump up ^** United Nations General Assembly (March 20, 1987). "*Report of the World Commission on Environment and Development: Our Common Future*; Transmitted to the General Assembly as an Annex to document A/42/427 - Development and International Co-operation: Environment; Our Common Future, Chapter 2: Towards Sustainable Development; Paragraph 1". United Nations General Assembly. Retrieved 1 March 2010.

Detail New Urban Sustainability

For a blow by blow argument with facts, see New Urbanism Sustainability

Raw Data for Boulder In-Commuting

Table of Modal Splits by Boulder Commuters

Figure 10: Modal Split by Boulder vs. Non-Boulder Residents, 1991-2011

	Boulder Resident										Resident of Other Cities							
Mode	2011	2008	2005	2001	1999	1997	1995	1993	1991	2011	2008	2005	2001	1999	1997	1995	1993	1991
SOV	58.5%	52.3%	53%	61%	61%	58%	62%	62%	65%	80.1%	74.3%	80%	81%	85%	80%	82%	84%	81%
MOV	3.1%	5.0%	7%	5%	9%	8%	7%	7%	8%	8.1%	9.5%	9%	11%	9%	13%	12%	11%	15%
Foot	9.8%	8.5%	7%	6%	6%	9%	9%	4%	6%	0.2%	0.2%	0%	0%	0%	0%	0%	0%	0%
Bicycle	12.5%	17.2%	7%	13%	13%	16%	14%	17%	16%	0.9%	1.6%	1%	2%	1%	1%	2%	2%	1%
Transit	9.1%	8.7%	15%	9%	4%	5%	4%	5%	2%	4.5%	6.9%	6%	4%	5%	4%	3%	4%	1%
Multi-mode	4.3%	4.3%	2%	1%	N/A	N/A	N/A	N/A	N/A	4.6%	5.8%	2%	1%	N/A	N/A	N/A	N/A	N/A
Work at Home	2.2%	3.4%	7%	5%	7%	4%	4%	4%	2%	1.2%	1.2%	2%	1%	1%	1%	1%	0%	1%
Other	0.5%	0.6%	2%	NA	NA	NA	NA	NA	NA	0.5%	0.4%	0%	NA	NA	NA	NA	NA	NA
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table of numbers of In-Commuters

Below is a comparison table of other data sources on the employee commuting topic:

	2012 COB			2006-2010 Census ACS			2012 BEC			2010 LEHD	
TOTAL JOBS	99,400	100%		93,749	100%		NR	100%		79,000	100%
Non-Res Employees	59,000	59%		43,071	45.9%		NR	66.30%		60,000	76%
Res Employees	40,400	41%		37,297	39.8%		NR	33.70%		19,000	24%

As far as the jobs:pop balance, it has evolved over time, and the implementation of City Council Resolution 922 at the conclusion of the Jobs to Pop project. We have added significant residential capacity through rezoning and redevelopment in Gunbarrel, Boulder Junction, 33rd & Arapahoe and the 28th Street frontage Road.

For the Boulder Valley:
In 2000 we reported a Jobs/Pop ratio of .92:1 (107,074 jobs, 114,580 population).
In 2010 we reported a jobs/Pop ratio of .88:1 (102,075 jobs, 116,124 population).
Note: The mathematical factors to calculate population have changed since 2000, and the city's data on housing units and employment have been greatly improved since 2000. Therefore, the assumptions used to develop the 2000 numbers are different than those used to develop the 2010 numbers. The numbers are subject to revision on an annual basis.

Desire to live in Walkable Neighborhoods

Even More So in the Future

WHEN IT COMES TO HOUSING DEMAND , DEMOGRAPHICS ARE DESTINY.
As baby boomers become empty nesters and retirees, they are exhibiting a preference for compact, walkable neighborhoods. These trends will likely accelerate because the baby boom generation represents America's largest generational cohort. By 2020, the number of individuals turning 65 years of age will skyrocket to more than 4 million per year. The Census Bureau estimates that between 2007 and 2050, the share of the U.S. population older than 65 will grow from 12.8 to 20.7 percent. AARP (formerly the American Association of Retired Persons) has made transportation and quality-of-life matters among its top policy issues for the next decade . The organization is concerned because roughly one in five people over 65 does not drive at all, and more than half drive only occasionally (Bailey 2004). Older adults who lose their ability to drive remain at home most days, losing much of their independence and the ability to access essential services.

AARP surveys suggest that most people want to "age in place" (Bayer and Harper 2000). In most areas where older Americans are aging in place, alternatives to the automobile are limited. In fact, according to a national poll, only 45 percent of Americans over 65 live near public transportation (Mathew Greenwald & Associates 2003). The elderly are particularly inclined to walk when conditions are right. These findings, as well as the high cost of special transportation services, are reasons to make sure older people can easily access transit and live in safe, walkable communities. Growth in households without children (including one-person households) will also affect living patterns dramatically. The percentage of households with children declined from 36 percent in 2000 to 33.5 percent in 2010. By 2025, only 28 percent of households will have children. Households without children are a natural market for urban living.

Beyond demographics, cultural changes are also at work in the housing market , particularly within generations X and Y, the two generations following the baby boomers. The children of the baby boom generation— referred to variously as echo boomers , millennials, and generation Y— have shown a preference for exciting, dense, urban places. A national study found that 57 percent of this cohort prefers small-lot housing and 53 percent values an easy walk from home to stores (Dittmar and Ohland 2004).
In 2011, a ULI survey of gen Y found 64 percent of respondents rated walkability "essential or preferable" (Lachman 2011) . Results of the 2012 Home Design Trends Survey, conducted by the American Institute of Architects, are summarized by AIA chief economist Kermit Baker: "In many areas, we are seeing more interest in urban infill locations than in remote exurbs, which is having a pronounced shift in neighborhood design elements. And regardless of city or suburban dwellers, people are asking more from their communities in terms of access to public transit, walkable areas , and close proximity to job centers, retail options, and open space."

Ewing, Reid; Bartholomew, Keith (2013-02-15). Pedestrian- and Transit-Oriented Design (Kindle Locations 237-261). Urban Land Institute. Kindle Edition.

Walkable commanding premium prices:

The Market Begins to Respond

NEW FORMS OF DEVELOPMENT are beginning to address changing demands. Characterized by denser, more mixed-use development patterns that enable people to get around on foot and by transit, the new forms go by many names, including walkable communities, new urbanism, and transit-oriented developments. Infill and brownfield developments put unused parcels in urban and inner-suburban areas to new uses, taking advantage of existing infrastructure and nearby destinations. Single-use, automobile-focused shopping malls are being replaced with open-air shopping districts on connected streets with housing and office space above stores. And many communities have rediscovered and revitalized their traditional downtowns and town centers, often adding more housing to the mix. These varied development types are collectively referred to in this publication as compact development or smart growth. These alternative models of land development tend to be the most desirable types in the market. Emerging Trends in Real Estate, an annual report by the Urban Land Institute and PricewaterhouseCoopers, notes in its 2011 edition , "Many stand -alone developments in car-dependent suburban areas have had problematic outcomes…. Younger professionals want walkable centers where they don't have to get into a car to have lunch or do errands …" (ULI and PWC 2010, p. 43). New urban and smart growth communities are in such high demand that they not only command a price premium at the point of purchase, but they also hold their premium values over time (Eppli and Tu 1999, 2007; Plaut and Boarnet 2003). The price premium can range from 40 to 100 percent compared with houses in nearby single-use subdivisions (Leinberger 2008). It is a matter of supply and demand. By all accounts, the demand for compact development is at least one-third of the new-home market, whereas the supply is a fraction of that.

Ewing, Reid; Bartholomew, Keith (2013-02-15). Pedestrian- and Transit-Oriented Design (Kindle Locations 289-304). Urban Land Institute. Kindle Edition.

PLAN-Boulder County

planboulder.org

P.O. Box 4682 Boulder, CO 80306

PLAN-Boulder County commends the gestures toward low energy use in the proposed Baseline Zero project, but we have a number of concerns with the overall concept of the plans. We'd also like to emphasize that granting modifications to height and zoning requirements should not be a routine process, and it gives the city the right to press for a project that meets the city and neighborhood needs, which we do not think the current concept plan does.

BC-2 Zoning is intended for **Community**-oriented business. The concept proposal is for a hotel and for class-A office space, both of which would primarily serve metropolitan regional demands, not those of the surrounding community. Commuting access to the office space and guest access to the hotel would inevitably increase the city's carbon footprint beyond any advantages achieved by a green building design.

The requested modifications to height requirements to 55 feet actually significantly understate the visual impact on the neighborhood, since the drawings on page 8 of the concept plan show the additional appurtenances approaching 70 feet. The entire massive nature of the buildings would significantly degrade the walkability and livability of the neighborhood. The Boulder Valley Comprehensive Plan states clearly (and we think appropriately) in Section 2.13 that *"the character and livability of established residential neighborhoods will not be undermined by spill-over impacts from adjacent regional or community business zones or by incremental expansion of business activities into residential areas*."

In general, PLAN-Boulder County is strongly in favor of reducing parking space requirements to encourage alternate-mode transportation. However, this must be done with context in mind. The streets around the proposed development already suffer from spill-over parking from Brookside apartments and from CU. There is every reason to believe that both the office space and hotel would be served primarily by single-occupant vehicles and that parking would spill over into the neighborhood.

The greatest impact of the development as presented in the concept plan would be on traffic. Access would be primarily through two intersections that are already seriously overloaded, especially during rush hours—Baseline and 27th Way and Moorhead and 27th Way. Adding hundreds of vehicles for the commute is a bad idea, and we have already approved development that will increase congestion, since the High-Mar complex on Moorhead is under development. Moreover, cut-through traffic will be generated by commuters to and from the office space trying to avoid the overused intersections, which will affect local streets.

Again, the Boulder Valley Comprehensive Plan is clear on the transportation impact of new developments (Section 6.08): *"Traffic impacts from a proposed development that cause unacceptable community or environmental impacts or unacceptable reduction in level of service will be mitigated."* The concept plan would clearly result in unacceptable impacts, but does not propose any mitigation. Genuine mitigation would be difficult to achieve in this location.

In summary, PLAN-Boulder County is not against development in this location, but it should follow the clear intent of the Boulder Valley Comprehensive plan and the zoning. Instead, this proposal is for increased in-commuting and traffic congestion in the area and would remove retail that currently serves the community and replace it with high-end office space and a hotel that would make the surrounding community less livable. The developer has owned this property for approximately five years, so degradation of the retail properties is largely attributable to deliberate withdrawal of leases. Development should meet the purposes of BC-2 zoning, rather than subverting them.

For PLAN-Boulder County,

Raymond Bridge, Co-chair