

VIOLET CROSSING



TECHNICAL DOCUMENT REVIEW

WRITTEN STATEMENT & FIGURES

April 4, 2011



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INTRODUCTION

1.1 PURPOSE AND INTENT

The purpose of this Site Review submittal request is to obtain approval on the proposed Violet Crossing development located at the north east corner of Broadway and Violet Avenue.

1.2 BACKGROUND

This is the third Concept Plan Review for the Violet Crossing site: the first in December 2006, the second in June 2007, which included a total of 78 residential units and approximately 9,400 square feet of retail/office space., and the third in December 2009, comprised of 96 (78 market and 18 affordable) rental residential with no office or retail uses.

On December 17th, 2009 the Planning Board provided the following “comments” on that third concept review of the Violet Crossing Concept Plan:

1. 13th/14th Street: Support of 14th Street vehicular bridge and pedestrian/bicycle connection across creek, aligned with the 13th Street circle in front of the proposed library.
2. Mixed Use vs. Residential: Support of all residential (vs. mixed use) citing lack of market for commercial/office uses in recent projects north along Broadway. Support for two 3-story buildings along Broadway at north end of site in exchange for eliminating one building and opening up central green space.
3. Mix of Housing Types: Support for one and two bedroom units, including some “family-friendly type dwellings”. Need to provide useable open space.
4. Parking/TDM: General support of proposed parking (per requirements). Not favor parking reduction in this situation due to neighborhood concerns. Concern for “sea of asphalt” in central parking court; could be alleviated with carports or garages. Strong support for Eco Passes. Need to enhance 13th Street north-south ped/bike link between Violet through the central/open space to the 4-mile Canyon Creek path.
5. Architectural Style: General support of drawings from previous 2007 submittal. No support for 2nd Floor “bridge” between buildings along Broadway. Support for sloped roofs (some indicated “no flat roofs”). Not support “double symmetry” of buildings along Broadway (not look like buildings are just “flipped”).
6. Trees: Support to salvage healthy mature trees if possible.

Planning Staff comments included the following:

1. Pedestrian Bridge: “Modify site plan to ensure that there is a more direct visual connection from Violet into the site such that the pedestrian bridge is clearly identifiable from Violet Ave.”
2. Architecture and Massing: Simplify exaggerated scale of front entries and heavy brick arches to be a better transition to the single family residence across Violet Ave. Building entries should be appropriately scaled to the pedestrian and provide pedestrian interest. Proposed mixture of materials creates a façade that is unnecessarily complicated. Simplify the facades and limit palettes of materials to bridge contemporary styles to the North with the more traditional single



family character to the South.

3. “Village Green” and Four Mile Canyon Creek channel improvements: support for reduced width of Village Green in places to create a more natural “undulant” quality to the open space and along 4 Mile Canyon Creek. Village Green should be a civic space to ensure visibility and accessibility from both Broadway and Violet Avenue.

Public comment was generally favorable, expressing support of the architectural concepts, eliminating the commercial/office uses but with some continued concern regarding parking.

This Site Review Application addresses all of these comments.

1.3 SITE DESCRIPTION AND SURROUNDING LAND USES

The site for this specific application totals 4.66 acres (gross) in size and 4.53 acres (net) after the ROW dedication for 14th Street is made. The west two thirds of the site, approximately 2.78 acres (net), is zoned Mixed Use-2 (MU-2) and the east one-third of the site is zoned Residential Medium-2 (RM-2), approximately 1.75 acres (net).

Four Mile Canyon Creek forms the north boundary of the site and beyond that is the proposed site for the North Branch of the Boulder Public Library and Uptown Broadway, a recently developed traditional New Urbanist neighborhood. Directly east of the site beyond the future 14th Street is a linear park, located between Violet Avenue and the Boulder Meadows Mobile Home Park. Single family homes are located south of the site across Violet Avenue. West, across Broadway from the site is highway commercial, zoned MU-2.

A variety of predominantly mixed-use developments are situated along the east side of the Broadway corridor to the north of the site, including the Holiday Neighborhood north of Yarmouth Avenue. Further west are more commercial and office uses associated with the North Broadway corridor. The general nature of the neighborhood is one that is evolving from a largely rural area with a mixture of residential and commercial uses, without a clearly defined overall character, to a more innovative urban neighborhood, consistent with the broader North Boulder Subcommunity Plan. The proposed Violet Crossing site plan being submitted for review respects and is generally consistent with these other projects.

The existing site contains highway-oriented commercial uses and approximately 9 mobile homes. It is relatively flat, gently sloping approximately 3% from the northwest to the southwest. A number of trees exist within the site as well as along the north edge of the site along 4 Mile Canyon Creek, a majority of these are deemed insignificant, such as Siberian Elms or Sucker Cottonwoods. (See section 3.1.3 for additional information.) The site has long-range views northwest, west, and southwest to the foothills and distant Flatirons.

1.4 DEVELOPMENT CONCEPT



The plan is consistent with the North Boulder Subcommunity Plan (NBSP). The property is served by two primary access drives, one off Broadway and one off Violet, and one secondary residential access drive off 14th Street. An axial view corridor from the neighborhood south of the site to the proposed Community Green and North Branch Library building is created by aligning the Violet Avenue access with the 13th Street right of way south of the property. The site plan incorporates the major open space and trail along the south side of the creek as stipulated in the NBSP. The plan also incorporates the existing low water pedestrian crossing of the creek which is linked to the trail system. In addition, a pedestrian/bike bridge is proposed to cross 4 Mile Canyon Creek within the Community Green and will be highly visible from the entry off Violet Avenue. Those crossings will provide access to the proposed North Boulder Library site and encourage interconnectivity between the Uptown and Violet Crossing neighborhoods. There will be a maintenance vehicle access in addition to numerous pedestrian connections to the trail from the site.

At the corner of Broadway and Violet there is compelling architecture that responds to this important gateway with pedestrian scale entries, soft landscape and hardscape design. The corner streetscape and contextual architecture will provide an appropriately-scaled transition to the single family residential south of Violet. The bus stop, located just north of the same corner on Broadway, is placed where it can enhance ridership. Pedestrian access into the site is available at multiple locations around the site, as well as a long the two access drives. The “Community Green” occurs at the intersection of the two internal access drives and provides visual and physical links to the Four Mile Canyon Creek pedestrian/bicycle path. The path has been brought out of the channel and into the site to facilitate an at grade “landing” of the bridge on the south side of the creek. To minimize the length and avoid the need for additional piers within the flood channel, the bridge is set to cross 4 Mile Creek Canyon at a perpendicular angle.

The site will be engineered and graded to accommodate the City’s flood requirements in accordance with the current Love and Associates model. Stormwater management, flood control, roads, utilities, open space improvements, and wetland mitigation will all be key components of the infrastructure design. Love and Associates, as part of the March 2008 Four Mile Canyon Creek channel improvements has generated plans which will remove the majority of the site from the High Hazard Zone through a combination of grading along the south side of the creek and overlot grading.

The development of this site will include a ROW dedication of ½ the 14th Street extension (approximately 5400sf).

With the exception of the two 3-story residential buildings along Broadway at the north end of the site all buildings will be 2 stories. All buildings have been placed to take advantage of views to the foothills, Four Mile Canyon Creek, the series of open space/plaza nodes as well as the Water Quality Pond to the east. A majority of the residential units have attached garages or carports which are accessed by supplemental driveways. The residential building(s) have been placed close to the streets and the parking areas are located to the rear. The landscaped parking court that serves the residential units



will be accessed from both access drives from Broadway on the west side of the site and Violet Avenue on the south side of the site.

Although the internal streets will not be dedicated, the street section on the north-south extension of 13th Street is proposed to conform to the 60-foot street standard. The east-west section is proposed to conform to the 60-foot standard, but with a combination of perpendicular and parallel on-street parking. The internal access is laid out in a grid framework to provide interconnectivity within the neighborhood. The streetscape on Broadway will conform to the city of Boulder's requirements including a combination of tree lawns and trees in grates and provide a generous garden to provide buffering and screening from Broadway.

The development concept is described in more detail in the following sections of the Written Statement.

The following sections address the Site Review Criteria identified in the Site Review application package dated September 2007. The Site Review Criteria is repeated below. *Responses to the Site Review Criteria are in italics.*

1.5 PROPOSED HEIGHT MODIFICATION

The maximum height allowed within the MU-2 and RM-2 zone districts is thirty five (35) feet and is restricted to 2 stories in the MU-2 district. A proposed Height Modification is being requested (in accordance with Planning Board's recommendation at the December 2009 concept review) to allow for buildings A1 and A2 to incorporate 3 stories in order to maximize the community green space and accommodate the building program on the site.

This request is supported by the following:

1. At the December 2009 Planning Board meeting the planning board supported eliminating the building within the 13th St view corridor and transfer the density to the two buildings at the north west corner of the site by adding a 3rd story.
2. The Shadow Analysis (Sheet A 1.0) illustrated that the shadows cast from the 2 proposed 3 story (35' height) buildings (A1 & A2) all remain within Violet Crossing property boundaries.
3. There are no buildings within 100' of the Violet Crossing property boundaries.
4. Based on the proposed grading of the property to accommodate the 4 Mile Canyon Creek flood channel improvement, the residential units facing Broadway will be set back from and sit approximately 1 foot lower than the adjacent sidewalk. The entries to these 4 units will be from the promenade on the East side of the building. The residential units and patios will address the street and include significant glazing.
5. Height Measurement. The heights of the A1 and A2 buildings; have been measured per City of Boulder code requirements and is documented on the Elevations (Sheets A2.1-2.5) and the Preliminary Grading Plan Sheet C2.0).

1.6 DEVELOPMENT/CONSTRUCTION SCHEDULE



Construction will commence around November 2011 and construction will be completed no later approximately 12 months later. Four Mile Creek Canyon channel improvements shall be completed before building permits are issued.

2.0 BOULDER VALLEY COMPREHENSIVE PLAN

2.1 How is the proposed site plan consistent with the purposes and policies of the Boulder Valley Comprehensive Plan?

The Violet Crossing plan is consistent with the Boulder Valley Comprehensive Plan which identifies the west portion of the site Mixed Use Business (“Mixed Use Business Development may be deemed appropriate and will be encouraged in some business areas”) and the east portion of the site Medium Density Residential (6-14DU/acre). The site is located within BVCP Planning Area I.

2.2 The proposed development shall not exceed the maximum density associated with the Boulder Valley Comprehensive Plan residential land use designation.

The 1.75 acre portion of the proposed Violet Crossing development designated medium density residential will contain 20 residential units (11.4/acre), well within the 6-14 DU/Acre BVCP designation.

3.0 SITE DESIGN

Projects should preserve and enhance the community’s unique sense of place through creative design that respects historic character, relationship to the natural environment and its physical setting. Projects should utilize site design techniques which enhance the quality of the project. In determining whether this subsection is met, the approving agency will consider the following factors:

1.1 OPEN SPACE

Including, without limitation, parks, recreation areas and playgrounds.

1. How is useable open space arranged to be accessible and functional?

A number of open space and park opportunities are available to the residents of the Violet Crossing development. Four Mile Canyon Creek and the proposed recreational trail lie along the north border of the Violet Crossing site. North across Four Mile Canyon Creek is the Uptown Broadway Village Green and the proposed North Boulder Branch Library. Directly east of the site lies the future linear park/open space to be developed in conjunction with the ultimate reconstruction of the Four Mile Canyon Creek drainage. This park will include passive and active areas that will be embraced by residents in surrounding neighborhoods and its proximity will aesthetically enhance all of North Boulder. In addition, approximately ¼ mile west of the site is the North Boulder Community Park, providing a variety of open space and recreational opportunities, including tennis, basketball, volleyball, softball, soccer, and playgrounds.



In order to compliment the “Village Green” on the north side of Four Mile Canyon Creek adjacent to Uptown Broadway and to meet the objectives of the NBSP, a series of open space “nodes” of varying character along the creek have been created to “knit” both sides of the creek together. From west to east, these nodes include: public (small plaza north of building A1 adjacent to Broadway), semi-private passive open space/gathering space for residents (between Buildings A1 & A2 and B3), public (“community green”, incorporating active and passive recreational opportunities including the bridge across Four Mile Canyon Creek and public (natural –water quality pond at the far east side of the site).

Those areas that function primarily as pedestrian ways, such as sidewalks along the streets and access drives, are also considered as open space, because they contribute to the livability of the neighborhood.

The development of the Violet Crossing site will provide approximately 110,419SF (56% of the net site area) of open space.

Please refer to Section 3.3 for a description of the landscape concepts.

2. How is private open space provided for each detached residential unit?

NOT APPLICABLE

3. How does the project provide for the preservation of natural features, including, without limitation, healthy long-lived trees, terrain, significant plant communities, threatened and endangered species and habitat, ground and surface water, wetlands, riparian areas and drainage areas?

The Four Mile Canyon Creek channel will be constructed in association with the development of Violet Crossing. These channel improvements will necessitate the reconstruction and restoration of the existing creek vegetation. In addition, the grading required to remove the site from the high hazard zone will necessitate removal of the existing trees on the site, a majority deemed as insignificant, such as Siberian Elms or sucker Cottonwoods, are not high quality trees and should be removed.

4. How does the open space provide a relief to the density, both within the project and from surrounding development?

The buildings have been located throughout the site in accordance with the North Boulder Subcommunity Plan to address the perimeter and internal streets. The residential buildings along Violet Avenue have been set an additional 15’ back from the south property boundary to accommodate a utility easement, but also to provide deeper “front yards” for those buildings adjacent to the single family residential neighborhood south across Violet Avenue. The residential buildings along Broadway have also been set back from the R.O.W. to create “front yards” for those units and will serve to buffer the 1st floor units from Broadway traffic. The open space nodes along the creek provide significant relief to the residential density and create an interesting series of “events” for pedestrians and bicyclists.



5. How does the open space provide a buffer to protect sensitive environmental features and natural areas?

The open space provided along Four Mile Canyon Creek through a series of nodes will provide a transition to the natural channel improvements proposed by Love and Associates. The landscape plan for the Four Mile Canyon Creek restoration is contained within the “2008 Violet Crossing development on Four Mile Canyon Creek development” document and incorporates significant riparian vegetation.

6. If possible, how is open space linked to an area or a city-wide system?

The open space within Violet Crossing is linked to both the north-south 13th Street route and the proposed Four Mile Canyon Creek regional pedestrian/bicycle path. The portion of this path adjacent to Violet Crossing will be constructed in association with the development of the site with this construction; access to North Boulder Community Park will be all off-road. Additionally, there are existing on-street bike lanes along Broadway which links to the greater on-street system.

3.2 OPEN SPACE IN MIXED-USE DEVELOPMENTS

Developments that contain a mix of residential and non-residential uses

NOT APPLICABLE

1.3 LANDSCAPING

1. How does the project provide for aesthetic enhancement and a variety of plant and hard surface materials, and how does the selection of materials provide for a variety of colors and contrast and how does it incorporate the preservation or use of local native vegetation where appropriate?

The specific landscape materials chosen for the development will emphasize a variety of colors, textures and forms in order to provide year-round interest. We always strive to use local materials and those that have adapted to the unique microclimate of North Boulder. Since the channel and site will be entirely re-graded, the use or protection of the existing materials will be prohibited. However, the replanted channel will give use the opportunity to use materials that will transition from the “native plant palette” to the more manicured gardens surrounding each building.

2. How does the landscape and design attempt to avoid, minimize or mitigate impacts to important native species, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project?

Since the channel and site will be entirely re-graded, we will create a transition from the channel landscape by minimizing the use of turf grass and their associated maintenance. As shown on the landscape plan, manicured grass will be limited to the park and promenade while native grasses and plant materials will front the project on the northern side along the channel.

3. How does the project provide significant amounts of plant material sized in excess of the



landscaping requirements of Sections 9-9-12 and 9-9-13, "Landscaping and Screening Requirements," and "Streetscape Design Standards," B.R.C. 1981

The plan will provide the plant material as sized by code however, we will exceed the amount required by providing additional screening and buffering in the "front yards". Additionally, we will be minimizing turf and placing it in usable areas, versus small and unusable areas where ever possible.

4. How are setbacks, yards and useable open space along public rights of way landscaped to provide attractive streetscapes, to enhance architectural features and to contribute to the development of an attractive site plan?
 - *Along Broadway, we are providing an extension of the streetscape to the north, with street trees (some in tree lawns and some in tree grates). Setting the buildings along Broadway back further than required setbacks allows us to create small gardens for the residents and provide screening and buffering to Broadway.*
 - *Along Violet Ave. we are providing a rhythmic streetscape for pedestrians and gardens on the slope behind the walk for shading, screening and buffering the residents.*
 - *The internal streets will also have a series of large shade trees with ornamentals at the pedestrian crossings and at the park entry.*
 - *Providing pedestrian 'nodes' along 4-Mile Canyon Creek frontage, starting on the western edge with a public plaza/overlook at Broadway, to a more private open space for residences, along the promenade between the buildings by creating gathering areas in a flexible open space to a larger park for residents and neighbors that incorporates a small playground and picnic pavilions and facilities.*
 - *Screen, break up, and shade parking areas.*
 - *Screen service and delivery and trash removal areas.*

1.4 CIRCULATION

Including, without limitation, the transportation system that serves the property, whether public or private and whether constructed by the developer or not.

1. How are high speeds discouraged or a physical separation between streets and the project provided?

A study of the various circulation options for the surrounding area was undertaken to determine the appropriate access streets to serve the site. With the information from this study and feedback from the City of Boulder, two streets will provide primary access to the site: Violet Avenue on the south, and Broadway along the west edge of the site. There will also be access to the two larger 10-unit residential buildings (See Site Development Plan, Bldgs D1 and D2) from a bridge off 14th Street across the Water Quality Pond. Internal streets have been designed to be narrow to discourage speeds in excess of 15 mph. Neck-downs at intervals and at the curves, and a raised pedestrian crossing near the Violet Avenue entrance, will also serve to maintain slow vehicle speeds. In addition,



2. How are potential conflicts with vehicles minimized?

Both primary vehicular entrances to the site will be designed to convey a sense of arrival and alert the driver to potential pedestrian conflicts. As well, a comprehensive sidewalk system will keep pedestrians off the streets. It is envisioned that Broadway will serve as the primary entry to the site as well as providing access for service, deliveries, and trash removal for the residential buildings. Violet Avenue will be utilized as the secondary entry and serve the residential buildings directly. All proposed streets are located at walkable intervals to encourage pedestrian movement in the development.

3. How are safe and convenient connections accessible to the public within the project and between the project and existing and proposed transportation systems provided, including without limitation streets, bikeways, pedestrian ways and trails?

Pedestrian and bicycle connections have been maximized in the Violet Crossing site to encourage alternate mode use. The building and parking areas have been laid out to assure slow speeds, thereby minimizing pedestrian/vehicular conflicts and lessening the effect of automobile noise in this residential neighborhood. Generally, wide sidewalks along Broadway, the 8' walkway along Violet and detached sidewalks along the internal access drives will accommodate comfortable pedestrian circulation. On the eastern side of (our 13th street), we are also proposing an 8' wide sidewalk that will lead to the park and the new pedestrian connection across Four Mile Canyon Creek. There will also be strong axial connections from the Violet Crossing site to the neighboring developments. The paving, shade trees, planters, benches and bike racks all will reinforce the character beginning to develop in this streetscape as well as providing a more enhanced area around the bus stop. Bike racks and benches will be conveniently located throughout the site and will encourage bicycle use.

4. How are alternatives to the automobile promoted by incorporating site design techniques, land use patterns and supporting infrastructure that supports and encourages walking, biking and other alternatives to the single occupancy vehicle?

See # 3 above.

5. Where practical and beneficial, how is a significant shift away from single-occupant vehicle use to alternate modes promoted through the use of travel demand management techniques?

The SKIP, a local high frequency bus route, provides service to the site via Broadway, immediately adjacent to the site, with a stop at the corner of Violet and Broadway. This route provides service north and south along Broadway from the north end of town to the south including Boulder County Health and Services, Community Hospital, Centennial Middle School, downtown, Boulder Bus Station, University of Colorado, Basemar Shopping Center, National Bureau of Standards, and Fairview High School at the south end of town. Additionally, Route "Y" on Broadway provides service to Lyons via Broadway/US 36.

Violet Crossing intends to be involved in the City of Boulder and RTD's NECO Pass Program.

An ECO Pass is a discounted, all-route, unlimited-rides pass issued by the Denver Regional Transportation District (RTD). The pass is good on all RTD services (except special services like Rockies or BroncosRide), including all local and regional buses such as Light Rail, the "N" to Eldora Mountain Resort, Skyride to DIA and Boulder's own Community Transit Network of HOP, SKIP, JUMP, BOUND, DASH, STAMPEDE, BOLT buses. These buses are known for their quick, convenient and schedule-free service around town and to and from Lafayette, Louisville and Longmont. By supporting this program, Violet Crossing hopes to reduce congestion in and around the community as well as minimize the pollution in this new neighborhood.

6. What on-site facilities for external linkage with other modes of transportation are provided, where applicable?

A bus stop is proposed at the northeast corner of Violet and Broadway. There are multiple pedestrian access points into the site from the perimeter streets. A multi-use connector trail has been provided, connecting the private drive aligned with 13th Street and trail along the creek. A bridge over the creek will provide pedestrian & bicycle access to the future library at the north edge of the Community Green..

Violet Crossing has a network of internal paths that are well linked to external connections. These paths lead to the pedestrian/bike trail, the urban walks along Violet and Broadway, and to the proposed bus stop. The site is highly connected being along a major bus route and is close to a primary bike trail. Bike racks will be conveniently distributed through the project to encourage usage. Residents will be informed of the recreational and commercial amenities proximate to the site and the walkable routes to these locations. The community will promote usage of the City of Boulder's and RTD's ECO pass as well as the local high frequency bus. By supporting these programs and by being a pedestrian friendly community, Violet Crossing expects to minimize the vehicular impact on the adjoining neighborhoods.

A trip generation analysis and trip distribution report is included with this submission.

7. How is the amount of land devoted to the street system minimized?

The amount of land dedicated to the street system is minimal due to careful and efficient placement of buildings and parking areas.

8. How is the project designed for the types of traffic expected, including, without limitation, automobiles, bicycles and pedestrians, and how does it provide safety, separation from living areas and control of noise and exhaust?

The site location was utilized to provide separate entrances on two separate streets; and thus reducing the traffic impacts and accessibility needs to one particular public City street. Where possible, garages have been incorporated into the buildings and parking areas have been separated from the main drive aisles to reduce the traffic impacts to the drive aisle/through street. To reduce impacts from vehicle exhaust and noise, the buildings have been configured to place the

rear of the units towards the parking areas.

Pedestrian and bicycle access has been addressed through the numerous connections to the City's pedestrian trail system. These connections include the proposed construction of pedestrian/ bike bridge across Four Mile Creek to allow all weather access to the City's multi-use trail system. In addition, the pedestrian connection through the east side of the 13th street corridor has been widened to allow for a higher volume of pedestrian and bicycle traffic. This wider sidewalk connection, in addition to the Four Mile Creek Trail will provide pedestrian and bicycle access from the East & West and North & South.

9. How will city construction standards be met and how will emergency vehicle use be facilitated?
Construction of the site will adhere to City of Boulder Design and Construction Standards. In addition, a vehicle movement/tracking program was used to model the emergency vehicle movements through the site. This analysis was performed to insure proper turning radii and drive aisle widths were being used in the design of the streets and drive aisles.

3.5 PARKING

1. How does the project incorporate into the design of parking areas, measures to provide safety, convenience and separation of pedestrian movements from vehicular movements?
Vehicle parking for the residential buildings is accommodated in a combination of surface, under building, and carport spaces accessed from the internal driveways. There is additional on-street parking in front of the buildings on Broadway as well as along the private internal streets..
2. How does the design of parking areas make efficient use of the land and use the minimum amount of land necessary to meet the parking needs of the project?
Within the MU-2 zoned portion of the site, parking is provided at a ratio of 1 space/unit. Within the RM-2 zoned portion of the site 1 space/1BR and 1.5 spaces/ BR units is provided.

Parking has been laid out/designed to minimize the amount of land dedicated to parking. Approximately 22% of the site is dedicated to parking.

3. How are parking areas and lighting designed to reduce the visual impact on the project, adjacent properties and adjacent streets?
The parking areas and site lighting will be designed to reduce the visual impact on the project, adjacent properties and adjacent streets. Lighting plan will be provided at the Tech Doc review.
4. How do parking areas utilize landscaping materials to provide shade in excess of the requirements in Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.
The plan provides 11% internal landscape with numerous trees to exceed the 5% parking lot



standards required for lots with 16-100 cars. Additionally, the main lot is internal to the project and is well screened from the surrounding properties.

3.6 BUILDING DESIGN, LIVABILITY AND RELATIONSHIP TO THE EXISTING OR PROPOSED SURROUNDING AREA

1. How are the building height, mass, scale, orientation and configuration compatible with the existing character of the area or the character established by an adopted plan for the area?

Violet Crossing will provide an important transition from Uptown Broadway at the north to the single family residences to the south. The proposed buildings scale down south from the 3 story buildings of Uptown Broadway. The blend of traditional forms-porches, masonry wainscots, residential-style windows and doors, cornices- in the architecture at Violet Crossing is compatible with the neighborhood. The highly detailed arbors and arched entryways along the streets will provide richness at a pedestrian scale as well as provide a connection to the homes in the adjoining neighborhood.

The proposed community includes 78 market rate apartments and 20 permanently affordable condominiums. The dwellings have been organized into 10 buildings with no more than 12 apartments per building. The number and reduced size of the buildings creates a residential scale urban edge as well as sense of individuality and uniqueness. Also, the facades of each building are articulated into smaller elements by changes in plane materials and parapet height, which reduces the overall mass of the development.

The general nature of North Boulder is one that has been evolving over the past 20 years from a largely rural area with a mixture of residential and commercial uses, without a clearly defined character, to a more innovative urban neighborhood, guided by the North Boulder Subcommunity Plan (NBSP).

Two and three story buildings will front Broadway and two story buildings will front Violet Avenue. A variety of details/materials at the street level will enhance the pedestrian experience. The buildings along Broadway will incorporate steps and porches to articulate the base of the buildings, to provide a more secure street environment and to add pedestrian interest along the sidewalk, for the ground level residential units. The buildings along Violet Avenue have front doors that address the street and are scaled to be compatible with the single family across the street. The proposed maximum building height of 35' will be in compliance with the NBSP guidelines.

The NBSP development guidelines are respected with short blocks and pedestrian friendly tree lined streets organized on a grid arrangement. In accordance with the Plan, the residential buildings front the public streets creating a pedestrian streetscape. Garage doors and parking are concealed within the site.

The proposed development does not exceed this maximum.60:1.00 F.A.R. designated in the MU-2 zone district nor does it exceed the maximum density allowed in the RM-2 zone district.



2. How is the height of the buildings in general proportion to the height of existing buildings and the proposed or projected heights of approved buildings or approved plans for the immediate area?
Eight of the 10 buildings in Violet Crossing will be two stories. The remaining two (buildings A1 & A2), located along Broadway, at the north end of the site, will be three stories in accordance with direction received at the 17 December 2009 Planning Board Meeting. This will provide a transition from the high density mixed-use Uptown Broadway neighborhood north of Violet Crossing to the single family residences south of Violet Avenue. The maximum height of all buildings in Violet Crossing will be 35 feet.

3. How does the orientation of buildings minimize shadows on and blocking views from adjacent properties?

The buildings in Violet Crossing have been designed and oriented to minimize shadows on adjacent properties. Buildings along Four Mile Canyon Creek have been set back from the creek to provide a variety of open space nodes. The buildings along Broadway have been set back from the R.O.W. in order to provide additional buffering and the buildings along the east side of the site are 160 feet from the property line and buffered by the water quality pond.

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

Violet Crossing will provide an important transition from the urban village to the north to the single family residence to the south. The proposed buildings scale down south from the 3 story buildings of Uptown Broadway. The blend of traditional elements- porches, masonry wainscots, residential-style windows and doors, cornices- in the architecture at Violet Crossing is compatible with the neighborhood. The highly detailed entryways along the streets will provide richness at a pedestrian scale as well as provided a connection to the homes in the adjoining neighborhood. Also, the use of a variety of exterior building finishes- brick, stucco, siding, and railings- will give individuality and character to the dwellings and relate to the architecture of the Uptown Broadway development and residential neighborhoods to the south.

The proposed community includes 78 market rate apartments and 20 permanently affordable condominiums. The dwellings have been organized into 10 buildings with no more than 12 apartments per building. The sizes of the buildings help create a residential scale urban edge as well as sense of individuality and uniqueness.

5. How do buildings present an attractive streetscape, incorporate architectural and site design elements appropriate to a pedestrian scale and provide for the safety and convenience of pedestrians? *Please refer to sections 1, 2 and 4 above.*

6. To the extent practical, how does the project provide public amenities and planned public facilities?



The general nature of North Boulder is one that has been evolving over the past 20 years from a largely rural area with a mixture of residential and commercial uses, without a clearly defined character, to a more innovative urban neighborhood, guided by the North Boulder Subcommunity Plan (NBSP).

Two and three story buildings in front of Broadway and Violet Avenue and provide a variety of details/ materials at the street level to enhance the pedestrian experience along Broadway will be ground level residential units. The buildings along Violet Avenue have front doors that address the street and are scaled to be compatible with the single family across the street. The proposed maximum building height of 35' will be in compliance with the NBSP guidelines.

The NBSP development guidelines are respected with short blocks and pedestrian friendly/tree lined streets organized on a grid arrangement. In accordance with the Plan, the residential buildings front the public streets creating a pedestrian streetscape. Carports and parking are concealed within the site.

Major open space amenities are proposed within Violet Crossing on the south side of Four Mile Canyon Creek, consistent with NBSP. To meet the intent of the NBSP, a series of public and semi-private open space nodes have been created to connect both sides of the creek together. These include the Broadway Plaza, an overlook into the Four Mile Canyon Creek Drainage and views to the western ridge, the internal Promenade, providing informal, flexible grass areas and seating nooks, the park with a small play area and picnic pavilions, and the water quality pond, a naturalized landscape area.

In addition to the open space amenities above Violet Crossing will provide the bus stop bench on Broadway just north of Violet.

7. For residential projects, how does the project assist the community in producing a variety of housing types, such as multi-family, townhouses and detached single-family units as well as mixed lot sizes, number of bedrooms and sizes of units?

Violet Crossing will include a total of 98 units within four building types. The units will be a mix of 78 market rental apartments and 20 affordable apartment condominiums.

Additional diversity is accomplished by providing range of 450 SF studios to 950 SF 2-bedroom units.

8. For residential projects, how is noise minimized between units, between buildings and from either on-site or off-site external sources through spacing, landscaping and building materials?

The buildings along Broadway and Violet Avenue have been set back from R.O.W. to create landscaped front yards to buffer the first floor units from Broadway traffic noise. In addition, low planter walls will contribute to minimizing traffic noise. Private outdoor patios and decks have been located to maintain privacy.

Regarding the noise between units, in addition to providing minimum 15' spacing between the buildings, the exterior walls will have high STC ratings and double-pane glazing to minimize sound transmission from nearby units and from the outside. Similarly, demising walls and floors separating units will have

high STC ratings to prevent sound transmission between adjoining units.

9. If a lighting plan is provided, how does it augment security, energy conservation, safety and aesthetics?

The Lighting Plan augments security, energy conservation, safety and aesthetics by incorporating the following design components:

A maximum lighting level of five (5) foot candles at all residential entries will be provided incorporating pl fluorescent deco wall sconces. Each resident will have switch control of this lighting. A maximum of 3 foot candles will be provided in the parking areas, with a maximum of 2 foot candles in the remaining building common areas.

Fixture lamps will be energy efficient based on lumens per watts; no incandescent or halogen lamps will be used.

Parking lot fixtures will be 100 watt metal halide with a maximum 8500 lumen rating, mounted on a 20 foot pole. Walkway and common areas shall be maximum 4000 lumens. Forty-two (42) watt pl fluorescent wall sconces will be building mounted at approximately 12 feet above grade.

Full cut-off fluorescent pl wall sconce fixtures will be located at the corners of each building along with additional fixtures located quarter pointed on the buildings. Parking lot fixtures shall also be full cut off, with the same style fixture used in the park area, lighting the path area. The poles will be 15 feet in height; bollards will not be used due to potential vandalism concerns.

All fixtures will be full cut off and blend with the architectural style of the building; fixtures shall be vandal resistant but not vandal proof to allow for the fixtures to appear visually aesthetic.

All exterior lighting shall be controlled with a photocell, providing an additional degree of security for the lighting to be on by night fall without relying on programming and yearly adjustments because of time changes.

10. How does the project incorporate the natural environment into the design and avoid, minimize or mitigate impacts to natural systems?

A Flood Plain Development application was submitted to the City of Boulder in November 2008. The plans show removal of most of the site from the High Hazard zone through a combination of grading along the north and south sides of the creek and overlot grading. The plan allows for the development of the site.

A new Four Mile Canyon Creek flood channel will be designed in compliance with applicable regulations. The developer will construct the flood channel with the costs shared by the City.

The wetland mitigation will be designed in compliance with the applicable regulations.

The enhanced landscaped water quality pond will remain as originally proposed at the southeast



corner of the site.

The design of the landscape will include water saving plants and minimize areas of small turf. The careful selection and placement of the plant materials will minimize the overuse of water and minimize additional maintenance.

The owner intends to integrate green technologies in the building designs. A renewable energy source is being considered with the incorporation of photovoltaic panels on the roofs of the central court carports.

11. How are cut and fill minimized on the site, and how does the design of buildings conform to the natural contours of the land, and how does the site design minimize erosion, slop instability, landscape, mudflow, or subsidence, and minimize the potential threat to property caused by geological hazards?

The site and adjacent Four Mile Canyon Creek will be altered significantly in order to channel flood flows and remove the Violet Crossing and proposed library sites from the high hazard zone. David Love and Associates designed the channel improvements and over lot grading plan to mitigate the flood impacts.

3.7 SOLAR SITING AND CONSTRUCTION

For the purpose of insuring the maximum potential for utilization of solar energy in the city, all applicants for residential site reviews shall place streets, lots, open spaces and buildings so as to maximize the potential for the use of solar energy in accordance with the following solar siting criteria:

1. Placement of Open Space and Streets: Open space areas are located wherever practical to protect buildings from shading by other buildings within the development or from buildings on adjacent properties. Topography and other natural features and constraints may justify deviations from this criterion. How is this criterion met?

Open space is carefully distributed throughout the site to protect buildings from shading and is comprised of: open space nodes along the Four Mile Canyon Creek, streetscape, buffers, parking lot landscaping and terraces/patios. See Figure F. Open Space Diagram.

2. Lot Layout and Building Siting: Lots are oriented and buildings are sited in a way which maximizes the solar potential of each principal building. Lots are designed to facilitate siting a structure which is unshaded by other nearby structures. Wherever practical, buildings are sited close to the north lot line to increase yard space to the south for better owner control of shading. How is this criterion met?

Given the constraints of the site, buildings have not been sited close to the north lot line (to provide open space amenities) but have been clustered to the south and west portion of the site. To the greatest extent possible solar access to each building has been maximized.

3. Building Form: The shapes of buildings are designed to maximize utilization of solar energy. Buildings shall meet the solar access protection and solar siting requirements of Chapter 9-9-17, "Solar Access," B.R.C. 1981. How is this criterion met? *The large total exterior wall area resulting from breaking up the project into 12 smaller buildings has enabled a generous amount of window area for all apartment units. The windows typically have high head heights and in some cases transoms over the windows and doors, as shown on the elevations to provide for daylighting deep into the main living areas and bedrooms. The building envelopes- walls, windows/doors and roofs- will be designed for high R-values and low air infiltration for energy efficiency. See Sheet A1.0. Shadow Analysis illustrates the shadows cast by the proposed building and confirms that the building meets the requirements of Chapter 9-9-17, "Solar Access", B.R.C. 1981.*

4. Landscaping: The shading effects of proposed landscaping on adjacent buildings are minimized. How is this criterion met?
Deciduous trees have been placed on the south and western sides of the buildings to help provide additional shading in the summer and as the leaves drop, add solar gain during the winter months. Evergreen trees have been strategically placed to help block the colder winter winds and minimize wind tunnels.

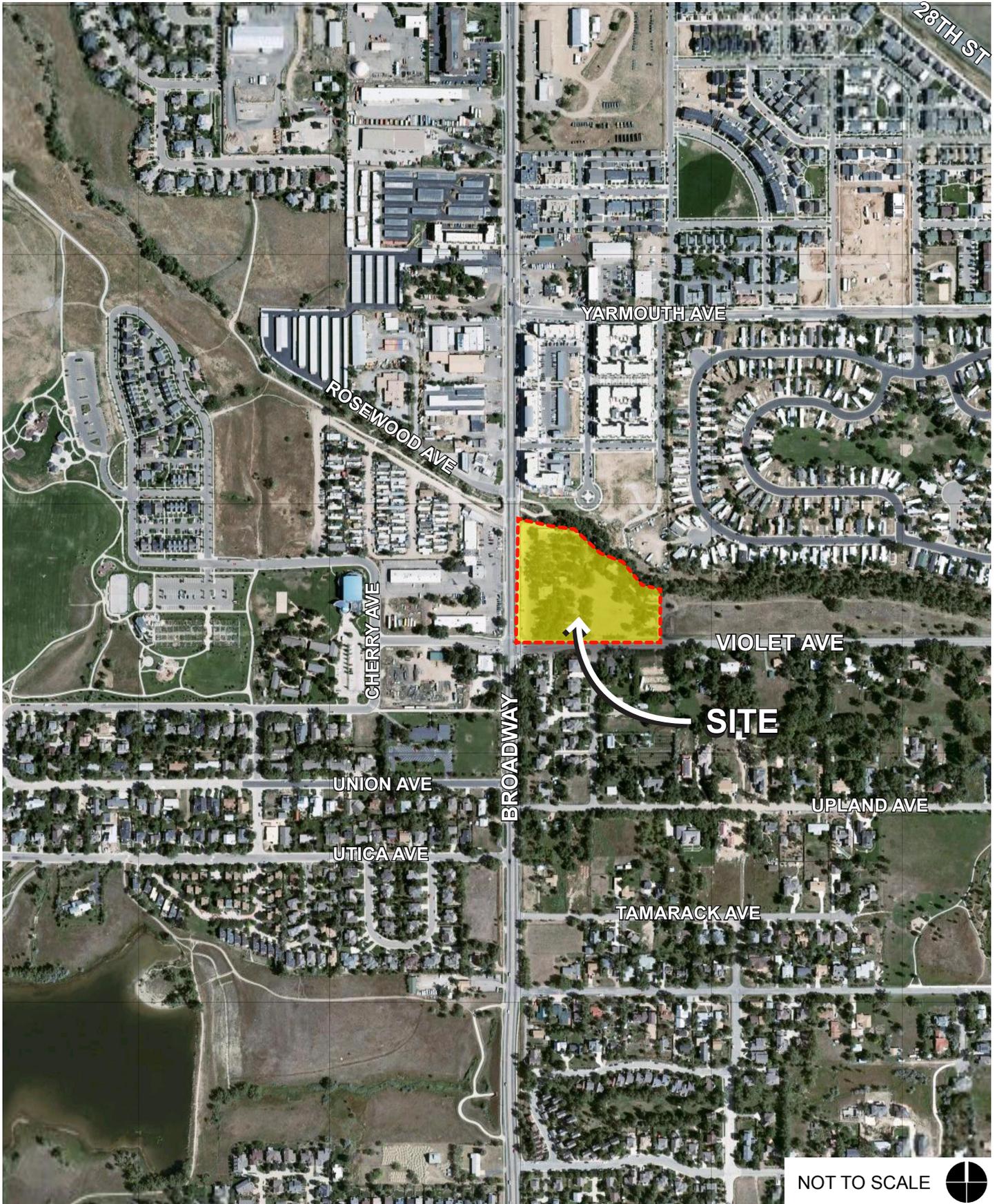
3.8 ADDITIONAL CRITERIA FOR POLES ABOVE THE PERMITTED HEIGHT

No site review application for a pole above the permitted height will be approved unless the approving agency finds all of the following:

1. The light pole is required for nighttime recreation activities, which are compatible with the surrounding neighborhood, or the light or traffic signal pole is required for safety, or the electrical utility pole is required to serve the needs of the city?
2. The pole is at minimum height appropriate to accomplish the purposes for which the pole was erected and is designed and constructed so as to minimize light and electromagnetic pollution. If applicable, how are these criteria met?

There will not be light poles above 25, the maximum pole height per Boulder Lighting Standards.

VICINITY MAP



NOT TO SCALE

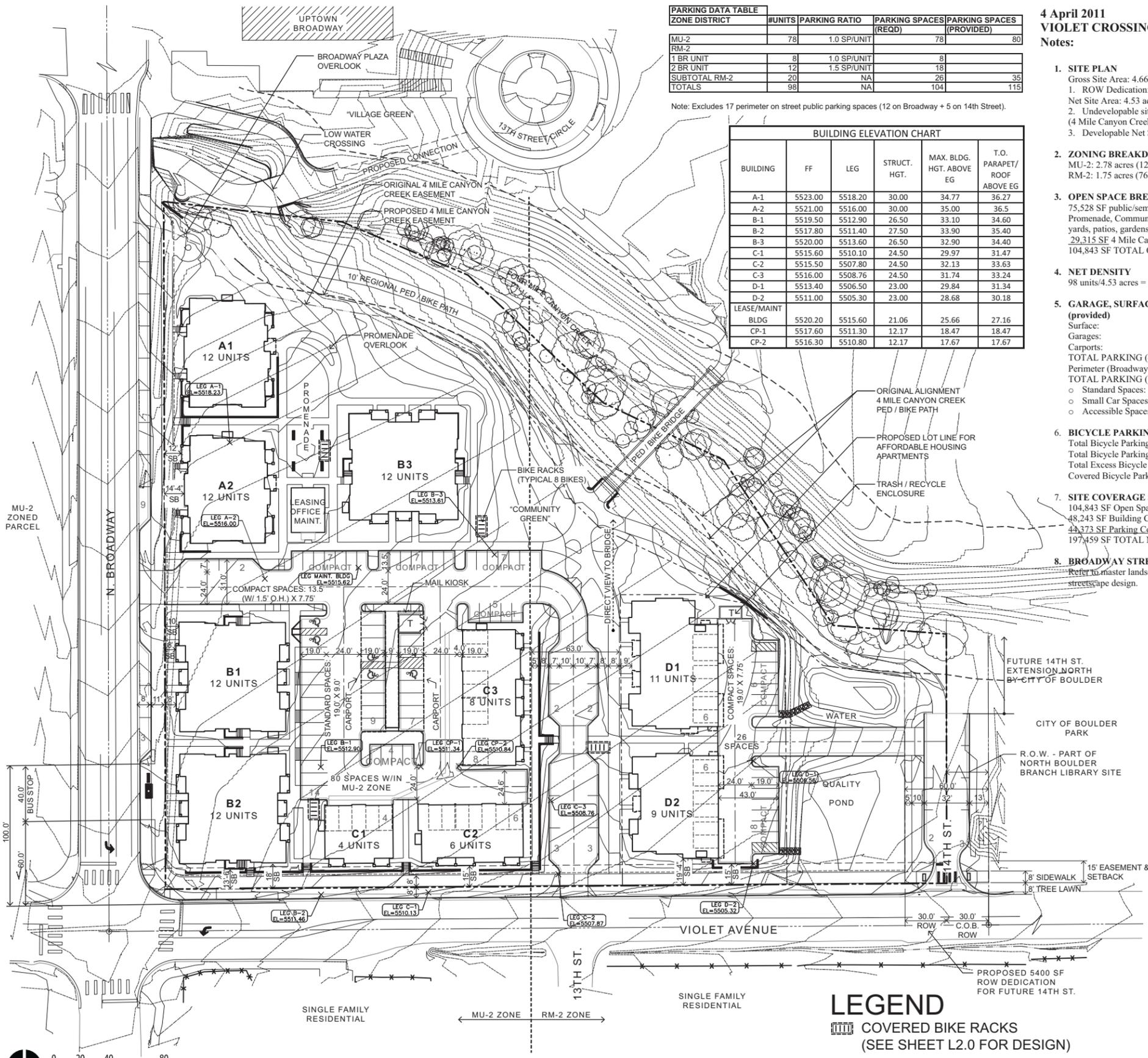


VIOLET CROSSING

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FIGURE
A



PARKING DATA TABLE				
ZONE DISTRICT	#UNITS	PARKING RATIO	PARKING SPACES (REQD)	PARKING SPACES (PROVIDED)
MU-2	78	1.0 SP/UNIT	78	80
RM-2				
1 BR UNIT	8	1.0 SP/UNIT	8	
2 BR UNIT	12	1.5 SP/UNIT	18	
SUBTOTAL RM-2	20	NA	26	35
TOTALS	98		104	115

Note: Excludes 17 perimeter on street public parking spaces (12 on Broadway + 5 on 14th Street).

BUILDING ELEVATION CHART					
BUILDING	FF	LEG	STRUCT. HGT.	MAX. BLDG. HGT. ABOVE EG	T.O. PARAPET/ ROOF ABOVE EG
A-1	5523.00	5518.20	30.00	34.77	36.27
A-2	5521.00	5516.00	30.00	35.00	36.5
B-1	5519.50	5512.90	26.50	33.10	34.60
B-2	5517.80	5511.40	27.50	33.90	35.40
B-3	5520.00	5513.60	26.50	32.90	34.40
C-1	5515.60	5510.10	24.50	29.97	31.47
C-2	5515.50	5507.80	24.50	32.13	33.63
C-3	5516.00	5508.76	24.50	31.74	33.24
D-1	5513.40	5506.50	23.00	29.84	31.34
D-2	5511.00	5505.30	23.00	28.68	30.18
LEASE/MAINT BLDG	5520.20	5515.60	21.06	25.66	27.16
CP-1	5517.60	5511.30	12.17	18.47	18.47
CP-2	5516.30	5510.80	12.17	17.67	17.67

4 April 2011 VIOLET CROSSING SITE PLAN

- Notes:**
- SITE PLAN**
Gross Site Area: 4.66 acres (202,859 SF) (100%)
1. ROW Dedication: 0.12 (5,400 SF) (3%) along 14th Street
Net Site Area: 4.53 acres (197,459 SF) (97%)
2. Undevelopable site area: (42,637 SF) (22%)
(4 Mile Canyon Creek Drainage & Conveyance easements)
3. Developable Net Site Area: 3.57 acres (155,822 SF) (70%)
 - ZONING BREAKDOWN (Net Site Area)**
MU-2: 2.78 acres (121,000 SF) @ .6 FAR = 72,600 SF Maximum floor area
RM-2: 1.75 acres (76,459 SF) @ 3500 SF lot area/unit = 22 units minimum
 - OPEN SPACE BREAKDOWN**
75,528 SF public/semi-public/private Open Space (includes Broadway Plaza, Promenade, Community Green, Water Quality Pond, Sidewalks, Tree lawns, yards, patios, gardens, etc.)
29,315 SF 4 Mile Canyon Creek Open Space easement
104,843 SF TOTAL OPEN SPACE (54% of Net Site Area)
 - NET DENSITY**
98 units/4.53 acres = 21.63 DU/acre
 - GARAGE, SURFACE, AND ON-STREET PARKING SUMMARY (provided)**
Surface: 68 spaces
Garages: 30 spaces
Carpools: 17 spaces
TOTAL PARKING (excluding perimeter on street parking): 115 spaces
Perimeter (Broadway and 14th Street) on street: 17 spaces
TOTAL PARKING (including perimeter on street parking): 132 spaces
o Standard Spaces: 65 (56%)
o Small Car Spaces: 44 (38%)
o Accessible Spaces: 6 (6%)
 - BICYCLE PARKING**
Total Bicycle Parking Required: 11 spaces (10% of 104 spaces)
Total Bicycle Parking Provided: 32 spaces
Total Excess Bicycle Parking: 21 spaces
Covered Bicycle Parking Provided: 32 spaces
 - SITE COVERAGE SUMMARY (% OF NET SITE AREA)**
104,843 SF Open Space (54%)
48,243 SF Building Coverage (24%)
44,373 SF Parking Coverage (22%)
197,459 SF TOTAL Net Site Area (100%)
 - BROADWAY STREETSCAPE DESIGN**
Refer to master landscape plan and detail landscape plans for specific Broadway streetscape design.

Violet Crossing - Building/Unit Matrix
03/28/2011

BUILDING	UNIT PLAN	UNIT TYPE	9/2010 AVERAGE NET UNIT AREA (NSF)	QTY	9/2010 TOTAL UNIT AREA (NSF)	3/2011 AVERAGE NET UNIT AREA (NSF)	3/2011 TOTAL UNIT AREA (NSF)	9/2010 TOTAL BUILDING AREA (GSF)	3/2011 TOTAL BUILDING AREA (GSF)
MARKET RATE									
A1	1	2BR/2BA	945	9	8505	979	8811		
	2	1BR/1BA	650	3	1950	678	2034		
Subtotal				12	10455	10845	12128	12499	
A2	1	2BR/2BA	945	9	8505	979	8811		
	2	1BR/1BA	650	3	1950	678	2034		
Subtotal				12	10455	10845	12128	12499	
B1	5	2BR/2BA	876	4	3504	875	3500		
	6	1BR/1BA	670	2	1340	675	1350		
	7	2BR/2BA	844	4	3376	842	3368		
	8	1BR/1BA	616	2	1232	616	1232		
Subtotal				12	9452	9450	10719	10616	
B2	5	2BR/2BA	876	4	3504	875	3500		
	6	1BR/1BA	670	2	1340	675	1350		
	7	2BR/2BA	844	4	3376	842	3368		
	8	1BR/1BA	616	2	1232	616	1232		
Subtotal				12	9452	9450	10719	10616	
B3	5	2BR/2BA	876	4	3504	875	3500		
	6	1BR/1BA	670	2	1340	675	1350		
	7	2BR/2BA	844	4	3376	842	3368		
	8	1BR/1BA	616	2	1232	616	1232		
Subtotal				12	9452	9450	10719	10616	
C1	3	1BR/1BA	453	2	906	483	965		
	4	2BR/2BA	870	2	1740	853	1705		
Subtotal				4	2646	2670	2911	3153	
C2	3	1BR/1BA	453	3	1359	483	1448		
	4	2BR/2BA	870	3	2610	849	2547		
Subtotal				6	3969	3995	4366	4666	
C3	3	1BR/1BA	453	4	1812	482	1928		
	4	2BR/2BA	870	4	3480	851	3402		
Subtotal				8	5292	5330	5821	6274	
LEASING OFFICE	NA	NA	NA	NA	1300	1536	1408	1536	
TOTAL MARKET RATE + LEASING OFFICE/MAINT. BLDG.					78	62473	63571	70917	72475
AFFORDABLE									
D1	9	2BR/1BA	785	2	1570	800	1600		
	10	1BR/1BA	630	2	1260	659	1318		
	11	2BR/1BA	760	3	2280	773	2318		
	11-A	2BR/1BA	760	1	760	765	765		
	12	1BR/1BA	520	2	1040	546	1092		
	12-A	1BR/1BA	520	1	520	553	553		
Subtotal				11	7430	7646	8545	8085	
D2	9	2BR/1BA	785	2	1570	803	1606		
	10	1BR/1BA	630	1	630	667	667		
	11	2BR/1BA	760	2	1520	778	1556		
	12	1BR/1BA	520	2	1040	550	1100		
	12-SIM	1BR/1BA	520	1	520	553	553		
	13	2BR/1BA	695	1	695	695	695		
Subtotal				9	5975	6177	6871	6814	
TOTAL AFFORDABLE					20	13405	13823	15416	14899
GRAND TOTAL					98	75878	77393	86333	87374

VICINITY MAP (NTS)



LEGEND
 COVERED BIKE RACKS
 (SEE SHEET L2.0 FOR DESIGN)





OPEN SPACE LEGEND:

- 29,122 SF 4-MILE CANYON CREEK OPEN SPACE EASEMENT
- 80,526 SF VIOLET CROSSING OPEN SPACE
(including Plaza, Promenade, Community Green,
Water Quality Pond, Sidewalks, Tree Lawn, Yards, Gardens etc.)
- 109,648 SF** TOTAL OPEN SPACE
- 197,457 SF TOTAL NET SITE AREA (Excluding 14th Street ROW Dedication)
- 56 % OPEN SPACE





1 BLDGS A1 & A2 - WEST ELEVATIONS
1/8" = 1'-0"



2 BLDGS B1 & B2 - WEST ELEVATIONS
1/8" = 1'-0"



3 BLDG B2 - SOUTH ELEVATION
1/8" = 1'-0"





1 BLDGS C1 & C2 - SOUTH ELEVATION
1/8" = 1'-0"



2 BLDGS C2 & C3 - EAST ELEVATIONS
1/8" = 1'-0"



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FINAL ARCHITECTURAL ELEVATIONS
BLDGS C-1, C-2 & C-3

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FAX: 303.449.3886
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FIGURE
F



1 BLDGS D1 & D2 - WEST ELEVATION
1/8" = 1'-0"



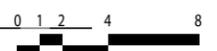
2 BLDG D1 - SOUTH ELEVATION
1/8" = 1'-0"



3 BLDG D2 - NORTH ELEVATION
1/8" = 1'-0"



4 BLDGS D1 & D2 - EAST ELEVATIONS
1/8" = 1'-0"



VIOLET CROSSING

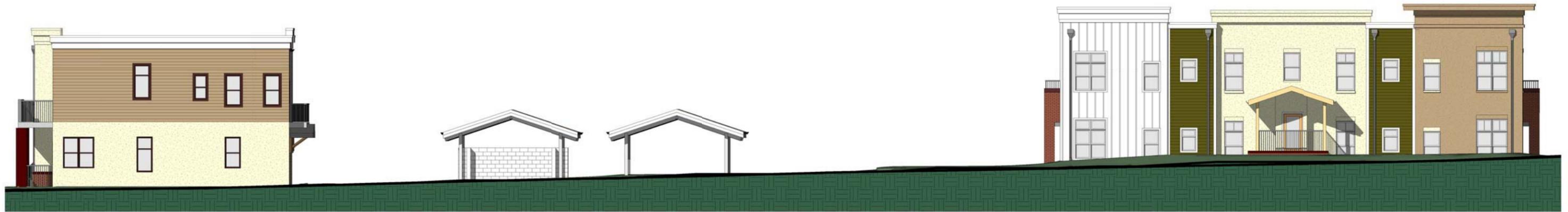
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FINAL ARCHITECTURAL ELEVATIONS
BLDGS D-1 & D-2

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FIGURE
G



1 BLDGS B3, D2 & CARPORT
1/8" = 1'-0"



2 BLDGS A2, B3 & LEASING OFFICE - SOUTH ELEVATION
1/8" = 1'-0"



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FIGURE
H



LOOKING NORTHEAST AT BROADWAY ELEVATION



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LOOKING NORTHEAST FROM BUS STOP ON BROADWAY



NORTH BROADWAY ELEVATION

UPTOWN BROADWAY

FOURMILE CANYON CREEK

BUILDING A1

BUILDING A2

BUILDING B1

BUILDING B2

SINGLE FAMILY RESIDENTIAL

VIOLET AVE.

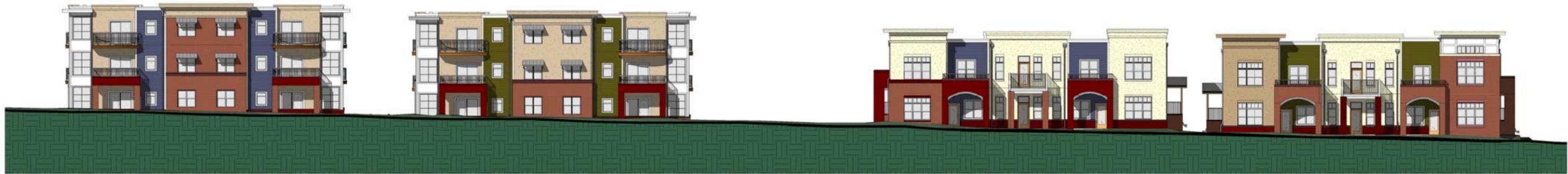


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BROADWAY STREETSCAPE AND MASSING MODEL

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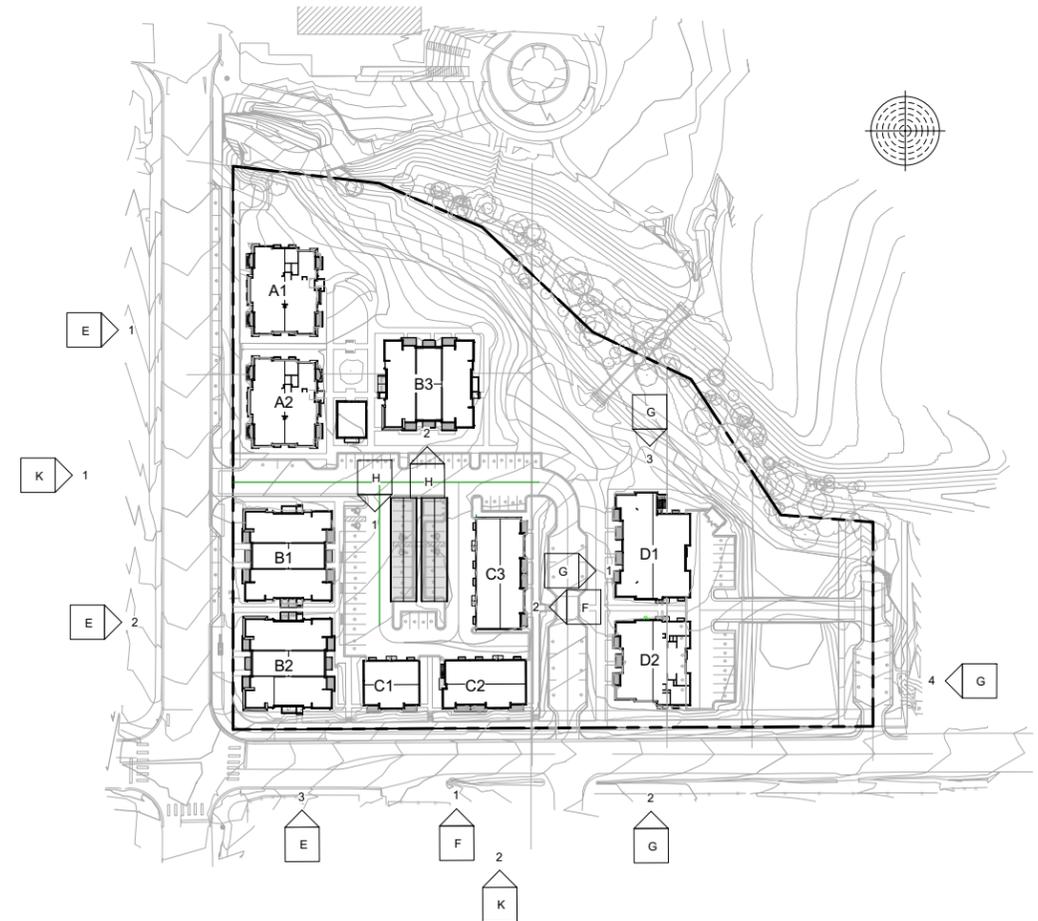
1 BROADWAY STREET - WEST ELEVATION
1/16" = 1'-0"



2 VIOLET AVE - SOUTH ELEVATION
1/16" = 1'-0"



4 3D PERSPECTIVE



3 SITE PLAN - COLOR ELEVATIONS REFERENCE
1" = 80'-0"



BROADWAY PERSPECTIVE LOOKING **SOUTHEAST**



BROADWAY PERSPECTIVE LOOKING **NORTHEAST**



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**BROADWAY PERSPECTIVES LOOKING
NORTHEAST AND SOUTHEAST**

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FIGURE
L