

RÊVE

V I S I O N

I N T R O D U C T I O N

**Create a truly vibrant mixed-use development in an urban environment.**  
+  
**Thoughtfully weave this community along a channel of water that has long been hidden and isolated.**  
+  
**Design spaces where buildings, social spaces and connectors offer a destination and experience to and for the greater Boulder community.**  
=  
**Creates a destination and provides public benefit for everyone.**

SOUTHERN LAND  
COMPANY



Rêve = *dream* in French

**What is missing in the community?  
Where have existing developments in Boulder come up short?  
What is important to Boulder and new development?**

## **WHAT DID WE DREAM ABOUT?**



**01** **NEW COMMUNITY  
CENTERED  
ON A HISTORIC  
WATERWAY**

**02** **PEOPLE FIRST  
&  
CARS SECOND**

**03** **MIXING USES  
TO SUPPORT &  
THRIVE OFF EACH  
OTHER IN AN  
EMERGING  
NEIGHBORHOOD**

**04** **IMPROVING  
OUTDATED,  
INEFFICIENT &  
IMPERMEABLE LAND  
USES AND FORMS**

**05** **PUBLIC SPACES  
FOR EVERYONE**

**06** **CREATING A PLACE  
THAT IS  
RECOGNIZABLE,  
COMFORTABLE &  
INSPIRING**

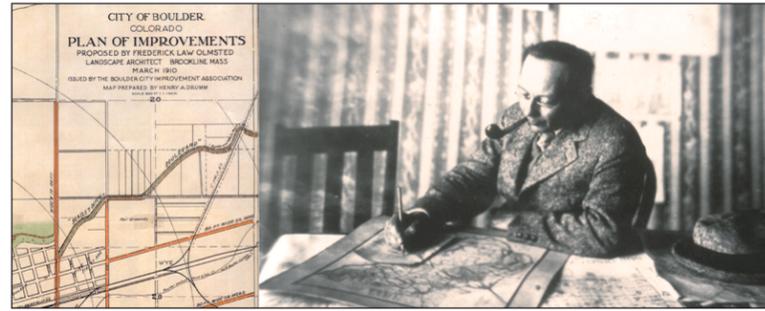
**07** **NEW HOUSING  
APPEALING TO  
ALL TYPES**

**08** **SUPPORTING  
TRANSIT GOALS  
OF THE BROADER  
COMMUNITY**

01

**NEW COMMUNITY CENTERED ON A HISTORIC WATERWAY**

*"If the inherent beauty of the water of the irrigating channels were supplemented by such treatment as would bring out and enhance the natural associations of refreshment and abundance that inseparable from them and would re-enforce their intrinsic charm, these channels alone would serve to make Boulder a place of high civic beauty." -Frederick Law Olmsted Jr., 1910*



Today, Boulderites are generally very fond of ditches, and everyone has a story to tell about "their" ditch. Perhaps it is the flash of silver water out of the corner of your eye as you drive down 30th or memories of tubing down Farmers Ditch on a hot day. The public has no "right" to these pleasures, in the way that others have a right to the water. Nevertheless, in Colorado, moving water is a miracle, and it touches our hearts.

-From The Ditch Project website

**A** Source of refreshment and centerpiece.

**B** All activity spills into and out of the Slough open space.

**C** Eddies and alcoves of different types of open spaces curate gatherings, relaxation, and play.

**D** New pedestrian bridge and multi-use path connections allow travelers and visitors to enjoy and experience this waterway.



**WATERWAY ACTIVITY**

**EVERYTHING FLOWS TO THE WATER**

-  Pedestrian Flow
-  Multi-Use Flow
-  Water Flow

02

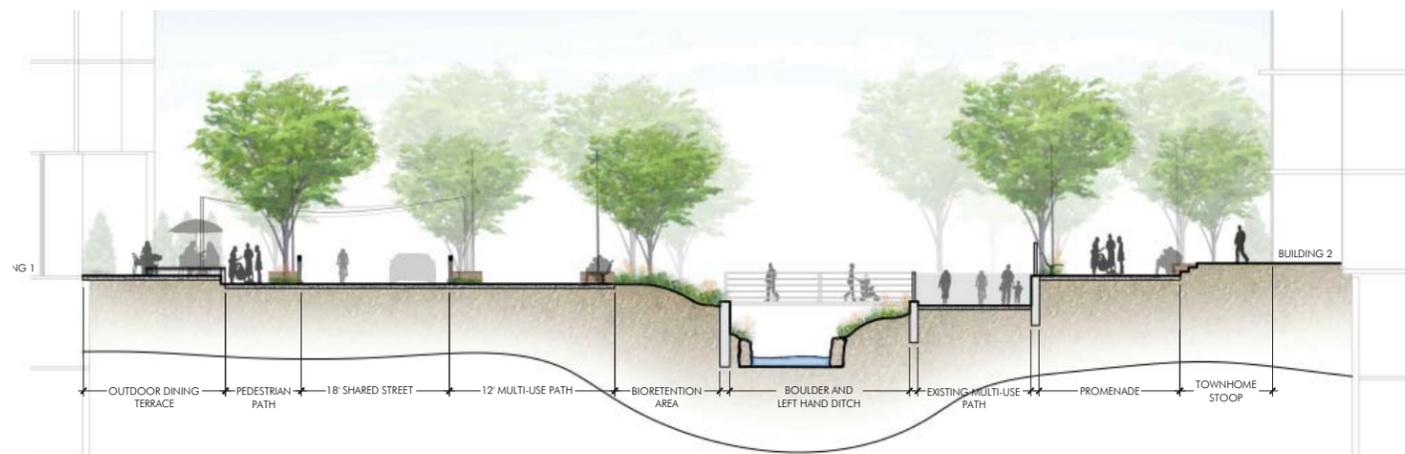
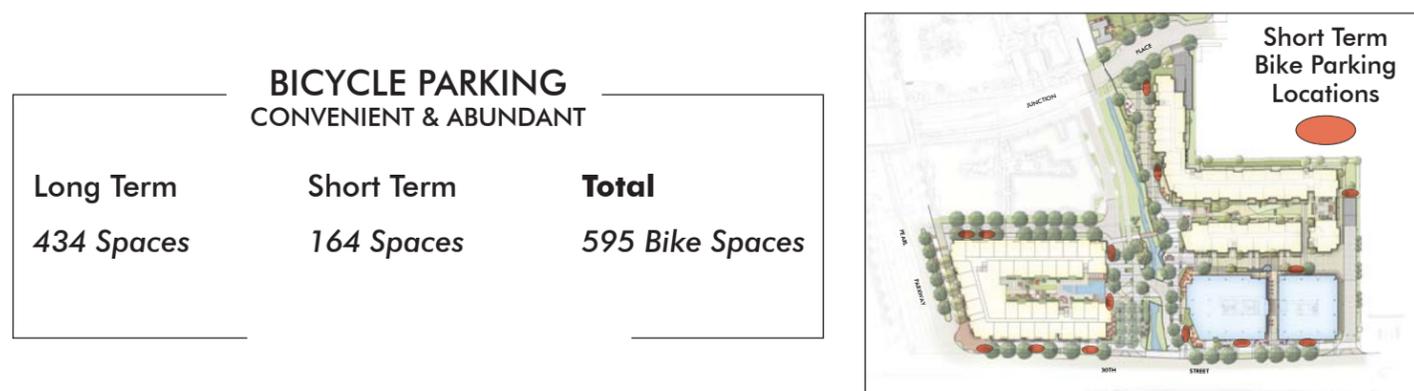
PEOPLE FIRST AND CARS SECOND

**A** Parking is below, and people are above. No auto uses above ground other than required TVAP connections and minimal garage entries.

**B** Required TVAP connections have been enhanced and redesigned to create shared, safe, and integrated streets.

**C** Multi-use travel choices.

**D** Offering people the choice to not have a car - Carshare, Bikeshare, Transit Stop, Walk to work.



SHARED STREETS



PEDESTRIAN GATHERING SPACES



MULTI-USE PATHWAYS

**MIXED-USE COMMUNITY**  
RÈVE PROGRAM

A true Mixed-Use Community comprised of four (4) buildings with a total of 114,377 SF of Office, 24,032 SF of Retail/Restaurant/Flex/Leasing, 244 Residential For-Rent Units and 645 below grade parking spaces.

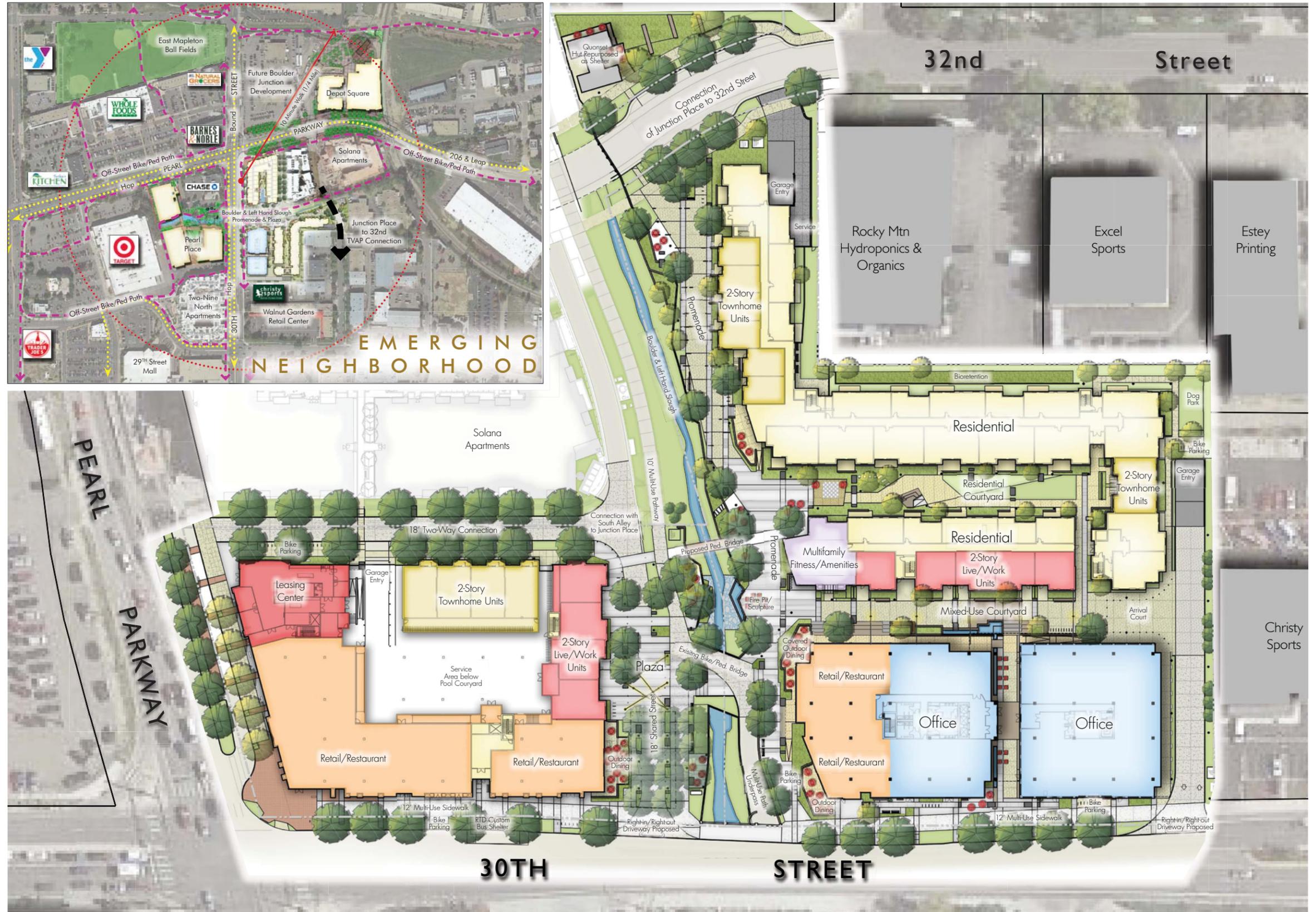
**MIXING USES TO SUPPORT & THRIVE OFF EACH OTHER IN AN EMERGING NEIGHBORHOOD**

**A** Diverse range of uses that support the significant investment in regional transit infrastructure.

**B** Live/Work/Play - Urban buildings are organized and arranged to frame and activate high performing, public spaces that support the activity and energy of a wide range of users.

**C** Supports and complements the existing and planned uses for the area and anchors the southern end of the Transit Village with an urban park.

**D** Urban design is in line with the Transit Village Area Plan and the BVRC.



GROUND FLOOR MIX OF USES

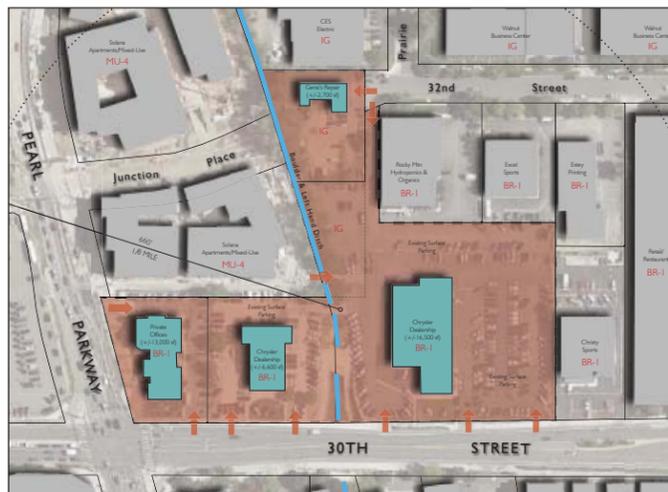
# 04

## IMPROVING OUTDATED, INEFFICIENT & IMPERMEABLE LAND USES AND FORMS

**A** Sustainability through bio-retention, pervious pavers, & Green Building practices.

**B** Permeability increases for the neighborhood with new connections and new experiences.

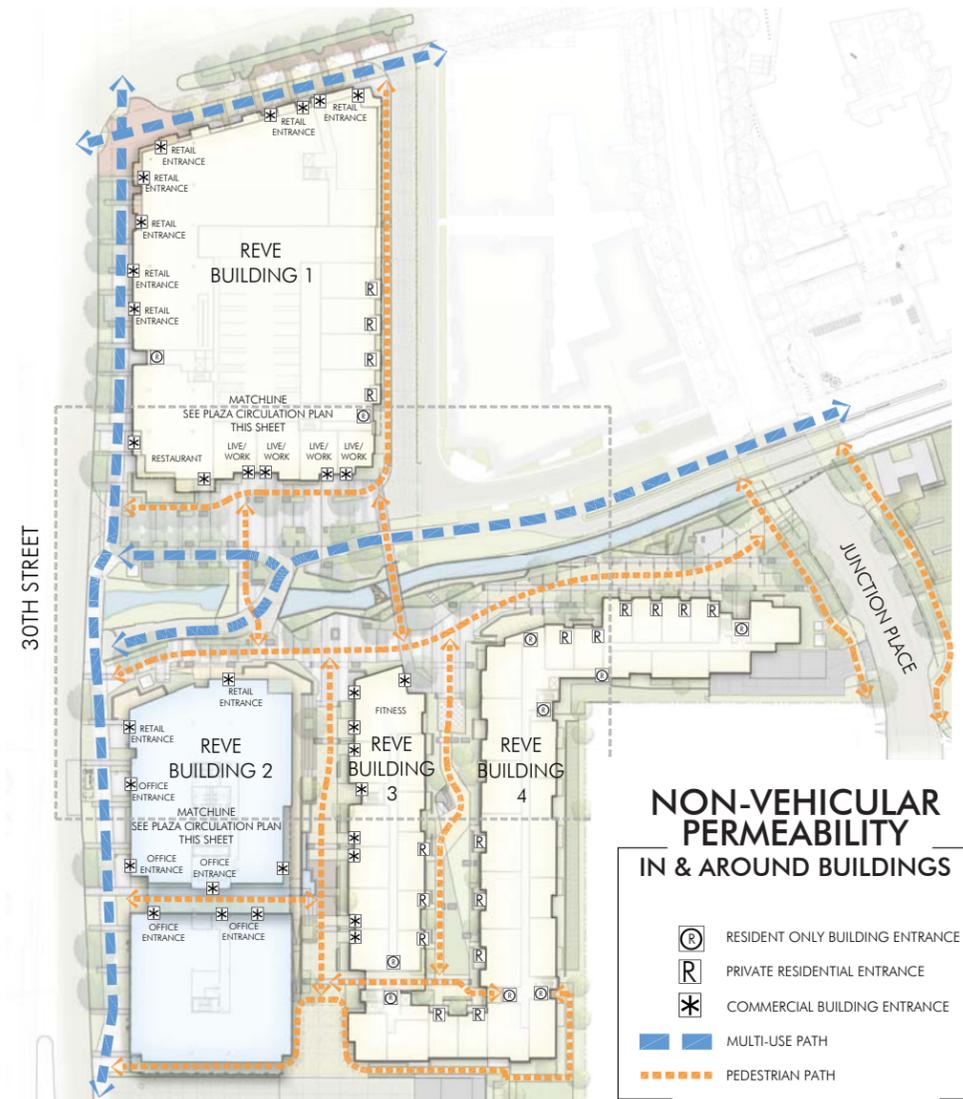
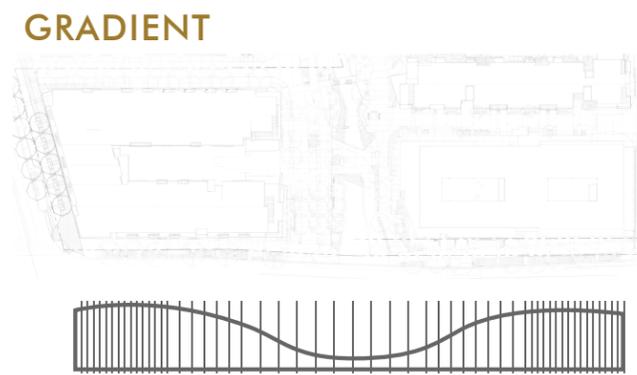
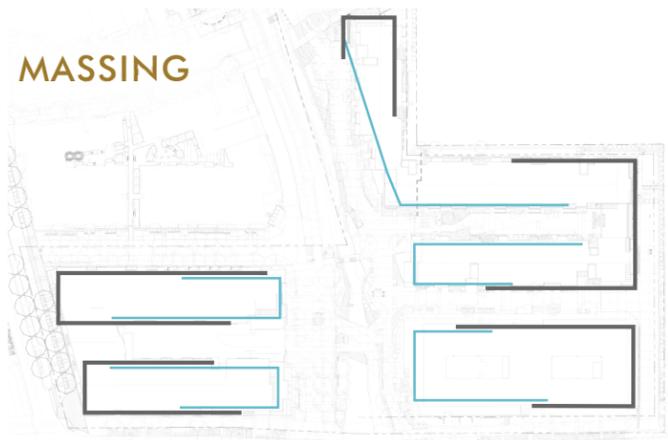
**C** Transitions this site from two sprawling car dealerships and a suburban office building into a mixed-use, urban environment.



EXISTING CONDITIONS - DOES NOT MEET COMMUNITY EXPECTATIONS

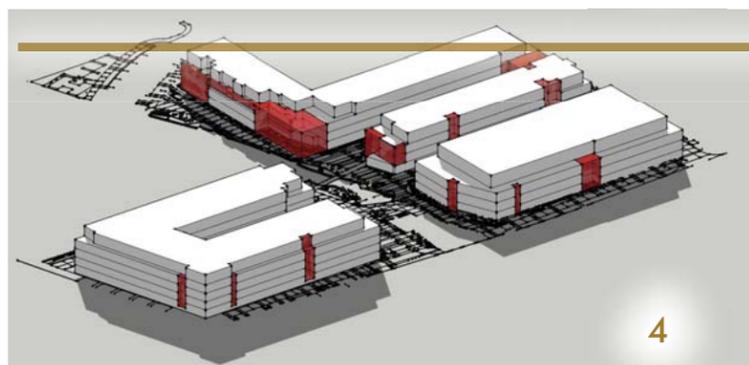
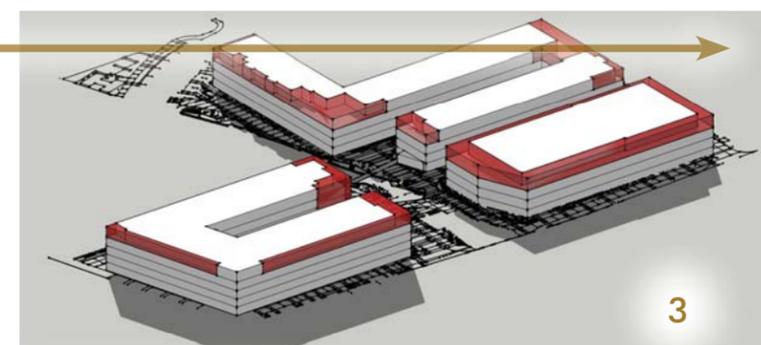
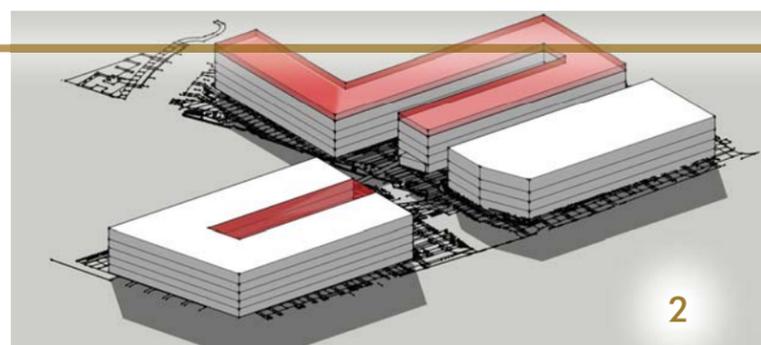
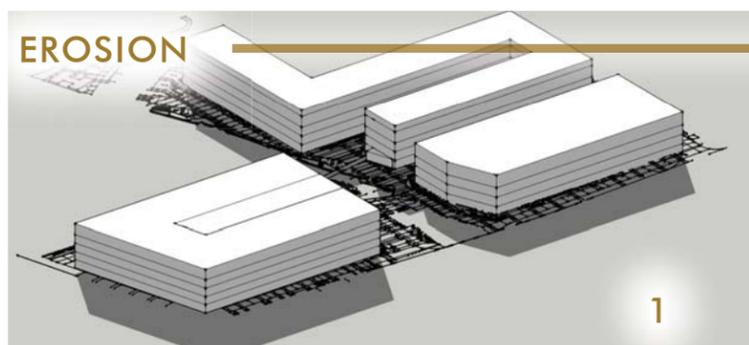


COMBINED PARCEL - WILL PROVIDE SIGNIFICANT COMMUNITY BENEFITS



**NON-VEHICULAR PERMEABILITY IN & AROUND BUILDINGS**

- RESIDENT ONLY BUILDING ENTRANCE
- PRIVATE RESIDENTIAL ENTRANCE
- COMMERCIAL BUILDING ENTRANCE
- MULTI-USE PATH
- PEDESTRIAN PATH



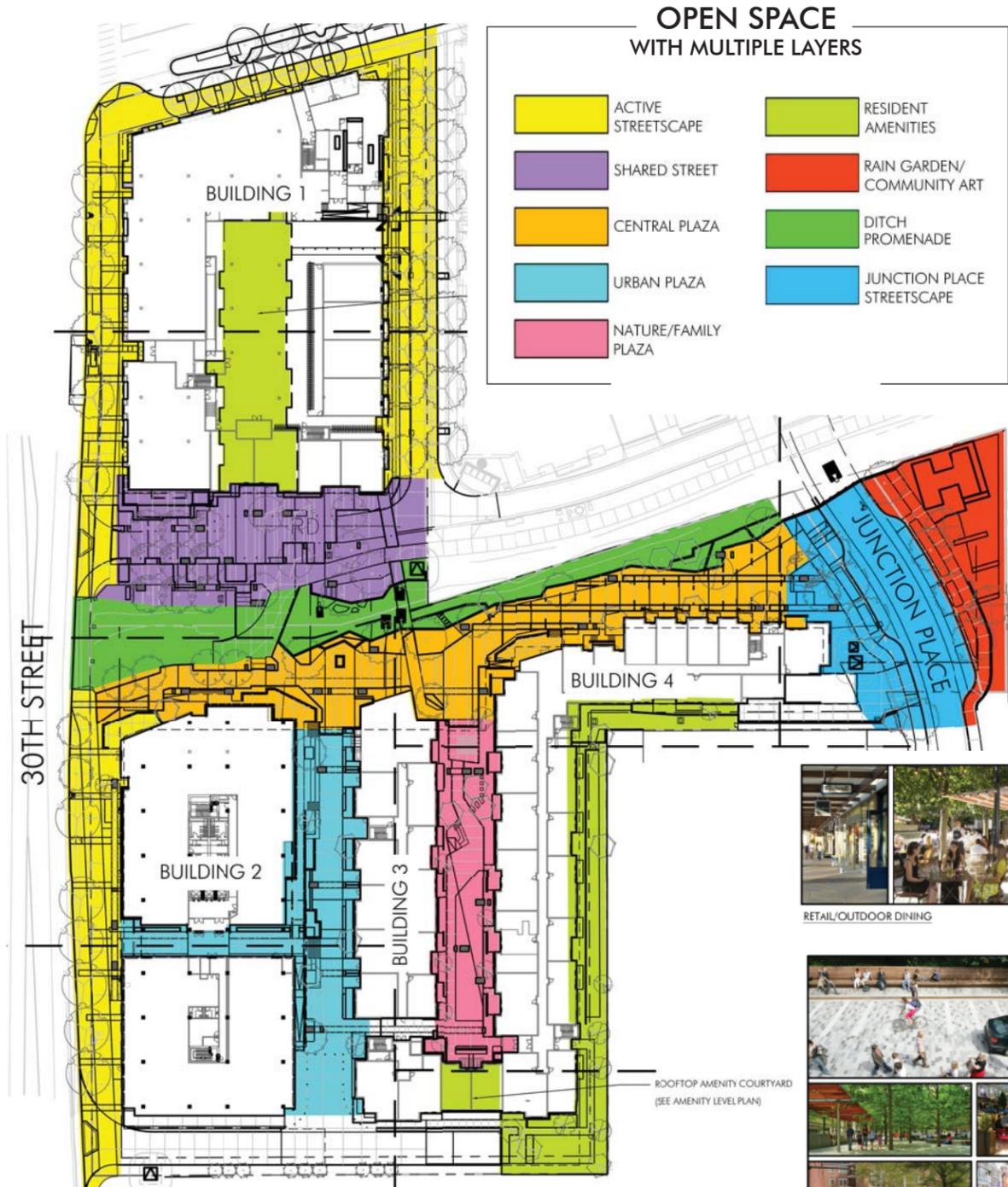
**PUBLIC SPACES FOR EVERYONE**

**A** 42% Open Space provided where 20% is required.

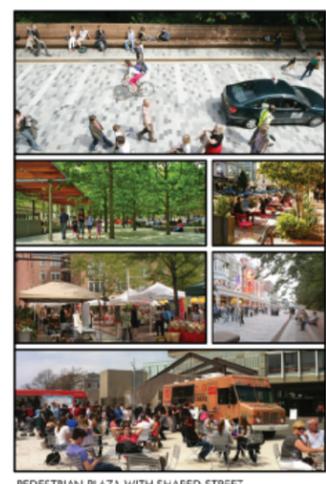
**B** Shared spaces for different experiences and users - families, workers, residents, creatives.

**C** Transforming impermeable site into highly permeable, multi-layered community.

**D** The spaces between the buildings have been curated and cultivated to create outdoor rooms and corridors, which will support the urban character of the buildings.



**42% OPEN SPACE PROVIDED**



# 06

## CREATING A PLACE THAT IS RECOGNIZABLE, COMFORTABLE & INSPIRING

- A** Strong, clean design and modern, timeless architecture.
- B** Beautiful, dynamic and interesting place to live, work and shop.
- C** Enduring, quality building materials.
- D** Inviting public spaces create a neighborhood and destination for the entire community.



RETAIL, RESTAURANT, AND RESIDENTIAL BUILDING @ 30TH & PEARL CORNER



RETAIL, RESTAURANT, AND OFFICE BUILDING @ 30TH SOUTH OF SLOUGH



RETAIL, RESTAURANT, AND RESIDENTIAL BUILDING

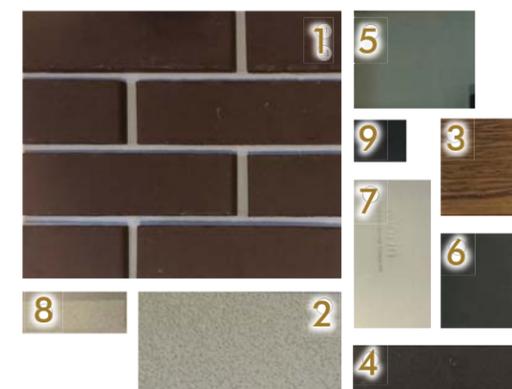


RETAIL, RESTAURANT, AND OFFICE BUILDING



OFFICE PASEO ENTRY @ 30TH

### QUALITY BUILDING MATERIALS



- 1 Brick
- 2 Cement Plaster Stucco
- 3 Siding
- 4 Brick
- 5 Aluminum Window or Storefront
- 6 Painted Metal
- 7 Metal Panel
- 8 Precast Stone
- 9 Window Frames



- 1 Brick
- 2 Terra Cotta
- 3 Aluminum Window or Storefront
- 4 Painted Metal
- 5 Wood Soffit
- 6 Aluminum Window or Storefront
- 7 Precast

07

**NEW HOUSING THAT IS APPEALING TO ALL TYPES**

**A** Micro Units to create affordability through size and typology.

**B** Family Units to offer new choices for urban dwellers.

**C** Live/Work Units to support growing and evolving business ventures and create a strong ground floor experience.

**D** Supports housing goals of the community.

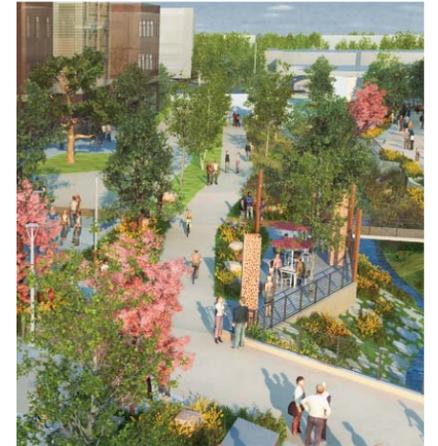
**AMENITIES THAT SUPPORT LIVE/WORK**

- Business Center
- Signage & Directory
- Providing discounted services for residents
  - Ground floor micro-business spaces with connected apartments (live/work) to encourage entrepreneurs and emerging businesses.
- Sharing Residential amenity space
  - Screening room for filmmakers, business centers, fitness facility, yoga and multi-purpose room.



**AMENITIES THAT SUPPORT FAMILIES**

- Play areas for children
- Ground floor Townhomes
- Protected family/residential courtyard with line of sight and ground floor permeability
- Shared outdoor grill/kitchen for lunches and dinner
- Swimming Pool
- Trails and connections to schools, parks and activities
  - Rock climbing, gymnastics, YMCA, soccer fields, and parks.



**AMENITIES THAT SUPPORT VISITORS**

- Safe and efficient multi-use paths
- Spaces to relax, play and entertain
- Sunfilled spaces along the water
- Abundant bike parking
- Restaurants with Outdoor Dining
- Retail to shop
- New transit shelter



**AMENITIES THAT SUPPORT DIVERSITY**

- Overlook To Water
- Open Views To Mountains
- Waterwall
- Access to Water
- Outdoor Kitchen
- Pet Recreation Area
- Outdoor Game Board
- Children's Rock Feature and Slide
- Multi-use Paths
- Swimming Pool and Spa
- Fitness Terrace
- Fire Pits
- Moveable Seating
- Outdoor Dining
- Retail and Restaurant
- Semi-Private Arbor/Cabanas
- Short and Long Term Bike Parking
- Transit Stop
- Event/Living Steps



**HOUSING CHOICES**

UNIT TYPES	# OF UNITS	AVERAGE SF
Micro	26	467
Studio	26	635
1 Bedroom	128	764
2 Bedroom	32	1,117
Townhome	12	1,443
3 Bedroom	5	1,548
Live/Work	9	1,643
Penthouse	6	1,678
<b>Total</b>	<b>244 Units</b>	

**SUPPORTING TRANSIT GOALS OF THE BROADER COMMUNITY**

**A** TVAP Connections.

**B** Supporting RTD and Public Investment of bus rapid transit-ridership needs.

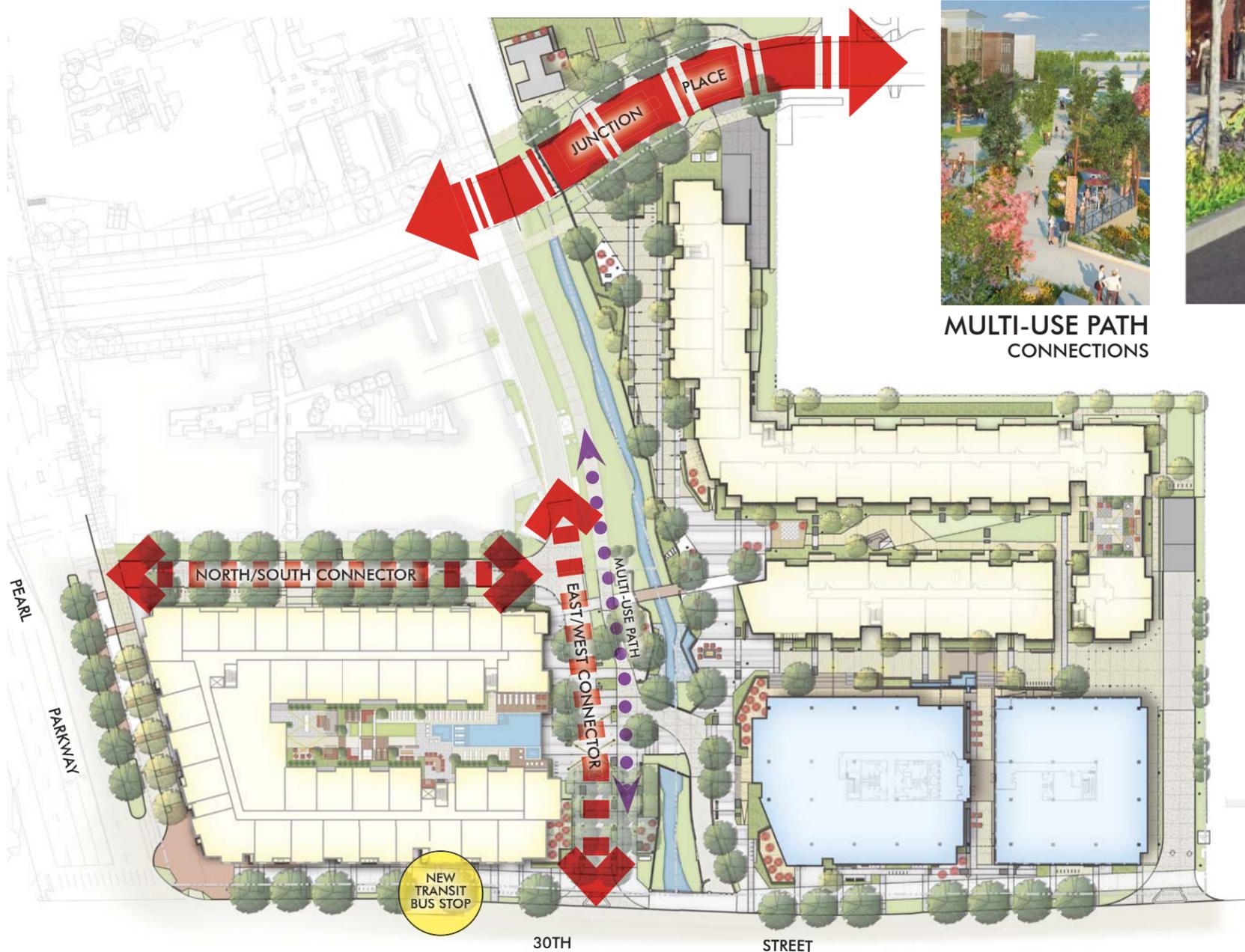
**C** Rêve will build and connect new roads and bridges that benefit the entire community.

**D** Connections have been designed to promote shared use, efficient auto transit, interesting urban streetscapes and rapid, safe travel along the multi-use paths.

**TRANSIT GOALS**

**Excerpts from the City of Boulder TMP Update: Renewed Vision For Transit, September 2013**

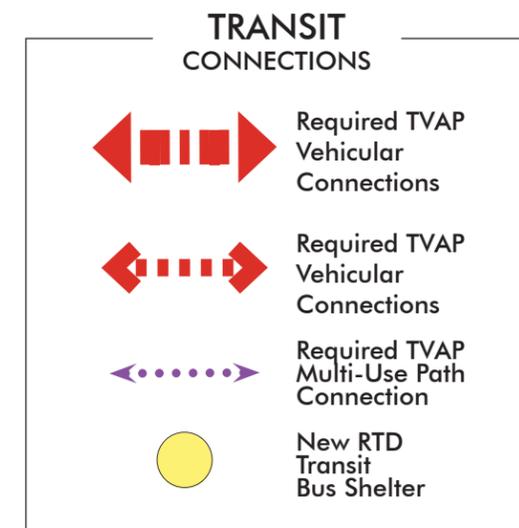
- Improving access and connections to transit is essential to meet community sustainability, climate, and mode share goals.
- Surveys show that people with an Eco Pass are 4 to 7 times more likely to ride transit.
- Primary opportunities to create great places that are walkable, sustainable, and economically vital.
- Focus will also be given to areas where transit investment can be maximized by supporting efficient land use and community gathering places.
- Boulder Junction will be a new complete neighborhood and destination in Boulder.
- 2,001-3,000 Daily Person Trips estimated between Boulder Junction and Downtown.
- Development in Boulder Junction and East Boulder will create significant new demand for transit.
- Completing missing bicycle network connections will be key to connecting this area to the rest of the city.



**MULTI-USE PATH CONNECTIONS**



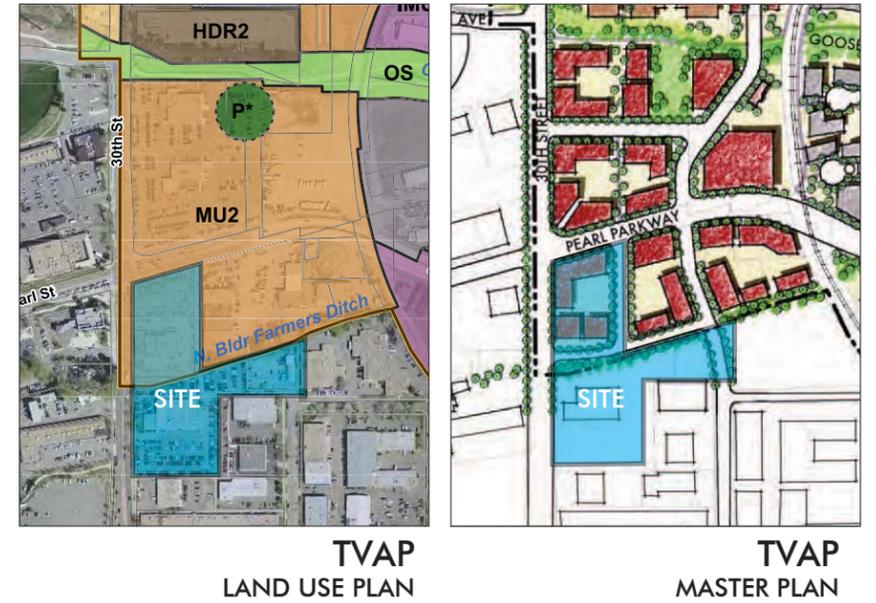
**NEW BUS SHELTER ON 30TH**



Rêve is uniquely situated in two planning areas, the Transit Village Area Plan (TVAP) and the Boulder Valley Regional Center (BVRC). This has created a unique opportunity to craft a project that literally bridges and connects these two community centers into one very integrated and well blended neighborhood that supports both the unique and shared characteristics of each planning area.

At the outset of the planning process for the TVAP, the City Council and Planning Board adopted the following vision for the TVAP:

- 01** 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 ethnicity.
- 02** 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.
- 03** A place with both city-wide and neighborhood-scale public spaces.
- 04** 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.
- 05** A place that emphasizes and provides for alternative energy, sustainability, walking, biking and possible car-free areas, e.g. “eco-village.”



Additionally, the TVAP set forth 6 goals and objectives:

- Create a well-used and well-loved, pedestrian-oriented place
- Support diversity
- Enhance economic vitality
- Connect to the natural and built environment
- Maximize the community benefit of the transit investment
- Create a plan that will adapt to and be resilient for Boulder’s long-term future



**TVAP GOALS & OBJECTIVES:**



**A NEIGHBORHOOD AND A DESTINATION**

- lively, mixed-use, pedestrian-oriented place
- place where people will live, work, shop and access regional transit
- a new neighborhood and attractive destination for the larger city
- regional transit and public spaces that will benefit the entire Boulder community

*Rêve was imagined and designed to have a very diverse range of uses that support the significant investment in regional transit infrastructure, provide a beautiful, modern and interesting place to live, work and shop, as well as create a neighborhood and destination for the entire community. It will complement the already built and soon to be built uses in the area, and provide an anchoring urban park for the south side of the Transit Village.*



**URBAN CHARACTER**

- transform into a higher- density, more urban environment
- new buildings will range in height from two to four stories, and many will have a mixture of different uses
- structured parking for attractive streetscape and pleasant pedestrian environment
- fine-grained transportation network, including new streets, alleys and paths

*The transition of this site from two sprawling car dealerships and a suburban office building into a mixed-use, urban environment directly supports the urban design goals of TVAP. These very urban, higher density buildings have been organized and arranged to frame and activate high performing, public spaces that support the activity and energy of a wide range of users. The spaces between the buildings have been curated and cultivated to create outdoor rooms and corridors, which will support the urban character of the buildings. With Rêve, several significant citywide and local connections will be built. Each of these connections has been designed to promote shared use, efficient auto transit, interesting urban streetscapes and rapid, safe travel along the multi-use paths.*



## ALTERNATIVE TRANSPORTATION

- the TDM program, combined with improved transit services, better pedestrian and bicycle facilities, and a more pedestrian-oriented environment, will make it easy and inviting to get to and around the area without a car
- reduce the traffic impacts of higher-density development
- capitalize on the new transit services

*Rêve has committed to joining the established TDM district, which will encourage future residents and employees to take advantage of the alternative transit options that are currently in place and that will be introduced in the future. Each resident and employee will receive a Eco-Pass and have memberships with B-Cycle and carsharing services. As new technologies emerge, they can be integrated into the District and deployed easily through this property taxing district. The Transit Village as a whole promotes lifestyle shifts and the diverse mix of uses that Rêve supports our community wide goals to reduce auto trips and encourage alternative transportation choices.*



## DIVERSE HOUSING

- new development in the area is expected to be predominately residential - standalone residential development and as mixed-use development
- new housing will provide an opportunity for workers who currently commute into Boulder to live in Boulder

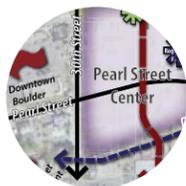
*The mix of residential types within Rêve is diverse, purposeful and complimentary to the other residential uses recently built in the vicinity. From micro-units to live/work spaces, to walk up townhomes and 3-bedrooms, Rêve will offer living environments for families, entrepreneurs, people just starting their careers, and seniors. The public spaces have been crafted to support the housing typology. The family friendly housing is supported by protected, semi-private outdoor spaces with visual site lines for parents/children, full protection from motor vehicles, and amenities to encourage families and children. The live/work spaces front active, public areas with highly visible storefronts and direct relationships with larger businesses and retail. The micro-units are supported by great shared community spaces for business, recreation and socializing.*



## NEW RETAIL

- neighborhood-serving retailers will tend to be in more interior, but also highly visible locations, and will be interwoven with new housing and offices.

*Rêve has integrated a sustainable and appropriate amount of retail into the mixed-use buildings. The spaces are designed to be flexible and evolve with the retail uses as they change and this community has more activity and visitors. All of the ground floor spaces have been designed with transparency and permeability.*



## PEARL STREET CENTER

*This is the character district within the TVAP that includes this site. This district is stated to become a high-intensity mixture of housing and retail. Guidelines for the Pearl Street Center indicate buildings shall have entries along Pearl and 30th, providing active first-floor uses, integrate a multi-use path along the slough along with aesthetic improvements to the banks, and placing buildings to face the slough. All of these components are addressed in this proposal.*

The BVRC is a regional shopping and commercial center for the Boulder Valley. The BVRC General Design Goals set forth five guidelines for redevelopment within its boundaries:

- 01** Continue to upgrade the BVRC through high-quality redevelopment
- 02** Make the BVRC a memorable, people-oriented place
- 03** Develop a more fine-grained and complete transportation network
- 04** Incorporate a greater diversity of land uses
- 05** Strengthen ties to Downtown and the University

## BVRC

### DESIGN GUIDELINES:

The design guidelines set forth in the BVRC are especially applicable to the proposed Rêve development. Below is a list of the guidelines the current proposal satisfies:

#### SITE LAYOUT

- Provide Context Plan
- Buildings close to street, or street corner
- Maximize street-frontage of buildings
- Layout site to support pedestrian circulation
- Useable outdoor open space should be integral to the plan
- Capitalize on views to the west
- Stormwater drainage should be integral to the plan
- Preserve existing vegetation
- Use ditches as amenities
- Provide vehicular and pedestrian links
- Do not create barriers
- Match abutting grades
- Avoid "left-over" spaces

#### VEHICULAR CIRCULATION

- Internal access joins together public streets or adjacent private drives
- Direct vehicular links to abutting properties
- Minimize/reduce number of curb cuts

## Project Summary:

*The existing buildings will be removed (with the exception of relocation of the existing Quonset hut) and redevelop into a high-quality development. The investment in the public spaces, high-quality architecture and urban design will ensure that this development anchors both the south side of the Transit Village and the north side of the Boulder Valley Regional Center. The development emphasizes the person over the automobile, while still supporting all of the transit connections for the community. With the types of variety and mix of uses proposed, and through the design of the open space and the architecture, the project will be a people-oriented place. The plan has proposed connections for multi-use pathways, sidewalks, and the street network to enhance the overall mobility network. The BVRC is recognized as one of the major regional centers within Boulder and this proposed development will only enhance the ties it has to both the University and as a gateway area into to Downtown.*

#### PEDESTRIAN & BICYCLE CIRCULATION

- Provide a complete pedestrian network
- Direct pedestrian links to abutting properties
- Enhance pedestrian paths
- Use distinctive paving
- Provide crosswalks
- Ensure adequate path widths
- Provide bicycle facilities
- Direct bicycle links to abutting properties

#### BICYCLE PARKING

- Ensure bicycle parking is ample and secure
- Locate bicycle racks where visible and convenient
- Provide shelter and lighting for bike parking



## AUTOMOBILE PARKING

- Try to minimize parking needs
- Provide structured parking, rather than surface
- Usable outdoor open space
- City site landscaping requirements
- "Wrap" parking structures with active uses
- Entries and exits should be visually unobtrusive
- Use high-quality light
- Minimize light pollution
- Avoid excessively high fixtures

## USABLE OPEN SPACE

- Provide usable outdoor open space
- Locate and design open space to encourage use
- Avoid location open space at busy intersections
- Walking arcades are encouraged
- Provide furnishings and landscaping in open space

## SITE LANDSCAPING

- Exceed City landscaping standards
- Street corners and site entries should have special landscaping
- Pedestrian areas should have special plantings
- Protect existing vegetation to remain
- Select appropriate walls and fences Outdoor Furnishings
- Provide outdoor furnishings
- Coordinate furnishings
- Provide pedestrian lighting

## OUTDOOR FURNISHINGS

- Provide outdoor furnishings
- Coordinate furnishings
- Provide pedestrian lighting

## ART

- Outdoor art is encouraged
- Select appropriate artwork
- The setting is important

## STREETSCAPE

- Min. 10-foot wide landscape strip
- R.O.W. of street trees must be planted
- Plant shrubs in landscape strips
- Continue open space into the adjacent setback
- Min. 12-foot wide multi-use path, depending on street type
- Setback design is flexible

## INTERNAL THROUGH-STREETS

- Internal through-streets should be pedestrian-friendly

## TRANSIT STOPS

- Transit stops may be moved closer to building entrances
- Plan pedestrian access to the stop
- Provide amenities at the stop

## MASSING

- Break down mass of building
- Provide pedestrian breaks in long buildings
- Protect views to the west
- Inter-mingle the building interior and exterior
- Drive-throughs are discouraged

## FACADE

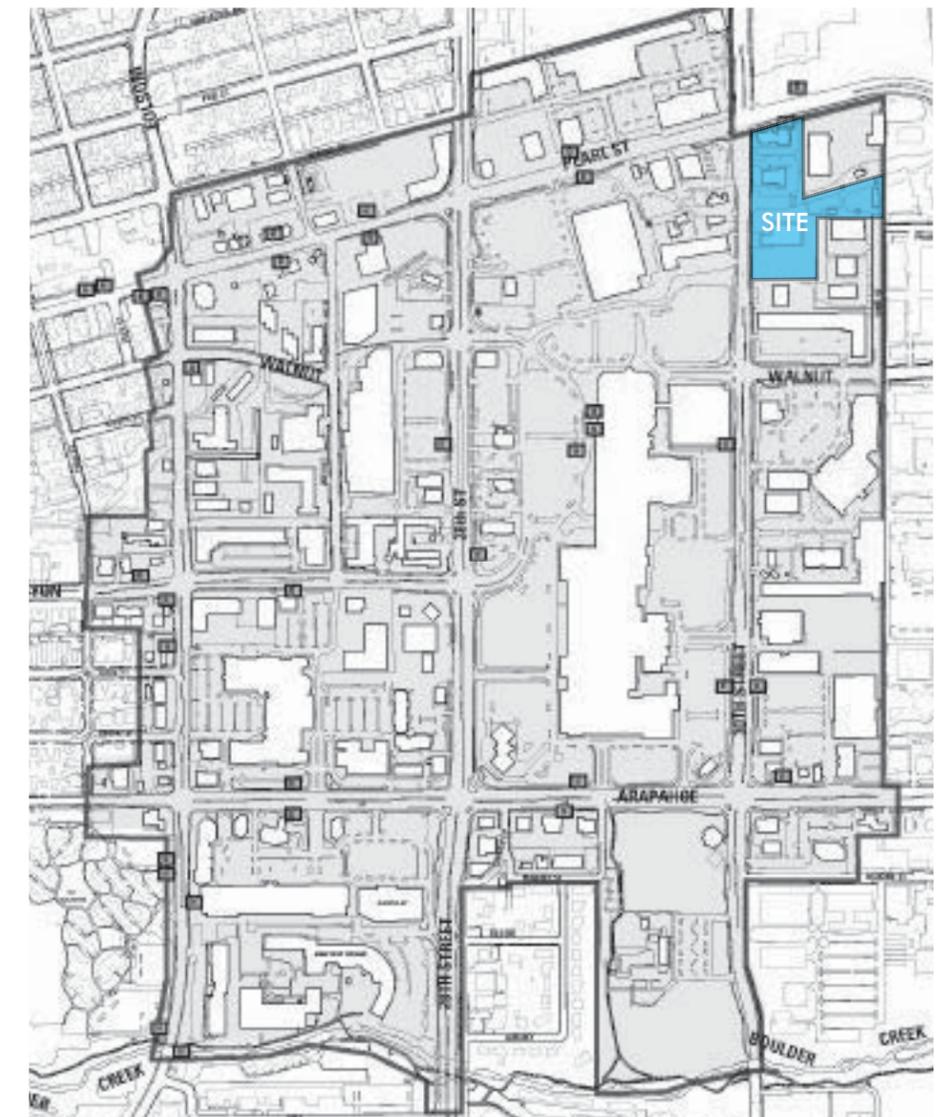
- Orient building to street, entrance on streetside
- Address street corner
- Emphasize building entrances
- Minimize large blank walls
- Pedestrian interest along ground level
- Design all sides of the building
- Standardized designs and foreign styles are discouraged
- Use human-scale exterior materials
- Select high-quality exterior materials
- Buildings should be environmentally sound

## SERVICE & UTILITY

- Located service areas to minimize visibility
- Screen truck areas
- Enclose trash storage
- Utility boxes and meters should be inconspicuous
- Minimize the visibility of HVAC equipment

## GENERAL SIGN DESIGN

- Sign program if multi-tenant building
- Signs should be attractive and well-coordinated



**(1) Boulder Valley Comprehensive Plan:****Criteria**

**(A) The proposed site plan is consistent with the land use map and the service area map and, on balance, the policies of the Boulder Valley Comprehensive Plan.**

**Response**

The land use map for the area associated with this proposal, designates the parcel north of the Boulder & Left Hand Ditch as Mixed-use Business and the area south of the water as predominantly General Business. There is a very small portion on the eastern most property designated as Industrial. This proposal requests a rezoning based on Criteria 1 for rezoning in the BVCP: "The applicant demonstrates a clear and convincing evidence that the proposed rezoning is necessary to come into compliance with the Boulder Valley Comprehensive Plan map." The proposed rezoning of the property on the north to MU-4 on the north and the small industrial property on the south to BR-1 on the south is consistent with the land use map.

The project is in conformance with the following BVRC policies:

- Sustainability – From green building strategies, to building materials, to site sustainability with extensive open space surrounding a natural element, and community sustainability with the transit oriented goals and multi-modal options, Rêve is a development in which this policy is evident.
- Culture of Creativity and Innovation – With a truly mixed-use community planned, in which creativity and difference were set forth early on in the programming and site design, the culture is sure to inspire innovation amongst the users. Live/work spaces have been integrated throughout the project to create ground floor activation as well as cultivate space for entrepreneurs and small businesses.
- Identity & Sense of Place – With extensive design ideas and thought over the entirety of the concept phases for Rêve, the theme of the development became not how the design might react to the buildings, but instead how the water within the ditch might inform the buildings and open space. It's become an overarching goal for this development to create something different, that provides community benefit, absolutely has identity and undoubtedly creates a sense of place that is a true destination for Boulder.
- Compact, Contiguous Development & Sustainable Urban Form – The development is designed based on urban principles and the density proposed, while under the actual allowable Floor Area Ratio, has been compacted to allow for greater open space. This open space creates a sustainable community and the mix of uses allows for cross interaction amongst the users.
- Open Space Preservation – The entire site, with the exception of the ditch and small landscape strips along the streets, is currently paved and does not contain any functional or accessible open space. The existing Boulder & Left Hand Ditch has been long forgotten, and is a source of dumping and pollution. Rêve intends to enhance the existing historic, waterway with new plantings and create gathering spaces along the waterfront. The proposed project would create significant open space, over 40% of the site, that would be accessible by the broader community.
- Great Neighborhoods and Public Spaces – Rêve will provide public gathering spaces for the Transit Village neighborhood, as well as the larger Boulder community. All of the spaces have been designed to create a sense of place and belonging. Together with the plazas, multi-use paths and gathering spaces on the north side of Pearl Parkway, the Transit Village will have a balanced and integrated center of activity. The large majority of usable open space within this development will be publicly accessible and designed for both active and passive recreation, as well as allow for larger gatherings and more intimate private spaces. The neighborhood is in a transition to a more urban form with the transit oriented goals taking shape. Rêve wants to be a part of it and is designed to not only serve as an ideal community within itself, but one that becomes a destination for the greater Boulder Junction and Boulder Valley Regional Center areas.
- Environmental Stewardship and Climate Action – Besides the efforts to mitigate the existing waterfront, this development is committed to green building principles, innovative and educational stormwater strategies and spaces, and a conscious effort to layout buildings and open spaces to maximize solar orientation. In addition, all buildings will meet the high energy standards of the recently adopted City of Boulder building code.
- A Vibrant Economy – The mix of uses proposed with Rêve includes Office, Retail, Restaurant and Residential, which provides for a rich balance of economic engines. These uses work in conjunction with each other to allow for interaction and dependencies on one another without relying on unnecessary vehicular travel. The design of the spaces, the mix of uses, and integrated design will support walkability, cycling, and bus travel. The area, already recognized as one of the major regional centers within Boulder, can benefit from immediate residents to help drive the economy to the existing retail/restaurant and office located nearby and in turn the new development can attract users nearby to enjoy the plaza and open spaces provided in this type of redevelopment.
- An all-mode Transportation System – From immediate access to Bus stops/routes, multi- use pathways, abundance of walkways, and Traffic Demand Management Plans this development is committed to reducing the needs for reliance on automobile trips. While vehicular travel is necessary, by reducing the impacts of streets or drives into the site and placing all of the parking below-grade, more contiguous open space allows for a better integration of uses and promotes other modes of travel within and around the site. The precedent of a transi-oriented community has already been set in this area with the Transit Village Area Plan leading the way. Rêve hopes to expand upon that by adhering to those goals. Bicycle amenities, storage, and trails are in abundance and will be placed in dominant locations to encourage alt-mode transportation. In addition, the sites location is in close proximity to many of the major job centers in our community (downtown, BVRC, 29th Street) which will allow people to walk to work.
- Physical Health & Well-being – Social interaction and healthy living are primary goals of more compact mixed-use developments. The creation and design of the natural environment along the water into an urban form can provoke emotion and overall physical well-being amongst users. As previously discussed, the greater than 40% open space, access to walkways and multi-use paths can promote the tenants, patrons, and residents to use these modes of transportation as an alternative to auto travel. In turn, these people become attracted to a more healthy and active lifestyle. The multi-use path extension along the Slough will have an underpass so as to encourage safe and swift travel through and onto the extensive multi-use path system.



**Criteria**

**Response**

**(B) The proposed development shall not exceed the maximum density associated with the Boulder Valley Comprehensive Plan residential land use designation. Additionally, if the density of existing residential development within a three-hundred-foot area surrounding the site is at or exceeds the density permitted in the Boulder Valley Comprehensive Plan, then the maximum density permitted on the site shall not exceed the lesser of:**

*The BVCP recognizes a higher density (more than 14 units/acre) of residential in areas planned for transit-oriented development such as Boulder Junction where the MU-4 zone district is proposed, and which is superseded by the TVAP. This is made apparent by the adjacent Solana Apartments, which were recently completed, also within the Transit Village Area Plan boundaries. Additionally, the proposed BR-1 zoning is predominantly a commercially intensive use with an Office building fronting to 30th Street, a Mixed-use building central to the site, and a Residential building to the east with frontage along 32nd Street. Here, the residential becomes the supporting use much like the Two-Nine North apartments were supporting the 29th Street Mall, which is located across 30th Street from the Rêve site. As a whole, the area remains very much commercially intensive in support of the BVCP, while the residential density supports these uses and the transit oriented goals.*

(i) The density permitted in the Boulder Valley Comprehensive Plan, or,

(ii) The maximum number of units that could be placed on the site without waiving or varying any of the requirements of chapter 9-8, "Intensity Standards," B.R.C. 1981.

*There are no requests for revisions to the current residential intensity standards for either zoning district. The proposed MU-4 parcel is not limited by the number of units, but is limited by Floor Area Ratio (FAR), which allows for a maximum of 2.0. The proposed FAR is less than the allowable and therefore the number of units do not require any variation in the standards. The proposed BR-1 parcel requires 1,600 sf of land area per unit. After dedicating right-of-way for the extension of Junction Place to 32nd Street, the net land area supports the unit density as is proposed.*

**(C) The proposed development's success in meeting the broad range of BVCP policies considers the economic feasibility of implementation techniques require to meet other site review criteria.**

*Rêve is fully committed to considering the economics when implementation can be so critical to the developments success. While it is challenging to balance the revenue and costs, whether it be due to residential density restrictions or the amount of TVAP required connections on this site, the project has been focused on how it can best provide community benefits. In doing so, the project feels it is providing a contributing mix of uses in intensity while creatively enhancing community benefits through multi-modal transportation connections, highly active streetscapes and expansive public open spaces.*

**(2) Site Design:**

Projects should 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. Projects should utilize site design techniques, which are consistent with the purpose of site review in subsection (a) of this section and enhance the quality of the project. In determining whether this subsection is met, the approving agency will consider the following factors:

*Creative design is the framework from which Rêve has developed. Sense of place is critical to the long-term success of any project, but not always the theme to creating a destination as is the case here. Careful thought has been given to how the site layout responds to a dismissed portion of the Boulder & Left Hand Ditch so that it can be preserved and especially enhanced to bring it back to a more natural character and one that allows people a chance to interact with the water. Along with this open space, the buildings and their uses have been placed to create engaging spaces along the streets and within. The exterior and interior spaces are designed to flow together so that sense of place and character are easily defined and reflective of the spaces that people desire.*

**(A) Open Space: Open space, including, without limitation, parks, recreation areas, and playgrounds:**

*Useable open space is well above the required amount of 20%, with a combined total open space of more than 40% provided. Arrangement of the open space, as shown on the submitted drawings, has been carefully addressed to provide both active and passive areas for gathering. Landscaping has been used extensively to soften the buildings and hardscape, as well as to enhance or define appropriately scaled spaces throughout the development. The north to south orientation of the open spaces will allow for a balance of sun and shade to maximize use and allow for gathering areas in a variety of climate conditions.*

(i) Useable open space is arranged to be accessible and functional and incorporates quality landscaping, a mixture of sun and shade and places to gather;

(ii) Private open space is provided for each detached residential unit;

*Not applicable*

**(2) Site Design: (cont.)**

<b>Criteria</b>	<b>Response</b>
<p>(iii) The project provides for the preservation of or mitigation of adverse impacts to natural features, including, without limitation, healthy long-lived trees, significant plant communities, ground and surface water, wetlands, riparian areas, drainage areas and species on the federal Endangered Species List, "Species of Special Concern in Boulder County" designated by Boulder County, or prairie dogs (<i>Cynomys ludovicianus</i>), which is a species of local concern, and their habitat;</p>	<p><i>Rêve has made a distinct effort in its plans to bring back the unexposed natural feature of the Boulder &amp; Left Hand Ditch. Currently, asphalt from the existing uses is built to the top of the banks on private property giving no real opportunity for people experience. The banks have been unkempt and the water has a significant amount of debris within. Through opening up the open space and providing seating areas, play areas, a multi-use pathway, plaza and promenade along this water the project intends to reverse the current negative impacts and provide mitigation to better preserve such a feature.</i></p> <p><i>In lieu of trees lost to multi-modal connections being made, or other necessary site improvements, a significant amount of replanting is proposed along these banks and throughout the site to mitigate and provide both canopy and understory tree plantings.</i></p> <p><i>Regarding ground and surface water, sustainable efforts to include bio-retention and pervious paving have been provided throughout the site. On the east side of the Junction Place connection specifically, Rêve has proposed an opportunity for a bio-retention educational zone that can be incorporated as a public element.</i></p> <p><i>Due to agreements that need to be in place regarding this proposal and the ditch, the developer and team has met with the Ditch Company representatives on multiple occasions to help convey the intent. Based on these conversations, letters from the Ditch Companies and their representatives have been submitted acknowledging these meetings and their conceptual verification of what is currently proposed. At the needs of all parties involved, including the City of Boulder, Southern Land Company hopes to continue a collaborative effort in coming to conclusion which all parties can be agreeable to and feel as though valuable contribution has been given.</i></p>
<p>(iv) The open space provides a relief to the density, both within the project and from surrounding development;</p>	<p><i>As stated, the site design provides more open space than is required and provides less overall density than allowable under the proposed zoning. Within the development, the open space is not only centrally located within the site, but also provides significant open space adjacent to each building. The design reflects the use and intent of each space with regard to the interior of the buildings. With a wide variety of uses on site, each space, including the streetscape along 30th &amp; Pearl streets, gives an opportunity for interaction amongst the resident's, tenants, patrons, and the greater public to add the social benefit of community. From the surrounding development, careful attention has been given to placement and type of circulation as well as balancing the form and massing of buildings with the character of the open space for permeability. By placing all parking below grade, the allowance for the open space to be dominated by pedestrians and bicycles is a premium, and due to the majority being public it becomes an inviting element for community benefit.</i></p>
<p>(v) Open space designed for active recreational purposes is of a size that it will be functionally useable and located in a safe and convenient proximity to the uses to which it is meant to serve;</p>	<p><i>While providing an extensive amount of open space within the development, careful consideration in the design has been given to how users might interact with the spaces. Day to day, large expansive areas without any defined reason to be there or that might feel uncomfortable and out of scale should be avoided. This does not mean active uses are not encouraged as places for play are still evident in the plans and take advantage of the urban environment that is created. Rêve has appropriately scaled spaces for day to day activity and interaction, but has intended for areas to become convertible for larger, and generally less common, programmable events. The required east to west TVAP connection, for instance, has been envisioned as a shared street, where vehicles, pedestrians, and cyclists can all share the circulation and do so in a safe manner; however, for an outdoor concert or Food Truck event, perhaps this section of the circulation is closed off temporarily from vehicular circulation so that a larger event can remain uninterrupted by pass through vehicular traffic, but still maintain overall vehicular access to and around the site.</i></p>
<p>(vi) The open space provides a buffer to protect sensitive environmental features and natural areas;</p>	<p><i>The intent and design of the Boulder &amp; Left Hand Ditch specifically addresses this as a primary focus for Rêve. While the existing site conditions have not done so, creating an element that brings this natural area into a usable open space will provide a buffer that is sensitive to the most obvious environmental feature on site.</i></p>
<p>(vii) If possible, open space is linked to an area- or city-wide system.</p>	<p><i>Although not necessarily envisioned by the City of Boulder in the past as a significant open space, the TVAP connections do require a multi-use path link for both city and area wide systems. With the recent approval of the Pearl Place project across 30th Street and their proposal for open space along the Boulder &amp; Left Hand Ditch, Rêve's extension of this open space by way of the existing multi-use underpass below 30th Street and extending east connects the missing link to the multi-use pathway and expands upon a greater community benefit with the promenade and plaza along the water. This trail system links to hundreds of miles of multi-use paths and significant open spaces throughout Boulder County.</i></p>
<p><b>(B) Open Space in Mixed Use Developments (Developments that contain a mix of residential and non- residential uses)</b></p> <p>(i) The open space provides for a balance of private and shared areas for the residential uses and common open space that is available for use by both the residential and non-residential uses that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property;</p>	<p><i>Careful thought has been given to allocating the ample open spaces to areas for public enjoyment as well as private access. These areas are delineated and designed so that the differences are clear and unambiguous. The highly designed public area around the water serves both the ground floor commercial uses and residential with highly active areas nearest commercial and quieter promenade along residential. The open space between the Office building and Mixed-use building on the south is reflective of a more commercially oriented courtyard, while the open space to the east is more intimate and provides residents with amenities generally associated with housing. The two 2nd story terraces on the mixed-use building to the north, give private common areas for the residential to gather, but open them up between the buildings to interact with the Pearl street frontage and plaza along the water. Additionally, there are common terraces at the 4th level that serve as upper floor active spaces on both the residential buildings as well as the office building.</i></p>

Criteria	Response
<p>(ii) The open space provides active areas and passive areas that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property and are compatible with the surrounding area or an adopted plan for the area.</p>	<p>Active areas within the plaza, promenade, and multi-use path will meet the needs of both on-site users and the greater community as a whole. Passive areas can be found throughout the site design that cater to the adjacent ground floor use or provide for intimate gatherings in the more public settings. Grilling areas, play areas, pet-friendly zones, seating areas, outdoor dining areas, pool and hot tub, fire pits and more all contribute to the separate uses and their users while serving the needs of both active and passive recreation.</p>
<p><b>(C) Landscaping:</b></p> <p>(i) The project provides for aesthetic enhancement and a variety of plant and hard surface materials, and the selection of materials provides for a variety of colors and contrasts and the preservation or use of local native vegetation where appropriate;</p>	<p>The soft and hardscape have been designed to provide interest and define spaces while giving enhancement to buildings and an overall high aesthetic quality to the development. Plant selections have been chosen to provide color and texture interest and can be found on the Plant Schedule within the drawings.</p>
<p>(ii) Landscape design attempts to avoid, minimize, or mitigate impacts to important native species, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project;</p>	<p>The site is largely impervious and little vegetation exists. Rêve intends to integrate the natural environment of the water, which is so important to the creation of this destination and its on-site users. Extensive planting both within and around the open space along this water will mitigate the lack of existing plant material and is vital to the overall aesthetics of the development. One unique aspect of the development is that while the parking has all been placed below-grade, which can prohibit natural tree planting and is usually extended to all sides within the property to maximize the footprint, Rêve’s proposed site layout provides numerous areas on-site for natural planting depth by not expanding the garage to the full extent of the site.</p>
<p>(iii) The project provides 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;</p>	<p>In both the streetscape and internal site areas there are significantly more shrubs proposed than the quantities required which will achieve the aesthetic desires of this development as well as provide for sufficient plant material in the extensive open space. For the trees, both deciduous and understory trees have been sized above the minimum requirements at the time of installation.</p>
<p>(iv) The setbacks, yards, and useable open space along public rights-of-way are landscaped to provide attractive streetscapes, to enhance architectural features, and to contribute to the development of an attractive site plan.</p>	<p>Full detail and attention regarding landscape has been paid to all visible areas of Rêve including the streetscape, setbacks, and open space.</p>
<p><b>(D) Circulation: Circulation, including, without limitation, the transportation system that serves the property, whether public or private and whether constructed by the developer or not:</b></p> <p>(i) High speeds are discouraged or a physical separation between streets and the project is provided;</p>	<p>The TVAP connections required by this project within the site are not meant to encourage high speeds. While making these connections, or providing for the connection of the Junction Place Bridge in the future, they are proposed with reduced urban widths to discourage speed in a two- way cross-section. Around the perimeters of the site where higher speeds are supported by existing streets, physical separation is provided with wide planting areas and wide sidewalks or multi-use paths.</p>
<p>(ii) Potential conflicts with vehicles are minimized;</p>	<p>In trying to minimize potential conflicts with vehicles, the TVAP connections are required to extend through the site, specifically on the parcel north of the water. While providing for sidewalks and a multi-use path outside of these vehicular routes, Rêve also proposes to create a shared street along the east to west connection with a more plaza like interpretation or woonerf. It is designed as a pedestrian space with attention to detail, lighting, and texture so that if a vehicle enters this drive, they will be very cautious. During Concept Plan review with City Council, they discussed the potential removal of this vehicular connection. In lieu of not allowing vehicles to drive thru, a woonerf provides for a more pedestrian scaled and dominant space. On the parcel south of the water, the vehicular access to the parking garage below-grade is at the perimeters of the site to implement more contiguous open space and is designed to enter the site as quickly as possible but still maintain fire safety access.</p>

**(2) Site Design: (cont.)**

<b>Criteria</b>	<b>Response</b>
(iii) Safe and convenient connections are provided that support multi-modal mobility through and between properties, accessible to the public within the project and between the project and the existing and proposed transportation systems, including, without limitation, streets, bikeways, pedestrian ways and trails;	<i>Multi-modal connections circulate throughout the site and safely link to adjacent properties and the existing street network as discussed in the above text. Additionally, the current underpass and connection to 30th Street of the existing multi-use path requires a sharp U-turn for cyclists and includes a bridge over the water with expansive and unused areas of paving. This proposal allows for the same level of connection to 30th Street and adds the path linkage east, but would like to create a more efficient alignment and limit the existing pavement to create more usable open space areas.</i>
(iv) Alternatives to the automobile are promoted by incorporating site design techniques, land use patterns, and supporting infrastructure that supports and encourages walking, biking, and other alternatives to the single-occupant vehicle;	<i>The Boulder Junction area is intended to be a transit oriented area within the City of Boulder and the proximity of Rêve to and within this only enhances the goals of the project. The development has proposed to join the Transportation Demand Management Plan which is specifically detailed in the attached. Additionally, the amount of open space and the variety of uses within buildings on site encourages alternative means of travel as they all link to one another and support one another. The multi-use path connects both east/west (along the water) travel and north/south (along 30th Street) for cyclists and pedestrians traveling to and from the site. Along both 30th Street and Pearl Parkway, there are existing bus stops that will be maintained and/or enhanced and their on-site convenience will encourage the use of bus trips. Throughout the site, significant short-term bike parking is provided making it convenient for the rider to quickly access their bikes and the pathways. In total, 434 long-term bicycle spaces and 164 short-term bicycle spaces are proposed which allows for ample storage and use and will promote cycling as an alternative mode of transportation.</i>
(v) Where practical and beneficial, a significant shift away from single-occupant vehicle use to alternate modes is promoted through the use of travel demand management techniques;	<i>As previously discussed, please review the TDMP previously submitted for alternative strategies to reduce vehicular usage.</i>
(vi) On-site facilities for external linkage are provided with other modes of transportation, where applicable;	<i>Due to the street frontage and location of this site, all modes of transportation are supported to link externally and support an extended network throughout this transit oriented area.</i>
(vii) The amount of land devoted to the street system is minimized;	<i>As previously discussed, the street system devoted in this proposal is directly related to the required TVAP connections, but have been proposed in reduced urban sections to minimize the land area.</i>
(viii) The project is designed for the types of traffic expected, including, without limitation, automobiles, bicycles, and pedestrians, and provides safety, separation from living areas, and control of noise and exhaust.	<i>All modes of transportation have been carefully designed to provide safe, sufficient, and efficient travel. The pedestrian has been the priority throughout the design, while still maintaining full bike circulation, and vehicular access. Refuse collection and deliveries have all been fully considered in the design to minimize impacts on the pedestrian, as well as the residential living areas. Fire truck access has been provided for safety as codes require, but designed to reduce site impact from an aesthetic standpoint.</i>
<b>(E) Parking:</b> (i) The project incorporates into the design of parking areas measures to provide safety, convenience, and separation of pedestrian movements from vehicular movements;	<i>The entry drives to parking areas have been designed and located to quickly enter and exit the development and all of the parking has been located in below-grade garages. The entire open space network and streetscape has been linked by pedestrian walkways separate from the vehicular movements; however, where there is a shared street concept, Rêve has proposed alternative strategies to help encourage and promote a pedestrian friendly environment through enhanced paving and plaza like atmosphere to slow speed of vehicular traffic.</i>
(ii) The design of parking areas makes efficient use of the land and uses the minimum amount of land necessary to meet the parking needs of the project;	<i>All parking is located below-grade to maximize the efficiency of open space and optimize building placement. While all parking is below grade, the design has kept the footprint of the garage as minimal as is efficient in order to maximize natural planting areas and only provide the required parking.</i>

Criteria	Response
<p>(iii) Parking areas and lighting are designed to reduce the visual impact on the project, adjacent properties, and adjacent streets;</p>	<p><i>Due to all parking located below-grade, the site lighting design is associated with pedestrian and bike safety and building lighting requirements which will reduce impacts on adjacent parcels significantly versus the lighting generally associated with surface parking lots.</i></p>
<p>(iv) Parking areas utilize landscaping materials to provide shade in excess of the requirements in Subsection 9-9-6 (d), "Parking Area Design Standards," and Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.</p>	<p><i>Landscape plant material has been designed to provide a mix of sun and shade and located throughout the site for optimal growth. The design responds to the open spaces and buildings for aesthetic qualities, but also proposes landscape which will reduce visual impacts of the internal required drives and provide shade to reduce heat island effect.</i></p>
<p><b>(F) Building Design, Livability, and Relationship to the Existing or Proposed Surrounding Area:</b></p> <p>(i) <i>The building height, mass, scale, orientation, and configuration are compatible with the existing character of the area or the character established by an adopted plan for the area;</i></p>	<p><i>The existing area of Boulder Junction and the northeast BVRC areas have been undergoing redevelopment in recent years. Specifically, with regard to building height, mass, and scale, all of this new development is consistent with what has been proposed by Rêve. The request for building height for 55' height maximum is a modification in which criteria set forth within the code has been met with this proposal. Four stories, as proposed, creates an urban rich environment that respects the urban principles for desired scale or ratio of street widths to building height. The proposal is not asking to increase density, but instead would like to increase the amount of high quality open space associated with the development to provide more community benefit. The TVAP for Boulder Junction envisions three to four story heights for new developments, which is consistent with the proposal. Massing has been described previously based on the theme of the development, but has been purposely responsive to the public open space and street corridors to not overwhelm the public realm with height and instead provide attractive, high quality architecture. Buildings have been oriented to meet goals and objectives of the TVAP, BVRC, and the BVCP so that the streetscape is activated by pedestrians and transparency and not dominated by surface parking or barren street front buildings. Surrounding buildings, either existing or approved for buildings, are all consistent with the height proposed with Rêve in relation to both Pearl Parkway and 30th Street.</i></p>
<p>(ii) The height of buildings is in general proportion to the height of existing buildings and the proposed or projected heights of approved buildings or approved plans for the immediate area;</p>	<p><i>See above description. The 55' height proposed is spread across a six acre site and by way of how the City of Boulder measures proposed height, the actual buildings height ranges from approximately 45' to the 55' measured height. With the exception of adjacent existing buildings to the south of the property, which range in height from the 2 to 3 story height and are industrial or retail uses, all new development to the west, north and east has been approved or built at the 55' height limitation.</i></p>
<p>(iii) <i>The orientation of buildings minimizes shadows on and blocking of views from adjacent properties;</i></p>	<p><i>The buildings have been oriented in a mostly north to south orientation which can minimize shadows on adjacent properties. Due to surrounding and proposed street corridors, any impact due to shadows and view corridors is limited. To balance the height and massing desired for a transit oriented area, the open space associated with the Boulder &amp; Left Hand Ditch is designed to allow for a wide swath of unencumbered views to the west where the mountains predominate as well as reduce shadows to the north and east. The required north to south TVAP connection on the north parcel also increases the setback from the property line, which inherently allows for reduced shadow impact and an increase in view exposure.</i></p>
<p>(iv) If the character of the area is identifiable, the project is made compatible by the appropriate use of color, materials, landscaping, signs, and lighting;</p>	<p><i>The architectural identity of this area has been a topic of discussion amongst the City of Boulder. The buildings architecture has taken a simple approach, without trying to do too much, that respects the visibility of the development and utilizes traditional materials to best fulfill the goals of the city. While taking cues from existing or proposed buildings regarding elements of design, Rêve would like to set the tone for future development and provide the city with a project that can be referenced as one with setting a positive precedent for future growth. Color and building materials, as well as landscape and lighting, can be found in the attached drawings for more detail. Signage is always a very detailed portion of design for the developer whereas the signage becomes a major element in the design to activate the streetscape and takes on a layered approach. At Rêve, the proposal will respect the guidelines set forth in the City of Boulder, but would like to present more detailed signage design in the future that directly responds to the architecture and better represents the potential on-site tenants along the streetscape.</i></p>
<p>(v) 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;</p>	<p><i>With the overriding theme of the development related to creating a destination that is focused on the natural environment of the Boulder &amp; Left Hand Ditch, the pedestrian is thought of first in all aspects of the design. A mix of uses have been envisioned for the street frontage which provides transparency, pedestrian activity, and multiple building entrances. Ground floor residential units have terraces and patios which open onto the outdoor spaces. Additionally, outdoor dining areas, passive seating areas, play areas, and walkways for strolling, jogging, and biking that flow into the streetscape and plaza areas provide opportunities for highly vibrant social interaction. Along the water, street and ends of the buildings, outdoor terraces and balconies have been designed into the architecture to step the massing down that create an appropriate scale that is less imposing than hard corners.</i></p>

**(2) Site Design: (cont.)**

<b>Criteria</b>	<b>Response</b>
(vi) To the extent practical, the project provides public amenities and planned public facilities;	<i>As previously discussed, public amenities have been at the forefront of the design throughout the Concept phases and into the current proposal. The multi-use path connections and roadway connections, especially the dedicated right-of-way for the future connection of Junction Place that can provide a major traffic relief alternative to the 30th &amp; Pearl intersection, all provide public facilities not currently in place with existing development.</i>
(vii) For residential projects, the project assists the community in producing a variety of housing types, such as multifamily, townhouses and detached single family units, as well as mixed lot sizes, number of bedrooms and sizes of units;	<i>This development is an all for-rent product and detached units are not contemplated. However, as is consistent with the goals of the BVCP and the City of Boulder, extensive unit types have been designed to be associated with the proposed Rêve development. While this is a true mixed use development at the core, the residential component has been designed to provide for a significant number of unit types. These range from efficiency (a.k.a. micro-units), studio, 1BR, 2 BR, 3 BR, Penthouse, Live/Work, and Townhouse type units in a relatively low number of total units. This can provide a wide range of affordability and housing choices among those that choose Boulder as their home. From families to single homes, the variety of unit types gives opportunity to people who choose to live in a transit oriented community.</i>
(viii) For residential projects, noise is minimized between units, between buildings, and from either on- site or off-site external sources through spacing, landscaping, and building materials;	<i>Noise is a concern in both suburban and, although appreciated differently, in urban areas. While Boulder Junction is envisioned mostly as an urban zone, design has been thoughtful in placement of refuse collection and service areas which may provide the most inherent noise concerns. On the north parcel, the service area has been designed within the structure at the ground level,, which serves both the retail/restaurant/office and residential components. For the south parcel, these areas are located below-grade within the parking garage and will transported to a common service area screened from 32nd Street that will consolidate the noise expected with an environment as is proposed. Likewise, the ground floor uses closest to the major street corridors have been designed to be commercially oriented uses keeping the residential units above the activity and noise from the streets, but providing upper level balconies and terraces that can activate the streetscape experience from a vertical design standpoint.</i>
(x) A lighting plan is provided which augments security, energy conservation, safety, and aesthetics;	<i>See the attached photometric and lighting plan which expands on this with the proposed design. Lighting for nighttime use is important to a mixed-use development where businesses require visibility and residential require safe, well-lit environments. Careful attention to the selection of LED or high-efficiency fixtures will adhere to a safe, secure, and aesthetic quality desired by all uses proposed on-site. As with all other aspects of sustainability, energy conservation is at the core of both fixture selection and desired lighting levels that still meet the desired levels in an urban environment for Rêve.</i>
(xi) The project incorporates the natural environment into the design and avoids, minimizes, or mitigates impacts to natural systems;	<i>As stated previously, the major component of the natural environment is the Boulder &amp; Left Hand Ditch, which is the major element that this proposal is developed around. Mitigation of plantings is necessary in order to accomplish this due to the existing conditions or required improvements the site presents. Stormwater has been designed to be incorporated as an element of design rather than an afterthought. All of this will offset the current negative impacts to the environmental conditions of the site due to on-site uses and associated conditions.</i>
(xii) Buildings minimize or mitigate energy use; support on-site renewable energy generation and/or energy management systems; construction wastes are minimized; the project mitigates urban heat island effects; and the project reasonably mitigates or minimizes water use and impacts on water quality.	<i>Rêve is exploring all opportunities related to Green Building principles to be sure that their associated benefits are proven and justified for this site. While stormwater, mechanical, and water use strategies will all be effective in minimizing energy usage, certain elements such as reducing construction waste will be sought. Light colored rooftops and heavy landscape within the hardscape areas will help to reduce the heat island effect.</i>
(xiii) Exteriors or 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;	<i>As is synonymous with authentic materials, so too is proper proportions in the design of buildings. Rêve has proposed buildings, which incorporate authentic materials into the building facades recognizing that with such presence on streets, all sides need to be treated like a highly visible façade. More importantly, the buildings have been designed to be simple and elegant, without a need to be consistently different or repetitive. The buildings proposed offer a variety of façade articulations and aesthetic visual cues so that the development does not look the same throughout. Subtle architectural differences have been applied to the mix of uses in a manner that is consistent with the permanence and theme of this community.</i>
(xiv) Cut and fill are minimized on the site, the design of buildings conforms to the natural contours of the land, and the site design minimizes erosion, slope instability, landslide, mudflow or subsidence, and minimizes the potential threat to property caused by geological hazards;	<i>The current uses on site likely filled this property, perhaps to allow for better display of the automobile sales that occurred on site. Due to this unnatural grade, more specifically related to the site north of the water where the TVAP required connections occur, the site will require cut to connect to the property to the east. Additionally, the cut and fill is affected most by the desirability to build all parking underground. Proper techniques will be used to minimize erosion and instability during construction and special care will be given when considering all waste diversion for any soil not repurposed on site.</i>

Criteria	Response
(xv) In the urbanizing areas along the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the building and site design provide for a well-defined urban edge; and	<i>Not applicable</i>
(xvi) In the urbanizing areas located on the major streets shown on the map in Appendix A of this title near the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the buildings and site design establish a sense of entry and arrival to the City by creating a defined urban edge and a transition between rural and urban areas.	<i>Not applicable</i>
<p><b>(G) Solar Siting and Construction: For the purpose of ensuring the maximum potential for utilization of solar energy in the City, all applicants for residential site reviews shall place streets, lots, open spaces, and buildings so as to maximize the potential for the use of solar energy in accordance with the following solar siting criteria:</b></p> <p>(i) Placement of Open Space and Streets: Open space areas are located wherever practical to protect buildings from shading by other buildings within the development or from buildings on adjacent properties. Topography and other natural features and constraints may justify deviations from this criterion.</p>	<p><i>The open space which runs east to west along the Boulder &amp; Left Hand Ditch bisects the site is a unifying element and has been designed to open up to 30th Street to invite the public in and experience the amenities. All additional open space is oriented north to south between the buildings, including the upper 2nd story pool terrace on the north building to allow for sun exposure and create alternating sun to shade in these spaces. Along the perimeter of the site, required setbacks have been adhered to and due to the north/south building orientation, shadows from the proposed buildings less impact on adjacent properties. The streets that occur on site are based on the required TVAP connections and occur only on the north parcel, with the exception of the extension of Junction Place to 32nd Street on the east. These connections actually require a greater distance between our proposed building and existing buildings adjacent to the site, which allows for less impact from any shadows.</i></p>
(ii) Lot Layout and Building Siting: Lots are oriented and buildings are sited in a way which maximizes the solar potential of each principal building. Lots are designed to facilitate siting a structure which is unshaded by other nearby structures. Wherever practical, buildings are sited close to the north lot line to increase yard space to the south for better owner control of shading.	<p><i>As mentioned above, the buildings have been oriented in a mostly north to south configuration to allow maximum solar potential for the open spaces which occur in between. Careful thought has been given to the width of these open spaces in relation to the height and massing of buildings to allow for a mix of sun and shade within the space, but so as not to fully shade the adjacent buildings.</i></p>
(iii) Building Form: The shapes of buildings are designed to maximize utilization of solar energy. Buildings shall meet the solar access protection and solar siting requirements of section 9-9-17, "Solar Access," B.R.C. 1981.	<p><i>The form of these buildings has considered all aspects for balancing the utilization of solar energy, the special attention giving to the open space in prioritizing the pedestrian, and developing a site plan which adheres to many principles of good urban design where buildings address the streets.</i></p>
(iv) Landscaping: The shading effects of proposed landscaping on adjacent buildings are minimized.	<p><i>Due to the amount of existing and proposed streets, or the Boulder &amp; Left Hand Ditch, that surround Rêve there is limited exposure of shade from landscaping on adjacent buildings. Within the site, the landscaping has been designed to balance both sun and shade within the open spaces, along the streets, and within the setbacks.</i></p>
<b>Criteria for sections (H), (I), (J), (K) &amp; (L):</b>	<i>Not applicable</i>