C I T Y O F B O U L D E R
PLANNING BOARD AGENDA ITEM
MEETING DATE: May 7, 2015

AGENDA TITLE: CONCEPT PLAN & REVIEW - Proposed mixed-use development (Alexan Flatirons) located at McKenzie Junction, 3600 Highway 119 (Diagonal Highway), that includes 295 market-rate multi-family units, 83 affordable-rate multi-family units, associated community buildings and 54,000 SF of commercial office space (with options for partial retail and coffee). Reviewed under case no. LUR2015-00028
Applicant: Bill Holicky
Property Owners: Birch Mountain, LLC

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

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

SUMMARY:	CONCEPT PLAN & REVIEW - Proposed mixed-use development (Alexan Flatirons) located at McKenzie Junction, 3600 Highway 119, that includes 295 market-rate multi-family units, 83 affordable-rate multi-family units, associated community buildings and 54,000 SF of commercial office space (with options for partial retail and coffee). Reviewed under case no. LUR2015-00028
Project Name:	Alexan Flatirons
Location:	3600 Highway 119, north of Independence Road at Highway 119
Size of Tract:	20 acres
Zoning:	Business Transition-1 (BT-1)
Comprehensive Plan:	Transitional Business
Key Issues:	Staff is recommending three key issues for discussion of the Concept Plan: • Consistency with the BVCP Land Use Designations; • Predominate use on site of residential consistent with BVCP Policies; • Concept Plan responsiveness to City "Edge and Entryway" Design Considerations

I. INTRODUCTION AND BACKGROUND

The vacant 20-acre property was annexed and zoned Transitional Business in 1981. The previous review history for this property includes an issues identification review in 1995 and a non-binding concept plan review in 1998 for an office and hotel development; a site review in 2000 for five office buildings that was withdrawn; and a Concept Plan review in 2006 for a mixed use development. In addition, in 1998, the Open Space Board of Trustees was asked to consider purchase of the property given the context and surroundings with open space.

At that time the OSBT declined to purchase the property based on the very high market price as an annex and business-zoned property. Attachment A provides minutes from the two previous Planning Board Concept Plan review discussions. In previous discussions, this site has been referred to as a "gateway" given the high visibiltiy of the site entering Boulder from the north on Highway 119.

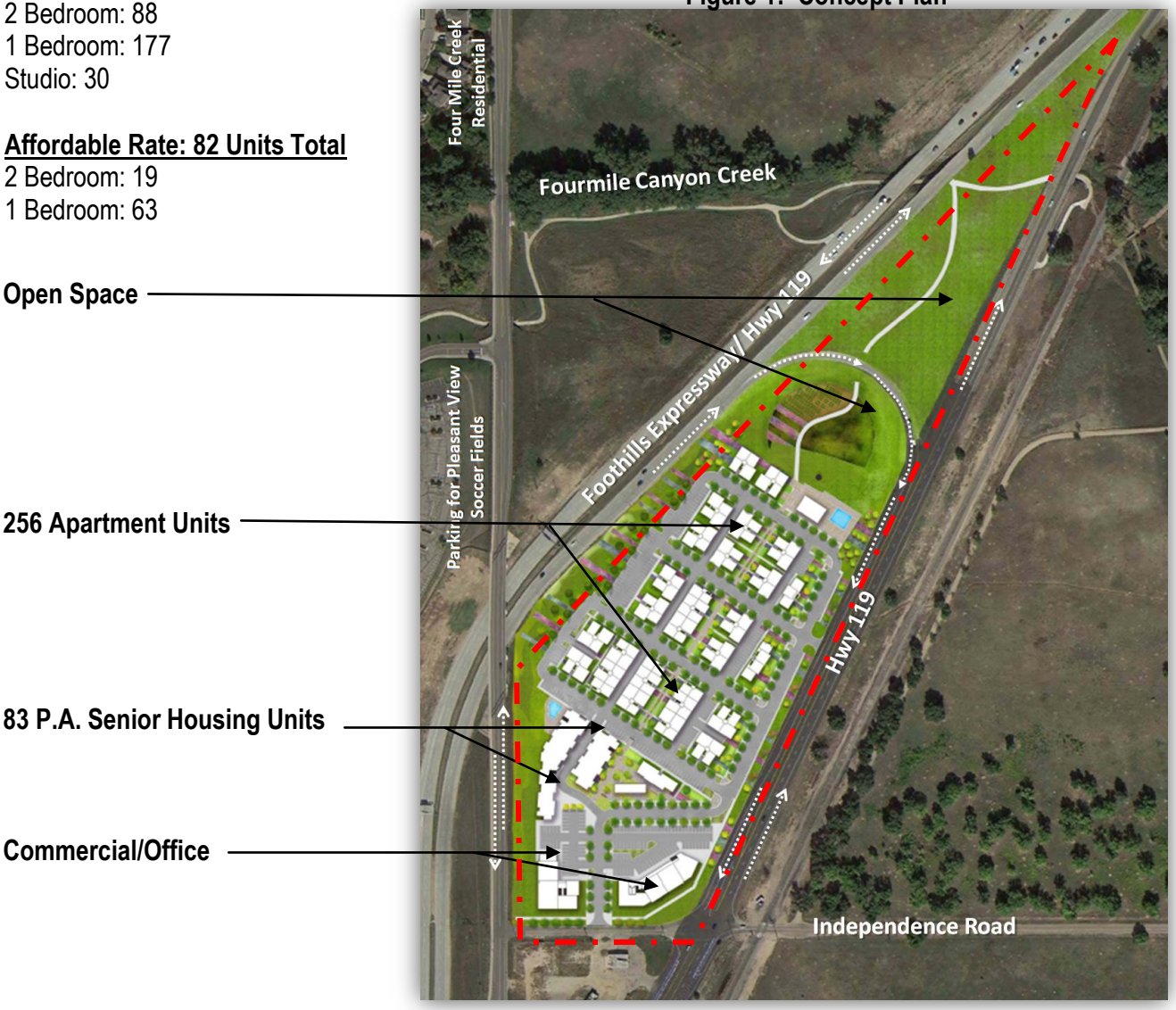
II. PROJECT DESCRIPTION

The proposed Concept Plan consists of 295 market rate multi-family residential and 83 permanently affordable on-site senior attached units, along with two commercial buildings for office and retail totaling 54,000 square feet. Community amenities proposed include landscaping and open space along with two swimming pools. The applicant noted that the development is organized around an internal greenway to provide connections into an existing trail network, opportunities for a variety of open space and to create a transition from the lower density scale of the north end of the site to the larger buildings of the south side. A reduced version of the Concept Plan is provided in Figure 1, and a link to the Concept Plan submittal is provided in Attachment A. Tables 1 and 2 provide a preliminary tally of the number of bedrooms proposed for each type of apartment building. While the applicant has not identified specific demographics anticipated for the site, the number of bedrooms per building type can be summarized as follows:

Market Rate: 295 Units Total
2 Bedroom: 88
1 Bedroom: 177
Studio: 30

Affordable Rate: 82 Units Total
2 Bedroom: 19
1 Bedroom: 63

Figure 1: Concept Plan



Figures 2a thru 2e: Conceptual Massing Sketches:

2a: Senior Attached Residential Units Massing

2b: Market Rate Apartment Building Massing

2c: Market Rate Apartment Buildings Massing

2d: Office/Retail Massing

2e: Office/Retail Massing

Address: 0 DIAGONAL HW/3600 HWY. 119

Table 1:
Market Rate Apartment: Preliminary Bedroom Count per Building

BUILDING A1 X 1	GROSS AREA	STUDIO	1 BEDROOM	2 BEDROOM
1ST FLOOR	2,407 SF		3	
2ND FLOOR	2,407 SF		3	
3RD FLOOR	2,407 SF		3	
TOTALS PER BUILDING	7,221 SF		9	
BUILDING A2 X 2	GROSS AREA	STUDIO	1 BEDROOM	2 BEDROOM
1ST FLOOR	3,341 SF	1	3	
2ND FLOOR	3,341 SF	1	3	
3RD FLOOR	3,341 SF	1	3	
TOTALS PER BUILDING	10,023 SF	3	9	
BUILDING B X 4	GROSS AREA	STUDIO	1 BEDROOM	2 BEDROOM
1ST FLOOR	4,264 SF	2	2	1
2ND FLOOR	8,712 SF	2	6	2
3RD FLOOR	8,712 SF	2	6	2
TOTALS PER BUILDING	21,688 SF	6	14	5
BUILDING C1 X 8	GROSS AREA	STUDIO	1 BEDROOM	2 BEDROOM
1ST FLOOR	1,964 SF		1	1
2ND FLOOR	3,927 SF		2	2
3RD FLOOR	3,927 SF		2	2
TOTALS PER BUILDING	9,818 SF		5	5
BUILDING C2 X 6	GROSS AREA	STUDIO	1 BEDROOM	2 BEDROOM
1ST FLOOR	1,627 SF		2	
2ND FLOOR	3,892 SF		2	2
3RD FLOOR	3,892 SF		2	2
TOTALS PER BUILDING	9,411 SF		6	4
BUILDING C3 X 2	GROSS AREA	STUDIO	1 BEDROOM	2 BEDROOM
1ST FLOOR	3,627 SF		3	1
2ND FLOOR	3,627 SF		3	1
3RD FLOOR	2,535 SF		3	
TOTALS PER BUILDING	9,789 SF		9	2

Table 2:
Affordable Senior Residential Units: Preliminary Bedroom Count per Building

FLOOR	GROSS AREA	1 BEDROOM	2 BEDROOM
1ST FLOOR	10,913 SF		9
2ND FLOOR	27,400 SF	29	8
3RD FLOOR	27,400 SF	29	8
GRAND TOTAL	65,713 SF	58	25

III. CONCEPT PLAN REVIEW AND COMMENT per Section 9-2-13

(g) <u>Guidelines for Review and Comment</u>: 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;

Existing Site. As shown in the aerial of Figure 3 and the street views of Figures 4a and 4b, the approximately 20 acre site is located on the northeast side of the main part of the city, in a prominent location and entryway from southbound Highway 119, the Diagonal Highway. The site is flanked on both the east and west by the separated highway, as well as an access ramp on the north side of the site to the highway and Independence Road on the south side of the highway. An elevated and bermed portion of 47th Street also flanks a portion of the western side of the site.

The site is currently vacant with no previous site development except for previous oil drilling. There's a landmarked remnant oil well located on the northern portion of the site. Historic information about the oil well is provided in the comment section under "Landmarks Preservation."

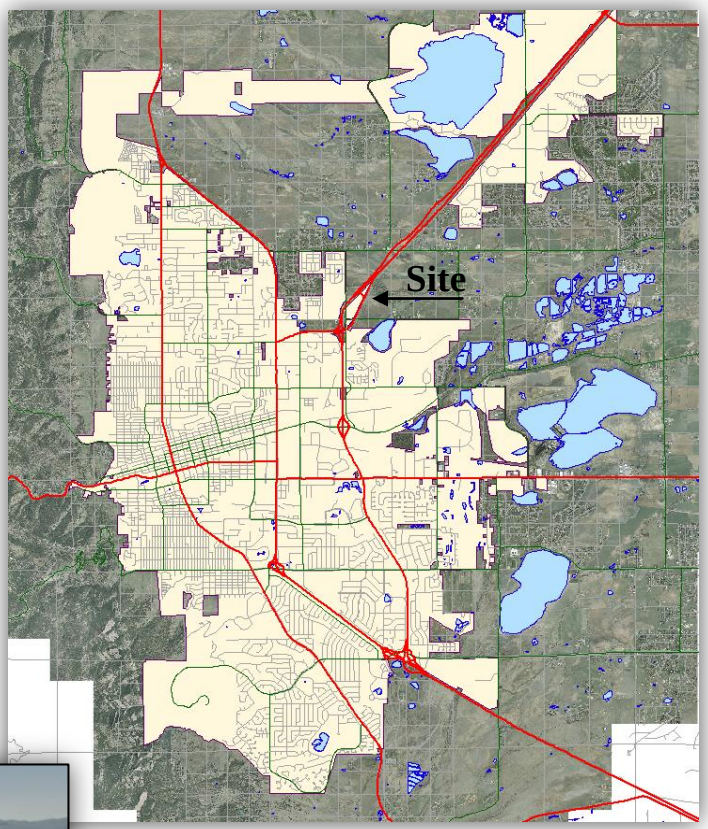


Figure 3: Site Location
Figure 4a: View of Site from Hwy 119
Figure 4b: View of Site from on-ramp portion of Hwy 119

As shown in Figure 5, the topography of the site is essentially flat across the 20 acres. However, there is a low point on the northern end of the site, below the on-ramp to the highway. A topographic map is illustrated below with the direction of the slight slope on the site.

Fourmile Canyon Creek is located at the northern most point of the site. The northern triangular shaped portion of the site is entirely within the 100 year flood zone and a portion of the point includes high hazard flood zone along with "high functioning" wetland area.

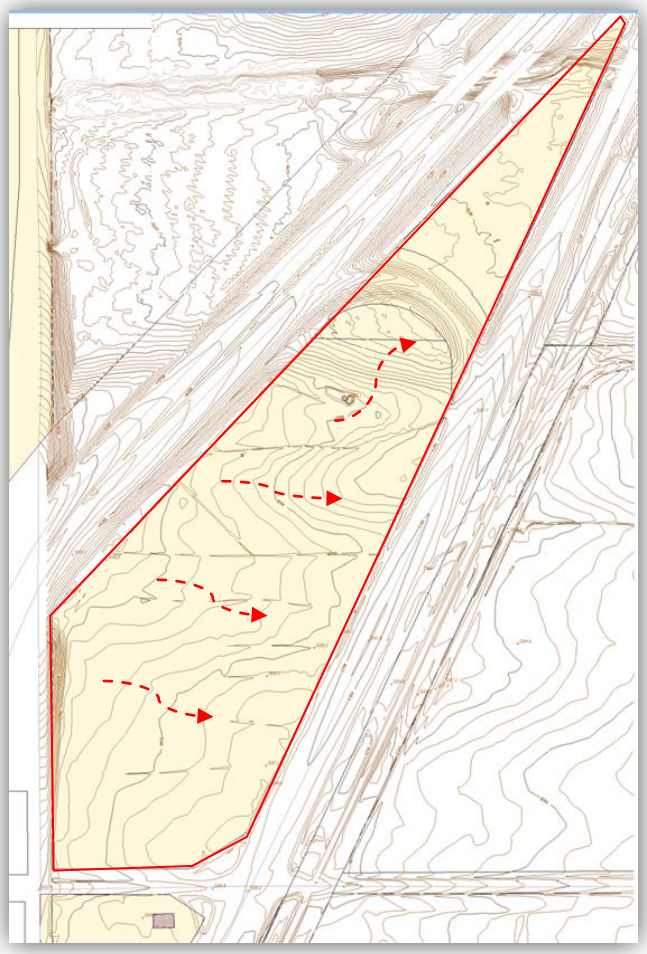


Figure 5: Topograhpic Map of the Site

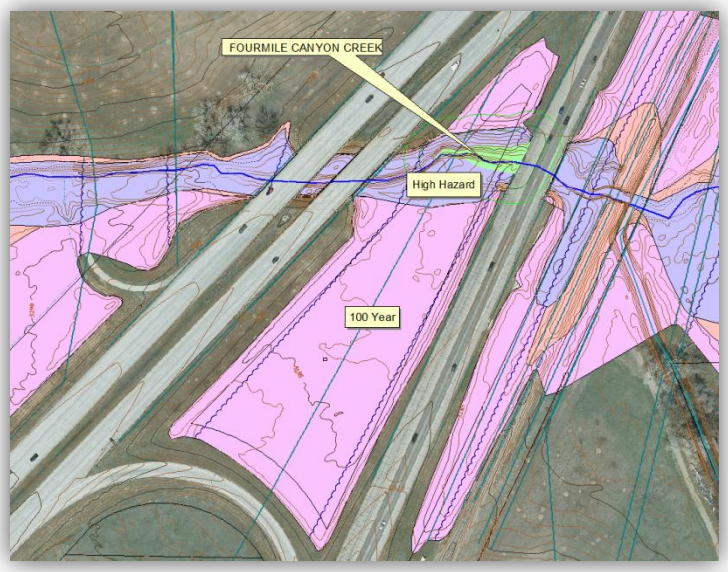


Figure 6: Flood Mapping of the Site

The site contains mostly "weedy" type plant species and there's essentially no trees with the exception of the farthest point of the site on the north where mature trees such as willow and cottonwoods align the Fourmile Canyon Creek as shown in Figure 7.

Figure 7: Looking toward Fourmile Canyon Creek on North Portion of the Site

The site surroundings are varied and include rural agricultural land that historically has been an area of farming and cattle ranching. Cattle are still grazed on the property to the east.

Hayden Lake to the southeast is a man-made reservoir which is owned by Boulder & Left Hand Ditch Company where water is stored and then released later in the season into Boulder & Left Hand Ditch. A trailhead for the Cottonwood Trail east of Highway 119 is located on the north side of Hayden Lake. A recently approved Kum and Go Gas Station is located to the south as a redevelopment of the site to the south of Independence Road.

To the west directly across 47th Street is the city owned Pleasant View Soccer Fields. Further west is the low and medium density residential developments of Northfield Village and the Four Mile Creek neighborhoods. There are photos of the surroundings in Figure 9 on page 7.

Also located nearby is the Boulder Municipal Airport and the subject property is located within an Airport Influence Zone (AIZ) and would be required to comply with the Land Use Code section 9-3-10(e) that states,

> *(1) Zone Four:(A) A person annexing to the city and thereafter constructing a new principal structure in the city shall be required to sign an avigation easement as a condition of obtaining a building permit, and the easement shall be recorded. An applicant for a development permit pursuant to chapter 9-2, "Review Processes," B.R.C. 1981, may be required to sign an avigation easement as a condition of obtaining a building permit, and the easement shall be recorded. (B) All new utility lines shall be placed underground.*

A map of the Airport Influence Zone in relation to the site is provided along with images of the surrounding context on the following page.

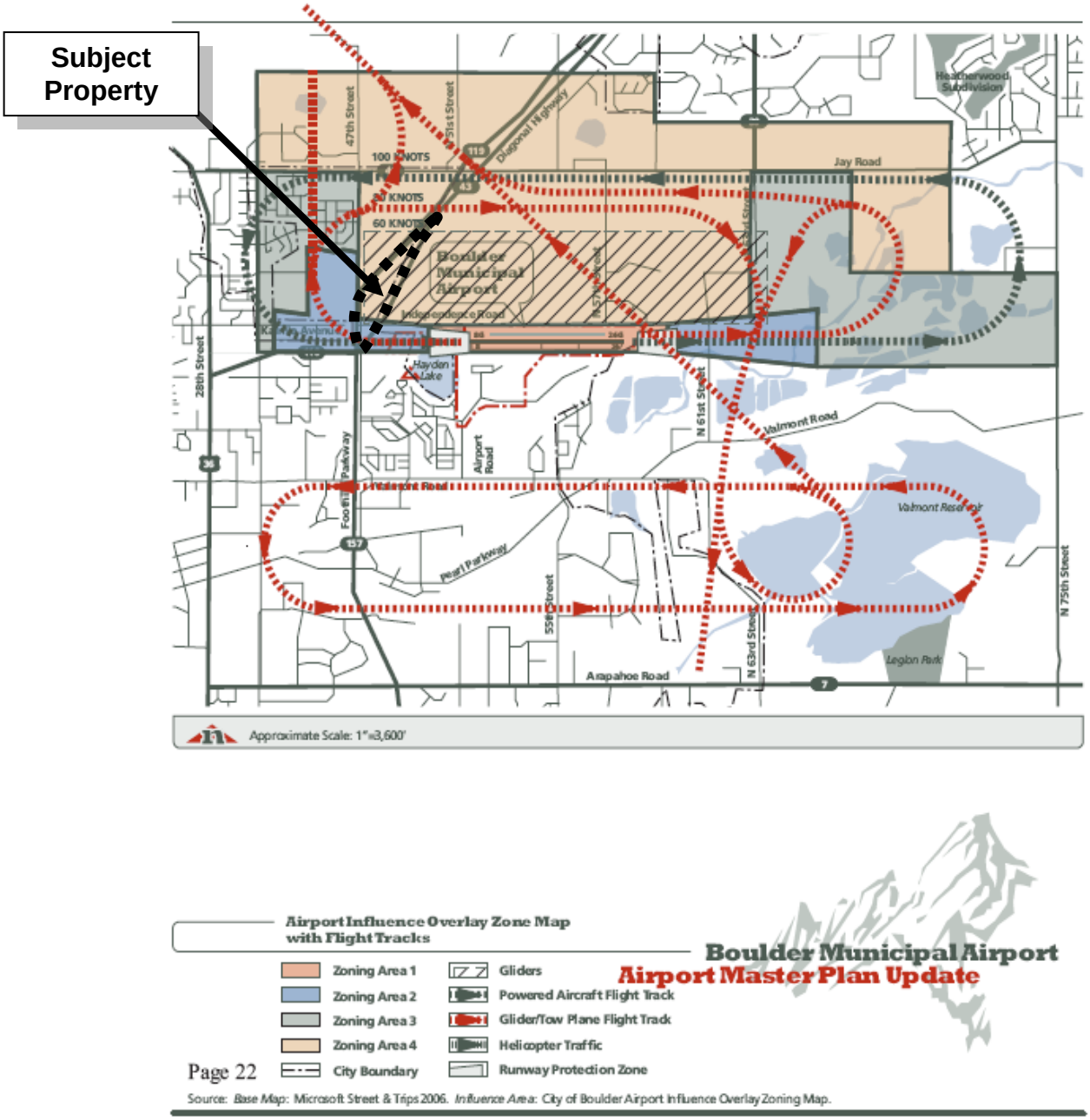


Figure 8: Site in Context of Airport Influence Overly Zone Map

Figure 9: Photos of Site Surroudings

(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, sub-community and sub-area plans;

Shown in Figure 9, the site is designated as Transitional Business under the Comprehensive Plan defined as:

> *"along certain major streets of the valley. These are areas usually zoned for less intensive business uses than in the General Business areas, and they often provide a transition to residential areas."*

While the comprehensive plan land use designation indicates an intent for "less intensive business" the BT-1 zoning on the site permits attached residential by-right, Figure 10 illustrates the zoning on the site. Other policies are related to the need for housing and in particular permanently affordable housing, as is provided in the plan. Refer to criteria #8.

Other comprehensive plan policies help to inform development on this site. In particular, the site is considered a community edge and entryway and would need to be consistent with policy 2.05 as follows:

> *2.05 Design of Community Edges and Entryways*
> *Well-defined edges and entryways for the city are important because they support an understanding and appreciation of the city's image, emphasize and preserve its natural setting, and create a clear sense of arrival and departure. Natural feature are most effective as edges, but public open land, major roadways or heavy tree planting can also function as community edges. As new areas are developed, the definition of a community edge will be a design priority. Major entryways into the Boulder Valley will be identified, protected and enhanced.*

The applicant would need to provide greater information on how to establish a feature that would establish an "effective" edge as is recommended in the policy. Today, just the roadway establishes the site as an edge. In previous Concept Plan reviews recommendations were made to either establish iconic architecture on the site and/or tree plantings. Staff notes that the surface parking lots shown on the Concept Plan would not be acceptable as defining features within this city entryway. Refer to Key Issue 3 for additional discussion.

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

- Site Review Criteria of the Land Use Code section 9-2-14(f), B.R.C. found **here**.
- Boulder Valley Comprehensive Plan policies
- Traffic Impact Study is required since the project's trip generation is shown to exceed the residential threshold of 20 vehicles during the peak hour, as described in Section 2.02 of the City of Boulder Design and Construction Standards (DCS).
- Transportation Demand Management (TDM) plan consistent with section 2.03(I) of the DCS and section 9-2-14(h)(2)(D)(iv) and (v) of the Boulder Revised Code (BRC) which outlines strategies to mitigate traffic impacts created by the proposed development and implementable measures for promoting alternate modes of travel.
- A CDOT Access Permit will be required for the proposed ¾ access from the Diagonal Highway. The CDOT Access Permit must be applied for concurrently with Site Review submittal for preliminary CDOT approval and must have final approval prior to final engineering plan approval.

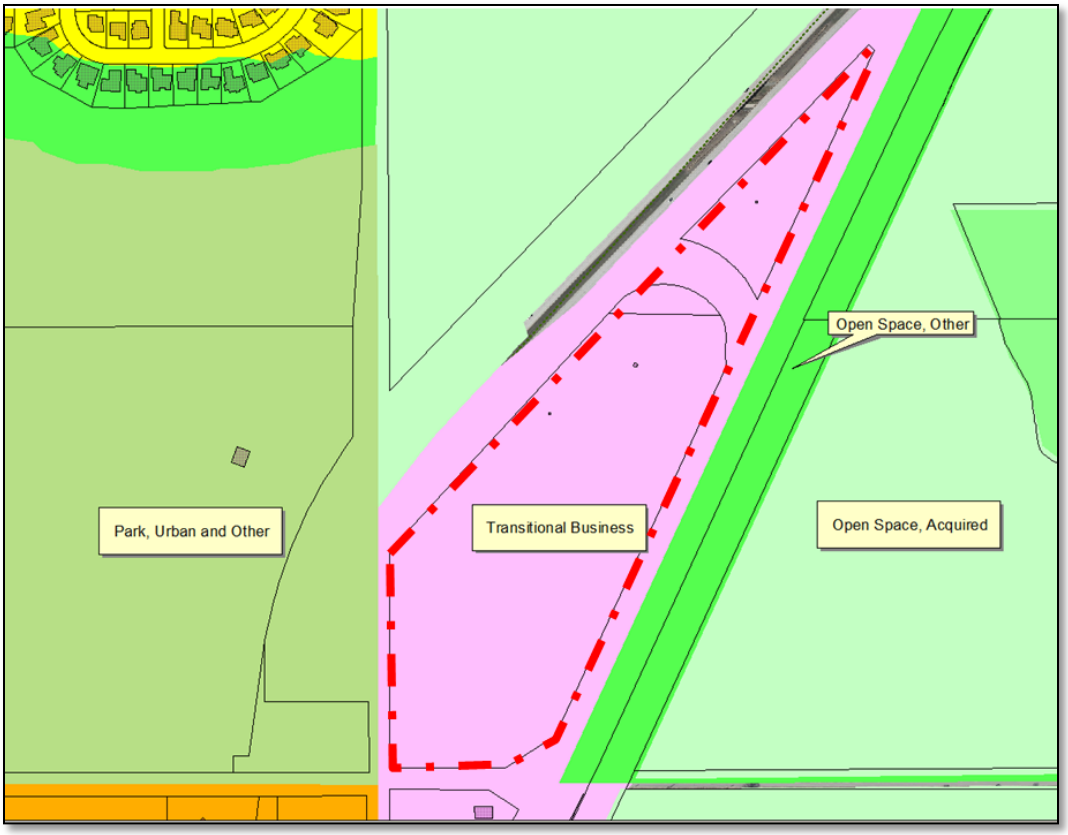


Figure 9: Comprehensive Plan Land Use Map

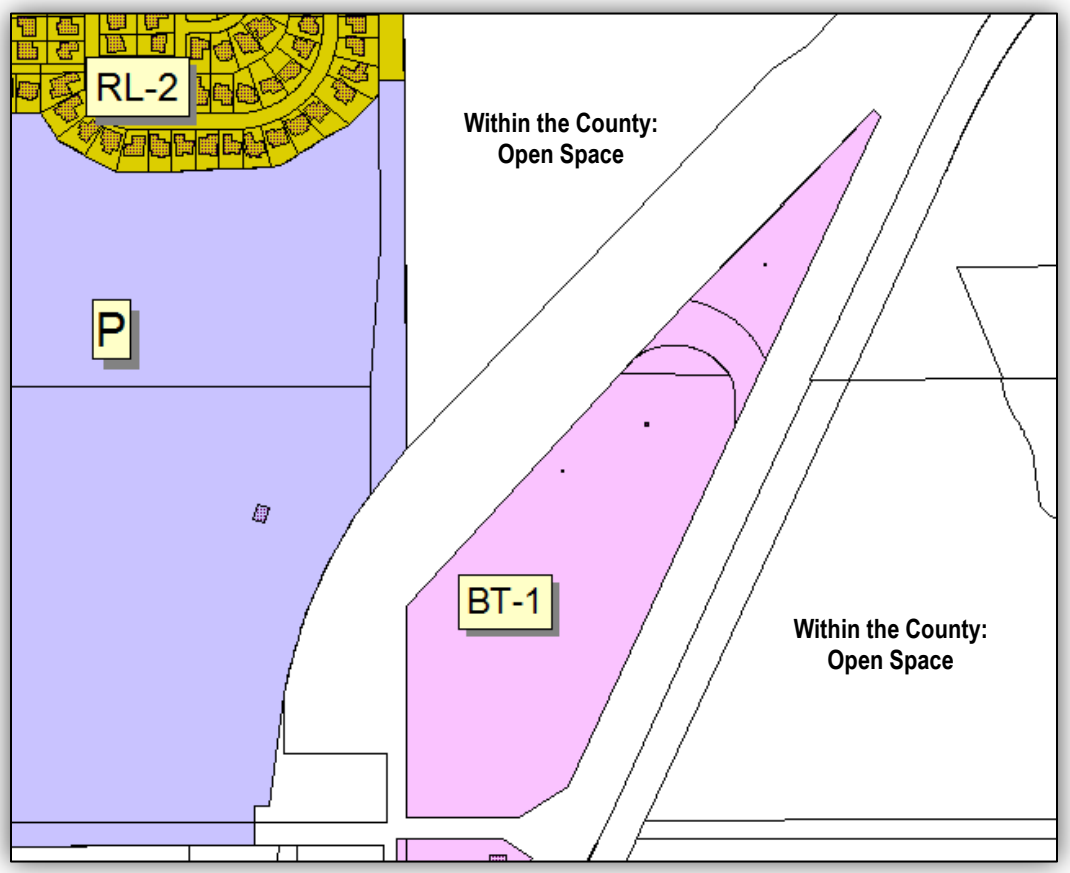


Figure 10: Zoning Map

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

- Inclusionary Housing: each new residential unit developed on the property is subject to 9-13 B.R.C., 1981, "Inclusionary Housing." The general Inclusionary Housing (IH) requirement is that all residential developments must dedicate 20 percent of the total dwelling units as permanently affordable housing. For rental projects this requirement may be met through the provision of on-site affordable rental units or comparable existing or newly built off-site permanently affordable rental units or through the dedication of land appropriate for affordable housing or by payment of a cash-in-lieu contribution. The proposed 387 units result in an inclusionary requirement of 77.4 permanently affordable units. The applicant's proposal to provide 83 permanently affordable senior units on-site would meet or exceed that requirement.

- Inclusionary Housing: Per 9-13 B.R.C., 1981, and associated regulations, permanently affordable dwelling units must be proportionate in type (such as detached, attached or stacked units) and number of bedrooms to the market rate units. Attached permanently affordable units must have an average floor area no less than 80 percent of the market-rate units, however this is a minimum and larger units are encouraged. Permanently affordable dwelling units must meet the "Livability Standards for Permanently Affordable Housing." No unit shall be considered a permanently affordable unit until the location, construction methods, floor plan, fixtures, finish and the cabinetry of the dwelling unit have been approved by the city manager.

- Inclusionary Housing: Any required documents including the Determination of Inclusionary Housing Compliance form, Covenants to secure the permanent affordability of the units, and an Agreement must be signed and if necessary recorded prior to application for any residential building permit. On or off-site permanently affordable units must be marketed and constructed concurrently with the market-rate units.

- Inclusionary Housing: Rental developments that meet the requirement with a cash contribution are required to acknowledge and agree to comply with that portion of the IH Ordinance which requires that if an owner chooses to convert the rental units to for-sale units within five years they will be required to pay the difference between the rental and for-sale CIL amount that was due when the building permit was issued.

- Inclusionary Housing: Any applicable cash-in-lieu contribution must be made prior to receipt of a residential building permit. The cash-in-lieu due is based on the amounts in place when paid.

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

Assuming the applicant pursues a Site Review application after Concept Plan, other types of permits may be necessary as the project plans progress:

- Technical Document for final plans (i.e. landscape, irrigation, architecture, lighting, engineering)
- A CDOT access permit must be reviewed and approved through a separate Technical Document Review process.
- A Special Use Permit will be required for the public improvements to be constructed within the CDOT right-of-way. The CDOT Special Use Permit must be applied for concurrently with Site Review submittal for preliminary CDOT approval and must have final approval prior to final engineering plan approval.

(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 is situated with Highway 119, 47th Street and Independence Road along with highway access lanes surrounding property. Opportunities exist to connect the project to the Fourmile multi-use path network that extends east to the Cottonwood Trail shown to the right. The site is challenged by the lack of close proximity to transit stops. As shown below, there are existing bus routes along the Diagonal Highway including the BOLT and the "J." However, as indicated on the map, there is one bus stop located within one-quarter mile of the site for north bound BOLT route only.

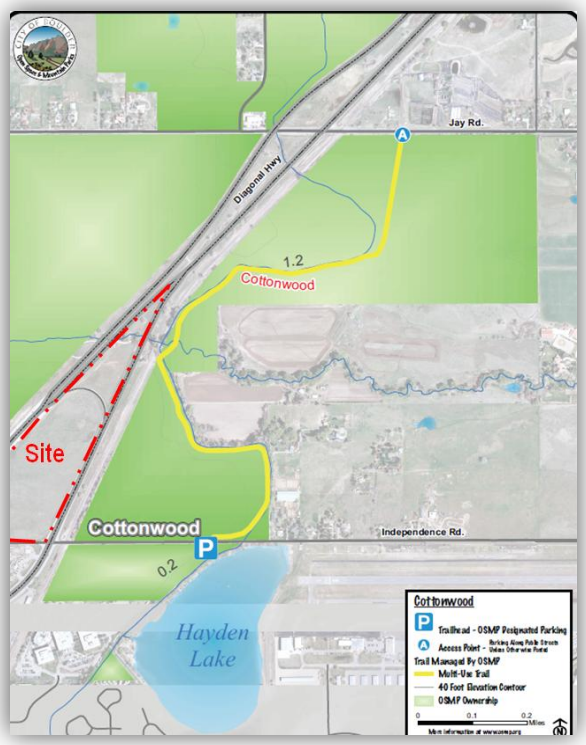


Figure 11: Fourmile Multi-Use Path

Figure 12: Walking Distances from Site to Bus Stope

In addition, given that the applicant is proposing a parking reduction, the challenge will be the preparation of a Transportation Demand Management plan without the benefit of transit on the site.

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

Portions of the site are located in the Four Mile Creek floodplain. The northernmost "triangular area" north of the off-ramp is primarily located in the conveyance and high hazard flood zones and development in these areas will be restricted in accordance with city floodplain regulations. The applicant will be required to dedicate a public flood control easement for the conveyance zone. A small area of the site south of the highway off ramp is also in the 100-year floodplain, and partially located in the high hazard and conveyance zones. Refer to the graphic on page 10.

There are no known special status species on the property. There are a number of large, mature trees on the northern most point of the site where the point of the site interfaces with the Fourmile Canyon Creek. That portion of the site doesn't appear to have any plans for redevelopment. However, at the time of Site Review an existing Tree Inventory will be warranted.

The property contains the individually landmarked #1-21 McKenzie Oil Well. Dating from 1901-1902, the Boulder Oil Field's McKenzie Well was designated a Landmark by Boulder City Council in November of 2002 and listed in the National Register of Historic Places in 2004. The well has significance not only for its association with the Boulder Oil Field, but the impact that the discovery of crude had on the growth and development of the city during the first decade of the twentieth century. These events have been recognized as making a significant contribution to the broad patterns of Boulder history.

Any physical change to the pump jack or well itself, including relocation, would require review by the Landmarks Board. Relocation of the pump jack would disassociate that element of the landmark from the well itself and would likely be found to be inconsistent with the historic preservation ordinance and the General Design Guidelines. Shown below is the original oil derrick from 1902, and as the pump appears today.

Figure 13: Images of the McKenzie Oil Well (from 1902 on the left and today on the right)

(7) Appropriate ranges of land uses;

The existing Transitional Business zoning supports a mix of uses as the intent in the zoning is to provide a transition between business and residential uses. This site is unique and differs from most sites in the Transitional Business zone in that there's little in the way of a built context surrounding the site with the exception of the highway. Typically, transitional business exists where there is a change in zoning from commercial or business uses and residential. The intent is to buffer the residential. The closest residential to this site, is ¼ to ½ mile away, as is the nearest business or office buildings. Therefore, while the existing zoning is intended to create a transition, there's little in the way of land use to transition to or from.

The appropriateness of the site for residential uses was a key issue raised during previous Concept Plan review discussions. Concerns about the lack of bicycle and pedestrian connections, safety and noise impacts from the nearby airport, traffic noise from the surrounding highway and lack of nearby services were discussed as reasons why this site may not be very livable. This is particularly true for the proposed senior housing on the site. Therefore, the question of residential on the site is less an issue of compatibility or appropriateness of land uses, but rather one of addressing the challenges of the site's location to create a desirable neighborhood.

Shown to the right are the ¼ to ½ mile distances surrounding the center of the site. As is noted, there's little in the way of walkable proximity to services or employment.

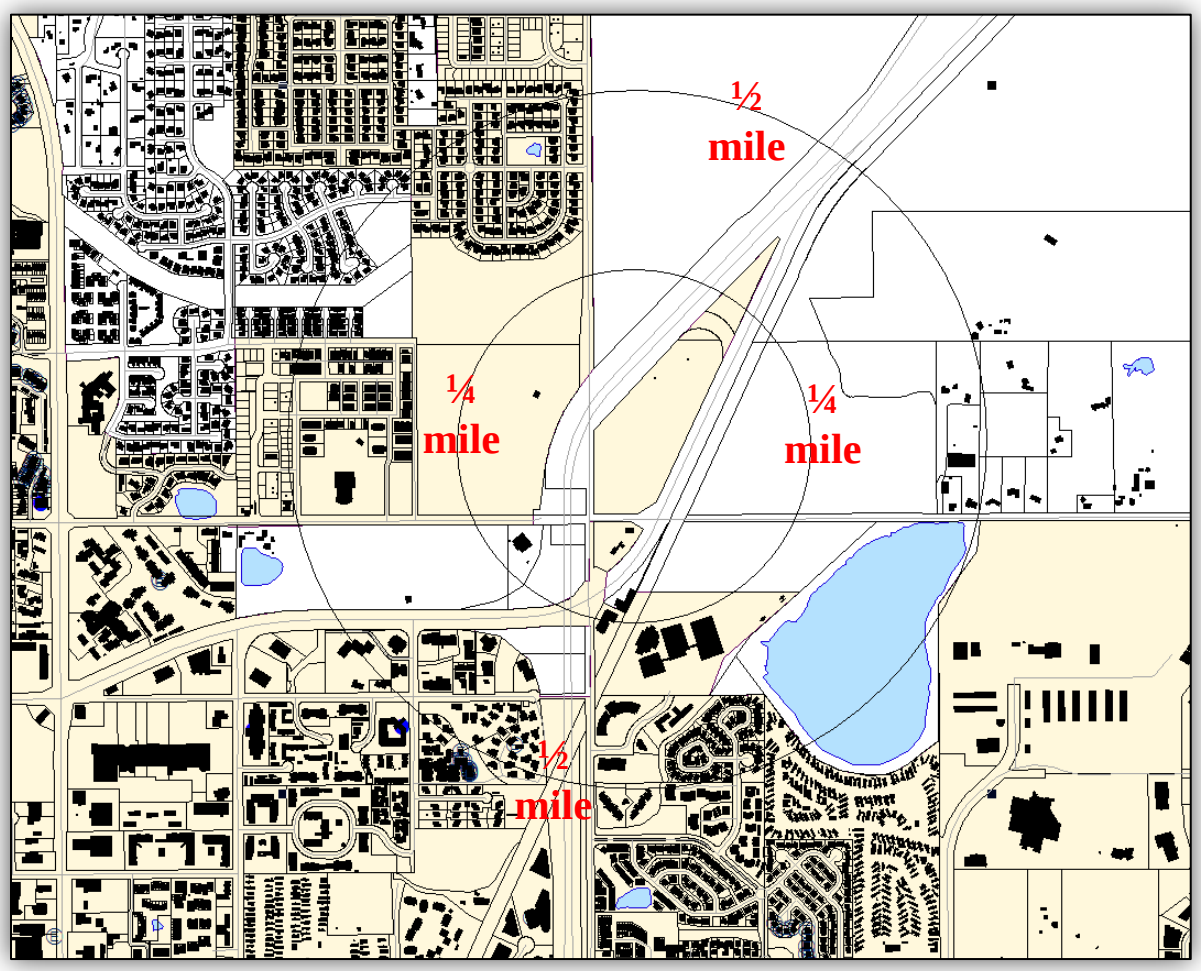


Figure 14: Walkable proximity to services or employment

8) The appropriateness of or necessity for housing

The proposed project's provision of housing, particularly affordable senior housing on site, along with a diversity of housing would help to meet several BVRC policies that address the need for housing. The challenge for this particular site, while meeting many of the policies for housing, is that the location doesn't meet the intent for mixed use and multi-family development proximate to transit, employment or services. The need for transit facilities in this location along with other services beyond the small retail and/or coffee shop proposed on site makes the site less appealing for residential and senior residential than other locations within the city. The following are the BVRC policies regarding the need for and provision of housing:

7.01 Local Solutions to Affordable Housing
The city and county will employ local regulations, policies, and programs to meet the housing needs of their low and moderate income households and workforce. Appropriate federal, state and local programs and resources will be use locally and in collaboration with other jurisdictions. The city recognizes that affordable housing provides a significant community benefit and will continually monitor and evaluate its policies, programs and regulations to further the city's affordable housing goals.

7.02 Permanently Affordable Housing
The city will increase the proportion of permanently affordable housing units to an overall goal of at least ten percent of the total existing housing stock through regulations, financial subsidies and other means. City resources will also be directed toward maintaining existing permanently affordable housing units and securing replacements for lost low and very low income units.

7.03 Populations with Special Needs
The city and county will encourage development of housing for populations with special needs including residences for people with disabilities, populations requiring group homes or other specialized facilities, and other vulnerable populations where appropriate. The location of such housing should be in proximity to shopping, medical services, schools entertainment and public transportation. Every effort will be made to avoid concentration of these homes in one area.

7.06 Mixture of Housing Types
The city and county, through their land use regulations and housing policies will encourage the private sector to provide and maintain a mixture of housing types with varied prices, sizes and densities, to meet the housing needs of the full range of the Boulder Valley population.

7.09 Housing for a Full Range of Households
The city and county will encourage preservation and development of housing attractive to current and future households, persons at all stages of life and to a variety of household configurations. This includes singles, couples, families with children and other dependents, extended families, non-traditional households and seniors.

7.10 Balancing Housing Supply with Employment Base
Expansion of the Boulder Valley housing supply should reflect to the extent possible current employer locations, projected industrial/commercial development sites, variety of salary ranges, and the demand such developments bring for housing employees. Key considerations include housing type, mix, and affordability. The city will explore policies and programs to increase housing for Boulder workers by fostering mixed-use and multi-family development proximate to transit, employment or services and by considering the conversion of commercial and industrial zoned or designated land to residential use.

7.13 Integration of Permanently Affordable Housing
Permanently affordable housing, whether publicly, privately or jointly financed will be designed as to be compatible, dispersed, and integrated with housing throughout the community.

KEY ISSUE 1: Is the proposed project consistent with the BVRC Transitional Business Land Use

The intent of Transitional Business is to provide less intensive business uses than General Business and provide a transition to residential areas. The BVCP land uses for the entire city are illustrated with the Transitional Business land use areas circled in Figure 15a below. As can be noted, the majority of these areas do serve as a transition from higher intensity business or industrial land use to residential. The exception is the subject site given that it is straddled on both the east and west sides with open space, as shown in Figure 15b. Because of this distinction, there are few precedents to compare to the site.

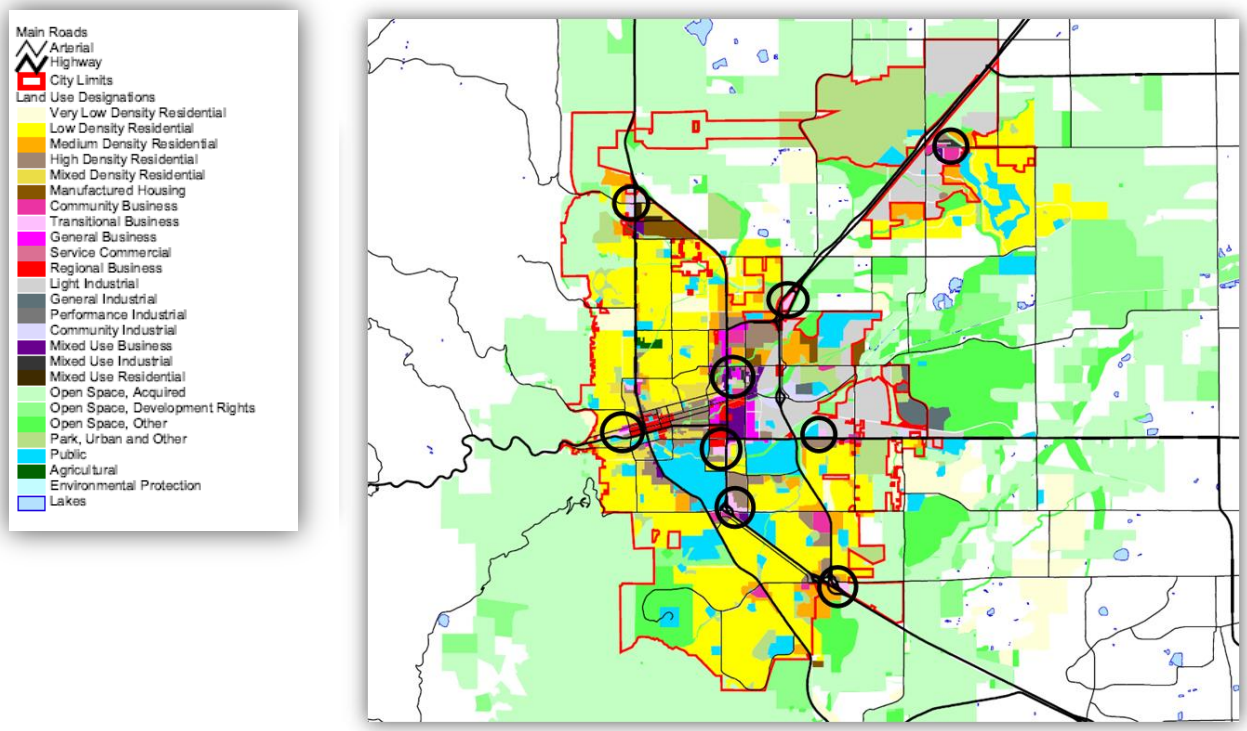
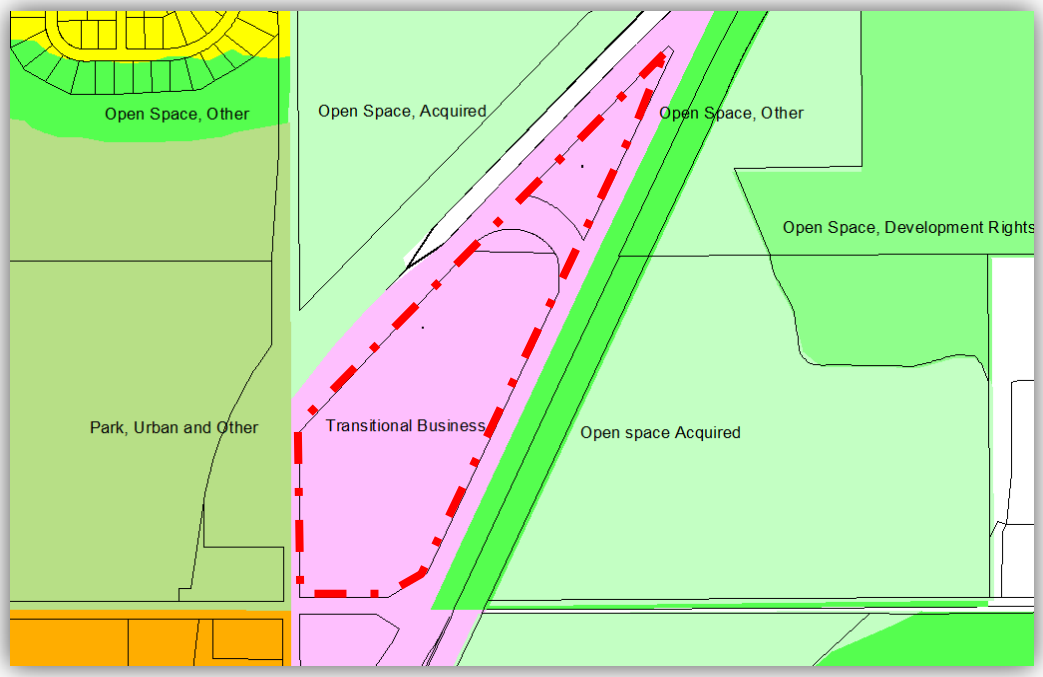


Figure 15a: Transitional Business Areas throughout the City (above); 15b: Land Use Context of Site (below)



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The closest land use precedent in the city that is a "transitional business" area surrounded by open space and major roadways is another "entryway" site located at the southeast end of the city at the apex of Highway 36/Foothills Expressway and South Boulder Road as shown in Figure 16. In that case, office buildings were constructed and are considered consistent with the intent of the Transitional Business Land Use.

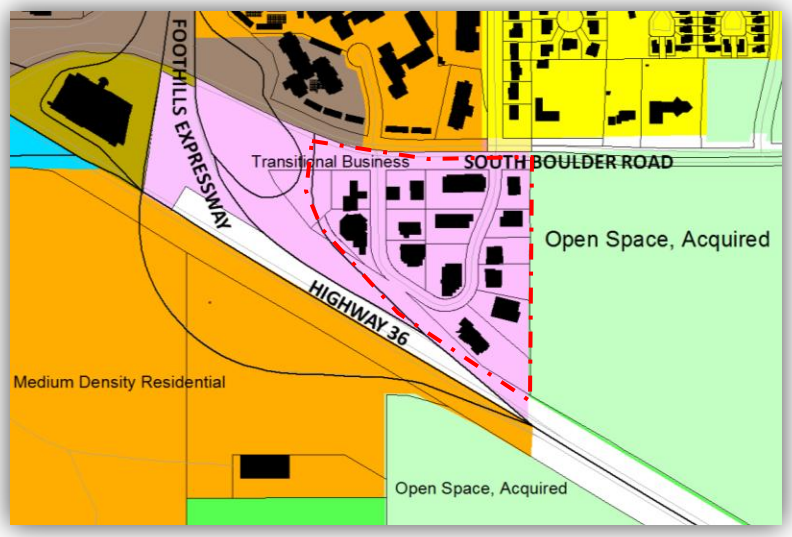


Figure 16: Comparable "Entryway "Transitional Business Site

Given the more intensive highway context of the subject site and the predominant use of the site for residential, rather than office, the Concept Plan is arguably contrary to the intent of the BVRC Transitional Business Land Use. However, it is important to note, that while the BVRC Transitional Business Land Use is intended to provide for "less intensive business uses" the Business Transition – 1 (BT-1) zoning does permit attached residential as a by-right use. Because the development on the site would require Site Review, analysis of the consistency of a site with the vision of the BVCP land use and policies is important to consider appropriateness of a use for the context.

KEY ISSUE 2: Is the predominant use of the site for residential consistent with relevant BVCP Policies?

While the Concept Plan does illustrate a mix of uses, the predominant use on the site is residential, with 295 attached residential units along with 83 permanently affordable senior units shown to occupy approximately three quarters of the development area. The question of appropriateness of the site for residential was discussed in previous Concept Plan reviews where residential was also the main use proposed on the site. At that time, the board acknowledged the need for residential in the city but questioned the site as a livable place for residential and comments noted that the site "in the middle of a cloverleaf" and that, "people would be living in a sea of traffic." Another comment noted that there would be a need to, "demonstrate that the site is livable." These issues remain with this Concept Plan.

Staff notes that with the surrounding highway traffic, noise and air quality would be among the impacts to any future residential. Accessibility for residents, particularly seniors, from this site to other services and transit outside of this site would be challenging as well. In previous reviews, there was a suggestion that an underpass for pedestrian connections would be important. While in the previous review, one board member suggested that perhaps the site would be more appropriate for seniors because of "fewer auto trips" and the ability for development to be "inward focused" as well as "residents may not be as affected by noise." Staff notes that there are BVCP policies that apply universally to residential development.

For example, BVCP policy 2.14 *"Mix of Complementary Land Uses"* states,

> *"The city and county will strongly encourage, consistent with other land use policies, a variety of land uses in new developments… Wherever land uses are mixed, careful design will be required to ensure compatibility, accessibility and appropriate transitions between land uses that vary in intensity and scale."*

The adjacent Highway 119 has a significant intensity creating impacts. Given that there is little ability to mitigate these impacts on the site through an "appropriate transition" staff finds that this policy would not be met by the Concept Plan.

Similarly, BVCP policy 2.21, *"Commitment to a Walkable and Accessible City" states,*

> *"The city and county will promote the development of a walkable and accessible city by designing neighborhoods and business areas to provide easy and save access by foot to places such as neighborhood centers, community facilities, transit stops or centers, and shared public spaces and amenities. The city will consider additional neighborhood-serving commercial areas where appropriate and supported by the neighbors they would serve."*

While the applicant is illustrating 53,000 square feet of retail office, there is little in the way of neighborhood serving commercial. There is also little opportunity to provide easy and safe access given the surrounding highway on the majority of the site. In addition, the site would need to create a sense of a neighborhood for residents that mitigates external impacts and provides for daily on-site services, something difficult to achieve in the highway context.

KEY ISSUE 3: Does the Concept Plan respond to the Design of the Community Edge and Entryway context?

In past Concept Plan and Site Reviews for the site, reference has been made to the site being a '"gateway" or at an "entryway" to the city as defined in BVCP Policy 2.05. This is evident in Figure 17, aerial photo; Figures 18 & 19, street views, the site is not only an "edge" or "entryway" into the main part of the city, but also is in the foreground of significant views from Highway 119 of the Flatirons.

> *<u>2.05 Design of Community Edges and Entryways</u>*
> *Well-defined edges and entryways for the city are important because they support an understanding and appreciation of the city's image, emphasize and preserve its natural setting, and create a clear sense of arrival and departure. Natural feature are most effective as edges, but public open land, major roadways or heavy tree planting can also function as community edges. As new areas are developed, the definition of a community edge will be a design priority. Major entryways into the Boulder Valley will be identified, protected and enhanced.*

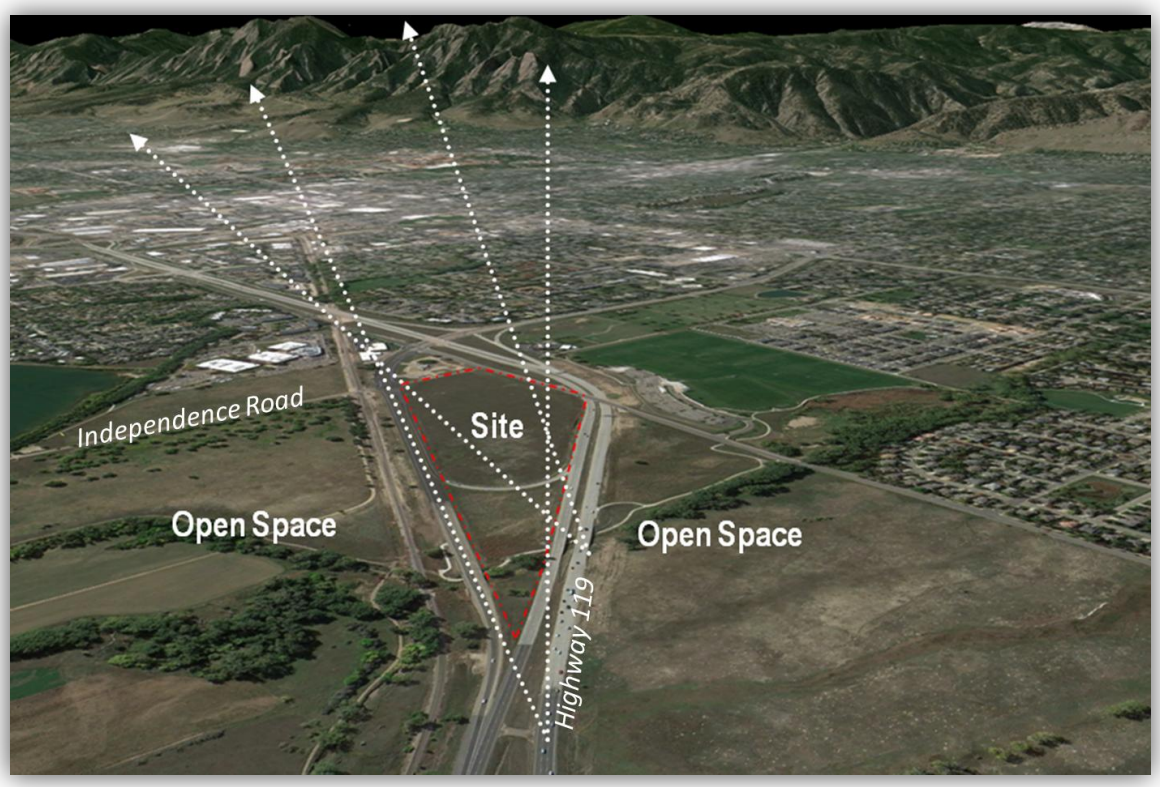


Figure 17: Birds Eye Aerial Showing Entryway Context of Site and in Relation to Flatiron Views

Figure 18: Distant view of the site when approaching from southbound Highway 119

Figure 19: Close in view of the site when approaching from southbound Highway 119

There are no images provided which depict the proposed massing on the site from this viewshed. However, because of the high visibility of this site from Highway 119, the development plans would need to make a strong statement for design excellence and simultaneously preserve the significant view corridor toward the Flatirons. Previous discussions about development on this the site have noted that this unique site context would warrant emphasis on iconic architecture yet in a style that would simultaneously be understated in relation to the views.

As currently configured, there are parking areas that are shown to abut the highway. While typically such an approach could provide a buffer for the buildings for the living/working areas of the site from a highway, in this case, parking lots would not be an appropriate design response to the "entryway" context.

CONCLUSION:
The Concept Plan is challenged by questions of consistency with the BVCP Land Use designation of Transitional Business, by accessibility and compatibility of the site in relation to the surrounding highway as well as the responsibility of building upon a city entryway site.

PUBLIC COMMENT AND PROCESS:
Required public notice was given in the form of written notification mailed to all property owners within one-half mile of the subject site and a sign posted on the property for at least 10 days. It is important to note that while the Land Use Code standards for mailing are to property owners within 600 feet, given the surrounding open space to the site, staff determined that a radius of ½ mile would better serve the process by notifying the nearest neighbors. Therefore, all notice requirements of section 9-4-3, B.R.C. 1981 have been met. At the time of the memo preparation, eleven comment letters were received and are provided in **Attachment B**.

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

Approved By:

David Driskell, Executive Director
Department of Community Planning and Sustainability

ATTACHMENTS:
A: Planning Board Minutes from previous Concept Plan review 2001 and 2006
B: Community Comments
C: Concept Plan Submittal

MCKENZIE JUNCTION CONCEPT PLAN
DECEMBER 13, 2001 PLANNING BOARD MEETING
SUMMARY OF PLANNING BOARD COMMENTS

"Gateway" Site

Cowles: A gateway property marks a transition between open space and the city.

I like the mixed use concept but this proposed project turns inward, which is the opposite of what we want. A mixed use project should have well defined connections with the area outside its boundaries, so that there will be a flow of life and energy between the project and its surroundings.

Gunter: A gateway should symbolize Boulder and its values; an oil well does not symbolize Boulder values.

Nielsen: This gateway should be an edge with landscaping; less is more.

Pommer: The proposal gives some of what the community wants but it is a unique setting.

Use the "triangle" north portion of the site as a landscaped edge.

Land Uses

Board: Concurs that a hotel (maximum three stories) should be considered as a potential use.

Board: Unanimously supports some type of land swap so alternative uses can be developed on the site.

Cowles: The development proposed is too dense; cut the number of offices and jobs to help our jobs/population balance (TB sites are under consideration for less density allowed). Less on this site is better. I'd rather see housing than commercial, since the city actually needs housing.

Look at park uses.

A hotel use may be appropriate since those visitors would be driving in cars anyway; also, there is no campground in Boulder – could this be a possible site?

Gunter: Underground parking may not be a great idea for this site, given environmental and water resource concerns.

The applicant has done an excellent job with a site that's a disaster.

The previous concept plan for a hotel was rejected due to the building height, not the land use; a limited service hotel could be a good use for this site (safer since much of the building would be unoccupied during daytime flights).

How would the flex space units get sold together (residential and commercial unit)?

Local "support" uses (e.g. coffee, bagel shops) would be key; surrounding properties may also provide these support uses.

Nielsen: Are there civic uses (soccer fields, transit hub, etc.) that would preserve the views and keep the oil well? Has the city explored if those options are possible?

The flex space concept is intriguing. How workable will it be for business with visiting clients?

Consider a special district to assist city purchase of the site.

O'Hashi: What is the reason for City Open Space not purchasing the site?

Pommer: Adequate parking is key; there is no place for parking to "spill out".

The site may have a carrying capacity that doesn't match its acreage; the applicant would have to demonstrate that the land use intensity is appropriate

Residential Uses

Cowles: The site is in the middle of a cloverleaf; who would want to live there? People would be living in a sea of traffic.

Could the site be more appropriate for a residential community for seniors? This use would have fewer auto trips, can focus inward, and residents may not be as affected by noise (an underpass for pedestrian connections would be important).

Gunter: Due to the surrounding roads, it could a bad place to live; but the city is residence-starved. Can you make the site livable and sellable?

Pommer: Which schools will serve the site?

The inclusion of service uses will be important.

The applicant will need to demonstrate that the site is livable. We want more housing but are not convinced that housing is appropriate on every site; commercial uses make more sense on this site. We try to balance on all individual sites.

Perhaps find someone with a commercial site who would rather develop residential units

Transportation

Cowles: Almost all trips to and from the site would be by car because the 47th street flyover to the SW, the Diagonal to the NW and the offramp and Diagonal that wrap most of the rest of the property create a wall of severance which can be safely traversed only with a car well equipped with air bags.

Gunter: The transportation study should be conservative in its assumptions about the site; include trips to be generated by future development; use up-to-date traffic numbers; for TDM plans, assume a large number of trips (perhaps charge employees $2.00 per day and distribute fees to people who use alternate modes).

Nielsen: Would want to see underpasses to the west and east (to the open space and soccer fields).

O'Hashi: Traffic impacts and a TDM program are key.

Architecture

Cowles: I like the elevations, but concerned that the buildings create an urban space that works.

The proposed commercial architecture is noble for a gateway and reflects our plains heritage.

The street orientations may need to shift to protect the best views

Gunter: Cover buildings with landscaping for a more natural look rather than making an architectural statement.

Enhance the landscaping to help with noise buffering (e.g. evergreen trees).

The commercial architectural style shown doesn't work – the rest of the architectural character is OK.

Consider going to DDAB Board for review – great free advice and their comments are not binding

O'Hashi: The architectural style reflecting the McKenzie history complements the design. Be careful not to create fake history – may not be appropriate

Nielsen: Doesn't like the "silo" feature design; understands that the design is very conceptual

Pommer: The architectural design is important – need a street façade for highway users to view, but the buildings must focus inward also. Likes the conceptual architectural design.

There should be some consistency between the different building types (e.g. use of flagstone or tile materials) so that they appear as one development.

For a previous concept plan review, the Planning Board indicated that 55 feet would not be an acceptable building height

Noise

Gunter: What disclosure will be given to tenants and owners re: noise?

Pommer: Compare this site with the noise generated and traffic counts from streets adjacent to other residential developments, e.g. The Boulders, Wellman Creek, Tantra, Moorehead residences backing onto US 36, and the condos at US 36 and Table Mesa Drive.

Oil Well

Board: Concurs that the well should be considered for landmarking.

O'Hashi: If the oil well is in production, consider how it may affect the plan if it is kept active.

What will the reclamation plan be, given the city landmarks and COGCC processes?

Where is the oil well reservoir? The holders of the surface rights may have the right to drill additional wells on the property

Airport Influence Zone

Gunter: Has observed planes and gliders going over the site. The real issue is that there have been some crashes.

Has concern about the building height proposed. Buildings should be under 35 feet, for safety from flight paths.

Would like more information on glider and plane flight paths.

The applicant will be required to underground all utilities

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
August 3, 2006

BOARD MEMBERS PRESENT:
Elise Jones, Chair
Simon Mole, Vice Chair
John Spitzer
Phil Shull
Adrian Sopher
Claire Levy
Richard Sosa

STAFF PRESENT:
Robert O. Cole, Land Use Review Manager
Ruth McHeyser, Acting Planning Director
David Gehr, Assistant City Attorney
Brent Bean, Senior Planner
Steve Durian, Engineer
Jody Jacobson, Communications
Mary Wolff, MRW & Assoc.

ACTION ITEMS
A. Public hearing and consideration of Concept Plan LUR2006-00044, McKenzie Junction. Concept Plan proposal includes the development of up to 344 residential units and 35,000 square feet of non-residential use.

Applicant: Scott McFadden, Trammell Crow Residential Development
Owner: Birch Mountain Limited Liability Company

Elise Jones:
The site is a median, not good for residential. It is an entrance to the city though. What might go there - perhaps a church, one piece of incredible architecture or more soccer fields. Residential doesn't work on the perimeter. Service Industrial might work on the south end where it's less visible. Disagreed with Commissioner Spitzer that this site was appropriate for affordable housing because the site is so undesirable. Keep the connection to the bike path on 4-mile creek. Not adverse to some residential but it needs to address noise, open space, and have a lower density and a different configuration. The notion that it's a glorified highway median is what the developer has to overcome.

Simon Mole:
Is the proposal compliant with the park service area requirements? Concerned about the access; ingress and egress. Perhaps we can transfer Service Industrial zoning from somewhere else in the city. This site is just about uninhabitable due to noise etc. but some kind of building would be acceptable here. I do not believe you can get a neighborhood or community here. This is a place that is auto-oriented, maybe service industrial with some live-work. Height is not an issue at this location. If the developer can answer the question of who and how people will live residential may be supportable. Noise is a problem overall, building techniques can mitigate the indoor impacts but it's a problem for outdoor living.

John Spitzer:
Development that results in a fortress will create a sound wall, but as a gateway site is a wall of buildings appropriate. Site needs less density and more of a whimsical flavor. Affordable housing, this site has potential because it is so undesirable that the developer might be able to meet an affordable price point. Perhaps a live/work, service industrial environment.

Phil Shull:
I don't think the site will ever work as a gateway. There's no distinguishing characteristics to celebrate. It is an abrasive even hostile site for residential. The commercial tenants would also struggle, the location is wrong, and the site is too small. The Site has a limited chance of surviving as a mixed-use site. Some built form won't damage the view-shed irreparably. Biggest issue is the noise buffering, how to mitigate. Service industrial could be a viable use for this site. I do think limited residential could
C:\Documents and Settings\HabeH1\Local Settings\Temp\8.3.06 min.doc 3
work on the interior, with a campus feel. View impacts are not an issue at this location. The site is auto oriented but doesn't need all the streets proposed. Density does not work here – half what is proposed. There would be a high turnover of rentability, no one would want to live here for any length of time.

Adrian Sopher:
The site is not a gate way, it projects out and is disconnected from the rest of the community. The site is designated Area I on the BVCP. Only at the center of the site is the sound reduced to a point where housing might work. I can see small scale estate residential buffered by trees in the center, if you wanted to do res. here. High density residential is not appropriate for this site. As a gateway, no building on the site will block the views of the mountains, this is not a concern. Do not put residential on the perimeter, office or service commercial would work to protect the interior for possible residential. The central area should have a fair amount of green/park space. Not sure the egress on the East works because of acceleration distances. The balance of uses is not supportable to make this a viable community. The noise issue must address. The site is not a comfortable place for residential with traffic on all sides at all times.

Claire Levy:
This really is a median. I can't see putting a community of people here. Though we need affordable housing, this location is disconnected and has access issues. This is a place for service industrial. The site is not appropriate for retail due to access and location. Three story structures would be acceptable at this location. But could work for small services and to get things fixed. I don't think development will mar the view to the flatirons. I wouldn't object to something messy on the site, we need places for messy things to happen in the community. Housing on this site would be a real challenge due mainly to the noise. Access is also a challenge, what's proposed is circuitous. Residential density will need to be lower. The site is an island, hemmed in with no connectivity, nowhere to walk.

Richard Sosa:
Site should be Open Space, because it has noise issues that probably can't be resolved. Health and safety for residents is difficult given that the site is surrounded by highways. The corridor is an important view-shed as an entryway. The proposal does not have discernible entryways. The noise issue will be difficult to overcome. Walls are not a good idea as a planning feature. The proposed site plan has cluttered roads and too many. I want to see more usable, functional green space/park area.

From: Sharon Penny [mailto:[redacted]m]
Sent: Monday, April 20, 2015 4:51 PM
To: McLaughlin, Elaine
Subject: Alexan Flatirons project

I would like to make known my objection to the Alexan Flatirons project at 3600 SH 119, review #LUR2015-00028.

1. Traffic issues: The area is basically the median of the diagonal highway, and the intersection of many roads. Traffic congestion is already bad there, and adding this project would seriously impact people's ability to get to and from work in a timely fashion, as well as increase the number of accidents.

2. Size: The project is way too ambitious for the size of the property.

3. Lack of parking: The notification letter did not specify whether any parking would be provided. But I would point out that the soccer fields right across the street already have issues with inadequate parking, causing illegal parking in the adjoining neighborhoods. This problem would only exacerbate the problem.

4. No public transportation: To my knowledge there is no public transportation to the area, so all access would be by private vehicle.

5. Comment: If this project were suggested for the area north of BT-1, it might be a feasible use of the space, but the BT-1 area in question would serve the city better as a small green area or park to greet visitors coming into to town from the NE.

Thank you for your consideration of my input.

Sharon Penny
4894 Hopkins Pl.
Boulder

-----Original Message-----
From: K.C. Gordon [mailto:[redacted]]
Sent: Tuesday, April 14, 2015 7:18 PM
To: McLaughlin, Elaine
Subject: Concept plan comment

Elaine,

I'm commenting on the concept plan LUR2015-00028.

After receiving in the mail from the City of Boulder Planning and Development Services a notice on this plan I have only one comment for consideration. I think you will need a traffic signal at the intersection of RH-4, Diagonal Hy and Independence Rd. It almost needs one now as the traffic entering that intersection from the east on Independence Rd. has been increasing. Travelers usually want to go into Boulder, south on RH-4, Diagonal Hy from Independence Rd., and with the speed of cross traffic, it can be a tricky maneuver. Adding this density to this area will certainly require some safety improvement, like a traffic signal. Speed limits in RH-4, Diagonal Hy are 55mph north and 45mph south.

Thank you,

Kenneth Gordon
3265 34th Street Apt.53
Boulder, CO 80301-1964
tel-303-444-6689
kc9989@comcast.net

April 17, 2015

City of Boulder
Planning and Development Services
P.O. Box 791
Boulder, CO 80306

Dear Sirs:

Subject: Neighbor Input Re: LUR2015-00028

As residents of the Four Mile Creek neighborhood in north Boulder, we received notice of a concept plan and review of the proposed "Alexan Flatirons" project. Because we will be out of town on May 7, we would like to comment via this letter.

We believe the project is unsuitable for the site for several reasons:

1. Site too small for the proposed density – Three-story buildings holding 378 residential units (and a small amount of commercial) would greatly impact surrounding neighborhoods.

2. Lack of parking – The project proposes 570 parking spaces plus one small "community" parking area, which seems inadequate. Having all parking on-street makes entrance and egress more difficult (compare with the Northfield Commons neighborhood, where this is also the case).

3. 2.62 acre "park" – Though a small "community" garden is proposed, there is no real park for the neighborhood, only a long, thin triangle of leftover land (called a "greenway"). We believe a new apartment complex development would attract small families with children. The lack of facilities will increase pressure on the overcrowded Palo Park East, which is now already serving four neighborhoods: Palo Park, Four Mile Creek, Northfield Commons, and Northfield Village. (We have heard that the vacant plot to the south of East Palo Park is also proposed for residential development.)

4. Site is between two highways – Of course, people desperate for housing might consider this an acceptable alternative, but it poses health and safety hazards (high-speed traffic and exhaust from the Longmont Diagonal). A new entrance would be required, or an upgrade to Independence Road, and it is unclear who would pay for this (city, county, or developer?).

5. Encroachment on buffer between Boulder and cities to the east. The proposed residential project adds to further eastward urban sprawl from Boulder. Avoiding this has been a long-standing goal of the Boulder County Comprehensive Plan.

6. Lack of public transportation – RTD at 47th and Iris goes to Longmont, not Boulder. The nearest bus stop into Boulder is across a busy exit off the Longmont Diagonal. If a goal of adding higher density housing is desirable for Boulder, the city should be required to negotiate with RTD for improved public transportation facilities.

The site may be more suitable for a single hotel or doctor's office, etc., and is zoned for that use, although we would prefer to see it preserved as open space (similar to the fenced plot along 47th Street between Cottonwood Trail (Kalmia?) and Jay Streets). (Of course, this property would have to be purchased from the current owners to become open space.)

We recognize that Boulder is a desirable place to live, but we also recognize that with careful planning it has grown slowly—until recently. Compare it to Colorado Springs, which 20 years ago was about the same size as Boulder, and which now has a population of over 400,000, or Austin, Texas, which has grown from 100,000 to 800,000 in the same period.

Thanks and best regards,

Russell Rew
Juliana Rew

Russell and Juliana Rew
4101 S Hampton Cir
Boulder, CO 80301

From: Josh Kahn [mailto:[redacted]]
Sent: Thursday, April 16, 2015 5:45 PM
To: McLaughlin, Elaine
Subject: LUR2015-00028

All those family units and surrounded by major roads. Is there any retail nearby that will not keep everyone out of their cars? I cannot see how this development makes any sense? Maybe retail but a neighborhood surrounded by the highway and other roads with no other infrastructure nearby?

Josh Kahn
3990 Montclair Lane
Boulder, CO 80301

From: suzywolf@gmail.com [mailt[redacted]]
Sent: Thursday, April 23, 2015 11:17 AM
To: Dean E. Wolf
Cc: McLaughlin, Elaine; dean wolf
Subject: Neighbor Comments/Concerns regarding Alexan flatirons development.

Dear Elaine,
I would like to submit the following comments/concerns to be placed in the Staff memorandum to the Planning Board.

I agree with my husband, Dean Wolf's, comments (below) and would like to add a concern for the prairie dogs who currently reside in that field. Is it possible to relocate them and then dig a barrier so that they do not come back? What is the plan to avoid killing them while building any development on this property. Our nine year old daughter is very worried about them and we wanted that to be on the record.

Thank you!

~Suzy Wolf
4 Mile Creek Resident

From: Dean E. Wolf [mailt[redacted]]
Sent: Thursday, April 23, 2015 2:01 PM
To: McLaughlin, Elaine
Cc: law@ipmls.com
Subject: RE: Neighbor Comments/Concerns regarding Alexan flatirons development.

1. The developer is seeking approval to build 368 high density multi-family units on the property. That number seems very high (and greedy). The families would be packed in like sardines with so many units. I'm curious to know how many persons total would inhabit this development. If one assumes 3 persons per unit, then we're talking 1,104 additional persons.

2. The proposed development would essentially be an isolated island of 368 high density multi-family units surrounded by freeways (Hwy 157), high-speed roadways, and train tracks. The noise and pollution factors alone would seem to make this development prohibitive of such a large residential development. The location of this development seems much more suited for low density residential with a larger proportion of the property allocated for business/commercial use.

3. Noise of Train - I am a resident of 4 mile Creek Development, and live near 47th street. Trains running on the train tracks near the proposed development site frequently blow their horns multiple times between 12am and 4am. From my house, the noise of these train horns sounds very loud, even with the windows of our home closed. these train horns would most definitely be very disruptive to the residence of the proposed development.

4. No sidewalks/pedestrian access. As far as I can tell, the proposed development plan does not include any plans for building sidewalks around the entire development. this presents a major safety issue, as it is very likely that the residents of the development will wish take the shortest path (e.g., via jaywalking across diagonal highway and other nearby streets) to access (via foot) the Pleasant View

Soccer fields and open space areas (e.g. cottonwood trail)

5. Possible toxic environmental/soil contamination due to presence of existing oil well on property. Has any study been conducted to determine the extent to which the soil and groundwater on the property has been contaminated by the oil well? If such contamination exists, it could be very harmful for children living in the development, as well as adults.

6. Increased probability of pedestrians attempting to illegally cross over the train tracks to access open space areas (e.g., cottonwood trail). There is already an issue with users of the multi-use path (on the north side of train tracks) illegally crossing over the train tracks to access open space areas (e.g., cottonwood trail). The addition of 1000 additional nearby residents would greatly exacerbate this problem.

7. Insufficient allocation of outdoor recreational space in development plan. where would the children of the development play outside? In the development's concrete parking lots? For the development of this size, one would expect that adequate outdoor recreation space be allocated for the recreation of the residents of the development, including, for example, a large grass field (for sports such as soccer, baseball, football), a playground area and play structure for younger children, picnic tables, shade structures, etc.

8. Wetlands issue. There currently exists a wetlands on the property. Has the developer conducted an adequate environmental impact report (EIR) to determine how the development might affect the wetlands and native species which inhabit the wetlands?

9. Traffic congestion issue.in addition to the obvious traffic congestion issues relating to 400-800 vehicles attempting to enter/exit the development property, there is also the issue of southbound on ramp to the Diagonal Highway at 47th St., which, currently, is accessible only via a left turn lane that can accommodate at most 20 vehicles before the line backs up into the intersection of Diagonal Highway/47th

10. School Over Enrollment Issues. Where would the children from this development attend school? Has the developer addressed this issue at all? Which elementary school would be the "local" school? Which middle school? The closest public elementary school Crest View Elementary, which is already over capacity (with over 600 students). I am a member (and former chairperson) of the Crest View Elementary School Accountability Committee (SAC), and I know that Crest View Elementary is already struggling with significant issues relating over enrollment of students at that school. There is ongoing concern that these over enrollment issues will further be exacerbated by the enrollment of additional new students from the new development communities just west of Pleasant View Fields. Similar over enrollment issues also currently exist at Centennial Middle School. it is not feasible or practical to assume that there is adequate space at either Crest View elementary or Centennial middle school to accommodate the children of the proposed Alexan flatirons development.

_____
Dean E. Wolf
Intellectual Property Attorney
Corporate Counsel
Tel: 510.655.9111
Fax: 510.868.2711
Telecon: 712-832-8310 x 3887328
http://www.linkedin.com/in/deanwolf

From: McLaughlin, Elaine
Sent: Thursday, April 23, 2015 1:56 PM
To: 'Dean E. Wolf'
Cc: 'dean wolf'
Subject: RE: Neighbor Comments/Concerns regarding Alexan flatirons development.

Hi Dean-

We appreciate your thoughtful concerns. Could you please authorize attachment of these comments into the staff memo that goes to the Planning Board? Your email has a disclaimer statement that requires authorization. Then, per your request, I've provided some preliminary responses to your questions in ***bold italic*** below. Some of the points you bring up were similarly identified by staff in comments to the applicant and in the draft memo to Planning Board. Additional or expanded information will come from other disciplines (such as transportation or engineering) prior to Planning Board, but I did want to respond to your request to address the comments.
All the best-
Elaine

Elaine McLaughlin, Senior Planner
Department of Community Planning + Sustainability
City of Boulder
1739 Broadway, 3rd Floor
Boulder, CO 80306-0791

303-441-4130 (phone)
303-441-3241 (fax)

http://www.boulderplandevelop.net
http://www.bouldercolorado.gov/

From: Dean Wolf (iPhone) [mailto[redacted]]
Sent: Thursday, April 23, 2015 11:13 AM
To: McLaughlin, Elaine
Subject: Re: Neighbor Comments/Concerns regarding Alexan flatirons development.

Thanks for confirming, Elaine. Unfortunately, I will be out of town on May 7, and will not be able to personally attend the planning board meeting.
Just curious… Are you able to address any of my comments/concerns with me either by phone or email?

Dean E. Wolf
Intellectual Property Attorney
law@ipmls.com • 510.290.8866
www.provisionalpatentlawyer.com

From: Dean E. Wolf [mailto:[redacted]]
Sent: Thursday, April 23, 2015 2:48 AM
To: McLaughlin, Elaine
Cc: 'dean wolf'; [redacted]
Subject: Neighbor Comments/Concerns regarding Alexan flatirons development.
Importance: High

Dear Elaine:

I am a resident of 4 Mile Creek Development, and wish to su bmit the following comments/concerns to be placed in the Staff memorandum to the Planning Board regarding Alexan flatirons development.

Kindly confirm receipt of this email communication.

Thank you.

Regards,
--Dean Wolf
Resident of 4 Mile Creek Development

1. The developer is seeking approval to build 368 high density multi-family units on the property. That number seems very high (and greedy). The families would be packed in like sardines with so many units. I'm curious to know how many persons total would inhabit this development. If one assumes 3 persons per unit, then we're talking 1,104 additional persons. ***At this stage of the review process, Concept Plan, the applicant hasn't prepared detailed plans illustrating the number of bedrooms so it's difficult to be definitive at this early stage. The plans include 83 senior residential units, so the number of residents per unit may be less than the three. Beyond that information, there is no definitive demographic data at this point.***

2. The proposed development would essentially be an isolated island of 368 high density multi-family units surrounded by freeways (Hwy 157), high-speed roadways, and train tracks. The noise and pollution factors alone would seem to make this development prohibitive of such a large residential development. The location of this development seems much more suited for low density residential with a larger proportion of the property allocated for business/commercial use. ***Staff has noted this in comments to the applicant as well as the draft staff memo. The zoning on the site is Business Transition – BT-1 which is intended for lower intensity office/commercial, but for which attached residential is permitted by-right.***

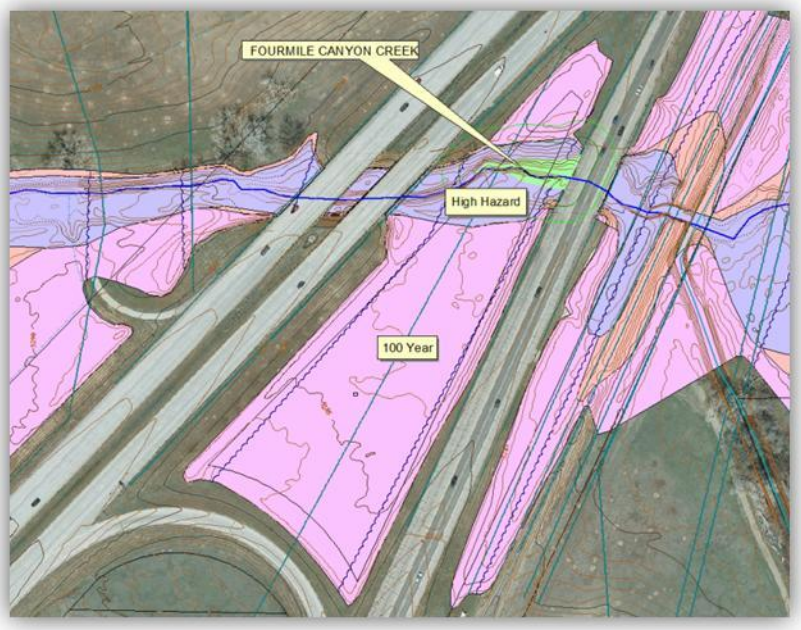
3. Noise of Train - I am a resident of 4 mile Creek Development, and live near 47th street. Trains running on the train tracks near the proposed development site frequently blow their horns multiple times between 12am and 4am. From my house, the noise of these train horns sounds very loud, even with the windows of our home closed. these train horns would most definitely be very disruptive to the residence of the proposed development. ***The proximity of residential to trains are not currently regulated. There are discussions about creating "quiet zones" in limited places in the city which require implementing infrastructure at crossings in coordination with the BSNF Railroad.***

4. No sidewalks/pedestrian access. As far as I can tell, the proposed development plan does not include any plans for building sidewalks around the entire development. this presents a major safety issue, as it is very likely that the residents of the development will wish take the shortest path (e.g., via jaywalking across diagonal highway and other nearby streets) to access (via foot) the Pleasant View Soccer fields and open space areas (e.g. cottonwood trail) ***Staff recognizes this concern and has indicated this in comments to the applicant and the staff memo.***

5. Possible toxic environmental/soil contamination due to presence of existing oil well on property. Has any study been conducted to determine the extent to which the soil and groundwater on the property has been contaminated by the oil well? If such contamination exists, it could be very harmful for children living in the development, as well as adults. ***Drainage reports are required for development and if contamination is indicated it the report, regulation of any mitigation is through the State of Colorad .***

6. Increased probability of pedestrians attempting to illegally cross over the train tracks to access open space areas (e.g., cottonwood trail). There is already an issue with users of the multi-use path (on the north side of train tracks) illegally crossing over the train tracks to access open space areas (e.g., cottonwood trail). The addition of 1000 additional nearby residents would greatly exacerbate this problem. ***Independence Road on the south end of the site does connect to the trailhead for Cottonwood Trail east of Highway 119. The information about illegal crossings is helpful to understand however, and I will share this with our transportation engineers.***

7. Insufficient allocation of outdoor recreational space in development plan. where would the children of the development play outside? In the development's concrete parking lots? For the development of this size, one would expect that adequate outdoor recreation space be allocated for the recreation of the residents of the development, including, for example, a large grass field (for sports such as soccer, baseball, football), a playground area and play structure for younger children, picnic tables, shade structures, etc. ***This would need to be further studied as project plans progress as what they are illustrating today is very general. Staff concurs that adequate open space would be important and the applicant will be required to meet and exceed city standards for open space for BT-1 zoning which requires 1,200 square feet of open space per dwelling unit that can be aggregated together. This is a good point particularly about the qualitative nature of opens space provided, particularly given the highway surroundings.***



8. Wetlands issue. There currently exists a wetlands on the property. Has the developer conducted an adequate environmental impact report (EIR) to determine how the development might affect the

wetlands and native species which inhabit the wetlands? ***The wetland appears to be confined to the area aligning Fourmile Canyon Creek (shown in green on the attached map). They are not showing any development near the creek or north of the round access ramp.***

9. Traffic congestion issue.in addition to the obvious traffic congestion issues relating to 400-800 vehicles attempting to enter/exit the development property, there is also the issue of southbound on ramp to the Diagonal Highway at 47th St., which, currently, is accessible only via a left turn lane that can accommodate at most 20 vehicles before the line backs up into the intersection of Diagonal Highway/47th ***At the time of Site Review, if the applicant chooses to proceed, a Traffic Impact Study will be required to be prepared.***

10. School Over Enrollment Issues. Where would the children from this development attend school? Has the developer addressed this issue at all? Which elementary school would be the "local" school? Which middle school? The closest public elementary school Crest View Elementary, which is already over capacity (with over 600 students). I am a member (and former chairperson) of the Crest View Elementary School Accountability Committee (SAC), and I know that Crest View Elementary is already struggling with significant issues relating over enrollment of students at that school. There is ongoing concern that these over enrollment issues will further be exacerbated by the enrollment of additional new students from the new development communities just west of Pleasant View Fields. Similar over enrollment issues also currently exist at Centennial Middle School. it is not feasible or practical to assume that there is adequate space at either Crest View elementary or Centennial middle school to accommodate the children of the proposed Alexan flatirons development. ***There is not an identified school for students at this point as there's little information provided at this conceptual stage about the potential tenants. A portion of the development is intended for senior housing and that's the only demographic that the applicant has defined at this stage. If and when project plans progress, additional information would need to be provided about the number of bedrooms and the likely demographic that the units would be marketed to or if there's any units planned that would be appealing to families with young children in this location.***

--Dean Wolf

_____
Dean E. Wolf
Intellectual Property Attorney
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From: Jean Aschenbrenner [mailto[redacted]]
Sent: Thursday, April 23, 2015 8:22 AM
To: McLaughlin, Elaine
Subject: Alexan Flatirons Concept Plan

I am writing to present my objection to the Alexan Flatiron Plan.

I live at 4816 Baldwin Place, east of 47th St., North of Kings Ridge.
I am currently retired but I spent 25 years working at IBM north of Boulder before that and have lived in this house for 26 years.

The area proposed for development is not large so, given the number of multi-family units, it will be densely populated. Traffic in and out of the development will be a major problem. It appears it will need to exit onto 47th Street. It will flow to the intersection of 47th St and the Diagonal where they join with Foothills Parkway. This intersection area seems to be designed creatively to deal with complicated traffic merging. Feeding lots more traffic into that intersection will cause major problems.

Further, given that Boulder is growing, one could expect more traffic at the Foothills/Diagonal junction. If the area is developed as proposed, it will preclude other necessary enlargements of the roads and intersections in the area.

Note that there is a railway line also in this area which limits road expansion. Already there are backups on 47th Street south of the Diagonal due to trains. Supposedly Light Rail will be using those lines in the future. The large amount of extra traffic will not be able to be supported.

There are ball parks just west of the proposed development. These are important for our youth and should not be moved or diminished. The large amount of extra traffic on 47th Street may require road widening and will also complicate access to the ball fields.

I sincerely hope that this Concept Plan is modified to become more reasonable.

Jean Aschenbrenner
303-786-9411
[redacted]m

Sent from Windows Mail

-----Original Message-----
From: Sam Lloyd [mailto:samrlloyd@comcast.net]
Sent: Thursday, April 23, 2015 12:29 PM
To: McLaughlin, Elaine
Subject: Re: Alexan Flatirons Concept Plan

Greetings Ms. McLaughlin. One of my neighbors forwarded the message about the Alexan Flatirons Concept Plan & Review and I would to provide some thoughts for consideration.

The proposal would seem to be a high density apartment complex plus some commercial properties. The majority of the residents in our development (Four Mile Creek) use 47th Street as one of our primary entrances and route into the city of Boulder and we have some concern about the increased volume of traffic that would result from this development.

378 multi-family units sounds like a very large number of homes (houses, apartments, condominiums?) for that rather compact area of land!

We also have a very high rate of usage of 47th Street by bicyclists. Even though there are bicycle lanes on that street the proposed development could create a more hazardous route for the bicycle riders!

We appreciate your notification and information.

Best regards,

Sam Lloyd
4012 Mustique Court
Boulder, CO 80301
[redacted]et
303-998-0248 Work/Home/Cell

From: Micki [mailto[redacted]]
Sent: Friday, April 24, 2015 10:47 AM
To: McLaughlin, Elaine
Subject: Alexan Flatirons

This is in response to the notification that the project known as Alexan Flatirons - 3600 SH 119.

I am not in agreement that this is a good place to build the number of homes and businesses as presented in the letter sent out. The land is far too small to handle the number of people that will be moving in there. The congestion alone is reason enough to find another location - such as property to the north on the west side of the Diagonal Highway.

The accessibility to the proposed homes is going to cause a huge increase of the use of 47th Street. This street was meant to be a frontage road and already experiences very high levels of traffic during rush hour times.

I am an affordable housing condominium owner in the NoBo Holiday Theater area. I am happy to see

that Boulder is continuing to add affordable housing. I have lived in Boulder for 40+ years now and have watched the housing developments cram as many homes as is possible into the properties purchased. I am saddened to see numerous overcrowded neighborhoods with next to nothing yards for children to play in,, smaller streets that are very difficult to navigate particularly when it snows, lack of adequate parking, and a very high turnaround of homes up for sale as families begin to grow.

The properties chosen for these developments are always in the least desirable parts of town so that a developer can buy at a the lowest possible price in a city that everyone wants to live in. I may be wrong but I don't see these kinds of neighborhoods developed anywhere west of Broadway. I see nothing wrong with trying to get the most for your money but as the influx of families continues to rise at a very fast rate, I think the quality of our town's neighborhoods should be taken into consideration. Too many rats in the box causes havoc.

Micki Sugar
1735 Yaupon Avenue
Boulder, CO 80304

From: Susan Enfield [mailto:s[redacted]m]
Sent: Thursday, April 23, 2015 9:43 PM
To: McLaughlin, Elaine
Subject: Alexan Flatirons proposed development

Hi Elaine,

I am a neighbor of Dean Wolf & just read his letter & your replies. Although in general, I support higher density within Boulder to theoretically mitigate the number of people commuting to work here, I think Dean raises several good points.

In particular, the Diagonal has had some terrible accidents on it, given that people drive at speeds of 55-70 mph (speeding on their commute), but people also turn on & off it from a dead stop, often without a stop light. I regularly use Independence Rd as a "shortcut" to get to 47th when stuck at the long red light at the Diagonal. That turn is very poorly marked, especially for night driving. At the same time as I am trying to turn west onto Independence, people often turn south onto the Diagonal from the eastern extension of Independence, crossing traffic and potentially causing collisions if they don't properly assess all the different vehicle directions & speeds.

As a Crestview & Centennial parent, I can also attest to those schools becoming more over-enrolled. In contrast to the abundance of elementary & middle schools in South Boulder, it seems that North Boulder needs another school or two, not just bigger schools!

Thanks,
Susan

.....
Susan Enfield
cell: 720-289-2301
email: susa[redacted].com

From: david williard [mailto:w[redacted]m]
Sent: Friday, April 24, 2015 2:22 PM
To: McLaughlin, Elaine
Subject: Alexan Flatirons Development

Hi Elaine,

Thanks for the opportunity to submit comments regarding the Alexan Flatirons development.

I live on East Palo Park (which is within 1/3 of a mile of the new development) which has seen a huge rise in use over the last two years, for several reasons:
1.) The city recently redeveloped the playground (it is beautiful) which attracts lots more kids to the park.
2.) The city thus far has refused to enforce the leash law at the park, resulting in as many as 15 dogs running around the park off-leash. There is a lot of barking, as you can probably imagine.
3.) In addition to many people driving to the park so that their kids can use the playground, many people drive from other areas to the park to let their dogs run off leash. It is considered a dog park by many.
4.) As Palo Park is one of the last affordable areas in Boulder, many families are moving to the area, resulting in a higher proportion of homeowners with young children.
The result -- an extremely loud park that feels like a free-for-all and is incredibly crowded on the weekends. I now no longer enjoy going outside my home because of so many screaming kids at the playground. I hear them all day inside my home, too, especially on the weekends. I have tried to roll with this, but I ma frustrated with the city because developments are going in around us that include NO amenities for children.

I have mentioned these issues to city officials in several city council meetings involving the planned affordable housing development on east Palo Parkway. What I see in developments like Northfield Commons, the development at Jay and 47th near us, and the upcoming affordable housing development is a lack of attention on spreading noise out and having consideration for people who live along East Palo Park who didn't realize 10 years ago that the city was going to overload the area with dense housing and not put in any additional playgrounds or parklands. Now the city is considering an additional 400 units in a really weird spot, and I am concerned that there are no plans to develop a park for these people. the ONLY park in the area is east palo park, and I assume it will be overrun even further if the development is allowed to proceed. If so, I fear that I will have to move because the park will be used all the time, and my wife and I will have no peace and quiet.

Thanks for hearing me out.

Regards,
David Williard
303-641-7761

COBURN

PHONE 303.442.3351
FAX 303.447.3933
3020 Carbon Place #203
Boulder, CO 80301
coburnpartners.com

March 16, 2015

Alexan Flatirons
0 Diagonal
Concept Review and Comment - Written Statement

Introduction:
The Alexan Flatirons is a new proposed mixed use development that will be integrated into existing pedestrian and bike networks and create a positive front door to Boulder. The project consists of multi-family residential, including on-site senior affordable units, and two commercial buildings, all organized around an internal greenway. The greenway will not only provide connections into an existing trail network, but will also provide opportunities for many forms of open space while creating a soft transition from the lower density scale of the north end of the site to the fuller buildings of the south side.

One of the primary organizing features of the site is access, both internally and externally. The development contains one main access road that connects the commercial end of the site on the south to the residential portion on the north. The main entry is from Independence Road, with a secondary three quarter movement access on Diagonal Highway. Stemming from this main road are access drives that connect the residential buildings. This allows the project to provide a smaller amount of internal roads to allow for more green space on site while still allowing for a traditional block organization and appropriate emergency vehicular access. This configuration of roads allows for a central greenway that provides connection and contiguity within the project, as well as connecting to an existing trail system at the north end of the site.

This greenway will connect many types of open space throughout the site. Starting at the north end, the greenway will connect to an existing trail system, will transition from informal open space, through several neighborhood nodes, and will end at a central park. Along the greenway will be a variety of features including community gardens and barbeque pavilions, as well as un-programmed spaces to play, jog, and walk the dog. There will be two community buildings with pools at each end of the development. The community building at the north is adjacent to a historic landmark, McKenzie Well, one of the oldest oil producing sites in the Denver Basin. This provides a great opportunity to showcase the historic site allow it to become a feature of the site.

In addition to the historic component of the site, there are several other features that will allow the site to create a positive entry into Boulder. In front of the backdrop of the Flatirons will be community gardens, a bicycle monument, the McKenzie Well, and smaller buildings that step back to higher density. This creates a gentle transition for the development, and showcases many features that are important to Boulder: history, outdoor recreation, and community.

The site will be committed to both sustainability and to alternative transportation. The residential units are anticipated to qualify for the LEED silver standard, and sustainable site design and planning principals are being utilized throughout. As a part of this effort, alternative transportation choices , Via senior transportation and amenities will help knit the neighborhood into the surrounding fabric of Boulder. Biking will be highly encouraged

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throughout the site. A bike pavilion, as previously mentioned, will be located on the north side of the site where the bike path is accessed, and will include bike tools, a pump, and perhaps a vending machine for necessities such as tubes. It will be available to all who use the regional path. Sheltered bike parking will be provided under the podium of the affordable and potentially market rate units, so that the residents have high quality, dedicated weather protected bike storage. Ample racks will be provided throughout. The project will be directly connected to pedestrian paths to access the two close-by bus stops. Car shares are planned to be provided for the residents as well.

The development offers many amenities internally, but is still connected into the surrounding context. The connection to the existing trail at the north end of the site and the site walks and bike lanes to the south provide access to the vast network of both off-street and on-street pedestrian paths through Boulder. The location of the development along several main bus routes and, in close proximity to two bus stops allows ample opportunities for access to surrounding parks, stores, and amenities by car, bike, foot, and bus.

Compliance with Title 9, Land Use Regulations:

1. Concept Plan Criteria:

   a. *Techniques and strategies for environmental impact avoidance, minimization or mitigation:*

      The north end of the site will remain predominately untouched allowing for minimal site disturbance and ample open space. The buildings are oriented to provide opportunity for solar along roofs, as well as plenty of daylighting.

   b. *Techniques and strategies for practical and economically feasible travel demand management techniques:*

      The site is connected to existing off-street and on-street trails allowing for ample pedestrian access. In addition, the site is adjacent to several bus routes and will incorporate plenty of bike storage and opportunity to incorporate a car share.

   c. *Proposed Land Use*:

      The existing zoning for these lots is BT-1. The project will contain commercial office space, with potential for small retail and/or coffee shop tenant, and multi-family residential. The project is not requesting any zoning variances.

<u>Variances requested from Zoning Standards:</u>
There are no anticipated variances that will be requested. The project is being designed to comply with the by-right requirements.

Conclusion

Thank you for taking the time to review this Concept Plan Review Application. We are looking forward to working with City staff and Planning Board to make this project a reality.

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Your thoughts and ideas are requested with regards to general concepts and design issues as well as the specific details of the development requirements and process. The fundamental goal for the project is to create a well-integrated development, both internally and externally, that will provide a positive front door image for Boulder.

Thank you for your time and comments.

Alexan Flatirons - Concept Plan Review

Residential and Commercial Mixed-Use Development
0 Diagonal
Boulder, CO

Project Team

Developer:
Trammell Crow Residential
With Allison Management
2150 W. 29th Ave. # 400
Denver, CO 80211

Civil Engineer:
Kimley-Horn
990 South Broadway#200
Denver, CO 80209
p: 303-228-2322

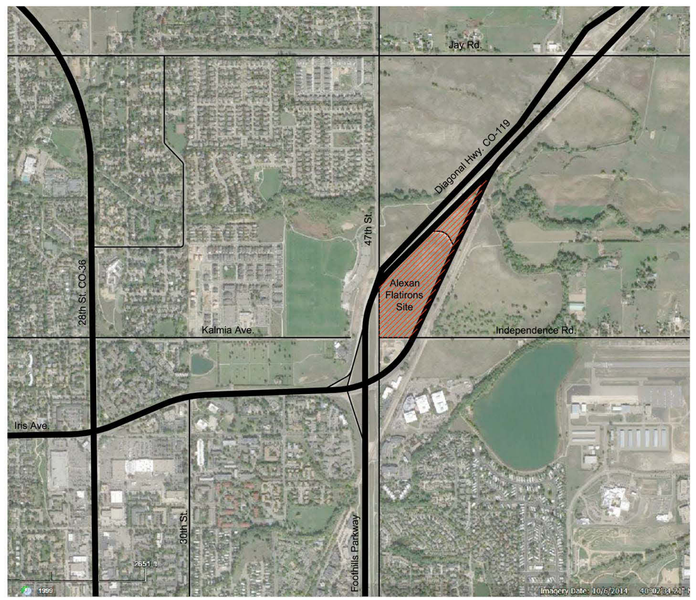
Landscape Architect:
Design Workshop
1390 Lawrence Street #100
Denver, CO 80204
p: 303-623-2616

Architect:
Coburn Development
3020 Carbon Place #203
Boulder, CO 80301
p: 303-442-3351

Drawing Index

T1	Title & Vicinity Map
T2	Context & Connections
T3	Rendered Site & Open Space
C1	Site Plan & Site Calculations
C2	Concept Grading
C3	Concept Utility Plan
C4	Concept Low Points
A1	Commercial Massing & Site Plan
A2	Commercial Floor Plans
A3	Affordable Block Massing & Site Plan
A4	Affordable Block Floor Plans
A5	Market Rate Massing & Site Plan
A6	Market Rate Floor Plans
A7	Market Rate Floor Plans

1 CR-1 Rendered Site Plan
scale: 1" = 150'-0"



2 CR-1 Vicinity Plan
scale: 1" = 1,000'-0"

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ALEXAN FLATIRONS

0 Diagonal
Boulder, CO

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AUTHORSHIP

DRAWN BY	CHECKED	DATE
--		00.00.10

REVISIONS

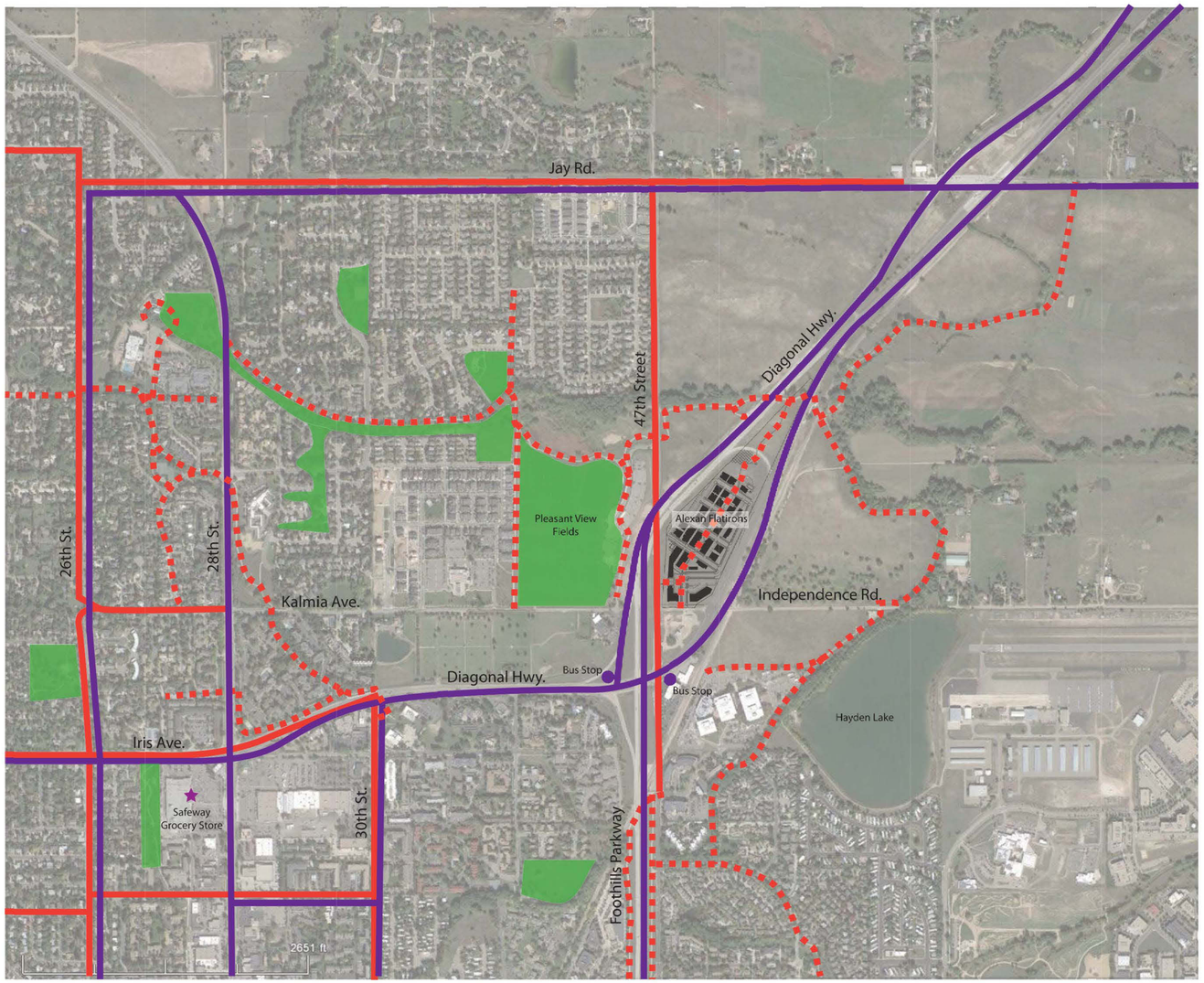
ISSUE	DATE
--	00.00.10

CONCEPT PLAN REVIEW

T1

03.16.15

TITLE



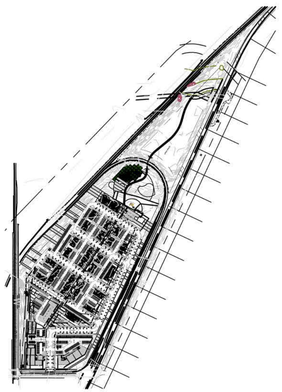
0' 500' 1,000' 2,000'

scale

2 CR-3 Context & Connections N

Key:

- On Street Bike Line
- Off Pedestrian Path
- Bus Route
- Bus Stop
- Park



1 CR-3 KEY N

scale: 1"=500'-0"

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CONCEPT PLAN REVIEW

T2

03.16.15

CONTEXT

OPEN SPACE	
MINIMUM OPEN SPACE PER RESIDENTIAL: 1,200 SF PER DU	453,600 SF
MINIMUM OPEN SPACE PER COMMERCIAL: 10%	IN MIXED USE DEVELOPMENTS, ONLY MOST RESTRICTIVE REQUIREMENT APPLIES.
MINIMUM PRIVATE OPEN SPACE PER DU: 60 SF (CAN COUNT TOWARDS 25% OF THE OVERALL OPEN SPACE REQ.)	22,680 SF
LANDSCAPED AREAS IN PLANTING STRIPS: (CAN COUNT TOWARDS 10% OF THE OVERALL OPEN SPACE REQ.)	28,000 SF
POOLS:	9,011 SF
REMAINDER OF OPEN SPACE PROVIDED:	413,721 SF
TOTAL OPEN SPACE PROVIDED:	473,412 SF (19,812 SF OVER)

SCOPE OF WORK	
NEW MIXED USE DEVELOPMENT	295 Market Rate Residential Units and 83 Permanently Affordable Residential Units with associated community amenity spaces. 54,000 commercial space with office & retail.
PROJECT INFORMATION	
LEGAL DESCRIPTION	Parcels of Land, Located in the Southwest Quarter of Section 16 and the Northwest Quarter of Section 21, Township 1 North, Range 70 West of the 6th P.M., City of Boulder, State of Colorado
LOT SIZE	880,503 Sq. Ft., or 20.28 acres
ZONING	BT-1
BUILDING TYPE	MULTI-FAMILY & COMMERCIAL
BUILDING HEIGHT	3 STORIES, 35' MAX.
SETBACK MINIMUMS	Front Yard: 20', Side Yard From Street: 15', Side Yard From Interior Lot Line: 0' or 12', Rear Yard: 20'

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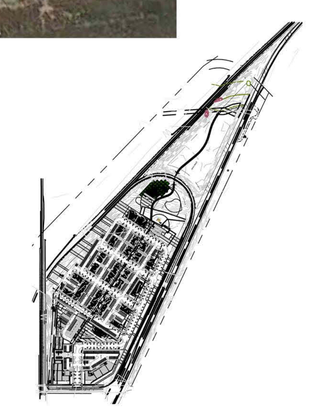
2 CR-2 Site Plan
scale: 1"=80'



1 CR-2 KEY
scale: 1"=500'-0"

ALEXAN FLATIRONS

0 Diagonal
Boulder, CO

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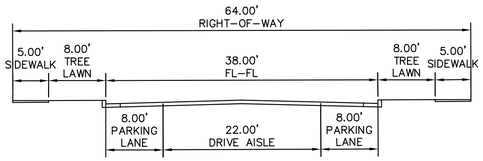
CONCEPT PLAN REVIEW

T3

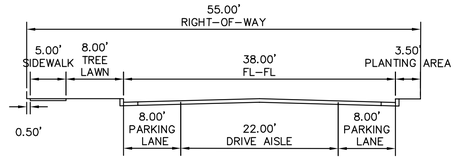
03.16.15

SITE PLAN



A-A ROW SECTION

GRAPHIC SCALE IN FEET
0 5 10 20



B-B ROW SECTION

GRAPHIC SCALE IN FEET
0 5 10 20

GENERAL NOTES

1. NO DEVELOPMENT PLANNED WITHIN FLOODPLAIN WITH THE EXCEPTION OF PEDESTRIAN/BIKE CONNECTIVITY AND UTILITY CONNECTIONS.

SITE DATA CALCULATIONS

PROPOSED USE	MULTI-FAMILY RESIDENTIAL(SENIOR/AFFORDABLE, MARKET RATE), COMMERCIAL
LOCATION:	SW 1/4 OF SECTION 16 AND THE NORTHWEST 1/4 OF SECTION 21, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO
JURISDICTION:	CITY OF BOULDER COUNTY OF BOULDER STATE OF COLORADO
ZONING DISTRICT	BUSINESS TRANSITIONAL-1 (BT-1)

LOT 1

LAND USE	MULTI-FAMILY, RENTAL
SITE AREA	11.95 ACRES
PROJECT AREA	260,420 SF
MARKET-RATE RENTAL UNITS	30 STUDIOS 177 1-BEDROOM 88 2-BEDROOM 295 TOTAL
PARKING	
REQUIRED	339 SPACES
PROVIDED	336 SPACES

LOT 2

LAND USE	OPEN SPACE
SITE AREA	2.62 ACRES

LOT 3

LAND USE	MULTI-FAMILY, RENTAL
SITE AREA	1.9 ACRES
PROJECT AREA	64,014 SF
AFFORDABLE, SENIOR HOUSING	83 UNITS 60 1-BEDROOM 23 2-BEDROOM
PARKING	
REQUIRED	95 SPACES
PROVIDED	85 SPACES

LOT 4

LAND USE	COMMERCIAL/RETAIL
SITE AREA	0.92 ACRES
PROJECT AREA	18,681 SF
PARKING	
REQUIRED	63 SPACES
PROVIDED	19 SPACES

LOT 5

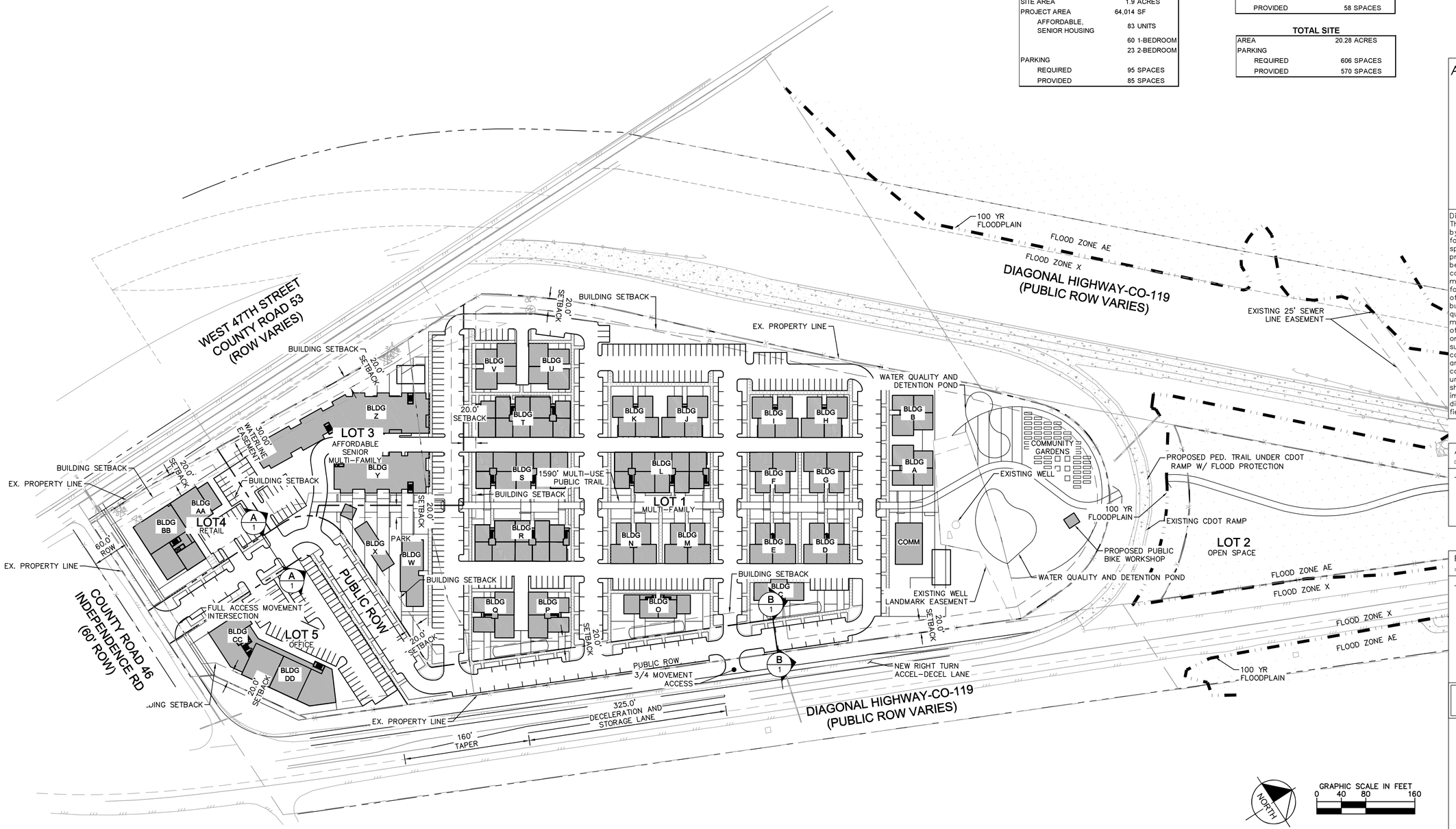
LAND USE	COMMERCIAL/OFFICE
SITE AREA	1.27 ACRES
PROJECT AREA	32,573 SF
PARKING	
REQUIRED	109 SPACES
PROVIDED	72 SPACES

RIGHT-OF-WAY DEDICATION

AREA	1.62 ACRES
PARKING	
PROVIDED	58 SPACES

TOTAL SITE

AREA	20.28 ACRES
PARKING	
REQUIRED	606 SPACES
PROVIDED	570 SPACES



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303-228-2302
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CONCEPT PLAN REVIEW

C1

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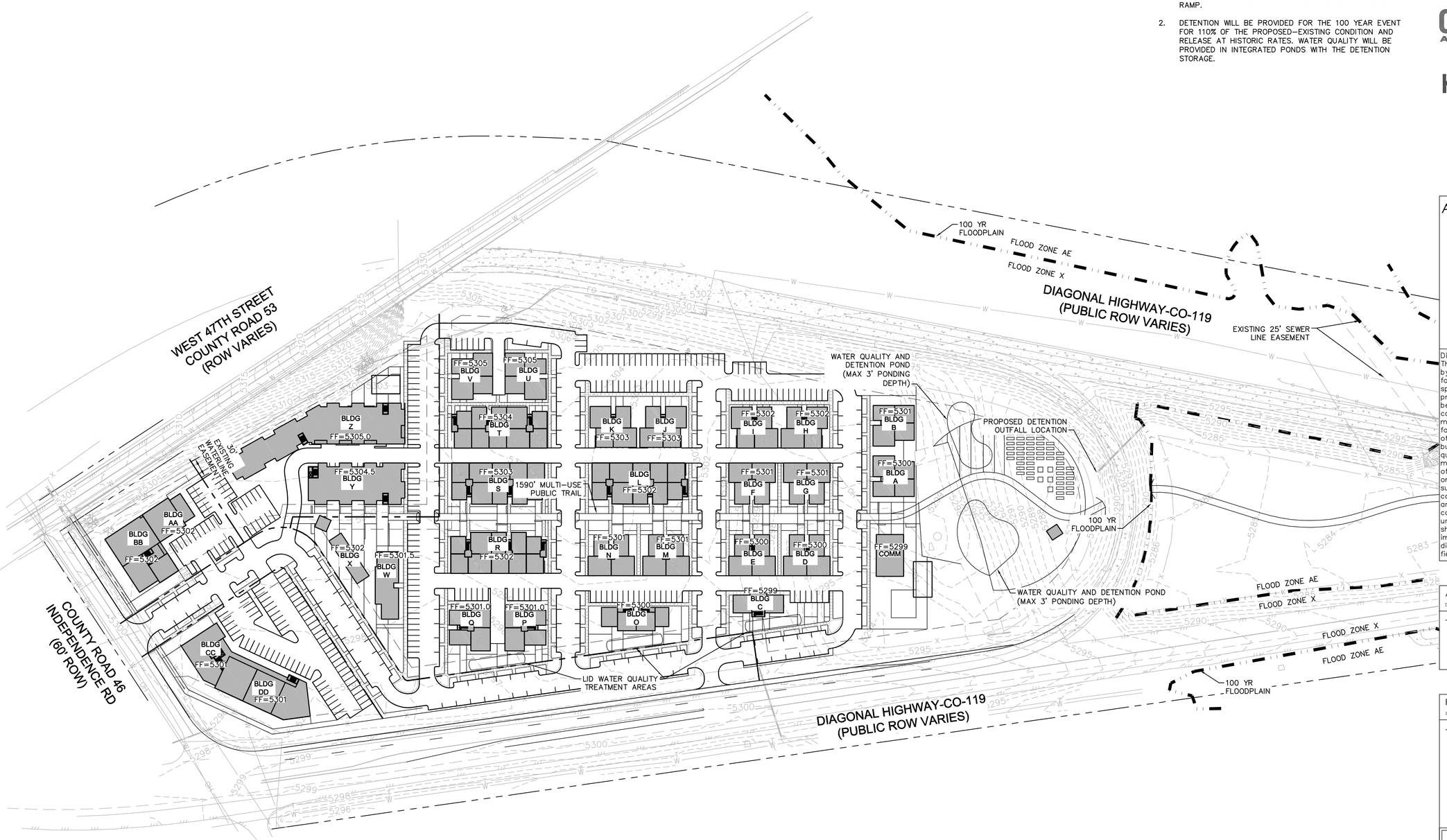
CONCEPT SITE PLAN

STORMWATER FACILITY NOTES

1. STORMWATER RUNOFF FOR THE PROPOSED SITE WILL BE CONVEYED TO LID WATER QUALITY FACILITIES AND GRASS LINED WATER QUALITY AND DETENTION PONDS WHICH WILL OUTFALL TO THE EXISTING CULVERT BENEATH THE CDOT RAMP.

2. DETENTION WILL BE PROVIDED FOR THE 100 YEAR EVENT FOR 110% OF THE PROPOSED–EXISTING CONDITION AND RELEASE AT HISTORIC RATES. WATER QUALITY WILL BE PROVIDED IN INTEGRATED PONDS WITH THE DETENTION STORAGE.



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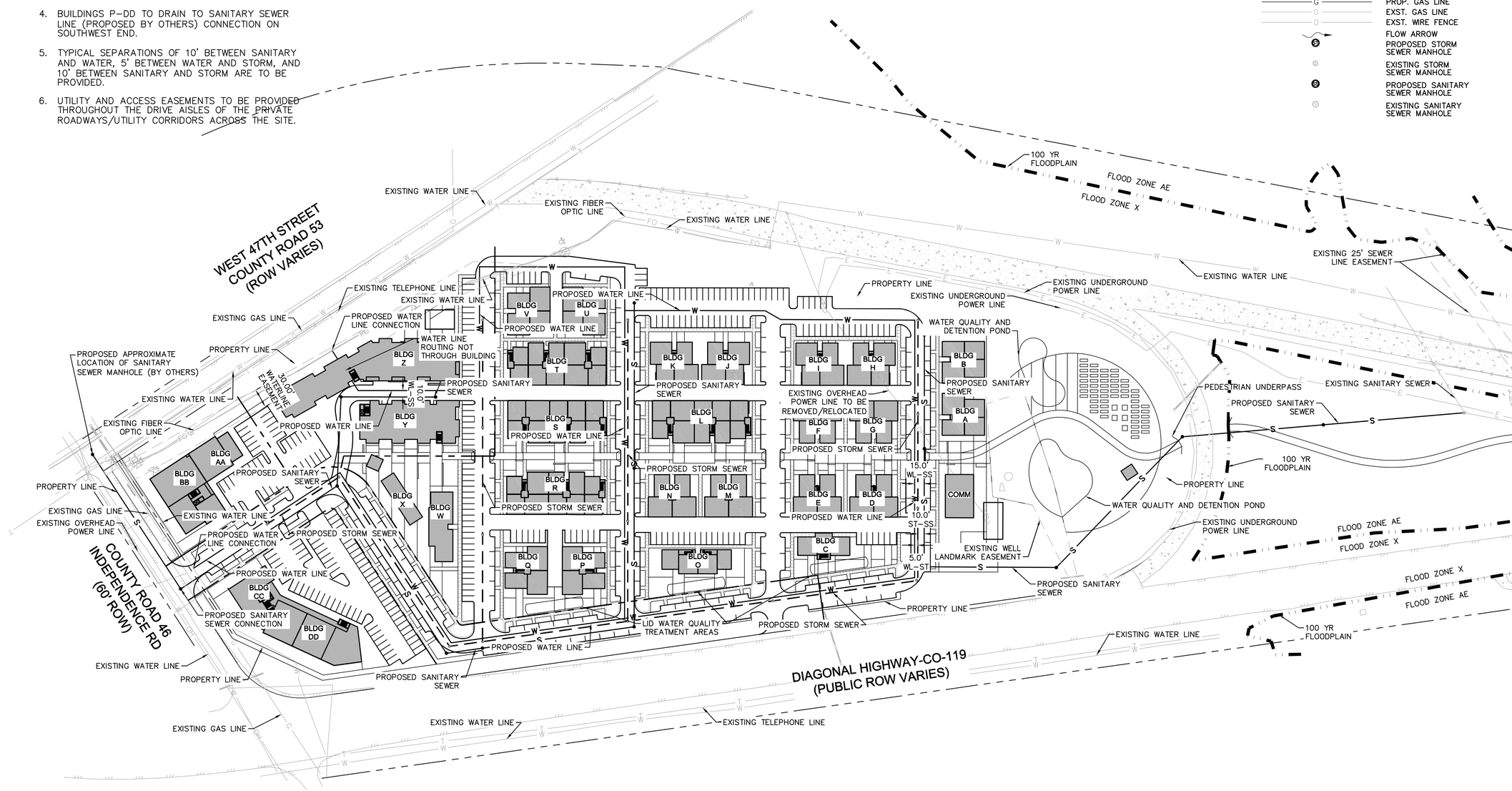
CONCEPT GRADING

GENERAL NOTES

1. EACH BUILDING IS TO HAVE A PRIVATE DOMESTIC WATER LINE.
2. FIRE HYDRANTS WILL BE PLACED THROUGHOUT THE SITE ALONG THE WATER MAIN LOOP TO COMPLY WITH FIRE PROTECTION REQUIREMENTS.
3. BUILDINGS A–O TO DRAIN TO EXISTING PROPOSED SANITARY SEWER LINE MAIN ON NORTHWEST END.
4. BUILDINGS P–DD TO DRAIN TO SANITARY SEWER LINE (PROPOSED BY OTHERS) CONNECTION ON SOUTHWEST END.
5. TYPICAL SEPARATIONS OF 10' BETWEEN SANITARY AND WATER, 5' BETWEEN WATER AND STORM, AND 10' BETWEEN SANITARY AND STORM ARE TO BE PROVIDED.
6. UTILITY AND ACCESS EASEMENTS TO BE PROVIDED THROUGHOUT THE DRIVE AISLES OF THE PRIVATE ROADWAYS/UTILITY CORRIDORS ACROSS THE SITE.

LEGEND

- EASEMENT
- RIGHT OF WAY LINE
- PROP. SANITARY SEWER
- EXST. SANITARY SEWER
- PROP. WATER LINE
- EXST. WATER LINE
- PROP. STORM SEWER
- EXST. STORM SEWER
- PROP. ELECTRIC LINE
- EXST. ELECTRIC LINE
- EXST. TELEPHONE LINE
- PROP. GAS LINE
- EXST. GAS LINE
- EXST. WIRE FENCE
- FLOW ARROW
- PROPOSED STORM SEWER MANHOLE
- EXISTING STORM SEWER MANHOLE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE



GRAPHIC SCALE IN FEET
0 40 80 160

NORTH

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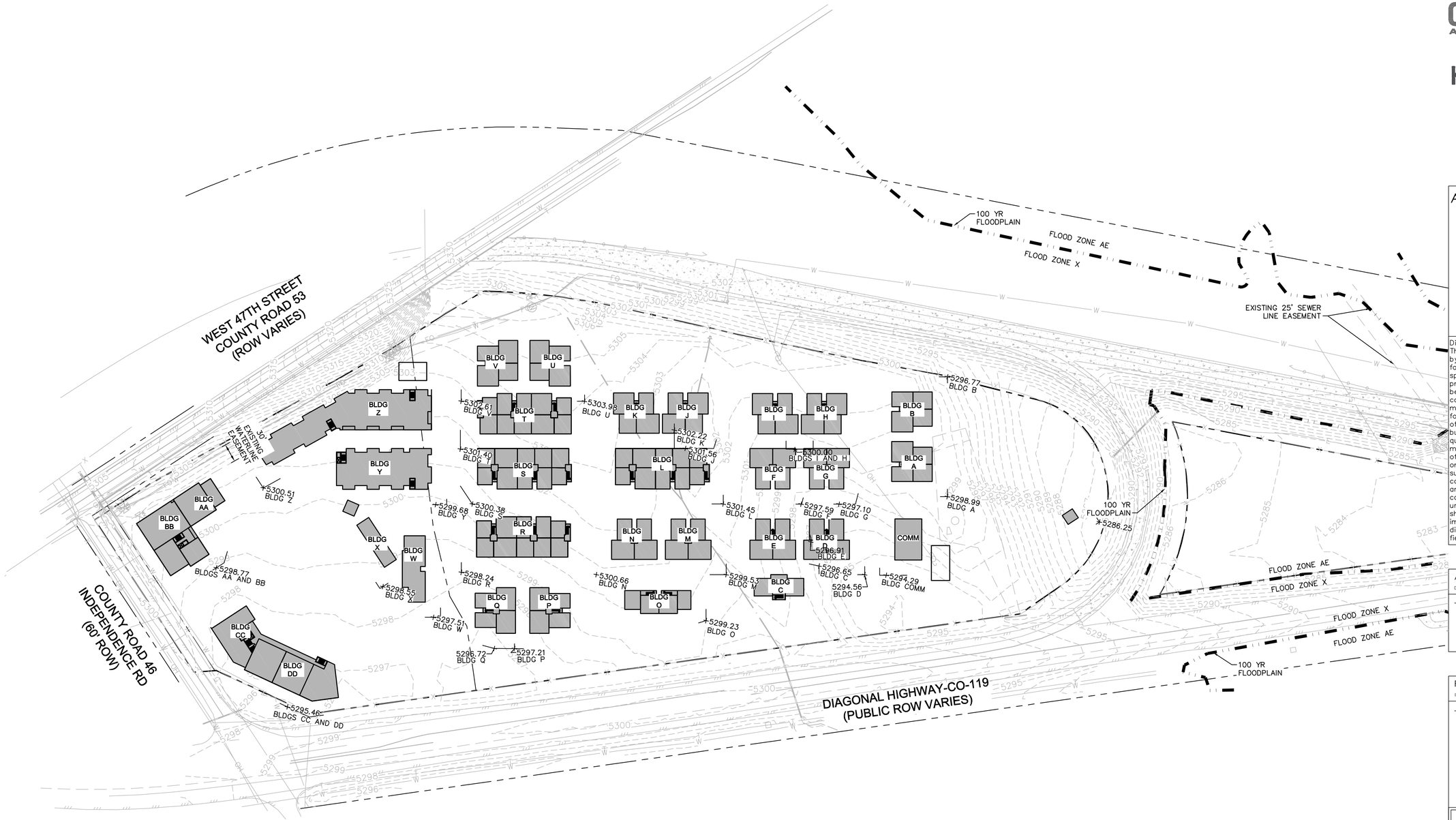
CONCEPT UTILITY PLAN

GENERAL NOTES

1. BUILDING LOW POINTS BASED ON LOWEST EXISTING ELEVATION WITHIN 25' OF THE BUILDING PERIMETER PER SURVEY PREPARED BY FLATIRONS, INC. SURVEYING, ENGINEERING AND GEOMATICS.



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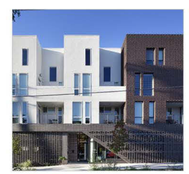
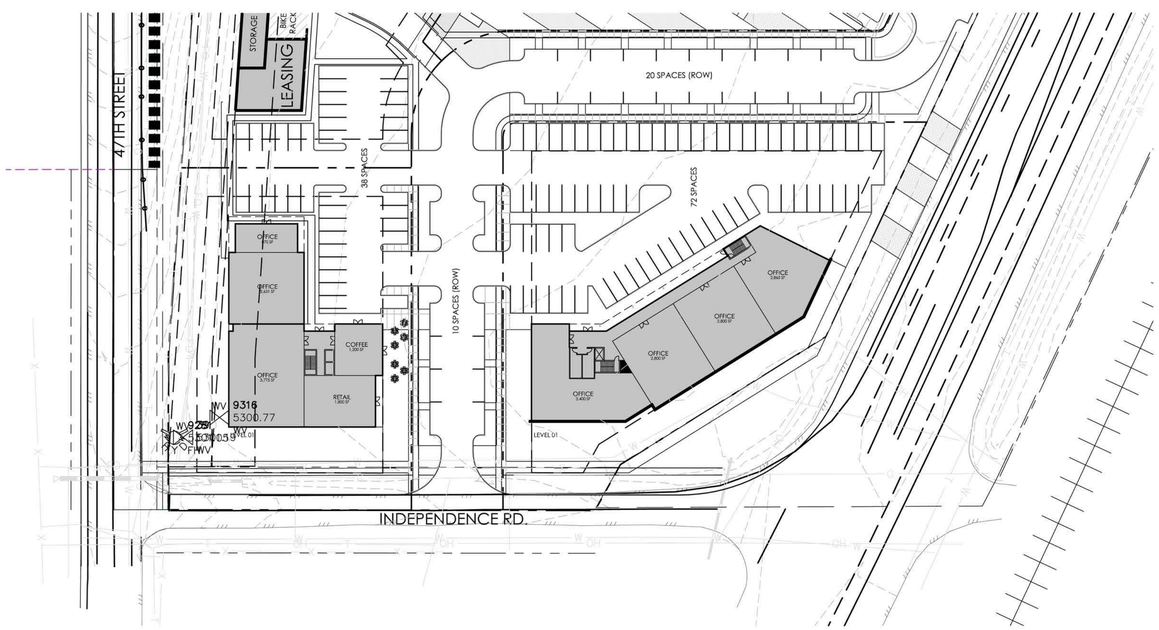
CONCEPT LOWPOINT PLAN

NORTH

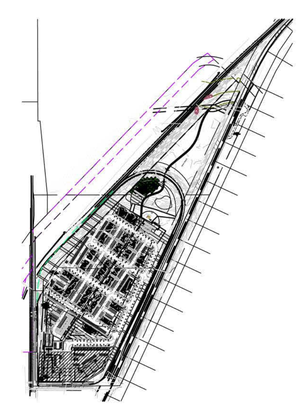
GRAPHIC SCALE IN FEET
0 40 80 160





2 CR-4 Commercial Parcels Plan
scale: 1"=50'-0"

FLOOR	EAST BUILDING	WEST BUILDING
1ST FLOOR	10940 SF	13963 SF
2ND FLOOR	7726 SF	13967 SF
3RD FLOOR		4623 SF
TOTALS PER BUILDING	18666 SF	32553 SF
GRAND TOTAL		51219 SF



1 CR-4 KEY
scale: 1"=500'-0"

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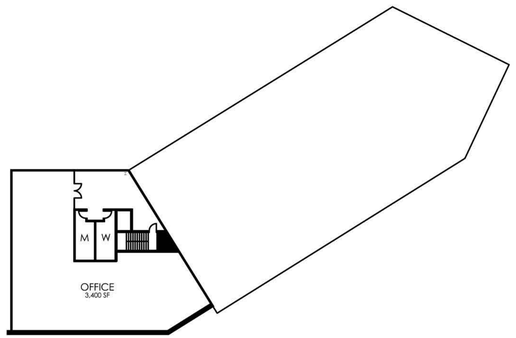
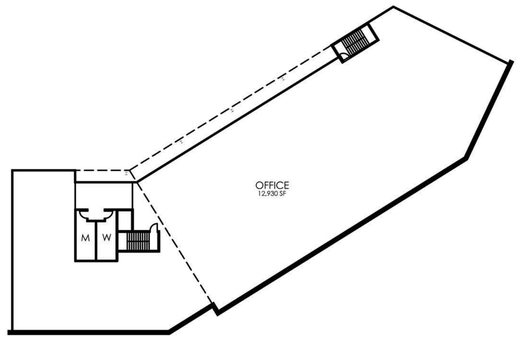


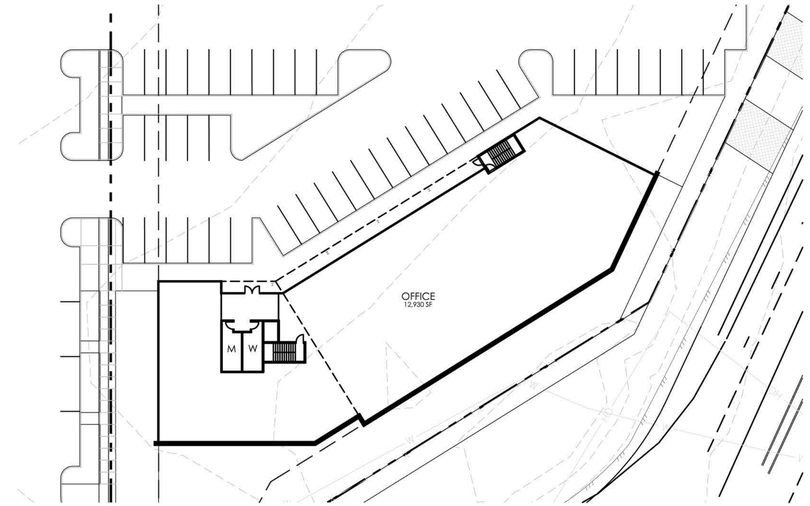
LEVEL 03

5 CR-5 SW Commercial Building Plan N
scale: 1"=30'-0"



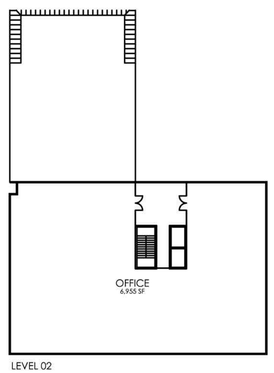
LEVEL 02

4 CR-5 SW Commercial Building Plan N
scale: 1"=30'-0"



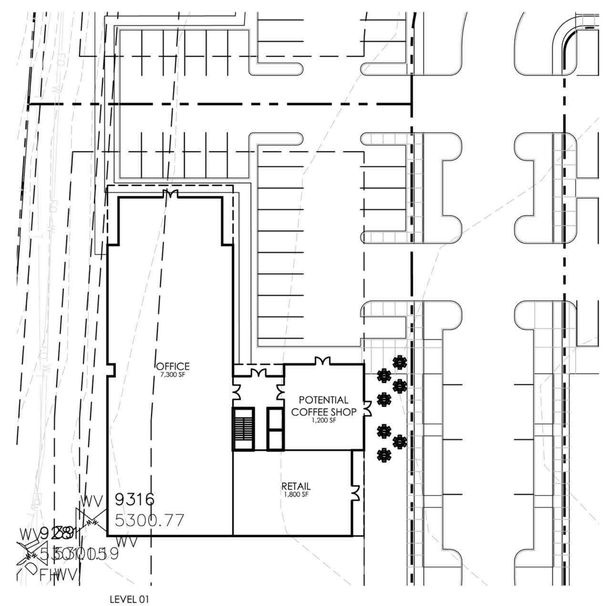
LEVEL 01

4 CR-5 SW Commercial Building Plan N
scale: 1"=30'-0"



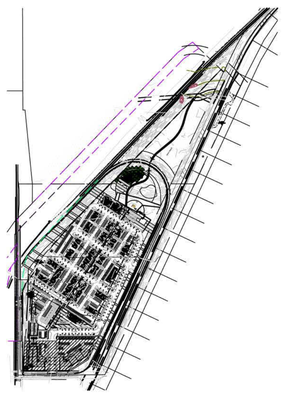
LEVEL 02

3 CR-5 SE Commercial Building Plan N
scale: 1"=30'-0"



LEVEL 01

2 CR-5 SE Commercial Building Plan N
scale: 1"=30'-0"



1 CR-5 KEY N
scale: 1"=500'-0"

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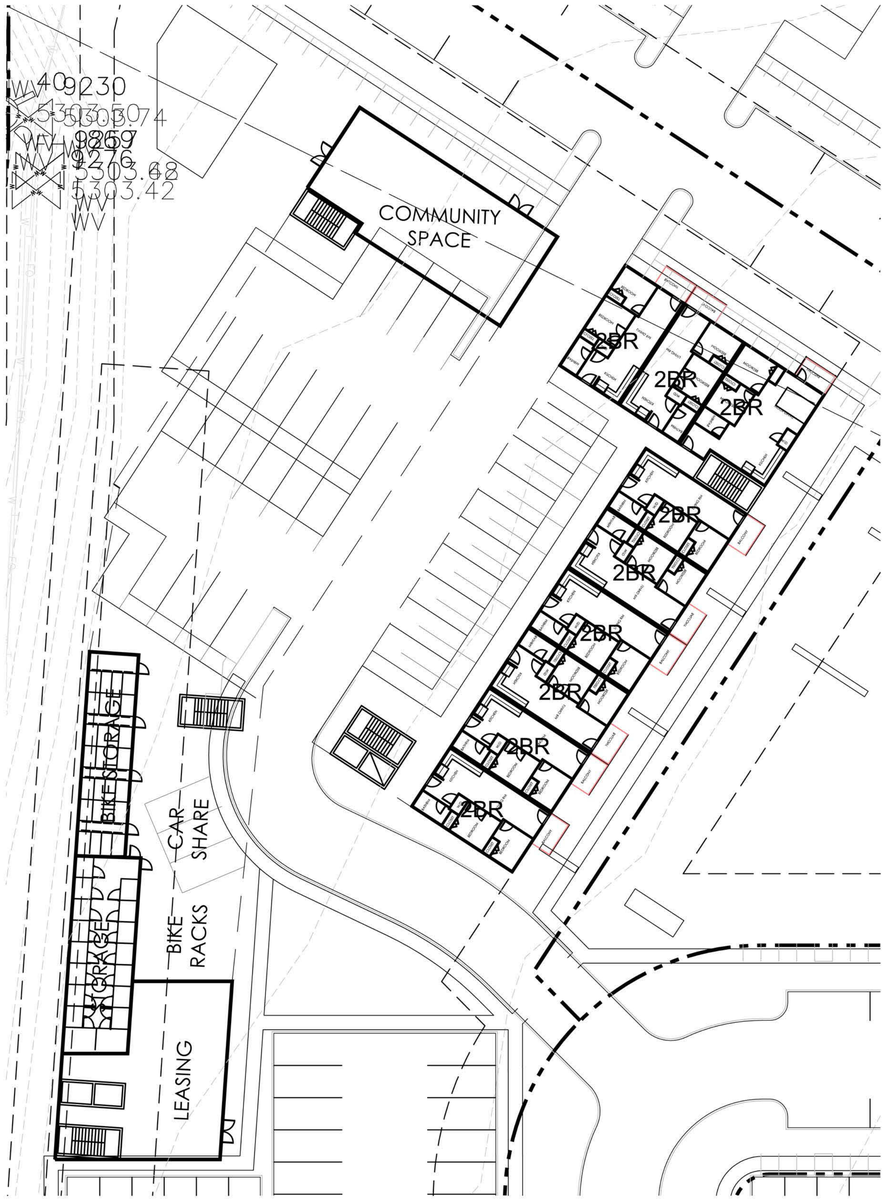
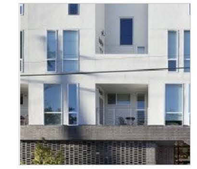
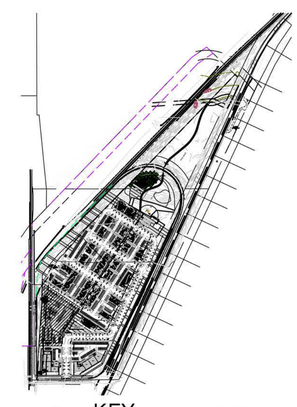


10408 SF



2 CR-6 Affordable Housing Site Plan
scale: 1"=20'-0"

FLOOR	GROSS AREA	1 BEDROOM	2 BEDROOM
1ST FLOOR	10,913 SF		9
2ND FLOOR	27,400 SF	29	8
3RD FLOOR	27,400 SF	29	8
GRAND TOTAL	65,713 SF	58	25



1 CR-6 KEY
scale: 1"=500'-0"

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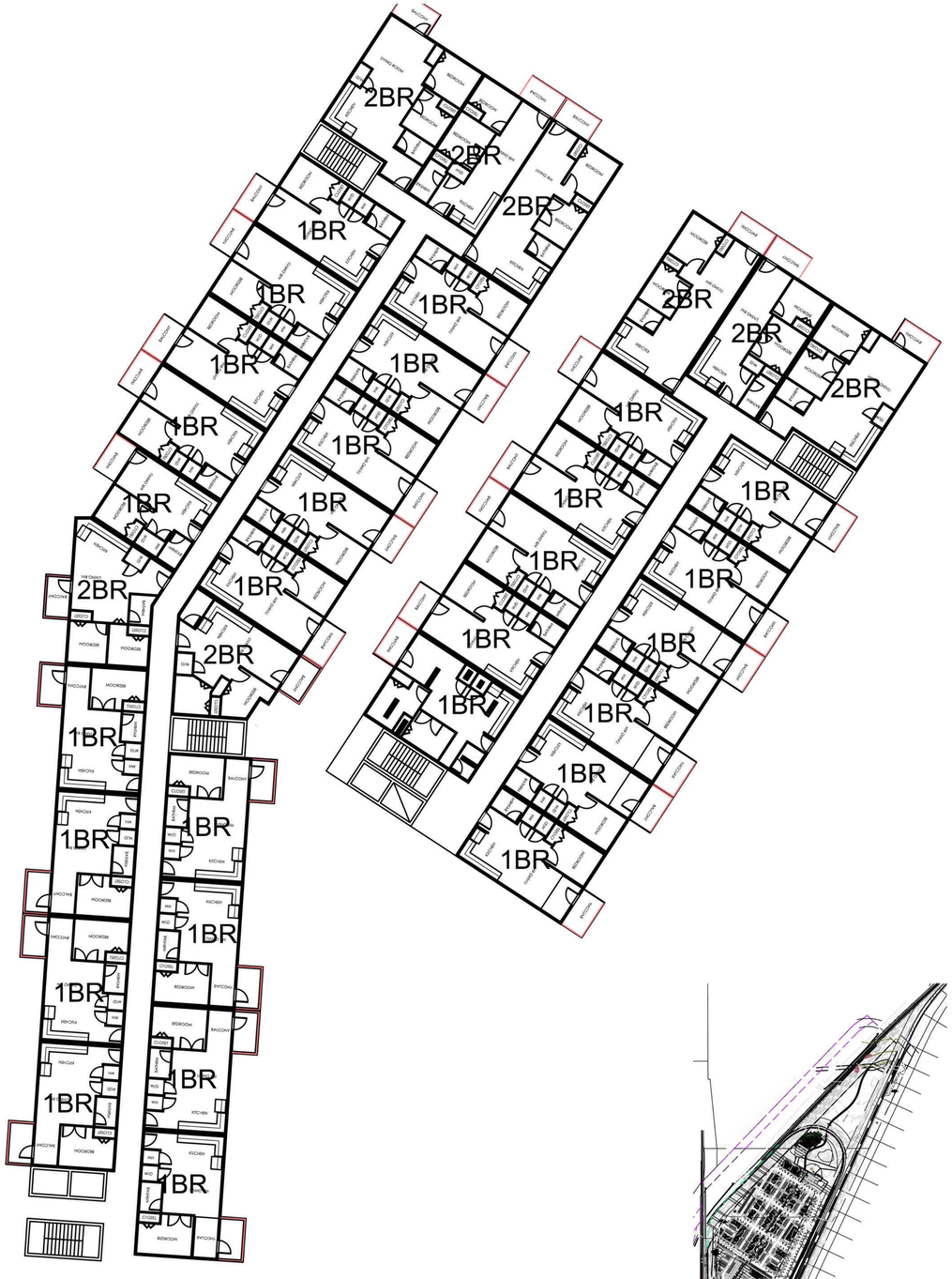
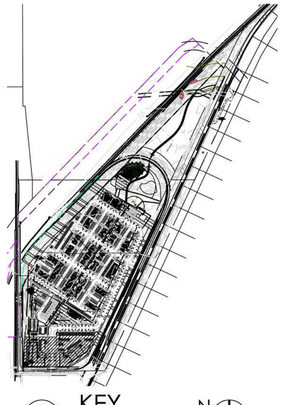
AFFORDABLE

3 CR-7 Affordable housing level 1
scale: 1/16"=1'-0"



2 CR-7 Affordable housing level 2&3
scale: 1/16"=1'-0"



1 CR-7 KEY
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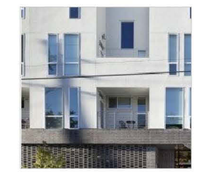
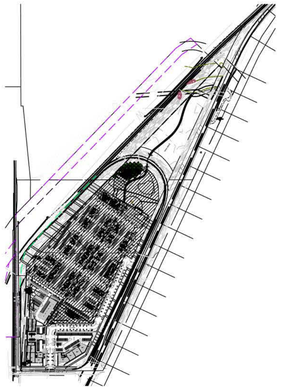


2 CR-8 Market Rate Housing Parcel Plan N
scale: 1"=100'-0"

BUILDING A1 X 1	GROSS AREA	STUDIO	1 BEDROOM	2 BEDROOM
1ST FLOOR	2,407 SF		3	
2ND FLOOR	2,407 SF		3	
3RD FLOOR	2,407 SF		3	
TOTALS PER BUILDING	7,221 SF		9	
BUILDING A2 X 2	GROSS AREA	STUDIO	1 BEDROOM	2 BEDROOM
1ST FLOOR	3,341 SF	1	3	
2ND FLOOR	3,341 SF	1	3	
3RD FLOOR	3,341 SF	1	3	
TOTALS PER BUILDING	10,023 SF	3	9	
BUILDING B X 4	GROSS AREA	STUDIO	1 BEDROOM	2 BEDROOM
1ST FLOOR	4,264 SF	2	2	1
2ND FLOOR	8,712 SF	2	6	2
3RD FLOOR	8,712 SF	2	6	2
TOTALS PER BUILDING	21,688 SF	6	14	5
BUILDING C1 X 8	GROSS AREA	STUDIO	1 BEDROOM	2 BEDROOM
1ST FLOOR	1,964 SF		1	1
2ND FLOOR	3,927 SF		2	2
3RD FLOOR	3,927 SF		2	2
TOTALS PER BUILDING	9,818 SF		5	5
BUILDING C2 X 6	GROSS AREA	STUDIO	1 BEDROOM	2 BEDROOM
1ST FLOOR	1,627 SF		2	
2ND FLOOR	3,892 SF		2	2
3RD FLOOR	3,892 SF		2	2
TOTALS PER BUILDING	9,411 SF		6	4
BUILDING C3 X 2	GROSS AREA	STUDIO	1 BEDROOM	2 BEDROOM
1ST FLOOR	3,627 SF		3	1
2ND FLOOR	3,627 SF		3	1
3RD FLOOR	2,535 SF		3	
TOTALS PER BUILDING	9,789 SF		9	2



1 CR-8 KEY N
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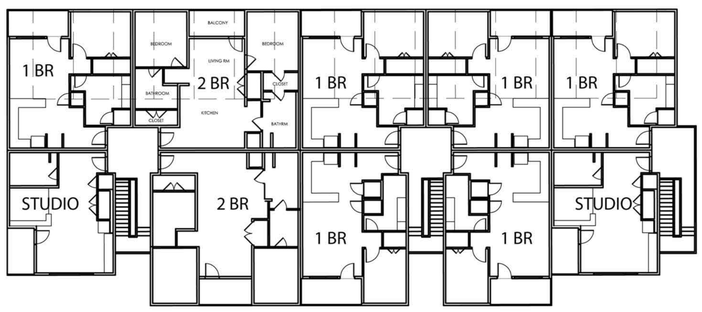
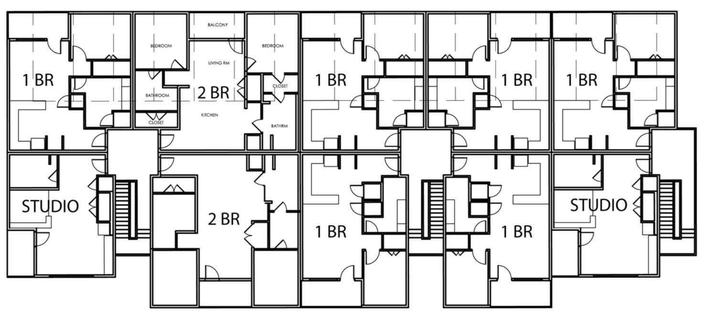
MARKET RATE

10 CR-9 Building B Level 1
scale: 1/16"=1'-0"



9 CR-9 Building B Level 2
scale: 1/16"=1'-0"



8 CR-9 Building B Level 3
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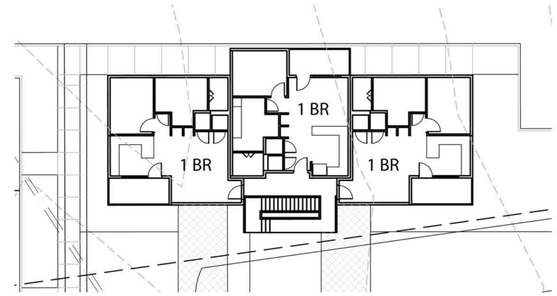

7 CR-9 Building A1 Level 1
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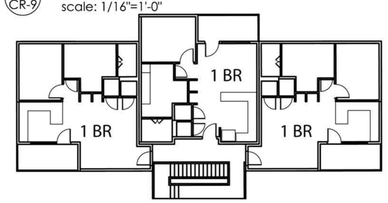

6 CR-9 Building A1 Level 2
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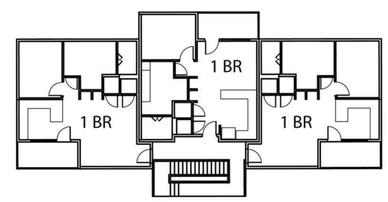
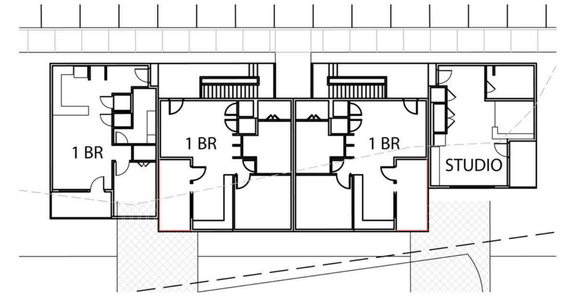
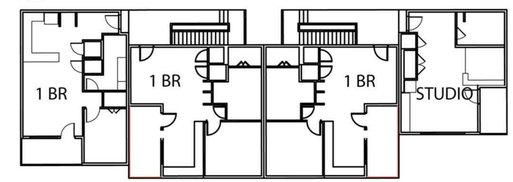


5 CR-9 Building A1 Level 3
scale: 1/16"=1'-0"



4 CR-9 Building A2 Level 1
scale: 1/16"=1'-0"



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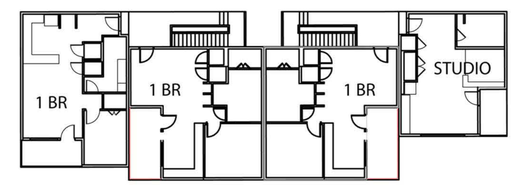

2 CR-9 Building A2 Level 3
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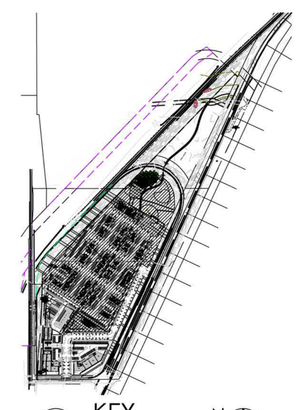

1 CR-9 KEY
scale: 1"=500'-0"
N

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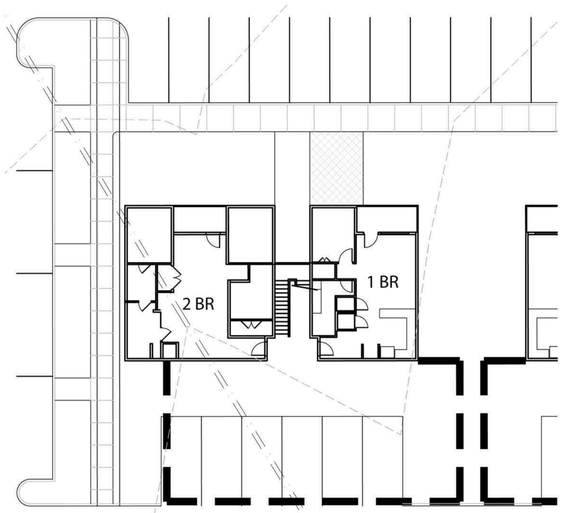

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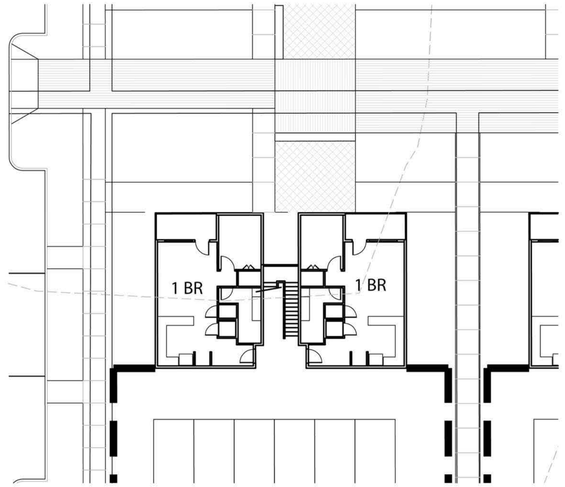

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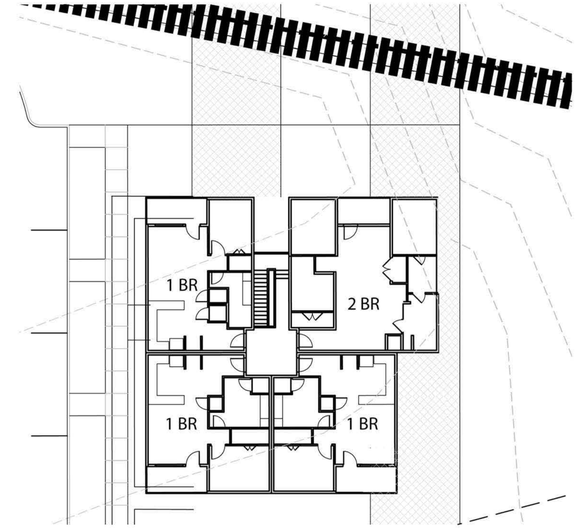

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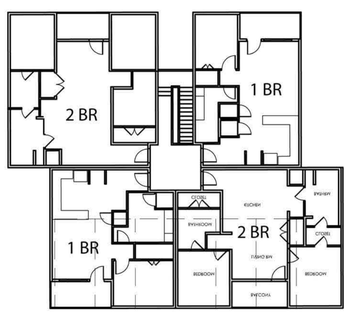

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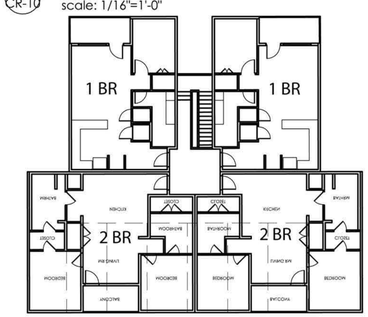

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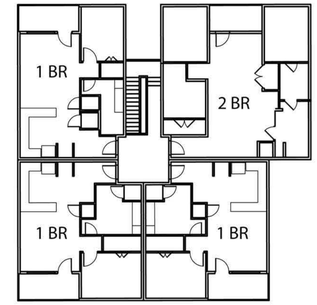

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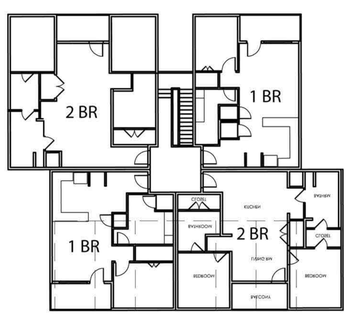

8 CR-10 Building C1 Level 3
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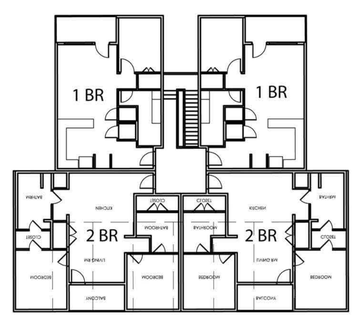

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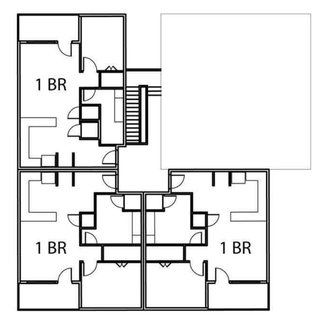

2 CR-10 Building C3 Level 3
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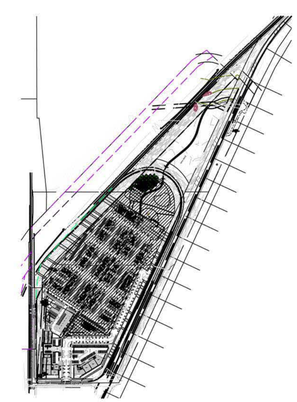

1 CR-10 KEY
scale: 1"=500'-0"

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