

**CITY OF BOULDER**  
**AGENDA ITEM PLANNING BOARD**  
**MEETING DATE: June 4, 2015**

**AGENDA TITLE:**

Public hearing and Concept Plan Review of a proposal for the expansion and renovation of an existing automobile sales and service facility at 2465 48<sup>th</sup> Court (Larry H. Miller Toyota). Proposal includes various site improvements and an approximately 28,500 square foot addition to the north (rear) side of the building, which requires merging the two existing parcels.

Applicant: Alexandra Schuchter, John Mahoney Architects  
Property Owner: Miller Family Real Estate LLC

**REQUESTING DEPARTMENT:**

**Community Planning and Sustainability:**

David Driskell, Executive Director  
Susan Richstone, Deputy Director  
Charles Ferro, Development Review Manager  
Sloane Walbert, Planner I

**OBJECTIVE:**

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

**PROPOSAL AND SITE SUMMARY:**

**Proposal:** Concept Plan Review of a proposal for an expanded and improved automobile sales and service center (Larry H. Miller Toyota). Proposal includes merging the two existing parcels into one and building an addition across the existing property line. The project also includes relocating the existing access on 47<sup>th</sup> Street, a five-foot wide detached sidewalk on 47<sup>th</sup> Street, building façade improvements and upgraded outdoor lighting and landscaping.

**Project Name:** Larry H. Miller Toyota Expansion

**Location:** 2465 48<sup>th</sup> Court

**Zoning:** Industrial – Service 2 (IS-2), Industrial – Service 1 (IS-1)

**Comprehensive Plan:** Community Industrial

**Key Issues for Discussion:**

In addition to an analysis of the criteria for Concept Plan review, staff has identified the following key issues for the board's consideration. Staff's analysis of the criteria and the key issues can be found in Section IV of this memo.

1. Is the redevelopment of the site consistent with Boulder Valley Comprehensive Plan (BVCP) policies?
2. Does the exterior of buildings present a sense of permanence through the use of authentic, high quality materials?

## I. INTRODUCTION AND BACKGROUND

### PROCESS

Per section 9-2-14(b)(1), B.R.C. 1981, Concept Plan and Site Review are required for projects in the IS-1 and IS-2 zone districts that are over 5 acres in area or include 100,000 square feet of floor area. The purpose of the Concept Plan review is to determine the general development plan for a particular site and to help identify key issues in advance of a Site Review submittal. This step in the development process is intended to give the applicant an opportunity to solicit comments from the Planning Board as well as the public early in the development process as to whether a development concept is consistent with the requirements of the city as set forth in its adopted plans, ordinances and policies (section 9-2-13, B.R.C. 1981). Concept Plan review requires staff review and a public hearing before the Planning Board. The existing car dealership predates these requirements and must now undergo a Concept Plan and an eventual Site Review based on the size of the property.

### BACKGROUND

The subject property is located on the northeast corner of Pearl Parkway and 47<sup>th</sup> Street, just east of Foothills Parkway (refer to *Figure 1* below). The Boulder Junction Transit Village is located approximately a half a mile to the west on Pearl Parkway. The approximately six-acre site was annexed into the city in 1979 and consists of Lot 1 of the Southbend Subdivision (1986) and the southerly portion of Lot 1, Brown-Pelle Subdivision (1986). The existing approximately 64,600 square foot building was constructed in 1986 for a car dealership. Major transition power lines cross the north side of the property, which is currently used as parking and vehicular storage. The development has two access points, one located on 47<sup>th</sup> Street and one at the terminus of the 48<sup>th</sup> Court cul-de-sac. South Goose Creek runs along the south property line, which is a significant barrier between the property and Pearl Parkway. This portion of the property is impacted by the 100-year floodplain, conveyance zone and high hazard floodplain as well as wetlands and wetlands buffer areas.

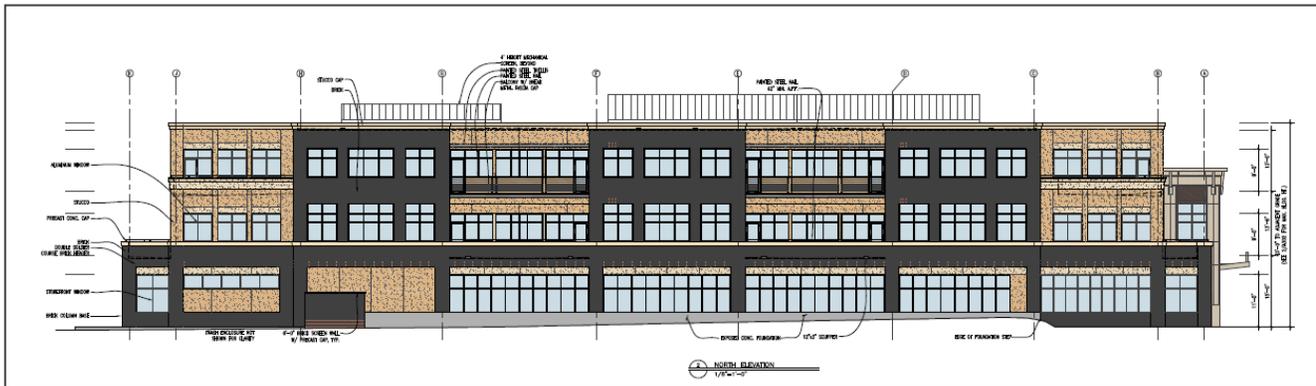


Figure 1: Birds-Eye View of Existing Context

The surrounding area is characterized by automotive sales and service facilities, industrial service uses, and office uses. Please refer to the images below, which illustrate the general neighborhood character. *Figure 2* depicts the existing car dealerships to the east on Pearl Parkway, McCaddon Cadillac Buick GMC and Gebhardt Volkswagen. *Figure 3* depicts the recently approved Pearl Parkway Centre development directly across Pearl Parkway in the location of the former RTD park-n-ride, which is currently under construction. Lastly, *Figure 4* depicts the character of the large Pearl East business park to the southeast, which predominantly contains professional offices.



**Figure 2: Dealerships to the East**



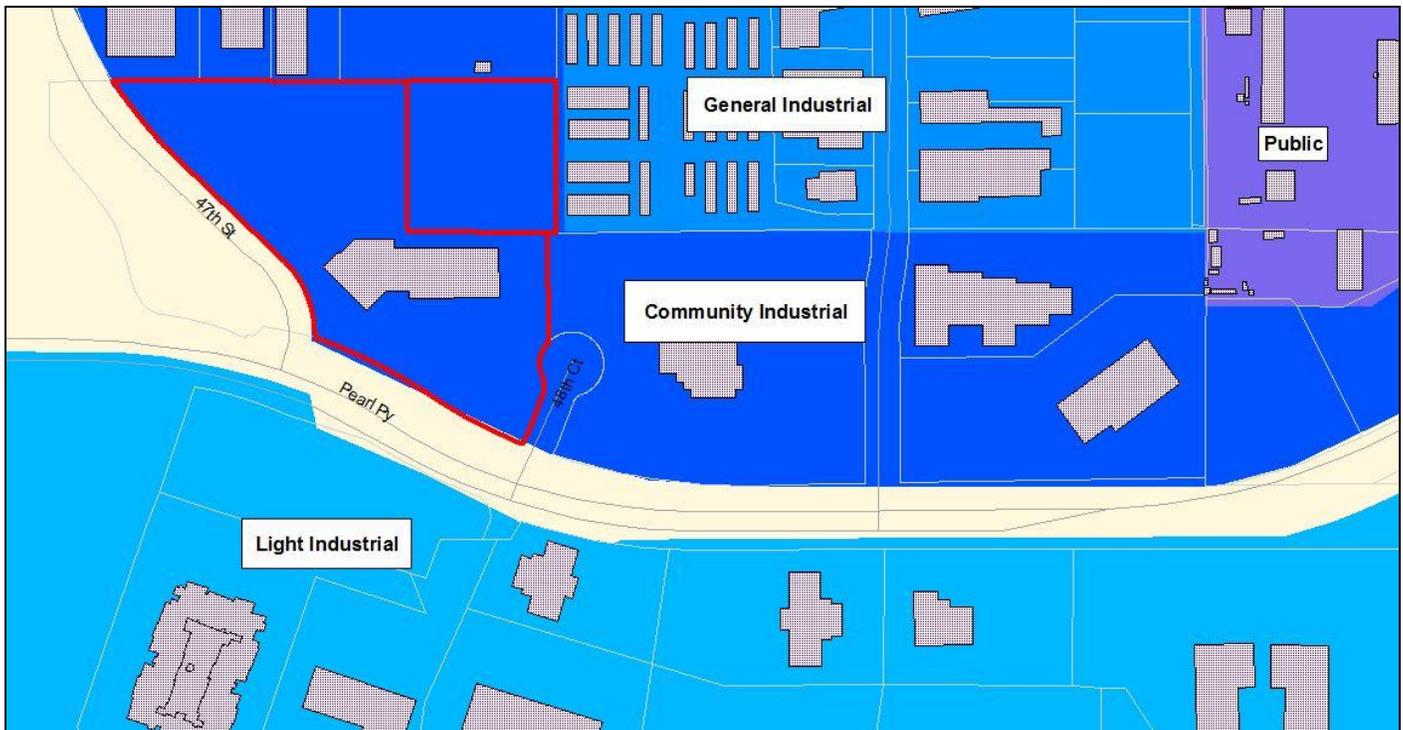
**Figure 3: Pearl Parkway Centre**



**Figure 4: Pearl East Business Park**

RTD operates several transit routes on Pearl Parkway, including the 206 local route and S regional route. Bus stops are located directly across Pearl Parkway and to the east on 49th Street. The site has access to several multi-use paths located in the vicinity, including the Foothills Parkway path directly to the west and the Pearl Parkway path on south side of Pearl Parkway. There is currently no pedestrian access along 47th Street from Pearl Parkway to the north.

As shown in *Figure 5* below, the site is designated as Community Industrial under the Boulder Valley Comprehensive Plan (BVCP), which includes those areas where the predominant uses provide a direct service to the planning area. These uses often have ancillary commercial activity and are essential to the life of the Boulder community. The BVCP lists possible uses in this designation as smaller scale auto-related uses, small printing operations, building contractors, building supply warehouses, small manufacturing operations and similar uses.



**Figure 5: BVCP Land Use**

As shown in *Figure 6*, the property is split between the Industrial – Service 2 (IS-2) and Industrial – Service 1 (IS-1) zone districts. Both zones are described under section 9-5-2, B.R.C. 1981 as “service industrial areas primarily used to provide to the community a wide range of repair and service uses and small-scale manufacturing uses.”

The two zones have the same form and bulk standards and permitted uses but have different intensity standards. The proposed uses of the property (sales and rental of vehicles and service of vehicles with limited outdoor storage) are allowed without special review in the subject zone districts.



**Figure 6: Zoning**

## II. PROJECT DESCRIPTION

The proposal includes the remodel and expansion of an existing automotive sales and service facility (Larry H. Miller Toyota). The dealership proposes to remodel and expand their operations to enhance the building character and increase customer service and sales potential in order to meet corporate requirements for Toyota sales. Refer to [Attachment A](#) for the applicant's written statement. Proposal is to expand the existing two-story building by 28,579 square feet on the north (rear) side of the building to provide a new showroom, customer service reception area, indoor vehicle delivery, service bays and car wash. The car wash will be for exclusive use of the dealership. The building addition is proposed in the location of existing vehicle storage/parking spaces. The applicant intends to seek LEED certification of the remodel and expansion of the building. Regardless, the applicant will be required to meet the city's energy code (IECC + 30%).

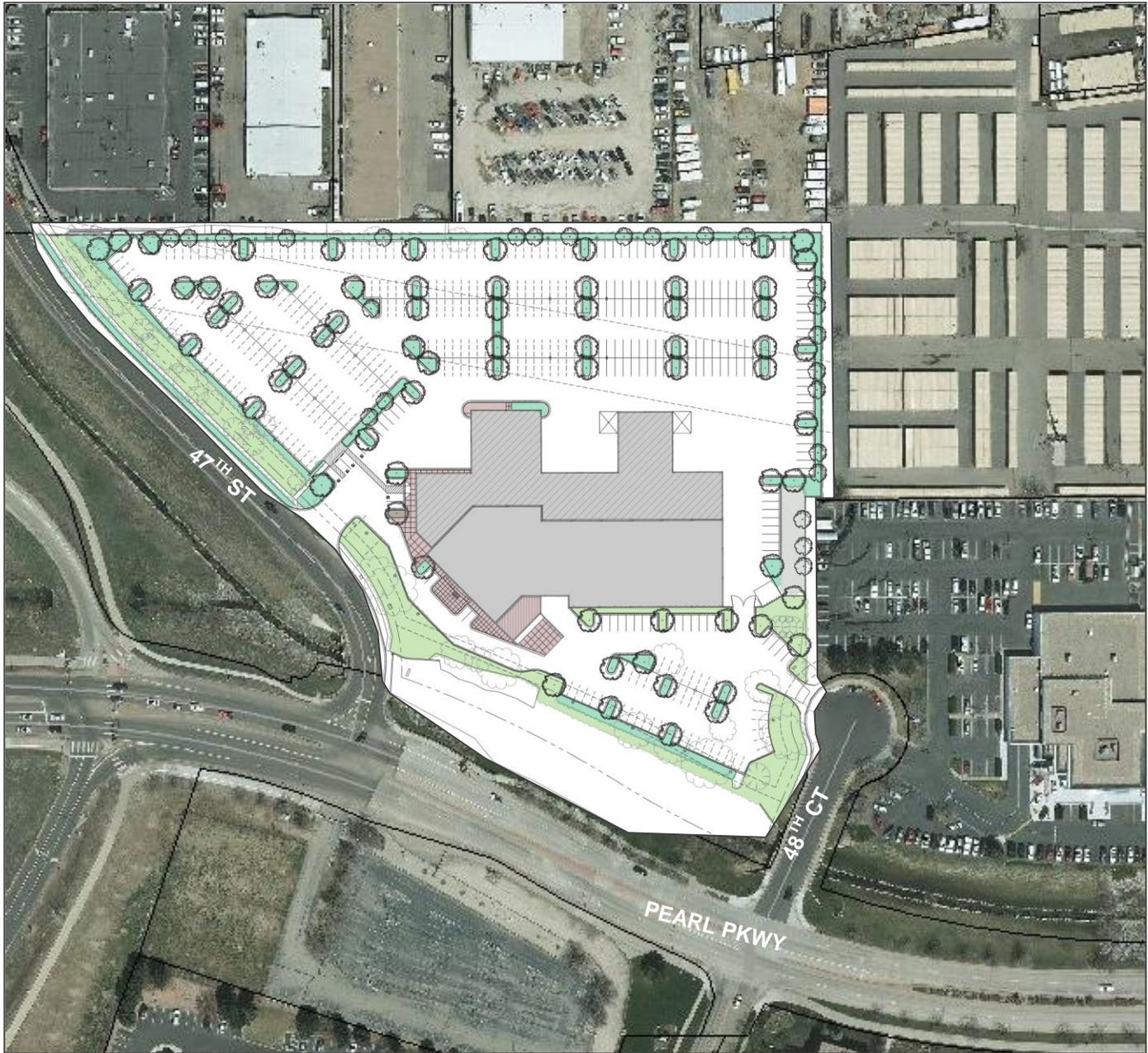
### Site Plan.

As shown in *Figure 7* below, the general site layout will be unchanged. The majority of the site will continue to be used for vehicular display and storage. However, as part of redevelopment the parking areas will be re-constructed in order to meet the city's landscaping and outdoor lighting standards. The proposal includes landscape screening of the vehicle parking lot from the street and adjacent properties and parking lot landscaping islands that will support large trees. The existing lighting fixtures will also be replaced to meet the city's dark sky ordinance and outdoor lighting code.

### Access and Parking.

The parking standards in the IS-1 and IS-2 zoning districts require a minimum of one off-street parking space for every 400 square feet of floor area. There is no maximum parking standard in this zone district. With the proposed addition, the development will be required to provide 161 spaces. The concept plan includes 471 spaces that meet parking standards, 295 of which would be used for display purposes. 176 spaces would be dedicated to employee and customer parking and the storage of excess automobile inventory. The overall number of spaces will be reduced with the project. No information on bicycle parking was provided with this application. However, the project will be required to provide short- and long-term

bicycle parking in the quantities specified in Table 9-8 of the land use code. Vehicle-related uses are required to provide one space per 1,125 square feet of associated office space or production areas. Based on the submitted floor plans, approximately 23 spaces will be required. Seventy five percent (17 spaces) are required to meet the requirements for short-term bicycle parking and twenty five percent (6 spaces) must meet the requirements for long-term storage.



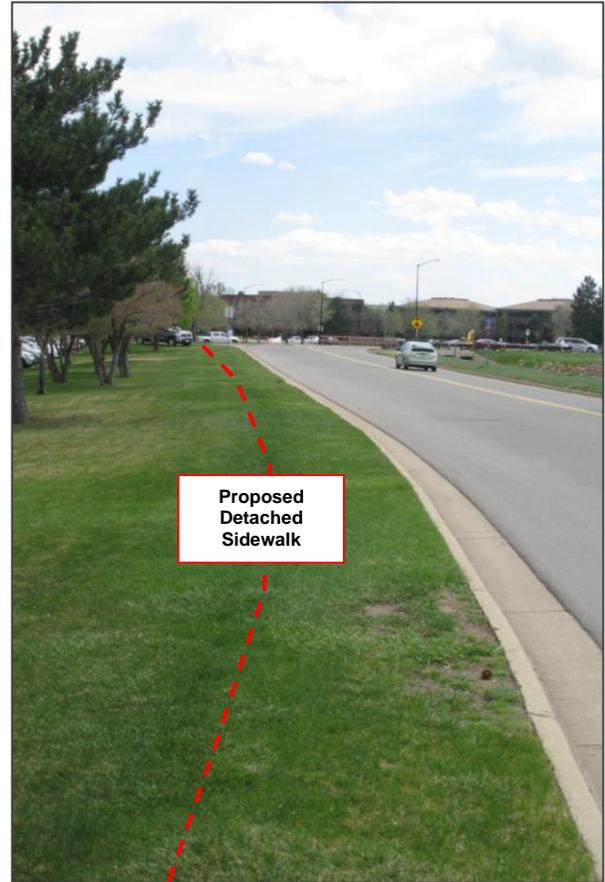
**Figure 7: Site Plan**

The proposal includes the relocation of the main access and curb cut on 47<sup>th</sup> Street to reduce the congestion that currently occurs as cars turn from Pearl Parkway onto 47<sup>th</sup> Street. The access would be relocated to the northwest by approximately 45 feet and expanded to 40 feet in width (refer to *Figure 9* below). Staff is in support of shifting the existing drive entry on 47<sup>th</sup> Street away from the intersection however, the curb cut may not be larger than 35-feet in width per the City of Boulder Design and Construction Standards (DCS). This detail will be required to be addressed at the time of Site Review. There is

currently no pedestrian access along 47th Street from Pearl Parkway to Pearl Street to the north. The proposal includes the construction of a 5-foot sidewalk and 8-foot tree lawn along this frontage (see *Figure 8*). Staff will also likely require a detached 5-foot sidewalk along the property's frontage with the 48th Street Court at time of Site Review.

**Open Space Areas.**

Nonresidential buildings up to 35 feet in height in the IS-1 and IS-2 zone districts must provide at least ten percent of the total land area as usable open space. The building is 32 feet in height and the development is required to provide at least 26,570 square feet of open space. It appears that the development will meet the minimum open space required, particularly on the south side of the property adjacent to South Goose Creek. The proposal also includes a decorative concrete plaza. Open space areas will be accessible from public areas and open to use by the public. Refer to the applicant's Landscape Concept Plan (sheet L 1.0) of [Attachment A](#).



**Figure 8: 47<sup>th</sup> Street Looking South**



**Figure 9: Access on 47<sup>th</sup> Street**

**Architecture and Building Design.**

The proposal includes upgrading the building facades to improve the building character and better address the street. Aluminum composite panel siding and EIFS are the primary materials that are proposed on the south and west elevations. Entrance features are proposed, also composed of aluminum siding, to address 47<sup>th</sup> Street and Pearl Parkway. The new addition in the rear will consist of EIFS to match the existing building. It appears that the intent of the new entrance features is to highlight signage and branding for the dealership. *Figure 10* depicts the existing northwest building elevation facing Pearl Parkway and *Figure 11* depicts the proposed façade changes. A detailed analysis of the building materials and building design can be found below under Section IV.



**Figure 10: Existing Northwest Corner Elevation**



**Figure 11: Proposed Northwest Corner Elevation with Addition**

**Requested Modifications.**

No modifications to the land use code have been identified during Concept Plan Review.

**III. Concept Plan Review Criteria for Planning Section 9-2-13(e)**

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

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

**Site Context.** The property is located north of and adjacent to Pearl Parkway, between 48th Court and 47th Street, directly east of the on-ramp to northbound Foothills Parkway. The site is just over 6 acres with a mild slope to the east. An existing two-story building, constructed in 1986, is located on the southern portion of the property. The utilitarian architecture is characteristic of auto dealerships built during this period. Major transition power lines cross the north side of the property, which is currently used as parking and vehicle storage.

A majority of the property is used for parking and vehicular display and is lacking landscaping. However, several mature trees are located along the west property line and serve as screening. South Goose Creek runs along the south property line, which is a significant barrier between the property and Pearl Parkway. This portion of the property is impacted by the 100-year floodplain, conveyance zone and high hazard floodplain as well as wetlands and wetlands buffer areas. Recent habitat restoration was done on this portion of Goose Creek, including a new meandering channel and a wide floodplain terrace where the bike trail was previously located. In addition, the rock weirs and in stream boulders were installed as the primary method to encourage the stream into the newly excavated channel. Views of the Flatirons and Foothills are evident from the property, mostly on the south side of the site (refer to *Figure 15* below).



**Figure 12: Vicinity Map**

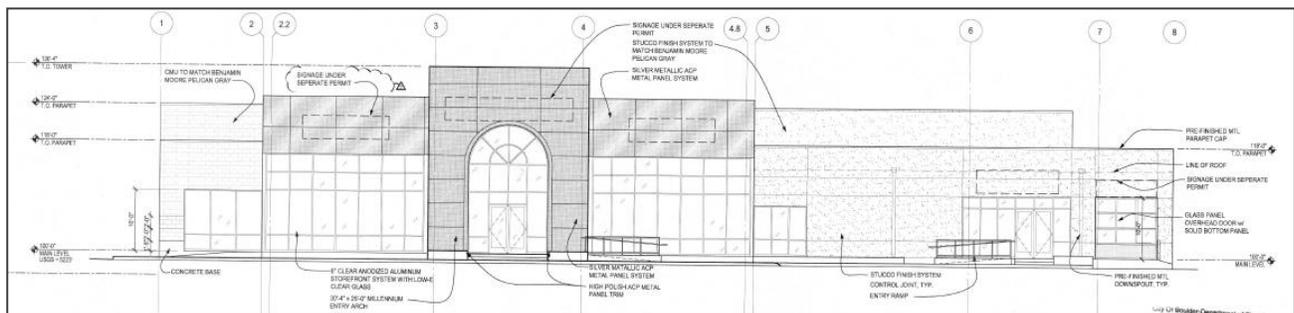
**Surrounding Context.** The character of the area surrounding the property is distinctly service oriented. Commercial buildings containing auto service uses are located directly to the north, a self-storage facility is to the northeast and the McCaddon Cadillac Buick GMC dealership is directly to the west. On the north side of Pearl Parkway, the Gebhardt Volkswagen dealership is further to the west on Pearl Parkway and the Pollard Motor dealership has been approved to relocate at 5075 Pearl Parkway. Several other auto repair uses are in the vicinity, contributing to the auto industry cluster in the area.

The area to the south contains the large Pearl East business park, which predominantly contains professional offices. The Courtyard by Marriott hotel is directly to the west of the park. A new development has been approved directly across Pearl Parkway for a three-story office building, in the former location of the RTD park-n-ride.

Many of the surrounding buildings characterize commercial architecture representative of the 1980's and 1990's (refer to *Figures 2 and 4* above). However, new development is distinctly more modern in character, particularly a new warehouse structure at 5025 Pearl Street.



**Figure 13: Warehouse Use at 5025 Pearl Parkway**



**Figure 14: Approved South Elevation for Pollard Motors (5075 Pearl Parkway)**

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

The proposed project will be evaluated through the Site Review process for conformance with the following:

- The Community Industrial land use designation of the BVCP;
- All relevant policies of the BVCP;
- The Site Review criteria of the Land Use Code;
- Zoning regulations for the IS-1 and IS-2 zone districts;
- Subdivision regulations of Chapter 9-12 of the land use code. The proposal does not meet the criteria for the abbreviated process of a Lot Line Elimination;
- The criteria of Section 9-9-11 of the land use code for usable open space. Open space areas must be accessible from public areas and open to use by the public; and
- The City of Boulder Design and Construction Standards (DCS).

As a potential Site Review project, development of the site is subject to compliance with the Boulder Valley Comprehensive Plan (BVCP), which has a wide variety of policies that apply. Approval of a Site Review application requires consistency with the BVCP. Preliminarily, the proposal appears to meet several policies. Please see the key issues section of this document for further analysis on conformance with the BVCP and the city's [Economic Sustainability Strategy](#).

### **3) Applicable criteria, review procedures, and submission requirements for a Site Review;**

The proposed project will be subject to all applicable criteria in [section 9-2-14\(h\)](#) of the Land Use Regulations for Site Review. Special consideration will be given to the provision of open space (criterion (h)(2)(A)) and the proposed building design (criterion (h)(2)(F)). Additional consideration will be given to the design of parking areas to ensure efficient use of the land and to reduce the visual impacts. Consideration will also be given to the design of detention and water quality.

At the time of Site Review, a Transportation Demand Management (TDM) Plan will be required, which outlines strategies to mitigate traffic impacts created by the proposed development and implementable measures for promoting alternate modes of travel. All public infrastructure, improvements and landscaping built in the city's public rights-of-way and public easements must meet the DCS. Staff has recommended that the applicant consider Eco Passes for employees, bike share for auto maintenance/repair customers and providing bike parking in excess of the minimum requirements as possible TDM measures.

Review of the Site Review application would follow a three-week review track where comments or a decision would be rendered at the end of that time. If revisions were required, two additional review tracks could be scheduled. If the project required Planning Board review, it would be scheduled during that time. If the project could be decided by staff, it would be subject to Board or citizen call-up.

### **4) Permits that may need to be obtained and processes that may need to be completed prior to, concurrent with, or subsequent to Site Review approval;**

Following a Site Review approval, the applicant would be required to submit an application for Technical Document Review (TEC doc) prior to application for building permit. Technical Documents would be required to allow staff to review more detailed plans to affirm compliance with regulations related to engineering, architecture, landscaping, drainage, lighting etc.

In addition, a subdivision is necessary to merge the two existing parcels into one lot and build an addition across the

property line. The applicant must submit a preliminary and final plat for review. The preliminary plat is a Land Use Review application. See sections [9-12-6](#) and [9-12-7](#) of the land use code for application requirements and approval process for a preliminary plat. An approved site plan may substitute for a preliminary plat if it meets the requirements of section [9-12-6](#), "Application Requirements for a Preliminary Plat," B.R.C. 1981. A final plat is a Technical Document Review application and must meet the criteria in sections [9-12-8](#), [9-12-9](#), [9-12-10](#), and [9-12-12](#), B.R.C. 1981. A preliminary plat can be processed simultaneously with a final plat, at the option of the applicant. Applications for subdivision are typically submitted following the Site Review process.

A future multi-use path and associated underpasses are identified on the north side of Goose Creek in the City's Greenways Master Plan. However, there are no immediate plans to construct these improvements. Note that the applicant may be required to dedicate a public access easement across an existing drainage and floodway easement on the north side of Goose Creek in order to accommodate this connection. The dedication would help to offset the impacts of development on this property.

The building addition and site work would require a building permit that is consistent with the approved Site Review and Technical Documents.

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

The site has access to several multi-use paths located in the vicinity, including the Foothills Parkway path directly to the west and the Pearl Parkway path on south side of Pearl Parkway. A multi-use path connection is planned for the north side of Pearl Parkway adjacent to the creek. There is currently no pedestrian access along 47<sup>th</sup> Street from Pearl Parkway to the north. The proposal includes the addition of a detached sidewalk along this frontage, which would greatly improve pedestrian connectivity and the support of a multi-modal transportation system, as envisioned in the Transportation Master Plan. Inherent in a business associated with automobile sales is the movement of a number of vehicles on site in any given day. The establishment of defined areas for vehicle display and storage, as a part of the proposed project, will help to separate pedestrian, bicycle and vehicular movements.

In addition, several transit routes run along Pearl Parkway, including the 206 local route and S regional route. An additional LEAP local route is proposed to run along Pearl Parkway. Bus stops are located directly across Pearl Parkway and to the east on 49<sup>th</sup> Street. Although the site is in close proximity to various multimodal facilities it is anticipated only a small percentage of employees and customers would utilize alternative modes of transportation.

Several transportation related issues would need to be addressed as the project moves toward Site Review. The applicant will be required to develop a Transportation Demand Management (TDM) Plan, which outlines strategies to mitigate traffic impacts created by the proposed development and implementable measures for promoting alternate modes of travel. Additionally, the configuration of the detached sidewalk on 47<sup>th</sup> Street and 48<sup>th</sup> Court and proposed new access on 47<sup>th</sup> Street will need to be refined.

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

The site is already developed with a two-story building and surface parking. Minimal impact to natural systems would occur. The proposed project would add more pervious surface, plantings and open space and would be considered an

enhancement over the existing condition.

Environmental Opportunities: Views of the Flatirons and foothills are evident from the property, mostly on the south side of the site. South Goose Creek runs along the south property line and provides a buffer to Pearl Parkway and natural open space for the development (refer to *Figures 15 and 16* below).



**Figure 15: View of Flatirons and Foothills to the South**

Environmental Constraints: The south portion of the property is impacted by the 100-year floodplain, conveyance zone and high hazard floodplain as well as wetlands and wetlands buffer areas. Any development in this area may require a floodplain development permit and a wetlands permit. In addition, there are active prairie dog colonies in the area. Urban Wildlife Conservation staff conducted a preliminary site visit and did not observe any prairie dog burrows on the property. However, Prairie dogs can expand their colony and move to new areas. Should prairie dogs establish on the property, they would need to be removed prior to any ground or burrow disturbance. City ordinance requires landowners to obtain a permit from the city before using any form of lethal control on prairie dogs.



**Figure 16: South Goose Creek**

**7) Appropriate ranges of land uses;**

The proposed uses of the property (sales and rental of vehicles and service of vehicles with limited outdoor storage) are allowed uses in the IS-1 and IS-2 zone districts. The character of the area surrounding the property is distinctly service oriented. Commercial buildings containing auto service uses are located to the north and east, and the McCaddon Cadillac Buick GMC and Gebhardt Volkswagen dealerships are located to the west on Pearl Parkway. Given that the proposal is to expand an existing use of the site, the site's proximity to other auto-related uses, as well as the proximity to several major roadways, the proposed expansion is an appropriate use.

8) **The appropriateness of or necessity for housing.**

Not applicable; no housing is proposed for the site.

**IV. KEY ISSUE ANALYSIS**

**Key Issue #1: Is the addition and improvement of the site consistent with Boulder Valley Comprehensive Plan (BVCP) policies?**

Preliminarily, the proposal appears to meet several policies, particularly economic sustainability policies that support the retention and expansion of existing local businesses and create and sustain a favorable business climate. Given the intent of the Community Industrial land use designation of the site within the BVCP, along with a number of BVCP policies, the proposed project appears to be conceptually consistent with the BVCP.

There are a number of BVCP policies that the proposed concept plan is consistent with including:

**Relevant BVCP Policies:**

**Sustainability Framework:**

• **1.03 Principles of Economic Sustainability**

*The city and county will strive to develop and maintain a healthy, adaptable economy that is vital to the community's quality of life and high level of services and amenities by:*

- a) *Promoting a diverse economy that supports the needs of all community members;*
- b) *Promoting a qualified and diversified work force that meets employers' needs and supports a range of jobs; and*
- c) *Providing for and investing in a quality of life, unique amenities, and infrastructure that attracts, sustains, and retains businesses and entrepreneurs.*

**Land Use and Building Design:**

• **4.05 Energy-Efficient Building Design**

*The city and county will pursue efforts to improve the energy and resource efficiency of new and existing buildings. The city and county will improve regulations ensuring energy and resource efficiency in new construction, remodels and renovation projects and will establish energy efficiency requirements for existing buildings. Energy conservation programs will be sensitive to the unique situations that involve historic preservation and low-income homeowners and renters and will ensure that programs assisting these groups are continued.*

**Urban Design Linkages:**

• **2.22 Improve Mobility Grid**

*The walkability, bikeability and transit access should be improved in parts of the city that need better connectivity and mobility, for example, in East Boulder. This should be achieved by coordinating and integrating land use and transportation planning and will occur through both public investment and private development.*

**Strategic Redevelopment Opportunities and Sustainable Employment:**

- **5.01 Revitalizing Commercial and Industrial Areas**

*The city will develop specific strategies to optimize redevelopment opportunities, partner with the private sector and proactively support redevelopment of commercial and industrial areas. Examples of areas for revitalization that have been identified are Diagonal Plaza, University Hill Commercial district and the East Boulder Industrial area.*

*The city will use a variety of tools to create public/private partnerships that lead to successful redevelopment. These tools may include, but are not limited to, area planning, infrastructure improvements, changes to zoning or development standards and incentives including financial incentives, increased development potential or urban renewal authority.*

- **5.02 Regional Job Center**

*The city is one of several job centers in the region, and significant additional employment growth is projected in the future. The city will adopt policies and strategies that support the city's role as a regional job center in the future consistent with sustainability goals. The city will support the growth and success of existing businesses, including primary and secondary employers.*

**Diverse Economic Base:**

- **5.03 Diverse Mix of Uses and Business Types**

*The city and county will support a diversified employment base within the Boulder Valley, reflecting labor force capabilities and recognizing the community's strengths in scientific, professional, technological and related industries. The city will identify areas that should be protected for industrial, service and office uses and will evaluate areas with non-residential zoning to ensure that the existing and future needs of a rapidly changing and technologically oriented global economy and employment base are adequately accommodated. Where appropriate, mixed use development will be encouraged incorporating residential uses and support services for the employment base. As an integral part of redevelopment and area planning efforts, the city acknowledges that displacement and loss of service and affordable retail uses will be considered in the context of redevelopment and planning goals.*

- **5.04 Vital and Productive Retail Base**

*The city will develop and implement a retail strategy that will address the market opportunities and shopping needs of the community, ensure an appropriate mix of retail and identify strategies to improve the retail base and the city's sales tax revenues including affordable retail.*

- **5.05 Support for Local Business and Business Retention**

*The city and county recognize the significant contribution of existing businesses in the local economy and will work to nurture and support established businesses and maintain a positive climate to retain businesses. Business retention and expansion is a primary focus for the city. The existing jobs that are in Boulder are the city's most important jobs.*

**Design Quality:**

• **2.35 Outdoor Lighting/Light Pollution**

*The city and county will encourage the efficient use of outdoor lighting to reduce light pollution and conserves energy while providing for public safety. The city will seek to provide a nighttime environment that includes the ability to view the stars against a dark sky so that people can see the Milky Way Galaxy from residential and other appropriate viewing areas. Measures such as using more energy-efficient lights, ensuring that the level of outdoor lighting is appropriate to the application, minimizing glare, and using shielding techniques to direct light downward will be required.*

• **2.37 Enhanced Design for Private Sector Projects**

*Through its policies and programs, the city will encourage or require quality architecture and urban design in private sector development that encourages alternative modes of transportation, provides a livable environment and addresses the elements listed below.*

- (a) The context. Projects should become a coherent part of the neighborhood in which they are placed. They should be preserved and enhanced where the surroundings have a distinctive character. Where there is a desire to improve the character of the surroundings, a new character and positive identity as established through area planning or a community involvement process should be created for the area. Special attention will be given to protecting and enhancing the quality of established residential areas that are adjacent to business areas.*
- (b) Relationship to the public realm. Projects should relate positively to public streets, plazas, sidewalks, paths, ditches and natural features. Buildings and landscaped areas—not parking lots—should present a well-designed face to the public realm, should not block access to unlight, and should be sensitive to important public view corridors. Future strip commercial development will be discouraged.*
- (c) Transportation connections. Projects should provide a complete network of vehicular, bicycle and pedestrian connections both internal to the project and connecting to adjacent properties, streets and paths, including dedication of public rights-of-way and easements where required.*
- (d) Human scale. Projects should provide pedestrian interest along streets, paths and public spaces.*
- (e) Permeability. Projects should provide multiple opportunities to walk from the street into projects, thus presenting a street face that is permeable. Where appropriate, they should provide opportunities for visual permeability into a site to create pedestrian interest.*
- (f) On-site open spaces. Projects should incorporate well-designed functional open spaces with quality landscaping, access to sunlight and places to sit comfortably. Where public parks or open spaces are not within close proximity, shared open spaces for a variety of activities should also be provided within developments.*
- (g) Buildings. Buildings should be designed with a cohesive design that is comfortable to the pedestrian, with inviting entries that are visible from public rights of way. Design innovation and the use of high quality building materials are encouraged.*

In addition, the expansion and improvement of the auto dealership is consistent with the city's [Economic Sustainability Strategy](#). A full evaluation will occur at the time of Site Review.

**Key Issue #2: Does the exterior of building present a sense of permanence through the use of authentic, high quality materials?**

At the time of Site Review, the applicant will be required to demonstrate that the “exterior of buildings present a sense of permanence through the use of authentic materials such as stone, brick, wood, metal or similar products and building

detailing.” While the proposal represents an overall improvement and presents a clean, modern building design, staff has some concerns about the use of EFIS and aluminum composite as the primary building materials, especially on the south side of the building. Additionally, staff has some concerns regarding the architectural legibility of the showroom. The southern portion of the building reads almost as a one-story office space. Based on the car dealership showroom use, it seems like this is an opportunity to use more floor to ceiling architectural glass storefront and interior lighting to create a simpler, more elegant, well-pronounced retail showroom. Refer to *Figures 17, 18, 19 and 20* below for examples of architecturally pronounced vehicular showrooms.



Figure 17: Showroom Example



Figure 18: Showroom Example



Figure 19: Showroom Example



Figure 20: Showroom Example

## V. PUBLIC COMMENT AND PROCESS

Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the subject site and a sign posted on the property for at least 10 days. All notice requirements of section 9-4-3, B.R.C. 1981 have been met.

### Neighborhood Comments

At the time of preparation of the memorandum, staff had received one phone call from a neighbor but they did not express any specific concerns with the proposal.

## VI. PLANNING BOARD ACTION

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

### **Attachments**

**[Attachment A: Applicant's Submittal Materials](#)**

Miller Family Real Estate LLC  
Concept Plan Review Statement

The Applicant, Miller Family Real Estate LLC, is the owner of the Miller Toyota sales and service center located at 2465 48<sup>th</sup> Court in Boulder, Colorado. The existing center is located on a 6.087 acre parcel (Lot 1 on the Site Plan), which includes an approximately 64,654 square foot building and 6 acres of surface car storage/parking. The existing building was constructed in 1986. Access to the site is from 47<sup>th</sup> Street. The site is zoned IS-2.

The Applicant desires to redevelop the site into an expanded and upgraded sales and service center, to be compliant with Toyota's requirements for car sales (in particular the Prius model, which is a very popular model in Boulder given its low-emissions and high-fuel-economy attributes). In addition, the upgraded center will be consistent with the neighboring redevelopment projects along Pearl Parkway. As the Boulder Junction Transit Village continues to expand to the west of this site, the Pearl Parkway corridor is emerging from the industrial look which has characterized this area for the past several decades.

The proposed redevelopment and expansion of the Miller Toyota sales and services center will include an additional 28,579 square feet of new building area, and approximately 200 fewer vehicle storage/parking spaces on the existing site and adjacent real property owned by Applicant (Lot 2 on the Site Plan). Parking areas will be re-constructed to provide ordinance compliant landscape islands and energy saving lighting. The redeveloped sales and service center will include the following environmentally-friendly aspects:

The project will seek LEED certification of the remodel and expansion of the existing automotive sales and service facility. The proposed design will enhance the building character and facilitate the dealership's ability to provide state of the art customer experience and increased environmentally friendly hybrid vehicle sales and service.

The existing two story building will be expanded by approximately 28,000 SF. This expansion will include new showroom, customer service reception, indoor vehicle delivery, service bays and car wash. The car wash will not be for retail and public use.

The existing ingress/egress point to the site from 47<sup>th</sup> Street will be relocated approximately 45 feet to the west, and widened by 14 feet, to reduce the congestion that currently occurs as cars turn from Pearl Parkway on to 47<sup>th</sup> Street. In addition, Applicant construct an new 6-foot wide pedestrian sidewalk along the entire southwestern boundary of the site to facilitate better pedestrian flow between the neighboring parcels to the north and east.

The Applicant anticipates an increase in employment opportunities at the Miller Toyota sales and service center as a result of the proposed redevelopment. Miller Toyota is committed to exploring options to incentivize existing and future additional employees to use public transportation to and from the facility, as well as throughout Boulder during work hours.

**PROJECT INFO**

PROJECT NAME: LARRY H. MILLER BOULDER TOYOTA  
 PROJECT ADDRESS: 2465 48TH CT  
 OWNER: MILLER FAMILY REAL ESTATE  
 9350 S. 150 E  
 SITE 1000  
 SANDY, UTAH 84070-2721  
 PROJECT DESCRIPTION: ADDITION AND RENOVATION TO EXISTING AUTOMOBILE SALES AND SERVICE FACILITY AND RELATED SITE IMPROVEMENTS. PROPERTY TO BE RE-PLATTED  
 ZONING (EXISTING): IS-2  
 SITE AREA: 265,700 S.F. (6.0996 AC)  
 GROSS BUILDING AREA: 64,654 S.F.  
 GROUND FLOOR AREA: 58,274 S.F.  
 SECOND FLOOR AREA: 6,380 S.F.  
 FLOOR AREA RATIO: 64,654/265,700 = 24%  
 LOT COVERAGE: 58,274/265,700 = 21.9%  
 OCCUPANCY: B, S-1  
 CONSTRUCTION TYPE: II-B WITH AUTOMATIC FIRE EXTINGUISHING SYSTEM  
 MAXIMUM BUILDING HEIGHT: 32 FEET

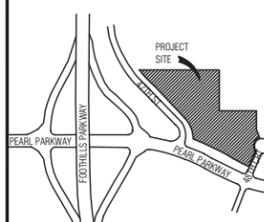
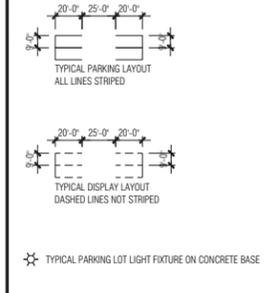
**JOHN MAHONEY ARCHITECT**  
 850 W. ELLIOT ROAD, #108  
 TEMPE, ARIZONA 85284  
 P 480.345.8457 F 480.345.1759

**PARKING CALCULATIONS**  
 PARKING REQUIRED: 1/400 = 64,654 S.F./400 = 162  
 ACCESSIBLE PARKING REQUIRED = 6  
 PARKING PROVIDED = 176  
 ACCESSIBLE PARKING PROVIDED = 6  
 BICYCLE PARKING REQUIRED = 0  
 VEHICLE DISPLAY SPACES = 295

**KEYNOTES**

- 1 TYP ASPHALT PAVING
- 2 TYP ROLL TYPE CONCRETE CURB
- 3 6" HIGH PAINTED STEEL GATE W/ KNOX LOCK BOX
- 4 6" H. CMU WALL TO MATCH BUILDING
- 5 DECORATIVE CONCRETE PLAZA
- 6 ACCESSIBLE PARKING PER ADA STANDARDS
- 7 LANDSCAPING
- 8 EXISTING WALL/FENCE
- 9 EXISTING DRIVEWAY TO BE RELOCATED
- 10 REFUSE YARD PER CITY OF BOULDER WITH CONCRETE APPROACH
- 11 MONUMENT SIGN (BY SEPARATE PERMIT)
- 12 DIRECTIONAL SIGN (BY SEPARATE PERMIT)
- 13 ACCESSIBLE ROUTE OF TRAVEL  
 RUNNING SLOPE SHALL NOT EXCEED 1:20  
 CROSS SLOPE SHALL NOT EXCEED 1:50  
 MINIMUM WIDTH 5'-0"  
 SURFACE SHALL BE FIRM, STABLE AND SLIP RESISTANT
- 14 EXISTING FENCE/WALL TO REMAIN
- 15 NEW 5' WIDE CONCRETE SIDEWALK
- 16 CONCRETE RAMP FOR VEHICLE ACCESS TO SHOWROOM
- 17 EXISTING OVERHEAD POWER POLE
- 18 CONCRETE PAVING - DRIP CONTAINMENT SLAB

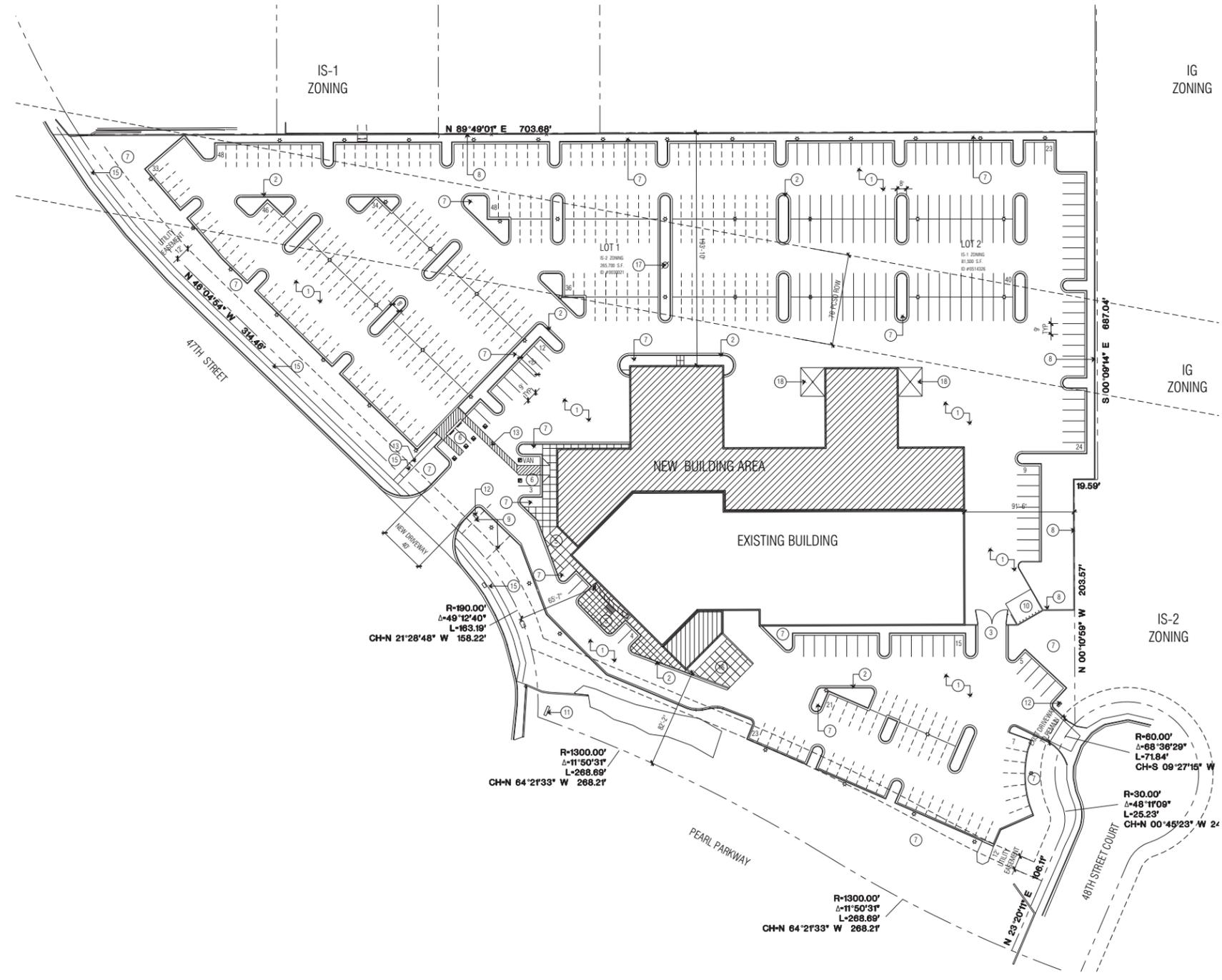
**LEGEND**



LARRY H. MILLER  
 TOYOTA  
 2465 48TH CT  
 BOULDER, COLORADO

PROJECT NO. 1840  
 ISSUE DATE 3/2/16

**SITE PLAN**



**SITE PLAN**



**VICINITY MAP**

**A100**







SHEET NO. SHEET CONTENTS

R01.00

ENHANCED PHOTO  
RENDERING

NO.	DATE	ISSUE	BY	CHK
1	05/21/14	DRAFT SCHEMATIC DESIGN	SF	SF
2	05/21/14	FINAL SCHEMATIC DESIGN	SF	SF

ARCHITECT:

**JOHN MAHONEY ARCHITECT**

850 W. ELLIOT ROAD, #108  
 TEMPE, ARIZONA 85284  
 P 480.345.8457 F 480.345.1759

**LARRY H. MILLER TOYOTA**  
 2465 48TH COURT  
 BOULDER, COLORADO

DATE:	REVISION:
02-23-2015	CONCEPT PLAN SUBMITTAL
03-04-2015	CONCEPT PLAN REVISION

SHEET NAME:  
 CONCEPTUAL  
 LANDSCAPE PLAN

SHEET NUMBER:

**L10**

**LEGEND**

-  LARGE MATURING SHADE TREE
-  ORNAMENTAL TREE
-  LANDSCAPE PLANTINGS - SHRUB BED OR LAWN AREA
-  EXISTING LANDSCAPE (ESP. TREES) TO REMAIN, LANDSCAPE PLANTINGS TO BE SUPPLEMENTED, AS NEEDED TO ATTAIN FULL COVERAGE
-  DETENTION POND - SEEDED WITH APPROPRIATE GRASSES AND WILDFLOWERS

ALL PLANTINGS TO BE IRRIGATED WITH AN AUTOMATED IRRIGATION SYSTEM.  
 ALL LAWN AREAS TO BE SODDED WITH LOW WATER DEMAND TURFGRASS BLEND.

SCALE: 1" = 40'-0"





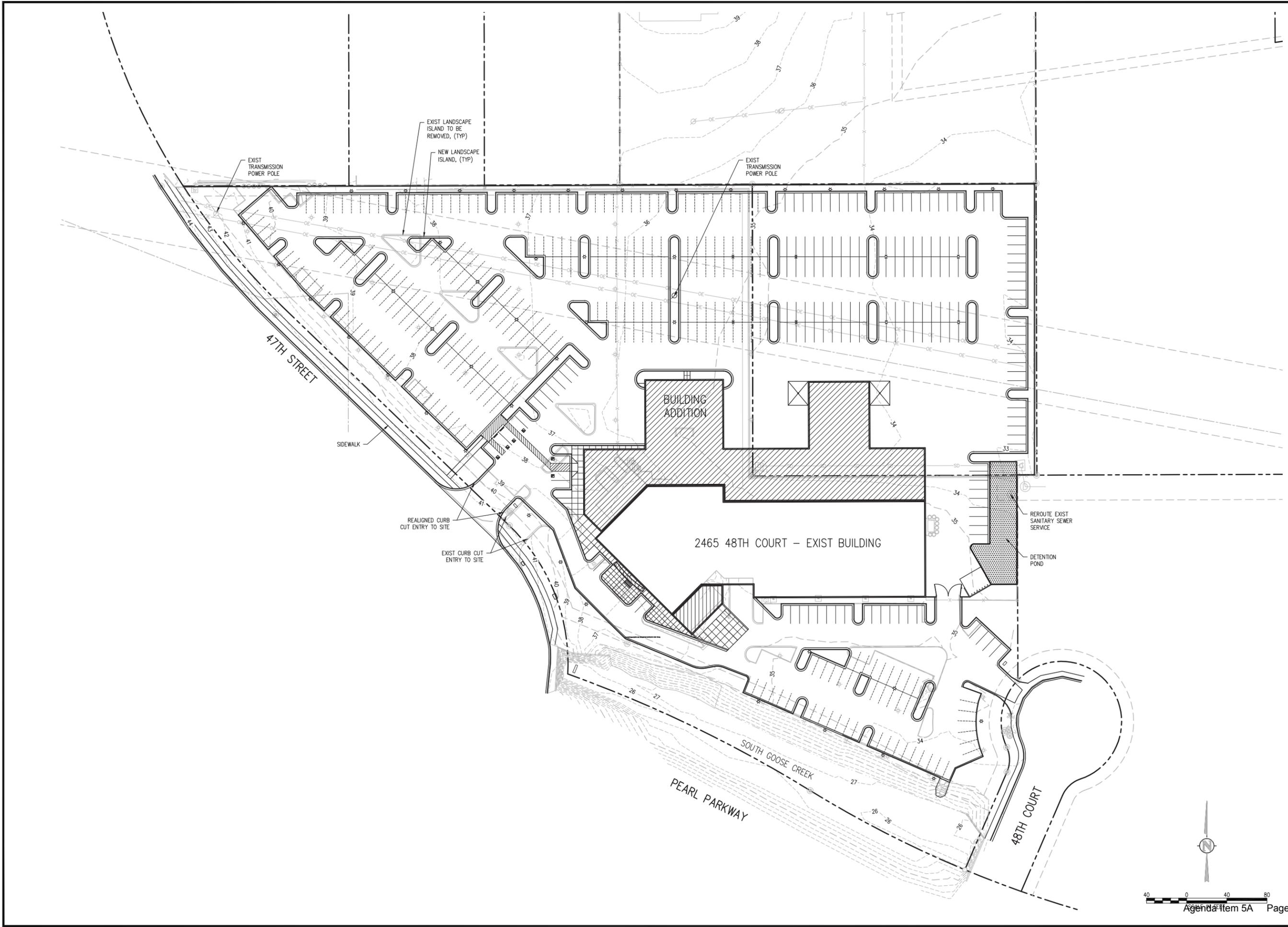
JVA, Incorporated 1319 Spruce Street  
 Boulder, CO 80302 Phone: 303.444.1951  
 www.jvaja.com E-mail: info@jvaja.com

NO. DATE DESD DWN

DESIGNED BY: MDE  
 DRAWN BY: MDE  
 CHECKED BY: HMM  
 JOB #: 2367c  
 DATE: 03/06/2015  
 © JVA INC

LARRY H. MILLER TOYOTA  
 2465 48TH CT  
 BOULDER, COLORADO  
 CONCEPTUAL CIVIL SITE PLAN

SHEET NO.



**MEMORANDUM**

**To:** City of Boulder Planning & Development Services  
**From:** Steve Tuttle, PE, PTOE; Cassie Slade, PE  
**Date:** January 28, 2015  
**Project:** Boulder Toyota Traffic Analysis (FTH #14060)  
**Subject:** Traffic Assessment

The existing Larry H. Miller Toyota in Boulder plans to remodel and expand the current operations to enhance the building character, increase customer services, and increase sales potential. The site is located in the northeast corner of Pearl Parkway and 47<sup>th</sup> Street, which is just east of Foothills Parkway. The project proposes to expand the existing building by approximately 28,000 square feet (sq. ft.) to provide a new showroom, customer service reception area, indoor vehicle delivery, service bays and car wash. The site is bounded by commercial/industrial businesses to the north and east, Pearl Parkway to the south, and 47<sup>th</sup> Street on the west. A vicinity map is shown on **Figure 1**.

In accordance with the City of Boulder site review process, an initial Traffic Assessment is required which includes an analysis of trip generation, distribution, and trip reduction assumptions for the project. This memorandum summarizes this analysis for the subject project.

**Trip Generation**

To establish the volume of new trips that will be added to the area roadway network with expansion of the current Boulder Toyota, trip generation estimates were calculated based on rates contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual*.

The trip generation estimates are summarized on **Table 1** for weekday daily, weekday AM, and weekday PM periods. As shown on **Table 1**, the proposed development represents an increase in daily and hourly traffic to the adjacent roadway network.

---

## Auto Trip Reductions

The project is located in an industrial area and surrounded by other automotive sales and repair service businesses. Pearl Parkway has the F, S, and 206 transit routes along it with bus stops near the southeast corner of the property. Currently, there are multi-use paths on the south side of Pearl Parkway and on both sides of Foothills Parkway that link to local and regional pedestrian/bicycle facilities and lead to various destinations within the City of Boulder. There are no bicycle lanes on the roadways adjacent to the Boulder Toyota.

Although there are multimodal facilities within close proximity to the project site, it is anticipated that only a small percentage of employees would utilize these alternative mode choices to get to the dealership. For the purposes of providing a conservative analysis of the site traffic impacts, it was assumed that all trips will be auto and no reductions will be applied.

## Trip Types

Due to the nature of automobile sale and service centers, it is anticipated the majority of trips associated with the expansion project will be “new” trips. The following describes the types that will be evaluated for this study:

- *Primary Trips.* These trips are made specifically to visit the site and are considered “new” trips. Primary trips would not have been made if the proposed project did not exist. Therefore, this is the only trip type that increases the total number of trips made on a regional basis.

## Proposed Access

The Boulder Toyota currently has two accesses: (1) 47<sup>th</sup> Street approximately 170 feet north of Pearl Parkway and (2) at end of the 48<sup>th</sup> Court cul-de-sac. The expansion project proposes to relocate the main access on 47<sup>th</sup> Street by moving it north by approximately 50 feet. The access on 48<sup>th</sup> Court will remain the same. It is proposed to add a 3<sup>rd</sup> access by extending the existing gravel roadway that leads to Pearl Street. It is anticipated that this will serve vehicle and service deliveries.

## Site Trip Distribution

Site trips will be distributed onto the study area roadway network as shown on **Figure 2**. The distribution percentages are based on regional land use destinations, existing travel patterns, and other area traffic studies. The following assumptions were made:

- 40 percent to/from Pearl Parkway to/from the west
- 20 percent to/from Pearl Parkway to/from the east
- 15 percent to/from Foothills Parkway to/from the north

- 
- 20 percent to/from Foothills Parkway to/from the south
  - 5 percent to/from 47<sup>th</sup> Street to/from the north.

The proposed distribution at the three accesses is as follows:

- Access 1 on 47<sup>th</sup> Street: 60 percent
- Access 2 on 49<sup>th</sup> Court: 35 percent
- Access 3 on Pearl Street: 5 percent

### **Traffic Impact Study**

Per the procedures outlined in the City of Boulder Design and Construction Standards, a full Traffic Impact Study may be required for this project. This traffic assessment serves as a basis for the trip generation and distribution assumptions that would be incorporated into the Traffic Impact Study.

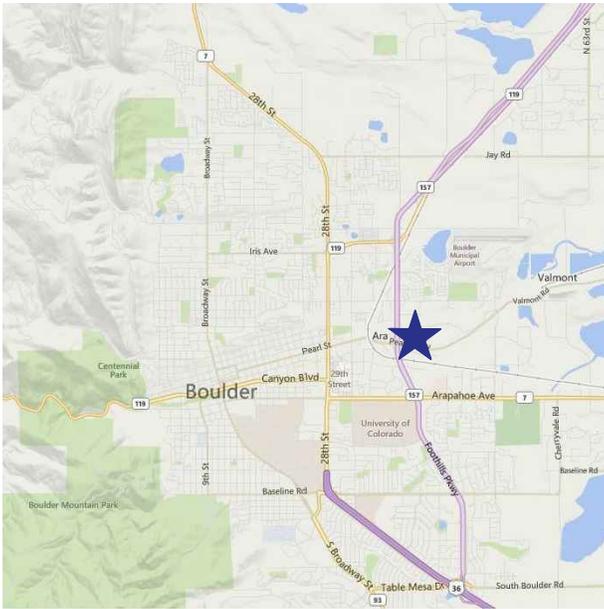
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Attachments:

Figure 1 – Vicinity Map

Figure 2 – Site Trip Distribution

Table 1 – Trip Generation Summary



**15%**

To/From Foothills Parkway to/from the North

**5%**

To/From 47th Street to/from the North

**40%**

To/From Pearl Parkway to/from the West



**20%**

To/From Foothills Parkway to/from the South

**20%**

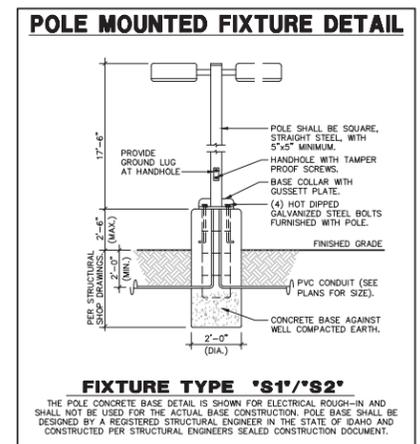
To/From Pearl Parkway to/from the East



**Table 1 - Trip Generation Summary**

Land Use	Size	Unit	Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips			
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
ITE 841 - Automobile Sales	28	1,000 sf	32.30	904	452	452	1.92	54	41	13	2.62	73	29	44
<b>Total New Trips</b>			<b>Daily &gt;</b>	<b>904</b>	<b>452</b>	<b>452</b>	<b>AM &gt;</b>	<b>54</b>	<b>41</b>	<b>13</b>	<b>PM &gt;</b>	<b>73</b>	<b>29</b>	<b>44</b>

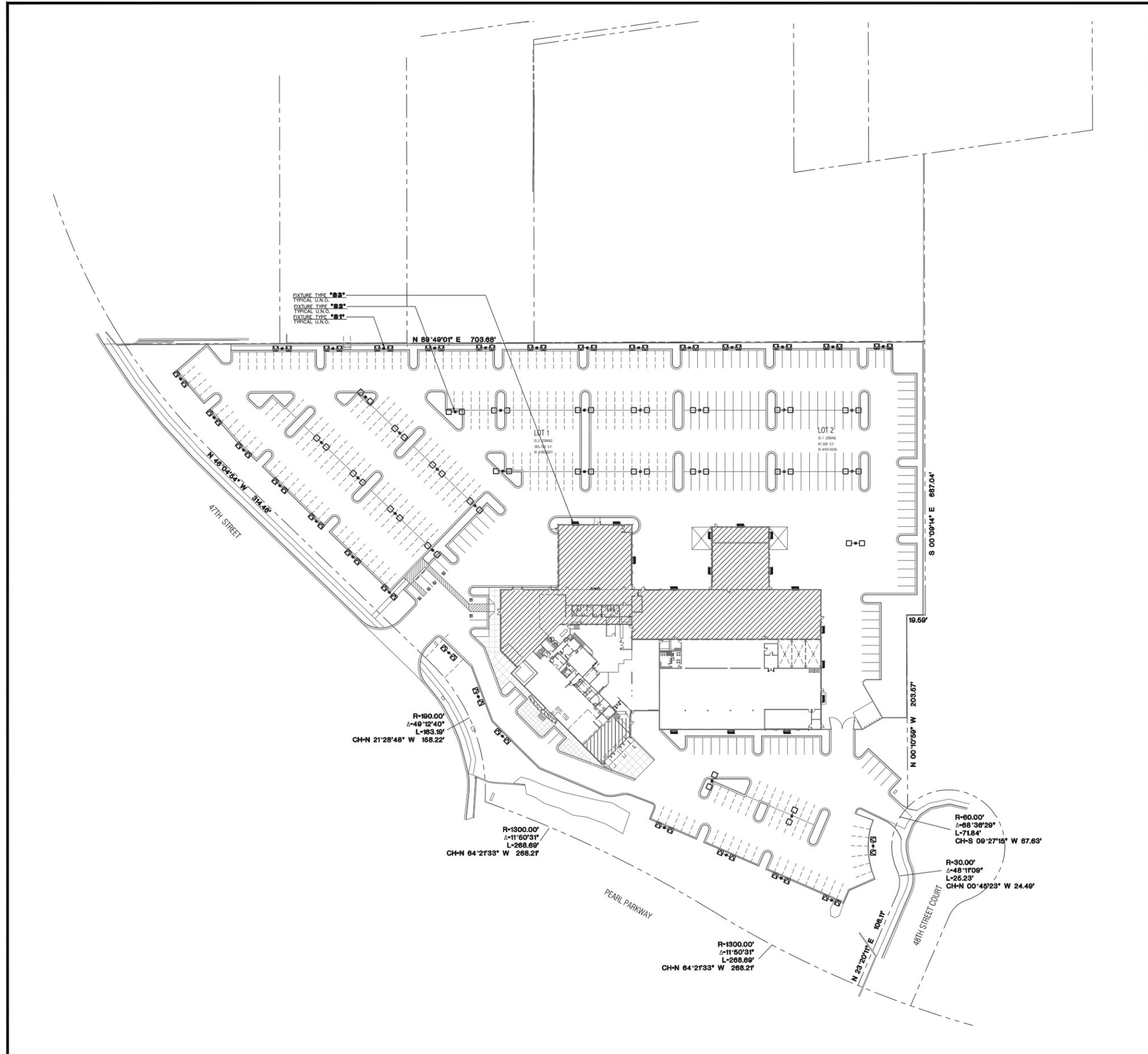
Source: ITE Trip Generation Manual, 9<sup>th</sup> Edition (2012)



### LUMINAIRE SCHEDULE

- PROVIDE 1400 LUMEN OR FULL OUTPUT, 90 MINUTE EMERGENCY BATTERY BALLAST FOR ALL EMERGENCY FIXTURES.
- MODULAR WIRING FOR LIGHT FIXTURES IS AN ACCEPTABLE ALTERNATE.
- BASE BID FOR LUMINAIRES SHALL BE BASED ON MANUFACTURERS LISTED "IN CONTRACT DOCUMENTS" UPON AWARD OF PROJECT. ALTERNATE LUMINAIRES NOT LISTED AND PROPOSED BY CONTRACTOR SHALL BE SUBMITTED WITH WRITTEN OWNER APPROVAL AND A DEDUCT TO THE BASE BID IF APPLICABLE.
- PROVIDE MINIMUM 10 MINUTE TIME DELAY TO EMERGENCY FIXTURES WHEN USED WITH HID AREA LIGHTING.

MARK	MANUFACTURER	MODEL NUMBER	VOLTS	LAMPS/ INPUT WATTS	REMARKS/MOUNTING
S1	OREE	ARE-EDG-2MS-DA-08-E UL-FINSH-525mm-40K	UNV	LED 133W/4000K 8,915 LUMENS	2-HEAD POLE MOUNTED LED FIXTURE. PROVIDE OPTICS ROTATED AS SHOWN. SEE DETAIL, THIS SHEET.
S2	OREE	ARE-EDG-5M-DA-08-E UL-FINSH-525mm-40K	UNV	LED 133W/4000K 12,450 LUMENS	2-HEAD POLE MOUNTED LED FIXTURE. SEE DETAIL, THIS SHEET.
S3	OREE LIGHTING	SEC-EDG-M-WM-06-E UL-FINSH-525mm-40K	UNV	LED 101W/4000K 8,415 LUMENS	LED WALL PACK. COORDINATE EXACT MOUNTING HEIGHT W/ ARCHITECT'S ELEVATIONS.



LARRY H. MILLER  
 TOYOTA  
 2465 48TH CT  
 BOULDER, COLORADO

*Larry H. Miller*  
**Toyota**

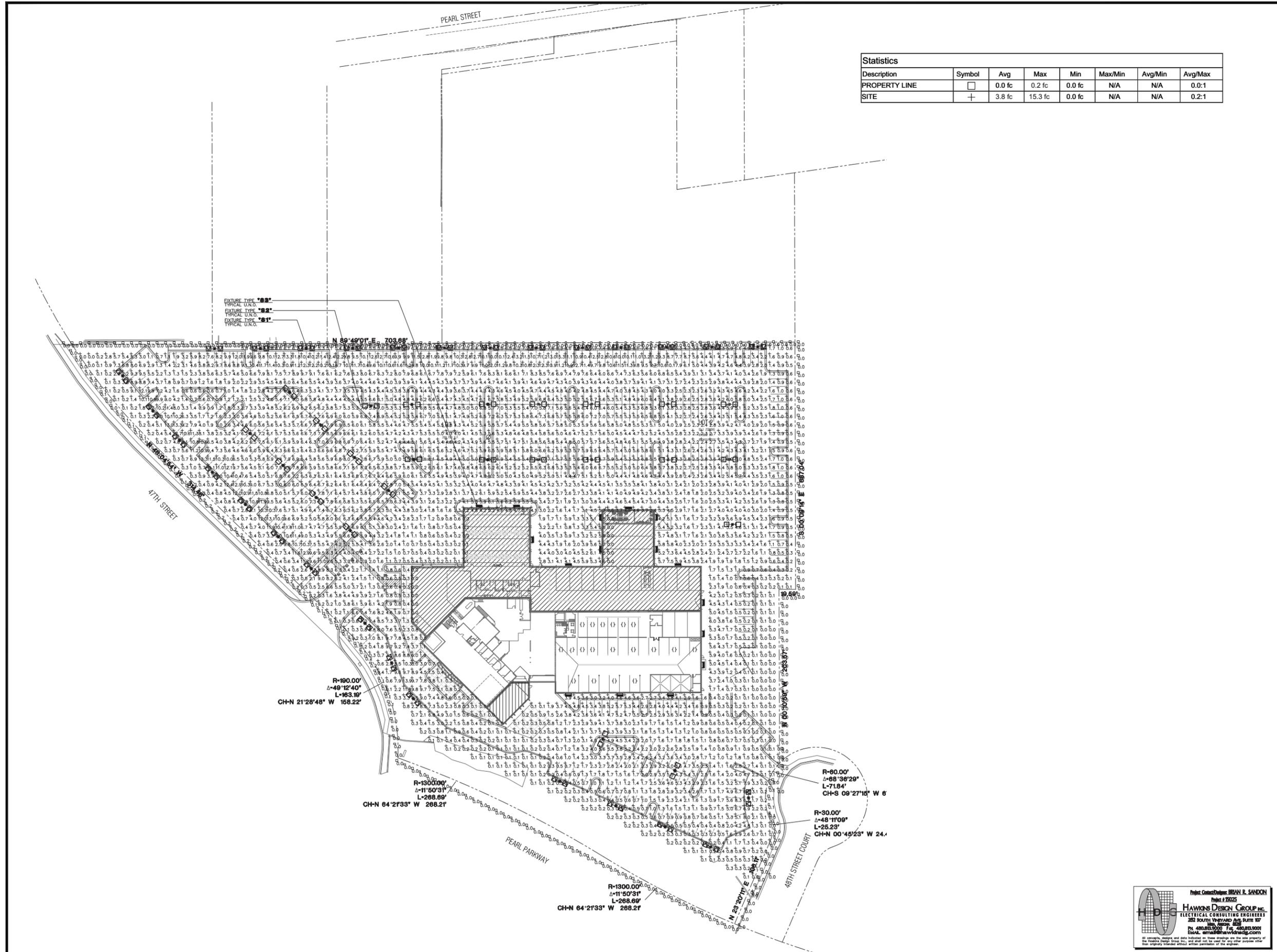
PROJECT NO. 1340  
 ISSUE DATE: 1/19/15

Project Contact/Designer: BRIAN R. SANDON  
 Project # 134025  
**HAWKINS DESIGN GROUP INC.**  
 ELECTRICAL CONSULTING ENGINEERS  
 282 SOUTH VINEYARD AVENUE, SUITE 107  
 BOULDER, CO 80501  
 PH 480.345.5002 FAX 480.345.9001  
 EMAIL: brian@hwdg.com

SITE LIGHTING PLAN

DR SUBMITTAL  
NOT FOR  
CONSTRUCTION

Statistics							
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
PROPERTY LINE	□	0.0 fc	0.2 fc	0.0 fc	N/A	N/A	0.0:1
SITE	+	3.8 fc	15.3 fc	0.0 fc	N/A	N/A	0.2:1



LARRY H. MILLER  
TOYOTA  
2465 48TH CT  
BOULDER, COLORADO

*Larry H. Miller*  
**Toyota**  
BOULDER, COLORADO

PROJECT NO. 1340  
ISSUE DATE: 1/19/15

PHOTOMETRICS  
PLAN

Project Contact/Owner: BRIAN R. SANDON  
Phone: 430.625  
**HAWKINS DESIGN GROUP INC.**  
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282 SOUTH VINEYARD AVE. SUITE 107  
BOULDER, CO 80501  
PH 480.658.0007 FAX 480.658.0001  
EMAIL: info@hawkinsdesign.com

**PHOTOMETRICS SITE LIGHTING PLAN**

