C I T Y O F B O U L D E R
PLANNING BOARD AGENDA ITEM
MEETING DATE: May 26, 2016

AGENDA TITLE:
Public hearing for consideration of a Concept Plan proposal (LUR2016-00028) to redevelop the AirGas site at 3200 Bluff Street, a roughly 1-acre property, with a mixed-use development. The proposal includes two buildings totaling 98,000 square feet in size comprised of 43,000 square feet of residential space with 36 rental units, 55,000 square feet of commercial space, and a 102 space underground parking garage. Preliminary consideration of a rezoning from Industrial Mixed Service (IMS) to Mixed-Use - 4 (MU-4) is also proposed.

Applicant: Kirsten Ehrhardt, Coburn Development, Inc.
Property Owner: AirGas InterMountain, Inc.

REQUESTING DEPARTMENT:
Planning, Housing & Sustainability
David Driskell, Executive Director
Susan Richstone, Deputy Director
Charles Ferro, Land Use Review Manager
Karl Guiler, Senior Planner/Code Amendment Specialist

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

SUMMARY:

Proposal:	Concept Plan review and comment for the proposed development of the AirGas site with a mixed-use development in two buildings totaling 98,000 square feet in size comprised of 43,000 square feet of residential in 36 rental units and 55,000 square feet of commercial space with a 102 space underground parking garage in accordance with the adopted Transit Village Area Plan. Preliminary consideration of a rezoning from Industrial Mixed Service (IMS) to Mixed-Use - 4 (MU-4) is also proposed.
Project Name:	3200 Bluff Mixed Use (AirGas site)
Location:	3200 Bluff Street (adjacent to Steel Yards neighborhood within the Boulder Junction area)
Size of Tract:	1.12 acres
Zoning:	IMS (Industrial Mixed Service)
Comprehensive Plan:	Mixed Use Business

I. INTRODUCTION AND BACKGROUND

PROCESS

Per Section 9-2-14, B.R.C. 1981, the project requires Concept Plan review and comment, because the project exceeds 50,000 square feet of floor area. The Concept Plan is an opportunity for the applicant to receive comments from the community about the proposed plan before moving forward. "Concept Plan Review and Comment" requires staff review and a public hearing before the Planning Board. Planning Board, staff and neighborhood comments made at public hearings are intended to be advisory comments for the applicant to consider prior to submitting any detailed plan documents.

Typically, the Site Review process follows Concept Plan; however, if the proposed Form-Based Code (FBC) regulations, which are intended to apply to the Boulder Junction Phase I area, are adopted by the City Council prior to the filing of a Site Review application for the property, a FBC Review would be required. The FBC is scheduled for consideration before the City Council on June 21, 2016.

BACKGROUND

As Figure 1 shows, the site is roughly one acre in size and is at the southeast corner of Junction Place and Bluff Street. It is generally level and is mostly open with the exception of some deciduous trees. The site has historically been used for industrial uses and is currently occupied by the AirGas company within a one story building on the north side of the site. The other parts of the site are used for parking and storage.

The existing Steelyards development abuts the property to the west and the recently approved S'park development is to the north and east of the site. Through the property to the immediate east is the BNSF railway.

Figure 1- Vicinity Map

Steelyards is a gridded, mixed-use development with generally two and three-story buildings. Areas along the rail corridor to the south and as approved within S*park, reflect more urban development with three to five story buildings. Development of the greater neighborhood, Boulder Junction, is informed by the Transit Village Area Plan (TVAP), which is discussed further below.

BVCP Land Use Designation

The Boulder Valley Comprehensive Plan (BVCP) designates the site as Mixed Use Business (see Figure 2). Per the BVCP Land Use Map description: "*Mixed Use-Business development may be deemed appropriate and will be encouraged in some business areas. These areas may be designated Mixed Use-Business where business or residential character will predominate. Housing and public uses supporting housing will be encouraged and may be required. Specific zoning and other regulations will be adopted which define the desired intensity, mix, location and design characteristics of these uses.*"

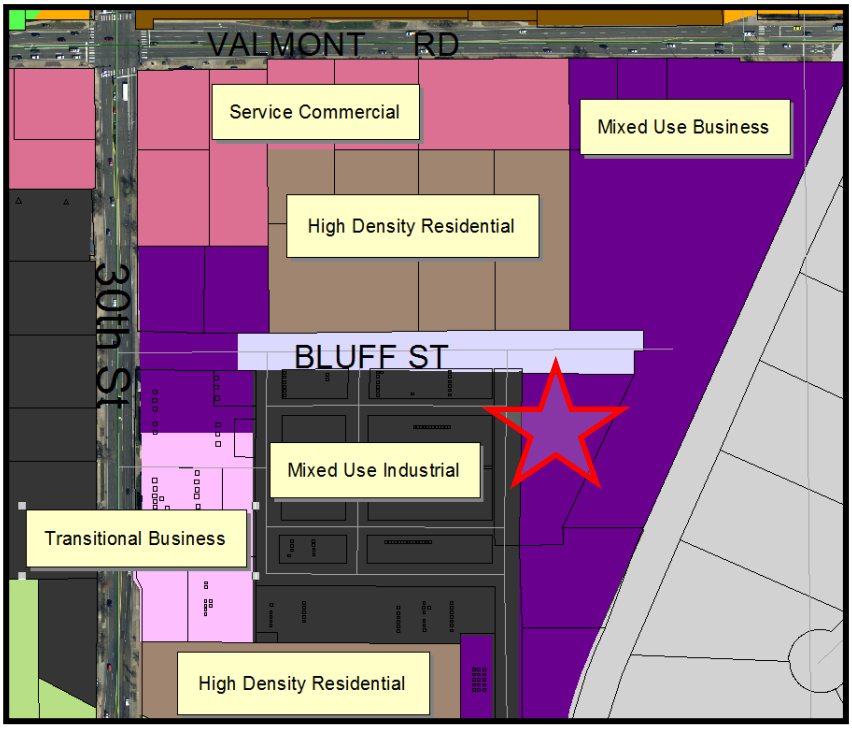

Figure 2- BVCP Land Use Map

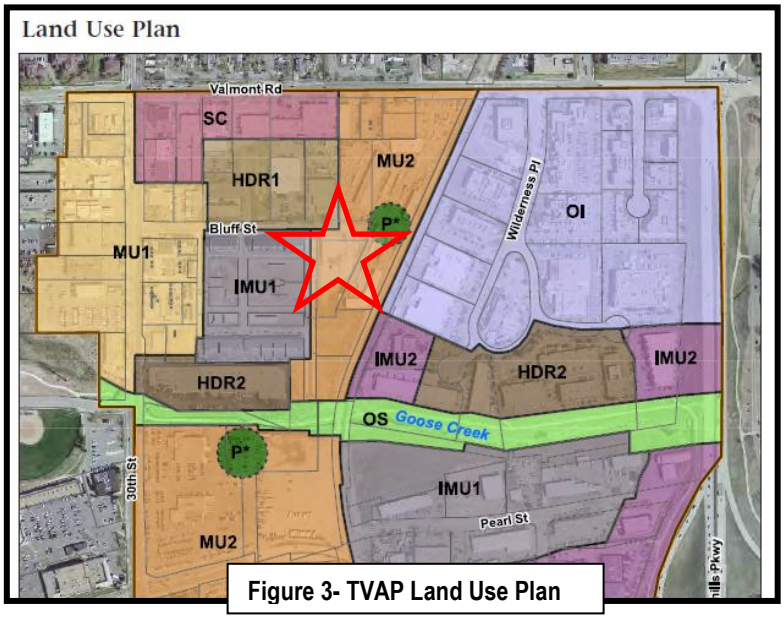

Figure 3- TVAP Land Use Plan

<u>Transit Village Area Plan (TVAP)</u>

The project site is within the Transit Village Area Plan (TVAP) area. Per TVAP, the site is planned for Mixed Use 2 where the predominant uses in mixed-use areas could be business or residential, with homes mixed vertically (above businesses) or horizontally (residential buildings next to commercial buildings.) Page 17 of TVAP notes that Mixed Use 2 areas allow "*three- to four-story mixed use buildings around a floor area ratio (FAR) of 1.5 to 2.0. Predominant use may be business or residential…..parking would be "mostly structure or first floor parking; may have some surface parking*." More specifically, the site is within a sub district of TVAP entitled the "Rail Plaza." The Rail Plaza district is described as an area that will "*evolve into a high-density, commercial and residential mixed-use area, with three- to five-story buildings*." An analysis of the proposed project's compliance with TVAP is found within the Key Issue section on page 9.

Zoning

The project site is zoned IMS, Industrial Mixed Service. This zoning district entails industrial areas on the edge of a main street commercial area, which are intended to provide a transition between a main street commercial area and established industrial zones. Industrial main street areas are intended to develop in a pedestrian-oriented pattern, with buildings built up to the street; first floor uses are predominantly industrial in character; uses above the first floor may include industrial, residential, or limited office uses, and where complementary uses may be allowed.

The applicant is proposing to rezone the site to MU-4, Mixed Use – 4, which as can be seen in the Figure 4 below, is immediately adjacent to the site. MU-4 areas are described as mixed use residential areas generally intended for residential uses with neighborhood-serving retail and office uses; and where complementary uses may be allowed. It is anticipated that development will occur in a pedestrian-oriented pattern, with buildings built up to the street.

Rezoning to MU-4 was anticipated for the site by the TVAP plan in order to be consistent with the intended land use [Mixed Use 2] specified in the Transit Village Area Plan (TVAP).

Section 9-2-18, "Rezoning," B.R.C. 1981 subsection (f)(3) speaks to this specifically with the following language:

> *Travel Demand Management Services. In the MU-4, RH-6 and RH-7 zoning districts, the property subject to the rezoning is located within an area that has parking and transportation related service provided by a general improvement district or an equivalent organization or otherwise meets the trip generation requirements of, "Trip Generation Requirements for the MU-4, RH-6 and RH-7 Zoning Districts," B.R.C. 1981.*

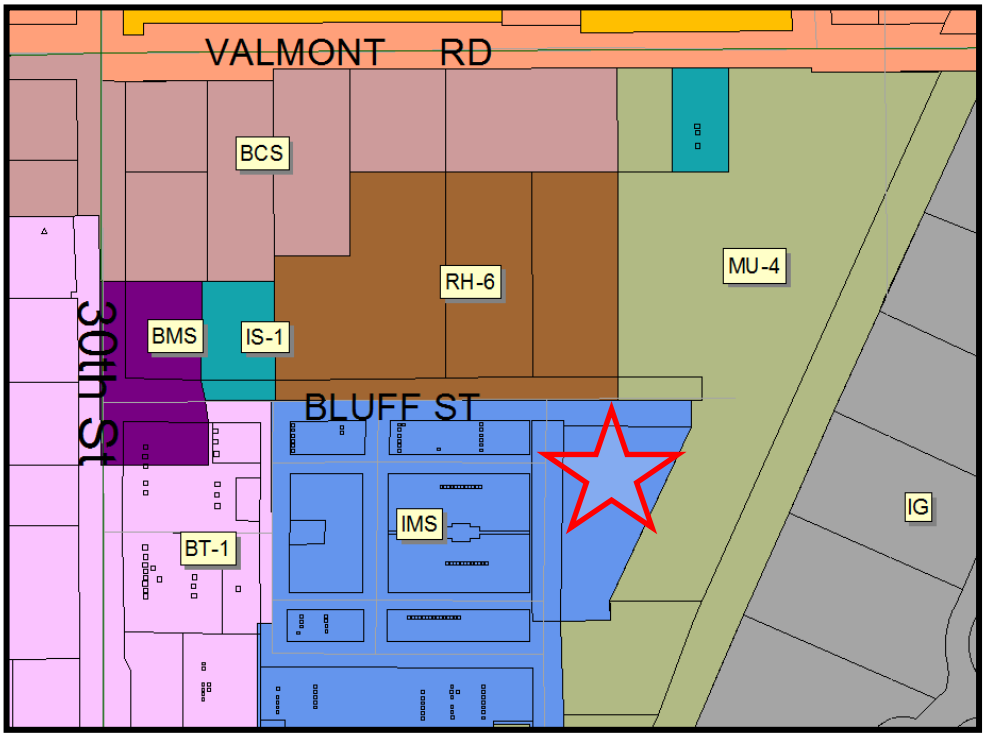

Figure 4- Zoning District Map

II. PROJECT DESCRIPTION SUMMARY

The applicant is requesting feedback on the following proposal:

- Construction of a mixed-use development in two buildings totaling 98,000 square feet;
- Buildings are proposed to be four-stories and up to 55-feet in height;
- North building of 43,000 square feet including 36 rental units with a small node of commercial on its northeast corner;
- South building of 55,000 square feet of commercial space;
- A 102 space underground parking garage accessed from both Bluff Street and Junction Place;
- Preliminary consideration of a rezoning from Industrial Mixed Service (IMS) to Mixed-Use - 4 (MU-4).

A conceptual site plan showing the building locations, garage entries, site open spaces and the required TVAP pedestrian connections (i.e., a multi-use path on the north side of the site along Bluff Street [purple dashed line]) and a sidewalk connection the south side of the site [red dashed line]) is shown in Figure 5. The Commons project is immediate south of the red line.

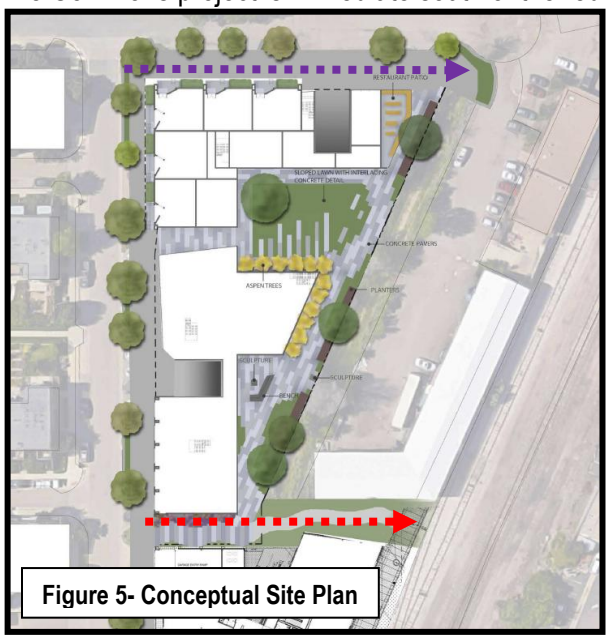

Figure 5- Conceptual Site Plan

The architecture of the project is similar to the approved Commons project to the immediate south, also designed by Coburn Developoment.

While the architecture appears well defined in the Concept Plan application, the applicant has expressed that it remains preliminary and subject to further refinement. As expressed in the written statement (**Attachment A**), the goals of the project are to result in a net zero energy performance for the site through a highly efficient HVAC system, orientation to light and use of solar etc. Sheet CP-4 of **Attachment B** also speaks to these goals.

Figure 6 – Architectural Renderings

While the project may be subject to the Form-Based Code for Boulder Junction Phase I, it has been designed to meet the restrictions of the MU-4 (Mixed Use – 4) zoning district and would include up to the allowable 2.0 FAR (Floor Area Ratio) and 20 percent open space requirement. See **Attachment A** for the applicant's written description and **Attachment B** for the conceptual plans.

For informational purposes, staff has done a cursory review of the proposal for consistency with the proposed form-based code (FBC) in the event the FBC is adopted in the near future. The following are some highlighted requirements in the FBC that the applicant should be aware of when designing the buildings according to the FBC, if adopted:

- Minimum fifty percent residential required;
- Maximum building length of 150 feet;
- Twenty-five percent semi-pervious surface;
- Vertical and horizontal expression lines;
- Sixty percent pitched roof or thirty percent step down in floors;
- No blank walls over 15 feet in width;
- Eighty percent major materials with sixty percent maximum on one material type;
- Vertical window orientation;
- Golden ratio compliance;
- Proximity to outdoor space within 1/8 of a mile;
- Material transitions;
- Articulation at the base (18 inches maximum), and
- Façade variety requirements.

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

CONCEPT PLAN REVIEW AND COMMENT
Section 9-2-13

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

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

The site is roughly one acre in size and is at the southeast corner of Junction Place and Bluff Street. It is generally level and is mostly open with the exception of some deciduous trees. The site has historically been used for industrial uses and is currently occupied by the AirGas company within a one story building on the north side of the site. The other parts of the site are used for parking and storage.

The existing Steelyards development abuts the property to the west and the recently approved S'park development is to the north and east of the site. Through the property to the immediate east is the BNSF railway. Steelyards is a gridded, mixed-use development with generally two and three-story buildings. Areas along the rail corridor to the south and as approved within S'park, reflect more urban development with three to five story buildings. Development of the greater neighborhood, Boulder Junction, is informed by the Transit Village Area Plan (TVAP), which is discussed further below.

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

Relevant Boulder Valley Comprehensive Plan (BVCP) policies to the development have been identified and are found within ***Attachment C****. Overall, the project is consistent with the vision of Transit Village Area Plan (TVAP)as a mixed-use project within an emerging high density, more urban environment. TVAP specifies the land use of the site as Mixed Use 2, which encourages "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." The proposed project would be four-story with subterranean parking and includes a mix of residential and commercial uses. TVAP encourages a diversity of housing types, but generally envisions stacked housing at the subject site.*

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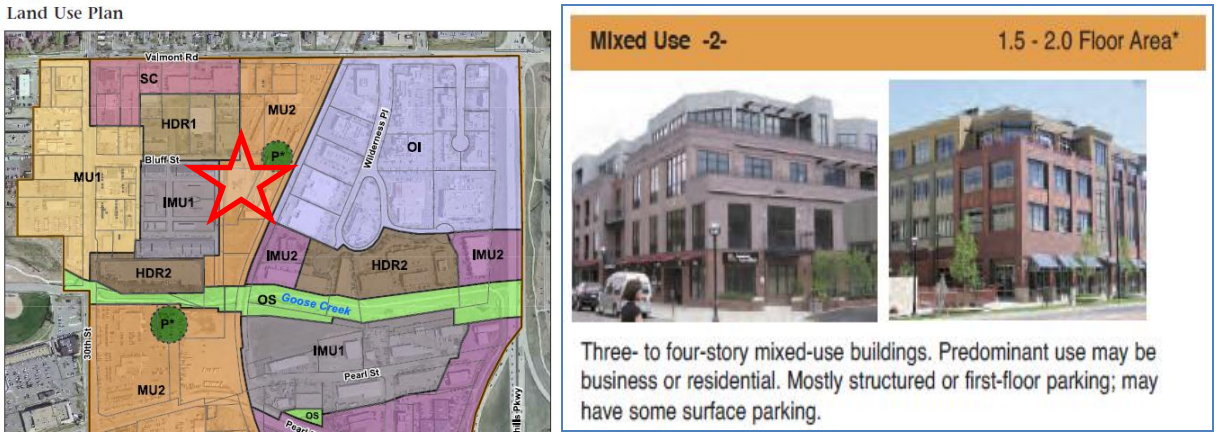


Figure 7- TVAP Land Use Description and Plan

The following is an analysis of the concept plan against relevant General Guidelines of TVAP:

General Urban Design Guidelines:

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

  The conceptual site plan shows buildings oriented to both Junction Place and Bluff Street with entrances along both streets.

- ***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.***

  In general, the proposal has well designed ground floors that are appropriate to pedestrian streetscapes; however, there are some small areas of blank walls that could be improved with more fenestration or different window styles. Further, a garage entry on the north elevation degrades from the quality of the streetscape in that location near what would be the future rail plaza. Staff suggests that this be removed.

- ***Consider opportunities to frame or preserve views of the Flatirons to the southwest.***

  The project includes roof decks on the west side of the building allowing for mountain views.

- ***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.***

  Areas not occupied by buildings are shown on the plan as urban amenity spaces that have inviting surface treatments mixed with greenspace and plantings. The spaces would benefit from early day sun and appear to be designed to connect to all streetscapes and the multi-use path on the south part of the site.

- ***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. This is especially important where street blocks are large, for example in the Wilderness Place District.***

  As stated above, the open spaces on the site connect to all streetscape and a pedestrian connection on the south side of the site provides access to the east. A mid-site pedestrian connection into the site is also provided as well as one on the north side of the site near the eventual rail plaza. These connections would provide appropriate permeability through the site.

- ***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.***

  Staff recommends against the garage entry on the north side of the site as it interrupts the pedestrian flow along a designated multi-use path and an important connection to the rail plaza area.

- ***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.***

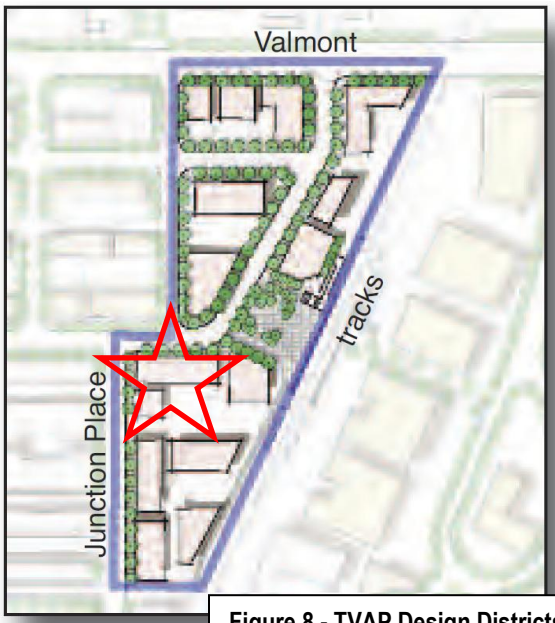
  At the point where the pedestrian passage enters the site midway along the Junction Place frontage, staff suggests a small gathering space with seating, planters etc. consistent with the goal above. Staff also suggests that this penetration be located as to align with the east-west pedestrian pathway in the Steel Yards development across the street.

- ***Where feasible, place active uses, such as retail or commercial services on the first floor of buildings along Junction Place***

  The proposed plan includes retail and commercial uses along the ground floor along Junction Place. As stated below relative to the rail plaza, it would also be important to have more robust commercial uses location along Bluff Street nearest to the future rail plaza area.

- ***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.***

  Based on the potential for configuration changes in land use on the site, staff notes the importance of meeting this goal, but will reserve review until such time as a new layout is proposed.



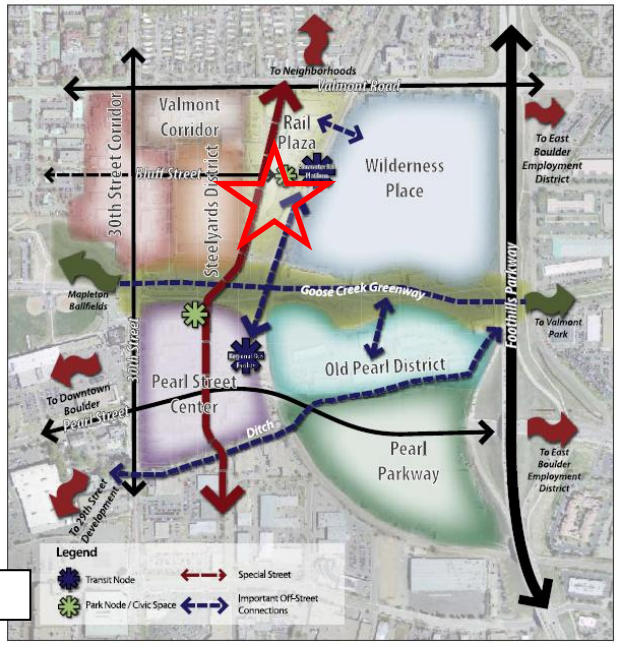


Figure 8 - TVAP Design Districts

Rail Plaza Guidelines
The subject site is found within the "Rail Plaza" urban design district within TVAP.

TVAP describes the area as one that will "evolve into a high-density, commercial and residential mixed-use area, with three- to five-story buildings." Guidelines specific to the area are discussed below:

➔ Locate buildings along the street with parking behind.

Proposed buildings are located up to Junction Place and Bluff Street with parking entirely below grade.

➔ 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.

The proposal includes a small retail space adjacent to the rail plaza area; however, most of the commercial/retail spaces within the proposal are located on the south part of the site. To be consistent with this guideline for active uses to be located on the ground level of buildings adjacent to Rail Plaza, staff suggests that the commercial uses be shifted to the north part of the site. Residential uses could be relocated to the south part of the site, which would also better transition to the existing Steel Yards development to the west. To be consistent with the goal above about ground level retail along Junction Place, staff recommends keeping a stretch of commercial uses in that location where a pedestrian penetration into the site is located.

➔ Orient buildings to Junction Place, 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 proposed project is near the rail tracks, but is separated by one property that is currently approved for surface parking. Nevertheless, it appears that the concept has been designed to address streetscape, but also not "turn its back" to the open space areas on the east part of the site.

Additional design considerations:

As stated above, staff supports the land use mix on the site and finds it generally consistent with TVAP. However, based on the guidelines and considering the context around the site, staff has created the following specific list of suggested modifications to create a greater level of consistency with TVAP, a more improved site layout, and enhanced connection to its surroundings (see **Attachment C** for Development Committee Review comments):

- Eliminate the garage entry point along Bluff and expand commercial/retail uses in the northeast location nearest to the future rail plaza area;
- From a design perspective, consider relocating the Junction Place garage entry with Iron Forge Place in the Steel Yards development. This will require further analysis of a traffic study specific to queuing at the stop sign, but may be preferable solution if there are no anticipated conflicts;
- Consider dual sided retail uses along Bluff (northeast corner) and Junction Place (midblock) that activate the streetscapes as well as the areas framing the interior courtyard;

- Any residential along Junction Place or Bluff Street should have stoop entries to provide good separation from the street, but have inviting entries to building;
- For the purposes of creating a proper transition from the more intense areas nearest to the rail corridor down to the lower scale of the Steel Yards residential development, staff encourages the location of the commercial floor plates to the eastern side where possible (this does not include eliminating the pedestrian connection along the east side). Staff continues to encourage ground floor retail/commercial along Junction Place and in the northeast corner of the site as previously stated;
- Staff supports the roof deck, as proposed, but requests more information about whether it would be open to both the residential and commercial components;
- Consider more functional balcony spaces for the residential uses;
- Create or allow for a pedestrian connection between the pedestrian connection the south side of the site with the Commons project, and
- Align the mid-block pedestrian penetration into the site with the existing east-west pedestrian walkway in Steel Yards and use the opportunity to create an attractive landscape/open space node on the interior of the site that would terminate the vistas from the west pedestrian walkways as well as from the pedestrian walkways on the north and southeast portions of the subject site. This may require reconfiguration of the interior courtyard (see Figure 9 as follows). Staff encourages design on the elevated glass/wood second floor connection (consider a greater level of transparency as well) as an additional focal point when viewed from Steel Yards;

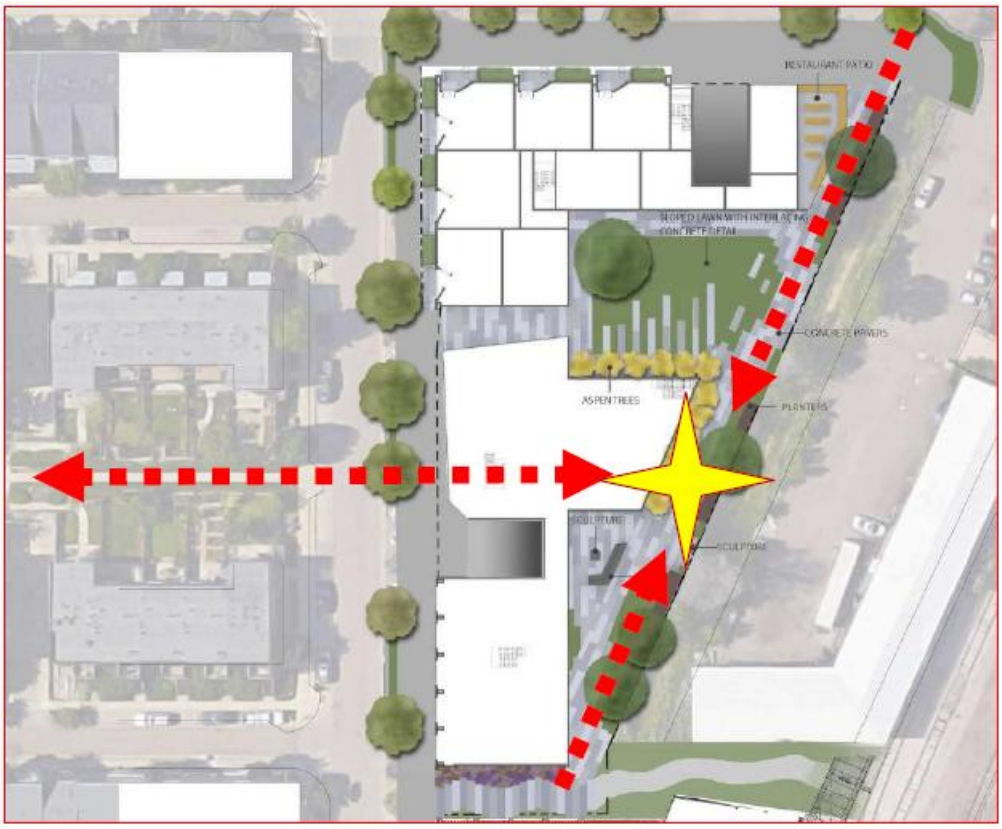


Figure 9- Pedestrian circulation suggestions

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

Under current review procedures, the project would require a Site Review due to its proposed size and height and would be subject to all the criteria in Section 9-2-14(h) of the Land Use Code. The height modification would require Planning Board review at a public hearing. Submission requirements would be the same as any other Site Review and would have to satisfy the requirements of section 9-2-14(d), B.R.C. 1981.

However, if the proposed Form-Based Code (FBC) is adopted by the city at or before submittal of a Site Review application, a FBC Review would be required. This would be a staff level review subject to Planning Board call up and would be subject to the new regulations proposed as Appendix M of the Land Use Code. Exceptions could be requested but would be subject to the review criteria within the proposed section 9-2-16, "Form-Based Code Review," B.R.C. 1981.

Reviews would follow a standard three-week review track where comments or a decision would be rendered at the end of that time. If revisions were required, additional review tracks could be scheduled.

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

If the site is to be subdivided (which does not appear to be the case) a Preliminary Plat (generally at the time of either Site Review or FBC Review) and Final Plat (Technical Document review after Site Review or FBC Review) would be required to subdivide the properties and dedicate any new public rights-of-way. Technical Documents would be required after Site Review or FBC Review and dedications of any public access easements or right-of-way would be required at that time. Building permits would follow approval of Technical Documents and any applicable Final Plat approvals.

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

TVAP specifies two pedestrian connections on the site: a multi-use path along the north frontage of the site and a sidewalk connection on the south side of the site. These connections would be required as part of any land use approvals. The applicant is seeking inclusion in the Boulder Junction Parking and TDM District.

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

The site is a developed industrial site with no identified environmental opportunities or constraints.

7) Appropriate ranges of land uses; and

The BVCP designates the site as Mixed Use Business and TVAP describes the site as Mixed Use 2. The TVAP speaks of the importance of adding residential uses to the Boulder Junction area to offset the jobs: housing balance as well as creating a successful mix of uses for a transit-oriented development. TVAP also a note speaks to the goals of having commercial and retail uses and services for pedestrian activity near the future rail plaza. Page 15 of TVAP notes that "*development densities are highest close to the future bus and rail facilities to maximize the number of workers and residents who have convenient access to public transportation.*" Based on the proposed mix of uses on the site, the land uses are appropriate, although a reconfiguration of the commercial and residential may be necessary to concentrate commercial services nearest to the rail plaza and have residential on the south side to transition to the existing Steel Yards development.

8) The appropriateness of or necessity for housing.

TVAP states, "*to meet diverse needs and incomes the plan provides for a variety of housing types from urban townhomes to stacked flats to live/work units*." The proposed project would have stacked flats in an areas expected to have the highest intensity of development near the rail plaza. The proposal would add 36 new rental units to the site.

PUBLIC COMMENT AND PROCESS:

Required public notice was given in the form of written notification mailed to all property owners and renters within 600 feet of the subject site and a sign was posted on the property for at least 10 days. All notice requirements of Section 9-4-10(g), B.R.C. 1981 have been met. An additional courtesy notice of the Planning Board public hearing was also sent to neighbors.

An open house on the proposal is scheduled for Wednesday, May 18th. Public comments on the proposal can be found in **Attachment D**.

STAFF RECOMMENDATION:

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

Approved By:

David Driskell, Executive Director
Department of Community Planning and Sustainability

ATTACHMENTS:

A: Applicant's written statement dated March 31, 2016
B: Proposed plans dated May 3, 2016
C: Development Review Committee comments dated April 22, 2016
D: Public comments

COBURN

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March 31, 2016

3200 Bluff Street
Boulder, Colorado
Concept Review and Comment - Written Statement

Introduction:
The proposed project at 3200 Bluff Street continues the fabric begun by The Commons. It consists of a residential and a commercial building on the site of the existing Airgas facility to the east of Junction Place and the south of Bluff. This project will create a development that is highly sustainable, provide a mix of interconnected uses including retail, office, residential and restaurant, and continue the alternative transportation and community engagement elements found at The Commons. The form of the buildings continues the buffer for the rail lines to the east, creates a transition to the residential and mixed-use buildings to the west, and is optimized for solar and daylighting opportunities. The northern building will be approximately 43,000 sf with approximately 36 residential units along with first floor restaurant space, and the southern building will be approximately 55,000 sf. and house commercial uses including retail and office. This mix of uses helps create a transition between the commercial in The Commons to the south and the residential of Steel Yards and Spark to the north. There are slightly more than 100 parking spaces in a subsurface garage. The project is intended to exceed a LEED platinum standard but is not proposing to seek certification.

The basic form and mass of the buildings have arisen directly from the program, context, and sustainability goals and manifest themselves in a similar manner to The Commons. The main volumes of the structures are kept to the east side of each site, creating a buffer between the railway tracks and the residential units in the Steel Yards, as well as protecting the Junction Place pedestrian space from noise and train activity. This also allows for uninterrupted solar access on the roof and parts of the east and south facade of the buildings, as shown in the accompanying solar intensity studies. The buildings step down toward the street on the west side, creating an appropriate streetscape whose human scale helps to create a transition between the larger format buildings of Spark and the finer scale of the Steel Yards to the west. Pedestrian connections run throughout the project, including an east-west path to the south that matches the location shown on the TMP, an internal entry to the residential plaza that connects to Junction Place, and a tertiary north-south pedestrian path along the eastern edge fo the property that joins the internal plazas and connects them with the woonerf of Spark to the north. The internal plazas create outdoor gathering spaces, separately focused on commercial and residential uses, with a variety of seating, shade structures and landscaping. The commercial plaza is crafted to be a continuation of the northern plaza at The Commons.

The buildings will be highly sustainable. To achieve this, there are a number of strategies that are designed into the project from the outset. In addition to the solar array tuned to the building's aspect on the site, the project will seek to reduce its demand loads on an annualized basis. The buildings provide optimum widths for daylighting, and to this end, erode to the east, resulting in internal residential and commercial plazas, reducing the need for artificial light. A responsive HVAC strategy, such as a variable refrigerant system, will allow the building to respond to the actual unit needs rather than conditioning on a full-building scale, and a variety of unit and tenant-based

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coburnpartners.com

ideas are being considered to reduce plug loads. A highly advanced building envelope, consisting of thermally broken 3-pane fiberglass windows, tuned window-to-glass ratios per facade, functional overhangs, solar awnings, very low infiltration rates and architecturally designed shades will complete the package, reducing heat gain in summer and heat loss in winter.

The project will incorporate a variety of community based elements including retail, restaurants and a potential market-type space. The uses are designed to augment and continue the community spaces in The Commons. The restaurants are designed to help terminate the woonerf in Spark and add life to the north side of the building and its residential street. The western commercial spaces, including retail and market, pick up where the Commons leaves off to complete Junction Place as a public street from Goose Creek to Bluff.

Compliance with Title 9, Land Use Regulations:

1. Concept Plan Criteria:

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

      The site is currently an industrial parcel with little vegetation. There are trees in the drainage ditch beyond the east side of the property. The new buildings will be designed to highly efficient sustainability standards and will include large arrays of solar on the roofs and possibly parts of the eastern and southern facades. The building widths are set to accommodate optimal daylighting. Landscaping will be incorporated into the public plazas.

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

      This project is located to the north of Boulder Junction and is connected by Junction Place. In addition to being connected to the large transport hub, the site intends to share and augment the private "mobility hub" incorporated into The Commons. The southern portion of the site provides an east-west pedestrian path as located by the TMP, joining Junction Place to the north-south bike path along the tracks. There is also potential for this site to be connected to future bus stops. This is one of the best connected multi-modal sites in Boulder.

   c. *Proposed Land Use*:

      The existing zoning for these lots is IMS. This proposal will include a zoning change request to MU-4 as planned for in the Transit Village Area Plan. The project will be residential and commercial with potential offices, retail and restaurant uses.

      <u>Changes requested from the MU-4 Zoning Standards:</u>

      - *Minimum Front Yard Landscaped Setback*

        This project is an urban building on Junction Place, which makes the standard 20' front yard setback inappropriate. The applicant proposes a 3' front yard setback, which provides building faces in line with The Commons to the south (the 3200 Bluff property has a wider ROW adjacent to it, requiring a smaller setback to allow the building faces to line up). The sidewalk is proposed to be the same overall width as it is to the south.

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

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- *Minimum Front Yard Setback From a Street 3rd Story & Above*
  In order to provide an appropriate street face and match the buildings to the south and north, as well as Steel Yards to the west, there is a signifigant portion of the 3rd story that is not setback 12'. On the north side, adjacent to the 4-story Spark project, there is a portion of the building that is not set back on the 4th floor. The great majority of the 4th floor meets the setback requriements.

- *Maximum Stories*
  The project lies in the Rail Plaza district of the TVAP, which is intended to be a high density district with 3- to 5-story buildings. Site Review is required in MU-4 for projects over 3 stories in height. The project is designed to be 4 stories, below the 5-story intended maximum.

- *Maximum Building Height*
  The project lies in the Rail Plaza district of the TVAP, which is intended to be a high-density district with 3- to 5-story buildings. Site Review is required in MU-4 for projects over 35 feet in height. The project is designed to be 52 to 55 feet (within the 55-foot maximum).

- *Maximum Floor Area of Any Principal Building*
  MU-4 defines that buildings with principal areas over 15,000 sf must go through the Site Review process. The maximum FAR is listed as 2.0, and the site has a proposed FAR of of just under that metric. This meets the intent of the density desired in the Rail District.

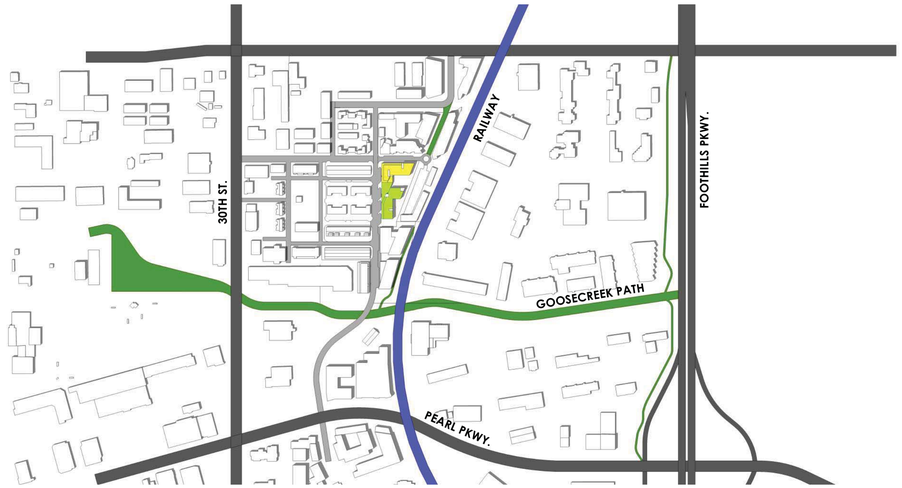
This project is designed to be integrated into the surrounding area and could only work in this specific site. Every part of the design arises from the location, the context, the sustainability requirements, and the community goals. The buildings and site are designed to be an integral part of the Boulder Junction fabric, and are intended to further the intent and stated goals of the area plan.

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

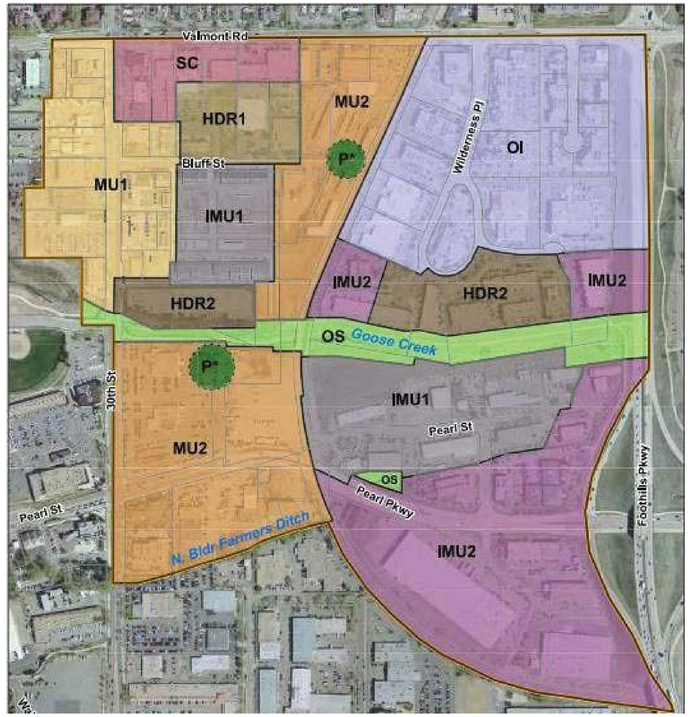
MORGAN CREEK VENTURES

3200 BLUFF STREET - MIXED USE DEVELOPMENT: CONCEPT REVIEW AND COMMENT

1. EXISTING ZONING MAP



3. VICINITY MAP



2. TVAP ZONING MAP

PROJECT INFORMATION:

DESCRIPTION -

A 1.12 ACRE PARCEL OF LAND LOCATED ON THE CORNER OF 33RD AND BLUFF ST. IN THE JUNCTION PLACE DEVELOPMENT OF THE CITY OF BOULDER

LEGAL DESCRIPTION -

LOT 21 LESS E 131.65 FT & LOT 20 LESS W 55 FT & 1/2 VAC HILL ST & 10 FT VAC BLUFF ST ADJ WALKERS SUB SPLIT TO ID 117285/DEED 12/93

SCOPE OF WORK -

NEW CONSTRUCTION OF 98,200 SQ. FT. OF MIXED USE (RESIDENTIAL, COMMERICAL, RETAIL ETC.) SPACE OVER 2 SEPARATE BUILDINGS OF APPROXIMATELY EQUAL AREA.

ZONING PARAMETERS -

ZONING:	IMS - REZONE REQUESTED TO MU4	
SETBACK MINIMUMS:	FRONT:	0FT
	SIDE:	0FT
	REAR:	15FT

SITE INFORMATION -

LOT AREA: 49,144 SF

BUILDING INFORMATION -

BUILDING TYPE:	MIXED USE
PROPOSED F.A.R.:	2.0
PROPOSED BUILDING AREA:	98,000 SQ. FT.
BUILDING HEIGHT:	38' 55' W/ HEIGHT MODIFICATION

DRAWING INDEX:

CP-1	Project Information, Zoning and Vicinity Map
CP-2	Context Diagram
CP-3	Massing and Form
CP-4	Sustainability
CP-5	Block Analysis
CP-6	Exterior Elevations
CP-7	Renderings
CP-8	Precedents - Form & Facade
CP-9	Precedents - Landscape
CP-10	Conceptual Site Plan
CP-11	Conceptual Floor Plans
CP-12	Conceptual Floor Plans

PROJECT TEAM:

OWNER:
Morgan Creek Ventures
3020 Carbon Pl. #203
Boulder, Colorado
p:

ARCHITECT:
Coburn Development
2560 28th St. #200
Boulder, Colorado
p: 303.442.3351

SUSTAINABILITY CONSULTANT:
Integral Group
1084 Foxworthy Ave. Ste. 150
San Jose, CA 95118
p: 408.448.6300

CIVIL ENGINEER:
JVA Inc.
1319 Spruce St.
Boulder, CO 80302
p: 303.444.1951

3200 BLUFF STREET: CONCEPT PLAN REVIEW

CP-1

3200 BLUFF STREET, BOULDER, COLORADO

05.03.2016

COBURN ARCHITECTURE

MORGAN CREEK VENTURES

MEREDITH HOUSE
RESIDENTIAL

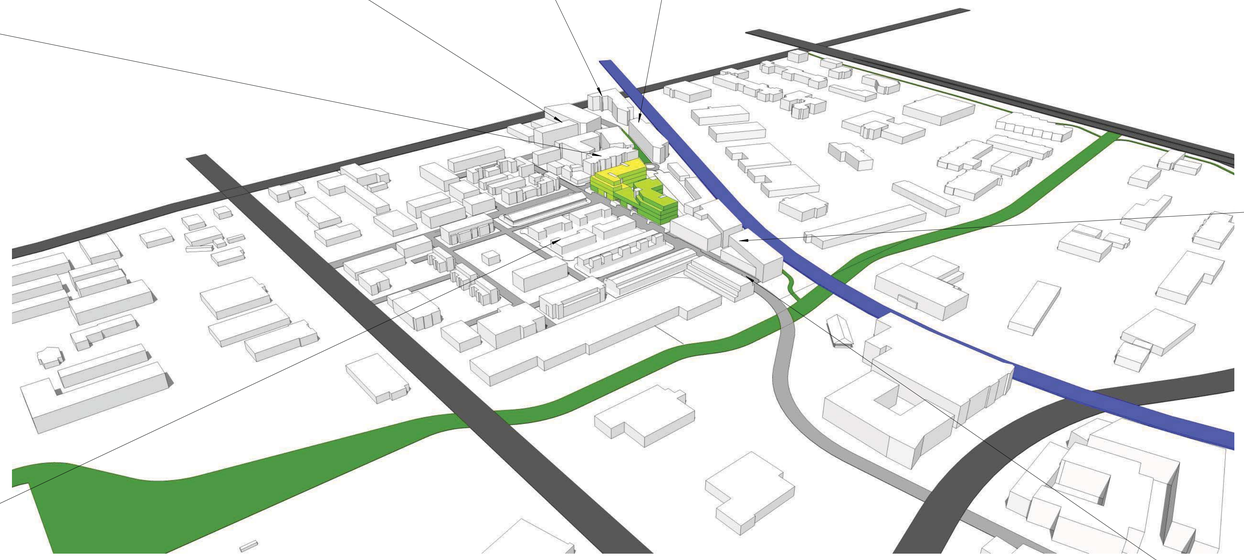
CICLO & MARKT
MIXED

RAILYARDS
COMMERCIAL

TIMBER LOFTS
RESIDENTIAL

COMMONS
MIXED

STEEL YARDS
RESIDENTIAL



CONTEXT MAP

NICKEL FLATS
RESIDENTIAL

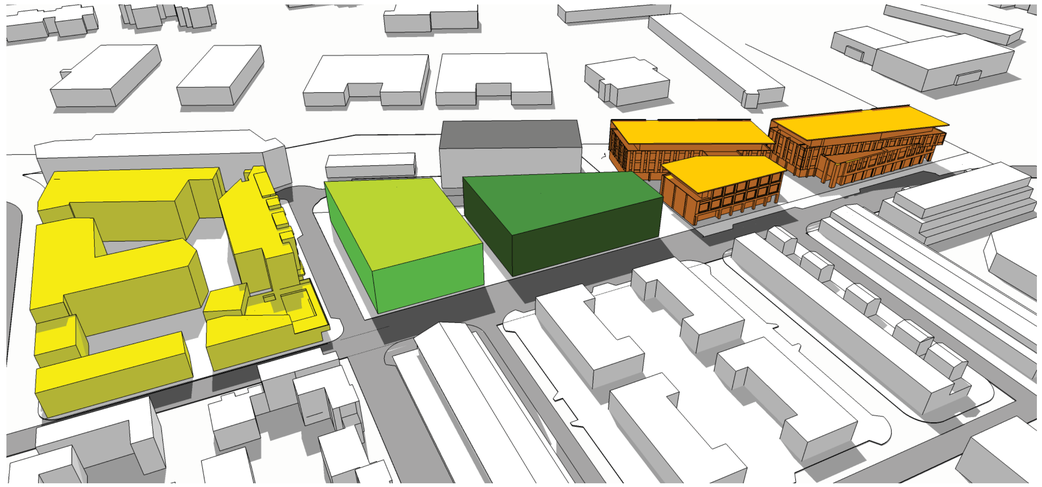
3200 BLUFF STREET: CONCEPT PLAN REVIEW

3200 BLUFF STREET, BOULDER, COLORADO

CP-2

04.01.2016

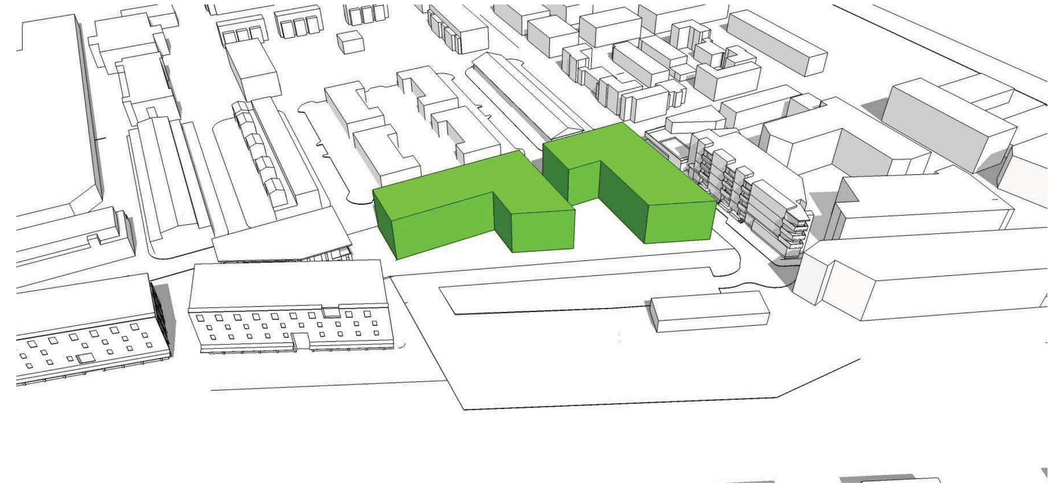
COBURN ARCHITECTURE



1. CONNECTING CONTEXT

The proposed site sits at the junction of the approved development to the north and south. With a residential building to the North which continues the residential pattern established there, and a commercial building to the south which does the same for the commercial fabric on that end, our connecting site poses an opportunity for an elegant transition interlaced with pedestrian permeability.

= EXIST. RESIDENTIAL
= EXIST. COMMERCIAL
= PROPOSED RESIDENTIAL
= PROPOSED COMMERCIAL



2. DAYLIGHTING

Critical to Net-Zero goals, comfort and lively spaces, the maximum building width is designed to be approximately 65-70 feet. This optimum width allows light penetration throughout both buildings. Harvesting the light for natural illumination reduces the energy load of the building while increasing apparent and actual user comfort.

3. PEDESTRIAN CONNECTIONS AND SPACES

The site provides excellent opportunities for pedestrian connections, walkability and pedestrian scale spaces. While there are the more public alt-mode connections of the bike path to the east and the multi-use Junction Place to the west, the interior of the project, in conjunction with The Commons to the south as well as the future development on the S*park land to the east, is developed as an interior walking pathway. This runs from the Commons plaza on the south to the Woonerf of S*park on the north, and has numerous plazas to enjoy along the way as well as great permeability to the outside throughout its length.
.

= PEDESTRIAN SPACE
= BIKE PATH

4. BRIDGING THE SCALE

Continuing the massing setback strategy of Boulder Commons, the building responds to surrounding scale by stepping back at the third and fourth stories where appropriate. The northwest corner and west facade respond to the smaller scale residential development to the West and North West by utilizing a 2-3 story front with a setback to the fourth story behind, relating them to the scale of the Steel Yards. The north and eastern sides, on the other hand, exhibit the taller 4 story scale which allows them to be in step with the buildings to which they are adjacent.

= EXIST. 2-3 - STORY
= EXIST. 4 - STORY
= PROPOSED 2-3 - STORY
= PROPOSED 4 - STORY

3200 BLUFF STREET: CONCEPT PLAN REVIEW

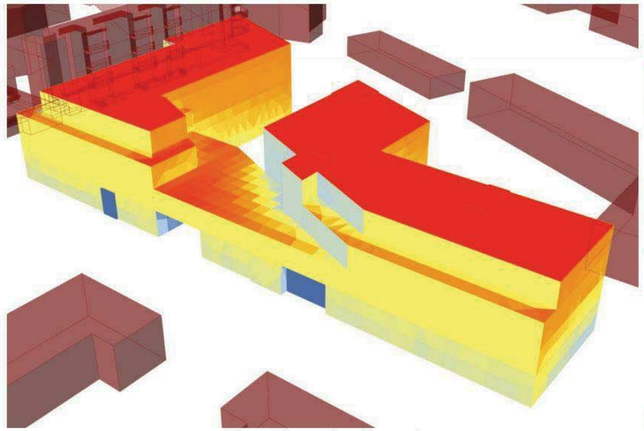
CP-3

3200 BLUFF STREET, BOULDER, COLORADO

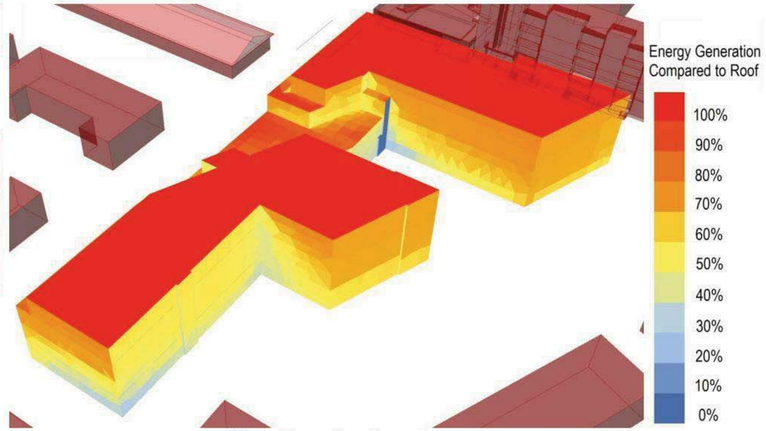
05.03.2016

COBURN ARCHITECTURE

Solar Insolation Study – Map of Solar Availability



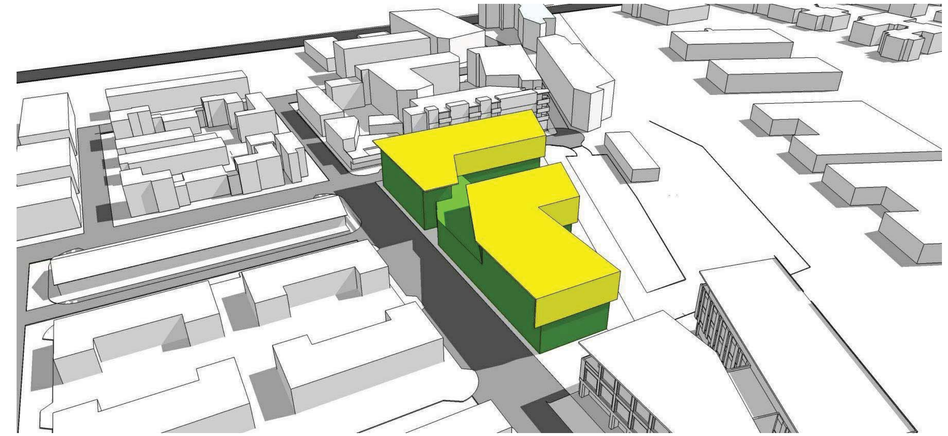
View From Southwest



View From Southeast

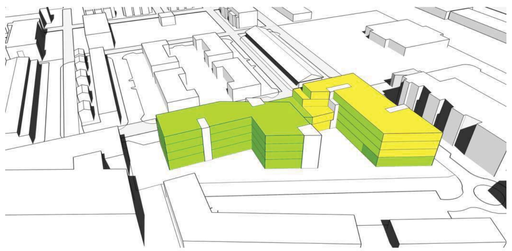
- To supplement roof mounted PV, this analysis shows how different facades generate energy per calendar year compared to the roof

SOLAR ROOF:

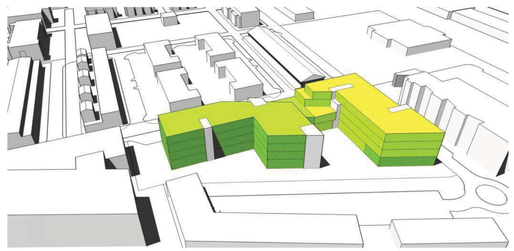


Yellow roof and wall areas indicate potential solar panel locations based on the Solar Insolation Study and shadow study. Eastern Facade may also be utilized.

SUMMER SHADOWS:



9 AM



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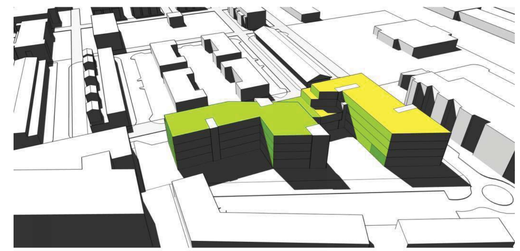
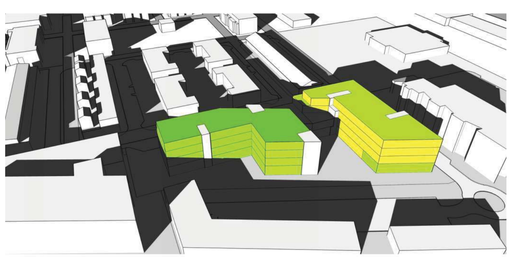


3 PM

WINTER SHADOWS:



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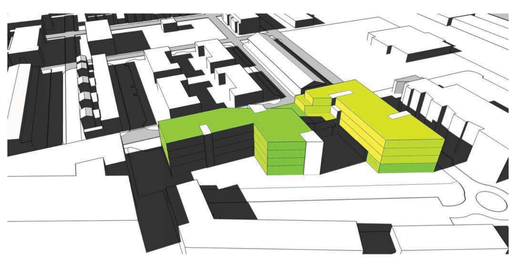

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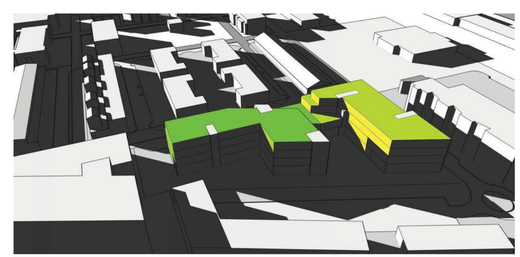
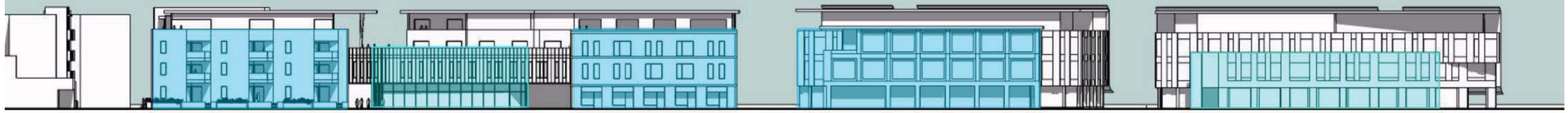


3 PM

SUSTAINABILITY

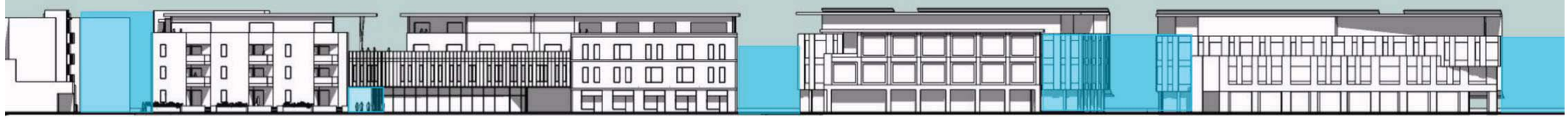
- **Overview:** The goal is to create a Net-Zero Project
- **Site & Building Location:** The development has been designed to decrease the footprint of the buildings and create several public plazas. This allows for the incorporation of ample open space, pervious areas, and landscaping to help decrease the heat island effect and stormwater runoff. In addition, the building form and orientation were designed for daylighting and solar energy generation.
- **Proximity to Transit:** In addition to being connected to the future transit hub along along Junction Place, 3020 Bluff Street will encourage alternate modes of transportation by providing a bike station and car share program in conjuntion with The Commons the South. The project is also located on future bus and rail lines and provides a connection to the multi-use path along Goose Creek.
- **Solar:** The building form lends itself to ample opportunities for solar energy to be harvested on the roofs and along the South and East elevation. The amount of solar energy potential available will help create a Net-Zero building.
- **Daylighting:** The building has been designed with optimum widths for daylighting, which will reduce the lighting load, resulting in decreased energy usage.
- **Envelope and Mechanical Systems:** A tight, well-insulated building envelope coupled with an advanced, highly efficient HVAC system will ensure the building can be operated with a lower energy load.
- **Efficient Lighting and Plumbing Fixtures:** Selecting energy efficient lighting fixtures along with occupancy sensors and low-flow plumbing fixtures will allow the building to operate with lower energy and water consumption.

SCALE AT STREET



HEIGHT OF BUILDING AT SIDEWALK

SITE PERMEABILITY



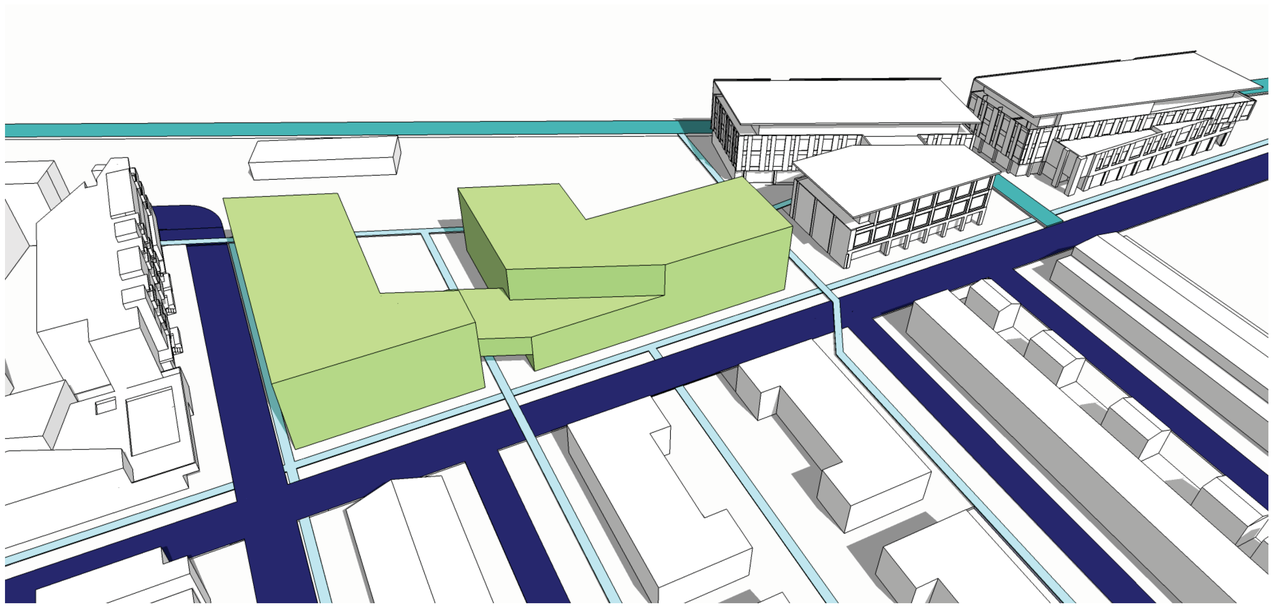
BLUFF STREET

RESIDENTIAL
COURTYARD ENTRY

PEDESTRIAN PATH
PER T.M.P.

COURTYARD PLAZA +
BIKE PATH CONNECTION

GOOSE CREEK
GREENWAY



MULTI-MODAL TRANSPORTATION FABRIC

- ROAD
- BIKE PATH
- WALKWAY

3200 BLUFF STREET: CONCEPT PLAN REVIEW

CP-5

3200 BLUFF STREET, BOULDER, COLORADO

04.01.2016

COBURN ARCHITECTURE

MORGAN CREEK VENTURES

1 CONCEPTUAL WEST ELEVATION - WITH CONTEXT
1/16" = 1'-0"

2 CONCEPTUAL NORTH ELEVATION - WITH CONTEXT
1/16" = 1'-0"

3200 BLUFF STREET: CONCEPT PLAN REVIEW

3200 BLUFF STREET, BOULDER, COLORADO

CP-6

05.12.2016

COBURN ARCHITECTURE

NORTHWEST

NORTHEAST

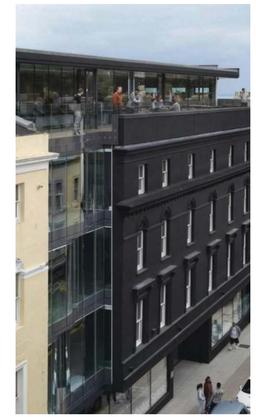
3200 BLUFF STREET: CONCEPT PLAN REVIEW

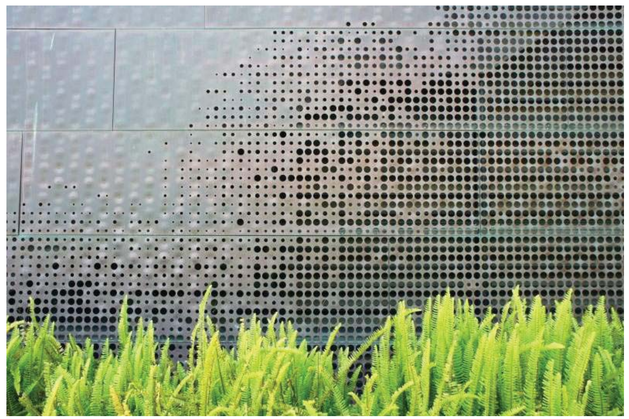
3200 BLUFF STREET, BOULDER, COLORADO

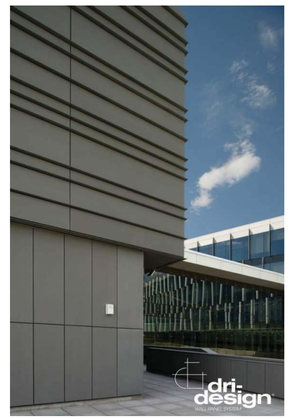
CP-7

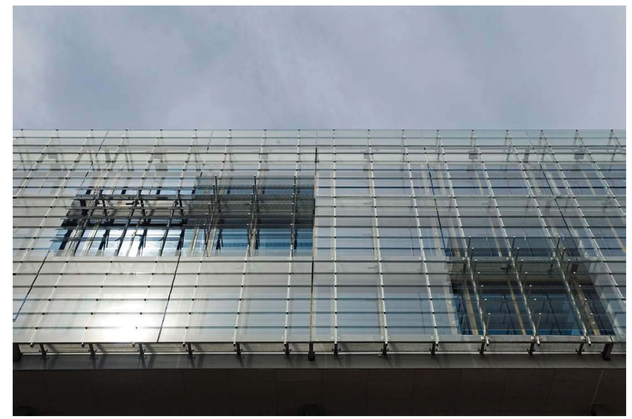
05.12.2016

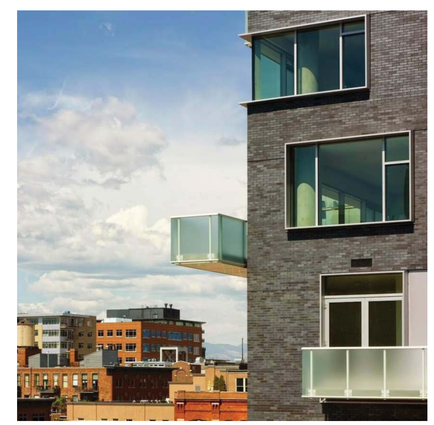
COBURN ARCHITECTURE

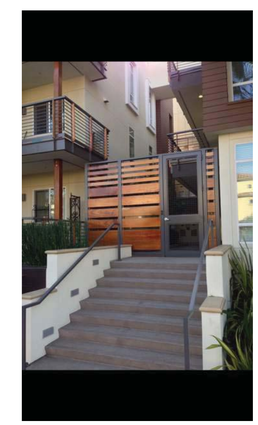












PRECEDENTS - FORM AND FACADE

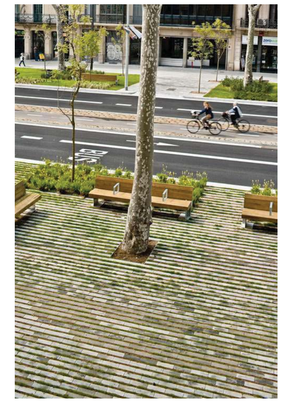
3200 BLUFF STREET: CONCEPT PLAN REVIEW

CP-8

3200 BLUFF STREET, BOULDER, COLORADO

04.01.2016

COBURN ARCHITECTURE



PRECEDENTS - LANDSCAPE

3200 BLUFF STREET: CONCEPT PLAN REVIEW

3200 BLUFF STREET, BOULDER, COLORADO

CP-9

04.01.2016

COBURN ARCHITECTURE

1 CONCEPTUAL SITE PLAN
1/32" = 1'-0"

3200 BLUFF STREET: CONCEPT PLAN REVIEW

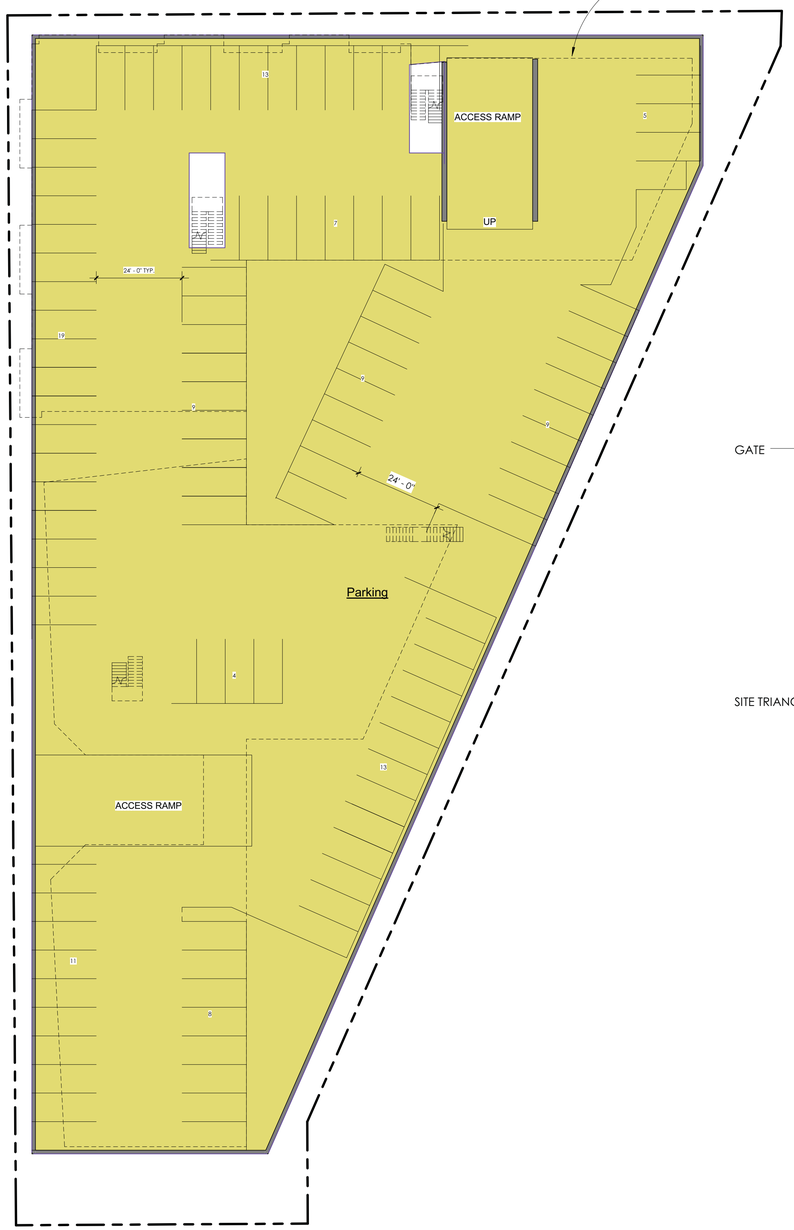
CP-10

3200 BLUFF STREET, BOULDER, COLORADO

05.03.2016

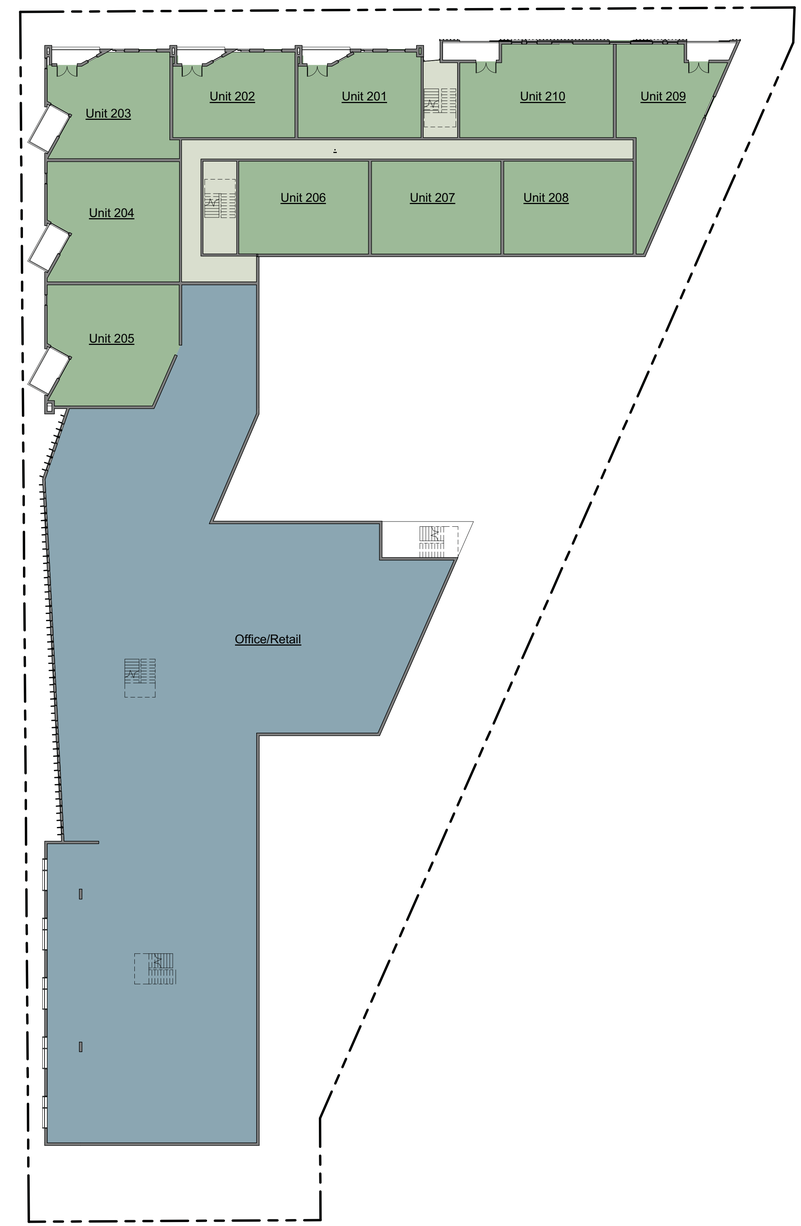
COBURN ARCHITECTURE

MORGAN CREEK VENTURES



1 GARAGE CONCEPTUAL FLOOR PLAN
1" = 20'-0"

2 LEVEL 1 (PODIUM) CONCEPTUAL FLOOR PLAN
1" = 20'-0"
24,000 SQUARE FEET



3 LEVEL 2 CONCEPTUAL FLOOR PLAN
1" = 20'-0"
27,000 SQUARE FEET

3200 BLUFF STREET: CONCEPT PLAN REVIEW

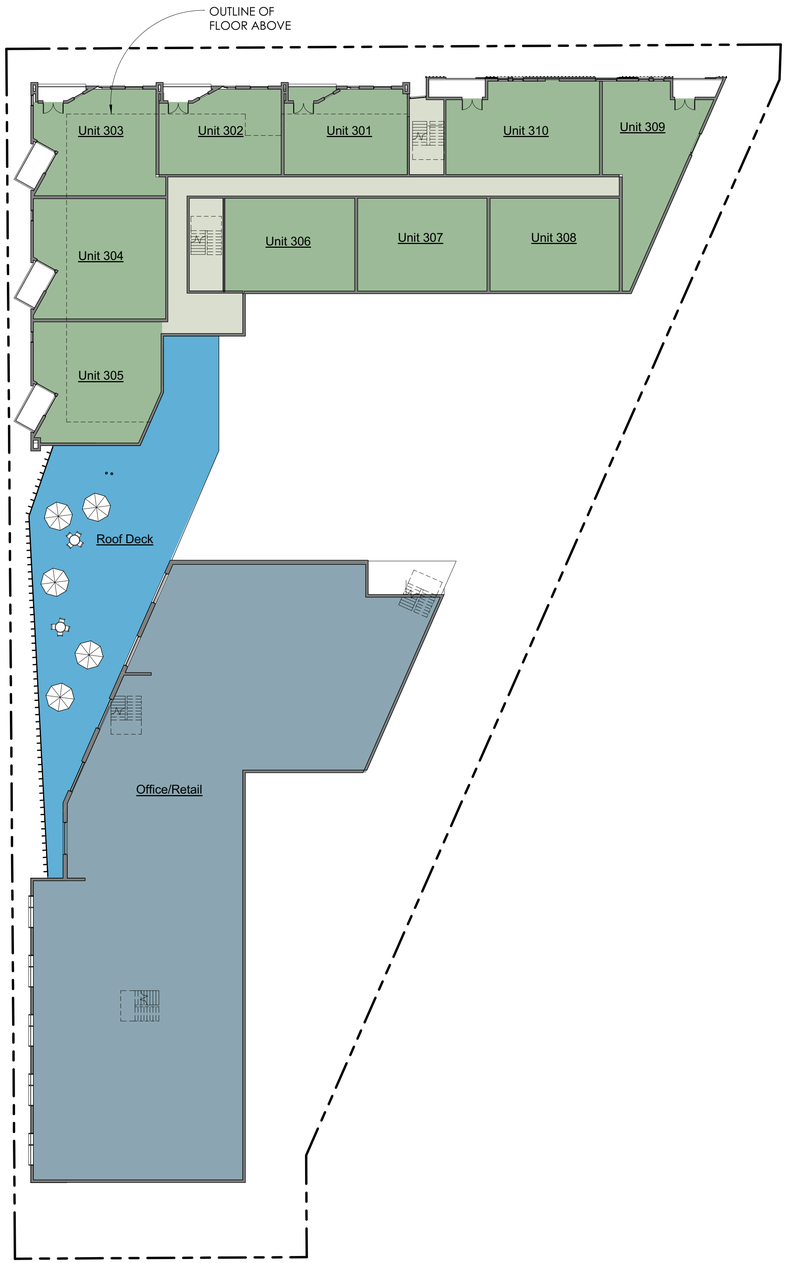
3200 BLUFF STREET, BOULDER, COLORADO

CP-11

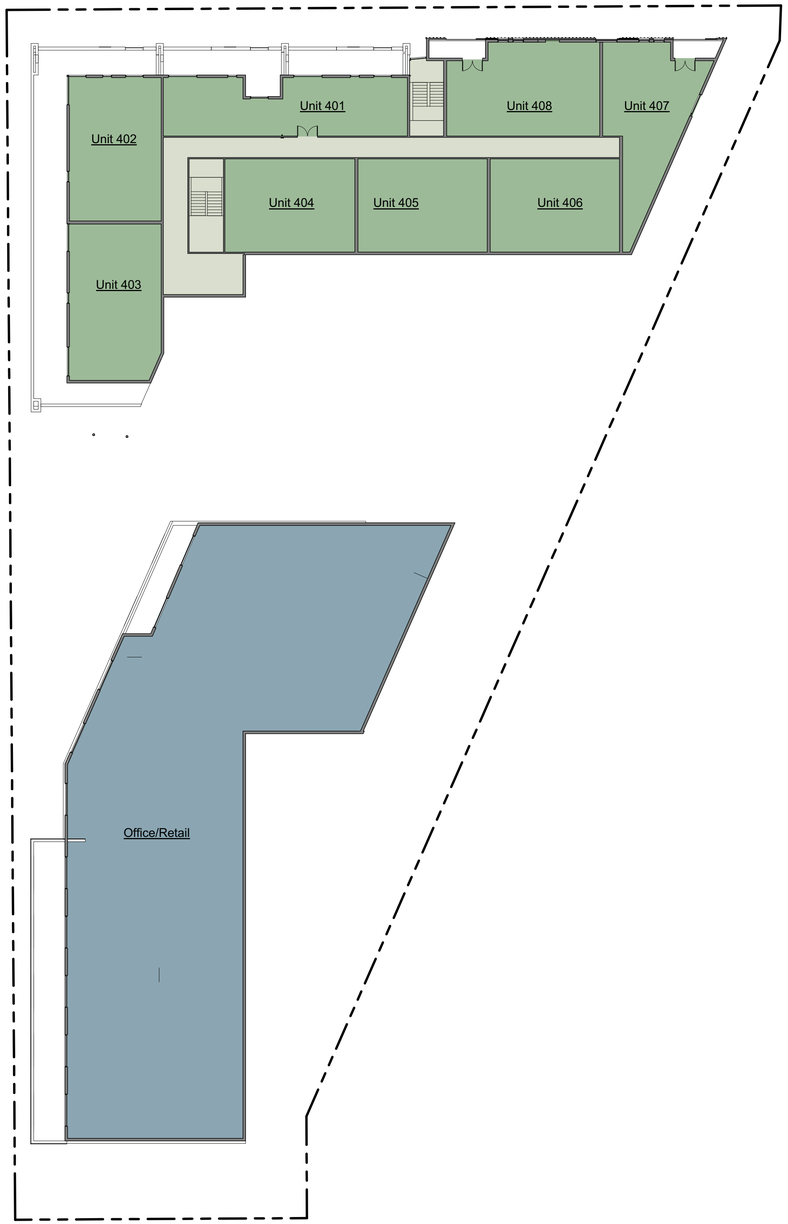
04.01.2016

COBURN ARCHITECTURE

MORGAN CREEK VENTURES



1 LEVEL 3 CONCEPTUAL FLOOR PLAN
1" = 20'-0"
27,000 SQUARE FEET



2 LEVEL 4 CONCEPTUAL FLOOR PLAN
1" = 20'-0"
20,000 SQUARE FEET

3200 BLUFF STREET: CONCEPT PLAN REVIEW

CP-12

3200 BLUFF STREET, BOULDER, COLORADO

04.01.2016

COBURN ARCHITECTURE

CITY OF BOULDER
Planning and Development Services

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

CITY OF BOULDER
LAND USE REVIEW RESULTS AND COMMENTS

DATE OF COMMENTS:	**April 22, 2016**
CASE MANAGER:	**Karl Guiler**
PROJECT NAME:	**3200 Bluff Street Mixed Use**
LOCATION:	**3200 BLUFF STREET**
COORDINATES:	**N04W03**
REVIEW TYPE:	**Concept Plan Review & Comment**
REVIEW NUMBER:	**LUR2016-00028**
APPLICANT:	**KIRSTEN EHRHARDT**
DESCRIPTION:	**CONCEPT PLAN REVIEW AND COMMENT: Request for citizen, Planning Board, and city comment on a proposal to develop an existing roughly one acre property (the AirGas site) with a mixed-use development in two buildings totaling 98,000 square feet in size comprised of 43,000 square feet of residential in 36 rental units and 55,000 square feet of commercial space with a 102 space subterranean parking garage in accordance with the adopted Transit Village Area Plan. Preliminary consideration of a rezoning from Industrial Mixed Service (IMS) to Mixed-Use - 4 (MU-4) is also included. A Concept Plan is a preliminary step in the city's regulatory review process.**

IDENTIFIED MODIFICATIONS FROM THE LAND USE REGULATIONS:

Please note that the modifications identified below will only apply if the Form-Based Code, scheduled to be reviewed by City Council review in May and June, is not adopted or delayed at time of application for land use review.

- **Section 9-7-1- Maximum height for principal buildings and uses -** Request to build up to 55 feet where 38-feet is the maximum.
- **Section 9-7-1- Maximum number of stories for a building-** Requests for four stories where three-stories is the maximum.
- **Section 9-7-1- Maximum floor area of any principal building permitted by Chapter 9-8-** Requests to build two buildings exceeding 15,000 square feet at 43,000 square feet and 55,000 square feet.
- **Section 9-7-1- Minimum front yard setback from a street for all principal buildings and uses for third story and above-** Requests to setback upper stories less than 20 feet.

I. REVIEW FINDINGS

Overall, staff finds the proposed concept consistent with the Transit Village Area Plan (TVAP) goals of creating a mixed-use, urban type project in proximity to the future rail plaza area. These comments include an in-depth analysis of the project with respect to TVAP goals and policies. Also included are building and site design suggestions for improvements to better meet the intent of TVAP. Depending on whether the city moves forward with Form-Based Code (FBC) for the Boulder Junction Phase I area or not, review of the project would be subject to either Site Review or a FBC Review. At this time, staff comments touch on both.

A public hearing before Planning Board is tentatively scheduled for May 26, 2016. The plans need not be updated, although there are minor corrections under 'Plan Documents' section that should be clarified on the plans before they are routed to the board. Generally neighborhood meetings or open houses are held for projects of this scale. Please contact the Case Manager to set this up as soon as possible so that any public input can be received in advance of the planning Board hearing.

Below are some key issues that are discussed within these comments:

- Land use mix and configuration on the site;
- Appropriately meeting the intent of TVAP while also transitioning the more intensive development near S*park down to Steel Yards;
- Parking considerations relative to whether the site would be within the Boulder Junction Parking District or not;
- Garage entry locations;
- Potential conformance with the FBC;
- Pedestrian circulation on and around the site;

If desired, the Case Manager can set up a meeting with relevant staff to discuss these comments.

II. CITY REQUIREMENTS

Access/Circulation David Thompson, 303-441-4417

1. In accordance with section 9-9-8 of the Boulder Revised Code, 1981 (BRC) and the Transit Village Area Plan (TVAP), the project will be responsible for the dedication of right-of-way and constructing the following public improvements:

    - ½ of the Junction Place (Segment 2) street cross-section
    - ½ of the Bluff Street cross-section
    - a east / west 12' wide multi-use path on the south side of Bluff Street and connecting to the S'PARK Rail Plaza area
    - a east / west 5-foot wide sidewalk at the south end of the site and connecting to the five-foot wide sidewalk and north / south multi-use path on the S'PARK Rail Yards site

2. Pursuant to section 9-9-8 of the BRC, TVAP and the City's Design and Construction Standards (DCS), the Junction Place and Bluff Street cross-section must include the following cross-sectional design elements:

    - 11' wide travel lane
    - 15' wide combined on-street (managed) parking and landscape width
    - 10' wide sidewalk or 12' wide multi-use path
    - 1' at the back of walk (where buildings are not constructed at the property / right-of-way line)

3. In accordance with section 9-9-5(c) of the BRC which limits the number of access points serving the property, please remove the second access point / curb-cut currently being shown off Bluff Street.

4. Pursuant to section 2.02 of the DCS, a Traffic Impact Study is required since the development's trip generation is shown to exceed the residential development threshold of 20 vehicle trips or greater during any single hour in the peak period. The transportation consultant preparing the Traffic Impact Study should contact staff after the project is heard by Planning Board and City Council to discuss staff's review comments on the trip generation letter and the study parameters prior to initiating the study.

5. As this site is not part of the Boulder Junction TDM District, a Transportation Demand Management (TDM) Plan consistent with section 2.03(I) of the DCS and section 9-2-14(h)(2)(D)(iv) and (v) of the BRC is required to be submitted which outlines strategies to mitigate traffic impacts created by the proposed development, as discussed in Appendix 4 of TVAP and implementable measures for promoting alternate modes of travel.

6. As this site is not part of the Boulder Junction Parking District, the site will be responsible for providing off-street parking pursuant to Section 9-9-6 of the BRC unless a parking reduction is requested and supported by a parking study.

7. The long-term and short-term off-street bicycle parking requirements must meet the minimum standards shown in Table 9-8 of the BRC; however, the applicant is encouraged to provide additional bike parking in support of the TVAP multi-modal goals.

8. At time of Site Review (or Form Based Code Review) and pursuant to section 9-9-9 of the Boulder Revised Code, 1981, the site plans must show how deliveries will be accommodated on the site.

9. The Boulder Land Consultants Survey Control Diagram dated 6-30-11 for Boulder Junction must be used for the horizontal and vertical survey control and horizontal coordinate basis for the site to allow integration with other area developments and public projects.

10. The proposed improvements within the public right-of-way along Junction Place will need to be coordinated with the City's streetscape improvements project planned along Junction Place between Goose Creek and Bluff.

Building Design Karl Guiler, Case Manager, 303-441-4236
Under current review processes, the project would be subject to Site Review approval where the buildings on the site would have to be consistent with Section 9-2-14(h), B.R.C. 1981 to be approved. Further, with heights over 35 feet, a height modification and automatic Planning Board would be required. However, if the proposed Form-Based Code (FBC) is adopted, the buildings on the site would be subject to the detailed form and design standards of the FBC – proposed as a new Appendix M of the Land Use Code. In the latter case, a FBC Review would be required and would be staff level review, but could be called up by either the Planning Board or any citizen. Decisions on FBC projects would be based on the standards within the FBC and any exception criteria, if applicable. Most of the standards within the FBC supersede form and intensity standards in the Land Use Code. This does not include most of the development standards including parking regulations, or the Use Standards of Chapter 9-6, "Use Standards," B.R.C. 1981. See the proposed FBC for more information.

Drainage, Scott Kuhna, 303-441-4071
1. Storm water runoff and water quality treatment are issues that must be addressed during the Site Review or FBC Review Process. A Preliminary Storm Water Report and Plan in accordance with the City of Boulder *Design and Construction Standards (DCS)* is required at time of Site Review or FBC Review application. The required report and plan must also address the following issues:

    - Storm water detention
    - Water Quality Capture Volume (WQCV)
    - Water quality for surface runoff using "Best Management Practices"
    - Minimize Directly Connected Impervious Areas (MDCIA)
    - Storm sewer construction
    - Groundwater discharge
    - Erosion control during construction activities

2. It is not clear on the plans where a detention/water quality pond could be located. Based on the proposed added impervious area to the site, a detention/water quality pond will be required because runoff for the initial and major storm events cannot be conveyed directly to Goose Creek.

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

4. A construction storm water discharge permit is required from the State of Colorado for projects disturbing one (1) acre of land or more. The applicant is advised to contact the Colorado Department of Public Health and Environment.

Fees Karl Guiler, Case Manager, 303-441-4236
Please note that 2016 development review fees include a $131 hourly rate for reviewer services following the initial city response (these written comments). Please see the P&DS Questions and Answers brochure for more information about the hourly billing system.

Fire Protection David Lowrey, 303.441.4356
No issues with concept for this development. Access and fire hydrants will be addressed on site plans.

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

Inclusionary Housing, Beth Roberts 303 441-1828

1. Each new residential unit developed on the property is subject to 9-13 B.R.C., 1981, "Inclusionary Housing." The general Inclusionary Housing (IH) requirement is that all residential developments must dedicate 20 percent of the total dwelling units as permanently affordable housing. For rental developments this may be met with on-site units, off-site units, a cash in lieu payment, dedication of vacant land or any combination of these options.

2. Conversion of rental units to for-sale when IH is met with a CIL contribution. The Inclusionary Housing ordinance requires that for-sale developments pay an additional 50 percent CIL premium in the event that they do not provide affordable units on-site. Accordingly, if you choose to convert the rental units to for-sale units within five years you will be required to pay the difference between the rental and for-sale CIL amounts. Rental developments that meet the inclusionary requirement with a cash contribution are required to execute an "Agreement for Costs Due on Sale: Affordable Housing Restrictive Covenant and Deed Restriction" (aka Conversion Agreement) that will then be recorded with the county assessor. These documents will be sent to you for signature prior to permit issuance.

3. Please submit a Preliminary Determination of Housing Compliance form. This document represents an estimate of how you intend to meet the IH requirement.

4. A goal of both Inclusionary Housing and the Transit Village Area Plan is to have affordable housing integrated on site to help achieve the city's overall housing goals. Staff encourages a meeting with the applicant soon to explore options available in order to reach this goal.

5. Per 9-13 B.R.C., 1981, and associated regulations, permanently affordable dwelling units must be proportionate in type (such as detached, attached or stacked units) and number of bedrooms to the market rate units. Attached permanently affordable units must have an average floor area no less than 80 percent of the market-rate units however this is a minimum and larger units are encouraged.

6. Permanently affordable dwelling units must meet the "Livability Standards for Permanently Affordable Housing." No unit shall be considered a permanently affordable unit until the location, construction methods, floor plan, fixtures, finish and the cabinetry of the dwelling unit have been approved by the city manager.

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

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

9. Additional information about the Inclusionary Housing program including the 2015-2016 cash-in-lieu amounts for attached units, and required forms may be found on-line at www.boulderaffordablehomes.com.

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

Land Uses Karl Guiler, Case Manager, 303-441-4236
The Boulder Valley Comprehensive Plan (BVCP) designates the site as Mixed Use Business. Per the BVCP Land Use Map description: "*Mixed Use-Business development may be deemed appropriate and will be encouraged in some business areas. These areas may be designated Mixed Use-Business where business or residential character will predominate. Housing and public uses supporting housing will be encouraged and may be required. Specific zoning and other regulations will be adopted which define the desired intensity, mix, location and design characteristics of these uses*." An analysis of the proposed project's compliance with BVCP policies is found in Section II below.

The project site is within the Transit Village Area Plan (TVAP) area. Per TVAP, the site is planned for Mixed Use 2 where the predominant uses in mixed-use areas could be business or residential, with homes mixed vertically (above businesses) or horizontally (residential buildings next to commercial buildings.) Page 17 of TVAP notes that Mixed Use 2 areas allow "*three- to four-story mixed use buildings around a floor area ratio (FAR) of 1.5 to 2.0. Predominant use may be business or residential…..parking would be "mostly structure or first floor parking; may have some surface parking*." An analysis of the proposed project's compliance with TVAP is found in Section II below.

Landscaping Elizabeth Lokocz, 303-441-3138
Please consider the following as the project continues to develop:

1. The proposed development should continue the streetscape develop pattern established by adjust developed or developing properties as well as the appropriate cross section to meet adjacent uses. In all cases large maturing trees in planting areas are preferred and likely required to meet pedestrian and traffic clearance. If high turnover on street parking is anticipated, pedestrian connections should be incorporated.
2. The precedent images on sheet CP-9 present interesting options, but they must be carefully customized to succeed in the specific local conditions. The image of the un-mown native grass is particularly applicable. Pavers with strips of turf may prove extremely difficult to maintain.
3. Please be aware that per the Site Review criteria, this project should exceed the by-right landscaping standards of section 9-9-12, "*Landscaping & Screening*" and section 9-9-13, "*Streetscape Design*," B.R.C. 1981, in quantity and size. Any requested modifications should be called out and an explanation of how the project continues to meet the Site Review criteria included.
4. A detailed tree inventory including the species, size and condition of all existing trees on the site will be a requirement at Site Review (see 9-2-14(h)(2)(iii), B.R.C. 1981) and should be submitted with the initial application.
5. Any intensive or extensive green roof over parking structure needs significant detailing development for Site Review approval. Sufficient information must be provided to verify the intent and rendering of the space is consistent with actual constructability.

Neighborhood Comments Karl Guiler, Case Manager, 303-441-4236
Prior to Planning Board review, staff recommends a neighborhood meeting/open house to allow neighboring property owners and residents to review and understand the concept plan. Please coordinate with the case manager on this as soon as possible. No verbal or written comments have been received from members of the public at this time.

Plan Documents Karl Guiler, Case Manager, 303-441-4236

1. Please clarify the lot size as the plan set notes 1.04 and 1.12 acres.
2. On page CP-1 fix the 'Building Information' section to note "Mixed Use" instead of mixed used.
3. On page CP-3 please clarify the limits of the subject site versus adjacent sites.
4. To clarify that the architectural drawings are still in the concept stage and subject to change, please consider adding a note to page CP-6 that says something like "Conceptual Drawings, subject to the change" or "For discussion purposes only" etc.
5. Clarify the limits of the subject the site on page CP-10.

Review Process Karl Guiler, Case Manager, 303-441-4236
Per Section 9-2-14, B.R.C. 1981, the project requires Concept Plan review and comment, because the project exceeds 50,000 square feet of floor area. The Concept Plan is also an opportunity for the applicant to get comments from the community about the proposed plan before moving forward. "Concept Plan Review and Comment" requires staff review and a public hearing before the Planning Board. Planning Board, staff and neighborhood comments made at public hearings are intended to be advisory comments for the applicant to consider prior to submitting any detailed plan documents. *Typically, the Site Review process follows Concept Plan; however, if the proposed Form-Based Code (FBC) regulations, which are intended to apply to the Boulder Junction Phase I area, are adopted by the city in the near future, a FBC Review would be required.*

Site Design Karl Guiler, Case Manager, 303-441-4236
Similar to the discussion above under 'Building Design' - under current review processes, the project would be subject to Site Review approval where the buildings on the site would have to be consistent with Section 9-2-14(h), B.R.C. 1981 to be approved. However, if the proposed Form-Based Code (FBC) is adopted, the buildings on the site would be subject to the detailed form and design standards of the FBC – proposed as a new Appendix M of the Land Use Code. In the latter case, a FBC Review would be required and would be staff level review, but could be called up by either the Planning Board or any citizen. Decisions on FBC would be based on the standards within the FBC and any exception criteria, if applicable. Most of the standards within the FBC supersede form and intensity standards in the Land Use Code. This does not include most of the development standards including parking regulations, or the Use Standards of Chapter 9-6, "Use Standards," B.R.C. 1981. See the proposed FBC for more information.

Utilities, Scott Kuhna, 303-441-4071

1. A water system distribution analysis will be required at time of Site Review in order to assess the impacts and service demands of the proposed development. Conformance with the city's *Treated Water Master Plan, October 2011* is necessary.
2. A collection system analysis will be required at time of Site Review to determine any system impacts based on the proposed demands of the development. The analysis will need to show conformance with the city's *Wastewater Collection System Master Plan, March 2009*.
3. The applicant is notified that, though the city allows Xcel and Qwest to install their utilities in the public right-of-way, they generally require them to be located in easements on private property.
4. The applicant is advised that any proposed street trees along the property frontage may conflict with existing or proposed utilities, including without limitation: water, wastewater, storm drainage, flood control, gas, electric, telecommunications, drainageways, and irrigation ditches, within and adjacent to the development site. It is the applicant's responsibility to resolve such conflicts with appropriate methods conforming to the Boulder Revised Code 1981, the City of Boulder *Design and Construction Standards*, and any private/franchise utility specifications.
5. The landscape irrigation system requires a separate water service and meter. A separate water Plant Investment Fee must be paid at time of building permit. Service, meter and tap sizes will be required at time of building permit submittal.

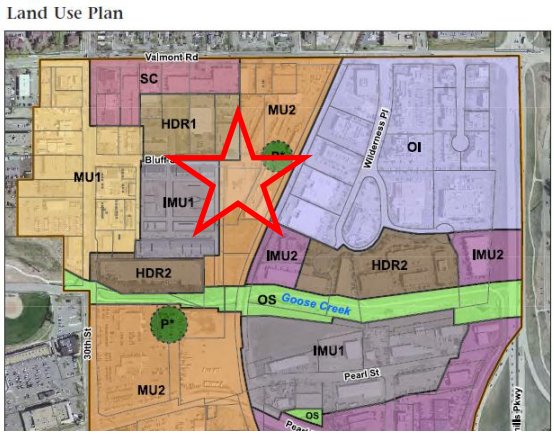
Zoning Karl Guiler, Case Manager, 303-441-4236
The project site is zoned IMS, Industrial Mixed Service. This zoning district entails industrial areas on the edge of a main street commercial area, which are intended to provide a transition between a main street commercial area and established industrial zones. Industrial main street areas are intended to develop in a pedestrian-oriented pattern, with buildings built up to the street; first floor uses are predominantly industrial in character; uses above the first floor may include industrial, residential, or limited office uses, and where complementary uses may be allowed.

The applicant is proposing to rezone the site to MU-4, Mixed Use – 4. MU-4 areas are described as mixed use residential areas generally intended for residential uses with neighborhood-serving retail and office uses; and where complementary uses may be allowed. It is anticipated that development will occur in a pedestrian-oriented pattern, with buildings built up to the street.

III. INFORMATIONAL COMMENTS

Area Characteristics and Zoning History Karl Guiler, Case Manager, 303-441-4236
City records indicate industrial usage of the site with the most recent tenant as the Airgas company. The site was annexed in 1967, is within the Walker Subdivision and has an underlying zoning of IMS (see 'Zoning' comment above). Much of the area was rezoned following adoption of the Transit Village Area Plan (TVAP).

Building Design and Land Use Karl Guiler, Case Manager, 303-441-4236
The proposal is subject to compliance with the Transit Village Area Plan (TVAP).Overall, the project is consistent with the vision of TVAP as a mixed-use project within an emerging high density, more urban environment. TVAP specifies the land use of the site as Mixed Use 2, which encourages "*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.*" The proposed project would be four-story with subterranean parking and includes a mix of residential and commercial uses. TVAP encourages a diversity of housing types, but generally envisions stacked housing at the subject site.



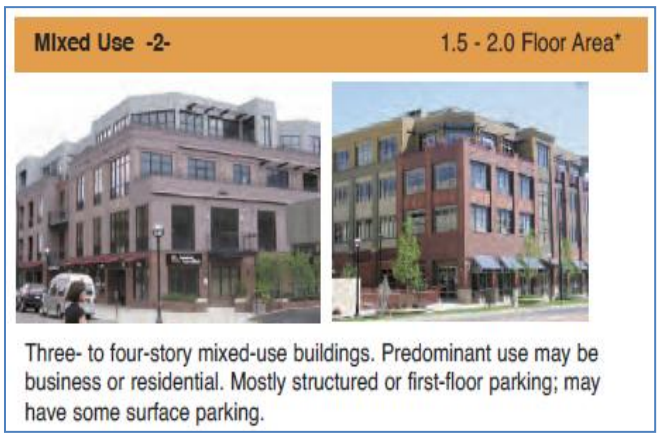


Figure 1- Mixed Use 2 description

Figure 2- TVAP Land Use Plan

The following is an analysis of the concept plan against relevant General Guidelines of TVAP:

<u>General Urban Design Guidelines:</u>

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

  The conceptual site plan shows buildings oriented to both Junction Place and Bluff Street with entrances along both streets.

- ***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.***

  In general, the proposal has well designed ground floors that are appropriate to pedestrian streetscapes; however, there are some small areas of blank walls that could be improved with more fenestration or different window styles. Further, a garage entry on the north elevation degrades from the quality of the streetscape in that location near what would be the future rail plaza. Staff suggests that this be removed.

- ***Consider opportunities to frame or preserve views of the Flatirons to the southwest.***

  The project includes roof decks on the west side of the building allowing for mountain views.

- ***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.***

  Areas not occupied by buildings are shown on the plan as urban amenity spaces that have inviting surface treatments mixed with greenspace and plantings. The spaces would benefit from early day sun and appear to be designed to connect to all streetscapes and the multi-use path on the south part of the site.

- ***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. This is especially important where street blocks are large, for example in the Wilderness Place District.***

  As stated above, the open spaces on the site connect to all streetscape and a multi-use on the south side of the site provides access to the east. A mid-site pedestrian connection into the site is also provided as well as one on the north side of the site near the eventual rail plaza. These connections would provide appropriate permeability through the site.

- ***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.***

Staff recommends against the garage entry on the north side of the site as it interrupts the pedestrian flow along a designated multi-use path and an important connection to the rail plaza area.

- ***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.***

  At the point where the pedestrian passage enters the site midway along the Junction Place frontage, staff suggests a small gathering space with seating, planters etc. consistent with the goal above. Staff also suggests that this penetration be located as to align with the east-west pedestrian pathway in the Steel Yards development across the street.

- ***Where feasible, place active uses, such as retail or commercial services on the first floor of buildings along Junction Place***

  The proposed plan includes retail and commercial uses along the ground floor along Junction Place. As stated below relative to the rail plaza, it would also be important to have more robust commercial uses location along Bluff Street nearest to the future rail plaza area.

- ***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.***

  Based on the potential for configuration changes in land use on the site, staff notes the importance of meeting this goal, but will reserve review until such time as a new layout is proposed.

The subject site is found within the "Rail Plaza" urban design district within TVAP.

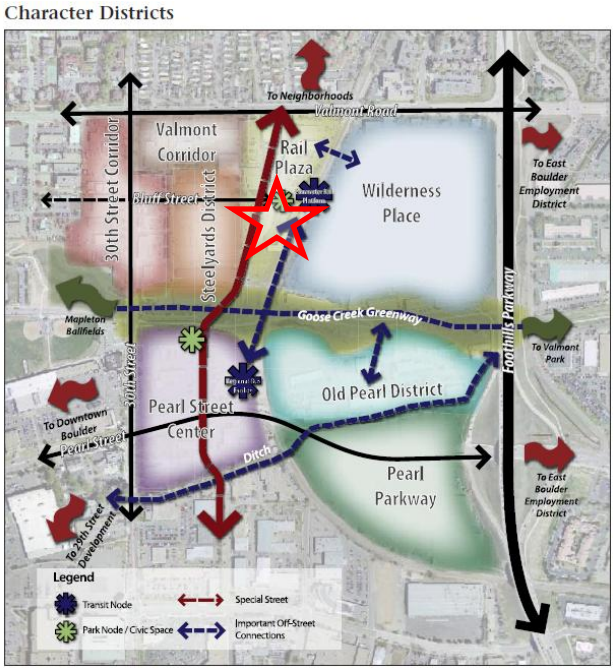


Figure 3- TVAP Design Districts

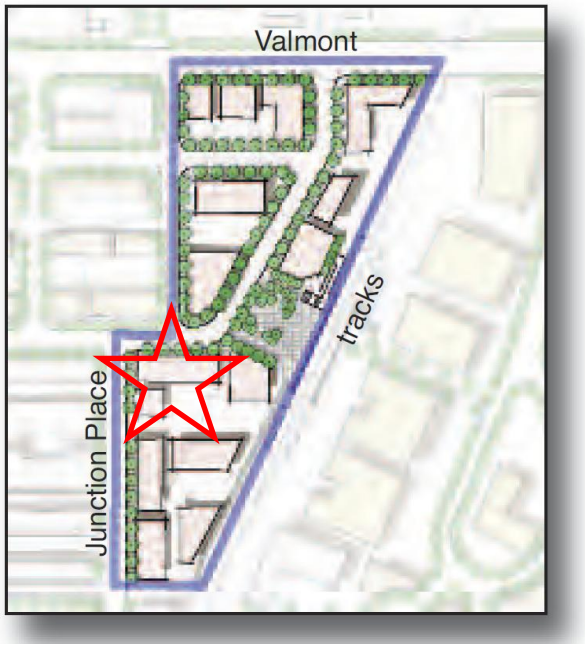


Figure 4- Rail Plaza area

TVAP describes the area as one that will "*evolve into a high-density, commercial and residential mixed-use area, with three- to five-story buildings*." Guidelines specific to the area are discussed below:

➔ Locate buildings along the street with parking behind.

Proposed buildings are located up to Junction Place and Bluff Street with parking entirely below grade.

➔ 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.

The proposal includes a small retail space adjacent to the rail plaza area; however, most of the commercial/retail spaces within the proposal are located on the south part of the site. To be consistent with this guideline for active uses to be located on the ground level of buildings adjacent to Rail Plaza, staff suggests that the commercial uses be shifted to the north part of the site. Residential uses could be relocated to the south part of the site, which would also better transition to the existing Steel Yards development to the west. To be consistent with the goal above about ground level retail along Junction Place, staff recommends keeping a stretch of commercial uses in that location where a pedestrian penetration into the site is located.

➔ Orient buildings to Junction Place, 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 proposed project is near the rail tracks, but is separated by one property that is currently approved for surface parking. Nevertheless, it appears that the concept has been designed to address streetscape, but also not "turn its back" to the open space areas on the east part of the site.

A summary of staff suggestions on general site design and land use layout can be found in the 'Site Design' section below.

Net Zero Energy: Staff encourages the applicant to continue developing a plan to make the buildings net zero and suggests that the applicant provide information early and throughout in the process to ensure that the project can stay on track to meeting this goal. Staff also encourages the applicant to consider pre-wiring for solar energy installations.

Form –Based Code: Staff has done a cursory review of the proposal. The following are some highlighted requirements in the FBC that the applicant should be aware of when designing the buildings according to the FBC, if adopted:

- Minimum fifty percent residential required;
- Maximum building length of 150 feet;
- Twenty-five percent semi-pervious surface;
- Vertical and horizontal expression lines;
- Sixty percent pitched roof or thirty percent step down in floors;
- Blank walls over 15 feet in width;
- Eighty percent major materials with sixty percent maximum on one material type;
- Vertical window orientation;
- Golden ratio compliance;
- Proximity to outdoor space within 1/8 of a mile;
- Material transitions;
- Articulation at the base (18 inches maximum), and
- Façade variety requirements.

Please review the FBC and contact the Case Manager if you have any questions.

Land Uses

BVCP Policies

Below are most applicable identified BVCP policies to the proposed project. A discussion on preliminary compliance with these policies is within Section V below:

1.19 Jobs:Housing Balance

Boulder is a major employment center, with more jobs than housing for people who work here. This has resulted in both positive and negative impacts including economic prosperity, significant in-commuting, and high demand on existing housing. The city will continue to be a major employment center and will seek opportunities to improve the balance of jobs and housing while maintaining a healthy economy. This will be accomplished by encouraging new housing and mixed use neighborhoods in areas close to where people work, encouraging transit-oriented development in appropriate locations, preserving service commercial uses, converting industrial uses to residential uses in appropriate locations, improving regional transportation alternatives and mitigating the impacts of traffic congestion.

2.03 Compact Development Pattern

The city and county will, by implementing the Boulder Valley Comprehensive Plan, ensure that development will take place in an orderly fashion, take advantage of existing urban services, and avoid, insofar as possible, patterns of leapfrog, noncontiguous, scattered development within the Boulder Valley. The city prefers redevelopment and infill as compared to development in an expanded Service Area in order to prevent urban sprawl and create a compact community.

2.16 Mixed Use and Higher Density Development

The city will encourage well-designed mixed use and higher density development that incorporates a substantial amount of

affordable housing in appropriate locations, including in some commercial centers and industrial areas and in proximity to multimodal corridors and transit centers. The city will provide incentives and remove regulatory barriers to encourage mixed use development where and when appropriate. This could include public-private partnerships for planning, design or development; new zoning districts; and the review and revision of floor area ratio, open space and parking requirements.

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

a) The context. Projects should become a coherent part of the neighborhood in which they are placed. They should be preserved and enhanced where the surroundings have a distinctive character. Where there is a desire to improve the character of the surroundings, a new character and positive identity as established through area planning or a community involvement process should be created for the area. Special attention will be given to protecting and enhancing the quality of established residential areas that are adjacent to business areas.

b) Relationship to the public realm. Projects should relate positively to public streets, plazas, sidewalks, paths, ditches and natural features. Buildings and landscaped areas—not parking lots—should present a well-designed face to the public realm, should not block access to sunlight, and should be sensitive to important public view corridors. Future strip commercial development will be discouraged.

c) Transportation connections. Projects should provide a complete network of vehicular, bicycle and pedestrian connections both internal to the project and connecting to adjacent properties, streets and paths, including dedication of public rights-of-way and easements where required.

d) Human scale. Projects should provide pedestrian interest along streets, paths and public spaces.

e) Permeability. Projects should provide multiple opportunities to walk from the street into projects, thus presenting a street face that is permeable. Where appropriate, they should provide opportunities for visual permeability into a site to create pedestrian interest.

f) On-site open spaces. Projects should incorporate well-designed functional open spaces with quality landscaping, access to sunlight and places to sit comfortably. Where public parks or open spaces are not within close proximity, shared open spaces for a variety of activities should also be provided within developments.

4.40 Energy-Efficient Land Use
The city and county will encourage the conservation of energy through land use policies and regulations governing placement, orientation and clustering of development and through housing policies and regulations. The conservation of energy is served by the development of more intense land use patterns; the provision of recreation, employment and essential services in proximity to housing; the development of mass transit corridors; and efficient transportation.

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

5.01 Revitalizing Commercial and Industrial Areas
The city will develop specific strategies to optimize redevelopment opportunities, partner with the private sector and proactively support redevelopment of commercial and industrial areas. Examples of areas for revitalization that have been identified are Diagonal Plaza, University Hill Commercial district and the East Boulder Industrial area. The city will use a variety of tools to create public/private partnerships that lead to successful redevelopment. These tools may include, but are not limited to, area planning, infrastructure improvements, changes to zoning or development standards and incentives including financial incentives, increased development potential or urban renewal authority.

6.09 Integration with Land Use
Three intermodal centers will be developed or maintained in the downtown, Boulder Junction and on the university's main campus as anchors to regional transit connections and as hubs for connecting pedestrian, bicycle and local transit to regional services. The land along multimodal corridors will be designated as multimodal transportation zones when transit service is provided on that corridor. In these multimodal transportation zones, the city will develop a highly connected and continuous transportation system for all modes, identify locations for mixed use and higher density development integrated with transportation functions through appropriate design, and develop parking maximums and encourage parking reductions. The city will complete missing links in the transportation grid through the use of area transportation plans and at the time of parcel redevelopment.

6.10 Managing Parking Supply
Providing for vehicular parking will be considered as a component of a total access system of all modes of transportation - bicycle, pedestrian, transit and vehicular - and will be consistent with the desire to reduce single occupant

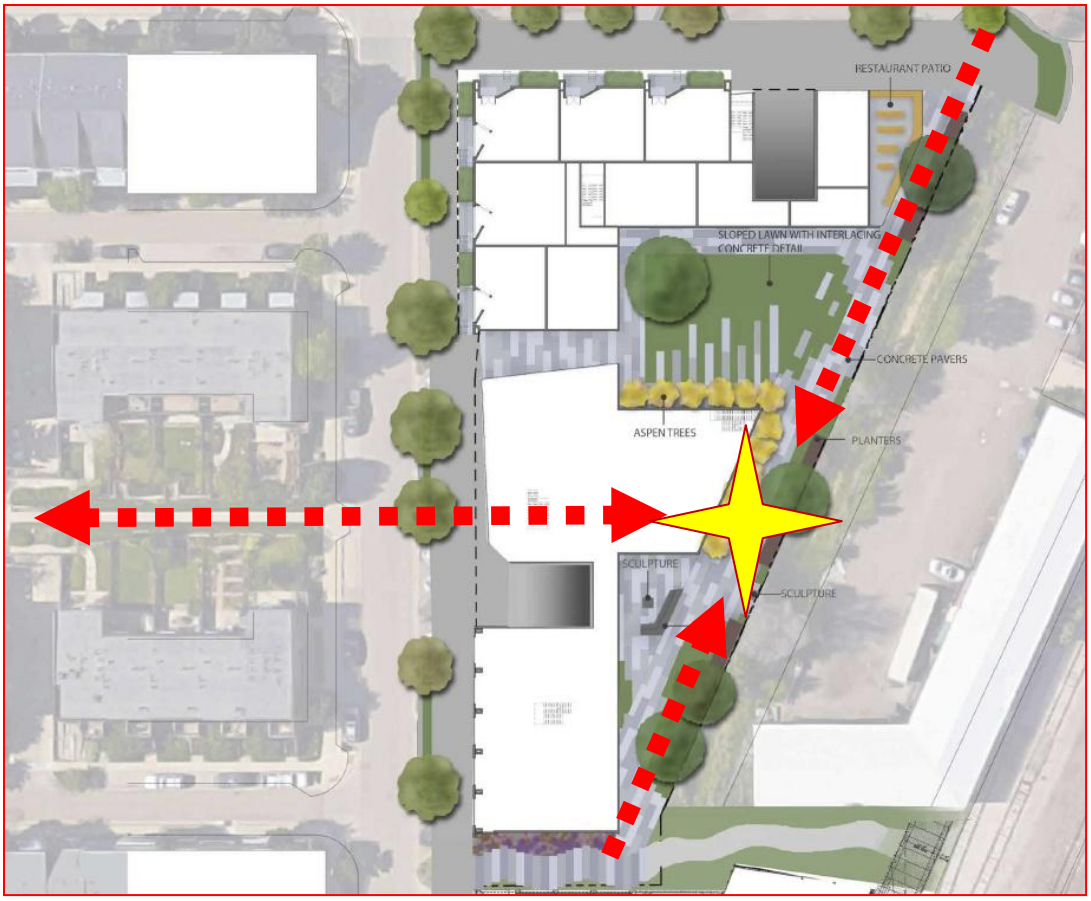
vehicle travel, limit congestion, balance the use of public spaces and consider the needs of residential and commercial areas. Parking demand will be accommodated in the most efficient way possible with the minimal necessary number of new spaces. The city will promote parking reductions through parking maximums, shared parking, unbundled parking, parking districts and transportation demand management programs.

6.12 Neighborhood Streets Connectivity
Neighborhood streets and alleys will be developed in a well connected and fine grained pattern to facilitate public access, to effectively disperse and distribute vehicle traffic and promote bike and pedestrian travel.

Police
The Boulder Police Department has no concerns related to the proposed concept plan at this point.

Site Design Karl Guiler, Case Manager, 303-621-5621
An analysis of the project against TVAP goals is found in the 'Building Design and Land Use' section above. Below is a summary of staff suggestions on the site design and land use layout:
An analysis of the project against TVAP goals is found in the 'Building Design and Land Use' section above. Below is a summary of staff suggestions on the site design and land use layout:

- Eliminate the garage entry point along Bluff and expand commercial/retail uses in the northeast location nearest to the future rail plaza;
- From a design perspective, consider relocating the Junction Place garage entry with Iron Forge Place in the Steel Yards development. This will require further analysis of a traffic study specific to queuing at the stop sign, but may be preferable solution if there are no anticipated conflicts.
- Consider dual sided retail uses along Bluff (northeast corner) and Junction Place (midblock) that activate the streetscapes as well as the areas framing the interior courtyard;
- Any residential along Junction Place or Bluff Street should have stoop entries to provide good separation from the street, but have inviting entries to building,
- For the purposes of creating a proper transition from the more intense areas nearest to the rail corridor down to the lower scale of the Steel Yards residential development, staff encourages the location of the commercial floor plates to the eastern side where possible (this does not include eliminating the pedestrian connection along the east side). Staff continues to encourage ground floor retail/commercial along Junction Place and in the northeast corner of the site as previously stated;
- Staff supports the roof deck, as proposed, but needs to know more about whether it would be open to both the residential and commercial components;
- Consider more functional balcony spaces for the residential uses;
- Create or allow for a pedestrian connection between the pedestrian connection the south side of the site with the Commons project, and
- Align the mid-block pedestrian penetration into the site with the existing east-west pedestrian walkway in Steel Yards and use the opportunity to create an attractive landscape/open space node on the interior of the site that would terminate the vistas from the west pedestrian walkways as well as from the pedestrian walkways on the north and southeast portions of the subject site. This may require reconfiguration of the interior courtyard. Staff encourages design on the elevated glass/wood second floor connection (consider a greater level of transparency as well) as an additional focal point when viewed from Steel Yards;



Zoning Karl Guiler, Case Manager, 303-441-4236

The site is currently zoned IMS (Industrial Mixed Service), which is similar to the adjacent Steel Yards development. The applicant is proposing to rezone the property to MU-4 (Mixed Use – 4). Rezoning to MU-4 is anticipated for the site to match the intended land use [Mixed Use 2] specified in the Transit Village Area Plan (TVAP). Section 9-2-18, "Rezoning," B.R.C. 1981 subsection (f)(3) speaks to this specifically with the following language:

> *Travel Demand Management Services. In the MU-4, RH-6 and RH-7 zoning districts, the property subject to the rezoning is located within an area that has parking and transportation related service provided by a general improvement district or an equivalent organization or otherwise meets the trip generation requirements of, "Trip Generation Requirements for the MU-4, RH-6 and RH-7 Zoning Districts," B.R.C. 1981.*

The information below assumes rezoning of the site to MU-4 as well adoption of the Form-Based Code.

Site size

The application indicates two figures for the site size: 1.04 acres and 1.12 acres. At time of Site Review or Form-Based Code Review, as applicable, a survey prepared by a licensed surveyor would be required to determine the actual site size.

Density

The MU-4 zone anticipates mixed use residential areas generally intended for residential uses with neighborhood-serving retail and office uses; and where complementary uses may be allowed. It is anticipated that development will occur in a pedestrian-oriented pattern, with buildings built up to the street. Neither the MU-4 zone nor the Form-Based Code has a density limit for the site.

Building Heights

The MU-4 zones sets the maximum height of buildings at 38 feet and 3-stories with the option of doing a height modification to request up to 55 feet or more than 3-stories. This would require a Site Review application and mandatory Planning Board public hearing. However, if the Form-Based Code is adopted up to 55-feet and 5-stories would be possible without a height modification. A Form-Based Code Review would be required and would be subject to Planning

Board call up as opposed to a mandatory hearing. The TVAP anticipates taller, more intense buildings at the location to buffer other uses from the railroad right-of-way and to concentrate development around an area that may develop as a rail plaza if commuter rail service extends into the area.

Building Massing
MU-4 anticipates urban development with its 0-setback requirements and allowance for up to a 2.0 floor area ratio (FAR). Based on the lot size of 1.04 acres, roughly 90,000 square feet would be permitted. If the 1.12 acre figure is accurate, the proposed 98,000 square foot amount would comply. Nevertheless, the Form-Based Code does not have a FAR limit, but rather other form and massing requirements that inform the massing and design of buildings. Please see the 'Building Design' section herein for a staff preliminary analysis of Form-Based Code considerations.

Building Setbacks
If the Form-Based Code is adopted, the form and bulk standards in Table 9-7 would be superseded. It appears the development was designed to meet the form and bulk standards which are generally consistent with the form requirements in the Form-Based Code. Things to consider: Build-to zone for buildings, built to zone coverage (as a percentage of building frontage) would need to be met.

Development Standards
Please be advised that the project would be subject to all of the development standards of Section 9-9, Development Standards. If the Form-Based Code is adopted, all of the development standards would continue to apply with the exception of the useable open space standards of 9-9-11, B.R.C. 1981. Special outdoor space requirements are found in the Form-Based Code which are not site specific. While there may not be open space requirements for the subject site, staff encourages the incorporation of open space as shown on the concept plan.

Parking
The parking standards are found in section 9-9-6, B.R.C. 1981. These requirements would apply whether or not the Form-Based Code is adopted. The MU-4 zone has no minimum parking requirements but specifies the following maximums:

- Residential- One per unit, and
- Non-residential- 1:400 if residential uses comprise less than 50 percent of the floor area; otherwise 1:500.

Please note if a petition is not approved to allow the site to be included in the Boulder Junction Parking and Travel Demand Management (TDM) District, the requirements of 9-9-22, "Trip Generation Requirements for the MU-4, RH-6 and RH-7 Zoning Districts," B.R.C. 1981 would apply.

Staff strongly recommends the incorporation of electric vehicle charging stations within the proposed garage.

Open Space
See comments above under 'Development Standards'. If the Form-Based Code is not adopted, the site would have a minimum open space requirement of 15 percent and with a 55-foot building proposed, there requirement would be 20 percent. Open space would be subject to the requirements of 9-9-11, "Useable Open Space," B.R.C. 1981 and the open space criteria within the Site Review criteria (9-2-14(h)(2), B.R.C. 1981.

Outdoor Lighting
Please note that development of the lot will require compliance with Section 9-9-16, Outdoor Lighting.

Solar Access
Per section 9-9-17, "Solar Access," B.R.C. 1981, the site is within Solar Access Area III. Section 9-9-17(c)(3), B.R.C. 1981 states, "*Solar Access Area III - Permits - Other Zoning Districts: SA Area III includes areas where, because of planned densities, topography or lot configurations or orientations, uniform solar access protection for south yards and walls or for rooftops may unduly restrict permissible development. Solar access protection in SA Area III is provided through permits. SA Area III initially includes property in all zoning districts other than those set forth in paragraph (c)(1) or (c)(2) of this section*."

Occupancy of Dwelling Units
Please note the occupancy limits set forth in Section 9-8-5.

IV. NEXT STEPS

1. Planning Board review is tentatively scheduled for May 26, 2016. Please make the changes requested in 'Plan Documents' above for the plan sets that would be for Planning Board review. Take the suggestions of these comments into account, but otherwise, no additional changes to the plans need be made before the board hearing.

2. Contact the Case Manager as soon as possible regarding scheduling for a neighborhood meeting/open hosue prior to Planning board.

V. CITY CODE CRITERIA CHECKLIST

Guidelines for Review and Comment

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

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

   The site is roughly one acre in size and is at the southeast corner of Junction Place and Bluff Street. It is generally level and is mostly open with the exception of some deciduous trees. The site has historically been used for industrial uses and is currently occupied by the AirGas company within a one story building on the north side of the site. The other parts of the site are used for parking and storage.

   The existing Steelyards development abuts the property to the west and the recently approved S*park development is to the north and east of the site. Through the property to the immediate east is the BNSF railway. Steelyards is a gridded, mixed-use development with generally two and three-story buildings. Areas along the rail corridor to the south and as approved within S*park, reflect more urban development with three to five story buildings. Development of the greater neighborhood, Boulder Junction, is informed by the Transit Village Area Plan (TVAP), which is discussed further below.

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

   Relevant Boulder Valley Comprehensive Plan (BVCP) policies to the development have been identified and are found on page 7 of these comments. The proposal is subject to compliance with the Transit Village Area Plan (TVAP).Overall, the project is consistent with the vision of TVAP as a mixed-use project within an emerging high density, more urban environment. TVAP specifies the land use of the site as Mixed Use 2, which encourages "*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.*" The proposed project would be four-story with subterranean parking and includes a mix of residential and commercial uses. TVAP encourages a diversity of housing types, but generally envisions stacked housing at the subject site.

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

   Under current review procedures, the project would require a Site Review due to its proposed size and height and would be subject to all the criteria in Section 9-2-14(h) of the Land Use Code. The height modification would require Planning Board review at a public hearing. Submission requirements would be the same as any other Site Review and would have to satisfy the requirements of section 9-2-14(d), B.R.C. 1981.

However, if the proposed Form-Based Code (FBC) is adopted by the city at or before submittal time, a FBC Review would be required. This would be a staff level review subject to Planning Board review and would be subject to the new regulations within Appendix M of the Lnad Use Code. Exceptions could be requested but would be subject to the review criteria within the proposed section 9-2-16, "Form-Based Code Review," B.R.C. 1981.

Reviews would follow a standard three-week review track where comments or a decision would be rendered at the end of that time. If revisions were required, additional review tracks could be scheduled.

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

   If the site is to be subdivided (which does not appear to be the case) a Preliminary Plat (generally at the time of either Site Review or FBC Review) and Final Plat (Technical Document review after Site Review or FBC Review) would be required. to subdivide the properties and dedicate any new public rights-of-way. Technical Documents would be required after Site Review or FBC Review and dedications of any public access easements or right-of-way would be required at that time. Building permits would follow approval of Technical Documents and any applicable Final Plat approvals.

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

   TVAP specifies two pedestrian connections on the site: a multi-use path along the north frontage of the site and a sidewalk connection on the south side of the site. These connections would be required as part of any land use approvals. The site is also anticipated for inclusion in the Boulder Junction Parking and TDM District.

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

   The site is a developed industrial site with no identified environmental opportunities or constraints.

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

   The BVCP designates the site as Mixed Use Business and TVAP describes the site as Mixed Use 2. The TVAP speaks of the importance of adding residential uses to the Boulder Junction area to offset the jobs:housing balance as well as creating a successful mix of uses for a transit-oriented development. TVAP also a note speaks to the goals of having commercial and retail uses and services for pedestrian activity near the future rail plaza. Page 15 of TVAP notes that "*development densities are highest close to the future bus and rail facilities to maximize the number of workers and residents who have convenient access to public transportation.*" Based on the proposed mix of uses on the site, the land uses are appropriate, although a reconfiguration of the commercial and residential may be necessary to concentrate commercial services nearest to the rail plaza and have residential on the south side to transition to the existing Steel Yards development.

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

   TVAP states, "*to meet diverse needs and incomes the plan provides for a variety of housing types from urban townhomes to stacked flats to live/work units*." The proposed project would have stacked flats in an areas expected to have the highest intensity of development near the rail plaza. The proposal would add 36 new rental units to the site.

VI. Conditions On Case

Not applicable to Concept Plans.

From: Spence, Cindy
To: Spence, Cindy
Subject: Comments on Concept Plan for Redevelopment of 3200 Bluff Street (Airgas Site)
Date: Monday, May 16, 2016 1:03:21 PM

From: Susan Schwalb [mailto:seascotdc@aol.com]
Sent: Thursday, May 12, 2016 10:00 AM
To: Guiler, Karl
Cc: planningboard@bouldercolorado.gov
Subject: Comments on Concept Plan for Redevelopment of 3200 Bluff Street (Airgas Site)

Dear Mr. Guiler and Planning Board Members:

We own two properties in the Steel Yards development (3101 Iron Forge Place #205 and 3210 Iron Forge Place #103). We endorse the redevelopment of the Airgas Site - we believe the site redevelopment will benefit the overall neighborhood and we have had an excellent experience with and have great confidence in Coburn Development.

Our comments relate to a feature that we believe the City of Boulder needs to incorporate into this redevelopment plan, as well as into the overall planning and development standards (if our recommendation is already so incorporated, we apologize for our ignorance of the standards). Namely, given the high per capita dog ownership in Boulder, we believe that the standards for all new multi-resident projects should require the inclusion of a grass-covered area for dogs to relieve themselves.

As you are aware, Steel Yards has a small park that was included in the plan. It is well maintained by the HOA and, generally, the residents with dogs are conscientious about picking up after their dogs

Our concern is that with all the new development in this area (aside from the subject redevelopment, there are several other multi-resident plans under development for the area between Bluff and Valmont, not to mention the future development of the Jeep dealer property, the new Google campus two blocks away, and the multi-resident properties on the south side of Pearl) properties like the Steel Yards park will become magnets for dog walkers. Not only will the park not be able to sustain a substantially increased volume of dogs urinating on the grass, since many of the dog owners will not be residents of the Steel Yards neighborhood, there will inevitably be an increase in dogs not being picked up after.

Given the trend in increased use of public transportation (facilitated by the nearby transit center), bicycling and walking to work, it seems foreseeable that the need to plan for and require dog walking/relieving space will take on a greater significance for multi-resident properties than perhaps even parking.

In sum, we endorse the redevelopment of the Airgas Site, with the condition that the developer be required to include in the plan space(s) for dogs to walk and relieve themselves. Fortuitously, this proposed development is bounded on the east side by the railroad tracks. There is probably area associated with this and related development that would be inappropriate for formal development but would lend itself to an ideal dog area.

Thanks very much for your consideration of our comments. If you have any questions, please feel free to contact us.

Steve and Susan Schwalb
206-851-4002
seascotdc@aol.com

From: Spence, Cindy
To: Spence, Cindy
Subject: REDEVELOPMENT OF 3200 BLUFF STREET (AIRGAS SITE) -- OPPOSED TO PARKING PROPOSAL
Date: Monday, May 16, 2016 1:02:53 PM

From: Brian Alfonso [mailto:brian@ABLandCo.com]
Sent: Friday, May 06, 2016 2:37 PM
To: Guiler, Karl
Cc: don@bloomin.com
Subject: REDEVELOPMENT OF 3200 BLUFF STREET (AIRGAS SITE) -- OPPOSED TO PARKING PROPOSAL

Dear Mr. Guiler,

OPPOSITION TO 3200 BLUFF STREET PARKING PROPOSAL

I am an owner of 3020 Carbon Place #102 in the Steel Yards complex that abuts the 3200 Bluff Street proposed redevelopment.

Me, my staff, all of the home owners and all of the business workers in the Steel Yards will be MATERIALLY NEGATIVELY IMPACTED by the LACK OF ONSITE PARKING in proposed redevelopment. The proposal is a pure and simple profit grab by Coburn (the developer) a highly profitable company, which used to be my upstairs neighbor in the Steel Yards. A one-time profit grab leaves everyone else behind with overcrowding issues FOREVER.

The plan proposes 102 parking spaces for 98,000 square feet of building. 102 spaces is nowhere near sufficient parking for a development of that size and I vehemently oppose allowing the project to go forward with so few spaces.

Every space to park in the Steel Yards complex is occupied EVERY DAY. Bluff street looks like Chernobyl and there is nothing along the rail corridor, yet OUR PROPERTY IN THE STEEL YARDS IS ALREADY OVERCROWDED.

It is a fantasy to expect that the occupants and customers using 3200 Bluff will come to the property via mass transit, which is pathetic, and by bicycle.

Our staff, for example, include a 55 year old who commutes from Magnolia

(the mountains) and frequently has to plow his driveway just to get to the dirt road portion of Magnolia.
One staffer is 70+ and comes from Erie.
Another staffer is 60+ and comes from Westminster.
Yet, another staffer from Westminster also makes multiple client visits during the day and must use a personal automobile.
During the "tax season" we sometimes work past midnight.
It is neither reasonable, nor safe, to expect my employees to get to work via mass transit or bicycles.

I am sure a survey of the Upslope employees and the other employees that will work at 3200 Bluff will show that they do not reside in Boulder and that they commute into Boulder each day with a personal automobile.
Paris has wonderful mass transit. New York has wonderful mass transit. Boulder does not.

It seems apparent that our city planners think they can force residents and employees into not driving by INTENTIONIALLY ALLOWING INSUFFICIENT PARKING in all of the new developments around town.

As an aside, it is interesting that all of the new housing stock in Boulder is in the LUXURY category and none is reasonably priced or "affordable", further exacerbating the commuting issue since the vast majority of employees in Boulder CANNOT AFFORD TO LIVE IN BOULDER. Boulder is thereby adding to global warming by knowingly, intentionally increasing the total number of commutes into the city from outside the city each and every day. To say otherwise would be insipid and preposterous.

Thank you,
Brian Alfonso

Brian Alfonso, J.D. Enrolled Agent
t 303 449 4570
We have expanded our accounting practice. As of June 1st, our new address in the Steel Yards:

3020 Carbon Place Ste 102
Boulder CO 80301
Our new look:

Any U.S. tax advice included in this written or electronic communication was not intended or written to be used, and it cannot be used by the taxpayer, for the purpose of avoiding any penalties that may be imposed under the Internal Revenue Code or applicable state or local tax law provisions.

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