

**CITY OF BOULDER
PLANNING BOARD AGENDA ITEM
MEETING DATE: December 4, 2014**

AGENDA TITLE: SITE REVIEW for the proposed removal of existing structures and a two-phased redevelopment with three, four-story buildings of Class A office in a campus format with below grade parking for the property located at 2095, 2111 and 2121 30th Street along with 2920 and 2930 Pearl Street. A total of 330,000 gross square feet is proposed to be developed in two phases (220,000 square feet in initial phase) with maximum 55' building height and four-stories. Site Review case no. LUR2014-00035. The applicant intends to pursue Vested Rights per section 9-2-19, B.R.C. 1981.

Applicants: Collin Kemberlin
Property Owners: Pearl Place Associates, LLC

REQUESTING DEPARTMENT:

Community Planning & Sustainability
David Driskell, Executive Director
Susan Richstone, Deputy Director
Charles Ferro, Development Review Manager
Elaine McLaughlin, Senior Planner

OBJECTIVE:

1. Hear applicant and staff presentations.
2. Hold public hearing.
3. Planning Board action to approve, approve with conditions, or deny the Site Review application.

SUMMARY:

Proposal: SITE REVIEW for the proposed removal of existing structures and a two-phased redevelopment with three, four-story buildings of Class A office in a campus format with below grade parking. A total of 330,000 gross square feet in two phases (220,000 square feet in initial phase) with maximum 55' building height and four-stories has been proposed. Three modifications to the land use code are being pursued through Site Review: height; number of stories; and a parking reduction. The applicant intends to pursue Vested Rights per section 9-2-19, B.R.C. 1981

Location: 2095, 2111 and 2121 30th Street along with 2920 and 2930 Pearl Street

Size of Tract: 180,307 square feet or 4.29 acres

Zoning: Business Regional-1 (BR-1)

Comprehensive Plan: Regional Business

KEY ISSUES: Staff has identified the following key issues regarding the proposed Site Review application:

Key Issue 1: Is the proposed project consistent with Boulder Valley Comprehensive Plan policies?

Key Issue 2: Is the proposed project, including the proposed height, number of stories, and setbacks, consistent with the Site Review criteria of Land Use Code Section 9-2-14(h), B.R.C. 1981?

Key Issue 3: Is the proposed building height, mass, scale, orientation, architecture, and configuration compatible with the character established in the Boulder Valley Regional Center Design Guidelines?

Key Issue 4: Does the proposed parking reduction of 24 percent meet the criteria of Section 9-2-14(h)(2)(K), B.R.C. 1981?

I. INTRODUCTION AND BACKGROUND

As shown **Figure 1**, the site is located directly west of Boulder Junction near the corner of 30th and Pearl streets and is comprised by four separate lots totaling 4.29 acres that combined, form an “L” shape that extends from Pearl Street on the north to 30th Street on the east, behind the Chase Bank and drive-thru that are at the corner of that intersection.

The existing character in the area north and west of the site is auto-oriented with big box retailers that include Barnes & Noble Booksellers, Whole Foods, Target, and the Twenty Ninth Street shopping center. The adjacent property to the south at 29 North is built in a more urban configuration and the area northeast of the site, within Boulder Junction, is undergoing a significant transformation based on the Transit Village Area Plan. Boulder Junction is anticipated to be a new urban neighborhood and mixed use, transit oriented development. As recently completed, the 3100 Pearl Apartments has 319 residential units, with predominately one- and two-bedroom units. Across Pearl Parkway, also under construction, is Depot Square, planned as a mixed use redevelopment that includes a 150 room Hyatt hotel, 71 permanently affordable apartment units (primarily one- and two-bedroom units), a below grade bus facility, and a new public plaza surrounding the restored historic depot building intended as a restaurant.

Directly adjacent to the site, to the south is the 250 unit 29 North apartments, primarily one- and two-bedrooms, built in 2012. Across 30th Street is an existing office building along with auto dealerships recently reviewed as a concept plan for a mixed use residential, retail and office redevelopment with potential for up to 245 residential units. Photos of the surroundings are provided in Figure 2.



Figure 1: Site Context



Figure 2a: Whole Foods



Figure 2b: Barnes and Nobel



Figure 2h: Adjacent Chase Bank



Figure 2c: Depot Square Mixed Use Transit Center



Figure 2d: Solana Apartments



Figure 2g: Target



Figure 2e: East of Site, Corner Office Building and Auto Dealership



Figure 2e: East of Site: Concept Plan



Figure 2f: Two Nine North Apartments



Figure 2e: Bike and ped. below grade crossing
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Project Site. The site itself is developed with several existing buildings including Woodsongs Instruments, an office building that was built in 1966, several warehouse buildings, a restaurant, and Aspen Plaza, an in-line retail center with a number of personal service and retailers that was built in 1978. The site is bisected by the North Boulder Farmer's ditch, a portion of the Boulder Slough and a portion of the Boulder and Left Hand Ditch. While the average grade across the entire site is not significant (less than two percent), steep slopes do exist along the ditch where slopes of 25 percent occur. Despite the ditch confluence, the Phase I building site is located outside of the 100-year floodplain, the Phase II structure is currently located within the floodplain. The applicant intends to construct modifications to the Boulder Slough to remove the structure from the floodplain prior to construction of this phase of the project. There was no flooding reported on the site with the regional flooding of September 2013. Refer to Figure 3 with images of the project site provided by the applicant.

Figure 3: Site Photographs



4 - A view across the surface parking lot north toward the Boulder ditch.

5 - The front entrance of Woodsong facing Pearl Street



6 - A view along the open ditch bisecting the site showing the condition of the bank and landscaping.

7 - A view showing the site and surrounding area, including a parking lot, buildings, and mountains in the distance.

Regional Context. The project site is located within the Boulder Valley Regional Center (BVRC), one of the city's three regional activity centers identified within the Boulder Valley Comprehensive Plan as shown in Figure 4. As noted on page 20 of the Boulder Valley Comprehensive Plan,

Boulder's commercial, entertainment, educational and civic centers are focused in concentrated nodes of activities at a variety of scales distributed throughout the community. At the highest level of intensity are the city's three regional centers. They form a triangle at Boulder's geographic center: the Historic Downtown, the Boulder Valley Regional Center (BVRC), and the University of Colorado (CU) with the University Hill business district, which also serves as a neighborhood center for the surrounding area. Each regional center has a distinct function and character, provides a wide range of activities and draws from the entire city as well as the region.

Boulder Valley Regional Center (BVRC).

Figure 5 illustrates the location of the site within the BVRC. The BVRC was adopted in the 1990s as a guide for redevelopment within this regional activity center. Projects within the Boulder Valley Regional Center are subject to the BVRC Design Guidelines as well as the BVRC Transportation Connections Plan created by the Boulder Urban Renewal Authority (BURA) in 1987, and which was revised in 1998. The BVRC Transportation Connections Plan was adopted in conjunction with the BVRC Design Guidelines to identify key vehicular and pedestrian connections required to improve the safety, mobility, and linkages for pedestrians and vehicles as the center redevelops. A weblink to the [BVRC Design Guidelines](#) is provided herein.

The BVRC Design Guidelines communicate the city's design goals and objectives for the BVRC to create, maintain, and enhance a high-quality regional commercial center in the area that will optimize current and future tax revenues to the City of Boulder. The guidelines are also meant to "bring predictability to the development objectives in the BVRC," while helping to facilitate the development review process by providing clear direction regarding design. The design guidelines express what "high-quality" center means and how a development project should achieve the design goals in each

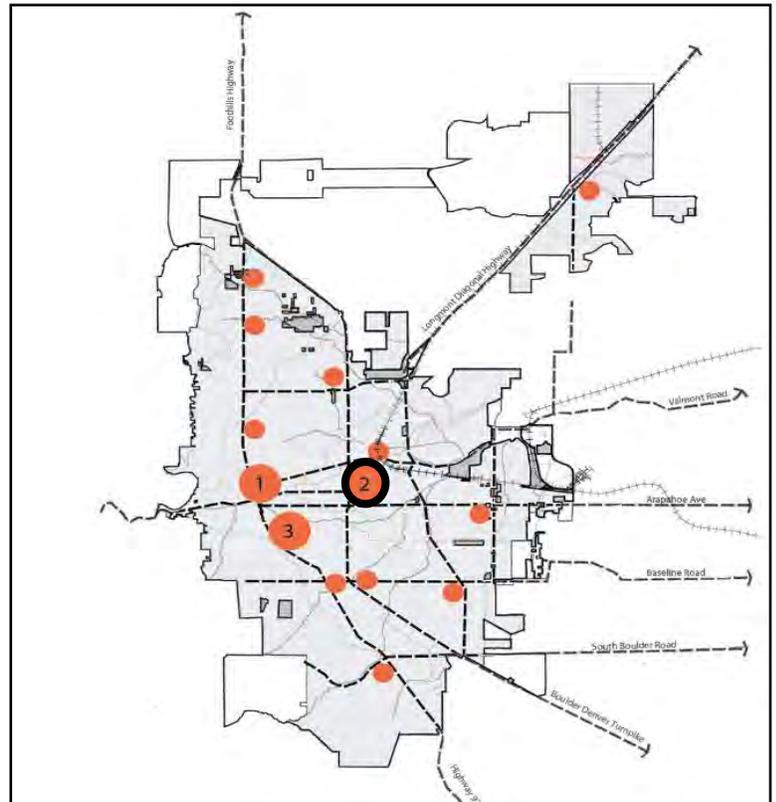
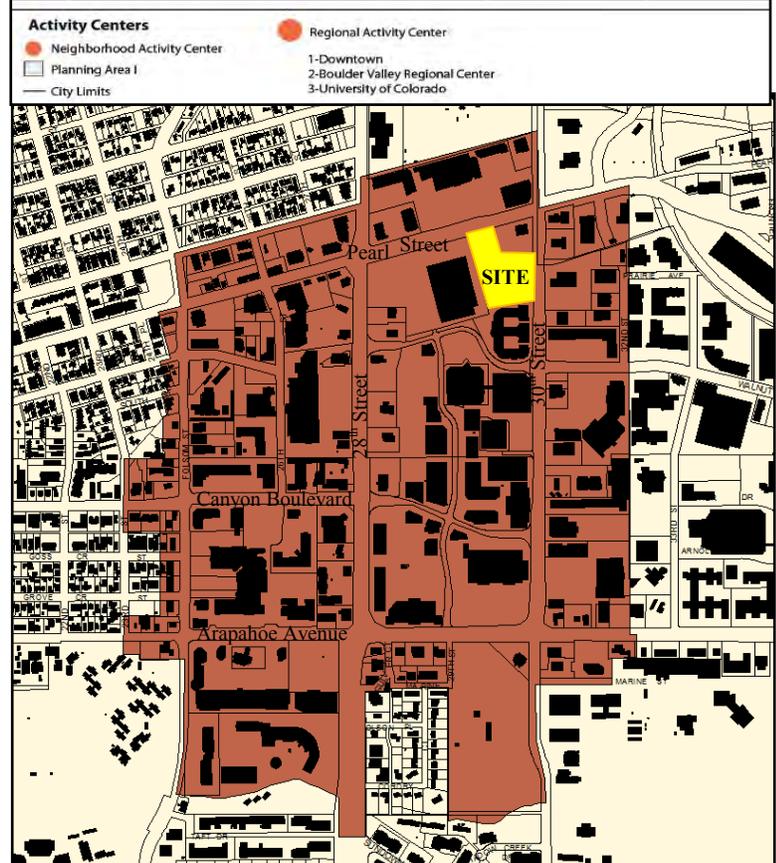


Figure 4: the BVRC within BVCP Regional Activity Areas



**Figure 5
Site located within the BVRC**

component of the development, including site design and layout, parking, building orientation, etc. Based upon the guidelines, the Boulder Design Advisory Board reviewed the project twice and the minutes of the reviews are provided in [Attachment C](#). Key Issue 1 is provided to discuss the project's consistency with the BVRC Design Guidelines. In addition, the site is included in the Boulder Plaza subarea and is subject to those guidelines. While it predates the BVRC, adopted in 1992, the subarea plan serves as a supplemental guide to redevelopment for the area with many of the guidelines being similar to those of the BVRC, as found here [Boulder Plaza Subarea Plan](#).

Boulder Valley Comprehensive Plan (BVCP) Land Use Designation. As shown in Figure 6, the property is designated as Regional Business (RB) by the [BVCP](#). As noted in the BVCP, there are two major Regional Business areas within the city, downtown and the Boulder Valley Regional Center. Regional Business is defined within the BVCP as follows,

“Within these areas are located the major shopping facilities, offices, financial institutions, and government and cultural facilities serving the entire Boulder Valley and abutting communities. These areas will continue to be refurbished and upgraded and will remain the dominant focus for major business activities in the region.”

Zoning Designation. Consistent with the Regional Business land use designation, the site is zoned Business Regional-1 (BR-1) and is generally surrounded by properties zoned either BR-1 or Business Community (BC-2). Per (section 9-5-2(c), B.R.C. 1981) the BR-1 zone district is defined as:

“Business centers of the Boulder Valley, containing a wide range of retail and commercial operations, including the largest regional-scale businesses, which serve outlying residential development; and where the goals of the Boulder Urban Renewal Plan are implemented. Residential uses are also permitted as a use by-right in the BR-1 zone.”

As shown in Figure 7, properties surrounding the project site are zoned Business Community-2 to the north, Mixed-Use 4 to the northeast across the intersection of 30th and Pearl streets and Business Regional-1 to the east and south.

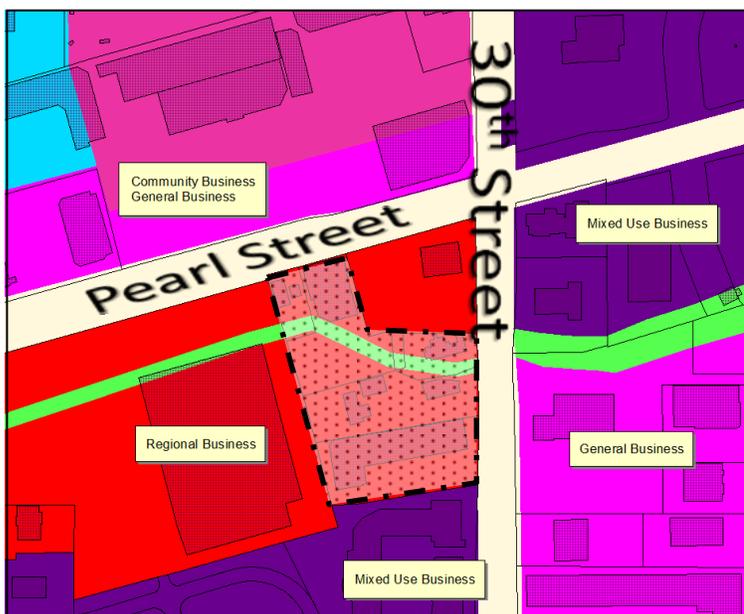


Figure 6: BVCP Land Use Designation

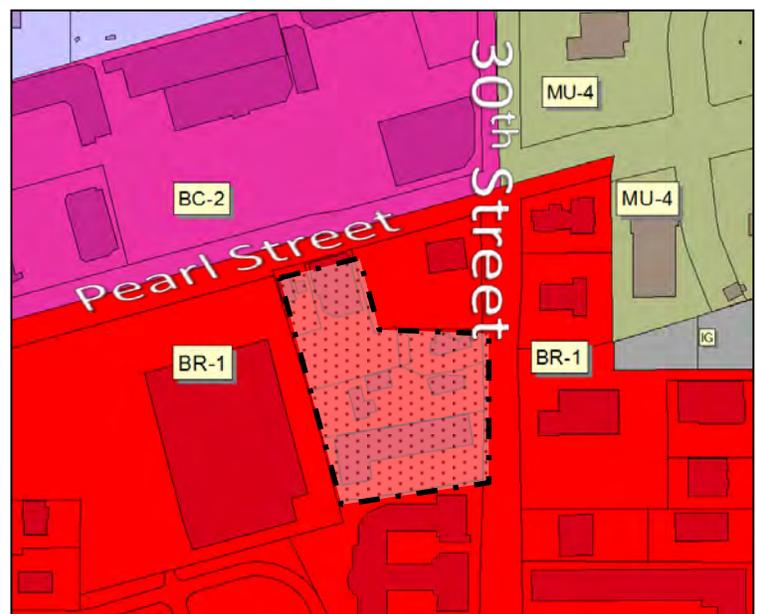


Figure 7: Zoning

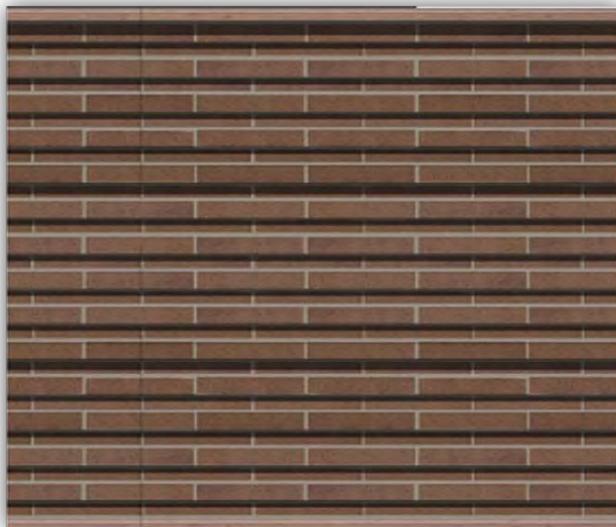
PROPOSED PROJECT

The proposed project is planned as a Class A commercial office campus, intended to house a primary employer within Boulder. The applicant has indicated that the prospective tenant is an existing tech company in Boulder who would like to have a campus setting for their facilities. Proposed in two phases, the first phase is planned with 220,000 square feet of floor area on the southern portion of the site. The building would be attached at the upper stories. The second phase would be also attached at the upper stories to Phase I of the building and address Pearl Street. A multi-use path is planned through the center of the site along the drainage ditch that bisect the site. The “interior” of the site also contains open space serving the offices. The build out of the site is planned with a total of 310,000 square feet. Figure 8 is a thumbnail of the plans. The plans in their entirety are provided in [Attachment D](#).

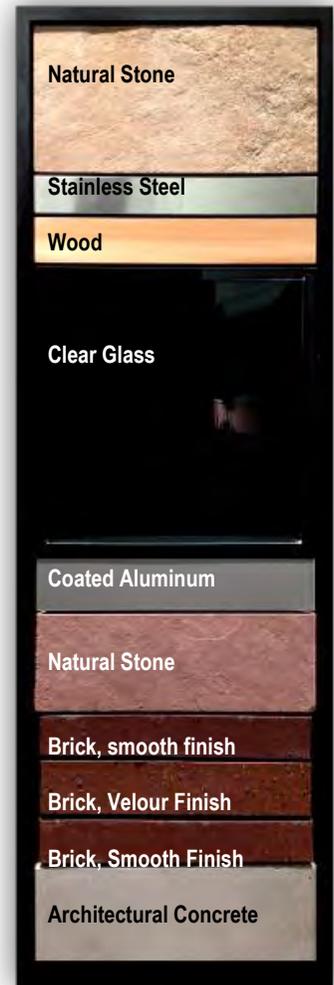
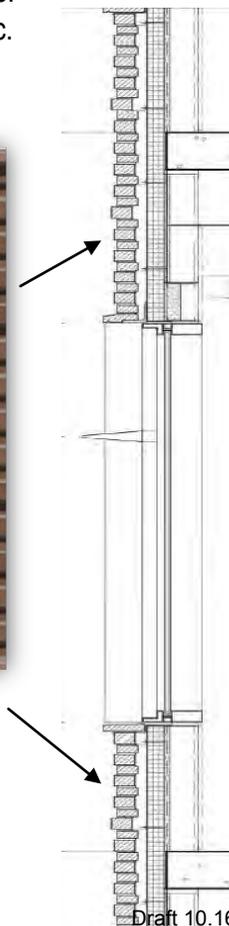


Figure 8: Overall Site Plan with Phasing

Along both the Pearl and 30th street elevations, the building is planned to be finished in a red brick with an alternating brick pattern. The other materials proposed include natural stone, stainless steel, wood, glass curtain walls and cast in place concrete. Figures 9a and 9b illustrate the proposed brick layup and 9c are the other finish materials respectively. The proposed buildings are contemporary in character, and on the interior of the site, the building is planned to be very transparent with glass and steel walls. Perspective sketches are provided in Figures 10a, b, and c.



**Figure 9a and 9b
Brick layup**



**Figure 9c:
Material Samples**



10a: Pearl Street Perspective looking southwest



10b: 30th Street Perspective looking southwest



Figure 10c: Streetscape on 30th Street with Custom Bus Shelter

Economic Sustainability Strategy. In addition to the comprehensive plan policies, the proposed project helps to further the intent of Boulder’s Economic Sustainability Strategy [ESS](#) which was approved by City Council on Oct. 29, 2013 as an approach to Boulder’s continued economic vitality. The Economic Sustainability Strategy (ESS) is an integrated, cross-cutting approach to Boulder’s continued economic vitality. The strategy is focused on Boulder’s primary employers. Among the findings of the ESS is that there is limited availability of high quality, large floor plate commercial space to meet the demand. Many larger employers look for the efficiencies provided by larger floor plates. As noted in the ESS, a key strategy is for:

“a “place-based” approach to economic sustainability which seeks to create vibrant, amenity-rich business districts that vary in their focus and intensity but all of which offer environments that support key industry clusters, retain talented workers and enhance a unique and sustainable “Boulder” quality of life.”

Because of the unique context of the site within the Boulder Valley Regional center where there is an amenity rich surroundings with retail, residential, recreational and transit facilities, the proposed project helps to meet the intent of the ESS.

Changes to the Proposal since Concept Plan Review

The application was reviewed twice previously as a Concept Plan: first, it was initially reviewed and discussed by the Planning Board on Nov. 7, 2013, with the minutes attached [here](#) and the staff memo attached [here](#). There were a number of comments from the board, and it was recommended to the applicant to return with a second concept plan. The second Concept Plan was reviewed on Feb. 27, 2014, with the minutes attached [here](#) and the staff memo attached [here](#). Figure 12 illustrates a comparison of the site layout of the two Concept Plans to the current Site Plan.



At the Feb. 27, 2014 hearing, the board indicated that many of the initial Concept Plan comments had been addressed with the second Concept Plan. However, there were several other recommendations for the project for Site Review that follow, along with an analysis of how well the project plans respond to the recommendations:

- **Add a path to western side of the site**

The applicant has provided the required connections plan linkage with the multi-use path proposed from the 30th Street underpass to the west (behind Target) and extending to connect with the multi-use path on the south. With the access drive, bike and pedestrian access are also provided to the north through the site.

- **Improve bike permeability:**

As can be seen in Figure 11a, the applicant is now proposing to fully connect an important multi-use path link from 30th Street to the west of the site consistent with the Transportation Connections Plan, shown in Figure 11b. This link will serve to connect the multi-use path from west to east and to the below 30th Street pedestrian and bike connection that was constructed in 2011.



Figure 11a: Planned Multi-Use Path through Site

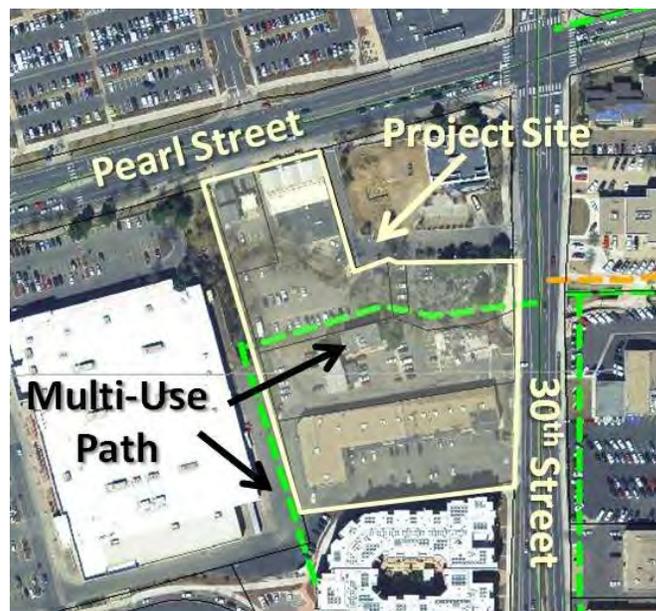
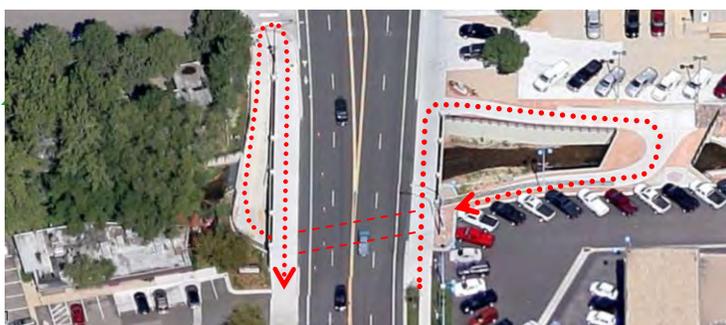


Figure 11a: Required BVRC Transportation Connections



Figures 12a and 1b: Aerial and Site View of 30th Street Ped/Bike Below Grade Connection and Planned Extension

- **Reduce the current amount of parking;**

At the concept plan review, the applicant was proposing approximately 30 excess parking spaces than required. Since that time, the applicant has reduced the amount of parking and is requesting a 24 percent parking reduction based on a Transportation Demand Management plan that estimates a

reduction in 27 percent of the trips through the following methods summarized in Table 1 excerpted from the applicant's TDM provided in [Attachment D](#):

**TABLE 1:
Estimated Trip Reduction per applicant's Transportation Demand Management Plan**

TDM Strategies		% Trip Reduction
Building Design / Street Design / Site Amenities		
-Building setback near street -Sidewalk trees & overhang	-Building entrances oriented to street -Enhanced bus stop** on 30 th St.	10.0%
Building Design / Street Design		
-Enhanced crosswalks -Wide sidewalks on perimeter (10-foot wide multi-use path traversing the site)	-Ped / bike-only paths within site -Secure, lit building entrances	2.7%
Alternative Work Schedule		
-Telecommuting -Staggered work hours & flex-time	-Compressed work weeks	3.8%
EcoPass		
-EcoPasses provided to 100% of full-time site employees *		7.3%
TDM Marketing		
-New employee orientation -Flyers, posters, emails, newsletters, etc.	-TDM center / board & website -Organized biking, walking activities	2.0%
Rideshare Program		
-Employee matching via TDM coordinator -Passenger loading zones	-Preferential parking spaces	2.5%
Carshare		
-Carshare vehicles on-site with reserved parking spaces -Carshare membership fee 100% subsidized for employees*		< 1%
Bicycle Strategies		
-On-site bike maintenance / repair station -Signage / sharrows on local streets	-Tenant shower & changing facilities -Bike racks and lockers for long-term parking	2%
Bikeshare		
-Sponsored onsite B-cycle station	-Discounted B-Cycle membership*	< 1%
Total Trip Reduction:		27.3%

Source: Fehr & Peers, 2014

*Strategy provided through the Boulder Junction TDM District.

**The client should work with the City and RTD to develop an enhanced bus stop with amenities such as a standard or custom-designed shelter, a bench, and trash receptacle that adhere to Boulder Valley Regional Center and RTD design criteria. Specific amenity type variances are not likely to have a measureable effect on the trip reduction associated with this strategy.

- Add covered bike parking;**
 Within each wing of the building there is a bike storage room providing covered bike storage for 500 bikes along with a bike repair station shown on project plans. In addition, the applicant has proposed 110 exterior bike spaces (excluding 12 B-cycle stations) and 30 of which are covered storage.
- Consider adding retail that caters to people who live and work in the area but wouldn't change above-ground parking demand;**
 The applicant has revised the building elevations along both 30th and Pearl street to illustrate greater transparency into the building. The applicant has indicated that with the site programmed to be an office campus, and given the millions of square feet of surrounding retail, that they chose not to pursue a retail space. However, given the building configurations on the first floors facing the street, it would not preclude opportunities in the future for adding ground floor retail. Refer back to figures 9a and 9b.
- Consider exciting and different architecture;**
 The applicant further pursued initial conceptual plans in this regard. At BDAB, the applicant articulated a design premise of the building being like a "geode" in that there is a more transparent, glass and steel structure on the interior to create light and air within the center of the space, with for a more solid exterior of brick that also has first floor transparency. Figure 13 illustrates a view into the site from Pearl Street of the entry drive into the second Phase building wing. The perspective helps to illustrate the "geode" design analogy with the brick along the public realm of Pearl Street and the interior transparent curtain walls that surround the open space areas, and the multi-use path at the center of the site. In the position of the rendering, the Chase Bank would be just to the left of the perspective.



Figure 13:
Perspective looking from Pearl Street to the southwest into the site:

- **Make it inviting;**

The Concept Plan elevations initially illustrated a somewhat insular appearance, particularly along the street frontage of Pearl Street. Overtime, the applicant created greater transparency to the street as can be seen in the below elevation comparisons of figures 14a (concept plan) and 14b (site review).



Figure 14a (above) previous Pearl Street elevation and 14b (below) with more ground floor windows and entry

- **Provide more details on energy.**

As provided in [Attachment D](#), the applicant has been working on specific measures to meet the rigorous standards for the city's recently adopted 2012 International Energy Conservation Code plus 30 percent greater efficiency. As stated by the applicant,

"The design team has generated a preliminary energy model based on the Schematic Design drawings and narratives in an effort to define required strategies to meet the City of Boulder requirement for IECC 2012 plus 30 percent. The following list includes measures required to exceed the 30 percent threshold:

1. R-16 Exterior Walls (minimum)
2. R-31 Roof (minimum)
3. R-26 Exposed Floors (including separation between parking garage and tempered plenum)
4. 0.36 SHGC or lower glazing
5. Glazing assembly U-value of 0.4 (maximum) including frame effects
6. 2' shading devices as indicated in schematic design drawings
7. 40% lighting power density reduction in all areas (including 0.588 W/SF in Office Areas)
8. 20% exterior lighting power reduction
9. Fan coil unit HVAC system with direct outside air system and EC motors on all fan coil units

- 10. 11.5 EER evaporative condensing chillers (minimum)
- 11. Condensing boilers
- 12. 12.8 EER packaged rooftop units serving tech talk, fitness, and cafeteria areas (minimum)
- 13. RTU static pressure limits of 5.25" TSP for supply and 1.8 TSP for return
- 14. 0.13 W/SF parking garage lighting
- 15. Variable speed parking garage supply and exhaust fans with CO monitoring and control system
- 16. 175 kW solar photovoltaic array on the roof

The project is targeting 31% energy cost savings above the ASHRAE 90.1-2010. The building will require on-site renewable energy in order to meet the energy efficiency requirements, and the design team is currently pursuing the use of a solar photovoltaic array on the roof for on-site electricity generation. The building will also include a building management system (BMS) which will perform all energy management functions."

Analysis of Key Issues

The following Key Issues are provided by staff to help guide the Concept Plan review discussion. There may be other issues that the Planning Board would want to discuss or provide comments on, these are suggested issues identified by staff.

Key Issue #1: Is the development proposal consistent with the Boulder Valley Comprehensive Plan Policies?

The proposed redevelopment of the project site was found to be consistent with the goals and intent of the Boulder Valley Comprehensive Plan (BVCP). The development proposal is consistent with a number of BVCP policies related to the site's context within the Boulder Valley Regional Center (BVRC), one of three regional activity centers where the city anticipates higher intensity redevelopment and conversion to a more urban configuration in site and building layout. In addition, the provision of a multi-use path through the center of the site, and the enhancement of an existing ditch corridor responds to key comp. plan policies noted below. To review each policy statement, refer to the following link: [Boulder Valley Comprehensive Plan](#).

- 1.03 Principles of Economic Sustainability**
- 2.03 Compact Land Use Pattern**
- 2.17 Variety of Activity Centers**
- 2.21 Commitment to a Walkable and Accessible Community**
- 2.23 Trail Corridors/Linkages**
- 2.30 Sensitive Infill and Redevelopment**
- 2.32 Physical Design for People**
- 2.33 Environmentally Sensitive Urban Design**
- 2.34 Importance of Street Trees and Streetscapes**
- 2.37 Enhanced Design for Private Sector Projects**

With regard to the proposed project as a Class 'A' office campus located within one of the regional activity centers of Boulder, there are several comprehensive plan policies that the application responds to including:

5.02 Regional Job Center

The city will support the growth and success of existing businesses, including primary and secondary employers.

The city is considered a regional job center and the applicant has represented that the proposed project is intended for an existing primary tech industry employer who plans to relocate to the new campus.

5.05 Support for Local Business and Business Retention

The city and county recognize the significant contribution of existing businesses in the local economy and will work to nurture and support established businesses and maintain a positive climate to retain businesses. Business retention and expansion is a primary focus for the city. The existing jobs that are in Boulder are the city's most important jobs.

As represented by the applicant, the existing business that is intended to relocate to the new location is intended to retain this primary employer business.

5.06 Industry Clusters

The city will adopt an industry cluster approach to business development and consider special financial and technical assistance programs and other tools to retain, expand and attract businesses in those clusters. Cluster efforts focus on supporting multiple businesses in an industry. Boulder's primary clusters include: the technological and scientific sectors, natural and organic products, biosciences, active living / outdoor recreation, clean technology and creative arts. Boulder acknowledges that these clusters will evolve and change over time.

The applicant has represented that the proposed tenant is an existing primary employer in Boulder that specializes in the tech industry which is one of the primary industry clusters within Boulder that the new campus is intended to respond to.

Key Issue 2: Is the proposed project, including the proposed height, number of stories, and setbacks, consistent with the Site Review criteria of Land Use Code Section 9-2-14(h), B.R.C. 1981?

As stated in section 9-2-14(a), B.R.C. 1981, the purpose of Site Review is as follows,

"The purpose of site review is to allow flexibility and encourage innovation in land use development. Review criteria are established to promote the most appropriate use of land, improve the character and quality of new development, to facilitate the adequate and economical provision of streets and utilities, to preserve the natural and scenic features of open space, to assure consistency with the purposes and policies of the Boulder Valley Comprehensive Plan and other adopted plans of the community, to ensure compatibility with existing structures and established districts, to assure that the height of new buildings is in general proportion to the height of existing, approved, and known to be planned or projected buildings in the immediate area, to assure that the project incorporates, through site design, elements which provide for the safety and convenience of the pedestrian, to assure that the project is designed in an environmentally sensitive manner, and to assure that the building is of a bulk appropriate to the area and the amenities provided and of a scale appropriate to pedestrians."

Staff finds that the design including the site plan, proposed building height and number of stories, and building setbacks are consistent with the Site Review criteria as found in [Attachment B](#).

The proposed height, number of stories and setbacks would be modifications to the by-right code standards, as permitted through Site Review. Among the criteria specific to building design including mass and scale and

architecture, staff finds that given the context of the site is within the Boulder Valley Regional Center (where higher intensity land use is anticipated), as well as the well-designed building's orientation to the street, and use of high quality materials, along with a site plan that addresses the public realm, the proposed project is consistent with the criteria.

Key Issue 3: Is the proposed building height, mass, scale, orientation, architecture, and configuration compatible with the character established in the Boulder Valley Regional Center Design Guidelines?

The development proposal was found to meet the Design Guidelines related to site layout with buildings located close to the street, providing well-designed and useable open spaces that maintain long lived trees, provide a multi-use path of a defined transportation connection, and locating parking below ground. The proposal was also found to be consistent with building design guidelines including four sided architecture; avoiding large blank walls; a non-standardized or corporate design approach; use of human scaled and high quality exterior materials. Please refer to [Attachment B](#) for the complete BVRC and BPSP Design Guidelines analysis.

Key Issue 4: Does the proposed parking reduction of 24 percent meet the criteria of Section 9-2-14(h)(2)(K), B.R.C. 1981?

The proposed parking reduction was found to be consistent with the applicable criteria for review for administrative parking reductions (permitted up to 25 percent) given the project site location in the BVRC and several major transit corridors: 30th Street, Pearl Street and Walnut Street. In addition, there is an existing bus stop adjacent to the site and five additional bus stops in close proximity. The RTD bus rapid transit facility is nearing completion within the Depot Square site, located less than a block east from the proposed project.

The applicant has proposed a Transportation Demand Management Plan (TDM) that provides programs that effectively encourage alternate modes of transportation. As part of the applicant's TDM, an EcoPass program will be provided for full-time employees. Bike parking will be provided on site and in excess of what is required. Because the site is located within a Regional Activity Center, there are a number of services, restaurants, and retail in very close, walkable proximity to the site. The location of the site, along with the available transit and provision of Eco-Passes for employees reduce the demand for parking. Therefore, the request for the parking reduction meets the review criteria. This is further discussed in [Attachment A: Site Review Criteria Consistency Analysis](#).

PUBLIC COMMENT AND PROCESS:

Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the project site and a sign posted on the property for at least 10 days. A public notice was also published in the Daily Camera newspaper prior to the public hearing. All notice requirements of section 9-4-3, B.R.C. 1981, have been met. At the date of this memo, no comments were received.

STAFF FINDINGS AND RECOMMENDATION:

Staff finds that the application satisfies the Site Review criteria of Subsection 9-2-14(h), B.R.C. 1981, if the conditions listed below are incorporated into the approval of this application. Therefore, staff recommends that Planning Board approve Site Review case no. LUR2014-00035, as described in the staff memorandum incorporating the staff memorandum and the attached Site Review criteria checklist as findings of fact, and subject to the recommended Conditions of Approval below:

1. The Applicant shall ensure that the **development shall be in compliance with all approved plans prepared by the Applicant** on Nov. 14, 2014 on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.
2. Prior to a building permit application, the Applicant shall submit a Technical Document Review application for the following items, subject to the approval of the City Manager:
 - a. **Final architectural plans**, including material samples and colors, to ensure compliance with the intent of this approval and compatibility with the surrounding area. The architectural intent shown on the approved plans prepared by the Applicant on Nov. 14, 2014 is acceptable. Planning staff will review plans to assure that the architectural intent is performed.
 - b. A **final site plan** illustrating the approved site configuration.
 - c. A **final utility plan** meeting the City of Boulder Design and Construction Standards.
 - d. A **final storm water report and plan** meeting the City of Boulder Design and Construction Standards.
 - e. **Final transportation plans** meeting the City of Boulder Design and Construction Standards for all transportation improvements. These plans must include, but are not limited to: street and multi-use path plan and profile drawings, street and multi-use path cross-sectional drawings, demolition and signage and striping plans in conformance with Manual on Uniform Traffic Control Devices (MUTCD) standards, transportation detail drawings of the median barrier, barrier islands and the multi-use path, geotechnical soils report, and pavement analysis.
 - f. A **detailed landscape plan**, including size, quantity, and type of plants existing and proposed; type and quality of non-living landscaping materials; any site grading proposed; and any irrigation system proposed, to ensure compliance with this approval and the City's landscaping requirements. Removal of trees must receive prior approval of the Planning Department. Removal of any tree in City right of way must also receive prior approval of the City Forester.
 - g. A **detailed outdoor lighting plan** showing location, size, and intensity of illumination units, indicating compliance with section 9-9-16, B.R.C.1981.
3. Prior to a building permit application, the Applicant shall submit a **Final Plat**, subject to the review and approval of the City Manager, and execute a **subdivision agreement** meeting the requirements of Chapter 9-12, "Subdivision," B.R.C. 1981, which provide, without limitation and at no cost to the City, for the following:
 - a. The **dedication, to the City, of all easements necessary** to serve the development.
 - b. The **vacation of all easements where vacation is necessary** for construction of the development.
 - c. The **construction of all public improvements** necessary to serve the development.
 - d. A **financial guarantee**, in a form acceptable to the Director of Public Works, in an amount equal to the cost of constructing all public improvements necessary to serve the development.

- e. The Applicant shall be responsible for and shall ensure, in a form acceptable to the City Manager, the **continued and perpetual maintenance**, and the repair, reconstruction, or replacement, of the proposed non-standard RTD Transit Shelter along 30th Street, by property owners in the development. These improvements and their decorative elements shall be kept in good repair, clean, and in a safe and unobstructed condition. This maintenance obligation shall include snow removal from the entire width of said improvements.
4. Prior to a building permit application, the Applicant shall ensure that the owner of the property known as 2800 Pearl Street dedicate **to the City, at no cost to the City and as part of a Technical Document Review application, a drainage and flood control easement** as shown on the approved plans for the realignment of the Boulder Slough, meeting the City of Boulder Design and Construction Standards, the form and final location of which shall be subject to the approval of the City Manager.
5. Prior to a building permit application, the Applicant shall submit a **financial guarantee**, in a form acceptable to the Director of Public Works, in an amount equal to the cost of providing eco-passes, Car Share services, B-cycle membership and Guaranteed Ride Home to the employees of the development for three years after the issuance of a certificate of occupancy as proposed in the Applicant's Transportation Demand Management (TDM) plan.
6. Prior to a building permit application, the Applicant shall obtain **written approval from the Boulder and Left Hand Ditch and the North Boulder Farmers Ditch Companies** allowing the following: 1) all modifications to the ditches and 2) accepting the discharge of groundwater into the ditches resulting from the development. The Applicant assumes the risk that failure to obtain written approval may require an amendment to this approval.
7. Prior to a building permit application, the Applicant shall ensure that the owner of the property known as 2950 Pearl Street submit to the City and obtain approval of all development review applications necessary to:
 - a. **Remove the approximately 75' x 22' parcel ("Parcel") that is currently part of Site Review #SI-99-21;** and
 - b. **Release of the Parcel from the Development Agreement** between Pueblo Bank and Trust Company and the City recorded in the office of the Boulder County Clerk and Recorder at Reception No. 01970443 on August 11, 1999.
8. Pursuant to subsection 9-2-12(a), "Three Year Rule," B.R.C. 1981, the following **development/phasing plan** is approved:
 - a. Phase I, to construct a 220,000 square foot, 4-story building, shall commence at the date of this approval and shall be substantially completed within three years.
 - b. Phase II, to construct a 110,000 square foot, 4-story story addition, shall commence four years after the expiration of Phase 1 and expires three years thereafter.
9. Prior to building permit application for Phase 2, the Applicant shall obtain **all necessary approvals and authorizations** for the portion of the telecommunication duct bank crossing any City easement or right of way. The Applicant assumes the risk that failure to obtain the necessary approvals and authorizations may require an amendment to this approval.
10. Prior to a building permit application for Phase 2, the Applicant shall obtain **all necessary approvals and authorizations** for the portion of the structure spanning any City easement or right of way. The Applicant assumes the risk that failure to obtain the necessary approvals and authorizations may require an

amendment to this approval.

Approved By:

A handwritten signature in black ink, appearing to read 'David Driskell', written over a horizontal line.

David Driskell, Executive Director
Department of Community Planning and Sustainability

ATTACHMENTS:

- A:** Site Review Criteria Consistency Analysis
- B:** BVRC Design Guidelines Consistency Analysis
- C:** BDAB Minutes
- D:** Applicant's Written Statement and Proposed Plans

(1) Boulder Valley Comprehensive Plan:

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

The project site is located within one of three regional activity centers as identified within the BVCP on page 20,

“Boulder’s commercial, entertainment, educational and civic centers are focused in concentrated nodes of activities at a variety of scales distributed throughout the community. At the highest level of intensity are the city’s three regional centers. They form a triangle at Boulder’s geographic center: the Historic Downtown, the Boulder Valley Regional Center (BVRC), and the University of Colorado (CU) with the University Hill business district, which also serves as a neighborhood center for the surrounding area. Each regional center has a distinct function and character, provides a wide range of activities and draws from the entire city as well as the region.”

The site has a BVCP land use designation of Regional Business, defined as:

“Within these areas are located the major shopping facilities, offices, financial institutions, and government and cultural facilities serving the entire Boulder Valley and abutting communities. These areas will continue to be refurbished and upgraded and will remain the dominant focus for major business activities in the region.”

The project site is zoned Business Regional-1, which is defined as:

“Business centers of the Boulder Valley, containing a wide range of retail and commercial operations, including the largest regional-scale businesses, which serve outlying residential development; and where the goals of the Boulder Urban Renewal Plan are implement” (section 9-5-2(c)(2)(l), B.R.C. 1981).

The proposed projects serves regional office needs by providing class A office in Boulder where there is a high demand. This helps to further the economic vitality goals and policies by responding to the demand and accommodating primary employers in Boulder and can help to further economic sustainability by providing a space for successful local companies that are expanding and wish to remain in Boulder, at a time when there is a very low vacancy rate for “Class A” office space in Boulder. As a part of the Boulder Valley Regional Center, the site is in close, walkable proximity to a significant number of restaurants, retail and high density residential. The planned preservation of mature trees, and enhancement of the ditch corridor with extension of a multi-use path, consistent with the BVRC Connections Plan and the high quality of design and materials meet a number of BVCP policies. In summary, the development proposal has been found to be consistent with the following BVCP policies:

- 1.03 Principles of Economic Sustainability
- 2.03 Compact Land Use Pattern
- 2.17 Variety of Activity Centers
- 2.21 Commitment to a Walkable and Accessible City
- 2.23 Trail Corridors/Linkages
- 2.30 Sensitive Infill and Redevelopment
- 2.32 Physical Design for People
- 2.33 Environmentally Sensitive Urban Design
- 2.37 Enhanced Design for Private Sector Projects
 - a) The context
 - b) The public realm
 - c) Transportation connections
 - d) Human scale
 - e) Permeability
 - r) On-site open spaces
 - g) Buildings
- 5.02 Regional Job Center
- 5.05 Support for Local Business
- 5.13 Industry clusters

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

Not applicable.

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

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

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

To meet BVCP policies related to design for the public realm at a human scale, the applicant is proposing a building with high quality finish materials, landscaping and streetscaping. This will help to establish a more urban streetscape for an area as anticipated in the Comprehensive Plan for the Boulder Valley Regional Center.

(2) Site Design: Projects should preserve and enhance the community's unique sense of place through creative design that respects historic character, relationship to the natural environment, multi-modal transportation connectivity and its physical setting. Projects should utilize site design techniques which are consistent with the purpose of site review in subsection (a) of this section and enhance the quality of the project. In determining whether this subsection is met, the approving agency will consider the following factors:

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

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

As proposed, 35 percent of the site (or 65,865 square feet) is planned as useable open space, well over the 20 percent that is required. Given the existing vegetation that aligns portions of the existing ditch and Boulder Slough, the applicant intends to preserve the mature trees, and enhance the space as both a public and private amenity.

N/A (ii) **Private open space is provided for each detached residential unit;**
The development proposal does not include residential units.

√ (iii) **The project provides for the preservation of or mitigation of adverse impacts to natural features, including, without limitation, healthy long-lived trees, significant plant communities, ground and surface water, wetlands, riparian areas, drainage areas and species on the federal Endangered Species List, "Species of Special Concern in Boulder County" designated by Boulder County, or prairie dogs (*Cynomys ludovicianus*), which is a species of local concern, and their habitat;**

There are no known special status species within the subject site. The applicant is preserving the healthy, long-lived trees on the site and including them as an amenity into the site plan.

√(iv) **The open space provides a relief to the density, both within the project and from surrounding development;**

The open space proposed bisects the site and allows an important connections through the site with a planned multi-use path. A majority of the healthy, mature trees that will be retained on the site, along with the proposed landscaping, will provide a relief to the density for the project as well as surrounding development.

√(v) **Open space designed for active recreational purposes is of a size that it will be functionally useable and located in a safe and convenient proximity to the uses to which it is meant to serve;**

There is a variety in the types of useable open spaces including recreational amenities such as bocce ball, outdoor ping pong and a shaded dog run for the tenants; as well as the multi-use path that is planned through the site. The applicant indicated that the stepped outdoor "rooms" of the office commons are "conducive to social gatherings and spill out from the adjacent tenant fitness center located on the ground floor of wing A." The applicant is also proposing roof top decks that contribute to the open space needs of the tenants, can help reduce the urban heat island effect, and can help reduce the perceived mass of the building.

√(vi) **The open space provides a buffer to protect sensitive environmental features and natural areas;**

There are no known sensitive environmental features or natural areas. The site has been developed with manmade drainage ditches, buildings and parking lots. There are mature trees, some of which are intended to remain and be protected through the redevelopment of the site as an amenity.

√(vii) **If possible, open space is linked to an area- or city-wide system.**

The proposed multi use path is consistent with the BVRC connections plan that links to other connections built and unbuilt. Similarly, the enhanced streetscapes integrate into the existing urban fabric and the larger, city-wide walkway system.

N/A (B) **Open Space in Mixed Use Developments (Developments that contain a mix of residential and non-residential uses)**

√ (C) **Landscaping**

√(i) **The project provides for aesthetic enhancement and a variety of plant and hard surface materials, and the selection of materials provides for a variety of colors and contrasts and the preservation or use of local native vegetation where appropriate;**

The landscape plan provides significant aesthetic enhancement, utilizing the ditch corridor as a design driver and amenity. Existing trees will remain on the site, augmented with a variety of plant materials, there's also a variety of hard surface and creatively combined surfaces such as the outdoor meeting spaces and the wide steps to the ditch area.

√ (ii) **Landscape design attempts to avoid, minimize, or mitigate impacts to important native species, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project;**

There are no known native or special status plant species within the site. A number of existing, mature trees will be preserved on the site and integrated into the site plan.

√ (iii) **The project provides significant amounts of plant material sized in excess of the landscaping requirements of sections 9-9-12, "Landscaping and Screening Standards" and 9-9-13, "Streetscape Design Standards," B.R.C. 1981;**

The proposed landscape plan includes a variety of plant materials in excess of the landscape requirements.

√ (iv) **The setbacks, yards, and useable open space along public rights-of-way are landscaped to provide attractive streetscapes, to enhance architectural features, and to contribute to the development of an attractive site plan.**

The proposed setback along 30th Street is consistent with the required standards and includes plant material enhancements. The public right of way along the multi-use path is similarly anticipated to provide an attractive linear open space.

√ (D) **Circulation: Circulation, including, without limitation, the transportation system that serves the property, whether public or private and whether constructed by the developer or not:**

√ (i) **High speeds are discouraged or a physical separation between streets and the project is provided;**

The site is accessed off both 30th and Pearl streets. With the parking lot below grade, there is a physical separation between the parking and the streets.

√ (ii) **Potential conflicts with vehicles are minimized;**

The site is accessed off both 30th and Pearl streets. With the parking lot below grade, there is a physical separation between the parking and the streets.

√ (iii) **Safe and convenient connections are provided that support multi-modal mobility through and between properties, accessible to the public within the project and between the project and the existing and proposed transportation systems, including, without limitation, streets, bikeways, pedestrian ways and trails;**

The planned extension of the multi-use path through the site helps to provide connectivity to other areas of the city, and through the property itself.

- √ (iv) **Alternatives to the automobile are promoted by incorporating site design techniques, land use patterns, and supporting infrastructure that supports and encourages walking, biking, and other alternatives to the single-occupant vehicle;**

Inherent with the centrally located site is the ability for tenants to take advantage of the regional bus facility soon to be completed one block to the east. Alternatives to the automobile are promoted by the provision of a new bus shelter planned near the front entrance off of 30th Street. Other elements that will help employees to encourage walking and biking is the planned central multi-use path extension that will connect the site to other areas of the city and the provision of a total of 260 bike parking spaces where 72 are required. The applicant is also proposing a B-Cycle station on the site.

- √ (v) **Where practical and beneficial, a significant shift away from single-occupant vehicle (SOV) use to alternate modes is promoted through the use of travel demand management techniques;**

The applicant has proposed a parking reduction. A "significant shift away from SOV use" will be promoted from this application given the proximity to the local and regional bus facilities, the extension of a multi-use path and the close proximity to a variety of residential units. The land use code requires 825 parking spaces for the size of building proposed. The applicant has indicated that Phase I of the site will house 1,100 employees, and that the reduction to 716 spaces for a 24 percent parking reduction is the minimum number of spaces practical. The applicant's TDM indicates the provision of EcoPasses to employees for a period of three years.

- √ (vi) **On-site facilities for external linkage are provided with other modes of transportation, where applicable;**

The construction of an on-site multi-use path is intended to fulfill the connections plan to provide bike and pedestrian linkages.

- √ (vii) **The amount of land devoted to the street system is minimized;**

The applicant's placement of parking underground will minimize the amount of land devoted to the street system.

- √ (viii) **The project is designed for the types of traffic expected, including, without limitation, automobiles, bicycles, and pedestrians, and provides safety, separation from living areas, and control of noise and exhaust.**

The provision of the multi-use path was designed to accommodate bikes and pedestrians and the below grade parking structure separates autos from tenants to control noise and exhaust.

√ (E) **Parking**

- √ (i) **The project incorporates into the design of parking areas measures to provide safety, convenience, and separation of pedestrian movements from vehicular movements;**

Parking is provided within a below-grade parking structure internal to the site where traffic is essentially removed from the surface and channeled into the structure below.

- √ (ii) **The design of parking areas makes efficient use of the land and uses the minimum amount of land necessary to meet the parking needs of the project;**

Parking is provided below grade with no surface parking.

- √ (iii) **Parking areas and lighting are designed to reduce the visual impact on the project, adjacent properties, and adjacent streets;**

Parking is provided in a below grade parking structure and otherwise the surface parking lot lighting will meet the city's dark skies ordinance.

- n/a (iv) **Parking areas utilize landscaping materials to provide shade in excess of the requirements in Subsection 9-9-6 (d), "Parking Area Design Standards," and Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.**

Not applicable, no surface parking areas.

√ (F) **Building Design, Livability, and Relationship to the Existing or Proposed Surrounding Area**

- √ (i) **The building height, mass, scale, orientation, and configuration are compatible with the existing character of the area or the character established by an adopted plan for the area;**

The built environment surrounding the site is varied: there are big box retailers such as Target, Whole Foods, and Barnes and Noble as well as the four story apartment building Two Nine North and the single story Chase Bank. The proposed building is oriented to the street, meets the required setbacks, has at-grade building entries, and appropriately scaled ground floor windows and doors facing the street. Given the intent of the Boulder Valley Regional Center (BVRC), one of three BVCP-identified “regional activity centers” within the city to establish buildings located close to the street with “parking behind and/or beside the buildings” the application is consistent with the criteria for the character established by an adopted plan for the area.

Because the project is subject to the BVRC Design Guidelines, many of the guidelines are focused on creating pedestrian oriented urban infill development such as locating buildings close to the street and maximizing street frontage of buildings. The building’s configuration of aligning the building face along the street meets the intent of the guidelines. Similarly, the development proposal meets the intent of several BVRC Design Guidelines for minimizing surface parking, as noted on page 6 of the BVRC guidelines it states, “reducing the predominance of surface parking lots in the BVRC will necessitate more above, grade, and below ground parking structures.”

- √ (ii) **The height of buildings is in general proportion to the height of existing buildings and the proposed or projected heights of approved buildings or approved plans for the immediate area;**

The Two Nine North apartments directly south of the site is a four story, 55-foot tall apartment building. Other buildings in the area have very large floor plates but are single story such as Target, Whole Foods and Barnes and Noble, with broad surface parking lots. The Chase Bank located to the east of the site is single story. The proposed building with a forward design will help to knit together the varied, suburban configured context.

- √ (iii) **The orientation of buildings minimizes shadows on and blocking of views from adjacent properties;**

The project site is located within Solar Area III where solar access is intended to protect rooftops of adjacent buildings. The development proposal will not impede the potential for adjacent properties to utilize solar energy as indicated by the solar analysis. The proposed building is located approximately 150 to 200 feet from the nearest building to the north, the Chase Bank and as such the shadows cast will be minimal. There are some “keyhole” views toward the Flatirons today visible from 30th Street between the tall, mature trees. Those views will be impacted by the proposed building, however come “channelized views” will remain through the ditch/open space corridor as shown to the right.



- √ (iv) **If the character of the area is identifiable, the project is made compatible by the appropriate use of color, materials, landscaping, signs, and lighting;**

As BDAB indicated, there is no identifiable character of the area. The applicant’s design and materials can help to establish a new character for the area.

- √ (v) **Projects are designed to a human scale and promote a safe and vibrant pedestrian experience through the location of building frontages along public streets, plazas, sidewalks and paths, and through the use of building elements, design details and landscape materials that include, without limitation, the location of entrances and windows, and the creation of transparency and activity at the pedestrian level;**

The proposed building is planned to be built up to the street with architectural details and fenestration that provides pedestrian interest. There are no large blank wall surfaces planned. The applicant has illustrated some recesses along the 30th Street elevation and has created architectural interest on the ground floor with a broad, modernist shadow box that projects from the façade. On Pearl Street, half of the building’s streetface is illustrated with tall lobby windows and illustrated with hanging art work, both creating interest.

- √ (vi) **To the extent practical, the project provides public amenities and planned public facilities;**

N/A (vii) For residential projects, the project assists the community in producing a variety of housing types, such as multifamily, townhouses and detached single family units, as well as mixed lot sizes, number of bedrooms and sizes of units;

Not applicable; the development proposal is not residential.

N/A (viii) For residential projects, noise is minimized between units, between buildings, and from either on-site or off-site external sources through spacing, landscaping, and building materials;

Not applicable; the development proposal is not residential.

√ (ix) **A lighting plan is provided which augments security, energy conservation, safety, and aesthetics;**

Although a preliminary lighting plan was submitted showing the types and location of the proposed lighting a formal lighting plan meeting the requirements of section 9-9-16, "Lighting, Outdoor," will be required at the time of Technical Document.

√ (x) **The project incorporates the natural environment into the design and avoids, minimizes, or mitigates impacts to natural systems;**

The proposed project incorporates the long-lived healthy trees that exist on the site into the site design and avoid impacting the trees by keeping the development setback outside of the drip-line of the trees.

√ (xi) **Buildings minimize or mitigate energy use; support on-site renewable energy generation and/or energy management systems; construction wastes are minimized; the project mitigates urban heat island effects; and the project reasonably mitigates or minimizes water use and impacts on water quality.**

The applicant has proposed a number of measures to minimize and mitigate energy use, as stated in Attachment D,

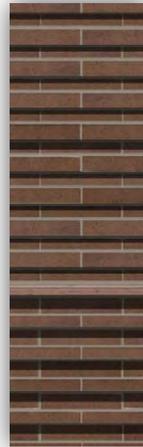
"The design team has generated a preliminary energy model based on the Schematic Design drawings and narratives in an effort to define required strategies to meet the City of Boulder requirement for IECC 2012 plus 30 percent. The following list includes measures required to exceed the 30 percent threshold:

1. R-16 Exterior Walls (minimum)
2. R-31 Roof (minimum)
3. R-26 Exposed Floors (including separation between parking garage and tempered plenum)
4. 0.36 SHGC or lower glazing
5. Glazing assembly U-value of 0.4 (maximum) including frame effects
6. 2' shading devices as indicated in schematic design drawings
7. 40% lighting power density reduction in all areas (including 0.588 W/SF in Office Areas)
8. 20% exterior lighting power reduction
9. Fan coil unit HVAC system with direct outside air system and EC motors on all fan coil units
10. 11.5 EER evaporative condensing chillers (minimum)
11. Condensing boilers
12. 12.8 EER packaged rooftop units serving tech talk, fitness, and cafeteria areas (minimum)
13. RTU static pressure limits of 5.25" TSP for supply and 1.8 TSP for return
14. 0.13 W/SF parking garage lighting
15. Variable speed parking garage supply and exhaust fans with CO monitoring and control system
16. 175 kW solar photovoltaic array on the roof

With the measures above, the project is targeting 31% energy cost savings above the ASHRAE 90.1-2010. The building will require on-site renewable energy in order to meet the energy efficiency requirements, and the design team is currently pursuing the use of a solar photovoltaic array on the roof for on-site electricity generation. The building will also include a building management system (BMS) which will perform all energy management functions."

- √ (xii) Exteriors or buildings present a sense of permanence through the use of authentic materials such as stone, brick, wood, metal or similar products and building material detailing;

The applicant has proposed authentic and high quality materials consisting of stone, brick and other materials that will create a sense of permanence and longitivity as shown to the right in the material sample board. The applicant is also proposing an alternating brick layup pattern that creates interest in detailing.



- √ (xiii) Cut and fill are minimized on the site, the design of buildings conforms to the natural contours of the land, and the site design minimizes erosion, slope instability, landslide, mudflow or subsidence, and minimizes the potential threat to property caused by geological hazards;

There are excavations proposed to install the two and a half level parking garage. However the cut required will not be evident on the site as the parking structure will be below grade.

- N/A (xiv) In the urbanizing areas along the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the building and site design provide for a well-defined urban edge; and

Not applicable; the project site is within city limits.

- N/A (xv) In the urbanizing areas located on the major streets shown on the map in Appendix A of this title near the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the buildings and site design establish a sense of entry and arrival to the City by creating a defined urban edge and a transition between rural and urban areas.

Not applicable; the project site is within city limits.

- N/A (G) **Solar Siting and Construction:** For the purpose of ensuring the maximum potential for utilization of solar energy in the City, all applicants for residential site reviews shall place streets, lots, open spaces, and buildings so as to maximize the potential for the use of solar energy in accordance with the following solar siting criteria:

Not applicable; the development proposal is not residential.

- N/A (H) **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:

- n/a (I) **Land Use Intensity Modifications:**

Not Applicable: No intensity modification proposed, a maximum 1.78 FAR is proposed where 2.0 FAR is permitted.

- n/a (J) **Additional Criteria for Floor Area Ratio Increase for Buildings in the BR-1 District**

Not Applicable: No Floor Area Ratio Increase is proposed, a maximum 1.78 FAR is proposed where 2.0 FAR is permitted.

- √ (K) **Additional Criteria for Parking Reductions:** The off-street parking requirements of section 9-9-6, "Parking Standards," B.R.C. 1981.

- (i) **Process:** The city manager may grant a parking reduction not to exceed fifty percent of the required parking. The planning board or city council may grant a reduction exceeding fifty percent.
- (i) **Criteria:** Upon submission of documentation by the applicant of how the project meets the following criteria, the agency may approve proposed modifications to the parking requirements of Section 9-9-6, "Parking Standards," B.R.C. (see [tables 9-1, 9-2, 9-3 and 9-4](#)), if it finds that:
 - N/A a. For residential uses, the probable number of motor vehicles to be owned by occupants of and visitors to dwellings in the project will be adequately accommodated;

Not applicable; the development proposal does not include mixed-use residential development.

- √ **b. The parking needs of any nonresidential uses will be adequately accommodated through on-street parking or off-street parking;**

The applicant is proposing to support the Class A office use with below grade parking to meet the needs of the tenants. The majori

- N/A **c. A mix of residential with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;**

Not applicable; the development proposal does not include mixed-use residential development.

- N/A **d. If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; and**

- N/A **e. If the number of off-street parking spaces is reduced because of the nature of the occupancy, the applicant provides assurances that the nature of the occupancy will not change.**

Not applicable; the parking reduction was not base on the nature of the occupancy.

N/A (L) Additional Criteria for Off-Site Parking: The parking required under section 9-9-6, "Parking Standards," B.R.C. 1981, may be located on a separate lot.

Not applicable; the required parking is being accommodated on site.

ATTACHMENT A: BVCP and BVSP DESIGN GUIDELINE	STAFF'S CONSISTENCY ANALYSIS WITH GUIDELINES	Meets Guideline?
<p>BVRC 3.1.B Locate Buildings close to the street 3.1.D Maximize the street frontage of buildings</p> <p>BPSP 2.1. Building Placement Locate buildings close to the street, with parking behind and/or beside the buildings. Streets lined by buildings are more interesting to move along, especially for the pedestrian.</p>	<p>The applicant is proposing to meet the required front yard setback on Pearl Street, and the side yard-facing a street on 30th Street. The buildings are located close to the street with parking below the buildings. The location of the buildings and the visual permeability into the buildings does create interest for the pedestrian. <small>10b: 30th Street Perspective looking southwest</small></p> <div data-bbox="1889 425 2644 832" data-label="Image"> </div> <p>Streetscape on 30th Street with Custom Bus Shelter</p> <div data-bbox="1634 995 2682 1393" data-label="Image"> </div> <p>Streetscape on Pearl Street</p>	<p>Yes</p>

<p>BVCP: 3.1.C. Locate buildings at street corners</p> <p>BPSP Gateways/Corners/Entries If the property is located at a street intersection, place the main building, or part of the building, at the corner.</p>	<p>Not applicable, site doesn't include a corner property.</p>	<p>n/a</p>
<p>BVRC: 3.1.E. Lay out the site to support pedestrian circulation Pedestrian circulation should be an integral part of initial site layout, not added after building locations and vehicular circulation are determined. Organize the site so that buildings frame and reinforce pedestrian circulation.</p>	<p>The buildings are essentially laid out to facilitate pedestrian circulation, particularly given the campus setting. The buildings frame and reinforce internal pedestrian circulation.</p>	<p>Yes</p>
<p>3.1.G. Preserve and capitalize on views to the west Locate buildings and open space to preserve and take advantage of views to the west, northwest and southwest from public spaces on and near the site such as streets and sidewalks.</p>	<p>There are intermittent existing views toward the west and southwest moving along the public right-of-way adjacent to the site. However, staff notes that the views are primarily due to a surface parking lot on the site and that even single story buildings on the west side of the street would block views. The applicant is capturing views for tenants of the site as a site amenity for west- and south-facing windows and roof decks.</p>	<p>Yes</p>
<p>BVRC (Open Space Guidelines): 3.1.F. Useable open space should be integral to the plan; 3.6.A. Provide useable outdoor open space; 3.6.B. Locate and design open space to encourage use; 3.6.E. Provide furnishings and landscaping in open space; and 3.8.A. Provide outdoor furnishings Useable outdoor spaces should be provided that will encourage activity at the street and building entrances... To ensure that useable open space is well-used, it is essential to carefully locate and design it.</p>	<p>The applicant has creatively designed the buildings around an interior open space, primarily to the advantage of the building's tenants. However, the planned extension of the public multi-use path through the site helps to create an amenity that is available to the community along the ditch which will be enhanced with landscaping on the site.</p>	<p>Yes</p>
<p>3.1.K. Provide vehicular and pedestrian links Provide transportation links to adjacent properties for automobiles, bicycles and pedestrians.</p>	<p>The multi-use path creates a transportation link to the adjacent property. The existing shared access adjacent to the bank from Pearl Street will also remain a shared access. Access is not provided to the west for vehicular access which could be beneficial for the site users. Staff recommended this access and the applicant should continue to discuss with the adjacent property owners.</p>	<p>Partially</p>
<p>3.2.A. Internal drives should connect public streets; and 3.2.B. Connect with adjacent parking lots or drives Wherever possible internal access drives should be located to join together existing public streets and/or connect to adjacent private drives...</p>	<p>See response to 3.1.K above</p>	<p>Partially</p>
<p>BVRC: 3.3.A. Provide a complete pedestrian network; and 3.3.B. Provide interior pedestrian links to adjacent properties Provide a complete network of paths that interconnect building entrances, parking and transit stops, public sidewalks and crossings, adjacent properties, adjoining off-street paths and any other key destinations on or adjacent to the site.</p>	<p>The application meets this guideline. The site is connected well, both publically and privately, with pedestrian facilities including the multi-use path through the site and the interior of the site to and from individual building</p>	<p>Yes</p>

	wings.	
BVRC 3.3.C. Distinguish and enhance pedestrian paths; 3.3.D. Use distinctive paving; 3.3.E. Provide crosswalks; and 3.3.E. Ensure adequate path widths Pedestrian paths should be clearly defined and enjoyable to use.	The application addresses these guidelines	Yes
BVRC: 3.4.H. Ensure bicycle parking is ample and secure; 3.4.B. Locate bike racks where visible and convenient; and 3.4.C. Provide shelter and lighting for bike parking Provide two bike parking spaces for every 10 vehicle spaces.	The application addresses these guidelines	Yes
BVRC: 3.5.A. Try to minimize parking needs; and	The applicant has indicated that the provision of 715 parking spaces equating to a 13 percent parking reduction is the minimum amount of parking necessary before impacting nearby properties.	Yes
3.5.B. Try to provide structured, rather than surface parking City parking regulations allow applicants to request a reduction in their automobile parking requirement.	The application meets this guideline	yes
BVRC: 3.7.A. Exceed City landscape standards; 3.7.B. Street corners and site entries should have special landscaping; 3.7.C. Pedestrian areas should have special plantings; 3.7.D. Vehicular areas may have larger- scale plantings; and 3.7.E. Utilize xeriscape techniques The proposed landscape plan includes a variety of plant materials in excess of the landscape requirements.	The application addresses these guidelines	Yes
BVRC: 4.1.A. Identify which type of street(s) the development site fronts 4.2.A. Internal through-streets should be pedestrian friendly Internal (privately-owned) through-streets should look and function like "A" streets, that is, pedestrian- friendly. This may be challenging if the drive passes along interior parking lots. Provide a 6 foot-wide walk on both sides of the drive. Ensure pedestrian interest along the walk by providing storefronts or windows, street trees, landscaping, and/or special lighting. Screen or buffer parking lots if possible. On-street parallel parking is strongly recommended. Also see Guideline 3.2.A.	The application meets these guidelines	Yes

<p>BVRC: 5.1.A Break down the mass of the building; and 5.1.C. Transition to adjacent buildings For human scale and visual interest, break down the mass of the building, horizontally and vertically, into a hierarchy of volumes...[additionally,] consider varying building height and massing to make a visual transition to adjacent buildings.</p>	<p>The application meets these guidelines. The building design does include a fourth story setback which effectively moves the top floor massing of the building further from view from the public right of way along both 30th and Pearl</p>	<p>Yes</p>
<p>BVRC: 5.1.E. Intermingle the building interior and exterior Take "the indoors" outdoors by spilling interior spaces (e.g. dining areas, merchandising displays) onto walkways and plazas.</p>	<p>The proposed project is successful in meeting this criteria.</p>	<p>Yes</p>
<p>BVRC: 5.2.A. Orient the building to the street The building should address the street...Orient the main facade to the street, and provide an entrance(s) on the streetside...In general, for walkability, building or store entrances should occur at least approximately every 150 feet.</p>	<p>The building is oriented to both Pearl and 30th streets, the two main façades of the building. The building entrance along the Pearl Frontage is reasonably located in the center of the façade and the entrance along 30th Street is located approximately 120 feet from the north corner of the building and 80 feet from the south corner of the building consistent with this guideline.</p>	<p>Yes</p>
<p>BVRC: 5.2.C. Emphasize building entrances Use building massing, special architectural features, and changes in the roof line to emphasize building entrances.</p>	<p>The Pearl Street, phase II building wing entrance does not meet this guideline. The 30th Street entrance partially meets this guideline in a subtle manner</p>	<p>Partially</p>
<p>BVRC 5.2.D. Avoid large blank walls; For visual interest, avoid blank wall surfaces longer than approximately 100 horizontal feet and higher than approximately 20 vertical feet. Effective ways to articulate walls include:</p> <ul style="list-style-type: none"> • Vary the building mass to reflect interior spaces; • Modulate the wall plane with a rhythm of three dimensional forms, like bays, pilasters, recesses • Add vertical or horizontal architectural details, like bands, cornices, awnings; • Vary materials and colors (most successful when it reinforces structural or architectural components of the building) • Incorporate art work, such as relief sculpture, tilework, murals. 	<p>The applicant has addressed this guideline. There are no large blank wall surfaces planned. The applicant has illustrated some recesses along the 30th Street elevation and has created architectural interest on the ground floor with a broad, modernist shadow box that projects from the façade. On Pearl Street, half of the building's streetface is illustrated with tall lobby windows and illustrated with hanging art work, both creating interest.</p> 	<p>Yes</p>

<p>5.2.E. Provide pedestrian interest on the ground level; The ground level of the building must offer pedestrian interest along sidewalks and paths. This includes windows, entrances, and architectural details. Storefront windows should be transparent. Consider providing a walking arcade along the facade to facilitate pedestrian circulation and make the pedestrian experience more pleasant.</p>	<p>Refer to analysis of 5.2.D above.</p>	<p>Yes</p>
<p>5.2.F. Design all sides of the building; 5.2.G. Standardized designs and foreign styles are discouraged 5.2.I. Use human-scale materials; and 5.2.J. Select high-quality exterior materials</p> <p>Every building in the BVRC should be a notable, enduring contribution to Boulder's built environment. Exterior building materials should convey solidity and permanence.</p>	<p>The application meets this guideline. Proposed is an elegant building designed with four sided architecture; the street facing portions of the building are finished in brick and stone, and the interior of the site is designed with curtain walls to maximize natural day-lighting for energy efficiency.</p>	<p>Yes</p>
<p>BVRC 5.3.A. Locate service areas to minimize visibility; 5.3.B. Screen truck areas; 5.3.C. Enclose trash storage; 5.3.D. Utility boxes and meter should be inconspicuous; and 5.3.E. Minimize the visibility of HVAC systems</p>	<p>The application meets this guideline.</p>	<p>Yes</p>
<p>BVRC 5.2.K. Buildings should be environmentally sound</p> <p>Use environmentally sound building design, construction techniques and materials.</p>	<p>The applicant stated in their written statement: <i>"The design team has generated a preliminary energy model based on the Schematic Design drawings and narratives in an effort to define required strategies to meet the City of Boulder requirement for IECC 2012 plus 30 percent. The following list includes measures required to exceed the 30 percent threshold:</i></p> <ol style="list-style-type: none"> 1. R-16 Exterior Walls (minimum) 2. R-31 Roof (minimum) 3. R-26 Exposed Floors (including separation between parking garage and tempered plenum) 4. 0.36 SHGC or lower glazing 5. Glazing assembly U-value of 0.4 (maximum) including frame effects 6. 2' shading devices as indicated in schematic design drawings 7. 40% lighting power density reduction in all areas (including 0.588 W/SF in Office Areas) 8. 20% exterior lighting power reduction 9. Fan coil unit HVAC system with direct outside air system and EC motors on all fan coil units 10. 11.5 EER evaporative condensing chillers (minimum) 11. Condensing boilers 12. 12.8 EER packaged rooftop units serving tech talk, fitness, and cafeteria areas (minimum) 13. RTU static pressure limits of 5.25" TSP for supply and 1.8 TSP for return 14. 0.13 W/SF parking garage lighting 15. Variable speed parking garage supply and exhaust fans with CO monitoring and control system 16. 175 kW solar photovoltaic array on the roof <p><i>With the measures above, the project is targeting 31% energy cost savings above the ASHRAE 90.1-2010. The building will require on-site renewable energy in order to meet the energy efficiency requirements, and the design team is currently pursuing the use of a solar photovoltaic array on the roof for on-site electricity generation. The building will also include a building management system (BMS) which will perform all energy management functions.</i></p>	<p>Yes</p>

CITY OF BOULDER
BOULDER DESIGN ADVISORY BOARD MINUTES
September 10, 2014
1777 Broadway, West Conference Room

A permanent set of these minutes and a tape recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: <http://www.bouldercolorado.gov/>

BDAB MEMBERS PRESENT:

David Biek
 Jamison Brown
 Fenno Hoffman, Chair
 Michelle Lee
 Bryan Bowen, Ex-officio Planning Board member

BDAB MEMBERS ABSENT:

Jeff Dawson

STAFF PRESENT:

Sam Assefa, Senior Urban Designer
 Elaine McLaughlin, Senior Planner

2930 Pearl Street

SUMMARY:

There was board consensus that the outstanding issues have been resolved and that the proposed design meets the design guidelines. All other issues discussed at this meeting were extraneous commentary on less consequential design elements. The board commended the architect for excellent visual materials and for thorough responses to BDAB's previous comments.

BOARD COMMENTS:

J. Brown: The Pearl Street Elevation addresses the board's requests and was done well. He noted that the architect made a major change to the interior programming and successfully wrapped the facade into the interior courtyard. The double height space creates a dynamic experience for the pedestrian.

F. Hoffman felt that the revised design was consistent with the three criteria that were under question previously: orient the building toward the street, avoid large blank walls and provide pedestrian interest on the ground level. He additionally commented on the landscaping, bus shelter, 30th Street façade, and intermediately scaled boxes. The ground cover creates an amorphous semi urban and semi suburban condition. Simplify the bus shelter and bike rack facilities and consider simplifying the façade behind them. He liked the brick detail at the corner of the 30th Street facade. Carry the outer shell a bit further to enhance the proportional balance of the façade. The verticality of the double height space is contrasts with the horizontality of the

brickwork and design elements; consider bringing the pilaster down to create more verticality. Clarify and simplify the design to address some of the public's current concerns about large office buildings. He thought the design respected the patterning, scale and feel of Boulder.

B. Bowen thought that the revised landscaping and proportions work well. He could not speak for his fellow Planning Board members, but did not foresee any major issues for the board.

M. Lee thought that the design met the design criteria. She felt that the design could be further simplified while maintaining its lyrical quality. She noted that the fourth floor's corners have a different language that could be better integrated with the rest of the building.

J. Brown agreed that the end caps on the fourth floor are smooth and contrast with the rest of the more textural building. Consider taking the brick façade up to the roofline. He liked the two story window box. It breaks down the horizontal nature.

D. Biek thought the design complied with the guidelines and did not want to force the architects' hand too much or reduce the playfulness. He liked the vertical counterpoint to the horizontal bias. He noted that the fourth floor detailing makes it feel separate from the rest of the building; consider integrating it more. The texture in the façade and contrast with the window boxes works well. He did not think that bringing the vertical elements down, per **F. Hoffman's** comment, was necessary.

**2930 Pearl Place Attachment D:
Applicant Written Statement and Plans
are posted online in separate documents**