C I T Y O F B O U L D E R
PLANNING BOARD AGENDA ITEM
MEETING DATE: October 15, 2015

AGENDA TITLE: Concept Plan (case no. LUR2015-00053) for redevelopment of a 1.85-acre site located at 2751 and 2875 30th Street within the BT-1 zoning district. Referred to as "The Boulder Junction Rowhouses" the proposed residential development is located in Phase 2 of Boulder Junction and would consist of 32 attached residential units split between four, 4-story, 37' tall rowhouse buildings totalling roughly 66,000 sq. ft. The proposal also includes a large, central open space feature constructed over a structured parking area containing 70 parking spaces.

Applicant: Jason Lewiston
Property Owner: Greenius Boulder LLC as to 2751 30th St.; McNeill Family Trust as to 2875 30th St.

REQUESTING DEPARTMENT:
Planning, Housing & Sustainability
David Driskell, Executive Director
Susan Richstone, Deputy Director
Charles Ferro, Development Review Manager
Chandler Van Schaack, Planner II

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 (case no. LUR2015-00053) for redevelopment of a 1.85-acre site located at 2751 and 2875 30th Street within the BT-1 zoning district. Referred to as "The Boulder Junction Rowhouses" the proposed residential development is located in Phase 2 of Boulder Junction and would consist of 32 attached residential units split between four, 4-story, 37' tall rowhouse buildings totalling roughly 66,000 sq. ft. The proposal also includes a large, central open space feature constructed over a structured parking area containing 70 parking spaces.

Project Name:	Boulder Junction Rowhouses
Location:	2751 & 2875 30th St.
Size of Tract:	1.85 acres (80,687 sq. ft.)
Zoning:	Business – Transitional 1
Comprehensive Plan:	Mixed Use Industrial

Key Issues: Staff has identified the following key issue:

1. Are the preliminary plans consistent with the adopted Transit Village Area Plan (TVAP)?

I. INTRODUCTION AND BACKGROUND

As shown below in **Figure 1**, the 1.85 acre project site is located on the west side of 30th Street, just south of the intersection of 30th and Valmont Rd. The site is comprised of two parcels, one of which is currently undeveloped and the other of which currently contains an RV repair store. Surrounding uses include the mixed residential and live-work Steelyards development across 30th St. to the southeast as well as a variety of service industrial and retail uses along the 30th Street corridor running north and south of the project site. The site is located within the area identified as Phase 2 of the adopted Transit Village Area Plan (TVAP). TVAP Phase 2 includes the areas east of the railroad tracks and west of 30th Street, wherein regulatory changes necessary to implement the vision of TVAP, including land use map and zoning changes, are anticipated to occur after substantial redevelopment of the areas in Phase 1 is complete.

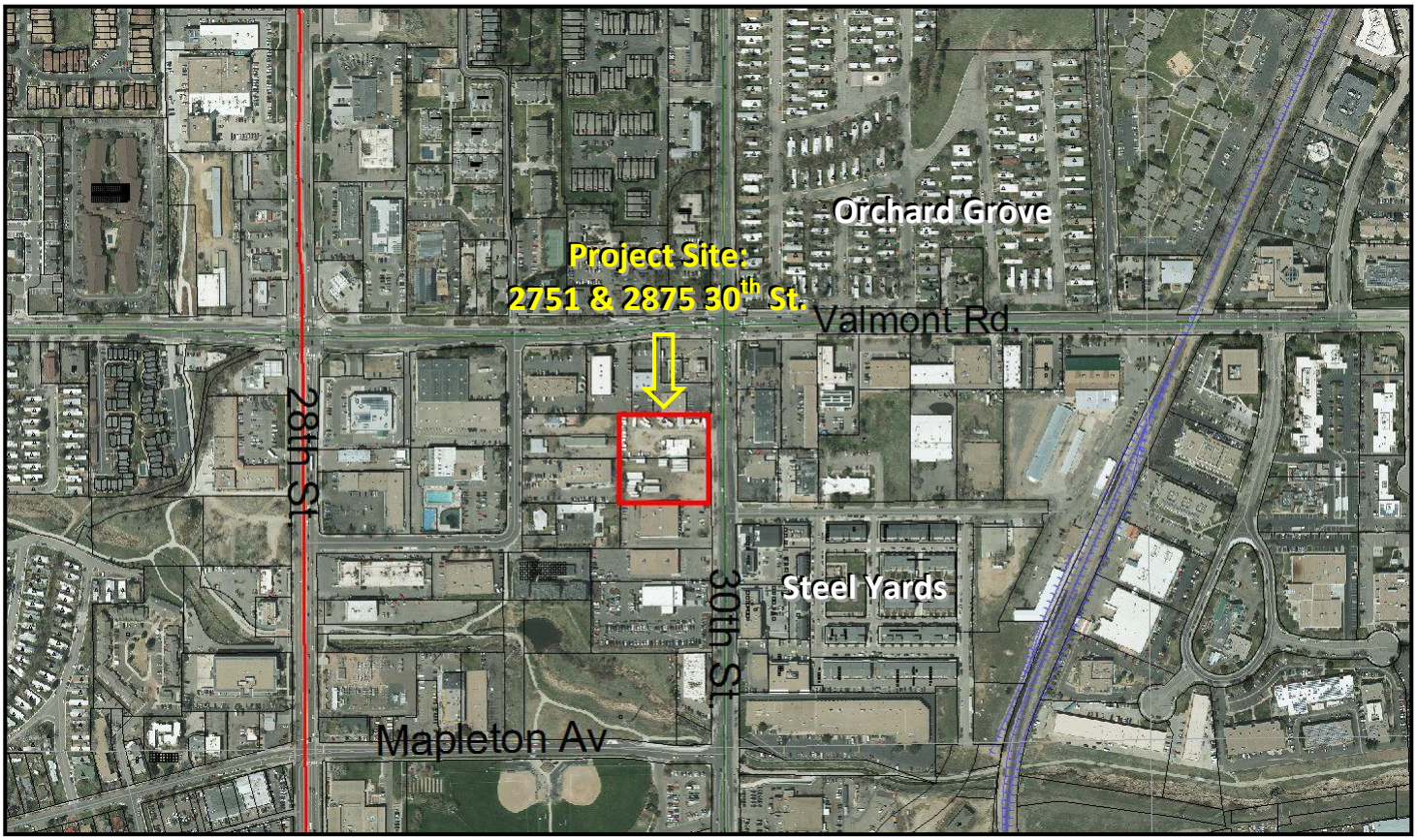


Figure 1: Vicinity Map

II. PROJECT DESCRIPTION SUMMARY

The current Concept Plan proposal is for the redevelopment of a 1.85 acre site located at 2751 and 2875 30th Street within the BT-1 zoning district. Referred to as "The Boulder Junction Rowhouses" the proposed residential development is located in Phase 2 of Boulder Junction and would consist of 32 attached residential units split between four, 4-story, 37' tall rowhouse buildings totalling roughly 66,000 sq. ft. The proposal also includes a large, central open space feature constructed over a below-grade structured parking area containing 70 parking spaces. The open space consists mainly of turf with trees along the north and south periphery, and includes numerous proposed amenities including gazebo structures, a picnic/ barbeque area, a central art feature, a playgound and a small sports field. Access to the site and parking structure is proposed via a drive cut on the south end of the site, just north of the intersection of Bluff Street and 30th Street. The proposal also includes an alley running north-south along the west side

of the site. As illustrated on the site plan shown below in **Figure 2,** both the alley and 30th Street are proposed to include parallel parking. Each unit includes a main entrance and large (roughly 13'8" deep) fenced in front yard area facing the adjacent right-of-way, as well as basement access to the parking structure.

It should noted that this project has been through three Pre-Application reviews (included as **Attachment C**), as well as a hearing by the Boulder Design Advisory Board (BDAB) on September 23, 2015. While it is a bit unique to have a Concept Plan reviewed by BDAB, staff found it to be a benefit at this stage in the process. The draft minutes from the BDAB hearing are included as **Attachment D**.

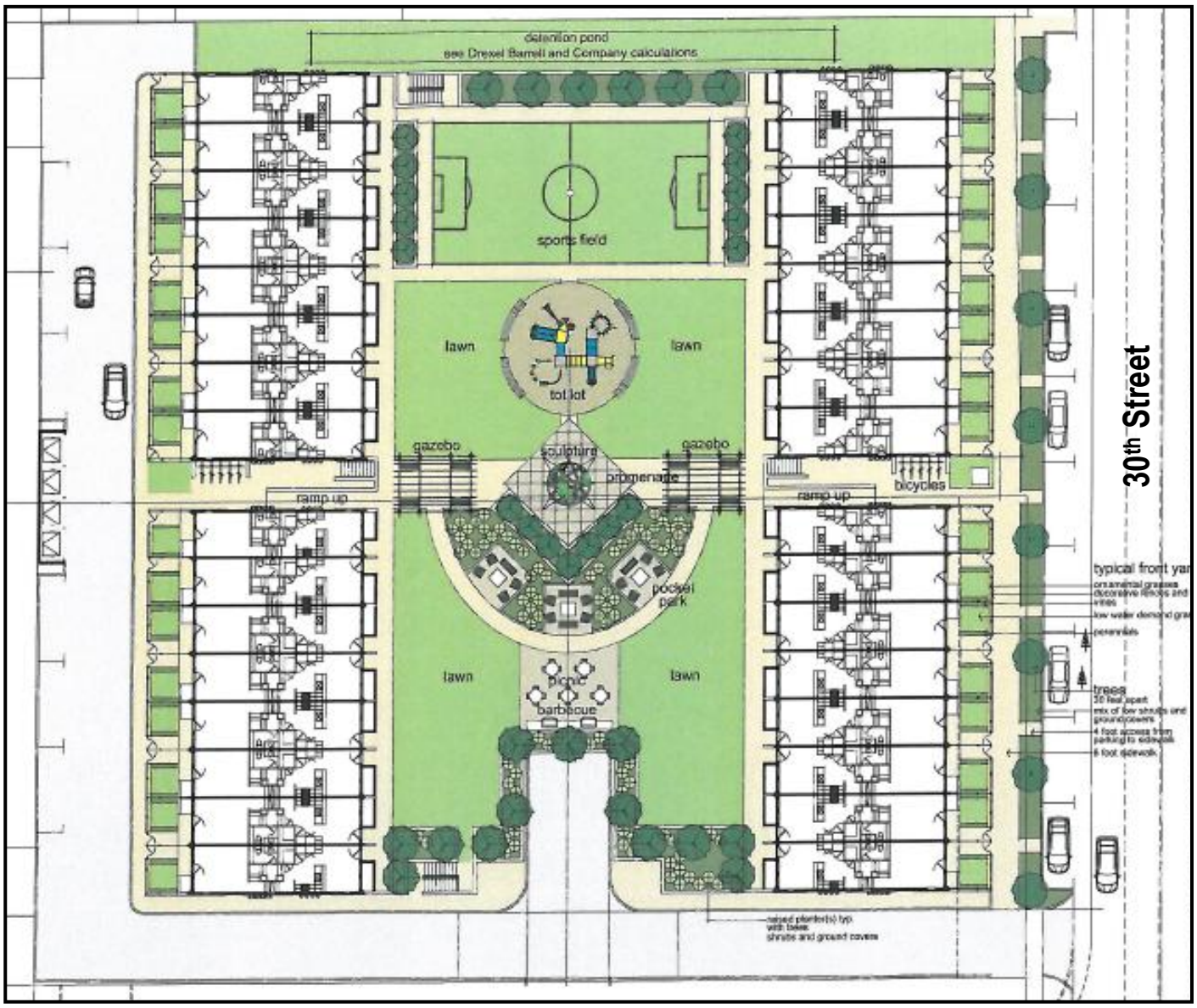


Figure 2: Proposed Site Plan

The proposed buildings are aligned on a north-south access, with two of the buildings fronting 30th Street and two of the buildings fronting the proposed alley. As shown below in **Figure 3**, the buildings are proposed in a rowhouse building configuration comprised of CMU storefront along the first floor, with brick on the second and third stories leading to standing seam metal paneling on the fourth floor elevation. Metal awnings are shown above each group of unit windows. Refer to **Attachment A** for project plans and the full applicant submittal. Section III below includes an

analysis of the Concept Plan Review criteria, which should provide a framework for further discussion by the Planning Board.

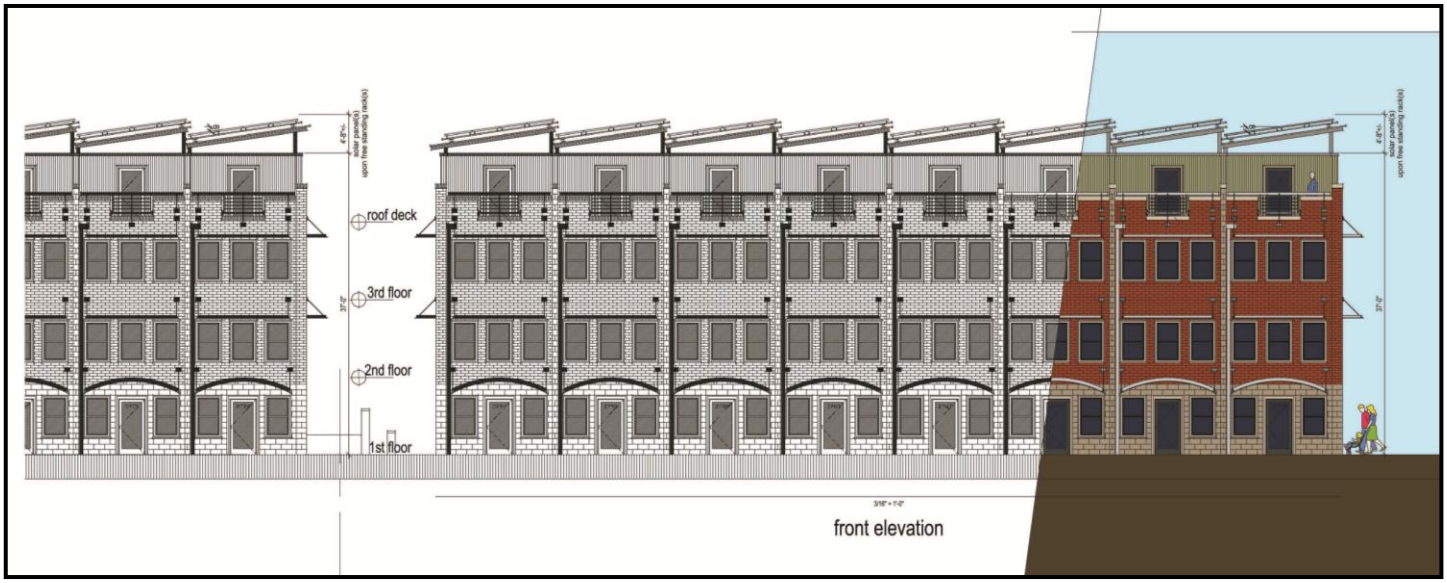


Figure 3: Proposed 30th Street Elevation

PROCESS:

Per section 9-2-14(b)(1), B.R.C. 1981, Concept Plan and Site Review are required for projects located in the BT-1 zone district that are over 2 acres in size or include over 30,000 square feet of floor area. Therefore, development of the 1.85- acre site with over 66,000 sq. ft. of floor area requires both a Concept Plan and Site Review. Per section 9-2-13(b), B.R.C. 1981, an applicant for a development that exceeds the "Site Review Required" thresholds shall complete the concept review process prior to submitting an application for site review.

The purpose of the Concept Plan review as defined by the city's code is to determine the general development plan for a particular site and to help identify key issues in advance of a Site Review submittal. This step in the development process is intended to give the applicant an opportunity to solicit comments from the Planning Board as well as the public early in the development process as to whether a development concept is consistent with the requirements of the city as set forth in its adopted plans, ordinances and policies (section 9-2-13, B.R.C. 1981). Concept Plan review requires staff review and a public hearing before the Planning Board.

The proposal includes a request for a height modification to allow for the proposed buildings to reach 37 feet in height where 35 feet is the maximum permitted height. It should be noted that on March 31, 2015, City Council approved a height ordinance that establishes a two-year period during which modifications to the by-right height for new buildings will only be considered through the Site Review process in specific parts of the city or in particular circumstances. The exempted areas are specific parts of the city where adopted area plans provide guidance for the consideration of proposed modifications. Areas within Phase 2 of TVAP are not included in the exempted areas; therefore, the subject property is not eligible to request a height modification through the Site Review process at this time.

III. Concept Plan Review Criteria for Planning Section 9-2-13(e), B.R.C. 1981

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

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

As shown in **Figure 1** above, the 1.85 acre project site is located on the west side of 30th Street, just south of the intersection of 30th and Valmont Rd. Currently the 30th Street Corridor District is mostly zoned transitional business (BT-1). The west side of 30th Street is predominantly automobile- oriented retail or storage uses; the east side of 30th Street is predominantly mixed-use, urban storefronts. The site is comprised of two parcels, one of which is currently undeveloped and the other of which currently contains an RV repair store. Surrounding uses include the mixed residential and live-work Steelyards development across 30th St. to the southeast as well as a variety of service industrial and retail uses along the 30th Street corridor running north and south of the project site. Images of the site and surrounding area are included below:

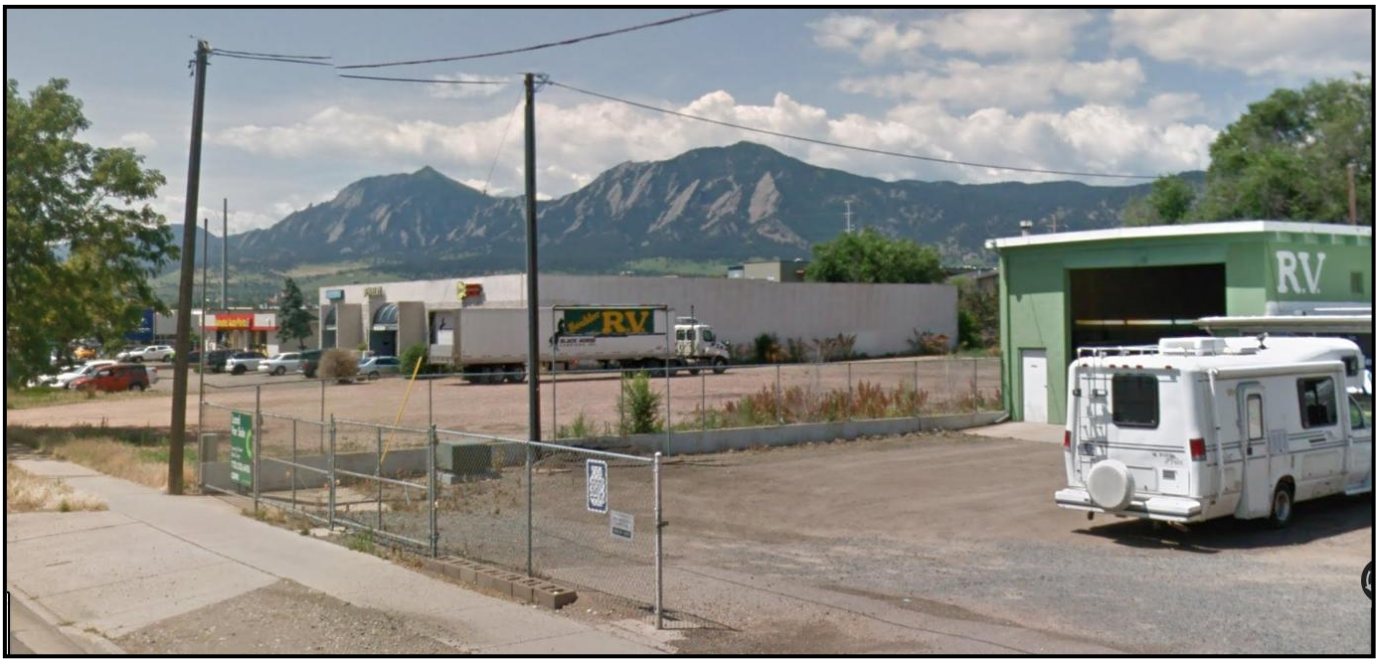


Figure 4a: View of the project site and existing Flatirons views looking southwest from 30th Street

Figure 4b: Looking east from project site across 30th toward auto repair shop and pet store

Figure 4c:
View from just south of project site looking northeast toward Bluff St. with Steel Yards on the right

Figure 4d: View from further south on 30th St. looking north with Steel Yards on right

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

Boulder Valley Comprehensive Plan (BVCP) : Pages **67 to 69** describes the purpose of Area Plans as a means to provide direction for specific geographic areas, and bridge the gap between the broad policies of the Comprehensive Plan and site specific project review. The Comprehensive Plan notes that issues that Area Plans address include appropriate character, scale and mix of uses and if regulatory changes are needed to ensure or

encourage appropriate development. The Transit Village Area Plan (TVAP) is one among four adopted area plans within the Comprehensive Plan with the stated purpose of the being:

> "*To describe the city's vision for the future of the 160-acre Transit Village area and guide the long term development of the area. The area is defined as within walking distance to the future FasTracks transit services – commuter rail, bus rapid transit, and regional bus services."*

Transit Village Area Plan (TVAP): The area overseen by the TVAP was renamed Boulder Junction, in reference to the area from decades ago as the junction of two major rail lines. The overall TVAP land use Plan is presented on the following page as **Figure 6a.** Within TVAP, the future desired land use for the project site is MU-1 or Mixed Use 1, which anticipates 2-3 story mixed use buildings with a mix of residential and commercial uses and tuck-under, structured or surface parking. See **Figure 5 below** for a description of the MU-1 Land Use designation with precedent development images.

Figure 5: Excerpt from TVAP: Intent of MU-1 Land Use

Character Districts in TVAP. Within TVAP, the Boulder Junction area was divided into eight character districts shown in **Figure 6b**, primarily based on future land use and to promote a particular urban design character for each area. The subject site is located within the 30th Street Corridor Character District, defined on Pg. 31 of TVAP as follows:

> *With a change to a mixed-use designation, the district will evolve to take on the character set by the Steelyards project: a mixture of commercial and residential uses in two- to three-story buildings located along the street, with parking behind, supported by a network of new streets and alleys. The vision is to transform 30th Street into a business main street, with neighborhood and community-serving retail, restaurants, commercial services and offices. New transportation connections, wide sidewalks, first-floor storefronts, pedestrian-scale architecture, street trees and furnishings, and on-street parking will help create a more pedestrian-friendly 30th Street. New housing will most likely be located internally to properties, away from 30th Street, and will range from townhouses to higher-density apartments.*

Pg. 35 of TVAP provides additional detail on the desired character of 30th Street as follows:

> ***30th Street: A Business Main Street***
> *The vision for 30th Street is to transform it into a more pedestrian friendly "business main street" with neighborhood and community-serving retail and restaurants, personal and business services, housing and offices. An important ingredient for this transformation is to add on-street parking. On-street parking helps create a pedestrian environment by slowing traffic and providing a buffer between pedestrians and moving vehicles. It also is considered vital to support adjacent commercial activity and activate the street. The on-street parking could be added with minimal, if any, additional right-of-way and without the removal of existing travel lanes. Detailed engineering after plan adoption will examine the exact alignment of the roadway, the location of parking near traffic signals and intersections, and the feasibility of adding parking in front of smaller properties. The parking spaces will be priced and managed as the area builds out according to the TDM program.*

Land Use Plan

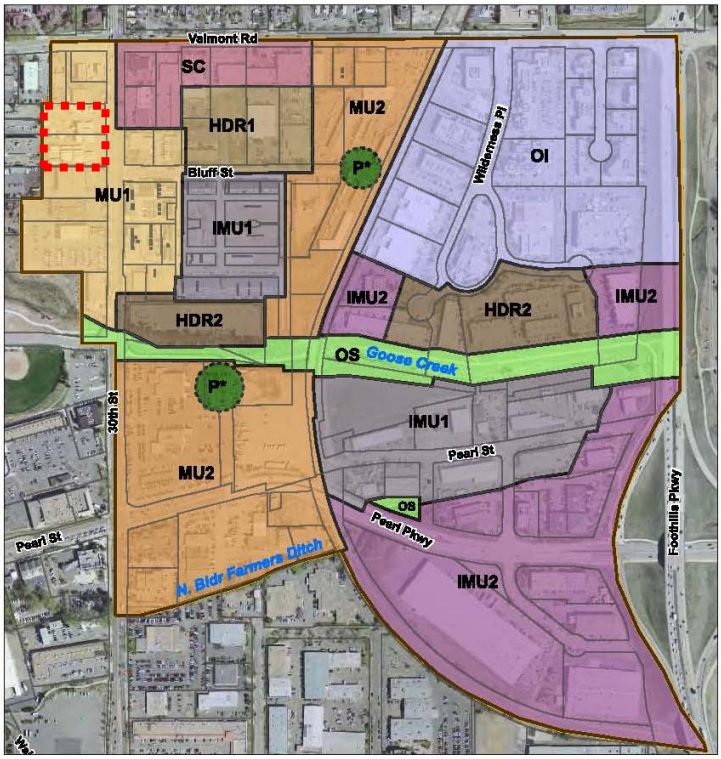


Figure 6a: TVAP Land Use Plan

Character Districts

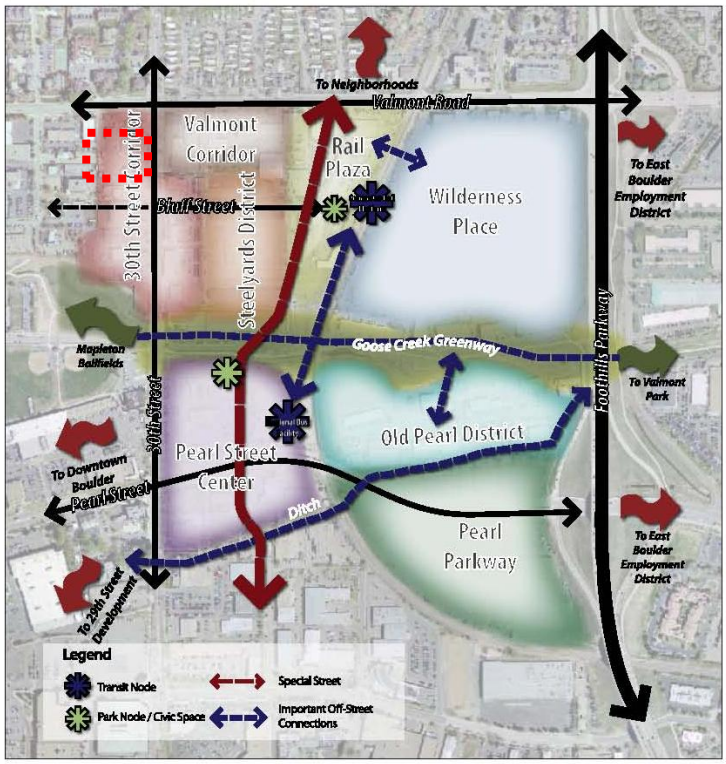


Figure 6b: TVAP Character Districts

A connections plan was also adopted for TVAP that includes a number of connections through the site, as delineated in **Figure 7** (project site shown in green)**.** Equally as important as Land Use, the connections plan is intended to:

> *"Create walkable streets in a fine grain grid pattern, providing for walking, biking and possible car free zones. Provide multimodal connections within the area to adjacent neighborhoods and to key nearby destinations and activity areas."*

The full text of the connections plan is found beginning on page 56 of TVAP, provided here. As shown on the connections plan, a sidewalk connection (shown in purple) is proposed running east-west across the northern

property boundary, and a portion of the alley intended to eventually connect Bluff Street to Valmont (shown in yellow) runs north-south along the western property boundary. As noted in the connections plan, two alternative alignments (shown in orange) are shown for Bluff Street west of 30th Street. The final alignment will be determined as part of a financial feasibility analysis for Bluff Street, which has not yet been completed. This will be an important consideration in the redevelopment of the subject site, as one of the potential Bluff Street alignments would be split between the 2751 30th property and the adjacent property to the south (2691 30th), which is not included in the scope of this proposal. Additional information on this issue is included in the review comments under criterion #5 below.

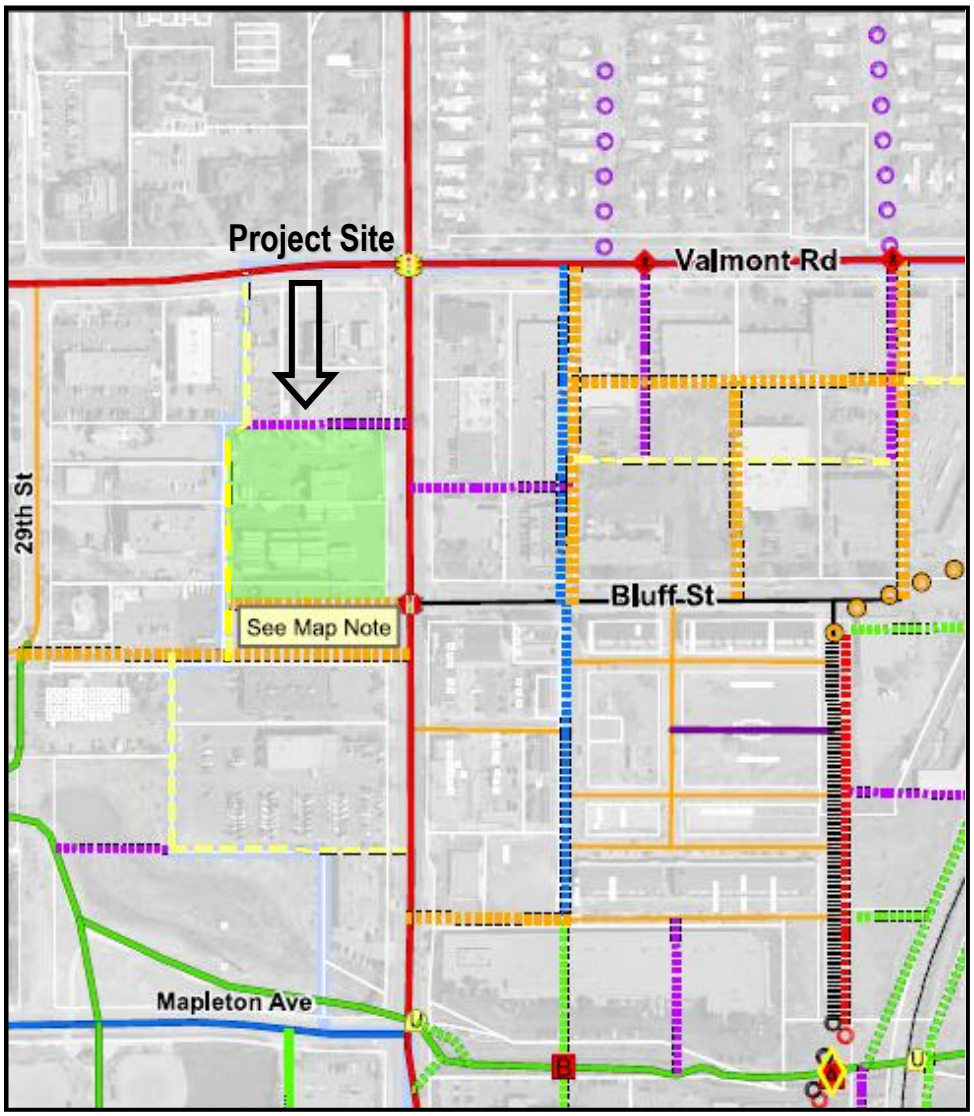


Figure 7: Excerpt from TVAP Connections Plan showing connections through the site

Phasing in TVAP. Development of the areas within TVAP is broken into two phases, wherein the planning horizon for the first phase of redevelopment, generally west of the railroad tracks and east of 30th Street, is 10 to 15 years, and the planning horizon for the second phase, generally east of the tracks and west of 30th Street, is 15 years and beyond. The Implementation Plan for the Transit Village Area Plan describes the process and timeline for various regulatory changes, funding mechanisms and programs to implement Phase 1 and Phase 2 of the

Transit Village Area Plan (TVAP). As shown in **Figure 8** below, the project site is located in the Phase 2 area of TVAP.

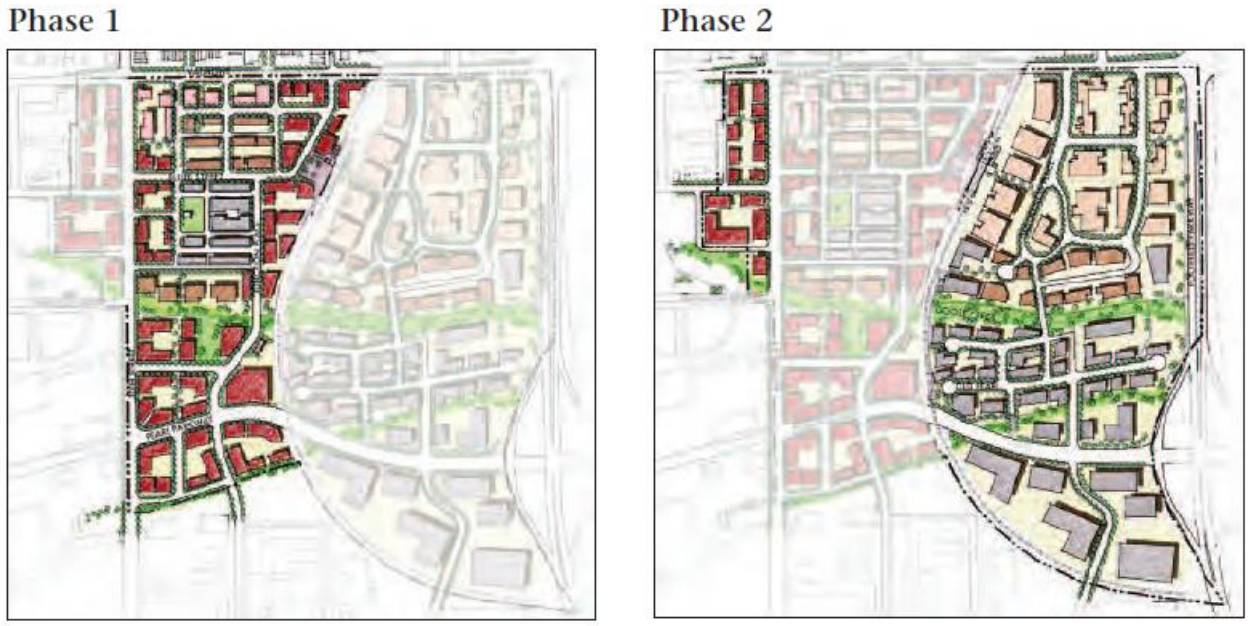


Figure 8: TVAP Phasing Plan

Per the TVAP Implementation Plan, a phased approach will be taken for the following components of implementation: the city's funding of key public improvements, the regulatory aspects of the plan involving land use and zoning changes, TDM and transportation connections. The criteria for city initiation of Phase 2 land use and zoning changes are the following:

- Substantial redevelopment of Phase 1;
- Plan in place for providing public improvements to Phase 2; and
- Market support for Phase 2 land uses

Properties in Phase 2 that wish to redevelop sooner could do so under current zoning, or could request BVCP land use designation and zoning changes consistent with the adopted Area Plan if it can be demonstrated that:

- Adequate public facilities will be in place concurrent with redevelopment, including construction of transportation improvements shown on the Connections Plan that are necessary to serve the property and connect it to the arterial street network. An early action item for plan implementation will be development of a concurrency ordinance that would require adequate public facilities and services to be in place concurrent with redevelopment.

Planning Board and the City Council may also consider the market absorption of properties with similar uses in Phase 1 when considering BVCP land use map and zoning changes for Phase 2 properties. It should be noted that there is currently no plan in place for providing public improvements to Phase 2, including the required Bluff Street connection; therefore, a BVCP Land Use Map change and Rezoning of the project site to BMS would not be supportable at this time.

Existing and Future Site Zoning. As shown in **Figure 9**, the project site is currently zoned BT-1 (Business – Transitional 1), which is defined in section 9-5-2 of the Land Use Code as follows:

Transitional business areas which generally buffer a residential area from a major street and are primarily used for commercial and complementary residential uses, including without limitation, temporary lodging and office uses.

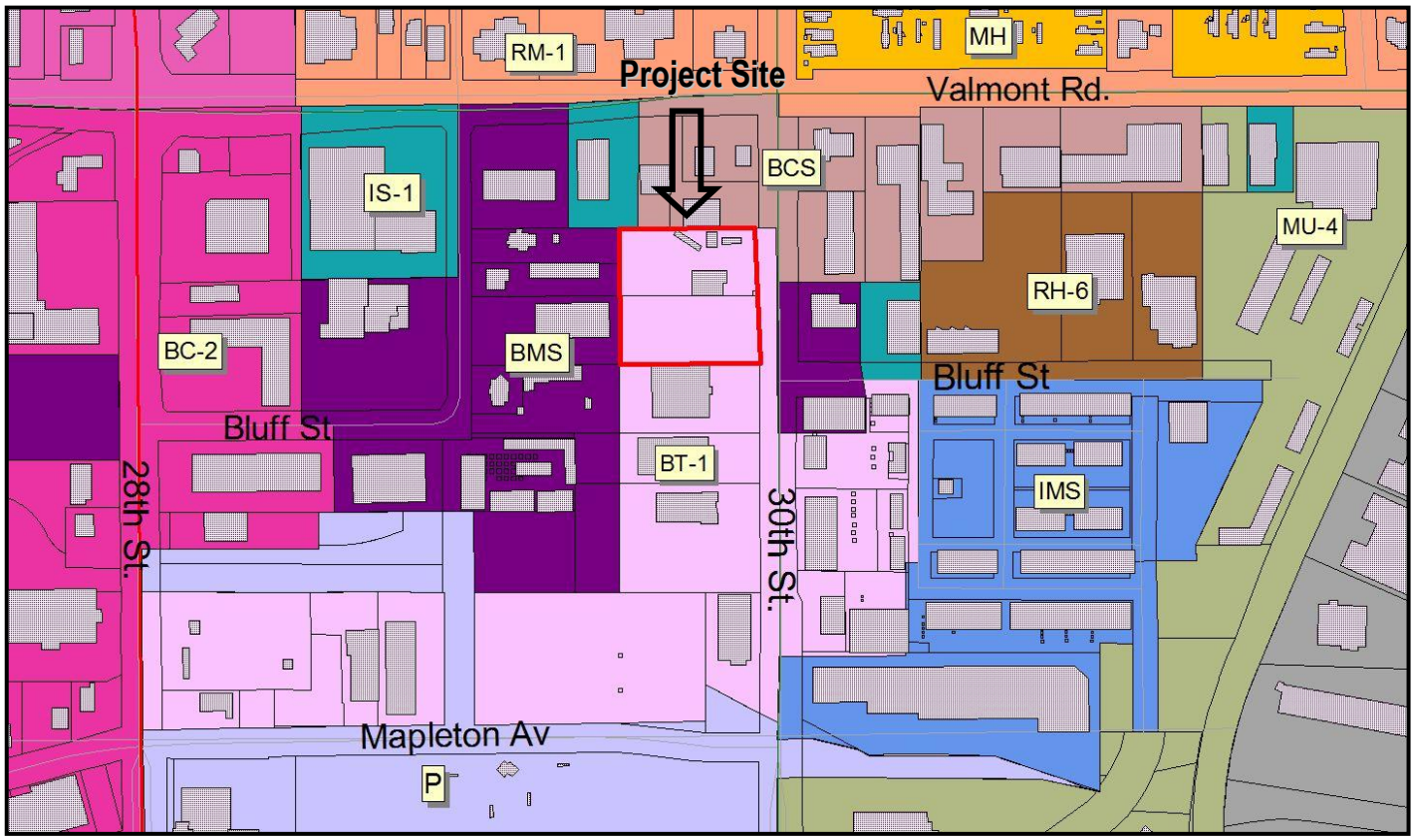


Figure 9: Zoning Map

The future zoning for the project site under the TVAP land use designation of MU-1 is Business Main Street (BMS), which is applied to *"Business areas generally anchored around a main street that are intended to serve the surrounding residential neighborhoods. It is anticipated that development will occur in a pedestrian-oriented pattern, with buildings built up to the street; retail uses on the first floor; residential and office uses above the first floor; and where complementary uses may be allowed"* per section 9-5-2(c)(2)(F), B.R.C. 1981.

There are several significant differences between the existing BT-1 zoning and the future BMS zoning. Specifically, the building setbacks are greater in BT-1 (20 foot front yard setback as opposed to zero lot line setback in BMS; residential intensity in BT-1 is based on minimum open space requirement of 1,200 square feet per unit as opposed to a maximum FAR limitation (1.0 for residential projects in BMS not located within CAGID or UHGID); and, perhaps most significantly, the maximum allowable building height is 35 feet in BT-1 while buildings in BMS may reach up to 38 feet in height by-right.

The current proposal, while meeting the majority of the BT-1 zoning standards, exceeds the 35 foot maximum allowable height for the zone district and shows buildings at an approximate height of 37 feet. It also shows 4 stories where 3 stories is the maximum for both the BT-1 and BMS zones. While the application materials indicate that this request is predicated upon the eventual rezoning of the property to BMS, rezoning of the property from BT-1 to BMS is not included in the scope of this proposal, and as mentioned above is not anticipated until Phase 1 of TVAP is substantially complete and a plan is put in place for the provision of public improvements to the area.

Therefore, because rezoning of the property is not anticipated in the near future and the project site is not located within an area identified as exempt from the height modification ordinance provisions, the subject property is not eligible to request a height modification through the Site Review process. This will have a significant impact on the proposed building design, as it will preclude the proposed buildings from exceeding 35 feet in height.

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

Once the Planning Board has reviewed a Concept Plan application and provided comments at a public hearing as required by section 9-2-13(f), B.R.C. 1981, the city council may call up the application within 30 days of the board's review. Any application that it calls up, the city council will review at a public meeting within sixty days of the call-up vote or within such other time as the manager or council and the applicant mutually agree.

Following the final review of the Concept Plan, the applicant will be required to submit a Site Review application meeting the requirements of section 9-2-14(d), B.R.C. 1981. The project will also be required to demonstrate compliance with the Site Review criteria found in section 9-2-14(h), B.R.C. 1981 as well as the applicable design guidelines for the area set forth in TVAP.

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

Following Concept Plan Review, the applicant will be required to submit a Site Review application. Following Site Review, the applicant is required to submit an application for Technical Document (TEC doc) Review prior to application for building permit. The intent in the TEC doc review is to ensure that technical details are resolved such as drainage and transportation issues that may require supplemental analyses. A TEC Doc review process will also be required for dedication of any necessary easements and right-of-way. A Lot Line Elimination may also be required depending on the final site configuration.

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;

There are several opportunities and constraints in relation to the transportation system. As mentioned above the TVAP Connections Plan shows a sidewalk connection running east-west across the northern property boundary, and a portion of the alley intended to eventually connect Bluff Street to Valmont running north-south along the western property boundary. The current proposal includes the alley connection but does not provide a sidewalk along the northern end of the property as anticipated by the connections plan. Perhaps the most significant issue with the current proposal is the proposed access, which is currently shown as being taken off 30th Street along the southern boundary of the property. As discussed in the initial staff review comments to the applicant (see **Attachment B**), staff has significant safety and operational concerns regarding the proposed driveway access off of 30th Street. In addition, given that the future Bluff Street connection shown in the TVAP Connections Plan would run almost immediately to the south of the proposed driveway access, the current proposed access point runs directly counter to the intent of the 30th Street Character District Guidelines within TVAP, which state:

> *"To create a more pedestrian environment and improve safety and traffic flow along 30th Street, eliminate driveway curb cuts on 30th Street when new streets and alleys are developed in the vicinity."*

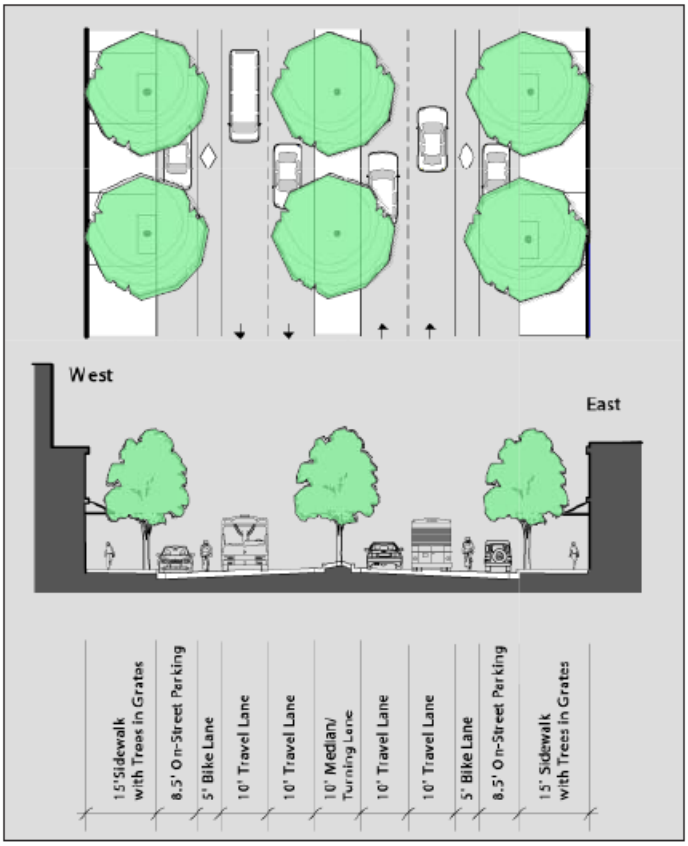
While the applicant has indicated that the proposed access would only be temporary and would be removed once the new Bluff Street extension is constructed, staff has concerns that this would significantly affect the project in terms of the future frontage along Bluff Street, as the current buildings are set back significantly from the proposed drive access and would therefore be even further set back from the Bluff Street frontage once Bluff Street is completed and the temporary access is removed. Ideally, the project site would be redeveloped simultaneously with the adjacent site to the south (2691 30th St.); however, the applicant noted, and staff confirmed that the adjacent property to the south has a long term lease for the building housing Robb's Music, with 13 years remaining on the lease and an option for an additional 25 years thereafter. The building is owned separately from the land, and the current building's owner indicated that they and the land owners have no interest in selling or redeveloping the property in the short- and mid-term future. As a result, any near term extension of Bluff Street is unlikely. The final Bluff Street alignment will be determined as part of a financial feasibility analysis for Bluff Street, which has not yet been completed.

The applicant would be responsible for dedicating the right-of-way / easement and constructing the alley and sidewalk connection. The Streetscape Guidelines in TVAP illustrate what is anticipated for 30th Street along mixed use and high density residential land uses. This streetscape, shown below in **Figure 10,** is further described in the TVAP streetscape guidelines as follows:

30th Street: A Business Main Street

The vision for 30th Street is to transform it into a more pedestrian friendly "business main street" with neighborhood and community-serving retail and restaurants, personal and business services, housing and offices. An important ingredient for this transformation is to add on-street parking. On-street parking helps create a pedestrian environment by slowing traffic and providing a buffer between pedestrians and moving vehicles. It also is considered vital to support adjacent commercial activity and activate the street. The on-street parking could be added with minimal, if any, additional right-of-way and without the removal of existing travel lanes. Detailed engineering after plan adoption will examine the exact alignment of the roadway, the location of parking near traffic signals and intersections, and the feasibility of adding parking in front of smaller properties. The parking spaces will be priced and managed as the area builds out according to the TDM program.

30th Street
Along Mixed Use and High-Density Residential Land Uses*



107' Street Section
** Along Service Commercial, existing condition (with no on-street parking) remains.*

As discussed in the initial reviewer comments to the applicant (found in **Attachment B**), the applicant will be responsible for the dedication of right-of-way and constructing the following public improvements:

- A 10' wide left-turn lane
- An 11' wide (inside) southbound travel lane should the existing lane be less than 11' wide
- A 12' wide (outside) southbound travel lane should the existing lane be less than 12' wide

- A 5' wide southbound bike lane should the existing bike lane be less than 5' wide
- An 8.5' wide on-street parking which also includes curb-and-gutter
- A combined 16' wide landscape area and detached sidewalk behind the curb-and-gutter

It should be noted that while the current proposal meets the streetscape dimensions shown in the streetscape guidelines, the site and building design do not meet the intent of the streetscape standards, as the current proposal shows ground floor units separated from the sidewalk by large (roughly 13 feet deep) fenced-in front lawn areas.

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;

There are no known special status plant or animal species located on the site. The northern site is fully developed and the southern site has been vacant and is denuded of most vegetation except for weedy plant species. There are adjacent public street trees on 30th Street, but it is not likely that these trees can be preserved if parallel parking is installed. Prior approval from the City Forester is required and mitigation shall be due prior to their removal.

Given the broad expanse of vacant land, there is an existing view corridor to the Flatirons from the subject property. This viewshed should be taken into consideration as project plans move forward. While the current site layout may preserve views to the south from the property, staff has significant concerns regarding the proposed central open space feature. Specifically, the vast majority of open space is currently over structured parking with significant elevation change from surrounding access points. Expanses of high water turf and planters of unknown elevation are illustrated with little or no shade. There is high potential for this space to become extremely difficult to maintain. This, it remains unclear if the elevated space would meet open space requirements per section 9-9-11 B.R.C. 1981.

New development is required to meet the landscape standards of section 9-9-12 , "Landscaping Screening Standards", 9-9-13 , "Streetscape Design Standards," and 9-9-14 , "Parking Lot Landscaping Standards," B.R.C. 1981 as well as any specific design elements of the TVAP guidelines and Site Review Criteria of section 9-2-14(h).

7) Appropriate ranges of land uses;

While attached dwelling units are allowed by-right under the current BT-1 zoning standards, it should be noted that under the future BMS zoning district standards, attached dwellings are only allowed *"provided that it is not located on the ground floor facing a street, with the exception of minimum necessary ground level access, otherwise by use review only"* (section 9-6-1, B.R.C. 1981). In addition, given that the desired character of the 30th Street corridor as set forth in TVAP is to become a "*business main street with neighborhood and community-serving retail and restaurants, personal and business services, housing and offices,"* the proposal to redevelop the entire site as strictly residential with ground floor access does not appear to meet this intent. While the applicant has indicated previously that they would like to eventually allow for home-based businesses to meet the intent of the character district, "live-work" uses are prohibited within both BT-1 and BMS zones, and "home occupations" as defined in the land use code are required to be *"clearly incidental and secondary to the residential use of the dwelling and… not change the residential character thereof*" per the Use Standards in Chapter 9-6, B.R.C. 1981.

Therefore, in either zoning scenario, any potential nonresidential uses intended to be introduced in the future would have to be completely separate from any residential uses. As discussed at the BDAB hearing for the project on September 23, 2015, this presents a significant issue in terms of design, as an appropriately designed residential project would not be suitable for conversion to commercial uses and vice versa. Staff finds that a mix of uses would be more in keeping with the intent of the TVAP guidelines as well as the BMS zoning district standards. If redevelopment of the property does not occur until after the property has been rezoned to BMS, then it is unlikely that the proposed residential use would be supported through the Use Review process.

8) The appropriateness of or necessity for housing.

Please see the response to criterion #7 above. While additional housing is anticipated throughout TVAP and may be appropriate for this site in some form, the current proposal to redevelop the site as 100% residential would not meet the intent of the TVAP guidelines for the 30th Street corridor.

Key Issue 1: Are the preliminary plans consistent with the Transit Village Area Plan (TVAP)?

Mass and Scale. The Concept Plan illustrates four four-story buildings at a height of roughly 37 feet. As noted, TVAP envisions 2-3 story mixed use buildings at an FAR of 1.0. While the proposed FAR of 0.82 is consistent with the desired FAR set forth in TVAP, the proposal for four story buildings does not appear to be consistent with the desired building form described in TVAP.

TVAP Guidelines. There are a number of guidelines within the Transit Village Area Plan that will be the basis of the evaluation of the proposed project, along with the Site Review criteria, as the project moves forward. The following is a preliminary consistency analysis of the proposed project with the relevant TVAP Urban Design Guidelines. The staff comments under the Concept Plan Review criteria above also address the project's consistency with many of the relevant guidelines and policies found within TVAP.

General Urban Design Guidelines:

- ***"Orient the main facade to the street and provide an entrance on the street side of the building."***

  Currently the eastern building appears to meet this guideline, with the majority of the main entrances to the buildings located along 30th Street; however, the western building is oriented towards the proposed alley rather than the street and therefore does not meet this standard. It would also be preferable to have units facing the future Bluff Street extension to the south.

- ***"Design buildings with pedestrian-scale materials and architectural articulation, particularly on the first floor. Avoid large blank walls. Along streets and sidewalks provide pedestrian interest including transparent windows and well-defined building entrances."***

  While there is currently very little detail shown on the conceptual renderings to determine the project's consistency with this guideline, staff finds that generally speaking the first floor facades appear to be somewhat lacking in terms of *pedestrian-scale materials and architectural articulation.* Specifically, it appears that the first floor is proposed to be treated with CMU, which is of a larger scale than brick and generally inappropriate for pedestrian-scale residential development.

Staff notes that the Site Review criteria also require that "*Projects are designed to a human scale and promote a safe and vibrant pedestrian experience through the location of building frontages along public streets, plazas, sidewalks and paths, and through the use of building elements, design details and landscape materials that include, without limitation, the location of entrances and windows, and the creation of transparency and activity at the pedestrian level.*" While generally speaking it is desirable to keep buildings simple and elegant, there should also be enough variation to create a unique sense of identity within the development and to maintain pedestrian interest.

As discussed at the BDAB hearing for the project on September 23, 2015 (see **Attachment D**), the "eyebrow" awnings currently shown above the unit entrances are not compatible with the rest of the façade, and give the appearance more of a commercial storefront than residential units. Similarly, the repetitive configuration of the windows, lack of variation in window size, and lack of detail in window treatment is more akin to a warehouse or office building than a residential rowhouse building. The proposal to place at-grade lawn areas along the street with at-grade building entrances centered within the unit façade creates a large amount of separation between pedestrians and building entrances, while at the same time serving to create less visual interest to pedestrians and further confusing the residential versus commercial identity of the building. The placement of the doors in the center of the units also results in less optimal interior spaces.

As suggested by BDAB, staff concurs that there should be more of an effort to "individualize" the units and formally define each residential space through the use of window patterning and detailing, off-center entrances, utilization of stoops or risers to create between 18" and 30" of grade change between the street and unit entrances, and removal of the front lawn features to bring the building closer to the street. In addition, the applicant should explore ways of using brick coursing and other building techniques to create more texture and improve shadow lines within the façade.

Regarding the materiality of the proposed buildings, while staff supports the use of brick and metal as the primary building materials, staff would also like to note that special consideration should be given in the Site Review submittal to ensure that the project meets the Site Review criterion requiring that "*exteriors of buildings present a sense of permanence through the use of authentic materials such as stone, brick, wood, metal or similar products and building material detailing.*" Staff recommends that special consideration be given to building proportion and fenestration details in the formulation of the Site Review submittal.

- ***"Incorporate well-designed, functional open spaces with tree, quality landscaping and art, access to sunlight and places to sit comfortably. Where public parks or open spaces are not within close proximity, provide shared open spaces for a variety of activities. Where close to parks, open spaces provided by development may be smaller."***

  Staff has significant concerns with the proposed open space. Specifically, the proposed street access would create a large amount of unnecessary pavement following the completion of the future Bluff Street connection, which creates issues in terms of how the future streetscape will be treated. In addition, as discussed further in the staff development review comments included as **Attachment B**, the vast majority of open space is currently over structured parking with significant elevation change from surrounding access points. Expanses of high water turf and planters of unknown elevation are illustrated with little or no shade. Staff has significant concerns about the feasibility and long term maintenance of landscaping within this space, and whether the elevated space would be able to meet

the usable open space requirements per section 9-9-11 B.R.C. 1981.

The applicant should also give special consideration to how open space areas will provide "*significant amounts of plant material sized in excess of the landscaping requirements of sections 9-9-12, "Landscaping and Screening Standards," and 9-9-13, "Streetscape Design Standards," B.R.C. 1981*" as required in the Site Review criteria. The applicant should explore ways of creating a more proportional and welcoming space that provides usable open space while contributing to the overall visual patterning of the building frontages as seen from 30th Street and the future Bluff Street extension.

30th Street Corridor District Guidelines:

- ***"Locate buildings along the street with parking behind."***

  Aspects of this proposal are generally consistent with this guideline, although overall the project does not meet the intent of this guideline, as it does not incorporate the future Bluff Street connection and therefore essentially ignores an entire frontage of the property. The current proposal addresses 30th Street, but places no buildings along the future access and has half of the units fronting onto the alley connection. The ideal development pattern for this site based on the guideline above would entail buildings fronting on both 30th and Bluff rather than creating an additional access drive running parallel to Bluff with no building frontage thereon.

- ***"To create a more pedestrian environment and improve safety and traffic flow along 30th Street, eliminate driveway curb cuts on 30th Street when new streets and alleys are developed in the vicinity. (See Chapter 4: Transportation Connections Plan.)"***

  As previously discussed in the Pre-Applications for this project (refer to **Attachment C**), staff has significant safety and operational concerns regarding the proposed driveway access off of 30th Street. Given that the future Bluff Street connection shown in the TVAP Connections Plan would run almost immediately to the south of the proposed driveway access, the current proposed access point runs directly counter to the intent of the above guideline.

- ***"Provide pedestrian interest along 30th Street by selecting active ground-floor uses, such as retail and commercial services, where feasible."***

  The current proposal does not meet the intent of this guideline, as the proposed project is entirely residential. It is worth noting that the description of the 30th Street Corridor Character District as found on Pg. 31 of TVAP also states that the vision is *"to transform 30th Street into a business main street, with neighborhood and community-serving retail, restaurants, commercial services and offices…[and] new housing will most likely be located internally to properties, away from 30th Street."* While the current proposed residential density would be permissible through the existing zoning, the applicant should note that during the Site Review process it will be necessary to demonstrate that the project is consistent with the goals of TVAP, including those described above, and that an all-residential project, especially one that does not create visual interest at the ground level, may not meet that intent.

- ***"Provide street furnishings, such as benches, planters, café seating, art, and pedestrian lighting."***

The current submittal does not include details on the proposed streetscape in this regard; however, the site plan does not appear to include any of the pedestrian amenities listed above. While the proposed open space area appears to include some of these elements, the open space itself is not integrated into the streetscape or easily accessed by pedestrians; therefore the open space amenities shown on the central courtyard do not contribute to the project meeting the intent of this guideline. Moving forward, the applicant should give special consideration to how the treatment of 30th Street can be enhanced to meet this guideline.

PUBLIC COMMENT AND PROCESS:

Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the subject site and a sign posted on the property for at least 10 days. All notice requirements of section 9-4-3, B.R.C. 1981 have been met. Staff fielded questions from a nearby property owner regarding the project but has not received any comments in opposition to the proposal.

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: Concept Plan Submittal
B: Development Review Comments to Applicant
C: Previous Pre-Application Responses to Applicant
D: Draft Minutes from Sept. 23, 2015 BDAB Hearing

Concept Plan Transmittal 6.10.15
The Boulder Junction Rowhouses
2751 30th and 2875 30th

This site, 2751 30th and 2875 30th, is part of the adopted Transit Village Area Plan (TVAP) and is slated to be zoned TVAP-MU1, consistent with a BMS zoning, when Phase 2 of TVAP is implemented. The site is currently zoned BT-1.

Our proposed Boulder Junction Rowhouses will be 32 family sized homes, complete with 2,000 sf+ each (plus a 700 sf basement), 3 bedrooms, a fenced front yard, and a great community park.

They will also be among the most energy efficient homes ever built in Boulder, with solar electricity, solar hot water, NRG block walls, and healthy indoor air.

We propose entering an underground garage from the south side of the property with, for the present time, an entrance from 30th Street. The entrance to the development can be moved to the new Bluff Street, when it is extended in accordance with the TVAP transportation plan.

As part of our submittal, we would like the Planning Board to consider allowing us a 38' height, rather than the 35' currently allowed under BT-1. We have raised only the center portion of each building, at the "stair tower", to 37'. This will allow access to the roof top decks.

The façade facing 30th Street will remain at approximately 32'. The taller portion (37' height) of the building will be set back from the 30th Street property line about 40 feet.

We note that under the future BMS zoning, the site is designated to have 38' maximum height, so we believe that this is a reasonable request. Please note that **we are not asking for any additional units/density above that which is allowed under the current BT-1 zoning**.

We comply with BT-1 zoning in the matters of density / open space (minimum 1,200 sf open space per unit), front, side and rear yard setbacks, and parking (2 spaces per 3 bedroom unit).

Also, please note that our FAR, although not applicable under BT-1, is about .8, which is less than the 1.0 FAR allowed (for residential) under future BMS zoning.

With the hundreds of thousands of square feet of office space being built in Boulder Junction, there is scarcely little large size (2,000 sf +) housing being added for families, who will want a front and back (ground floor) entrance, a fenced yard for a dog, and a playground and park right outside the door. And all within walking distance of new offices, restaurants and retail.

The Boulder Junction Rowhouses will be a (clean energy) supply of homes that will be in huge demand in the district.

Please approve our project.

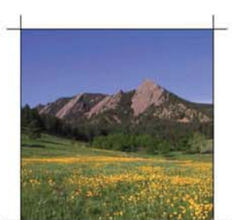
Thank you.

Jason Lewiston
Greenius Boulder LLC

Boulder Junction Rowhouses

boulder junction rowhouses

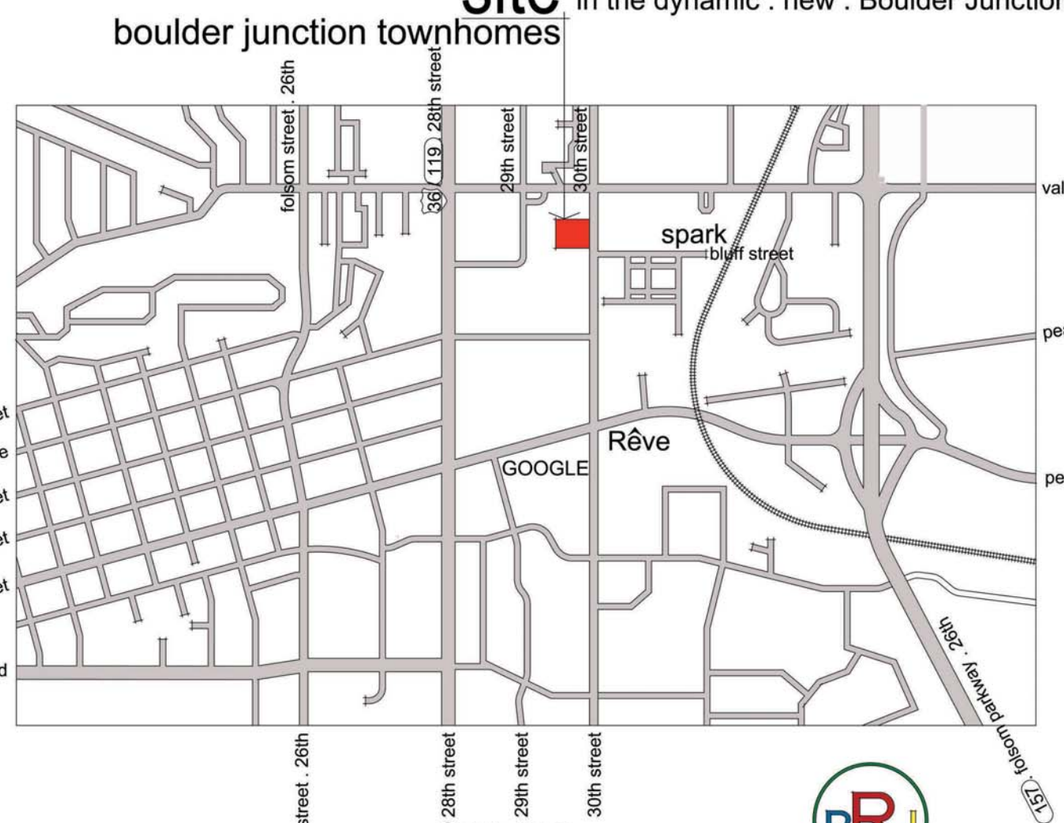
boulder junction

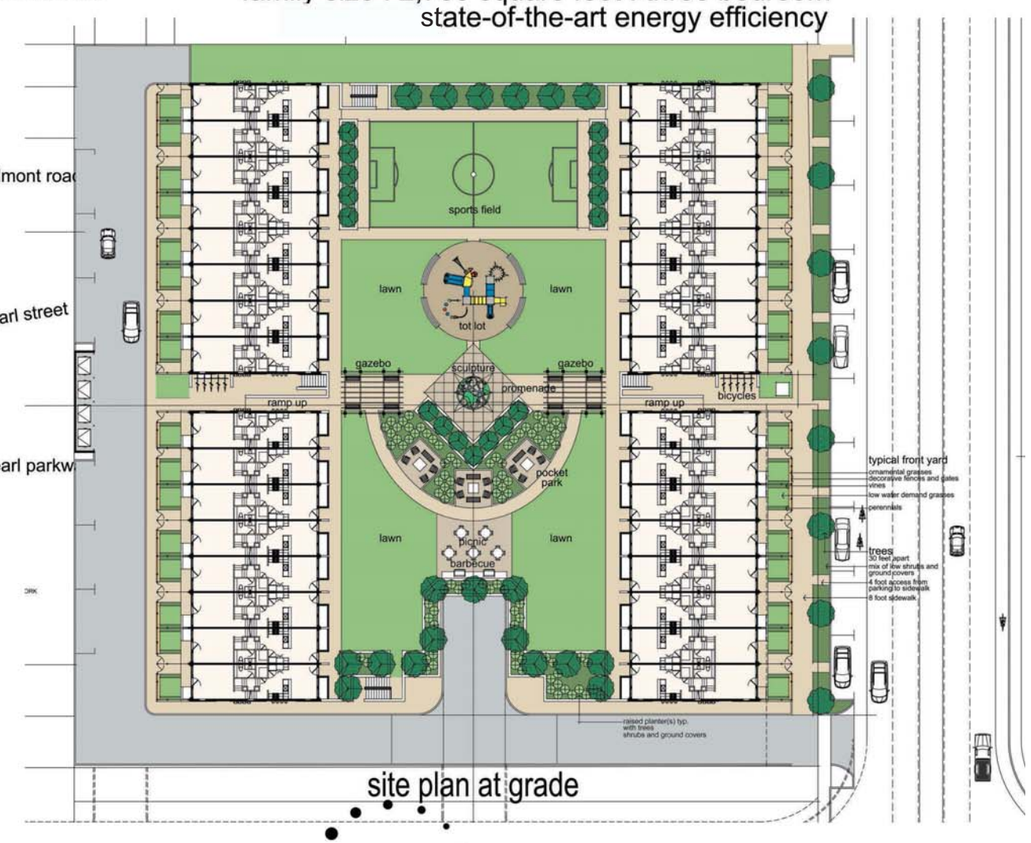


site

Presenting 32 new rowhouses in the City of Boulder Colorado
in the dynamic . new . Boulder Junction District

family size . 2,700 square feet . three bedroom
state-of-the-art energy efficiency





site plan at grade

27 April 2015

called north

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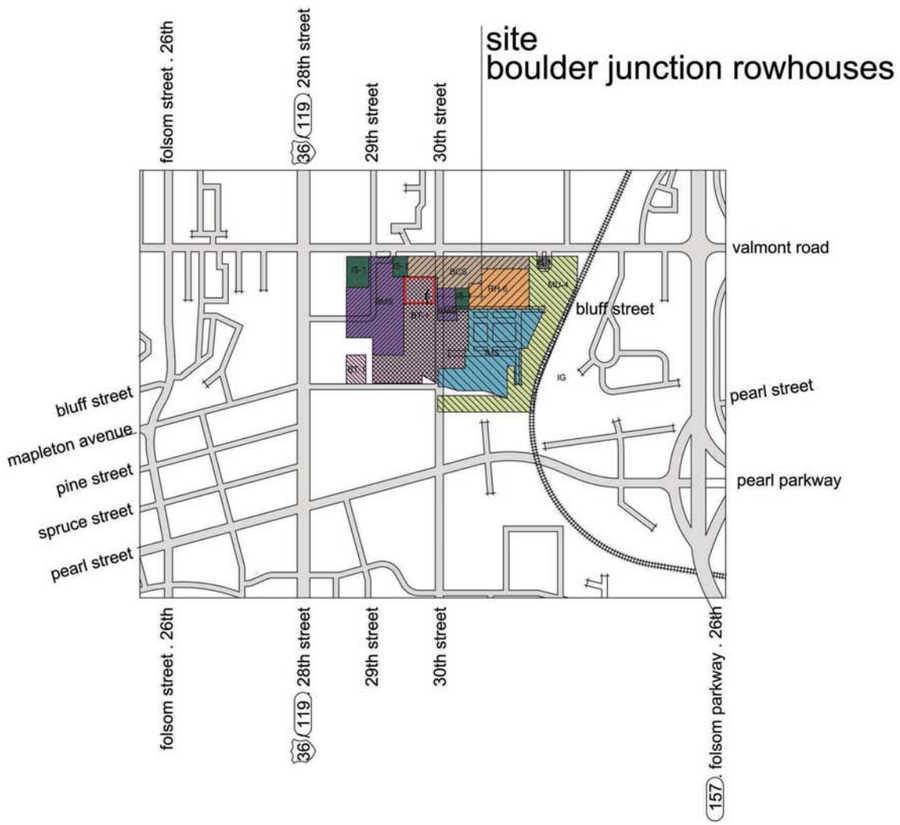
Architectural Documents
Boulder Junction
rowhouses

boulder junction rowhouses

boulder junction



drawing index

drawing number	subject
	cover
1.	introduction . team . drawing index
2.	architectural site plan at grade + site location map
2a	landscape plan
3.	architectural site plan underground parking
4.	3 bedroom rowhouse floor plans
4a	plan - key
5.	front elevations
6.	rear elevations and underground parking section
7.	north elevation and site section through buildings
8.	south elevation and site section between buildings
9.	typical building section
10.	open space calculation
11.	Bluff Street extension per TVAP proposal

The Team

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Energy Features

Energy efficient design, including solar panels, is about saving money through lower utility bills. It is a fantastic coincidence that in saving money, you are also doing a great deal to help the environment by causing far less pollution, and increasing your comfort, health, safety, and even our national security.

Our rowhouse dwellers will save hundreds of dollars per year on their utility bills due to several features, including:
NRG Block: Our exteriors will be built out of an insulated block, some in brick size shapes, which is far superior to any lumber/insulation combination. There will be virtually no air loss or heat exchange through our walls.

Greenius Screens: We will install our own interior magnetic window screens (patent pending) which will block most air loss and heat exchange at the windows.

Energy Recovery Ventilator: As a result of having air tight structures, we will install energy recovery ventilators which will use the energy from indoor air to heat or cool incoming outdoor air. Our indoor air will be frequently exchanged at minimal energy loss.

Solar Panels: A 2 to 3 kWh system will provide much of the electricity for our units. The units will still be "grid" tied and will draw electricity from the grid whenever necessary.

Terrazzo concrete floors: You really don't want to know what you breath in from your carpeting or coated hardwood everyday. Our floors will be time tested, eternal poured concrete. Residents can place area rugs atop and replace them when needed if they like, but our flooring will not significantly off-gas or retain dirt.

Solar Hot Water Collectors: Have you ever picked up a hose in the summer and felt how hot the water was? We will use the sun to heat much of our hot water.

Ceiling Fans: These use a lot less energy than air conditioners in the summer. User friendly Programmable Thermostats.

LED and CFL lighting: Some of our light bulbs will last ten years or more and use 1/15 the energy of yesterdays bulbs.

Front loading washing machines: These use a lot less water than top loading washers.

With respect for our neighbors from Google, we will be installing Nest Thermostats in all of our homes, and products from the partners of Nest, including Big Ass Fans, Whirpool Appliances, and LIFX lighting.

2751 and 2875 30th Street
Boulder . Colorado

27 April 2015

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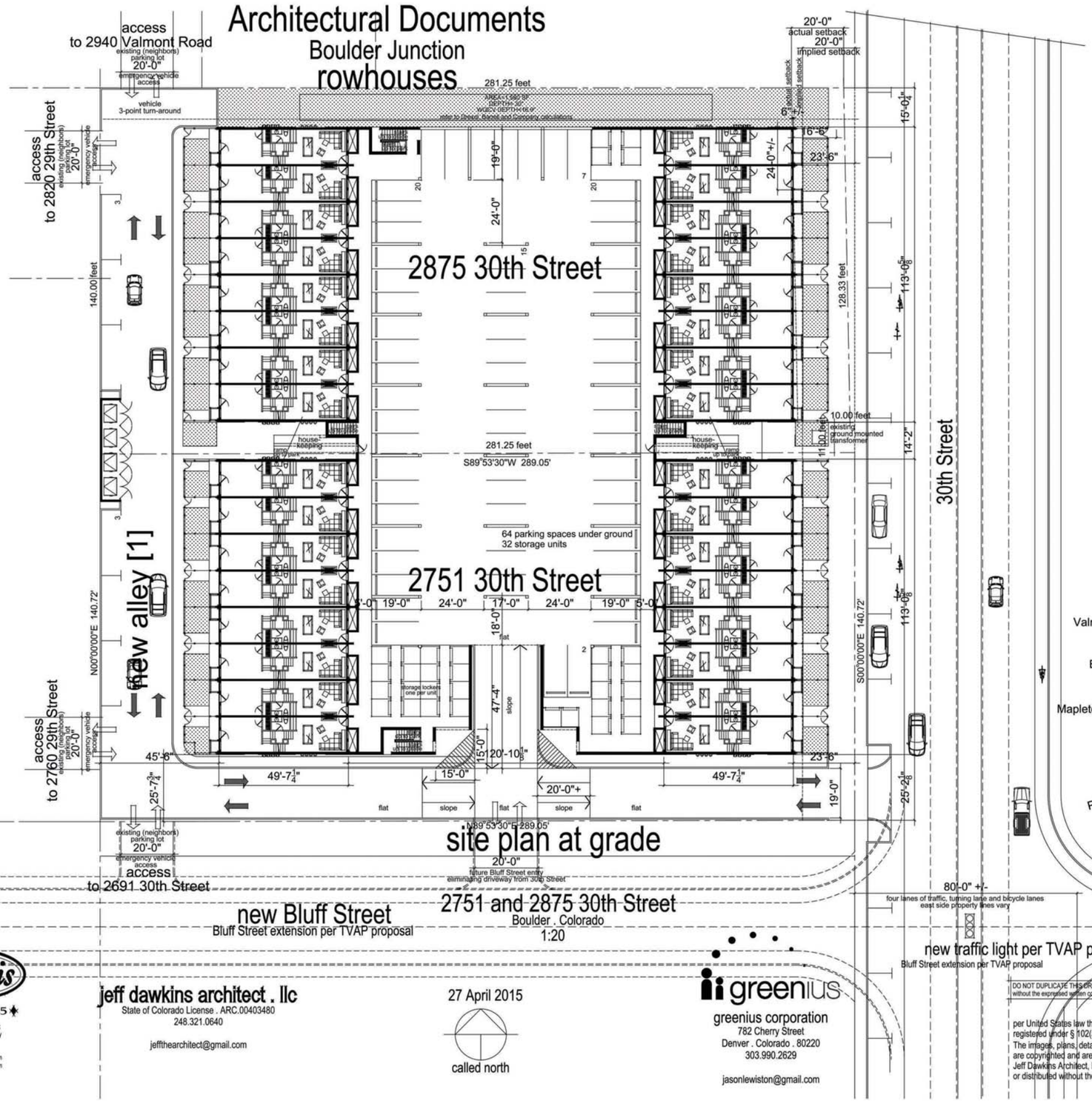
Architectural Documents

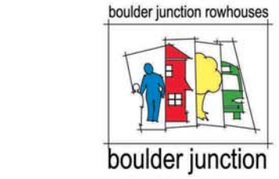
Boulder Junction rowhouses

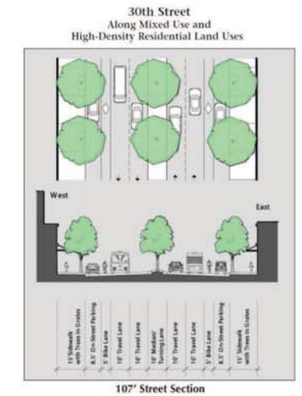
FAR (floor area ratio) BMS zoning
32 units at 2,078.64 square feet each
66,516.48 square feet
lot(s) size: 80,687 square feet
0.82 FAR

lot size calculation
2875 30th Street = 40,147 square feet
2751 30th Street = 40,540 square feet

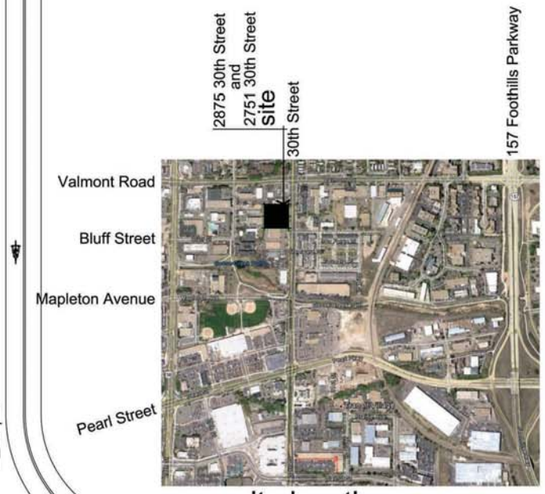
proposed parking
32 3 Bedroom Units
2 parking spaces per unit
64 parking spaces required
70 parking spaces provided







streetscape
as shown in TVAP



site location map

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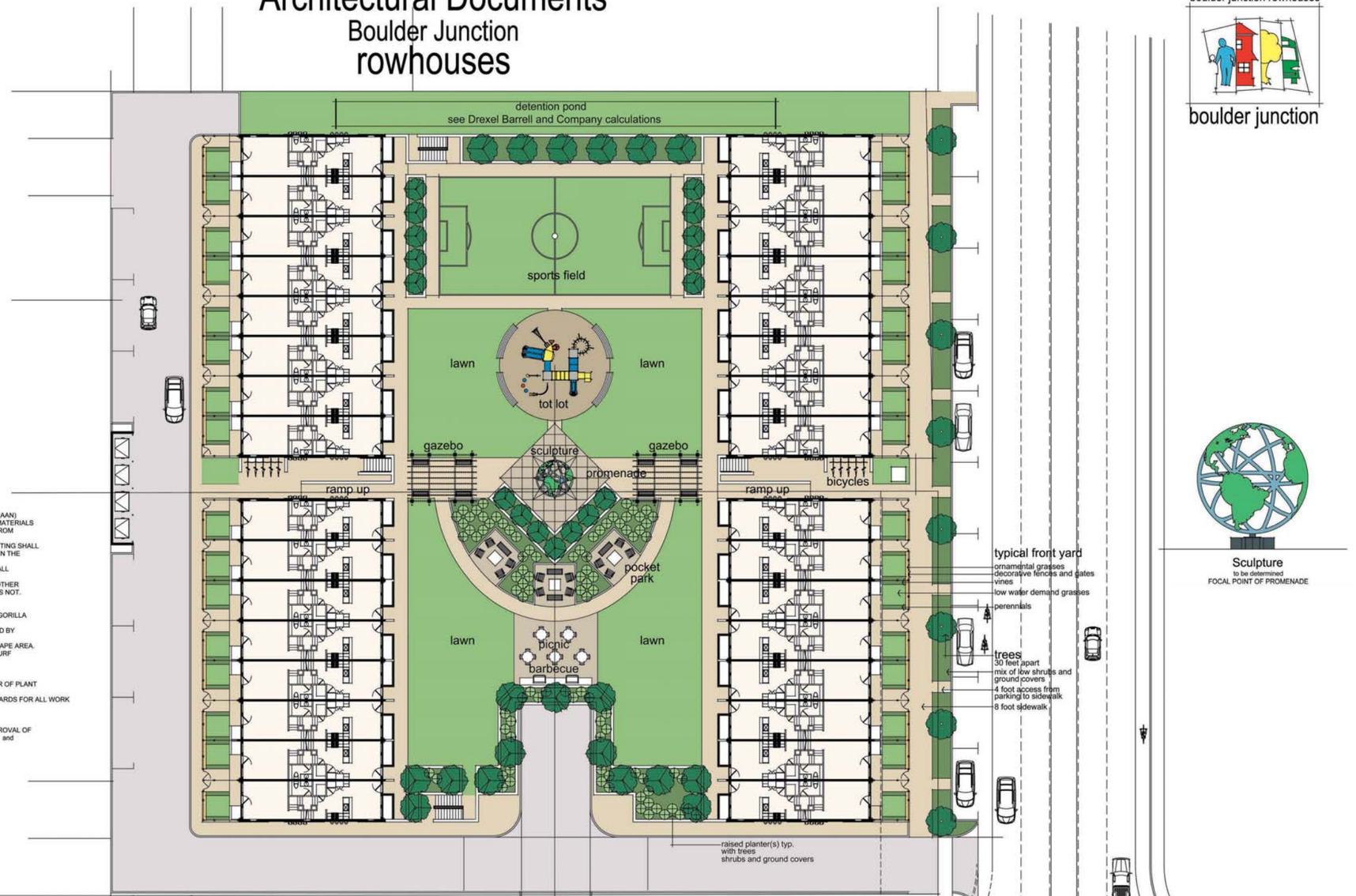
2.

Architectural Documents
Boulder Junction
rowhouses

boulder junction rowhouses

boulder junction



Sculpture
to be determined
FOCAL POINT OF PROMENADE

LEGEND

- NEW DECIDUOUS TREE
- NEW ORNAMENTAL TREE
- NEW EVERGREEN TREE
- NEW SHRUB
- NEW ORNAMENTAL GRASSES
- ENHANCED LANDSCAPE COMBINATION OF ORNAMENTAL GRASSES, PERENNIALS and GRASSES
- NATURALIZED UNDERSTORY / GROUND COVERS
- LAWN
- ENHANCED PAVING - PAVERS (CONCRETE or BRICK)
- PERMEABLE PAVING (PERMEABLE CONCRETE or BRICK PAVERS)
- ENHANCED PAVING - CIP COLORED CONCRETE
- CRUSHER FINES

NOTES

1. ALL PLANT MATERIAL SHALL MEET SPECIFICATIONS OF THE AMERICAN ASSOCIATION of NEURSERY (AAN) FOR NUMBER ONE GRADE. ALL TREES SHALL BE BALLED and BURLAPPED or EQUIVALENT. ALL PLANT MATERIALS SHALL HAVE ALL WIRE, TWINE or OTHER CONTAINMENT MATERIALS, EXCEPT FOR BURLAP, REMOVED FROM TRUNK and ROOT BALL of THE PLANT PRIOR TO PLANTING.
2. TREES SHALL NOT BE PLANTED CLOSER 10 FEET TO ANY PUBLIC SEWER or WATER LINE. TREE PLANTING SHALL BE COORDINATED WITH PUBLIC SERVICE COMPANY. LOCATIONS OF ALL UTILITIES SHALL BE VERIFIED IN THE FIELD PRIOR TO PLANTING.
3. GRADES SHALL BE SET TO ALLOW FOR PROPER DRAINAGE AWAY FROM STRUCTURES. GRADES SHALL MAINTAIN SMOOTH PROFILES AND BE FREE OF SURFACE DEBRIS, BUMPS and DEBRIS.
4. OWNERS SHALL ENSURE THAT THE LANDSCAPE PLAN IS COORDINATED WITH THE PLANS DONE BY OTHER CONSULTANTS SO THAT THE PROPOSED GRADING, STORM DRAINAGE or OTHER CONSTRUCTIONS DOES NOT. CONFLICT NR PRECLUDE INSTALLATION and MAINTENANCE OF LANDSCAPE ELEMENTS ON THIS PLAN.
5. ALL SHRUB BEDS ADJACENT TO TURF AREAS SHALL BE EDGED WITH ROLLED TOP STEEL EDGER.
6. ALL SHRUB BED AREAS, PERENNIALS and GROUND COVER SHALL BE MULCHED WITH A 4" LAYER OF GORILLA HAIR MULCH. DO NOT USE WEED BARRIER FABRIC IN ANY OF THE LANDSCAPE BEDS.
7. PRIOR TO INSTALLATION OF PLANT MATERIALS, AREAS THAT HAVE BEEN COMPACTED OR DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE THOROUGHLY LOOSENED; ORGANIC SOIL AMENDMENTS SHALL BE INCORPORATED AT THE RATE OF AT LEAST FOUR (4) CUBIC YARDS PER 1000 SQUARE FEET OF LANDSCAPE AREA.
8. ALL LANDSCAPE (PLANT MATERIAL and GRASS) WILL BE IRRIGATED WITH AN AUTOMATIC SYSTEM. TURF AREAS WILL HAVE A SPRAY ZONE OR SUB-SURFACE DRIP, SHRUBS and TREES WITH A DRIP ZONE and PERENNIALS / GROUNDCOVERS (PART OF THE DRIP ZONE) WILL HAVE MICRO-JET SPRAYS OR DRIP.
9. PLANTS ARE GROUPED BY WATER USE ZONE TO CONSERVE WATER.
10. CONTRACTOR SHALL VERIFY ALL MATERIAL QUANTITIES PRIOR TO INSTALLATION. ACTUAL NUMBER OF PLANT SYMBOLS SHALL HAVE PRIORITY OVER THE QUANTITY DESIGNATED
11. REFER TO CITY OF BOULDER DESIGN and CONSTRUCTION STREETSCAPING STANDSCAPING STANDARDS FOR ALL WORK WITHIN PUBLIC AREAS.
12. REFER TO THE CIVIL ENGINEER DRAWINGS FOR GRADING and UTILITY INFORMATION.
13. THIS PLAN MEETS OR EXCEEDS CITY OF BOULDER LANDSCAPE CODE REQUIREMENTS.
14. NOTHING SHALL BE PLANTED BETWEEN OCTOBER 15 and MARCH 15 WITHOUT PRIOR WRITTEN APPROVAL OF THE CITY. STOCK, OTHER THAN CONTAINER GROWN STOCK, SHALL NOT BE PLANTED BETWEEN JUNE 1 and SEPTEMBER 1 WITHOUT PRIOR WRITTEN APPROVAL OF THE CITY.
15. SOD SPECIFICATION:
    REVEILLE
    HYBRID TURF GRASS OF KENTUCKY BLUEGRASS and TEXAS BLUEGRASS

    SOD AVAILABLE THROUGH:
    GRAFF'S TURF FARMS
    9809 N. FRONTAGE RD 1-76
    PO BOX 715
    FORT MORGAN, CO 80701-0715
    P: 970.867.8873
    F: 970.867.4343
    E: graffs@graffsturffarms.com
    W: www.graffsturffarm.com

Landscape Plan

2751 and 2875 30th Street
Boulder . Colorado
1:20

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LANDSCAPE ARCHITECTURE □ LAND PLANNING □ URBAN DESIGN

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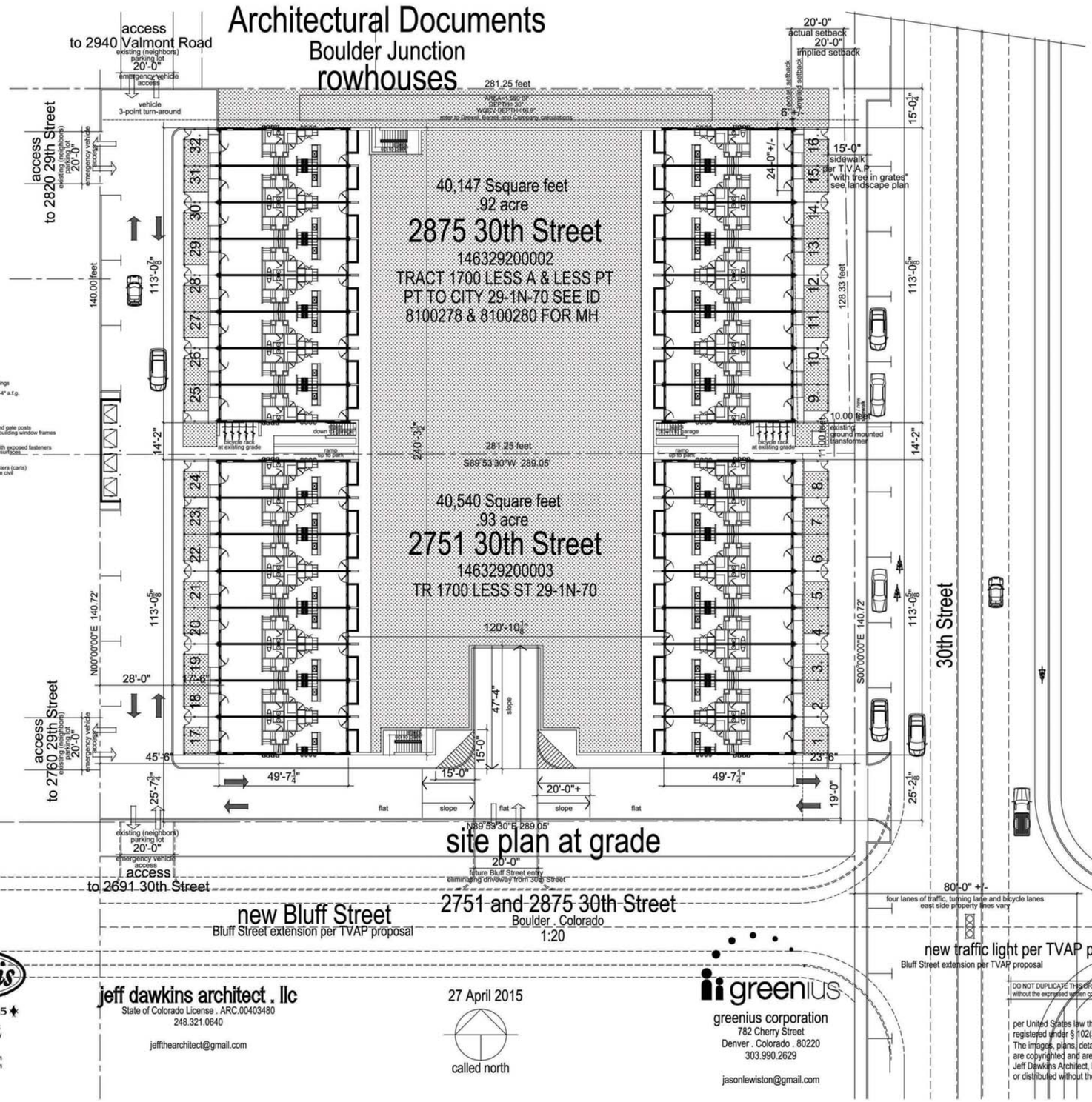
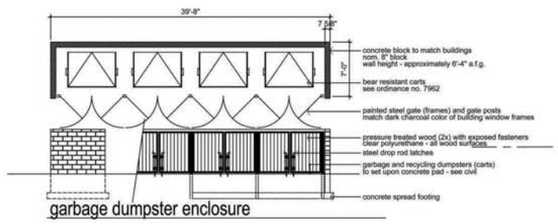
2a

Architectural Documents

Boulder Junction rowhouses



site plan at grade



garbage dumpster enclosure

TVAP Area Planning Proposal

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3.

Architectural Documents
Boulder Junction
rowhouses

boulder junction rowhouses

boulder junction

typical floor plans

1/4" = 1'-0"

2751 and 2875 30th Street

Boulder . Colorado

27 April 2015

typical unit

1st floor 692.88 square feet
2nd floor 692.88 square feet
3rd floor 692.88 square feet
total 2,078.64 square feet
32 units x 2,078.64 square feet / unit
total 66,516.48 square feet development

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Boulder Junction Rowhouses

boulder junction rowhouses

boulder junction

typical floor plans

3/16" = 1'-0"

building section

3/32" = 1'-0"

front elevation

3/32" = 1'-0"

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Architectural Documents
Boulder Junction
rowhouses

front elevation

3/16" = 1'-0"

2751 and 2875 30th Street

Boulder . Colorado

27 April 2015

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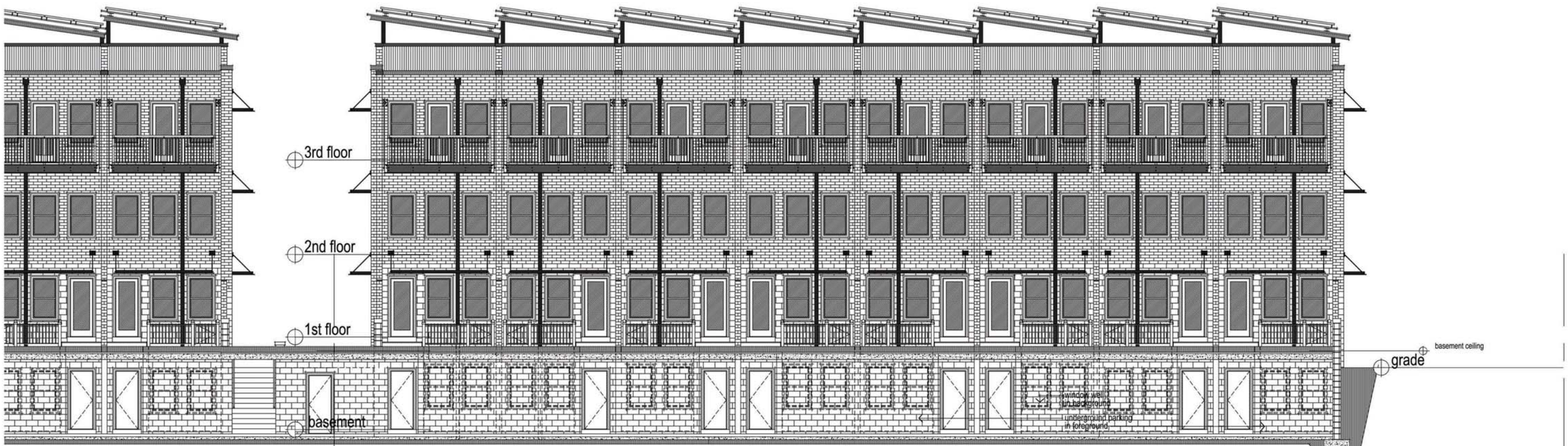
5.

Architectural Documents
Boulder Junction
rowhouses



rear elevation and underground parking section
3/16" = 1'-0"

rear elevation and underground parking section
3/16" = 1'-0"

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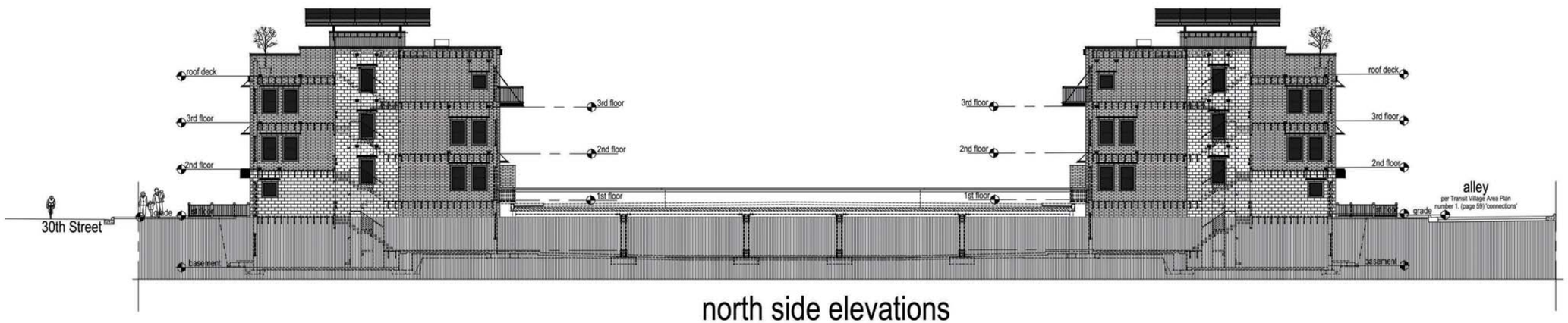
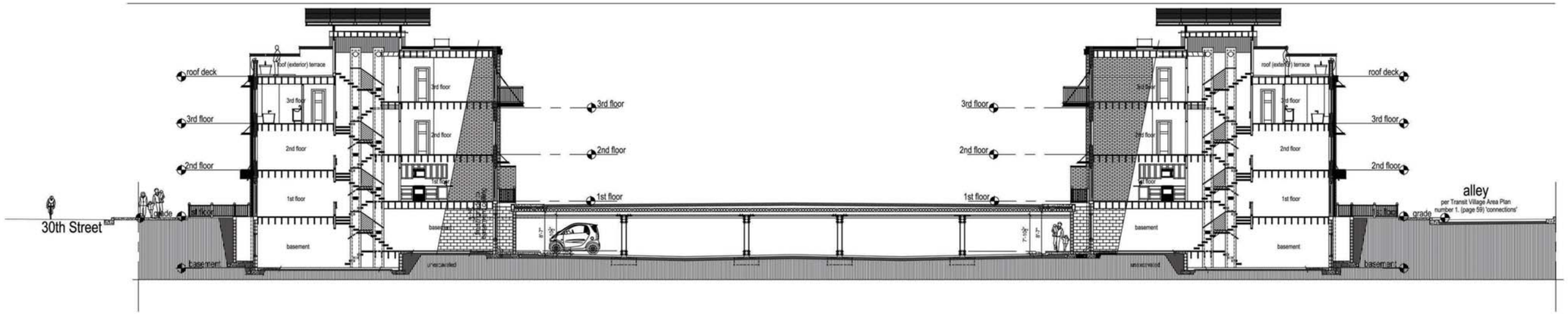
Architectural Documents
Boulder Junction
rowhouses



north side elevations



site section

north elevation and site section

3/32" = 1'-0"

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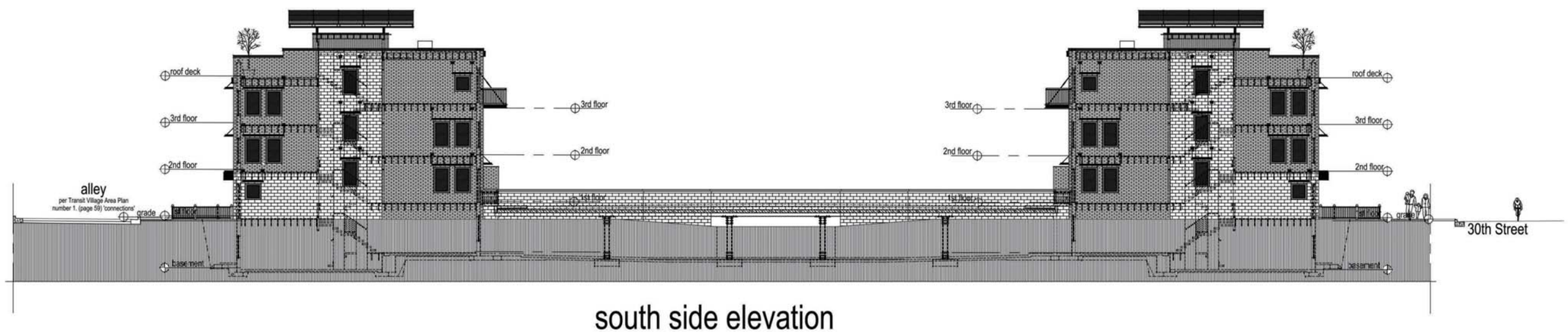
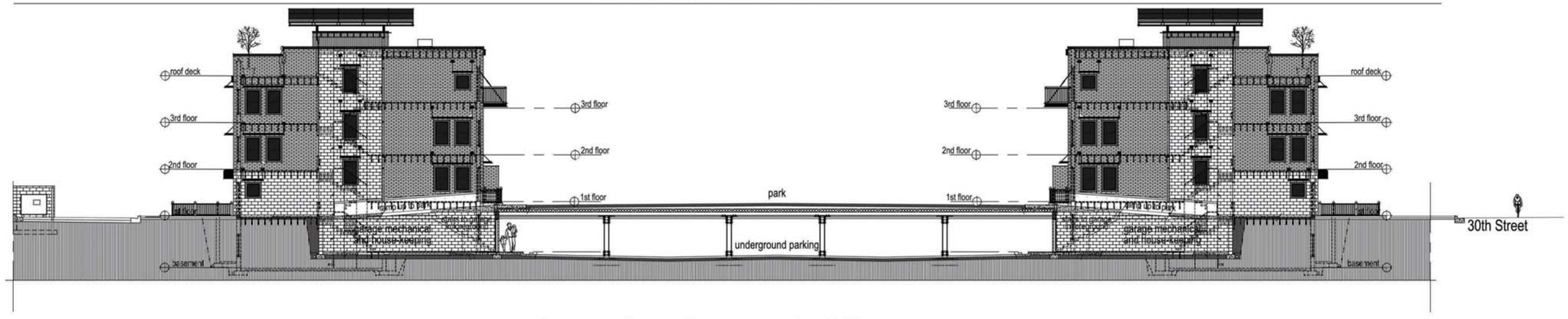
Architectural Documents
Boulder Junction
rowhouses

boulder junction rowhouses
boulder junction



south side elevation



site section - between buildings

south elevation and site section between buildings

3/32" = 1'-0"

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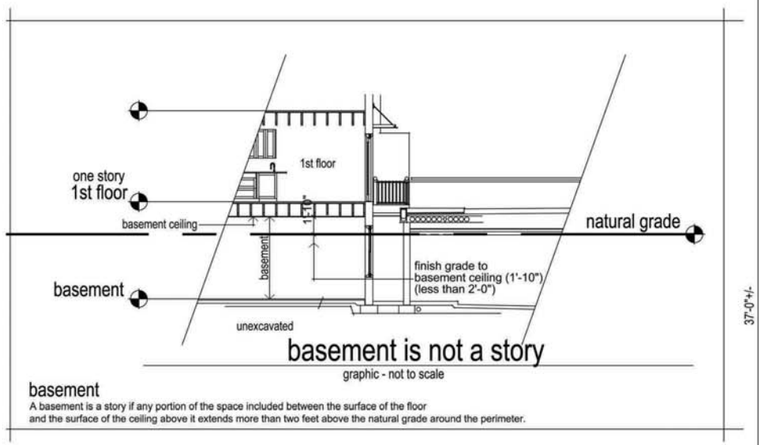
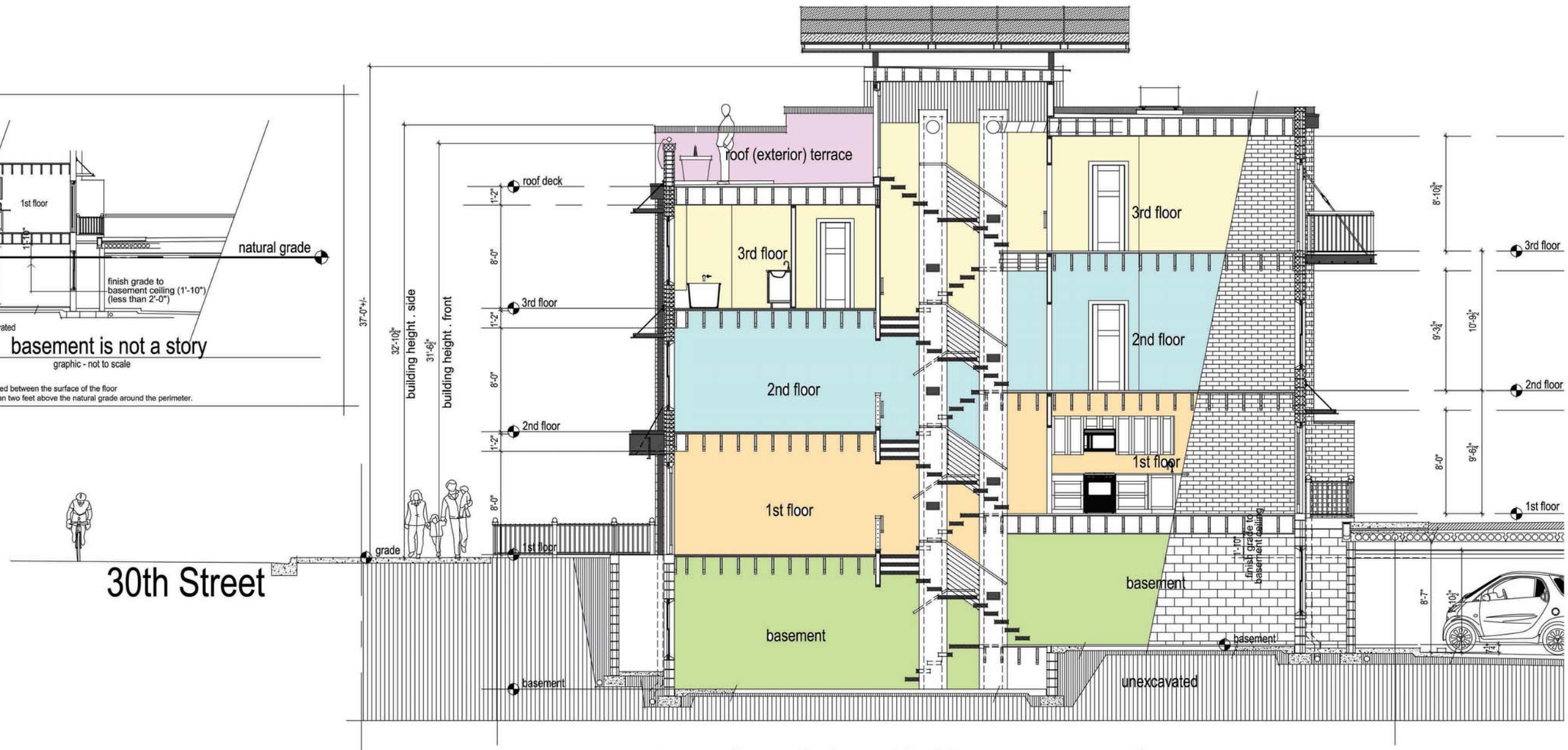
8.

Architectural Documents
Boulder Junction
rowhouses

boulder junction rowhouses
boulder junction



basement
A basement is a story if any portion of the space included between the surface of the floor and the surface of the ceiling above it extends more than two feet above the natural grade around the perimeter.



typical building section

1/4" = 1'-0"

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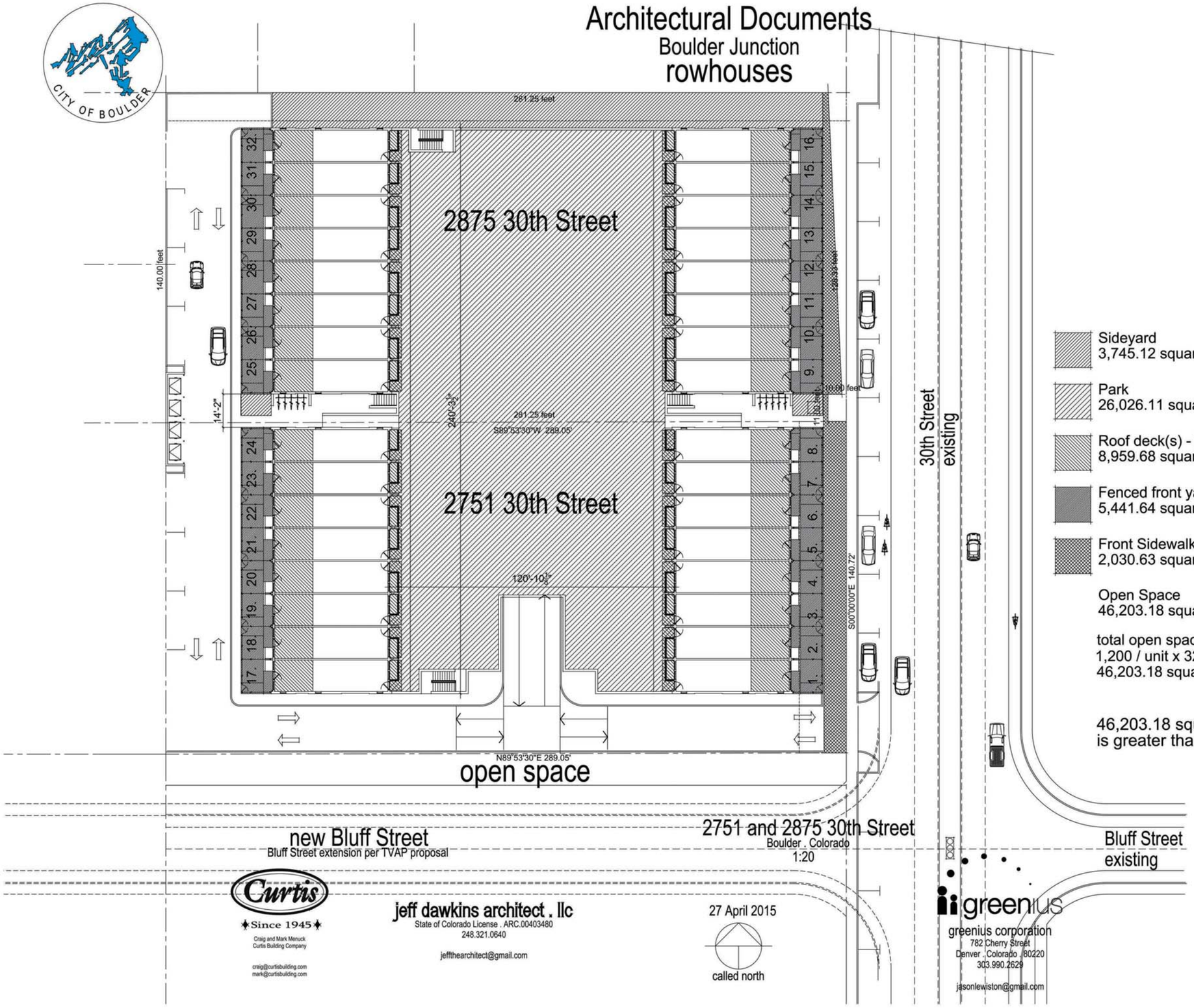
Architectural Documents
Boulder Junction rowhouses

boulder junction rowhouses
boulder junction



Sideyard
3,745.12 square feet

Park
26,026.11 square feet

Roof deck(s) - balcony(s)
8,959.68 square feet

Fenced front yards
5,441.64 square feet

Front Sidewalk - per TVAP
2,030.63 square feet

Open Space
46,203.18 square feet

total open space per Municipal Code
1,200 / unit x 32 units = 38,400 square feet open space required
46,203.18 square feet open space provided

46,203.18 square feet open space provided
is greater than 38,400 required

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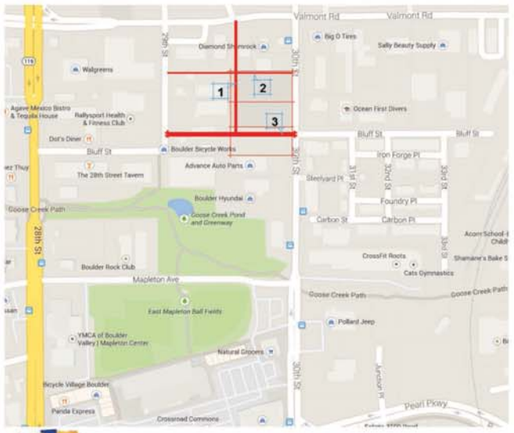


Connections Explanation

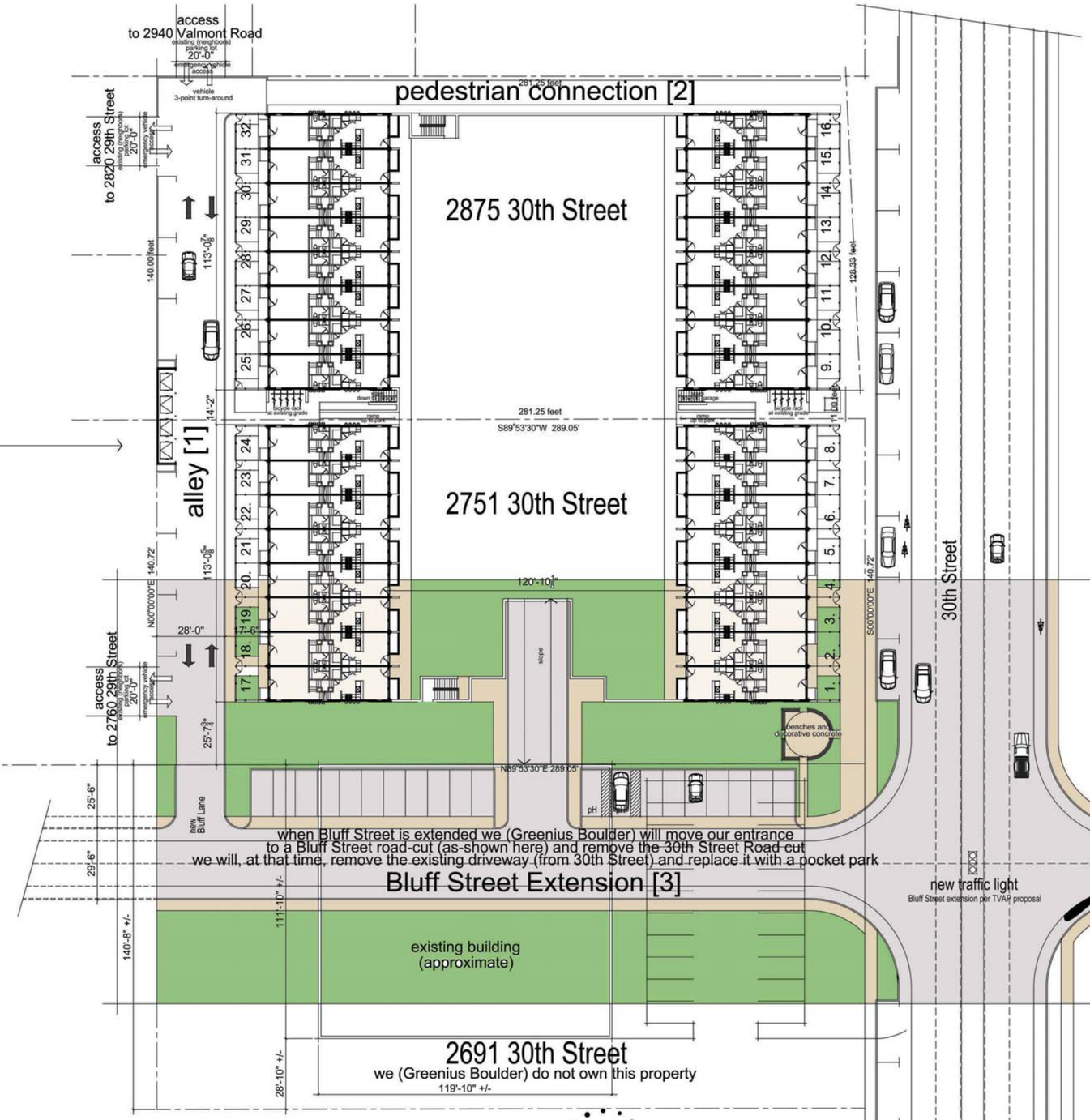
Appendix 3:
Connections Explanation and Rationale

The purpose of this appendix is to provide a detailed explanation and rationale for each connection on the Transportation Connections Plan. It will be used to help interpret the Connections Plan for capital improvement planning and review of individual development review applications.

1. **Alley:** This connection is intended to break up the large block between 29th and 30th streets and to support rear access to the lots along both 30th and 29th streets as redevelopment occurs. The block face distance between 29th and 30th streets is approximately 600 feet, well over the recommended block size for pedestrian access. And as mixed-use redevelopment occurs along 30th Street, an urban street face is expected, which will eliminate driveway access from 30th Street and necessitate rear lot access for parking and deliveries. The proposed connection has been located approximately 260 feet west of 30th Street and on the nearest property boundary.

2. **Pedestrian connection:** This connection is located on a property boundary approximately 230 feet south of Valmont Road and approximately mid-way between Valmont Road and the proposed extension of Bluff Street. The location of this connection is flexible but is meant to meet the objective of providing a pedestrian connection at least every 200-300 feet in a mid-block location.

3. **Bluff Street extension:** The continuation of Bluff Street between 29th and 30th streets is a primary connection about 750 feet south of Valmont Road and provides a key east-west connection in the area. Given the location of Goose Creek and development along 28th Street, this is the only reasonable opportunity to provide an east-west connection between Valmont Road and Mapleton Avenue. Access to this portion of 29th Street is difficult and the connection of Bluff Street will significantly improve access to the area for all modes.



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Please note that the TVAP consistency and Concept Plan Review criteria analysis included in these comments have been updated and expanded for the staff memorandum to the Planning Board.
Please refer to the staff memorandum for a comprehensive analysis of the Concept Plan Review criteria and TVAP Design Guidelines.

ATTACHMENT B

CITY OF BOULDER
Community Planning & Sustainability

1739 Broadway, Third Floor • P.O. Box 791, Boulder, CO 80306-0791
phone 303-441-1880 • fax 303-441-3241 • web www.bouldercolorado.gov

CITY OF BOULDER
LAND USE REVIEW RESULTS AND COMMENTS

DATE OF COMMENTS:	**July 28, 2015**
CASE MANAGER:	**Chandler Van Schaack**
PROJECT NAME:	**Boulder Junction Rowhouses**
LOCATION:	**2751 30TH ST**
COORDINATES:	**N04W04**
REVIEW TYPE:	**Concept Plan Review & Comment**
REVIEW NUMBER:	**LUR2015-00053**
APPLICANT:	**Jason Lewiston**
DESCRIPTION:	**2751 & 2875 30th St. - Concept Plan Review for 32 rowhouses having 3 bedrooms each, surrounding a central park.**

I. REVIEW FINDINGS

This plan will be neither approved or denied, but rather is an opportunity for City staff, the Planning Board, and residents to comment on the general aspects of the proposal. In general, staff is supportive of the provision of multi-family residential or mixed-use redevelopment of the site; however, while the Concept Plan proposal appears to be consistent with some of the goals of TVAP, there are still significant issues with the project as currently proposed which would need to be resolved prior to submitting an application for Site Review. Specifically, the current proposal includes a request for a height modification to allow buildings to go to 38 feet; however, On March 31, 2015, City Council approved a height ordinance that establishes a two-year period during which modifications to the by-right height for new buildings will only be considered through Site Review in certain areas of the city, which do not include properties located in Phase 2 of TVAP. Therefore, it is not possible to request a height modification at this time. In addition, as previously discussed, rezoning of the subject property will not be possible until Phase 1 of TVAP is substantially complete and a comprehensive rezoning of Phase 2 in underway. Therefore, any proposal for redevelopment of this property should comply with the existing BT-1 zoning standards, unless specific modifications to the land use regulations are made through the Site Review process.

II. CITY REQUIREMENTS

Access/Circulation David Thompson, 303-441-4417

1. Staff supports the north / south alley being shown along the site's west boundary but prefers that the parallel parking and trash collection area be provided on the east side of the alley and outside the public access easement for the alley.

2. Staff supports the detached sidewalk and landscape strip being shown along the 30th Street frontage. At time of site review, please show an 8-foot wide landscape area along with an 8-foot wide detached sidewalk consistent with technical drawing 2.61.A for arterial streets from the City's Design and Construction Standards (DCS).

3. Staff supports the proposal to provide temporary access into the site from 30th Street from a single curb-cut to serve the site. That said, staff has safety / operational concerns with locating the site's temporary access close to the 30th Street / Bluff Street intersection. At time of site review, please revise the temporary site access to meet the access spacing requirements for an arterial street as shown in Table 2-1 of the DCS.

4. Pursuant to section 9-9-5(c)(4) of the BRC, please have the site plans show future access into the site being provided

from the north / south alley rather than from Bluff Street.

5. In accordance with section 9-9-8(g) of the Boulder Revised Code, 1981 and consistent with technical drawing 2.61.A of the DCS, the Boulder Junction Rowhouses project will be responsible for the dedication of right-of-way and constructing the following public improvements on 30th Street:

    - A 10' wide left-turn lane
    - An 11' wide (inside) southbound travel lane should the existing lane be less than 11' wide
    - A 12' wide (outside) southbound travel lane should the existing lane be less than 12' wide
    - A 5' wide southbound bike lane should the existing bike lane be less than 5' wide
    - An 8.5' wide on-street parking which also includes curb-and-gutter
    - A combined 16' wide landscape area and detached sidewalk behind the curb-and-gutter

6. At the time of Site Review:

    - A Transportation Demand Management (TDM) Plan consistent with section 2.03(I) of the City of Boulder Design and Construction Standards (DCS) and section 9-2-14(h)(2)(D)(iv) and (v) of the Boulder Revised Code, 1981 (BRC) is required to be submitted which outlines strategies to mitigate traffic impacts created by the proposed development and implementable measures for promoting alternate modes of travel.

    - Please show the short-term and long-term bicycle parking spaces to be provided on the site following the requirements found in Table 9-8 and the criteria described in section 9-9-6(g)(1) of the BRC.

    - Detail the pedestrian and bicycle circulation / connections to be provided within the site and connecting to the proposed alley on the west side of the site and 30th Street on the east side of the site. The applicant is encouraged to provide an east / west sidewalk connection within a public access easement as shown in the Transit Village Area Plan (TVAP Connection #2).

    - A traffic analysis will be required at a minimum to evaluate (1) when on-street parking should be provided along 30th Street adjacent; and (2) the location for the site's temporary access from 30th Street to include the length of the left-turn lane (storage length + lane change taper). Please have the transportation consultant contact David Thompson after the project is heard by Planning Board and City Council to discuss the parameters of the traffic analysis prior to initiating the work.

    - Pursuant to section 9-9-8(d), B.R.C. 1981, please show on the site plans the width and length of any public access easements necessary to construct the north/south alley, east / west sidewalk and the public improvements for 30th Street.

7. The Boulder Land Consultants Survey Control Diagram dated 6-30-11 for Boulder Junction must be used for the horizontal and vertical survey control and horizontal coordinate basis for the site in order to allow integration with other area developments and public improvement projects. Please have the surveyor contact Alex May at (303) 579-9317 to obtain the data.

Building Design Chandler Van Schaack, Case Manager

There are a number of guidelines within the Transit Village Area Plan that will be the basis of the evaluation of the proposed project, along with the Site Review criteria, as the project moves forward. The following is a cursory consistency analysis of the proposed project with the relevant TVAP Urban Design Guidelines. It is important to note that the project lies within Phase 2 of TVAP, within the MU-1 Land Use Area and within the 30th Street Corridor Character District.

General Urban Design Guidelines:

- ***"Orient the main facade to the street and provide an entrance on the street side of the building."***

  Currently the eastern building appears to meet this guideline, with the majority of the main entrances to the buildings located along 30th Street; however, the western building is oriented towards the proposed alley rather than the street and therefore does not meet this standard. It would be preferable to have units facing the future Bluff Street extension to the south.

- ***"Design buildings with pedestrian-scale materials and architectural articulation, particularly on the first floor. Avoid large blank walls. Along streets and sidewalks provide pedestrian interest including transparent windows and well-defined building entrances."***

  While there is currently very little detail shown on the conceptual renderings to determine the project's consistency with this guideline, staff finds that generally speaking the first floor facades appear to be somewhat lacking in terms of *pedestrian-scale materials and architectural articulation.* Specifically, it appears that the first floor is proposed to be treated with CMU, which is of a larger scale than brick and generally inappropriate for pedestrian-scale residential development.

  The applicant should draw the architectural vocabulary from surrounding existing and proposed development within the area, particularly the Steel Yards development across 30th Street to the east. Staff notes that the Site Review criteria also require that "*Projects are designed to a human scale and promote a safe and vibrant pedestrian experience through the location of building frontages along public streets, plazas, sidewalks and paths, and through the use of building elements, design details and landscape materials that include, without limitation, the location of entrances and windows, and the creation of transparency and activity at the pedestrian level.*" While generally speaking it is desirable to keep buildings simple and elegant, there should also be enough variation to create a unique sense of identity within the development and to maintain pedestrian interest.

  Regarding the materiality of the proposed buildings, while staff supports the use of brick and metal as the primary building materials, staff would also like to note that special consideration should be given in the Site Review submittal to ensure that the project meets the Site Review criterion requiring that "*exteriors of buildings present a sense of permanence through the use of authentic materials such as stone, brick, wood, metal or similar products and building material detailing.*" Staff recommends that special consideration be given to fenestration details in the formulation of the Site Review submittal.

- ***"Incorporate well-designed, functional open spaces with tree, quality landscaping and art, access to sunlight and places to sit comfortably. Where public parks or open spaces are not within close proximity, provide shared open spaces for a variety of activities. Where close to parks, open spaces provided by development may be smaller."***

  Staff has significant concerns with the proposed open space. Specifically, the proposed street access would create a large amount of unnecessary pavement following the completion of the future Bluff Street connection, which creates issues in terms of how the future streetscape will be treated. In addition, as discussed further in the staff review comments under "Landscaping" above, the vast majority of open space is currently over structured parking with significant elevation change from surrounding access points. Expanses of high water turf and planters of unknown elevation are illustrated with little or no shade. Staff has significant concerns about the long term maintenance of this space, and whether the elevated space would be able to meet the usable open space requirements per section 9-9-11 B.R.C. 1981.

  The applicant should also give special consideration to how open space areas will provide "*significant amounts of plant material sized in excess of the landscaping requirements of sections 9-9-12, "Landscaping and Screening Standards," and 9-9-13, "Streetscape Design Standards," B.R.C. 1981*" as required in the Site Review criteria. The

applicant should explore ways of creating a more proportional and welcoming space that provides usable open space while contributing to the overall visual patterning of the building frontages as seen from 30th Street and the future Bluff Street extension.

30th Street Corridor District Guidelines:

- ***"Locate buildings along the street with parking behind."***

  Aspects of this proposal are generally consistent with this guideline, although overall the project does not meet the intent of this guideline, as it does not incorporate the future Bluff Street connection and therefore essentially ignores an entire frontage of the property. The current proposal addresses 30th Street, but places no buildings along the future access and has half of the units fronting onto the alley connection. The ideal development pattern for this site based on the guideline above would entail buildings fronting on both 30th and Bluff rather than creating an additional access drive running parallel to Bluff with no buildings fronting it.

- ***"To create a more pedestrian environment and improve safety and traffic flow along 30th Street, eliminate driveway curb cuts on 30th Street when new streets and alleys are developed in the vicinity. (See Chapter 4: Transportation Connections Plan.)"***

  As previously discussed in the Pre-Applications for this project, staff has significant safety and operational concerns regarding the proposed driveway access off of 30th Street. Given that the future Bluff Street connection shown in the TVAP Connections Plan would run almost immediately to the south of the proposed driveway access, the current proposed access point runs directly counter to the intent of the above guideline. Please see staff review comments under "Access/ Circulation" above for additional information.

- ***"Provide pedestrian interest along 30th Street by selecting active ground-floor uses, such as retail and commercial services, where feasible."***

  The current proposal does not meet the intent of this guideline, as the proposed project is entirely residential. It is worth noting that the description of the 30th Street Corridor Character District as found on Pg. 31 of TVAP also states that the vision is *"to transform 30th Street into a business main street, with neighborhood and community-serving retail, restaurants, commercial services and offices…[and] new housing will most likely be located internally to properties, away from 30th Street."* While the current proposed residential density would be permissible through the existing zoning, the applicant should note that during the Site Review process it will be necessary to demonstrate that the project is consistent with the goals of TVAP, including those described above, and that an all-residential project may not meet that intent.

- ***"Provide street furnishings, such as benches, planters, café seating, art, and pedestrian lighting."***

  The current submittal does not include details on the proposed streetscape in this regard; however, the site plan does not appear to include any of the pedestrian amenities listed above. While the proposed open space area appears to include some of these elements, the open space itself is not integrated into the streetscape or easily accessed by pedestrians; therefore the open space amenities shown on the central courtyard do not contribute to the project meeting the intent of this guideline. Moving forward, the applicant should give special consideration to how the treatment of 30th Street can be enhanced to meet this guideline.

Fees Chandler Van Schaack, Case Manager
Because revisions or corrections are not required for this application, based on 2015 development review fees, hourly billing will not be applicable unless another application is required or the applicant revises the current proposal.

Fire Protection

1. Please contact the City's Fire Marshal (Dave Lowery) at 303-441-4356 to discuss the requirement for an emergency access turnaround on the site as well as providing the minimum turning radius to accommodate an SU-30 vehicle.

Groundwater, Scott Kuhna, 303-441-4071
Groundwater is a concern in many areas of the city of Boulder. Please be advised that if it is encountered at this site, an underdrain/dewatering system may be required to reduce groundwater infiltration, and information pertaining to the quality of the groundwater encountered on the site will be required to determine if treatment is necessary prior to discharge from the site. City and/or State permits are required for the discharge of any groundwater to the public storm sewer system.

Landscape Elizabeth Lokocz, 303-441-3138

1. New development is required to meet the landscape standards of section 9-9-12 , "Landscaping and Screening Standards", 9-9-13 , "Streetscape Design Standards," and 9-9-14 , "Parking Lot Landscaping Standards," B.R.C. 1981 as well as any specific design elements of the TVAP guidelines and Site Review Criteria of section 9-2-14(h). Please note that a relatively detailed landscape plan is required at the time of Site Review submittal. Please refer to section 9-9-12(d) for typical plan requirements.
2. Note that TVAP provides storm water guidelines for low impact development techniques designed to create a storm water management system which also reduces runoff. That section of the TVAP should also be considered in storm water quality management. Refer to page 21 of TVAP at the following link: Storm water Guidelines.
3. The overall site layout approach remains of concern. It is unclear if the future street south of the property is considered in the design. The project should design to the street and eliminate the duplicated pavement. All elements of the future street section, such as a detached sidewalk and street tree planting strip shall be accommodated. Head in parking on Bluff is not likely to be supported. The alley appears to function as private parking and trash access without alley trees or other streetscape amenities. It could make some sense to access units from the alley, but the overall design will need to support that approach. The vast majority of open space is currently over structured parking with significant elevation change from surrounding access points. Expanses of high water turf and planters of unknown elevation are illustrated with little or no shade. While the potential for housing diversity is good, the potential for this space to become extremely difficult to maintain is also good. It remains unclear if the elevated space would meet open space requirements per section 9-9-11 B.R.C. 1981.

   Staff encourages the applicant to continue analyzing site design options that address all required connections and provides high quality useable open space. Rotating the alley facing building to address the future Bluff Street, attached garages, and/or an access on the north property line should be evaluated.
4. Please note that there are adjacent public street trees on 30th Street. It is not likely that these trees can be preserved if parallel parking is installed. Prior approval from the City Forester is required and mitigation shall be due prior to their removal.

Plan Documents Chandler Van Schaack, Case Manager
Staff finds that the current application provides little in the way of architectural intent. The applicant may wish to provide precedent images or character sketches prior to the Planning Board hearing if they wish to receive constructive feedback on the architecture of the project.

Review Process Chandler Van Schaack, Case Manager
Per section 9-2-14(b)(1), B.R.C. 1981, Concept Plan and Site Review are required for projects located in the BT-1 zone district that are over 2 acres in size or include over 30,000 square feet of floor area. Therefore, development of the 1.85-acre site with over 66,000 sq. ft. of floor area requires both a Concept Plan and Site Review. Per section 9-2-13(b), B.R.C. 1981, an applicant for a development that exceeds the "Site Review Required" thresholds shall complete the concept review process prior to submitting an application for site review.

Once the Planning Board has reviewed a Concept Plan application and provided comments at a public hearing as required by section 9-2-13(f), B.R.C. 1981, the city council may call up the application within 30 days of the board's review. Any

application that it calls up, the city council will review at a public meeting within sixty days of the call-up vote or within such other time as the manager or council and the applicant mutually agree. Following the final review of the Concept Plan, a Site Review will be required. The Site Review application is found here: www.bouldercolorado.gov/www/publications/forms/208.pdf

Please note that the project will also require review by the Boulder Design Advisory Board (BDAB). Scheduling a design review with BDAB is mandatory and is the responsibility of the property owner, developer or their representative. A meeting should be scheduled before a formal Site Review application is submitted to the city. Scheduling information can be found online here: https://bouldercolorado.gov/boards-commissions/bdab

Please note that On March 31, 2015, City Council approved a height ordinance that establishes a two-year period during which modifications to the by-right height for new buildings will only be considered through Site Review in certain areas of the city, which do not include properties located in Phase 2 of TVAP. Therefore, the requested height modification is not possible at this time.

Applications for Site Review are submitted to the Planning and Development Services Center and are reviewed through the Land Use Review process. This review process takes approximately three to four months to complete. Site Review approvals are valid for three years, after which they expire if they have not been implemented. Staff notes that if either of the proposed buildings or the below-grade parking structure would cross the existing property line that a Lot Line Elimination would be required as a condition of Site Review approval.

III. INFORMATIONAL COMMENTS

Addressing, Caeli Hill, 303-441-4161
The City is required to notify utility companies, the County Assessor's office, emergency services and the US Post Office of proposed addressing for development projects. Please submit a Final Address Plat and list of all proposed addresses as part of the Technical Document Review process.

Drainage, Scott Kuhna, 303-441-4071

1. Storm water runoff and water quality treatment are issues that must be addressed during the Site Review Process. A Preliminary Storm Water Report and Plan in accordance with the City of Boulder *Design and Construction Standards (DCS)* is required at time of Site Review application. The required report and plan must also address the following issues:
   - Storm water detention
   - Water quality for surface runoff using "Best Management Practices"
   - Minimize Directly Connected Impervious Areas (MDCIA)
   - Water Quality Capture Volume (WQCV)
   - Storm sewer construction
   - Groundwater discharge
   - Erosion control during construction activities

2. Discharge of groundwater to the public storm sewer system may be necessary to accommodate construction and operation of the proposed development. City and/or State permits will be required for this discharge. The applicant is advised to contact the City of Boulder Storm Water Quality Office at 303-413-7350 regarding permit requirements. All applicable permits must be in place prior to building permit application. Additionally, special design considerations for the properties to handle groundwater discharge as part of the development may be necessary.

3. Floor drains internal to covered parking structures, that collect drainage from rain and ice drippings from parked cars or water used to wash-down internal floors, shall be connected to the wastewater service using appropriate grease and sediment traps.

4. A construction storm water discharge permit is required from the State of Colorado for projects disturbing greater than 1 acre. The applicant is advised to contact the Colorado Department of Public Health and Environment.

Inclusionary Housing Crystal Launder, 303-441-4141

1. 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 for-sale or rental units or through the dedication of land appropriate for affordable housing or by payment of a cash-in-lieu contribution.

2. Applicant has indicated intent to meet IH through cash-in-lieu contribution.

3. The Inclusionary Housing ordinance requires that for-sale developments pay an additional 50 percent CIL premium in the event that they do not provide affordable units on-site. Accordingly, if you choose to convert the rental units to for-sale units within five years, you will be required to pay the difference between the rental and for-sale CIL amounts. Rental developments that meet the inclusionary requirement with a cash contribution are required to execute an "Agreement for Costs Due on Sale: Affordable Housing Restrictive Covenant and Deed Restriction" (aka Conversion Agreement) and may be required to provide a Deed of Trust and $10 Promissory Note which are used for notification purposes only. These documents will be sent to you for signature once the cash-in-lieu has been paid.

4. 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.

5. Additional information about the Inclusionary Housing program including the 2014-2015 cash-in-lieu amounts for attached units may be found on-line at www.boulderaffordablehomes.com.

Utilities, Scott Kuhna, 303-441-4071

1. On-site and off-site water main and wastewater main construction per the City of Boulder *Design and Construction Standards (DCS)* as necessary to serve the development may be required. All proposed public utilities for this project shall be designed in accordance with the *DCS*.

2. A water system distribution analysis will be required at time of Site Review in order to assess the impacts and service demands of the proposed development. Conformance with the city's *Treated Water Master Plan, October 2011* is necessary.

3. A collection system analysis will be required at time of Site Review to determine any system impacts based on the proposed demands of the development. The analysis will need to show conformance with the city's *Wastewater Collection System Master Plan, March 2009*.

4. The applicant is notified that, though the city allows Xcel and Qwest to install their utilities in the public right-of-way, they generally require them to be located in easements on private property.

5. The applicant is advised that any proposed street trees along the property frontage may conflict with existing or proposed utilities, including without limitation: water, wastewater, storm drainage, flood control, gas, electric, telecommunications, drainageways, and irrigation ditches, within and adjacent to the development site. It is the applicant's responsibility to resolve such conflicts with appropriate methods conforming to the Boulder Revised Code 1981, the City of Boulder *Design and Construction Standards*, and any private/franchise utility specifications.

6. Fire hydrants will need to be installed to meet the coverage requirements outlined in Section 5.10 of the DCS. Per the standards, no portion of any building shall be over 175 feet of fire access distance from the nearest hydrant. Fire access distance is measured along public or private (fire accessible) roadways or fire lanes, as would be traveled by motorized fire equipment. All fire hydrants and public water lines will need to be located within public utility easements.

7. The landscape irrigation system requires a separate water service and meter. A separate water Plant Investment Fee must be paid at time of building permit. Service, meter and tap sizes will be required at time of building permit submittal.

IV. NEXT STEPS

A public hearing for this application has been tentatively scheduled for Planning Board for October 1, 2015. Concept Plan Review is not an iterative process, so no changes should be made to the plan set following issuance of these comments. However, if the applicant wishes to provide additional detail prior to the Planning Board hearing they should contact the case manager at the contact info provided above.

V. CITY CODE CRITERIA CHECKLIST

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**

   The 1.85 -acre project site is located on the west side of 30th Street, just south of the intersection of 30th and Valmont Rd. Currently the 30th Street Corridor District is mostly zoned transitional business (BT1). The west side of 30th Street is predominantly automobile- oriented retail or storage uses; the east side of 30th Street is predominantly mixed-use, urban storefronts. The site is comprised of two parcels, one of which is currently undeveloped and the other of which currently contains an RV repair store. Surrounding uses include the mixed residential and live-work Steelyards development across 30th St. to the southeast as well as a variety of service industrial and retail uses along the 30th Street corridor running north and south of the project site.

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

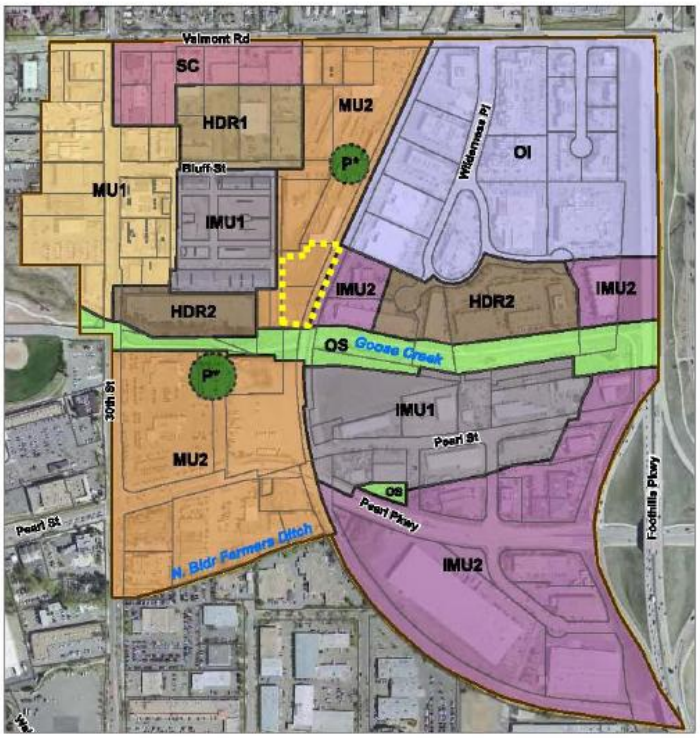
   The site is within the Transit Village Area Plan (TVAP), which is intended to be a more focused plan that provides guidance to implement the goals and policies within the BVCP. As such, consistency with the goals, objectives, and guidelines of TVAP is required with some opportunities for modifications delineated herein prior to application for Site Review. Within TVAP, the future desired land use for the project site is MU-1 or Mixed Use 1, which anticipates 2-3 story mixed use buildings with a mix of residential and commercial uses and tuck-under, structured or surface parking. The subject site is also located within the 30th Street Corridor Character District, defined on Pg. 31 of TVAP as follows:

   With a change to a mixed-use designation, the district will evolve to take on the character set by the Steelyards project: a mixture of commercial and residential uses in two- to three-story buildings located along the street, with parking behind, supported by a network of new streets and alleys. The vision is to transform 30th Street into a business main street, with neighborhood and community-serving retail, restaurants, commercial services and offices. New transportation connections, wide sidewalks, first-floor storefronts, pedestrian-scale architecture, street trees and furnishings, and on-street parking will help create a more pedestrian-friendly 30th Street. New housing will most likely be located internally to properties, away from 30th Street, and will range from townhouses to higher-density apartments.

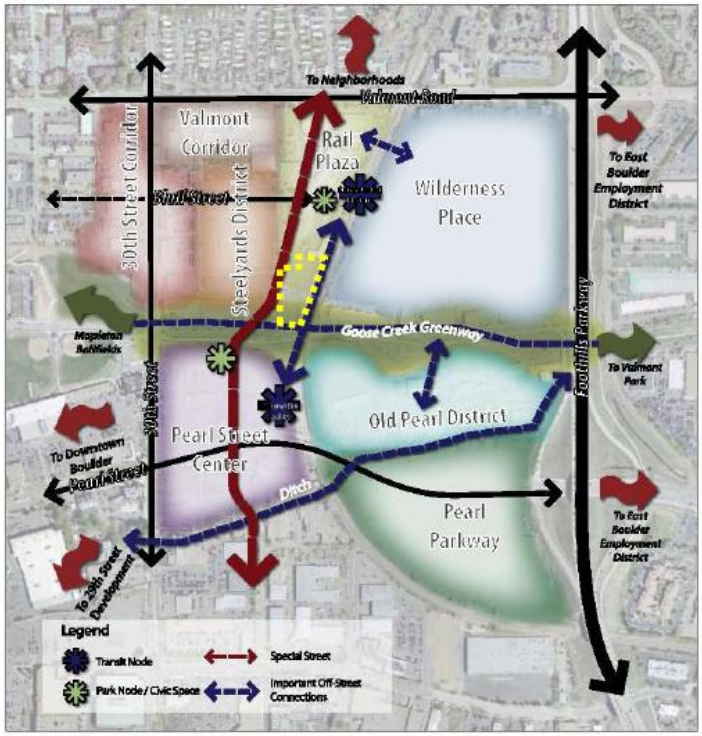
Mixed Use -1- 1.0 Floor Area Ratio*

Two- to three-story mixed-use buildings. Predominant use may be business or residential. Tuck-under, structured and/or surface parking.

Land Use Plan



Character Districts



Pg. 35 of TVAP provides additional detail on the desired character of 30th Street as follows:

> ***30th Street: A Business Main Street***
> *The vision for 30th Street is to transform it into a more pedestrian friendly "business main street" with neighborhood and community-serving retail and restaurants, personal and business services, housing and offices. An important ingredient for this transformation is to add on-street parking. On-street parking helps create a pedestrian environment by slowing traffic and providing a buffer between pedestrians and moving vehicles. It also is considered vital to support adjacent commercial activity and activate the street. The on-street parking could be added with minimal, if any, additional right-of-way and without the removal of existing travel lanes. Detailed engineering after plan adoption will examine the exact alignment of the roadway, the location of parking near traffic signals and intersections, and the feasibility of adding parking in front of smaller properties. The parking spaces will be priced and managed as the area builds out according to the TDM program.*

As discussed in the staff comments under "Building Design" above, there are several aspects of the current proposal which do not appear to meet the overall intent for the 30th Street Corridor Character District as defined by TVAP. Specifically, the lack of any non-residential uses along 30th Street, the proposed building scale of 4 stories, and the proposed access off of 30th Street are all seemingly counter to the intent described above. In addition, the proposed streetscape along 30th does not appear to meet the desired intent to create a more urban setting, as the residential units all include a small front yard that increases the actual building setback by roughly 10 feet. As shown on Page 25 of TVAP, the desired streetscape is to include a 15' sidewalk with tree grates/ landscape strips and buildings brought close to the street to create an urban streetscape. The proposed low-fenced yard areas push the buildings back and are inconsistent with the desired urban context.

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

See individual comments above that cite specific applicable criteria under TVAP. Once the Planning Board has reviewed a Concept Plan application and provided comments at a public hearing as required by section 9-2-13(f), B.R.C. 1981, the city council may call up the application within 30 days of the board's review. Any application that it calls up, the city council will review at a public meeting within sixty days of the call-up vote or within such other time as the manager or council and the applicant mutually agree. Following the final review of the Concept Plan, the applicant will be required to submit for a Site Review. In addition, as mentioned above, depending on the ultimate site configuration, a Lot Line Elimination may also be required following Site Review. Please note that the project will also require review by the Boulder Design Advisory Board (BDAB). Scheduling a design review with BDAB is mandatory and is the responsibility of the property owner, developer or their representative. A meeting should be scheduled before a formal Site Review application is submitted to the city. Scheduling information can be found online here: https://bouldercolorado.gov/boards-commissions/bdab

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

Following Site Review approval, the applicant is required to submit an application for Technical Document (TEC doc) Review prior to application for building permit. The intent in the TEC doc review is to ensure that technical details are resolved such as drainage and transportation issues that may require supplemental analyses.

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;

A connections plan was also adopted for TVAP that includes a number of connections through the site. Equally as important as Land Use, the connections plan is intended to "create walkable streets in a fine grain grid pattern, providing for walking, biking and possible car free zones…(and to) Provide multimodal connections within the area to adjacent neighborhoods and to key nearby destinations and activity areas." The full text of the connections plan is found beginning on page 56 of TVAP.

As shown on the connections plan, Bluff Street is anticipated to be extended west of 30th Street running south of the project site, and an alley is anticipated to run along the west side of the site connecting Bluff Street to Valmont Road. It should be noted that two alternative alignments are shown for Bluff Street west of 30th, and that the final alignment will be determined as part of a financial feasibility analysis for Bluff Street.

One of the major constraints for this project in terms of transportation is the Bluff Street alignment. Staff will not support a new access drive off of 30th that is so close to the expected Bluff Street alignment, and would strongly prefer that the project be designed to take access off of Bluff and to have units fronting on Bluff; however, the alignment of Bluff Street has not yet been determined and will likely not be determined until Phase 1 of TVAP is substantially complete. While the applicant has the ability to develop one or both of the properties by-right if they can meet the BT-1 zone district standards, any project

submitted prior to the city-initiated commencement of TVAP Phase 2 that requires Site Review will be essentially unable to meet the desired intent of TVAP regarding the Bluff Street alignment and as a result will be unlikely to be supported by staff.

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;**

There are very few trees and no known special status plant or animal species located on the site. As project plans progress to Site Review, an existing tree inventory will need to be prepared by a certified arborist as part of the application materials. There are currently significant views of the Flatirons to the southwest from 30th Street and within the site afforded by the undeveloped southern lot, which the applicant should attempt to preserve as the project plans move forward.

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

As mentioned above, staff recommends that the applicant consider how the first floors of the buildings could be designed with adaptability in mind such that overtime they could be used as ground floor retail rather than office.

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

Not applicable, as no housing is proposed.

Boulder Junction townhomes . 1

This site, 2751 30th Street, is part of the adopted Transit Village Area Plan (TVAP) and is slated to be zoned TVAP-MU2 (consistent with a BMS zoning) when Phase II of the plan is implemented in the future. The site is currently zoned BT-1.

While we believe that the BMS zoning is the appropriate zoning, we also acknowledge that the conditions necessary for an earlier rezoning (prior to Phase II), as outlined by the TVAP Implementation Plan, do not yet exist.

Therefore, we have submitted a site plan conforming to the current BT-1 zoning.

We strongly believe in the Transit Village concept, however, and we have therefore made accommodations for the transportation plan of TVAP on our site, specifically by providing a 10' easement along the West property line for an alley, and a 10' easement along the South property line to accommodate the (potential) Bluff Street extension.

We are not asking for any benefit of a future BMS zoning, nor do we seek any compensation for the easements, other than a quick approval of our building permits.

Regarding our townhomes, we believe it is appropriate to encourage home occupations on the ground floor which will complement the vision of the Transit Village plan. We will ensure that all conditions of 9-6-3 (e) are followed, with the hopes that we can also gain approval for "blade" signs outside the front doors when the site is rezoned to BMS in the future.

The Boulder Transit Village Townhomes will be a supply of a product that is now in great demand in this area, yet does not yet exist in significant supply - truly family oriented townhomes, complete with 3 bedrooms / 3 full baths / 2 half baths / 2200+ sq. ft., each built with state of the art energy saving features ensuring minimal utility bills.

The Boulder Transit Village Townhomes.1 will be among the most energy efficient projects in the State of Colorado.

Our development team of Jeff Dawkins, Jason Lewiston, Craig Menuck and Mark Menuck has decades of experience in designing, developing, entitling, bidding out, and building multi-family projects similar to this one.

We look forward to starting. Thank you.

drawing index

drawing number	subject
1.	introduction . team . drawing index
2.	architectural site plan + site location map
3.	floor plans
4.	building elevations . building section
5.	east . 30th Street . building elevation

The Team

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Architect
Jeff Dawkins . Architect
Jeff dawkins Architect . LLC
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Energy Features

Energy efficient design, including solar panels, is about saving money through lower utility bills. It is a fantastic coincidence that in saving money, you are also doing a great deal to help the environment by causing far less pollution, and increasing your comfort, health, safety, and even our national security.

Our townhome dwellers will save hundreds of dollars per year on their utility bills due to several features, including:

NRG Block: Our exteriors will be built out of an insulated block, some in brick size shapes, which is far superior to any lumber/insulation combination. There will be virtually no air loss or heat exchange through our walls.

Greenius Screens: We will install our own interior magnetic window screens (patent pending) which will block most air loss and heat exchange at the windows.

Energy Recovery Ventilator: As a result of having air tight structures, we will install energy recovery ventilators which will use the energy from indoor air to heat or cool incoming outdoor air, in a constant exchange. Our indoor air will be constantly exchanged at no energy loss.

Solar Panels: A 2 to 3 kWh system will provide much of the electricity for our units. The units will still be "grid" tied and will draw electricity from the grid whenever necessary.

Terrazzo concrete floors: You really don't want to know what you breath in from your carpeting everyday. Our floors will be time tested, eternal poured concrete. Residents can place area rugs atop and replace them when needed if they like, but our flooring will not off-gas or retain dirt.

Solar Hot Water Collectors: Have you ever picked up a hose in the summer and felt how hot the water was? We will use the sun to heat much of our hot water.

Ceiling Fans: These use a lot less energy than air conditioners in the summer.

Programmable Thermostats that are actually used: We will install the latest in "smart" thermostats.

LED and CFL lighting: Some of our light bulbs will last ten years or more and use 1/15 the energy of yesterdays bulbs.

Front loading washing machines: These use a lot less water than top loading washers.

1.

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PAZ2013-00013 PLANS

CITY OF BOULDER

Boulder Junction
townhomes . 1

boulder junction townhomes.1

boulder junction

open space
per BT-1

Under BT-1 zoning, 1,200 square feet of open space is required per unit. In this case, we have 14 units, requiring:

14 units x 1,200 sq. ft. per = 16,800 sq. ft. of open space

To our understanding, balconies can be included in this calculation, up to 25 %, (section 9-9-11 (f) (1)), and we have 279 sq. ft. of balconies per unit.

14 units x 279 sq. ft. per = 3,906 sq. ft. of open space.

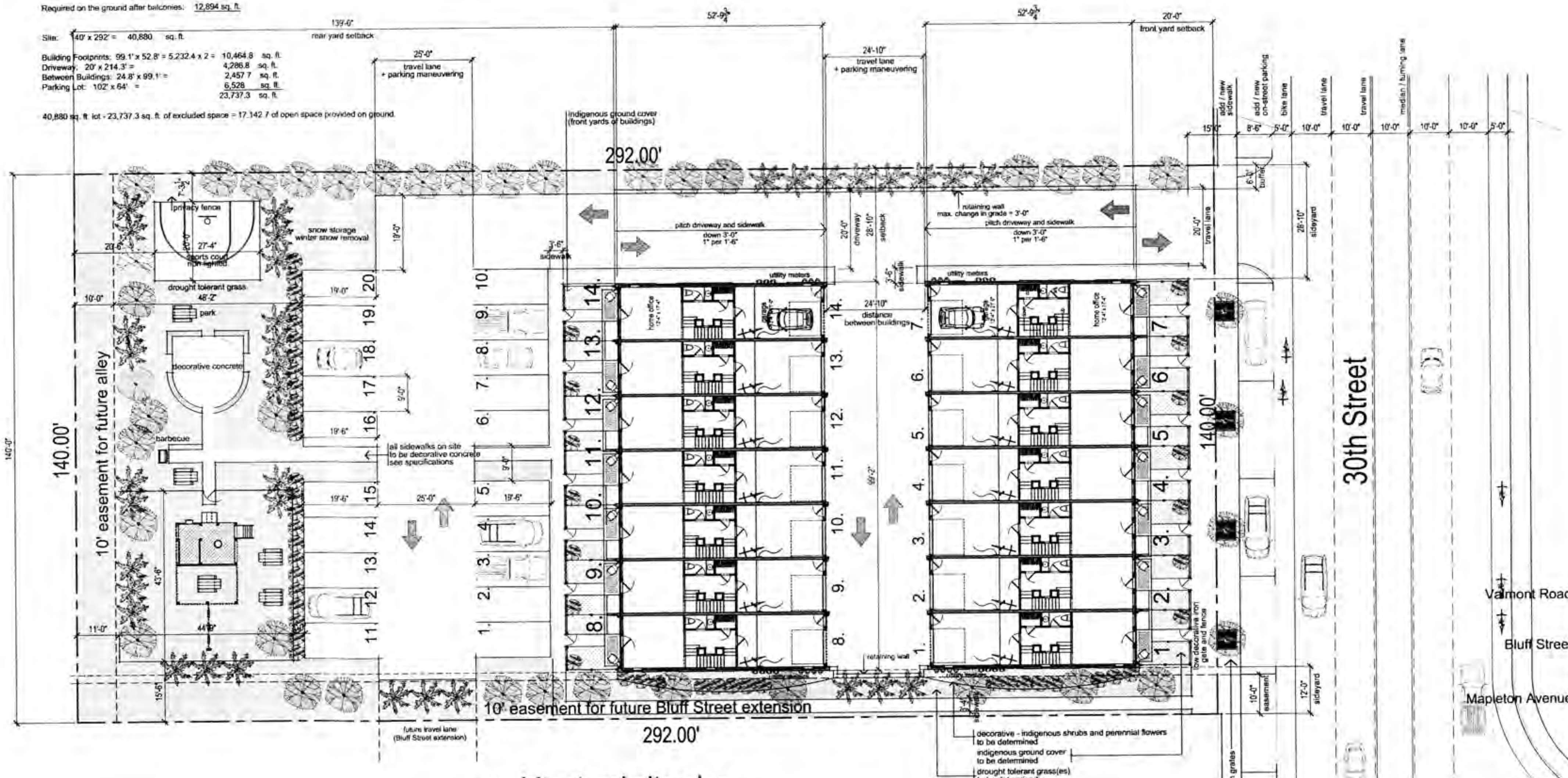
Required: 16,800 sq. ft.

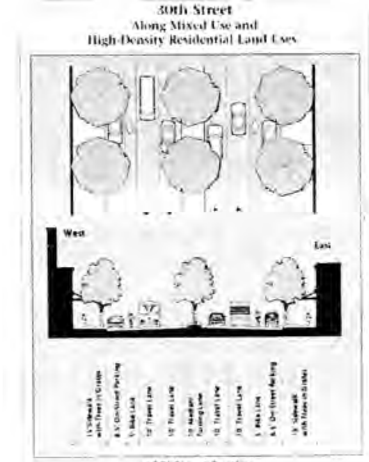
Required on the ground after balconies: 12,894 sq. ft.

Site: 140' x 292' = 40,880 sq. ft.

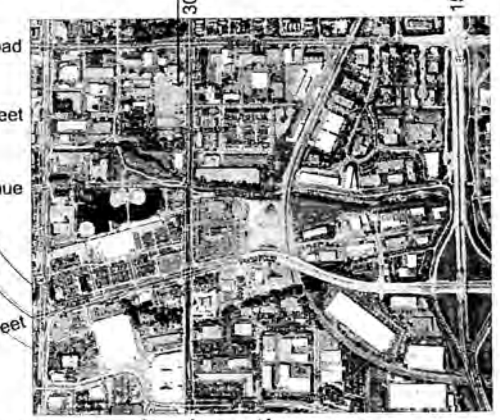
Building Footprints: 99.1' x 52.8' = 5,232.4 x 2 =	10,464.8	sq. ft.
Driveway: 20' x 214.3' =	4,286.8	sq. ft.
Between Buildings: 24.8' x 99.1' =	2,457.7	sq. ft.
Parking Lot: 102' x 64' =	6,528	sq. ft.
	23,737.3	sq. ft.

40,880 sq. ft. lot - 23,737.3 sq. ft. of excluded space = 17,142.7 of open space provided on ground.





streetscape
as shown in TVAP



site location map

architectural site plan
1/16" = 1'-0"

preliminary planting schedule

- deciduous tree - in sidewalk tree grate per City of Boulder specifications
- deciduous tree Elms, Maples, Ash, etc. t.b.d.
- columnar evergreen columnar Native Spruce
- decorative - small trees and shrubs to be determined
- indigenous ground cover to be determined
- drought tolerant grass(es) to be determined

notes; all plants to be:
.approved by Boulder botanist as required
.native to the region
.nursery grown
.drought and extreme temperature tolerant

required parking
14 units
required . 2 parking spaces per unit x 14 = 28
provided . 20 exterior + 14 garages = 34 parking spaces

2751 30th Street
Boulder . Colorado

06 May 2013

called north

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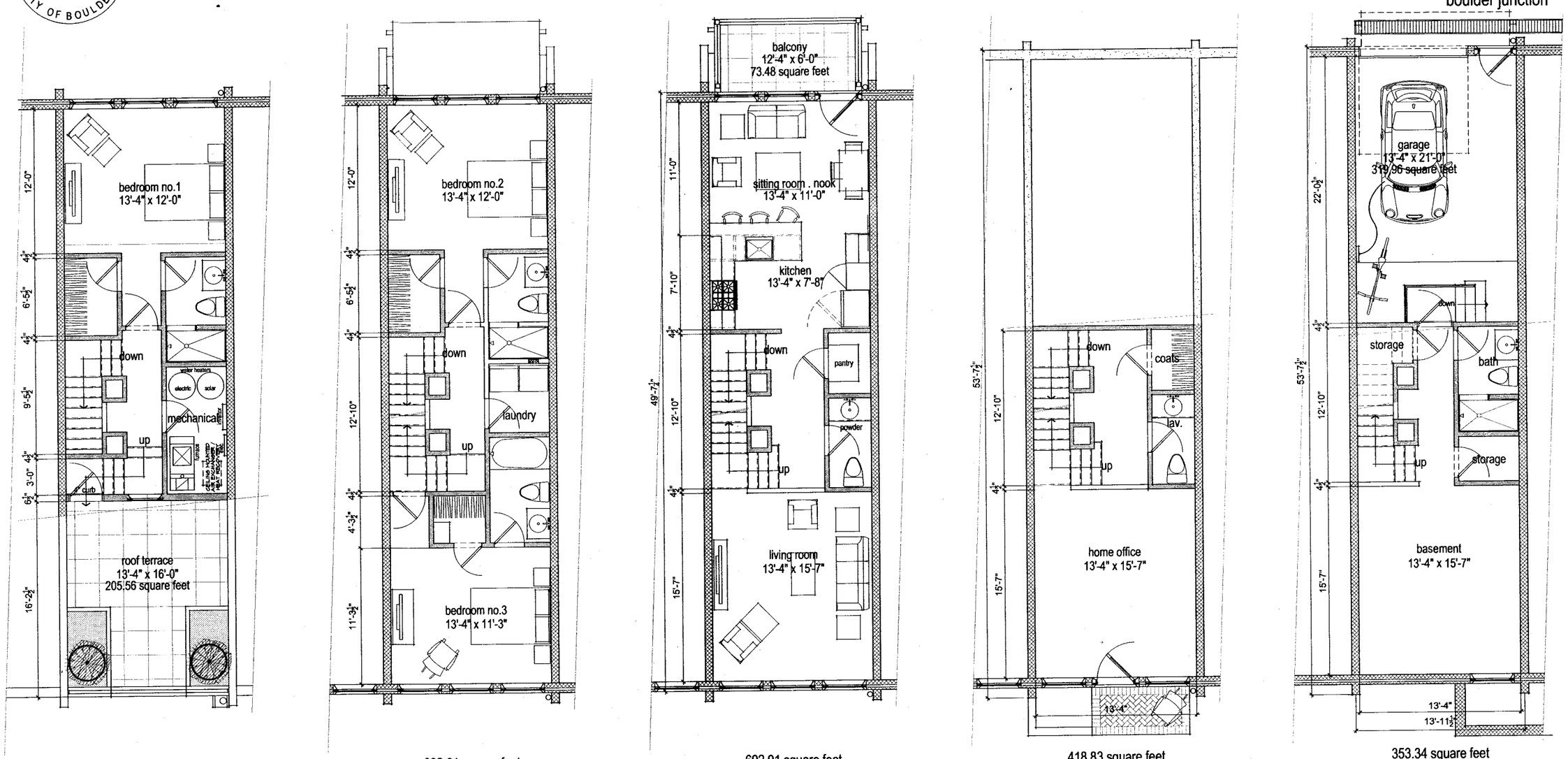
Boulder Junction
townhomes . 1

boulder junction townhomes.1

boulder junction



466.35 square feet
3rd floor

692.91 square feet
2nd floor

692.91 square feet
1st floor

418.83 square feet
grade level

353.34 square feet
basement

typical unit floor plans

2751 30th Street
Boulder . Colorado
06 May 2013

grade level	418.83 square feet
1st floor	692.91 square feet
2nd floor	692.91 square feet
3rd floor	466.35 square feet
total	2,271.00 square feet
+ basement	353.34 square feet
total	2,624.34 square feet

3.

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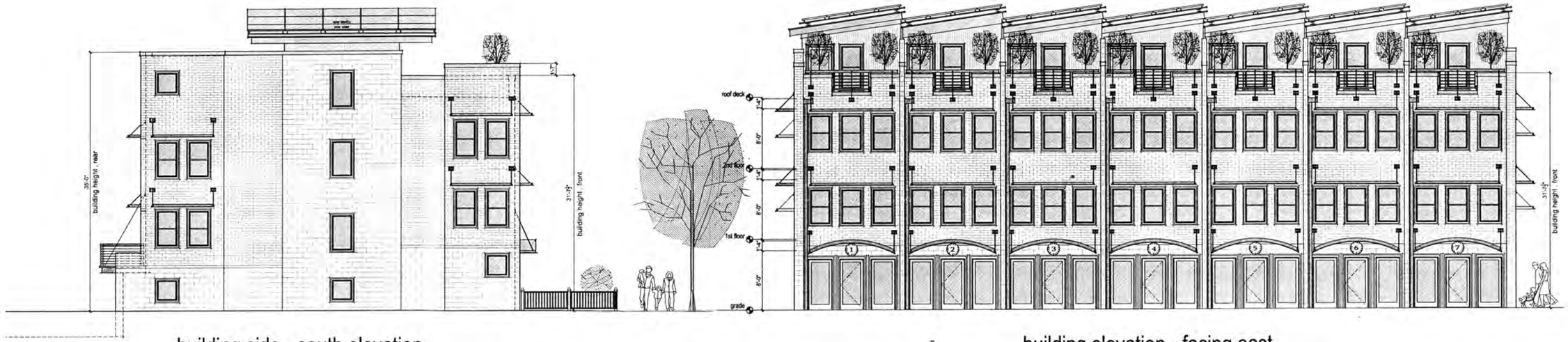
Boulder Junction
townhomes . 1

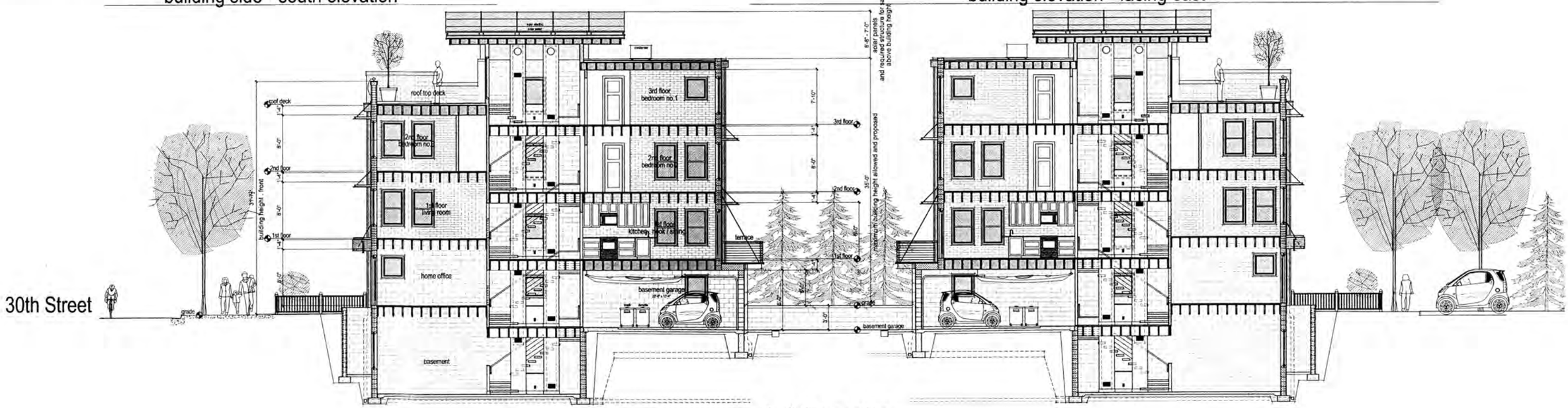
boulder junction townhomes.1

boulder junction



building side - south elevation

building elevation - facing east



30th Street

building section

2751 30th Street
Boulder . Colorado
06 May 2013

4.

Curtis
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Boulder Junction
townhomes . 1

boulder junction townhomes.1
boulder junction

building elevation - facing east

5.

Curtis
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Boulder . Colorado
06 May 2013

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PRE-APPLICATION REVIEW AND MEETING SUMMARY

Date of Meeting:	February 15, 2013
Location of Request:	2751 30th Street
Applicant in Attendance:	Jason Lewiston
Case Manager:	Elaine McLaughlin, Senior Planner (303) 441-4130
Other Reviewers:	David Thompson, Transportation (303) 441-4417 Scott Kuhna, Public Works Engineering (303)441-4071 Elizabeth Lokocz, Landscape Architecture (303) 441-3138 Beth Roberts, Housing (303) 441-1828
Background Information:	The existing is vacant and currently is utilized for RV storage. The site is located within the area defined as "Boulder Junction" with redevelopment overseen through the Transit Village Area Plan, with a land use classification under TVAP of MU-2.
Development Proposal:	Construct townhomes with opportunity for ground floor retail or office.

Background:

As noted in the pre-application meeting, staff acknowledges the many positive aspects of the project which would be in alignment with the vision of the adopted Transit Village Area Plan (TVAP) including: the mix of uses; the proposal for a different type of residential with 3 and 4 bedroom units; the attractive design of the buildings built to the street to provide strong pedestrian character and interest; as well as the intent to meet connections adopted in TVAP such as the alley and an east/west local street connection.

As also noted in the meeting, the current configuration would likely not meet the existing Business – Transition (BT-1) zoning due to the lack of 1,200 square feet of open space per dwelling unit. However, while the base floor area ratio (FAR) of BMS is 0.67, the provision of parking within the structure, as well as fully below grade floor area is not counted in the FAR. Therefore, a maximum 1.0 FAR could be achieved under BMS zoning, as long as 15 percent of the site is provided as useable open space, and 60 square feet of open space is provided per unit. In the meeting, staff pointed out that there are some potential efficiencies that could be gained by narrowing roadways on the site, and looking at parking reductions, thus creating the needed amount of useable open space.

Because a rezoning appears to be the path forward for the current configuration, the applicant should focus any plan refinements toward the BMS standards. The land use code rezoning criteria requires that a proposed rezoning be consistent with the Boulder Valley Comprehensive Plan, and as a subset of the BVCP, the TVAP land use of TVAP-MU2 is consistent with a BMS zoning. Please note that the city has established parameters within which redevelopment of properties in the Phase II of TVAP could occur: Following is an excerpt from the adopted TVAP Implementation Plan that the applicant should be aware of

for the protocol of rezoning, which can also be read in the entirety in the following link: Transit Village Area Plan Implementation Plan

"Chapter Overview
Section 1: Regulatory Changes describes the land use, zoning and other code changes that will be made (or considered), in order to guide development toward the plan vision.

Phasing
A phased approach will be taken for the following components of implementation: the city's funding of key public improvements, the regulatory aspects of the plan involving land use and zoning changes, TDM and transportation connections.

• Phase 1 will occur in the first 10 to 15 years in the area between 30th Street and the railroad tracks; and

• Phase 2 will generally occur thereafter and focus on the areas east of the tracks and west of 30th Street.

A market absorption analysis shows that projected development between 30th Street and the railroad tracks can be absorbed into the Boulder market over the next 10 to 15 years (Market Absorption, EPS, June 2007). Focusing initial development in Phase 1 will ensure more cost efficient provision of public facilities and services and will also help create the vision for the area.

Section 1: Regulatory Changes
Regulatory changes to implement the plan include: changes to the BVCP land use designation descriptions, the BVCP land use map, the land use code and the zoning map. The general direction for these changes is outlined in the table on page 3.

In terms of timing, the city will initiate a process for making BVCP land use map changes and rezoning after completion of the following:

- *The mechanisms for funding public improvements have been put in place; and*
- *Any necessary land use code changes have been completed.*

The criteria for city initiation of Phase 2 land use and zoning changes are the following:

- *Substantial redevelopment of Phase 1;*
- *Plan in place for providing public improvements to Phase 2; and*
- *Market support for Phase 2 land uses*

The Transportation Connections plan will not be applied to Phase 2 properties until land use map and zoning changes are made.

Properties in Phase 2 that wish to redevelop sooner could do so under current zoning, or could request BVCP land use designation and zoning changes consistent with the adopted Area Plan if it can be demonstrated that:

Adequate public facilities will be in place concurrent with redevelopment, including construction of transportation improvements shown on the Connections Plan that are necessary to serve the property and connect it to the arterial street network. "

Note that the highlighted text above is critical in the rezoning aspect of this application. While a rezoning to BMS would be consistent with the intent of the TVAP-MU2 land use, determination of the most appropriate alignment of the extension of Bluff Street must be coordinated between the applicant and the other surrounding, and affected property owners. The city can assist in facilitating this discussion.

Responses to Applicant's Specific Questions:

1. This is in the Boulder Junction overlay district. What steps shall I take to get it approved?

   Under both the existing BT-1 zoning or the BMS zoning, a project is required to complete a Concept Plan review when the size of the project exceeds 30,000 or 50,000 square feet respectively. Under the BMS zoning, it appears the applicant would not be required to do a Concept Plan. However, if the applicant proposed to redesign the site to work within the BT-1 zoning district, it appears as though it would be required to go through a Concept Plan review.

   If the desire is to have a building height in excess of 38 feet in the BMS zoning (or 35 feet in the BT-1 zoning) a Site Review would be required. This could be done simultaneous to a rezoning. Any site review for projects within the TVAP require an analysis not only of the Site Review Criteria of the land use code (9-2-14(h)(2)(K), B.R.C. 1918) as well as the TVAP guidelines. The city's Design Advisory Board provides input on the consistency of the plan with the TVAP guidelines.

2. Is the entryway okay?

   This project, located in the Phase II portion of the TVAP guidelines wasn't anticipated for redevelopment for a number of years with the implication being that the mechanisms for funding public improvements have not been put in place, and typically wouldn't be until Phase I completion. With two alternative alignments illustrated on the TVAP, one that is illustrated straddling the subject site's property line, and the other off site, the applicant must coordinate with the adjoining property owner to determine how best to align the extension of Bluff Street, given that both alignments impact the adjoining property owner. Staff is happy to facilitate a discussion with the surrounding property owners.

   The intent in establishing the east/west connection from 30th Street to the west, as a Bluff Street extension is to intentionally limit the number of curb cuts that would occur along 30th Street. As was discussed in the pre application meeting, both the applicant and the staff concur that there is a strong vision in TVAP as a more urban, walkable place. To establish this character, the intent of the connections is to get access from the lowest category street, with connections from the alley to the local street to 30th Street, which would eliminate multiple curb cuts. The applicant could be instrumental in shepherding this vision that would also enhance the character of the proposed project, if there was a comprehensive approach to establishing the optimal location of the local street.

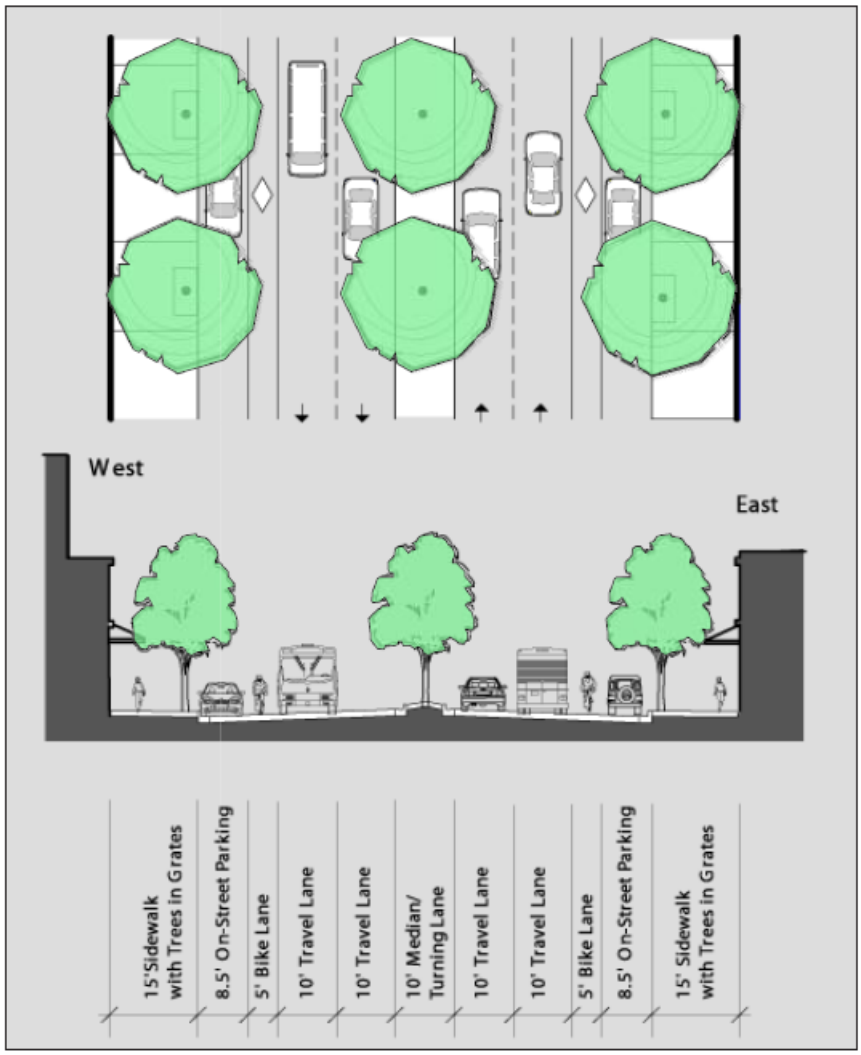
3. Is the unit placement consistent with the Boulder Junction Plan?
   The unit placement is consistent with the intent of the plan, to have buildings built close to the street. Refer to the cross-section on the following page from TVAP that illustrates this configuration.

4. Is the streetscape consistent with TVAP?
   As shown in TVAP, provided below, the 30th Street streetscape is not consistent with TVAP because TVAP identifies a 15' streetscape section consisting of a sidewalk along with trees in grates. Staff also recommends an eight foot tree lawn with an eight foot walkway as an alternative. As discussed in the pre-application, the applicant will need to look to more efficient roadway widths to ensure that the streetscape, as envisioned in TVAP is created.

5. Does the alley location follow the future traffic plan?

   The alley placement does correspond with the intent to ultimately have an alley link from Bluff Street to Valmont Road. Over time, as properties to the west of the site redevelop, the alley may move toward the west, in which case the subject site may be able to shift along with that alignment providing greater open space on site.

30th Street
Along Mixed Use and High-Density Residential Land Uses*



107' Street Section
** Along Service Commercial, existing condition (with no on-street parking) remains.*

6. Zoning?

As currently designated, the site is BT-1 (Business Transition – 1). The TVAP-MU2 land use designation anticipates the site redeveloping as BMS. Shown below is a table that provides a snapshot comparison between the two zoning districts for form and bulk standards. As project plans progress, the applicant is encouraged to fully understand all the requirements of the zoning districts of the Land Use Code. However, as you will note, the application appears to more readily meet the standards within the BMS zoning. And, in either scenario, height modification would require a site review approval through Planning Board. Also utilize the following link to see which uses are permitted by right, or through Use Review, in BMS versus BT-1: in the chart use column B1 for BT-1 uses and B2 for BMS uses
Land Use Code Use Chart.

Note also that compared to the existing zoning, the rezoning to BMS would not require Concept Plan if the proposed floor area is less than 50,000 square feet.

Table 1:
Snapshot Comparison of BMS and BT-1 Zoning

	BMS Zoning	**Existing Zoning BT-1**
Density	0.67 or residential with off street parking provided: 1.0 FAR	1,200 sf open space per du
Attached Residential Use	Permitted by-right	Permitted by-right
Front Setback	0	20' minimum
Side yard	15'	0 for first and second; 12' for 3rd
Min. percent of frontage that must contain a building	n/a	70 percent
Primary building entrance facing street	yes	n/a
Building Height	38-feet	35-feet
Parking	1 space/du	1 per 1 bedroom du 1.5 for 2 bdrm du 2 for 3 bdrm du 3 for 4 or mor bdrm du
Concept Plan Required	3 Acre lot size, or 50,000 sf floor area	2 acre lot size, or 30,000 sf floor area

7. Any other comments would be welcome.

Inclusionary Housing Beth Roberts 303-441-1828

Each new residential unit developed on the property is subject to 9-13 B.R.C., 1981, "Inclusionary Housing." The general Inclusionary Housing requirement is that all residential developments must dedicate 20% of the total dwelling units as permanently affordable housing. For for-sale housing this requirement may be met through the provision of at least half of the required affordable units on-site. The other half of the requirement may be met by the provision of comparable existing or newly built off-site permanently affordable units, the dedication of land appropriate for affordable housing or by payment of a cash-in-lieu contribution.

Additional information about the Inclusionary Housing program may be found on-line at www.boulderaffordablehomes.com click on "Are You a Developer"?

Please contact the housing planner as soon as possible in the development process to confirm which option you would like to use to meet the IH requirement.

Landscape Elizabeth Lokocz, 303-441-3138

1. New development is required to meet the landscape standards of section 9-9-12, "Landscaping and Screening Standards", sections 9-9-13, "Streetscape Design Standards," and 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981 as well as any specific design elements of the TVAP guidelines and Site Review Criteria of section 9-2-14(h).

2. At the time of Concept Plan Review, submit a site development plan including the approximate location of major site elements including buildings, open areas and natural features. Note the emphasis on an "attractive streetscapes" in the Site Review criteria and begin developing an approach to achieve this goal.

3. It's unclear to staff at this time if the proposed head in parking and access on the north side of the proposed layout will be a street or entirely private. If it's private, the parking lot landscape and screening standards of section 9-9-14 apply. At the time of Site Review application a detailed landscape plan meeting the requirements of section 9-9-12(d) B.R.C. 1981 is required. The plan must be prepared by a qualified landscape professional. Contact staff with any questions.

Drainage Scott Kuhna, 303-441-4071

Storm water quality enhancement and detention ponding are issues that must be addressed prior to building permit application. A Storm Water Report and Plan in accordance with the City of Boulder *Design and Construction Standards (DCS)* will be required. The required report and plan must also address the following issues:

- Water quality for surface runoff using "Best Management Practices"
- Minimize Directly Connected Impervious Areas (MDCIA)
- Detention ponding facilities

- Storm sewer construction
- Groundwater discharge
- Erosion control during construction activities

Note that TVAP provides storm water guidelines for low impact development techniques designed to create a storm water management system which also reduces runoff. That section of the TVAP should also be considered in storm water quality management. Refer to page 21 of TVAP at the following link:
Storm water Guidelines

Transportation David Thompson, 303-441-4417

A detailed Trip Generation and Trip Distribution / Assignment information in accordance with Sections 2.03(J) and 2.03(K) of the City of Boulder Design and Construction Standards (DCS) will be required at time of Concept Plan Review to determine if a Traffic Study will be required.

Utilities Scott Kuhna, 303-441-4071

Fire hydrants will need to be installed to meet the coverage requirements outlined in Section 5.10 of the City of Boulder *Design and Construction Standards*. Per the standards, no portion of any building shall be over 175 feet of fire access distance from the nearest hydrant. Fire access distance is measured along public or private (fire accessible) roadways or fire lanes, as would be traveled by motorized fire equipment. All fire hydrants and public water lines will need to be located within public utility easements.

The applicant is advised that any proposed street trees along the property frontage may conflict with existing or proposed utilities, including without limitation: water, wastewater, storm drainage, flood control, gas, electric, telecommunications, drainageways, and irrigation ditches, within and adjacent to the development site. It is the applicant's responsibility to resolve such conflicts with appropriate methods conforming to the Boulder Revised Code 1981, the City of Boulder *Design and Construction Standards*, and any private/franchise utility specifications.

Comments provided by City staff are based on the information received at the time of the pre-application meeting and do not constitute an approval or conditions of approval for the application. Additional staff comments and project requirements will be provided to the applicant after review of a formal application submittal. All development applications are required to comply with all applicable City of Boulder codes and ordinances.

PRE-APPLICATION REVIEW AND MEETING SUMMARY

Date of Meeting: April 25, 2013

Location of Request: 2751 30th Street

Applicant in Attendance: Jason Lewiston

Case Manager: Elaine McLaughlin, Senior Planner (303) 441-4130

Other Reviewers: Samuel Assefa, Urban Design (303) 441-4277
David Thompson, Transportation (303) 441-4417
Scott Kuhna, Public Works Engineering (303)441-4071
Elizabeth Lokocz, Landscape Architecture (303) 441-3138
Beth Roberts, Housing (303) 441-1828

Background Information: The existing is vacant and currently is utilized for RV storage. The site is located within the area defined as "Boulder Junction" with redevelopment overseen through the Transit Village Area Plan (TVAP), with a land use classification under TVAP of MU-2.

Development Proposal: PRE-APP#2: Construct 14 townhome-style attached dwelling units with opportunity for ground floor office or retail in the existing BT-1 zoning district.

Meeting Summary

The applicant noted, and staff confirmed that the adjacent property to the south has a long term lease for the building housing Robb's Music, with 13 years remaining on the lease and an option for an additional 25 years thereafter. The building is owned separately from the land, and the current building's owner indicated that they and the land owners have no interest in selling or redeveloping the property in the short- and mid-term future. As a result, any near term extension of Bluff Street is unlikely. Therefore, as discussed with the applicant, to keep options viable for the future and allow for access into the site with provisions for other connections identified in the Transit Village Area Plan, staff recommends access on the north side of the site.

The applicant also indicated that a maximum 35-foot building height may be possible with the proposed plans, and will pursue that as possibility for by-right project. If there is not request for modifications to the building height, staff notes that under the BT-1 zoning district the size of the lot, and the building floor area proposed do not meet the threshold for a required Concept Plan and Site Review.

Access and Circulation (from David Thompson)

Staff discussed potential options for ingress-egress into the site that would help to meet the connections vision of TVAP which includes the following:

1. The one-way access curb cut shown on the south side of the site should be eliminated due to the close proximity to the intersection of 30th Street and Bluff Street. The south curb cut would impact the traffic operations and location of a future traffic signal on 30th Street at Bluff Street.

2. Shift the site development plan to the south to accommodate one access curb cut on the north side of the site. That access curb cut width must be able to accommodate two way ingress-egress as well as emergency vehicle access.

3. A 10-foot reservation must be provided on the south side of the property line to accommodate future Bluff Street right-of-way. The reservation must be shown on the Site Plan at the time of building permit. No structures may be located within the reservation.

Building Design (from Elaine McLaughlin and Sam Assefa)

1. Staff suggested the applicant should consider fenestration on the south and north sides of the buildings that would respond to future street alignments adjacent to the buildings. That includes wrapping any window openings and access doorways along with any of the front elevation brick around to those side elevations.

2. The applicant indicated that there are plans for roof top solar.

3. The applicant also indicated that there may be an interest to rezone at some time in the future to allow for blade signage on the first floor office/retail. Currently not permitted in home occupation in the BT-1

Landscape Architecture (from Elizabeth Lokocz)

1. Staff indicated to the applicant that their landscape plan must meet planter widths of a minimum of six feet for those areas that access parking for parking lot screening.

2. Staff also indicated that the applicant must meet open space requirements.

Engineering (from Scott Kuhna)

Staff noted that detention will be required on-site and noted that the low point of the site is the southeast corner. The applicant was advised to work with an engineer to help

determine the amount of new pervious surface generated by the plan and the size of the detention pond. Select this link to the Design and Construction Standards.

Inclusionary Housing (from Beth Roberts)

At the pre-application meeting, staff spoke with you about the Inclusionary Housing requirement. As was mentioned, you have a few options when determining how you would like to meet the Inclusionary Housing requirement for your project; the options are listed below. Please note that the CIL amounts in this email are estimates. The final CIL amount is based on the amounts in place when paid and is adjusted annually on July first. So these numbers only apply until July first 2013.

1. The IH requirement is that 2.8 or 20 percent of the 14 market units be provided as permanently affordable.

2. The IH ordinance requires that a for-sale development provide at least half of the required units on-site. Because half of 2.8 = 1.4 we round down to one unit required on-site.

3. The other half may be provided through Cash-in-Lieu (CIL), which for the remaining 1.8 units equals $236,341 (1.8 x $131,301.)

4. You may provide CIL for the one unit required on-site, however, there is a premium of 50 percent more CIL to do that. Therefore, this one unit would require a CIL of $196,951 (1 unit x 1.5 x $131,301). This combined with the above would equal the total amount due $433,293 if no units are provided on-site.

5. You may also provide the affordable units off-site either through new construction or by purchasing an existing unit. Because IH applies to all NEW units, newly constructed units should be added to the total at Boulder Junction to determine the IH requirement. The short hand for determining exactly what you would owe is to multiply the sending site times 0.25. In this case the IH requirement would be 3.5 so you could consider providing three units off-site and CIL for the remaining 0.5 owed.

6. Staff suggests a minimum of at least one affordable unit provided on-site. This unit can be smaller than the market units, maximum 1,200 sq ft. As promised, the link to the unit pricing spreadsheet is provided at this link: Inclusionary Housing Pricing Chart . Maximum allowable sale prices for permanently affordable units are set each quarter by the city

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PRE-APPLICATION REVIEW AND MEETING SUMMARY

Date of Meeting:	May 29, 2015
Location of Request:	2751 and 2875 30th Street
Applicant in Attendance:	Jason Lewiston
Case Manager:	Elaine McLaughlin, Senior Planner (303) 441-4130
Other Reviewers:	David Thompson, Transportation (303) 441-4417 Scott Kuhna, Public Works Engineering (303)441-4071 Elizabeth Lokocz, Landscape Architecture (303) 441-3138 Crystal Launder, Housing (303) 441-4141
Background Information:	The existing is vacant and currently is utilized for RV storage.
Development Proposal:	Construct 32 townhomes.
Existing Zoning:	Business – Transition (BT-1) with a density of 1,200 square feet of open space per dwelling unit required

Responses to Applicant's Specific Questions:

What specifics steps do we need to take to gain the full and enthusiastic support of the planning department?

The best answer to this question is to submit a full and complete application for Concept Plan Review, receive comments from Staff, the public and Planning Board with the understanding that ultimately the application must be consistent with the Site Review Criteria of the Land Use Code section 9-2-14(h), B.R.C. 1981 found here.

A full evaluation of the Concept Plan cannot be provided outside of this review process. Please note that a Concept Plan review should include color renderings and/or perspective sketches as much as possible.

What is the process to gain Planning Board approval and obtain building permits?

Because the two sites combined include a proposal for 66,216 square feet of floor area, the proposed project meets the minimum threshold for mandatory Concept Plan and Site Review of two acres or 30,000 square feet of floor area. The two stage development review process of Concept Plan and Site Review can be summarized here. The submittal information for Concept Plan review is found here and that is a supplement to the Land Use Review (LUR) application found here. The Concept Plan is viewed as an "iterative" process in that there is no approval or denial from the Planning Board, rather it is for the applicant to receive staff, public, and Planning Board feedback and input on the application prior to submittal of an application for Site Review.

Following Concept Plan, the Site Review submittal requires more detail. Because of the request to exceed the maximum height standards of the BT-1 zoning district, a review and approval before the Planning Board is necessary. Provided here is the submittal information for Site Review that should accompany the LUR application, noted above.

Upon approval by the Planning Board of the Site Review, the applicant will be required to apply for a Technical Document Review that is equivalent to Building Permit – Phase I. The intent is to resolve the Technical aspects of the project plans prior to Building Permit Application. The application materials for TEC Doc are found here.

Other Review Comments:

Drainage Scott Kuhna, 303-441-4071
Storm water quality enhancement and detention ponding are issues that must be addressed prior to building permit application. A Storm Water Report and Plan in accordance with the City of Boulder *Design and Construction Standards (DCS)* will be required. The required report and plan must also address the following issues:

- Water quality for surface runoff using "Best Management Practices"
- Minimize Directly Connected Impervious Areas (MDCIA)
- Detention ponding facilities
- Storm sewer construction
- Groundwater discharge
- Erosion control during construction activities

Inclusionary Housing Crystal Launder 303.441.4141

1. Each new residential unit developed on the property is subject to 9-13 B.R.C., 1981, "Inclusionary Housing." The general Inclusionary Housing requirement is that all residential developments must dedicate 20 percent of the total dwelling units as permanently affordable housing. For for-sale housing this requirement may be met through the provision of at least half of the required affordable units on-site. The other half of the requirement may be met by providing comparable existing or newly built permanently affordable units off-site, the dedication of land appropriate for affordable housing or by payment of a cash-in-lieu contribution.

2. Please contact a housing planner as soon as possible in the development process to determine how best to meet the IH requirement.

Landscape Elizabeth Lokocz, 303-441-3138

1. New development is required to meet the landscape standards of section 9-9-12, "Landscaping and Screening Standards", sections 9-9-13, "Streetscape Design Standards," and 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981 as well as any specific design elements of the TVAP guidelines and Site Review Criteria of section 9-2-14(h).

2. Note that TVAP provides storm water guidelines for low impact development techniques designed to create a storm water management system which also reduces runoff. That section of the TVAP should also be considered in storm water quality management. Refer to page 21 of TVAP at the following link: Storm water Guidelines

Transportation David Thompson, 303-441-4417
A detailed Trip Generation and Trip Distribution / Assignment information in accordance with Sections 2.03(J) and 2.03(K) of the City of Boulder Design and Construction Standards (DCS) will be required at time of Concept Plan Review to determine if a Traffic Study will be required.

Utilities Scott Kuhna, 303-441-4071

1. Fire hydrants will need to be installed to meet the coverage requirements outlined in Section 5.10 of the City of Boulder *Design and Construction Standards*. Per the standards, no portion of any building shall be over 175 feet of fire access distance from the nearest hydrant. Fire access distance is measured along public or private (fire accessible) roadways or fire lanes, as would be traveled by motorized fire equipment. All fire hydrants and public water lines will need to be located within public utility easements.

2. The applicant is advised that any proposed street trees along the property frontage may conflict with existing or proposed utilities, including without limitation: water, wastewater, storm drainage, flood control, gas, electric, telecommunications, drainageways, and irrigation ditches, within and adjacent to the development site. It is the

applicant's responsibility to resolve such conflicts with appropriate methods conforming to the Boulder Revised Code 1981, the City of Boulder *Design and Construction Standards*, and any private/franchise utility specifications.

Zoning Elaine McLaughlin, 303-441-4130
Following is a brief summary of requirements for BT-1. Please reference all requirements within the Land Use Code, Title 9.

	Existing Zoning BT-1
Density	1,200 sf open space per du
Attached Residential Use	Permitted by-right
Front Setback	20' minimum
Side yard	0 for first and second; 12' for 3rd
Min. percent of frontage that must contain a building	70 percent
Primary building entrance facing street	n/a
Building Height	35-feet
Parking	1 per 1 bedroom du 1.5 for 2 bdrm du 2 for 3 bdrm du 3 for 4 or mor bdrm du
Concept Plan Required	2 acre lot size, or 30,000 sf floor area

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NOTE: Comments provided by City staff are based on the information received at the time of the pre-application meeting and do not constitute an approval or conditions of approval for the application. Additional staff comments and project requirements will be provided to the applicant after review of a formal application submittal. All development applications are required to comply with all applicable City of Boulder codes and ordinances.

CITY OF BOULDER
BOULDER DESIGN ADVISORY BOARD MINUTES
September 23, 2015
Boulder Library Arapahoe Conference Room, 1001 Arapahoe

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

BDAB MEMBERS PRESENT:
Jamison Brown, Chair
Michelle Lee
Jim Baily
David McInerney
Jeff Dawson

BDAB MEMBERS ABSENT:

PLANNING BOARD EX-OFFICIO MEMBER PRESENT:
Bryan Bowen

STAFF PRESENT:
Sam Assefa, Senior Urban Designer
Charles Ferro, Development Review Manager
Elaine McLaughlin, Senior Planner
Chandler Van Schaack, Planner I

BOARD DISCUSSION:

1. **Approval of Minutes**
   The board approved the July 15, 2015 and the July 29, 2015 BDAB minutes.

2. **2751 30th Street Project Review**
   C. Van Schaack gave a brief process summary followed by a presentation by the applicant.

   BOARD COMMENTS:
   J. Brown had some concerns with the first floor of the building including a lack of detail in the design. He also wondered how much the front yard would actually be used since there was no separation between the public and private realms.

   J. Baily agreed with the need for a canopy or awning to help shade the first floor windows, but he was concerned with the arched design in regards to its compatibility with the surrounding area on 30th Street. He thought that more of a straightforward canopy to shade the windows would transition better with the materials around it and would also be more compatible with the surrounding area.

   J. Brown felt it would be an improvement if there was not a door in the center of the façade. He suggested that, if the applicant were to do something more substantial with the door, they look at doing an awning or transom lighting just above the door so it would break the horizontal line that makes the façade look so linear.

DRAFT

J. Baily recognized that building height was not in BDAB's purview to critique, but he was concerned about fitting four floors into 37 feet and still having a realistic interface with the street.

C. Van Schaack followed up by saying that it was not possible for this building to go up to 37 feet. Anything over 35 feet would require rezoning and/or an ordinance.

B. Bowen summarized a discussion between the board, staff and the applicant: There would be a design issue if it is going to be apartments or a use issue if it is going to be a mixed use development.

M. Lee recommended that the applicant look at how to transition the first floor material higher like, for example, bringing the CMU up to the second row of windows or putting transoms above some of the doors and windows.

She felt that the yards felt very private and fenced-in and believed that there was a way to make the front dog-friendly but still welcoming to the public at the same.

J. Dawson the windows were too equally spaced within the elevation almost making it read like a warehouse building. He encouraged the applicant to think more strategically about the position of the windows relative to the living spaces on the inside. Reconsider the top of the masonry on the parapet. He felt that the base should be taken up so that it creates a more significant mass at the base of the building. Proportionally the amount of the beige CMU did not fit well with the red material a few stories above it. He thought the eyebrow (awning) was too big.

D. McInerney stated that the staggered floors on the interior of the north and south elevations resulted in windows that did not line up on those elevations.

J. Dawson thought it would be good to see more detail in the windows and the geometry of the frames.

The board agreed that a stoop would be effective in creating a buffer for the entry and improving the streetscape for the townhomes; That some clustering of windows to reflect the individual townhome nature of the plan would be more effective than equal spacing across the entire elevation; Some additional detail on the windows and some use of the beige stone to help identify traditional masonry construction techniques would help humanize and scale the building down. They also recommended raising the first floor up a minimum of 18".

DRAFT