



RTD TOD Concept Review Written Statement

Overview:

The RTD TOD at Boulder Junction will be a dynamic, sustainable, lively place anchored by an exceptional **underground** Bus Rapid Transit (BRT) station. Our program is infused with active elements including housing, lodging, public spaces, and the fully renovated and repurposed historic depot. This design creates a vibrant development integrating the needs of RTD with the City of Boulder’s redevelopment vision for Boulder Junction.

The project will be located at the northeast corner of Pearl Parkway and the new Junction Place road – just east of 30th street. The property is bordered on the east by the rail line, on the south by Pearl Parkway, on the west by Junction Place and on the north by Goose Creek.

The site was rezoned by the City in November, 2010 to MU-4 which allows for a Floor Area Ratio of up to 2.0. RTD initiated a request for proposals in September, 2010 and awarded the team of Pedersen Development Co./Adolfson & Peterson Construction Co. the project in February, 2011.

In addition to the underground station, the site will contain a parking structure on top of the bus facility, approximately 80 permanently affordable rental housing units, a hotel on the corner of Pearl & Junction Place, and a renovated Depot which is anticipated to be repurposed as a lively gathering place such as a restaurant/entertainment venue.

The parking structure will contain approximately 360 spaces for RTD patrons, hotel and Depot customers, our residents, as well as parking for the newly created Boulder Junction Parking District. Additionally, we will construct on-street parking along Junction Place and have made provisions for on-street parking along Pearl Parkway in anticipation of this street being reconfigured as a proposed into a “Woonerf.”

Meeting the Vision, Goals and Objectives of TVAP:

The **RTD TOD at Boulder Junction** will continue the transformation of the **Pearl Street Center District** into the well-used and well-loved pedestrian-oriented place envisioned by the City Council and Planning Board. Our diverse program of uses will have convenient and safe connectivity to key areas of the city including neighborhood shopping centers, Twenty Ninth Street, downtown and the university.

Connectivity between the site and the surrounding areas, including the future pocket park on the west side of Junction Place, will be excellent. Pedestrian safety is enhanced by locating the bus facility below grade – accessed via escalators and elevators.



This project will reduce traffic impact in the Pearl Street Center District through the following methods:

1. Utilization of the RTD bus rapid transit station and adjacent HOP route.
2. Plentiful weather-protected bicycle parking.
3. Car share program.
4. Bike share program.
5. Convenient pedestrian and bicycle connectivity to neighborhood shopping including grocery.
6. Limiting onsite parking to a maximum of one per residential dwelling unit.

The addition of this project to the Pearl Street Center District will increase the area's economic vitality. The housing will support area retail, the hotel will generate lodging taxes and bring new spending to Boulder, and the new RTD station, of course, will enable all of this to occur while reducing automotive usage.

We have oriented the buildings on site to be inclusive of the Depot, to take advantage of outstanding southwest views, to soak up the natural energy of the sun, to connect seamlessly with the surrounding environment.

Solar energy will be a key component of reducing the carbon footprint of the project, provided the economics continue to be feasible in light of pending changes through Xcel Energy's solar rebate program, and other federal and state programs. The latest advances in green technology will be explored in order to further minimize the effect of new development to the natural environment.

Additional Project Notes:

1. The project is included in the Boulder Junction Access District which will provide travel demand management programs.
2. A trip generation study is attached.
3. Residential parking shall be a maximum of 1.0 per DU.
4. City engineers indicate that it appears that the existing utility infrastructure can handle the proposed demands associated with this project.
5. TVAP envisions the use of Low Impact Development techniques (LID) wherever possible. Applicant and applicant's consultants are reviewing LID possibilities.
6. Applicant intends to support the LEED-ND pilot program to the greatest extent possible.