

Boulder Design Advisory Board Agenda

Wednesday, July 15, 2015
1777 West Conference Room
4 – 8 p.m.

The following items will be discussed:

1. Call to Order
2. [Approval of Minutes](#)
3. [Boulder Commons Project Review](#)
4. [S'PARK Project Review](#)
5. Board Matters

For further information on these projects, please contact:

Sam Assefa at 303.441.4277 assefas@bouldercolorado.gov or

For administrative assistance, please contact:

Melinda Melton at 303.441.3215 meltonm@bouldercolorado.gov

CITY OF BOULDER
BOULDER DESIGN ADVISORY BOARD MINUTES
June 10, 2015
1777 Broadway, 1777 West Conference Room

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
Jeff Dawson
Michelle Lee
Jim Baily
David McInerney

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
Karl Guiler, Senior Planner

BOARD DISCUSSION:

1. Approval of Minutes

BDAB approved the April 8, April 15 and May 6, 2015 BDAB minutes.

2. Pearl Place Project Update

The applicant gave a brief update of the project.

BOARD COMMENTS:

J. Baily liked the canopy better in their previous plans which had a softening effect. He thought it stood out in a negative way in the updated plans.

M. Lee and **J. Brown** agreed.

J. Brown thought that the shadow line would soften the transition and help to improve the impact of the large stone wall.

J. Brown liked the brick change.

J. Dawson also liked it. He pointed out that in larger renderings the applicant shows differentiation between the pattern in between the windows versus the planned spaces. He liked the uniformity of the brick color but was concerned that it might be too monolithic with the continual horizontal pattern. He suggested thinking about breaking it

up.

D. McInerney thought that the additional shadowing would be very effective. He did not mind the linearity of it since it will mainly be viewed by people travelling along a linear path.

J. Dawson liked the previous brick pattern better, but supported the new pattern as well. He felt the previous pattern was more in keeping with the original design. He encouraged the applicant to keep exploring the detail in the brick masonry.

J. Brown noted that people will experience the building depending on where they are viewing it from. The brick would lose the raked shadow effect if seen from far away but nearby pedestrians would appreciate it.

J. Dawson thought that sandstone panels would have been nice on the block facing the loading dock and suggested using a larger panel of sandstone to express that there is a different function there.

M. Lee had no issue with it since it is such a deep corner that's not highly visible.

J. Brown discussed having the corner brick volume recede in a little bit to break that plane.

The board approved of the brick changes but with a minority opinion preferring the previous pattern.

3. The Reve Project Review

J. Dawson recused.

J. Brown left the meeting at 6:30 p.m.

E. McLaughlin gave a brief overview of the project followed by a presentation by the applicant.

J. Baily asked **E. McLaughlin** to provide clarity on what areas were included in the Boulder Valley Regional Center Design Guidelines (BVRC) versus the Transit Village Area Plan (TVAP). He thought the BVRC guidelines were critical to the corner of Pearl Street and 30th Street if it was identified as a gateway in BVRC.

E. McLaughlin responded that the TVAP was adopted after the BVRC so it supersedes it but, at the same time, these are guidelines and the board should draw from both of them in their review. She agreed with **J. Baily's** point that addressing gateway areas is critical and that there is a lot of overlap in the two guidelines.

BOARD COMMENTS:

J. Brown thought the 2nd option/view was much more in line with what BDAB has been asking for in terms of the simplicity. He liked how the metal panel and the grey came down and separated the corner piece. It allowed the brick to stand out and have some prominence.

S. Assefa noted that it is much better to have balconies integrated into the building as it is in the applicant's plans.

J. Brown, in reference to the courtyard, stated that in the Form-Based Code workshops there were discussions about corner treatments and special courtyard interjections along streetscapes. He noted that the courtyard needs to be thought of holistically within the whole neighborhood. Not every building has to have some sort of intervention and building to the street is not a bad thing. He doesn't think the courtyard is needed on the building at the corner of Pearl and 30th Street.

J. Brown inquired as to why there could not be one street instead of two half streets at the south end of the building.

A discussion followed and the applicant stated that they would prefer it be one shared street. They have tried to solve this but, since that has not been possible, their direction was to build their own road per the TVAP.

C. Ferro stated that a meeting between Solana & Reve will be convened to discuss what some options are and how it would impact both of their buildings.

J. Brown suggested strongly expressing the public component of the live/work units and making sure that they do not look too residential.

M. Lee thought the changes on the north corner of Pearl Street and 30th Street was huge improvement. She encouraged the applicant to keep pushing for this corner to be a signature corner of the development and to think about tying in more of the culture of that area (such as sports, tech, etc.).

J. Bailly agreed with M. Lee's comment and also noted that this is a designated gateway corner in the BVRC so it is important to create something special on the corner. He thought the building was going in the right direction and showed a huge improvement from previous plans. He noted that the north facing courtyard was in permanent shadow and did not think it was as nice as the other spaces in the development.

On the east elevation he suggested having the balconies partially inset as they are on the west elevation. It would improve the whole space to have that third dimension here.

M. Lee had an issue with the amount of glass used on the lower level office space of building 2. It is okay on the corner, but overall it does not provide the best pedestrian experience.

J. Brown felt that permeability was important on this building. He liked the natural feel of the chamfered corner and how it related to the current ditch opening. From an urban design standpoint he pointed out that there is a believable pedestrian promenade that happens along 30th to Walnut Street. He encouraged the applicant to not ignore this building as a pedestrian way and think about what the ground floor activity should be. Maybe it should be more about the programming on the interior (i.e. not just lines of cubicles).

M. Lee thought that the north corner in the first drawing was more dynamic and interesting than in the second drawing.

J. Baily agreed with **M. Lee's** comment. In the first drawing, he did not like the awkwardness between the punched windows portion to the south and the giant curtain wall. The punched windows on north portion were not inviting to the open space area to the south and he preferred the first drawing which better engaged with the open space.

S. Assefa liked the hybrid between the first and second drawings.

J. Brown liked the terra cotta material. It has the warmth of brick without being brick and it has variation in its tone which speaks to the things that Boulder has asked for without doing brick again.

The applicant inquired of the board if it would be better to have the lobby shifted more towards the center and have a setback entry courtyard into that permeability back to the mixed use courtyard.

M. Lee liked that idea for the second drawing. It does not need to be regular, rhythmic blocks but it needs to happen more organically where functionally appropriate.

J. Brown felt that if the applicant was going to create a recess or offset when the materials change that having the halo continue around may not be the right way. He also felt that the space between the two buildings could be an issue. He suggested having a tree canopy running down the center could help soften the interchange between the two uses.

D. McInerney noted to the applicant that in describing both the west and east facades they mentioned their distaste for floating panels of fake masonry. He asked if they had looked at bringing the terra cotta down to the ground and putting in smaller windows.

J. Brown thought that the residential buildings could use similar calming that the applicant treated the corner building with. There was more movement than needed. **D. McInerney** agreed.

J. Baily agreed that they should not get too busy with the materials. He also inquired as to why they changed the residential building from one over three to three over one. He noted that they had established some rhythm from 30th Street with the one over three and he did not see a compelling reason to change it.

The board members present agreed that simpler articulation would be better.

M. Lee liked the idea of getting more sun in between the buildings. There is a lot of shade going on with the height of the buildings. She thought perhaps that softening the buildings at the corners would help let more sun in.

J. Baily brought up that in the overall housing surveys for Boulder, many people said that these types of developments are not providing a sizeable private open space. He told the applicant that they have the opportunity to create spaces for those people who want a significant outdoor terrace. It would work well here since it is looking into a shared open space. He also stressed the importance of keeping the street trees in place when dealing with such a dense environment.

The board concluded that the revised plans for the building north of the ditch were a significant improvement over the plans originally distributed to the board. The applicant presented some worthwhile ideas for the buildings south of the ditch, but additional work will be needed to resolve these ideas.

The applicant plans to check in with BDAB again after their second site review submittal this year.

APPROVED BY:

Board Chair

DATE



City of Boulder Planning and Development Services

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Revised
February 2015
402.pdf

BOULDER DESIGN ADVISORY BOARD APPLICATION

Date of Application 06-24-2015 **Address of Property for Review** 2440+2490 Junction Place
Applicant's Name Coburn on behalf of Morgan Creek Ventures **Phone** 303/442.3351, ext 1149
Address 3020 Carbon Place, Suite 203
Relationship to Project (e.g.: architect, contractor, etc.) Architect
Owner's Name and Address 2440 Junction Pl. LLC, 2490 Junction Pl. LLC **Phone** 303/ 447.0168

Project Description

New Development consisting of two commercial buildings on the remaining two vacant lots in the Steel Yards to the east of Junction Place. The North Building will be approximately 60,000 sf with an underground parking garage. The South Building will be approximately 40,000 sf.

Lot Size 58,273 sf
Total Existing Bldg. Sq Ft. NA
Existing Bldg Height NA

Proposed Additional Bldg. Sq. Ft. North: 60,370, South: 41,200
Proposed Bldg. Height 55'

Submission Deadlines

The Boulder Design Advisory Board generally meets on the second Wednesday of every month. The deadline for submitting your application is 4 p.m. on the last Wednesday of the month, two weeks prior to the meeting date that you wish to attend. Come in person to the Planning and Development Services Center, 1739 Broadway, third floor, to submit your application and materials to a Project Specialist.

Please see the attached "Submission Requirements" sheet for guidance on what we need.

What to Bring to Your Review

At the time of the meeting, please bring at least one set of rendered drawings and material samples.

Committee Comments about the Proposal:

For submittal questions or project-content questions, please contact Sam Assefa, at 303-441-4277, assefas@bouldercolorado.gov. For administrative questions about BDAB, please contact Melinda Melton, 303-441-3215, meltonm@bouldercolorado.gov. You can also visit the Boulder Design Advisory Board (BDAB) website for more detailed information.



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Landscape/ Architecture
 2677 Mission Street, #200
 San Francisco, CA
 p: 415-285-3614
 gls@glsarch.com

SITE CALCULATIONS

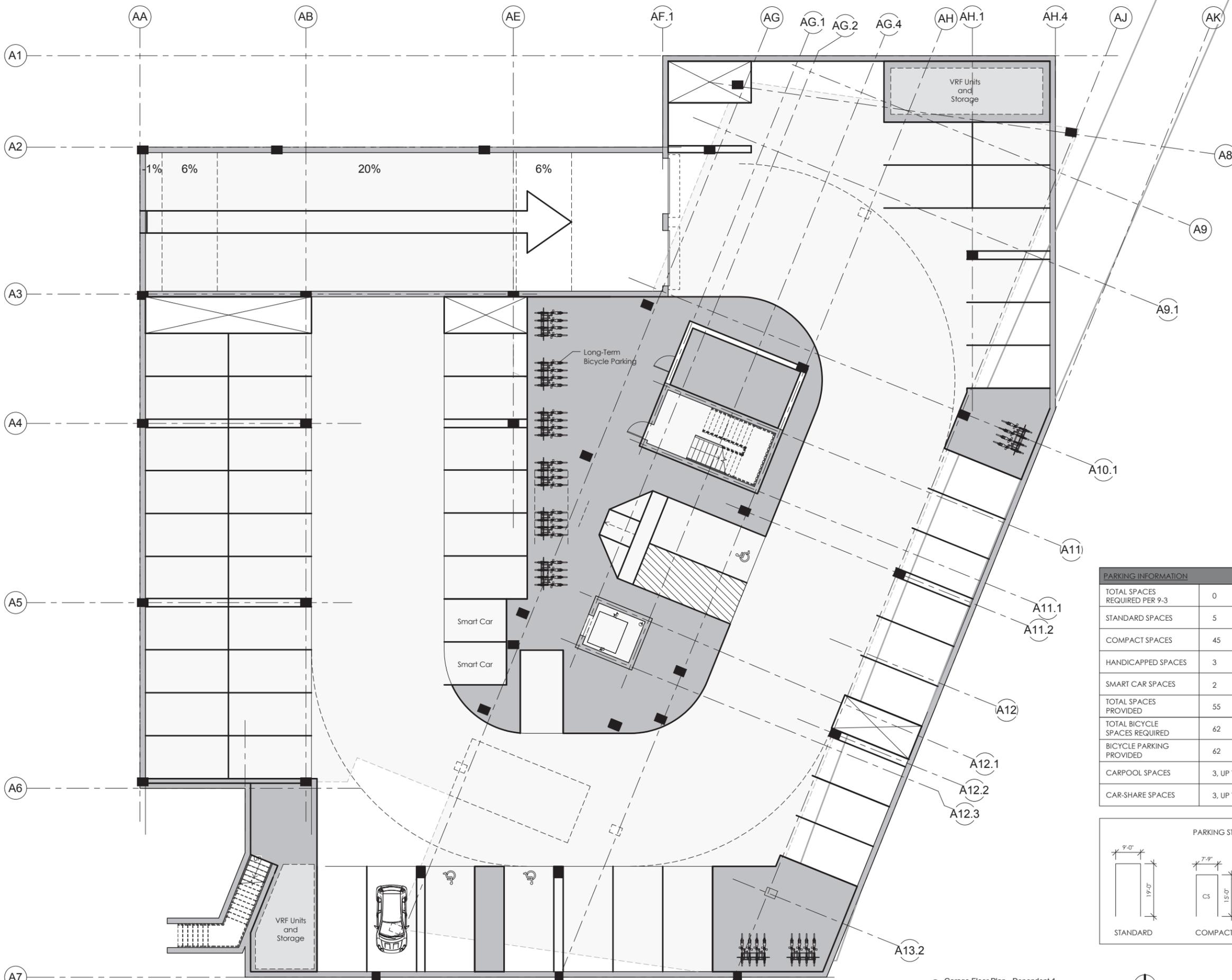
STREET TREE CALCULATION:					
JUNCTION PLACE FRONTAGE	358 L.F.	9 STREET TREES REQUIRED	9 STREET TREES PROVIDED		
SITE LANDSCAPE CALCULATION:					
GROSS SITE AREA	58,273 S.F.				
BUILDINGS	26,448 S.F.				
DRIVES AND SURFACE PARKING	350 S.F.				
SITE LANDSCAPE:					
NET SITE AREA PROVIDED (NOT COVERED BY BUILDINGS OR PARKING)	28,555 S.F.	20 TREES REQUIRED	21 TREES PROVIDED	100 SHRUBS REQUIRED	125 SHRUBS
OPEN SPACE CALCULATION:					
SITE AREA	58,273 S.F.				
OPEN SPACE REQUIRED (20%)	11,655 S.F.				
OPEN SPACE PROVIDED (49%)	28,725 S.F.				
LANDSCAPE AREAS					
LANDSCAPE AREAS	12,301 S.F.				
PAVING AREAS	12,724 S.F.				
RIGHT OF WAY LANDSCAPE	3,700 S.F.				
TOTAL	28,725 S.F.				

REQUIRED MULTI-USE BIKE PATHS ARE NOT INCLUDED IN CALCULATIONS.

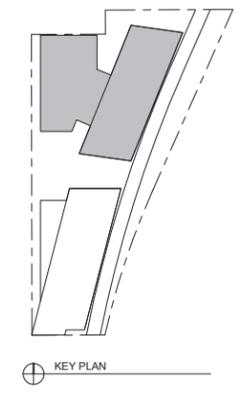
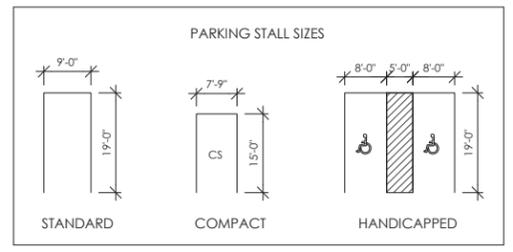
MATERIALS LEGEND

CONCRETE SIDEWALK PAVING	GRAVEL DRAINAGE SWALE	STONE SLAB BENCHES	GROUND COVER PLANTING TYPE 1	EXISTING TREE TO REMAIN	PAY STATION
BIKE PATH CONCRETE PAVING (STANDARD)	RETAINING WALL	(26) BIKE PARKING	GROUND COVER PLANTING TYPE 2	EXISTING FIRE HYDRANT	LOBBY CARPET
STONE PAVING	TURF BLOCK	BUILDING TRANSFORMER	FLUSH PLANTER ON STRUCTURE	EXISTING STREET SIGNAGE	
STONE ACCENT PAVING BANDS	LARGE SCALE ART OR STONE MONOLITH	VINE PLANTINGS	RAILING	SUSPENDED CYLINDER LIGHTS	

PROPOSED TREES



PARKING INFORMATION	
TOTAL SPACES REQUIRED PER 9-3	0
STANDARD SPACES	5
COMPACT SPACES	45
HANDICAPPED SPACES	3
SMART CAR SPACES	2
TOTAL SPACES PROVIDED	55
TOTAL BICYCLE SPACES REQUIRED	62
BICYCLE PARKING PROVIDED	62
CARPOL SPACES	3, UP TO 10%
CAR-SHARE SPACES	3, UP TO 10%



SITE REVIEW RESUBMITTAL #1
06/15/2015

SHEET No.
A1.1
GARAGE PLAN
Page 11 of 55

BOULDER COMMONS

2440 + 2490 Junction Pl. Boulder, CO

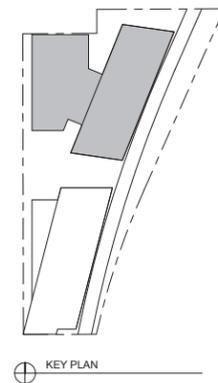
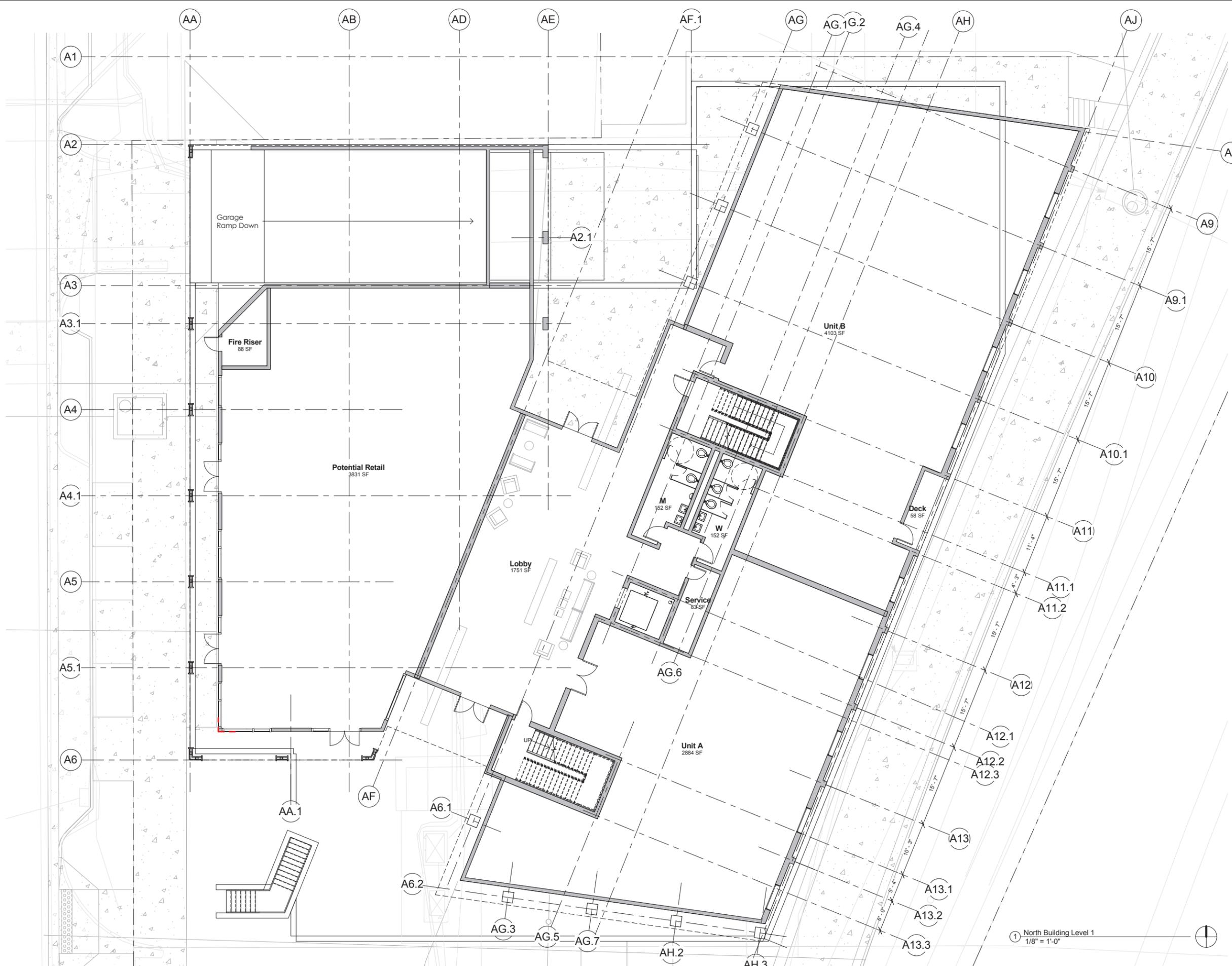
① Garage Floor Plan - Dependent 1
1/8" = 1'-0"

7.15.15 BDAB Meeting



COBURN
ARCHITECTURE

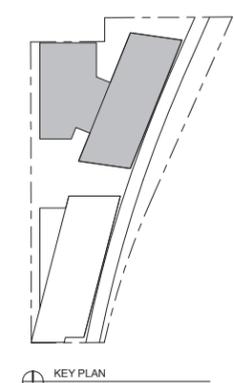
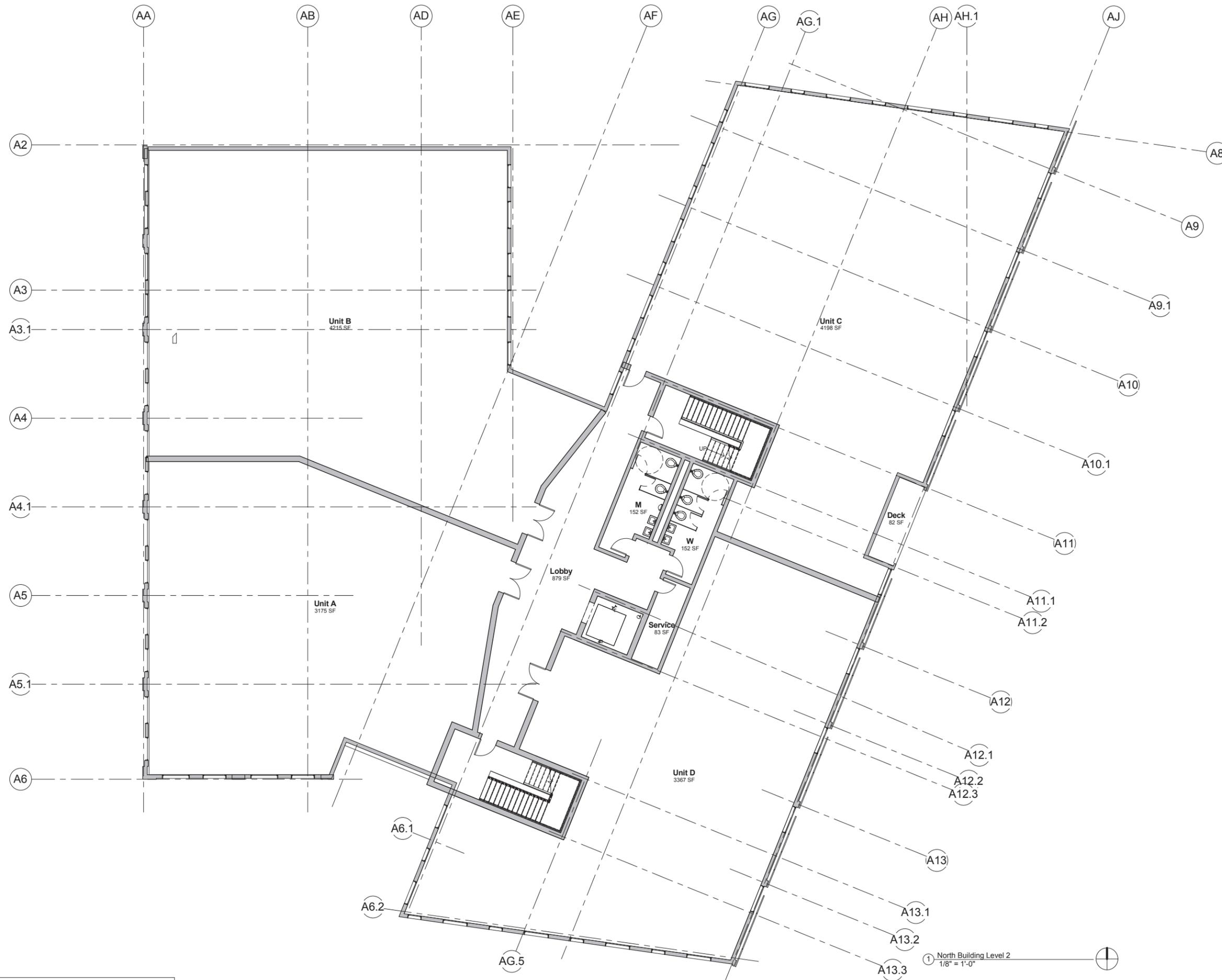
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SITE REVIEW
RESUBMITTAL #1
06/15/2015

SHEET No.
A1.2
NORTH BUILDING LEVEL 1

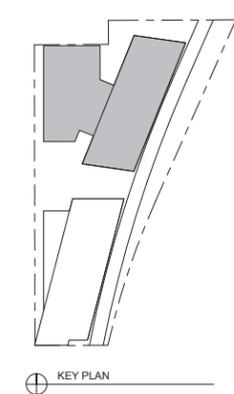
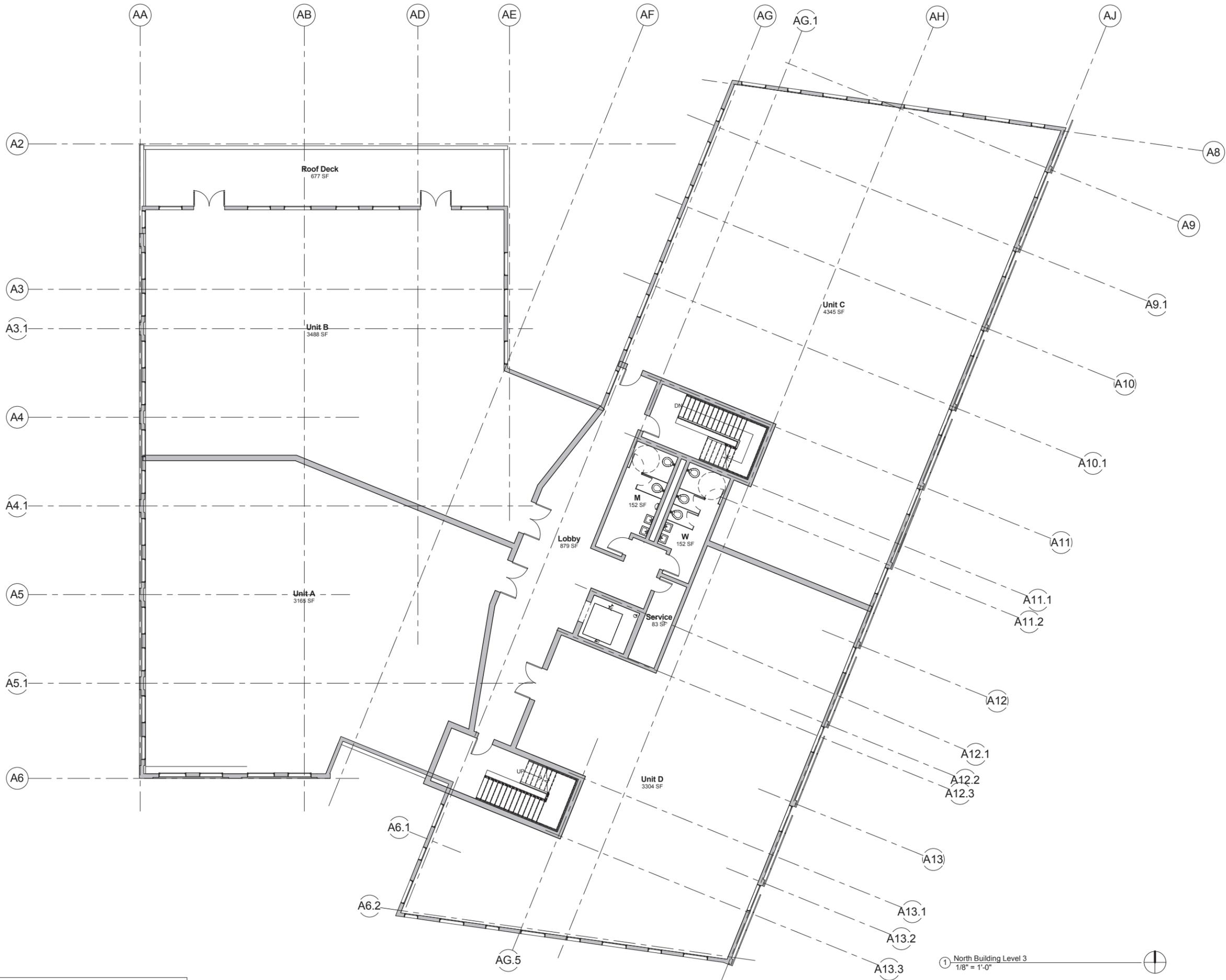
1 North Building Level 1
1/8" = 1'-0"



**SITE REVIEW
RESUBMITTAL #1**
06/15/2015

SHEET No.
A1.3
NORTH BUILDING LEVEL 2

1 North Building Level 2
1/8" = 1'-0"



SITE REVIEW
RESUBMITTAL #1
06/15/2015

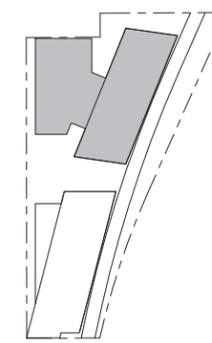
SHEET No.
A1.4
NORTH BUILDING LEVEL 3

1 North Building Level 3
1/8" = 1'-0"



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KEY PLAN

SITE REVIEW
RESUBMITTAL #1
06/15/2015

SHEET No.
A1.5
NORTH BUILDING, LEVEL 4

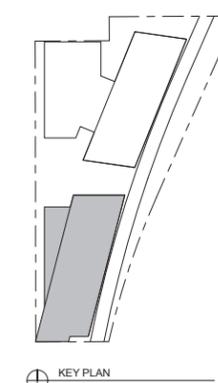
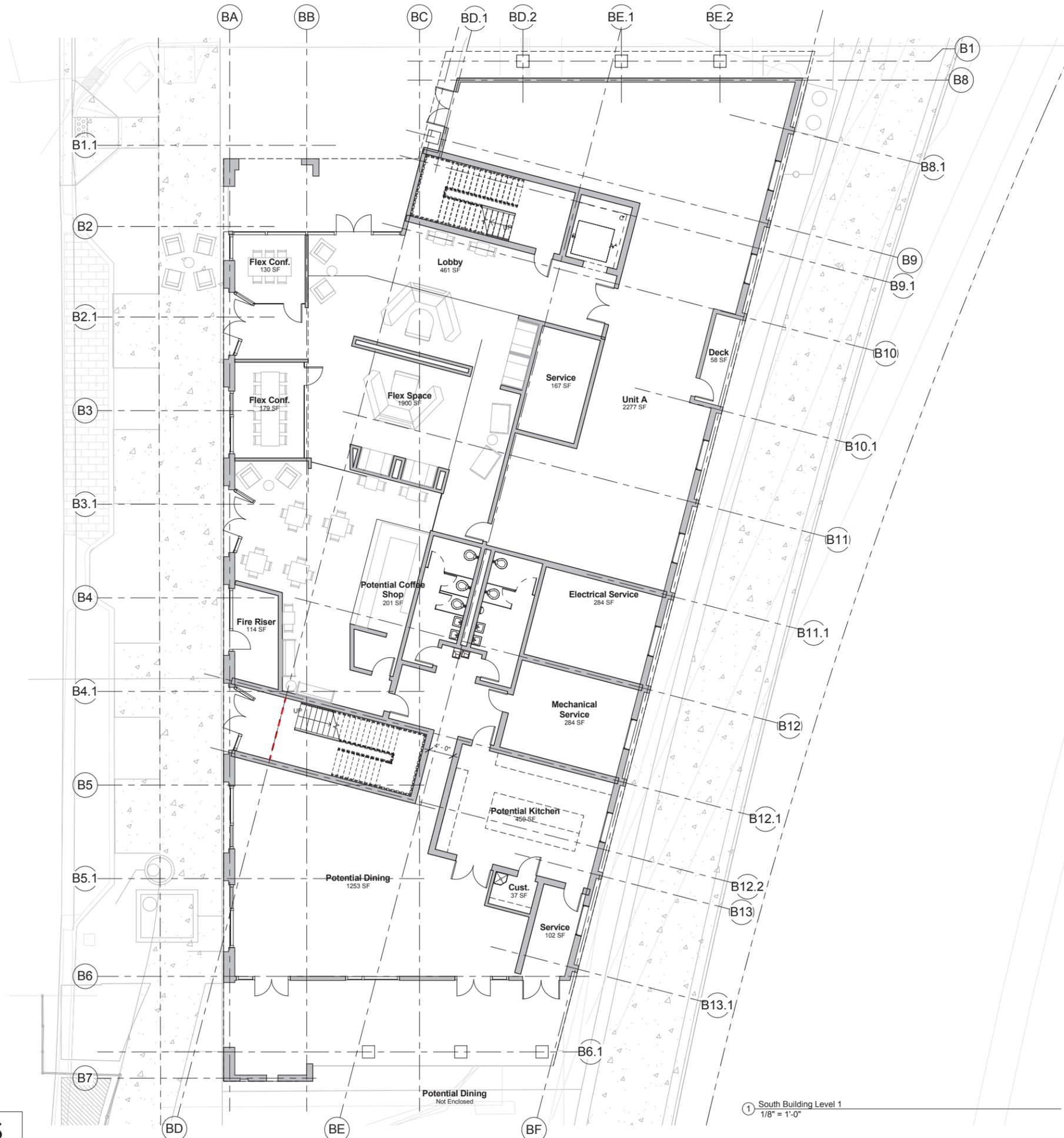
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SITE REVIEW
RESUBMITTAL #1
06/15/2015

SHEET No.
A1.6
SOUTH BUILDING LEVEL 1

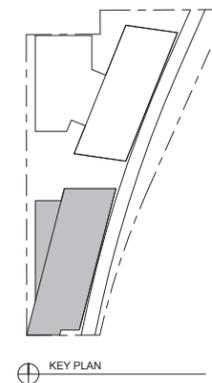
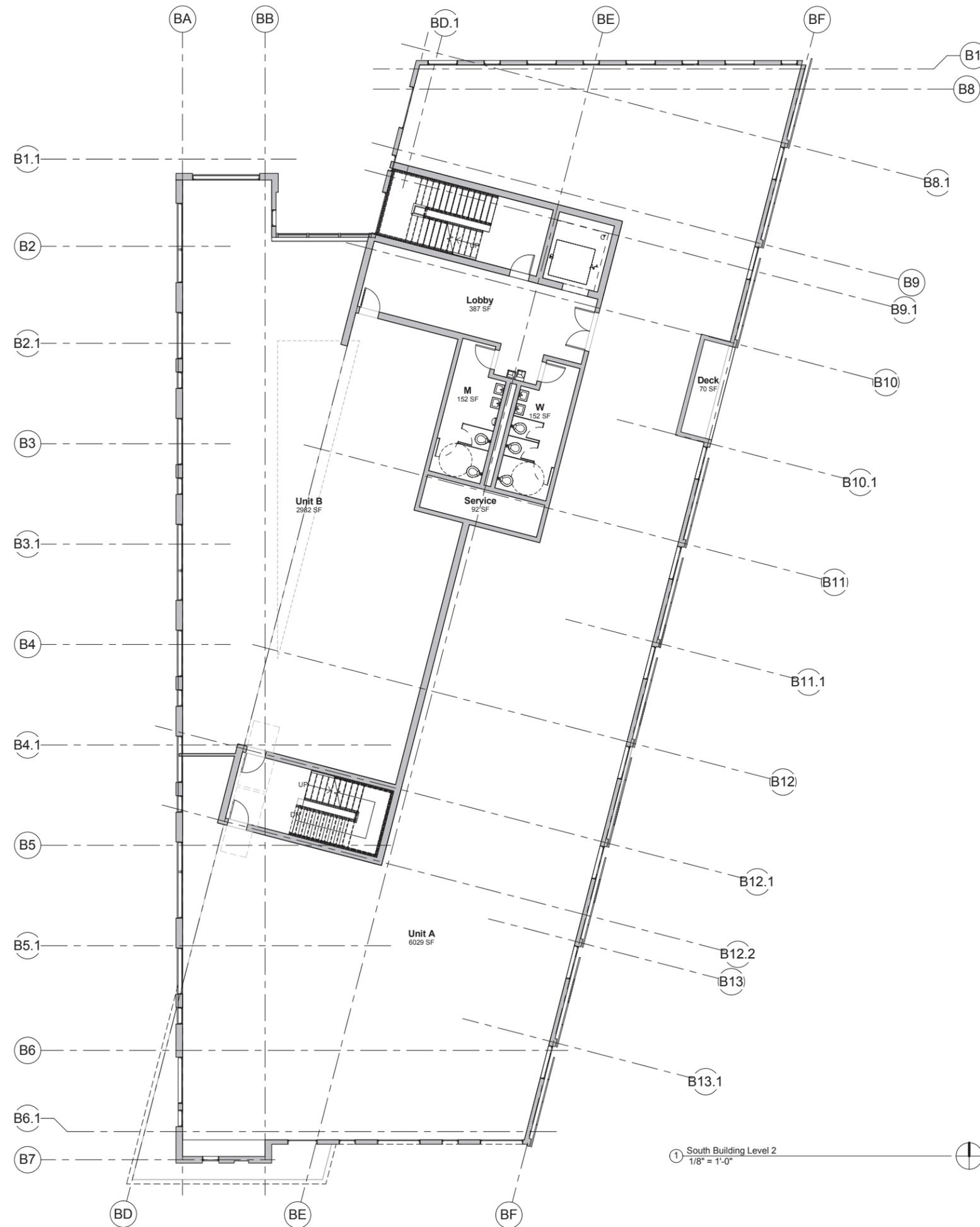
1 South Building Level 1
1/8" = 1'-0"

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SHEET No.
A1.7
SOUTH BUILDING LEVEL 2

① South Building Level 2
1/8" = 1'-0"

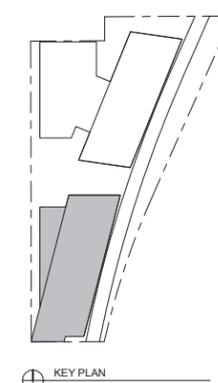
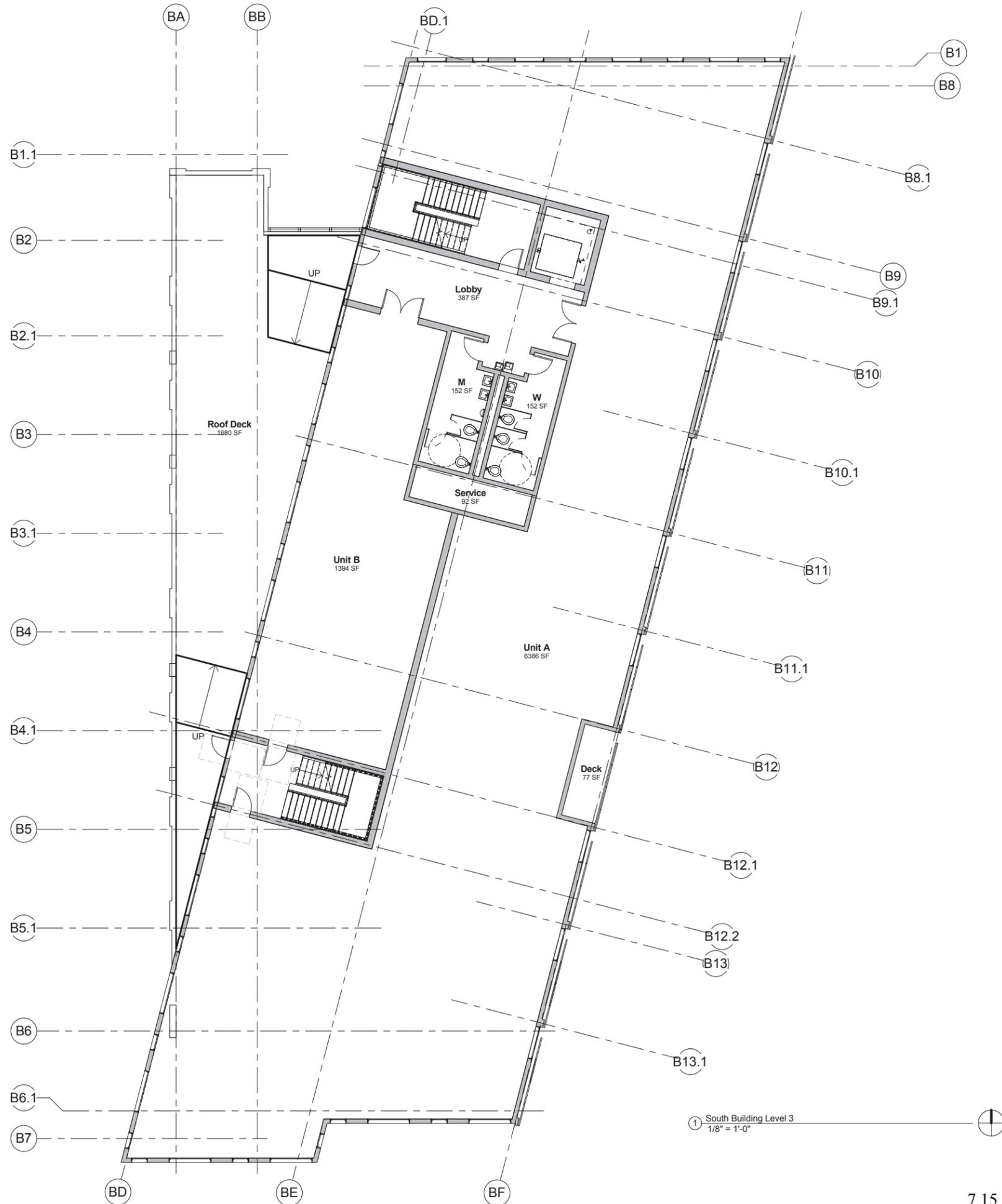
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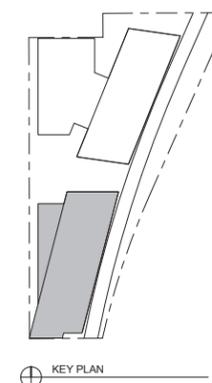
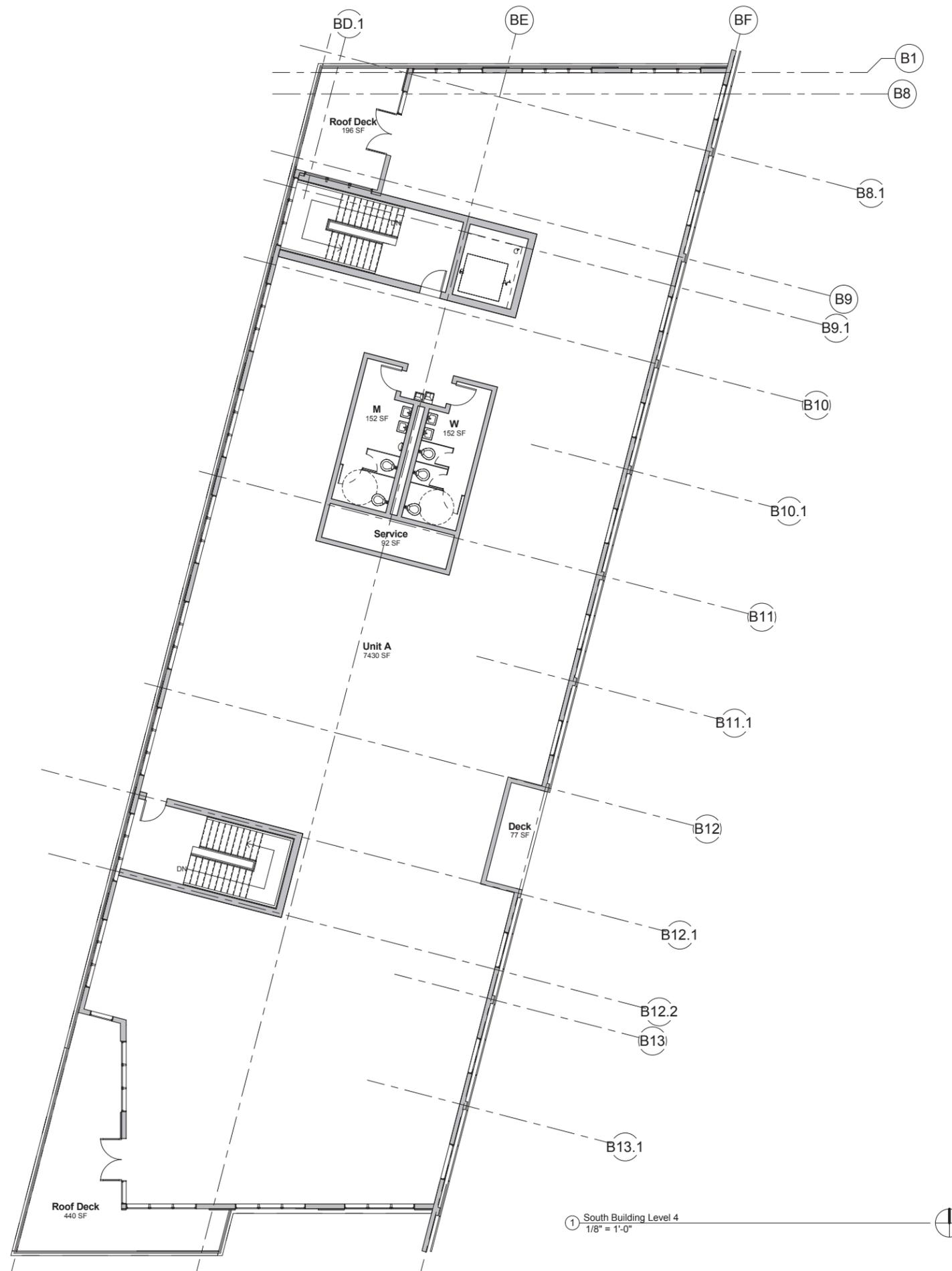
SHEET No.
A1.8
SOUTH BUILDING LEVEL 3

1 South Building Level 3
1/8" = 1'-0"



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SITE REVIEW
RESUBMITTAL #1
06/15/2015

SHEET No.
A1.9
SOUTH BUILDING LEVEL 4

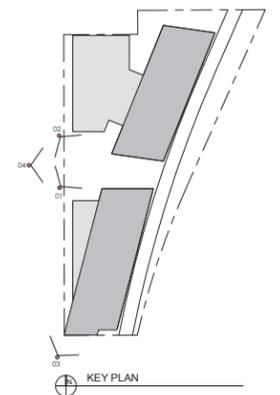
① South Building Level 4
1/8" = 1'-0"

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01/ North Building Entrance

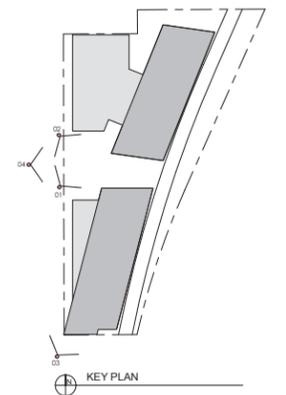


**SITE REVIEW
RESUBMITTAL #1**
06/15/2015

SHEET No.
A2.1
ARCHITECTURAL
PERSPECTIVES



02/ South Building Entrance

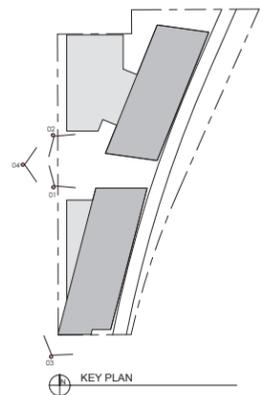


**SITE REVIEW
RESUBMITTAL #1**
06/15/2015

SHEET No.
A2.2
ARCHITECTURAL
PERSPECTIVES



03/ View from Goose Creek Bridge

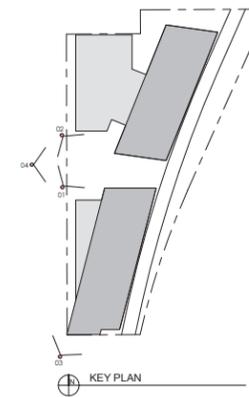


**SITE REVIEW
RESUBMITTAL #1**
06/15/2015

SHEET No.
A2.3
ARCHITECTURAL
PERSPECTIVES



04/ View From Steel Yards



**SITE REVIEW
RESUBMITTAL #1**
06/15/2015

SHEET No.
A2.4
ARCHITECTURAL
PERSPECTIVE



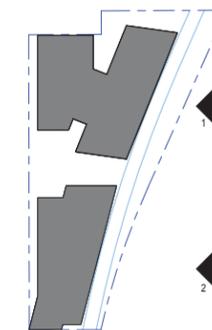
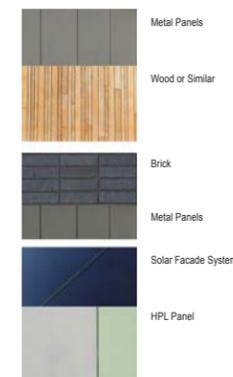
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ehdd.

ARCHITECTURE
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- KEY
1. Standing Seam Metal System
 2. Wood or Similar
 3. Flat Lock Metal Panel
 4. Glazed Entry Doors
 5. Brick Rain Screen System (Color A)
 6. Brick Rain Screen System (Color B)
 7. Fixed Metal Sunshade
 8. Painted Window Mullion
 9. Structural Glass Guardrail
 10. Solar Panel Rain Screen - Black
 11. HPL - High Pressure Laminate - Integral Color
 12. Painted Steel Structure



KEY PLAN

SCHEMATIC DESIGN
06/10/2015

SHEET No.
A2.7
EAST ELEVATIONS
Page 24 of 55



1 East Elevation North Building
SCALE: 1/8" = 1'-0"



2 East Elevation South Building
SCALE: 1/8" = 1'-0"

BOULDER COMMONS

2440 + 2490 Junction Pl. Boulder, CO

7.15.15 BDAB Meeting



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ARCHITECTURE

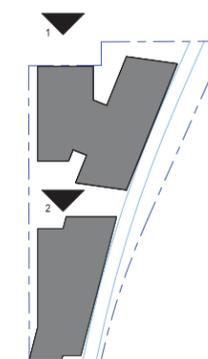
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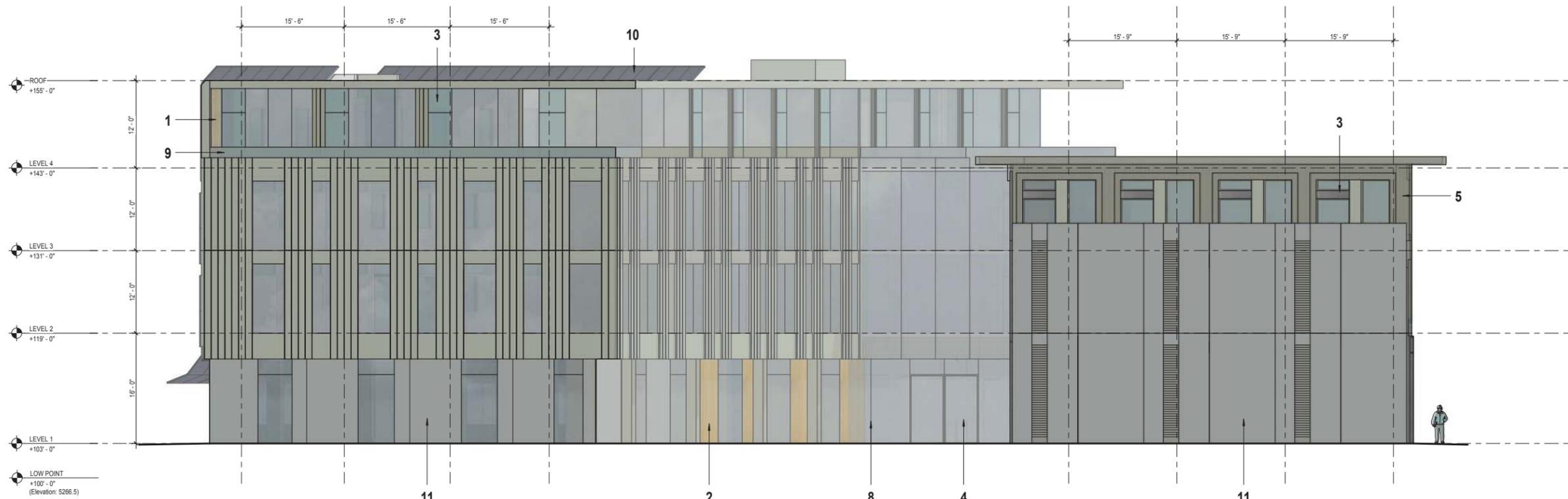
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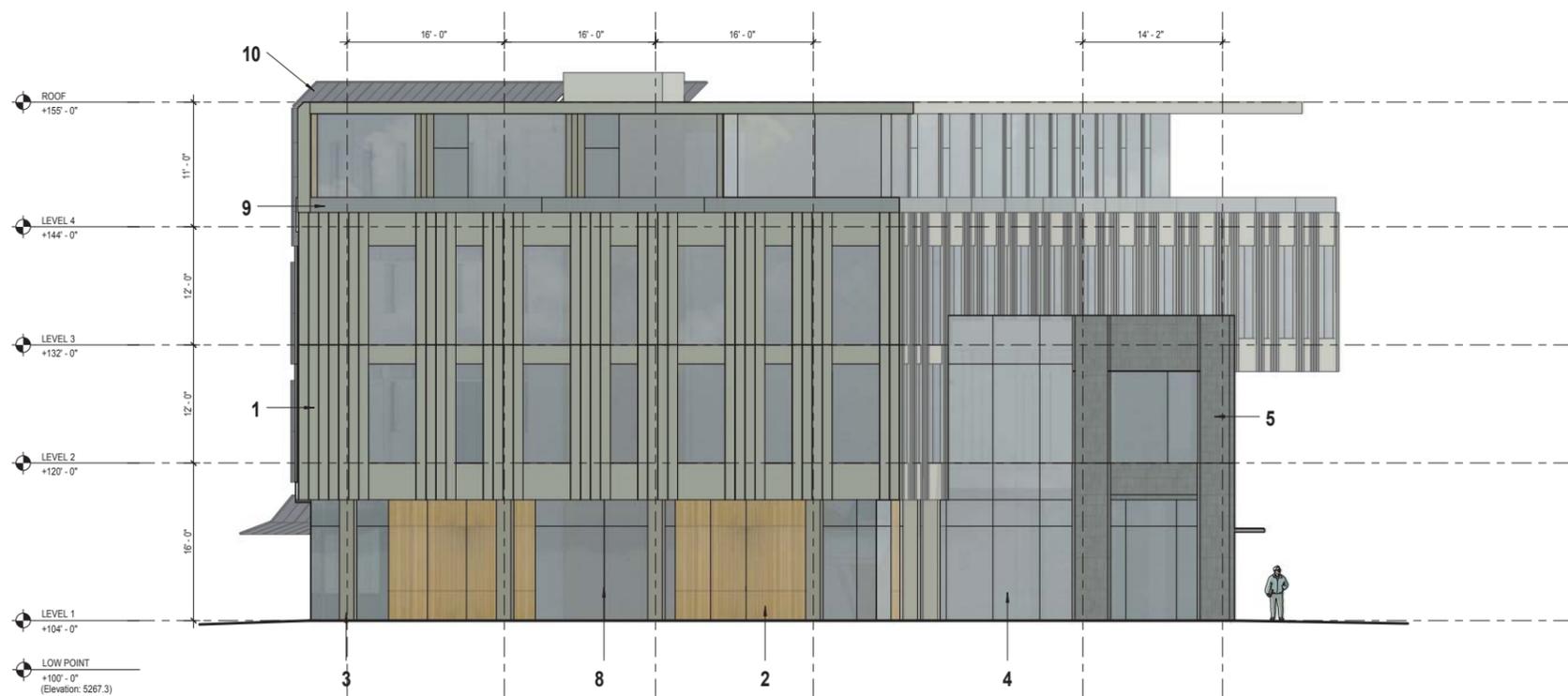
KEY PLAN

SCHEMATIC DESIGN
06/10/2015

SHEET No.
A2.8
NORTH ELEVATIONS
Page 25 of 55



1 North Elevation North Building
SCALE: 1/8" = 1'-0"



2 North Elevation South Building
SCALE: 1/8" = 1'-0"

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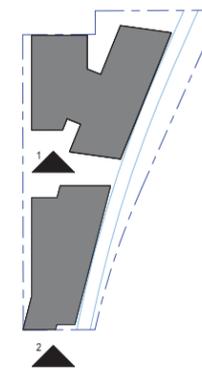
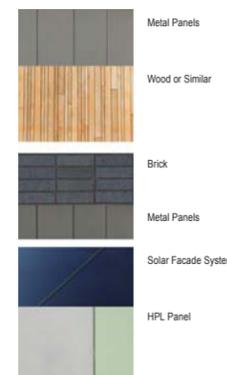
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KEY

1. Standing Seam Metal System
2. Wood or Similar
3. Flat Lock Metal Panel
4. Glazed Entry Doors
5. Brick Rain Screen System (Color A)
6. Brick Rain Screen System (Color B)
7. Fixed Metal Sunshade
8. Painted Window Mullion
9. Structural Glass Guardrail
10. Solar Panel Rain Screen - Black
11. HPL - High Pressure Laminate - Integral Color
12. Painted Steel Structure



KEY PLAN

SCHEMATIC DESIGN
06/10/2015

SHEET No.
A2.6
SOUTH ELEVATIONS



1 South Elevation North Building
A2.6 SCALE: 1/8" = 1'-0"



2 South Elevation South Building
A2.6 SCALE: 1/8" = 1'-0"



COBURN
ARCHITECTURE

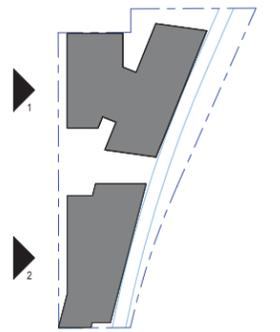
3020 Carbon Place #203
Boulder, Colorado
p: 303-442-3351
f: 303-447-3933



ARCHITECTURE
500 Treat Ave. #201
San Francisco, CA
p: 415-285-9193
f: 415-285-3866

KEY

- 1. Standing Seam Metal System
- 2. Wood or Similar
- 3. Flat Lock Metal Panel
- 4. Glazed Entry Doors
- 5. Brick Rain Screen System (Color A)
- 6. Brick Rain Screen System (Color B)
- 7. Fixed Metal Sunshade
- 8. Painted Window Mullion
- 9. Structural Glass Guardrail
- 10. Solar Panel Rain Screen - Black
- 11. HPL - High Pressure Laminate - Integral Color
- 12. Painted Steel Structure



KEY PLAN

SCHEMATIC DESIGN
06/10/2015

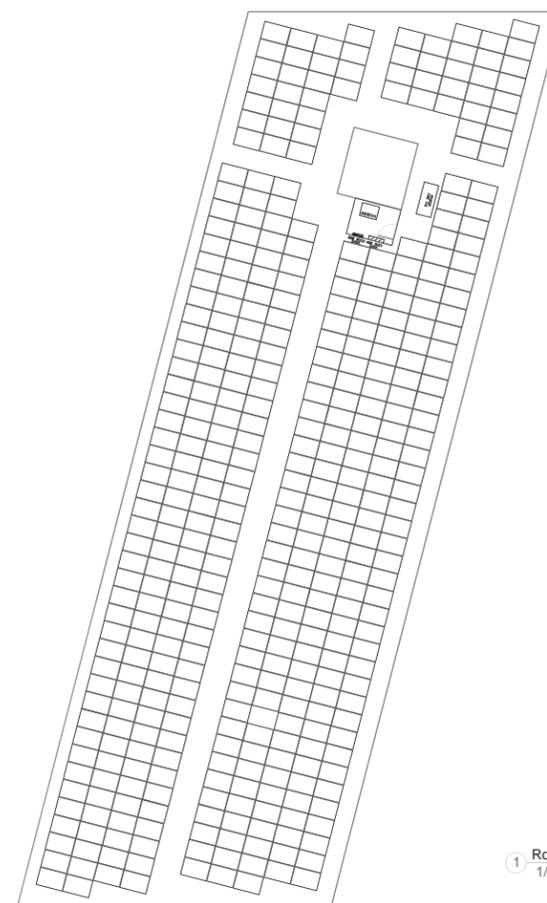
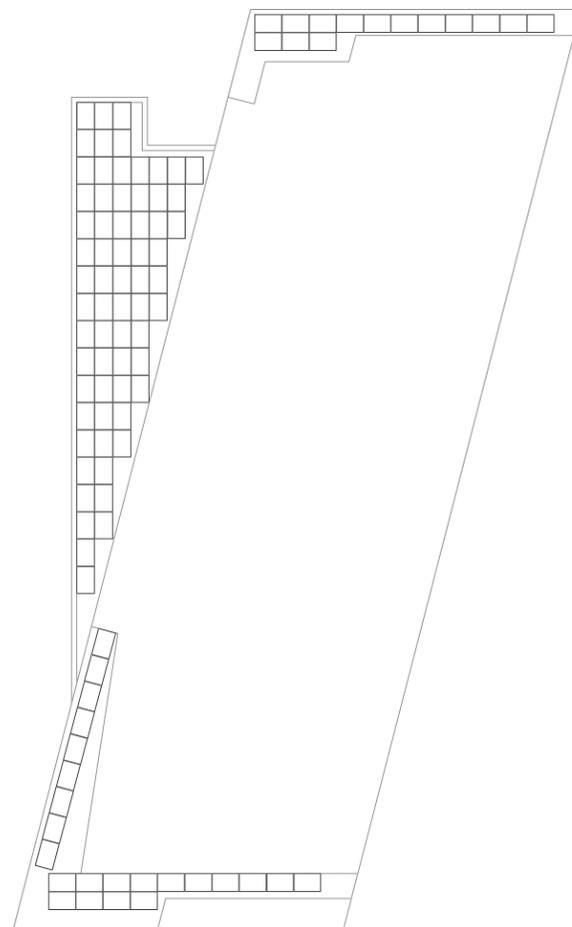
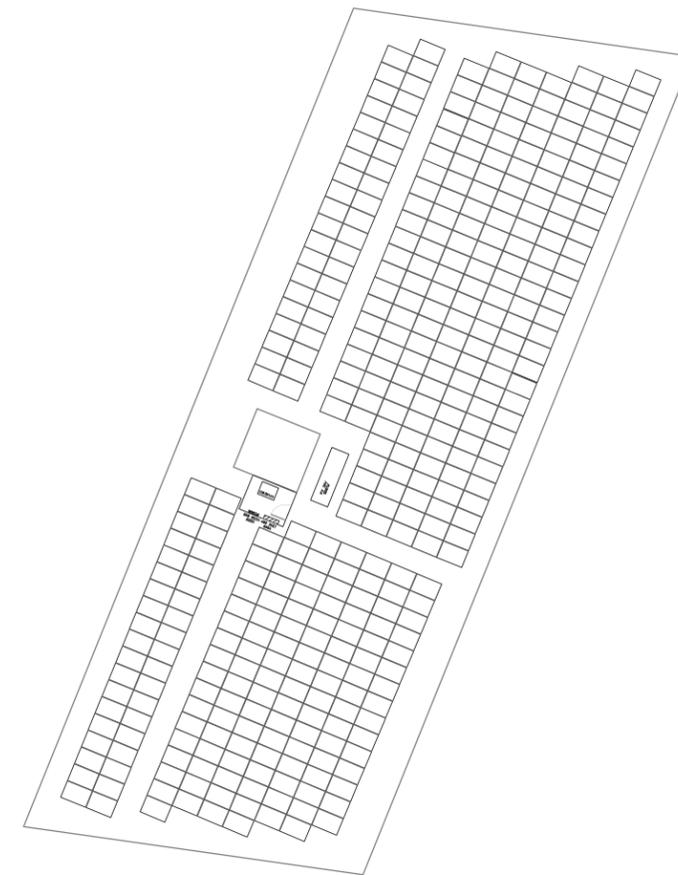
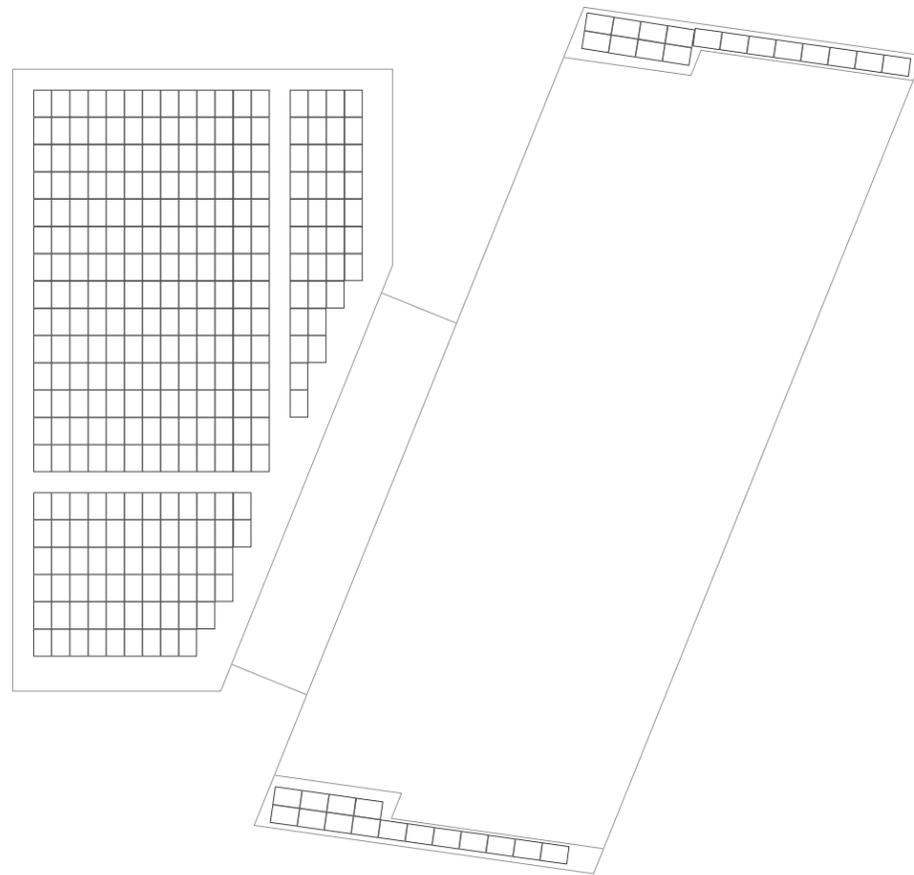
SHEET No.
A2.5
WEST ELEVATIONS
Page 27 of 55



1 West Elevation North Building
A2.5 SCALE: 1/8" = 1'-0"



2 West Elevation South Building
A2.5 SCALE: 1/8" = 1'-0"



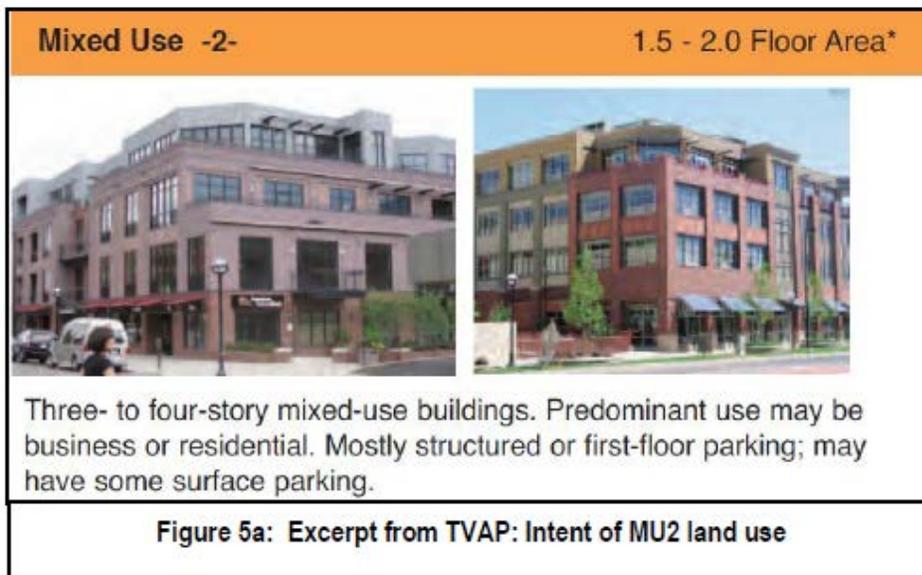
BDAB COMMENTS – The Commons

MEETING DATE: July 15, 2015
ADDRESS: 2440 & 2490 Junction Pl.
DESCRIPTION: Proposed redevelopment of an approximately 58,272 sq. ft. (1.34-acre) site located at 2440 and 2490 Junction Pl. within Boulder Junction. Referred to as "The Commons," the proposed commercial development would consist of two, 3-4 story, 55' tall buildings totaling roughly 100,000 sq. ft. that would include professional office space, restaurant space and "flex" space intended as community gathering space. The proposal also includes 70 underground parking spaces, a proposed "mobility hub" that includes a car share program and B-Cycle Station, a central public plaza area and multiple multi-modal connections through the site.
APPLICANT: Coburn Development
CASE MANAGER: Chandler Van Schaack

RELEVANT GUIDELINES:

Transit Village Area Plan

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. Within TVAP, the land use designation for the site is MU-2 or Mixed Use -2, which anticipates three- to four-story mixed use buildings at a FAR of 1.5 to 2.0. See Figure 1 below for a description of the MU-2 Land Use designation with precedent development images.



Character Districts in TVAP. Within TVAP, the Boulder Junction area was divided into eight character districts, primarily based on future land use and to promote a particular urban design character for each area. The area identified within the Concept Plan area is the “Rail Plaza District.” As noted on page 23 of TVAP, this is the area that ultimately, “*will host the Boulder stop on the new commuter rail service to Denver and Longmont.*” The intent of the district is further defined, “*The district will evolve into a high-density, commercial and residential mixed use area, with three- to five-story buildings.*”

General Urban Design Guidelines:

- *Orient the main facade to the street and provide an entrance on the street side of the building.*
- *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.*
- *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.”*
- *Consider opportunities to frame or preserve views of the Flatirons to the southwest*
- *Provide multiple opportunities to walk from the street into projects, thus presenting a street face that is permeable.*

Junction Place Guidelines:

- *In addition to the street trees, sidewalks and bike facilities specified by the Junction Place streetscape section, provide seating, planters, art, special pavement and lighting along Junction Place.*
- *Where feasible, place active uses, such as retail or commercial services on the first floor of buildings along Junction Place.*
- *Provide way-finding features such as special pavements, signs, or art, to facilitate pedestrian movement between Junction Place, Rail Plaza, the rail platform and under/overpass, the bus station, Goose Creek Greenway, Pearl, Valmont, 30th Street and Wilderness Place.*

Rail Plaza District Guidelines:

- *Locate buildings along the street with parking behind.*
- *Place active uses on the ground level of buildings adjacent to Rail Plaza, for example, stores, restaurants, cafes, or commercial services, where feasible. They should have entrances directly onto the plaza.*

- *Orient buildings to Junction Place (see Junction Place guidelines), as well as to the tracks. If feasible, place active uses on the first floor. Consider making the track-side frontage a car-free zone with pedestrian amenities.*
- *The district will evolve into a high-density, commercial and residential mixed-use area, with three- to five-story buildings.”*

Site Review Criteria:

Because the project exceeds the minimum threshold for mandatory Concept Plan and Site Review, the applicant is required to complete a Site Review application process for the proposed project and must demonstrate compliance with all Site Review criteria found in Section 9-2-14(h), B.R.C., 1981. Of particular importance for BDAB’s review of the project are the criteria related to building design, livability, and relationship to the existing or proposed surrounding area, including the following:

- *How does the proposal accommodate pedestrians, including, without limitation, uses proposed for the ground level, percent of transparent material at the ground level, and signage and graphics?*
- *How does the project preserve and enhance the community's unique sense of place through creative design that respects historic character, relationship to the natural environment, multi-modal transportation connectivity and its physical setting?*
- *Are the building height, mass, scale, orientation, architecture and configuration compatible with the existing character of the area or the character established by adopted design guidelines or plans for the area?*

- *Is the height of buildings in general proportion to the height of existing buildings and the proposed or projected heights of approved buildings or approved plans or design guidelines for the immediate area?*

- *If the character of the area is identifiable, is the project made compatible by the appropriate use of color, materials, landscaping, signs and lighting?*

- *Is the project designed to a human scale and does it 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?*

- *Do the 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?*



BOULDER DESIGN ADVISORY BOARD APPLICATION

Date of Application 7/1/2015 Address of Property for Review 3390 Valmont
 Applicant's Name Adeim Sophie Phone 303.442.4422
 Address 1731 15th Street Suite 250 Boulder Co 80302
 Relationship to Project (e.g.: architect, contractor, etc.) architect
 Owner's Name and Address Sutherlands Building Material Phone _____
1515 Main St. #16 Longmont Co

Project Description

Ciclo
 residential - 34,234 sq
 commercial - 16,443 sq
 3 stories + Mezz (4 stories) Floor 2.0

Lot Size 25294'
 Total Existing Bldg. Sq Ft. 0
 Existing Bldg Height 0

Proposed Additional Bldg. Sq. Ft. _____
 Proposed Bldg. Height 45' from exlg low point
43' from grade

Submission Deadlines

The Boulder Design Advisory Board generally meets on the second Wednesday of every month. The deadline for submitting your application is 4 p.m. on the last Wednesday of the month, two weeks prior to the meeting date that you wish to attend. Come in person to the Planning and Development Services Center, 1739 Broadway, third floor, to submit your application and materials to a Project Specialist.

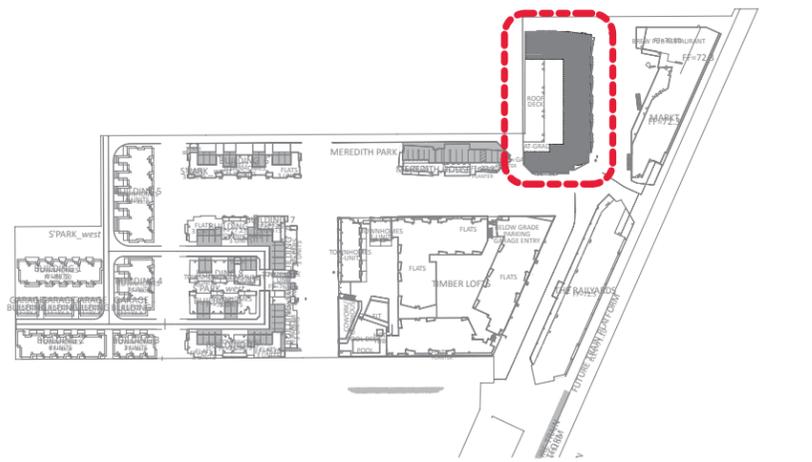
Please see the attached "Submission Requirements" sheet for guidance on what we need.

What to Bring to Your Review

At the time of the meeting, please bring at least one set of rendered drawings and material samples.

Committee Comments about the Proposal:

For submittal questions or project-content questions, please contact Sam Assefa, at 303-441-4277, assefas@bouldercolorado.gov. For administrative questions about BDAB, please contact Melinda Melton, 303-441-3215, meltonm@bouldercolorado.gov. You can also visit the Boulder Design Advisory Board (BDAB) website for more detailed information.

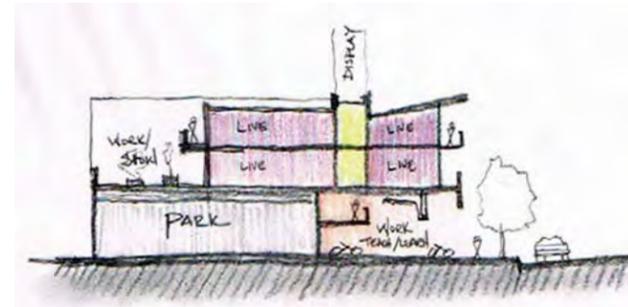


Mixed Use Commercial Building

- 3 Story + Mezzanine (4) Technical Height=45' & Perceived Height=42'
- 50,677 gsf
- Ground Floor - Proposed Community Cycles retail/workshop/education space, Leasable tenant area/Retail, Lobby area for residential, Covered parking
- Floors 2 & 3 - Apartments, Accessory Gallery, Common tenant areas
- Permanently Affordable Residential Units

Our intention was to showcase the maker/builder/crafter/bike. Working with the constraints of a site surrounded on three sides by the street, we decided that this constraint would in fact be our biggest opportunity. Ciclo provides a street frontage that will demonstrate and display the life of it's occupants. The living units wrap around an elevated roof deck. Outdoor space to create and share.

The building is an exhibit that is transformed continuously, and everyone gets to watch.



Ciclo is a showcase for creativity. The intended commercial occupants will be maker/crafter/builders/bike enthusiasts/bike advocates. The design of the building is meant to showcase the occupants in a way that celebrates their ideas and the important place they occupy in the Boulder community. The ground level tenant space creates a continuous zone where proposed Community Cycles can occupy and utilize indoor and outdoor space concurrently. The building creates a space for people to ride up and work on their bikes outdoors, learn proper bike maintenance, and purchase bikes from the Community Cycles stock of two wheeled transport.

The two upper levels are 32 units of 100% Permanently Affordable Housing. The outdoor deck on the second level would provide an amenity deck that could be used for both outdoor play and deck zone. The internal circulation zone is wide enough to serve as the residents breakout area.

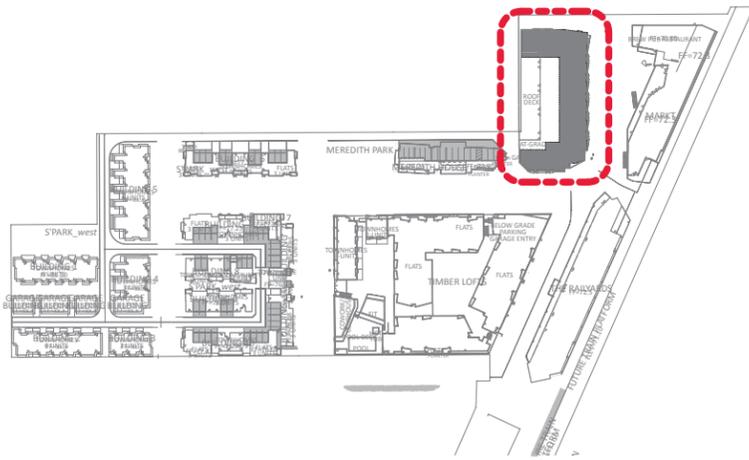
The overall form of the structure is intended to be a complement to the MARKET building across 34th Street, establishing a pedestrian experience that creates interest and variety along the Valmont/34th corridor.



Scenario

a day in the life of...

"It's an amazing thing to be a resident in this place. Creative chaos is a good description. The people I meet when I walk downstairs can provide the inspiration or idea, or maybe it's the train...it could be the brew pub. I never thought this was attainable for me in Boulder. It's a nice village to be a part of."



PARKING	REQUIRED	PROPOSED
BOULDER JUNCTION ACCESS DISTRICT MEMBER		
Standard	0	11
Compact	0	11
Accessible	0	1
Bicycle		
Long term	52	52
short term	28	28

REQUESTED VARIATIONS FROM MU-4 ZONE REGULATIONS (no major streets)			
BUILDING PLACEMENT & SETBACKS			
	STANDARD	PROPOSED	
VALMONT ROAD			
Minimum frontyard setback	0'	0'	
Minimum frontyard setback: 3rd story & above	20'	0'	
Maximum frontyard setback for corner lots & sideyards adjacent to a street	10'	n/a	
34th STREET			
Minimum sideyard setback to a street: 1st & 2nd stories	0'	0'	
Minimum sideyard setback to a street: 3rd story & above	12'	0'	
MEREDITH STREET			
Minimum rearward setback to a street: 1st & 2nd stories	0'	0'	
Minimum rearward setback to a street: 3rd story & above	20'	0'	
West property line			
Minimum sideyard setback to an interior lot line	0' or 5'	0' or 3'	
Minimum sideyard setback to an alley	0' or 5'	0' or 3'	

BUILDING HEIGHT			
Maximum building height	38'	45'	
Perceived building height (from finished grade)		42'	
Maximum number of stories	3	3+mezz (4)	

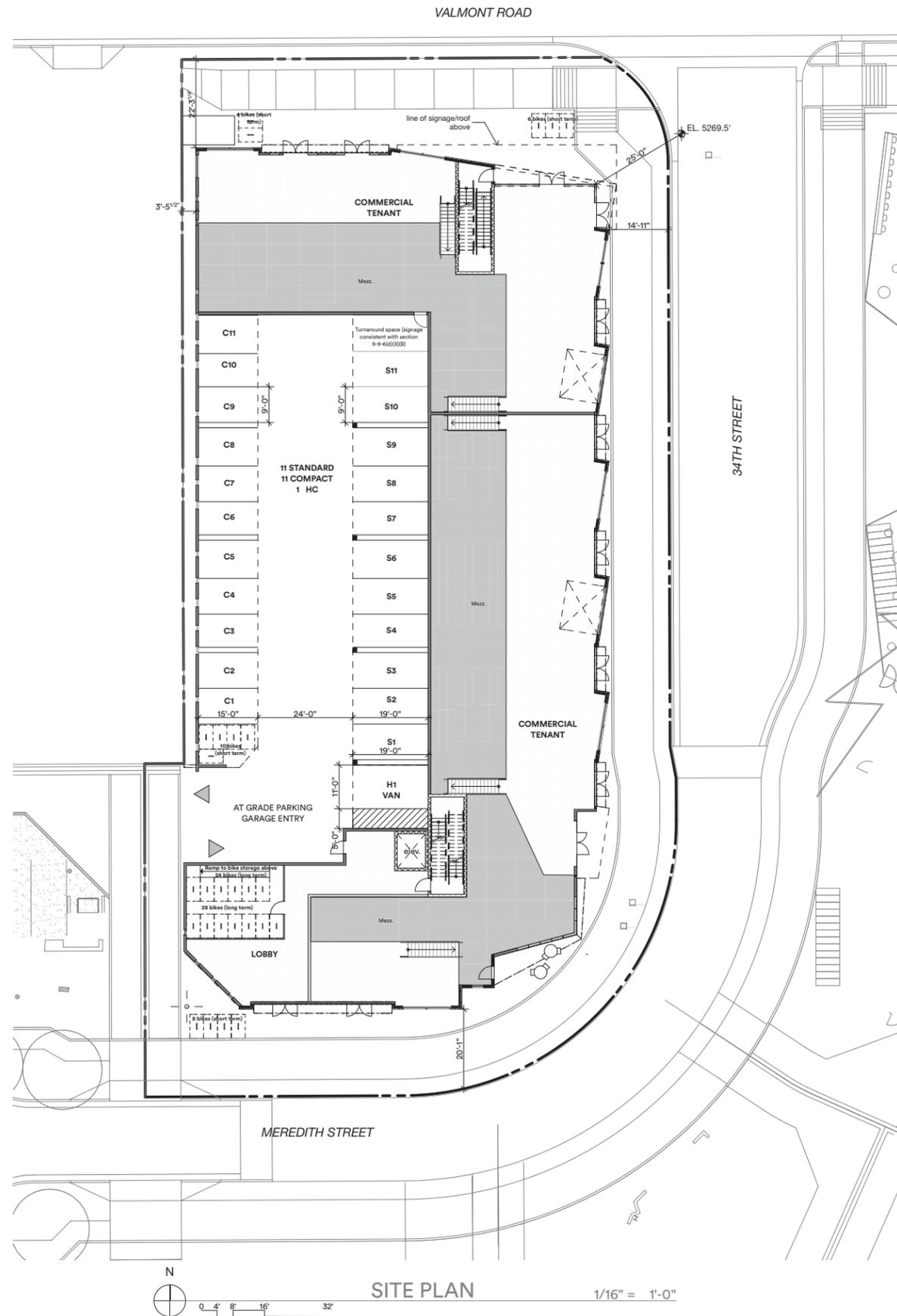
RESIDENTIAL DATA			
UNIT DATA	UNIT AREA	EXISTING	PROPOSED
Total # of lots		n/a	1
Size of lot		n/a	25294'
Total # of buildings		n/a	1
Size of each building (residential areas)		n/a	34234'
Total # of dwelling units		n/a	32
Total # of kitchens		n/a	32
Total floor area		n/a	34234'
Unit bedroom configuration		n/a	
1 bedroom	675	n/a	10
1 bedroom	680	n/a	10
2 bedroom	850	n/a	2
2 bedroom	943	n/a	2
2 bedroom	993	n/a	2
2 bedroom	1005	n/a	2
2 bedroom	1017	n/a	2
3 bedroom	1378	n/a	2

RESIDENTIAL DENSITY			
Gross units/acre		n/a	43.65
Net units/acre		n/a	55.11
Lot area/unit		n/a	790'

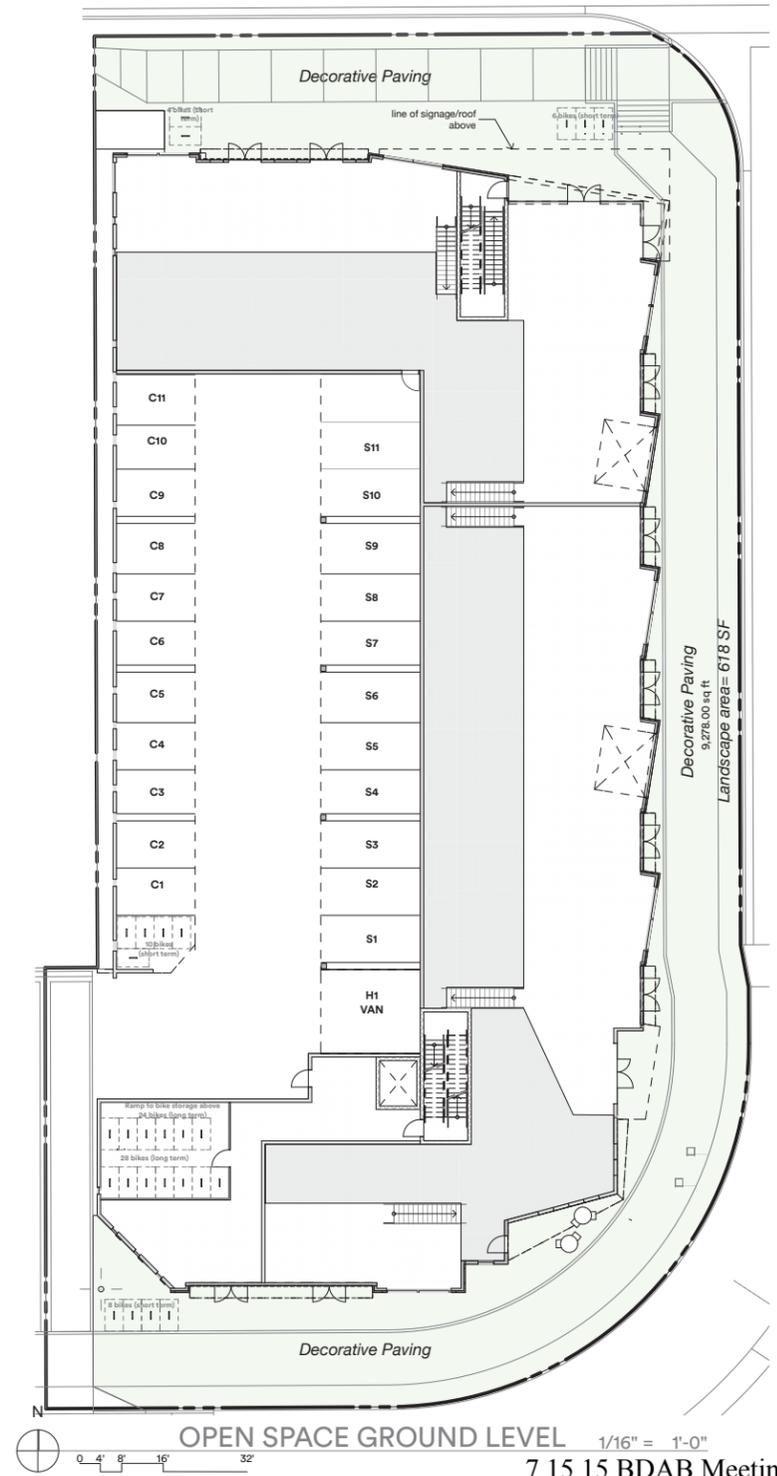
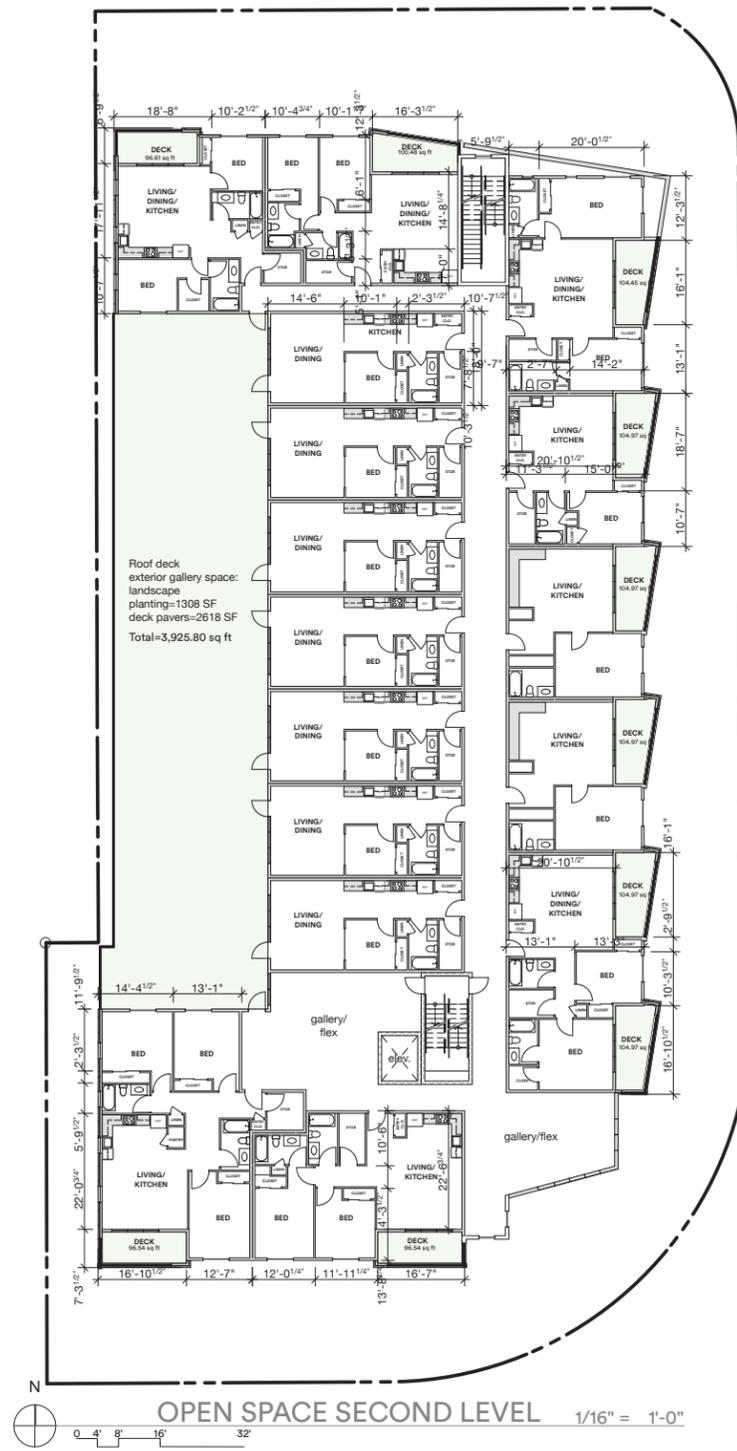
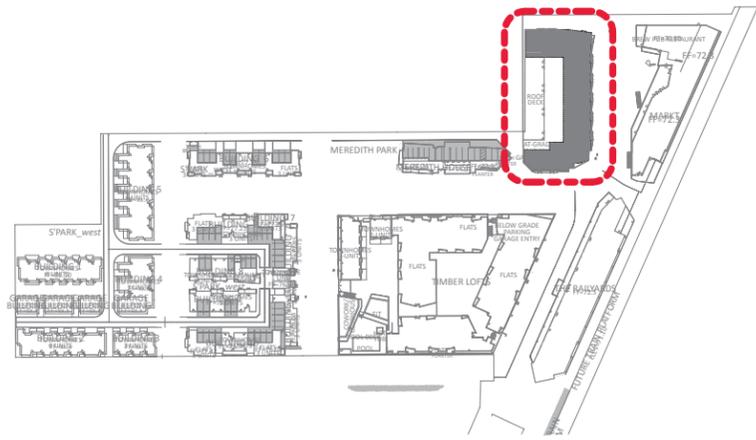
NON-RESIDENTIAL DATA			
UNIT DATA	UNIT AREA	EXISTING	PROPOSED
Total # of lots		n/a	1
Total # of buildings		n/a	1
Size of each building (non-residential areas)		n/a	16443'

NON-RESIDENTIAL DENSITY			
Total floor area		n/a	16443'
Total useable open space (includes private decks)		n/a	15981'
Open space percentage (no reduction requested)		n/a	63%

COMBINED RESIDENTIAL & NON-RESIDENTIAL BUILDING DATA			
PROJECT DENSITY	REQUIRED	EXISTING	PROPOSED
Total # of lots		n/a	1
Size of lot		n/a	25294'
Total useable open space (15% required)	3794	n/a	15981'
Open space % (no reduction requested)		n/a	63%
Maximum floor area by floor (including covered parking)	15000'	n/a	21157'
Total building coverage		n/a	84%
Total building area (15,000 SF allowable)		n/a	50677'
Floor area ratio		n/a	2.00



Site Plan



OPEN SPACE





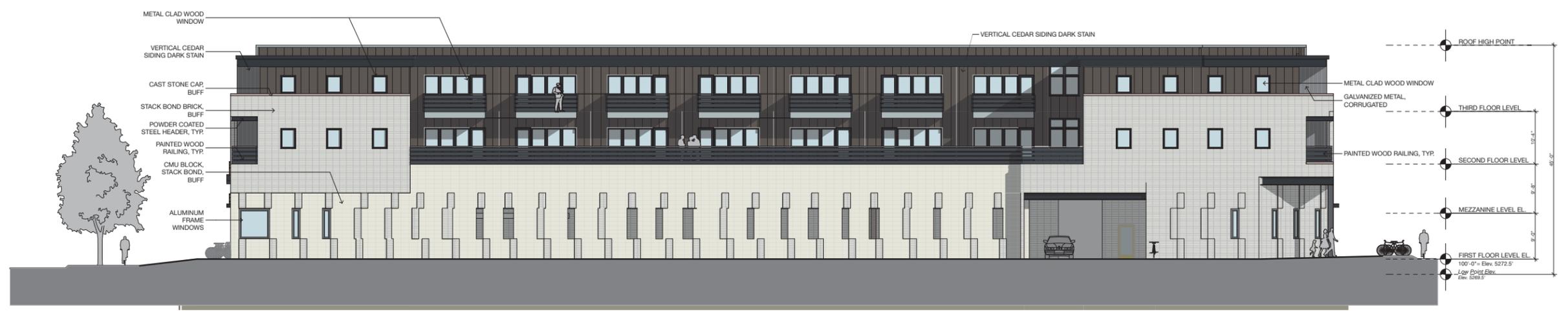
CICLO EAST ELEVATION 3/32" = 1'-0"



CICLO SOUTH ELEVATION 3/32" = 1'-0"



CICLO NORTH ELEVATION 3/32" = 1'-0"



CICLO WEST ELEVATION 3/32" = 1'-0"



DARK STAINED CEDAR
VERTICAL GRAIN



VINYL WINDOWS
BRONZE



OVERHEAD STEEL AND GLASS
DOOR



ALUMINUM STOREFRONT



CORRUGATED METAL



BUFF BRICK
STACKED BOND



CMU STACKED BOND





material composition: corrugated metal



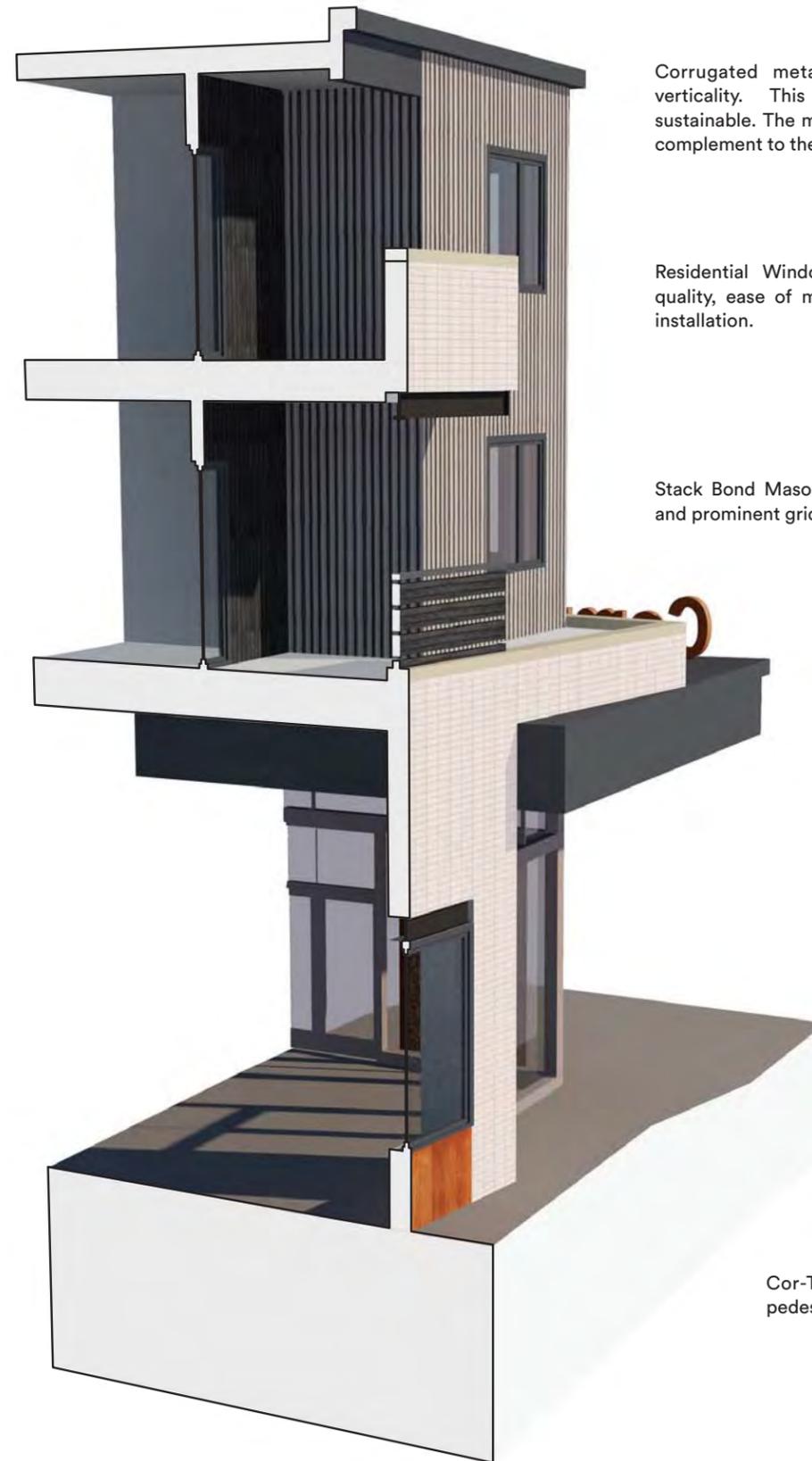
material composition: cor-ten steel, masonry and storefront



Roll up garage doors in select locations around the ground floor blend the transition between interior and exterior creating a vibrant street front.



The entry canopy acts as a marker and a drop in scale that will continue seamlessly inside as an invitation to enter.

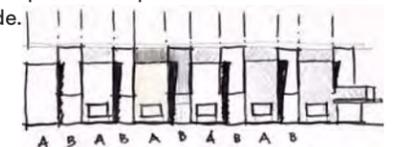


Corrugated metal: Chosen for architectural interest and verticality. This material is easy to maintain, durable and sustainable. The material can be painted and will provide a nice complement to the dark vertical wood siding.

Residential Window Systems: Windows will be chosen for quality, ease of maintenance, high thermal value and ease of installation.

Stack Bond Masonry Veneer: Chosen for its modern aesthetic and prominent grid.

The bays of masonry engage with the bays of vertical corrugation/storefront, creating a rhythm that marches down 34th street. The play of shadows made from varied elevation planes provide depth and shadow to the facade.



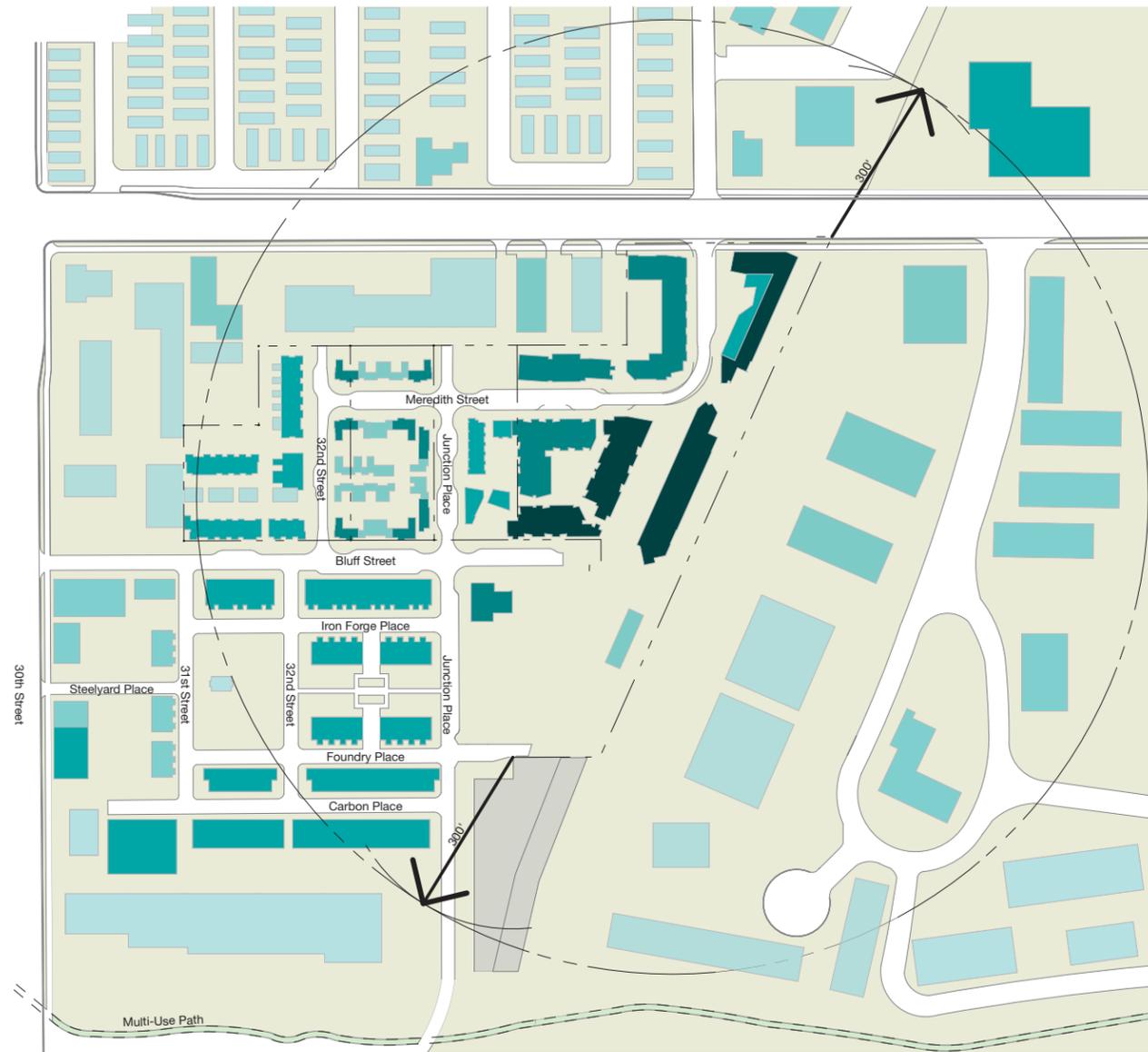
Cor-Ten accents at the ground level give a pedestrian textural interest.

Design Excellence

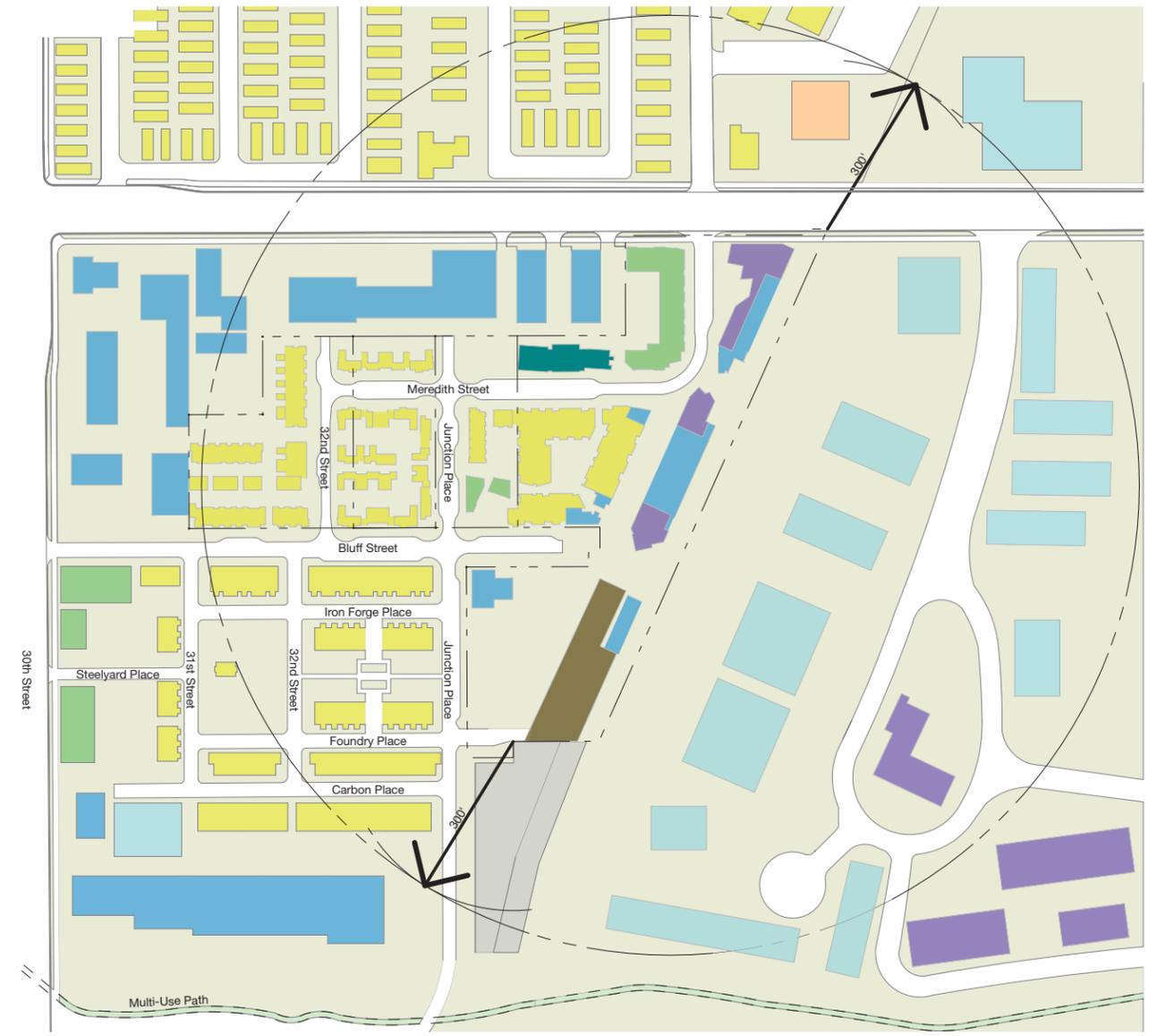
SopherSparrn | Ciclo



Context: Proposed Height



Context: Proposed Use



2010 Census Information

Census Tract 122.03
(Greater Boulder Junction)
Designation - Severely Distressed

Population - 6,245
Median Family Income - \$44,231
Percent of People in Poverty - 50.34%

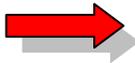




BDAB Memo July 15, 2015

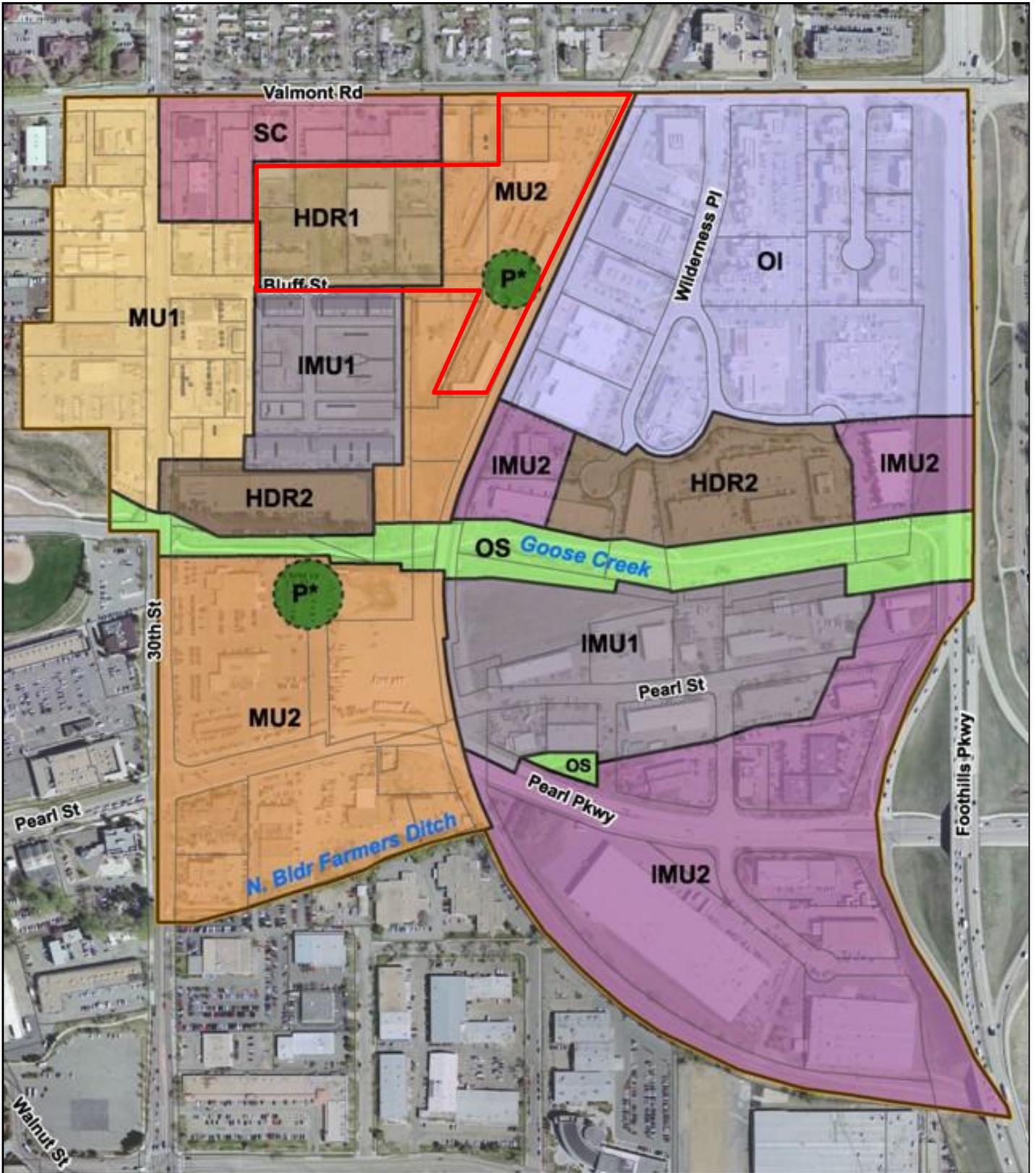
To: Boulder Design Advisory Board (BDAB)
From: Development Review Team
Re: Request from Applicant to Review Site Review

Purpose: The applicant requested BDAB input on the Concept Plan and Planning Board voted in favor of the request with specific instructions and Key Issues identified for the Board input.



Discussion and Direction from Planning Board March 6, 2014:

- If there is public benefit, the board would support the proposed mass and scale and create variation.
- Pay attention to the northern neighbors and Valmont Road.
- Consider different approaches to the woonerf and keyhole drop off.
- The multi-use path is a positive addition. There was some caution about how it is treated under the building. (No longer applicable)
- Consider changing the SW office building to residential or mixed use.
- Consider underpass under train tracks.
- Pay attention to how bicycles navigate the site.
- Include parallel as opposed to diagonal parking along the private street.
- Zoning changes garnished a cautious support but the project must support larger goals of the TVAP. (No longer applicable)



Transit Village Area Plan

Vision

At the outset of the Transit Village area planning process, the City Council and Planning Board adopted the following vision to provide direction for the development of the plan.

The Transit Village area will be:

- A lively and engaging place with a diversity of uses, including employment, retail, arts and entertainment, with housing that serves a diversity of ages, incomes, and ethnicities.
- A place that is not overly planned, with a “charming chaos” that exhibits a variety of building sizes, styles, and densities where not everything looks the same.
- A place with both city-wide and neighborhood-scale public spaces.
- A place that attracts and engages a broad spectrum of the community, not just people who live and work here or come to access the transit in the area.
- A place that emphasizes and provides for alternative energy, sustainability, walking, biking and possible car-free areas, e.g. “eco-village.”

Attached are the General Guidelines and the District Guidelines that apply to this site. Note that the main focus of the guidelines is on site design and planning to address the public realm.

Also note that there are Land Use Prototype images provided for the land use (TVAP-MU2 and TVAP-HDR-1) related to the site.

Mixed Use -2-

1.5 - 2.0 Floor Area*



Three- to four-story mixed-use buildings. Predominant use may be business or residential. Mostly structured or first-floor parking; may have some surface parking.

High-Density Residential -1-

15-24 Dwelling Units per Acre



Urban townhomes and garden apartments with individual garages, surface parking lots, or underground parking. Mainly two to three stories.

Who would live here?

- Middle and upper incomes.
- Garden apartments tend to attract moderate income singles, couples, families and some seniors. Often have facilities for small children.
 - With their vertical arrangement, urban town homes may not be suited for people with disabilities or seniors.

General Guidelines The following guidelines apply to all character districts.	MAARKET	CYCLO	RAILYARDS	MEREDITH HOUSE	TIMBER LOFTS/COMMONS	S'PARK_west
Building Placement and Design						
Orient the main facade to the street and provide an entrance on the street side of the building.						
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.						
Consider opportunities to frame or preserve views of the Flatirons to the southwest.						
Useable Open Space						
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.						

Permeability	MAARKET	CYCLO	RAILYARDS	MEREDITH HOUSE	TIMBER LOFTS/COMMONS	S'PARK_west
While the improved street network will provide more frequent pedestrian connections, also provide multiple opportunities to walk from the street into projects, thus presenting a street face that is permeable. Also provide opportunities to walk within the interior between abutting properties.						
Parking Structures	MAARKET	CYCLO	RAILYARDS	MEREDITH HOUSE	TIMBER LOFTS/COMMONS	S'PARK_west
Design the ground level of a parking structure to be interesting and appealing for pedestrians, for example, by wrapping the ground level with active uses, such as retail. Include pedestrian-scale façade articulation, architectural detailing and quality materials.	<i>Not applicable.</i>					
Where the ground level is open or exposed to interior drives, paths, or parking lots, screen it with a low wall and/or evergreen landscaping.	<i>Not applicable.</i>	<i>Not applicable.</i>	<i>Not applicable</i>	<i>Not applicable</i>	<i>Not applicable</i>	
If tuck-under parking or podium parking (half-level underground) is provided, locate it at the rear of the property or wrap with active uses if feasible.	<i>Not applicable.</i>		<i>Not applicable.</i>			<i>Not applicable.</i>
Where feasible, locate structure entries/exits on secondary, not primary streets. Avoid locating entries/exits on main pedestrian routes. Entries/exits should be carefully designed to ensure safe, comfortable, and uninterrupted pedestrian flow on adjacent sidewalks.	<i>Not applicable.</i>		<i>Not applicable.</i>			

Bus Stops	MAARKET	CYCLO	RAILYARDS	MEREDITH HOUSE	TIMBER LOFTS/COMMONS	S'PARK_west
Include the following for bus stops adjacent to development projects: a shelter, benches, route and schedule signage. Additional enhancements are encouraged, such as pedestrian lighting, art, landscaping, and waste receptacles. Bike racks should be provided at regional route stops.						
Junction Place	MAARKET	CYCLO	RAILYARDS	MEREDITH HOUSE	TIMBER LOFTS/COMMONS	S'PARK_west
In addition to the street trees, sidewalks and bike facilities specified by the Junction Place streetscape section, provide seating, planters, art, special pavement and lighting along Junction Place. (See the Implementation Plan for information on funding of the city share.)						
Where feasible, place active uses, such as retail or commercial services on the first floor of buildings along Junction Place.						<i>Not applicable</i>
Provide way-finding features such as special pavements, signs, or art, to facilitate pedestrian movement between Junction Place, Rail Plaza, the rail platform and under/overpass, the bus station, Goose Creek Greenway, Pearl, Valmont, 30 th Street and Wilderness Place. (See the Implementation Plan for funding information.)						
Mixed-Use Buildings	MAARKET	CYCLO	RAILYARDS	MEREDITH HOUSE	TIMBER LOFTS/COMMONS	S'PARK_west
The potential for conflicts between residential and non-residential uses within mixed-use buildings should be minimized through careful design and building system planning. Consider the compatibility of specific uses. Issues could include noise, vibration, privacy, and entrance locations.				<i>Not applicable, not mixed use.</i>		<i>Not applicable, not mixed use.</i>

Rail Plaza District Guidelines:	MAARKET	CYCLO	RAILYARDS	MEREDITH HOUSE	TIMBER LOFTS/COMMONS	S'PARK_west
Locate buildings along the street with parking behind.	<i>Not applicable, no on-site parking</i>		<i>Not applicable, no on-site parking</i>			
Place active uses on the ground level of buildings adjacent to Rail Plaza, for example, stores, restaurants, cafes, or commercial services, where feasible. They should have entrances directly onto the plaza.	<i>Not applicable, not located near plaza</i>	<i>Not applicable, not located near plaza</i>		<i>Not applicable, not located near plaza</i>		<i>Not applicable, not located near plaza</i>
Orient buildings to Junction Place (see Junction Place guidelines), as well as to the tracks. If feasible, place active uses on the first floor. Consider making the track-side frontage a car-free zone with pedestrian amenities.						
Civic Plaza Guidelines:	MAARKET	CYCLO	RAILYARDS	MEREDITH HOUSE	TIMBER LOFTS/COMMONS	S'PARK_west
Design the plaza to be approximately a third of an acre. Err on the side of smaller rather than larger.	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>
Frame the plaza with buildings, with one side open (or partially open) to Bluff Street and/or Junction Place. The intent is to create a partially enclosed space that is both inviting and intimate.	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>
Provide flexible space to accommodate a variety of public uses, such as a mercado, farmers' market, and festivals. Also provide flexibility for different uses during different times of the day, week and year. Anticipated uses and associated maintenance should be an integral part of the plaza design, particularly layout, furnishings, materials and plant selection.	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable.</i>		
Design the plaza so its use could be combined with temporary closure of the east end of Bluff Street for special events.	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>
Include a variety of smaller "places" (activities or destinations within the plaza. These could be as simple as a "vendor cart.")	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>

Provide essential and “comfort” amenities such as bike racks, a drinking fountain, recycling and trash receptacles, pedestrian scale lighting, shade and soft surfaces, in carefully chosen locations.	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>
Provide an adequate amount of seating and carefully consider its location orientation, type and materials.	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>
Look for opportunities to incorporate art into built elements such as paving, railings, signage, seating or overhead structures.	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>
Incorporate environmentally friendly features such as pervious surfaces, biofilter landscaping beds, high efficiency lighting and solar powered amenities (e.g., bubble fountains). Explore possible demonstration or education aspects for these features.	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>
Use high-quality, authentic materials	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>
Utilize trees and plants to soften the space	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>
Carefully design the new pedestrian underpass (or overpass) at the tracks so that it does not negatively impact the aesthetics or function of the plaza.	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>
Provide way-finding features, such as signage, special pavement and art, to direct people to the plaza from 30 th Street, Bluff Street, Valmont Road, Junction Place, and Pearl Parkway.	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>
Actively manage the plaza to ensure on-going security, cleanliness and liveliness. Gear events to attract both existing users and new users. Program uses to change as the seasons change.	<i>Not applicable</i>	<i>Not applicable</i>		<i>Not applicable</i>		<i>Not applicable</i>

Additional Comments: