

6400 Arapahoe Road
Site Review Application
Written Statement
March 18, 2011

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A. Project Description – Phase I through III

The property, currently located in Boulder County, has been used for storage and sale of building materials. It currently houses a large warehouse, an office/showroom building, and a large covered shed, along with parking, walks, and a significant amount of paved area. ReSource, a used building materials sales and donation yard moved their operations to the property in November 2009, an allowed use under current county zoning.

When the property is annexed into the city, it will be zoned IG and will include a use review (as part of annexation) to allow for planned uses, which include Eco-Cycle’s office, commercial hauling operations and Center for Hard-to-Recycle Materials (CHaRM); as well as the continued operation of ReSource. Additional uses on the “Phase III” portion of the property will be compatible uses to these that will further the community’s goal of moving toward zero waste. The update to the Master Plan for Waste Reduction, which began in September 2010, will continue to engage stakeholders in an effort to assist in identifying additional potential uses for the “Phase III” portion of the site.

This application encompasses Phases I and II only. Phase I will allow for Eco-Cycle and CHaRM to move to the property and co-exist with the ReSource operation. Phase II would realize the “vision” for each of these operations (Eco-Cycle and ReSource, which operates as a division within its parent nonprofit organization: the Center for Resource Conservation) by allowing the operations to provide additional waste reduction services to the community. A source for Phase II funding has not been identified at this time. Phase I is fully funded under the current city Trash Tax budget. “Phase III” is considered possible for development but could happen independent of (and potentially prior to) Phase II. If, at some point in the future, Phase III development options are identified, a site review amendment specific to Lot 2 would be pursued.

Phase I development consists of site improvements, including landscape and drainage/water quality enhancements, and minor building renovations (please refer to the attached drawing set). Phase II provides an additional warehouse/showroom and new parking area. The new building will be located adjacent to Arapahoe Road, providing a much more significant street presence than currently exists. Enhanced pedestrian connections beyond the connections in Phase I will be provided. Phase III represents the full build-out of the site, with buildings similar in character/scale and massing as those envisioned for Phases I and II. Phase III uses will be consistent with those allowed in the IG zone district and identified through the Master Plan for Waste Reduction update process described above.

Exterior building improvements will vary between each of the three phases. Phase I will focus on general maintenance and a few minor additions and modifications to the existing buildings. The existing metal warehouse will receive a small 379 SF addition utilizing complimentary durable metal and concrete block exterior materials. A portion of the covered storage on the west side of the existing metal warehouse will be enclosed by relocating the existing exterior metal panels. The exposed metal aggregate precast concrete panels on the office building will be painted to provide a fresh uniform appearance. Two existing metal warehouses, approximate 3,000 SF each, will be reconstructed on the site and doors will be added.

Phase II will add a 12,648 SF warehouse utilizing both metal panel exterior, similar to the existing warehouses, and a lower band of painted concrete to complement the existing office building. The new warehouse is designed with a monolithic roof sloping toward Arapahoe Road helping to reduce the perceived mass at the street frontage, while creating south facing clearstory window opening opportunity where the warehouse adjoins the existing office building. The open sales yard along Arapahoe Road will be screened by a covered storage shed. The new covered storage shed is also made with durable metal exterior.

Based on anticipated zoning, Phase III could add as much as 45,000 SF and is assumed to be a single story structure, however it is allowed to have a 40' height. The exterior materials will be similar to the warehouse vernacular, utilizing metal panel, concrete block or precast concrete. Placement of the building(s) is preferred to be adjacent to the detention pond with parking to the south, screened from the street by the building.

Description of Planned Operations

Description of Eco-Cycle Operations – Phases I and II:

Eco-Cycle's Corporate Offices are home base for a few different departments with a total of about 30 employees. More than half of the employees are white-collar office workers who stay on-site all day, but some staff will come and go for meetings in the community throughout the day. About a third of the employees are blue-collar workers implementing its "Zero Waste Business" collection program using a small fleet of trucks of various sizes. The primary work in the offices involves education, and computers are used all day. There will occasionally be public visitors and volunteers who come during the day, as well as occasional group meetings or trainings, usually after hours (i.e. after 5 p.m.).

A typical day at the company would be as follows:

6:00 – 7:00 a.m. ... the Zero Waste Business Department crew shows up, about 10 truck drivers and another four office workers, and by 7 a.m. all trucks have left the yard and are out for most of the day, returning to end work usually around 3:30 p.m.

8:00 – 9:00 a.m. ... the staff from the Schools Recycling Department, the Community Campaign Department, the Eco-Cycle International Department, and the Administrative Department arrive and will remain at work until around 5-6 p.m. Occasionally there will be small group meetings and trainings in the evening, which usually would end by 8 p.m.

Description of CHaRM Operations – Phase I:

CHaRM functions anticipated on a typical day at the 6400 Arapahoe site:

8:30 am: Eco-Cycle office opens, Monday through Friday. CHaRM warehouse crews of one to four employees arrive and begin preparing for customers by swapping out full collection containers. Half of the containers are inside the warehouse; containers for materials that are less weather-sensitive are located outside under an awning, and must be accessed by forklift from outside the warehouse.

9 am: CHaRM opens to the public, Monday through Saturday. A gate is opened allowing access beyond the office parking lot and customers drive or ride down the central driveway to the CHaRM window. Customers at the window pay fees and exchange information briefly (we request that they turn engines off while sitting at the window) and proceed to drop-off area along west side of warehouse wall to sort their materials into appropriate containers. The containers that are located inside the warehouse are accessed through openings in the wall.

During operating hours: Eco-Cycle's fleet returns on average once per day per truck to swap containers or pick up/drop off materials. The number of CHaRM customers in passenger vehicles averages 100-120 per day at the current facility, but is expected to grow to as much as 300 per day (one every 1.4 minutes) at the Arapahoe site. Non-Eco-Cycle commercial vehicles ranging from cargo vans to semi-trailers visit the CHaRM as well to pick up/drop off materials at an average rate of three to five per day.

CHaRM warehouse staff sorts and consolidates materials for shipping using equipment such as forklifts, downstroke balers (such as you would find in the back of a grocery store to bale cardboard), and other electrical/hydraulic machines located inside the warehouse. The Phase 1 design allows limited storage space inside the warehouse, so a majority of the processed materials will be moved via forklift to an

outbuilding south of the warehouse and likely two to three semi trailers located in the Eco-Cycle vehicle storage area on the south side of the lot. In addition, six roll-off containers south of the warehouse will be accessed by forklifts from the drop-off area and from inside the warehouse to consolidate scrap metal, durable plastics, porcelain, single-stream recyclables, trash and wood.

4 pm: CHaRM closes to the public by closing the gate. Most of the Eco-Cycle truck fleet is typically back in the yard for the night by this time. CHaRM warehouse staff begins cleaning up.

4:30 pm: CHaRM staff leaves for the day.

5 pm: Eco-Cycle office closes.

After hours: Office activities such as Board meetings, volunteer trainings, and community meetings are scheduled on average twice per week.

Description of CHaRM Operations – Phase II:

8:30 am: Eco-Cycle office opens, Monday through Friday. CHaRM warehouse crews of one to four employees arrive and begin preparing for customers by swapping out full collection containers inside the warehouse. Two forklifts begin operating, predominantly inside the warehouse.

9 am: CHaRM opens to the public, Monday through Saturday. A gate is opened allowing access beyond the office parking lot and customers drive or ride down the central driveway to the CHaRM window.

Customers at the window pay fees and exchange information briefly (we request that they turn engines off while sitting at the window) and proceed to drop-off area along west side of warehouse wall to sort materials into appropriate containers. The containers are located inside the warehouse, accessed through openings in the wall. Remaining office staffers arrive (20-22 total) on weekdays. As many as half of the office staff is working off-site in the community at any given time.

During operating hours: Eco-Cycle fleet returns on average once per day per truck to swap containers or pick up/drop off materials. The number of CHaRM customers in passenger vehicles averages 100-120/day at the current facility, but is expected to grow to as much as 300 per day (one every 1.4 minutes) at the Arapahoe site. Non-Eco-Cycle commercial vehicles ranging from cargo vans to semi-trailers visit the CHaRM as well to pick up/drop off materials at an average rate of three to five per day.

CHaRM warehouse staff sorts and consolidates materials for shipping using equipment such as forklifts, downstroke balers (such as you would find in the back of a grocery store to bale cardboard), and other electrical/hydraulic machines located inside the warehouse. Consolidated material is stored in the warehouse until it is ready to ship, with the exception of specific materials (scrap metal, durable plastics, porcelain, single stream recyclables, trash and wood) stored in roll-off boxes outside.

4 pm: CHaRM closes to the public by closing the gate. CHaRM warehouse staff begins cleaning up.

4:30 pm: CHaRM staff leaves for the day.

5 pm: Eco-Cycle office closes.

After hours: Office activities such as Board meetings, volunteer trainings, and community meetings are scheduled on average twice per week. Planned reuse workshops open to the public will also operate in the evenings in the southwest corner of the office building at roughly the same frequency.

Description of ReSource Operations – Phase I:

ReSource is a division of the Center for ReSource Conservation, a Boulder-based 501(c)3 environmental non-profit organization. ReSource promotes building material reuse, embodied energy conservation, and deconstruction through innovative landfill diversion programming. ReSource provides the community with a unique opportunity to buy or donate reusable building materials.

ReSource, commonly referred to as the “ReSource Yard”, is the core program of the ReSource Division. The ReSource Yard is the facility where all deconstructed or diverted materials are delivered for collection, processing, and sale. ReSource currently has 12,000 square feet of indoor space, and additional exterior space, at the 6400 Arapahoe site for retail sales of the reclaimed building materials. The site also houses the public on-site donation center, ReSource’s pickup and delivery functions, and ReSource management offices.

ReSource hours of operation are Monday thru Saturday 9 a.m. – 5 p.m. and Sunday 11 a.m. – 4 p.m. The donation center closes one hour prior to store closing. ReSource processes an average of 2,000 sales transactions per month. Site operations include sales and customer service, material hauling, educational seminars, special events, general recycling, light processing (denailing, cutting, sanding), and

management functions. ReSource has seven total staff members, daily volunteers, and general sub-labor.

General Daily Breakdown

Monday-Friday

7:00 a.m. Staff arrive. One Yard Staff, ReSource Management.

General Yard cleanup, donations moved to sales yard, administrative operations.

9:00 a.m. All staff arrives.

Sales and Donations open to public. Pickup and deliveries, average four pickups per week.

General meetings and operation functions occur.

4:00 p.m. Donations closed.

On-site donations no longer accepted.

5:00 p.m. Store closed.

No further public access outside special events. Management functions regularly continue.

Saturday

9:00 a.m. All staff arrives.

Sales and Donations open to the public.

4:00 p.m. Donations closed.

On-site donations no longer accepted.

5:00 p.m. Store closed.

No further public access outside special events

Sunday

11:00 a.m. All staff arrives.

Sales and Donations open to the public.

3:00 p.m. Donations closed.

On-site donations no longer accepted.

4:00 p.m. Store closed.

No further public access outside special events

Description of ReSource Operations – Phase II:

ReSource's main operations, described above, remain constant between Phase I and Phase II development. ReSource has been in development of two new programmatic functions at the 6400 Arapahoe site.

The first is ReSource Woodworks. Continuing ReSource's tradition of hands-on environmentalism, ReSource Woodworks has been developed to use our reclaimed building materials and turn the material into well-designed furniture and other products. Over the coming months, ReSource Woodworks will begin production on a range of sustainable products, from cutting boards and coasters, to patio and dining furniture. ReSource Woodworks hopes to serve the Boulder area and beyond by not only providing affordable reclaimed furniture options, but by also educating and inspiring people around the potential of reusing building materials. Currently, Woodworks is in its development and pilot phase of operation.

The second is the ReSource Tool Library. As the name suggests, a community tool library is a place where citizens can borrow tools from a large, centralized tool inventory. With its shared-resource approach, the ReSource Tool Library will save money, reduce our need to purchase redundant and seldom-used tools, and provides new tool access for those with limited means. In today's tough economy, these are valuable assets for a program that additionally provides educational opportunities, conserves resources, and strengthens our communal capacity to meet our basic needs. The ReSource Tool Library is there to lend tools to any individual or nonprofit organization requiring tools to complete their work. ReSource initiated a pilot phase of the Tool Library in the fall of 2010.

Objectives to be Achieved by this Project

The primary purpose for this project is to provide a facility that allows the community to move toward **its zero waste goals** and to provide a more permanent home to two **important community not-for-profits** (EcoCycle/CHaRM and ReSource). Additionally, there are opportunities to link programs of these, and potentially future, organizations to the **educational programs** at the Boulder Valley School District Arapahoe Campus and to the Thorne Ecological Institute. Both BVSD and Thorne are immediate neighbors to 6400.

B. How the Project Meets Applicable Criteria

GENERAL CRITERIA FOR ALL SITE REVIEW APPLICATIONS

Boulder Valley Comprehensive Plan:

- (A) How is the proposed site plan consistent with the purposes and policies of the Boulder Valley Comprehensive Plan?

Sustainability

1.01 *Community Sustainability.*

We, the applicant, believe the project promotes community sustainability by providing necessary zero waste facilities that manage the city and county's waste streams. Such local facilities divert reusable and recyclable materials from the waste stream before being transported to surrounding communities' landfills.

1.02 *Principles of Environmental Sustainability.*

These facilities support a more sustainable community with local programs that will reduce the amount of waste going to landfills.

1.03 *Community Engagement.*

We believe this project is being conducted in an inclusive manner, with more public process than required. Because this is a city property, the purchasing process was public and all documentation that went to City Council is available on the city's web site. A project web page and Listserv were created to keep interested parties updated on the processes and public hearing dates. All project information and reports are provided on the web; including background on city and county's zero waste goals and the entire council process from 2009 to the present. Two good neighbor meetings have been held, with a third meeting planned for April 2011 during the Site Review Process. Additionally, a stakeholder group was convened to provide input early in the planning process.

1.06 *Indicators of Sustainability.*

This project represents the city's commitment to help build a zero waste community. A critical component of zero waste is having the appropriate facilities to manage our waste stream. Developing these types of community zero waste facilities is a paradigm shift from the standard practice of landfilling waste.

1.07 *Leadership in Sustainability.*

We, the applicant, are leading by example in being stewards of our planet's resources. By purchasing land and funding waste diversion facility development, we are making strides in the Master Plan for Waste Reduction to become a zero waste community.

1.08 *Consideration of Environmental, Economic and Social Impacts.*

In 2009, as a priority of City Council, it approved maximizing the Trash Tax for funding this project. Council's priority to do so was based on its environmental, economic and social impacts to this community.

Economic: The continued development of Recycle Row will provide economic benefits to Eco-Cycle and the CRC, allowing them to expand and strategically plan for future business

development. CHaRM employs 4.5 full-time employees and would likely add two employees at an expanded facility. ReSource employs 7.25 full-time employees and anticipates adding 4.25 full-time employees at an expanded facility.

Environmental: The continued development of Recycle Row will expand the ability of community residents and businesses to reduce waste and recycle. Reducing the amount of solid waste going to the landfill conserves resources and reduces energy use, greenhouse gas emissions, and groundwater pollution. Overall, vehicle miles traveled will be reduced by relocating ReSource and CHaRM closer to the new and existing waste reduction facilities on 63rd Street.

Social: Co-location of waste reduction facilities will offer residents and businesses convenient and consolidated recycling facilities within the community. The ReSource facility will provide lower cost building materials to residents that may have less means to purchase new materials. On average, ReSource building materials cost approximately 75 percent less than new materials.

Intergovernmental Cooperation

1.11 Regional and Statewide Cooperation.

Environmental pollution and contamination have no boundaries. Therefore, we, the applicant, worked closely with Boulder County to develop the needed zero waste infrastructure to achieve our mutual zero waste goals. On-going collaboration and cooperation with the county and other municipalities will continue with waste reduction programs, services and facilities.

1.12 Policy Assessment.

We, the applicant, returned to City Council on Feb. 8 with receive its feedback on the priorities and primary metrics to measure the community's success in achieving zero waste through the update to the Master Plan for Waste Reduction. Additional programs, services and facility needs will be identified and recommended during the third quarter of 2011. This information will help council identify associated funding trade-offs and decide whether they desire contributing more public funds to the Phase II development at 6400 Arapahoe.

1.13 Collaboration in Service Delivery.

The city and county have a long history of collaborating on waste reduction efforts. On most, if not all efforts, there is collaboration on developing more waste reduction information, services, and facilities. Examples are the Hazardous Material Management facilities, Wood and Yard Waste Drop-off Centers, the Boulder County Recycling Center and now, supporting additional facility development for construction material reuse and the recycling of hard to recycle materials.

1.16 Compliance with Land Use Regulations.

We investigated and fully understood the requirements of this property before the purchase. With our close communication with the county, we were able to work with them to understand the regulations that applied to this property and assessed the pros and cons of annexing it into the city.

1.27 Annexation.

This property is currently a county enclave with in-city service agreements. Before this property was purchased city and county planning staff met to determine if the site should be annexed into the city. It was determined by both City of Boulder and Boulder County Planning Directors at the time that the site should be annexed; especially due to the existing in-city service agreements.

2. Community Design

2.01 Unique Community Identity.

The concept of "Recycle Row" was created and acknowledged in the Master Plan for Waste Reduction accepted by City Council in 2006. Further waste reduction facility development is a unique service priority focusing on a sustainable community.

As many of the current waste reduction facilities are located on 63rd Street, the proximity to 6400 Arapahoe Road ties more facilities to the "one-stop-shop" concept of Recycle Row. Acknowledging that there are few large industrial properties left close to Boulder, this site is ideal

for combining existing waste reduction facilities with additional and complimentary facilities, enhancing the zero waste infrastructure this community fosters. By developing the property at 6400 Arapahoe, the city and county are developing a more sustainable community, responsible for their waste streams. These facilities will continue to emphasize the Boulder brand and uniqueness for leading by example.

2.06 Design of Community Edges.

As this site has been described by planning staff and City Council as a gateway into Boulder, it was determined that being developed as recycling and reuse facilities would give an important first impression. With this property being developed as zero waste infrastructure will help make this gateway distinct and defined.

2.17 Protection of Residential Neighborhoods Adjacent to Non-residential Zones.

We believe working with the surrounding neighborhoods, Boulder Valley School District and non-profit organizations have been a critical step in advancing the goals of this property's development. We are proactive and engaging with our commercial and residential neighbors and will continue to do so to ensure this site improves the currently neglected site.

2.19 Compatibility of Adjacent land Uses.

Since this site is located in a transitional zone, we are sensitive and making it a priority to design and mitigate visual impacts and noise outside of standard working time operations.

Quality of the Design of Development and Redevelopment Projects.

2.40 Physical Design for People.

For the redevelopment of this property, we have put extensive resources toward the enhancement of the property and people's ability to find and use the services to a much larger capacity than how the services were offered at their former locations. With this site located on Arapahoe and with the Colorado Department of Transportation's (CDOT) plans to improve and expand the road it will definitely enhance accessibility to the reuse and recycling facilities.

2.41 Design Excellence for Public Projects.

Within the Phase I scope of this project, which has limited exterior building modification, the site will be improved for customer usability and effectiveness. It is also our belief that by reusing the existing buildings sets an excellent example of leading by example for public projects.

2.42 Enhanced Design for the Built Environment.

b. The public realm. We believe as the Phase II Concept Plan was developed, the location of a new retail-oriented facility at the street edge will create a well-designed urban street presence that is currently not present at this site.

3. Facilities and Services.

3.25 Support for Community Facilities.

This project provides significant support for two local long-standing non-profits (Center for ReSource Conservation and Eco-Cycle) that help advance the community's waste reduction goal.

4. Environment

4.04 Environmental Education and Technical Assistance.

This property will house three or more environmental resource conservation operations and will hopefully coordinate with Boulder Valley School District and Thorne Ecological Institute to provide environmental education and possibly technical assistance for fixing and reusing household goods.

Protect and Improve Waste and Air Quality

4.26 Protection of Water Quality.

With the redevelopment of this property, water quality will be improved with the installation of a detention pond for the site. Currently, there are no water quality protections or facilities on the

property. Creating an improved storm water run-off system on site will also create more protection for the Sombero Marsh which is of highest priority.

4.30 *Storm Water.*

Due to the improved storm water quality system that will be installed at the site, we believe the site's current situation will be greatly improved. Storm water enhancements planned for Arapahoe Road by CDOT will improve the entire corridor.

4.36 *Greenhouse Gas Emissions.*

Diverting material from the landfill avoids greenhouse gas emissions (methane) not only because less materials get produced, but because these materials don't get buried. Location of recycling and waste management facilities in close proximity to each other helps reduce vehicle trips for the community members dropping off or picking up materials.

4.37 *Integration of Water and Air Quality with Transportation Planning.*

This property was purchased for its proximity to other waste diversion activities, creating a one-stop-shop for easy and convenience, thereby consolidating trips and reducing transportation impacts for material reuse and recycling.

Conserve Natural Resources

4.42 *Waste Minimization and Recycling.*

We, the applicant, along with our partners (Boulder County, CRC and Eco-Cycle) have aggressively pursued this project for the purpose of increasing the community's waste reduction infrastructure. Because of the city and county zero waste goals, City Council increased the trash tax to fund this project to the Phase I plan. These facilities will ensure residents and businesses the ability to reuse and recycle more of their waste stream, than what is currently available to them with curbside recycling service.

4.43 *Promoting the Use of Recycled Materials.*

The redevelopment of this property allows for the needed infrastructure that supports the reuse and recycling of building materials and hard to recycle materials.

5. Economy

5.03 *Support for Local Business.*

We are redeveloping this site to support two local nonprofit organizations. Providing upgraded facilities and land allows their operations to be more visible and accept more materials from residents and businesses for reuse and recycling.

5.06 *Industrial Zoning.*

The property is currently zoned by the county as industrial and our understanding is that it will be designated Industrial General when annexed into the city. It is determined that waste reduction facilities are appropriate for this zoning and will enhance the 63rd Street waste reduction activities, supporting the Recycle Row concept. With similar waste reduction activities in the same proximity, we believe this creates convenient services for our community's residents and businesses.

5.08 *Partnerships.*

This project has reached out extensively to the city's partners to ensure they understand the objective of the facilities located on the site and share in our vision for future waste reduction efforts. Boulder County and Boulder Valley School District have been involved from the start and are continuing to give input on the process, leveraging resources to benefit the community and these new operations.

6. Transportation

6.11 Managing Parking Supply.

We are proposing a parking reduction for this site since the majority of the employees that will be working at the site take alternative modes of transportation. Additionally, the goal of this site is to coordinate the traffic flow on site so that it is understandable and safe for all users.

- (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 300 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:
- (i) the density permitted in the Boulder Valley Comprehensive Plan, or,
 - (ii) the maximum number of units that could be placed on the site without waiving or varying any of the requirements of Chapter 9-7, "Bulk and Density Standards," B.R.C. 1981.

How is the proposed site plan consistent with the above density criteria?

Not applicable.

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:

- A. Open space, including without limitation, parks, recreation areas, and playgrounds:

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

In all Phases, there will be a large, grassy and vegetated open space at the northeast corner of the site. This space will function both as detention/water quality for the whole property as well as passive open space with picnic tables.

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 project will preserve and protect as many healthy mature trees as possible, including leaving islands of trees in the future ReSource sales yard for shade and to create areas of respite for sitting, picnicking, etc.

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

The entire area is zone some type of industrial so relief from density is not applicable. However, an improved streetscape and the open space are described above at the north east corner of the property will greatly enhance the character of the area and create a new gateway into the City of Boulder.

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

There will be a vegetative buffer/screen around the north, east and south sides of the property. Sombrero Marsh, which is located to the south of the property (south of an industrial use on BVSD land) is protected from this development due to the natural lay of the land and drainage patterns. This entire property slopes to the north, away from Sombrero Marsh.

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

The new pedestrian and bike connections along Arapahoe (to be built by CDOT) will greatly enhance the connectivity of this site to the city-wide bike and pedestrian system.

B. Open Space in Mixed Use Developments: Developments that contain a mix of residential and non-residential uses:

Not applicable.

1. How does the open space provide for a balance of private and shared areas for the residential uses and common open space that is available for use by both the residential and non-residential uses that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property?

Not applicable.

2. How does the open space provide active areas and passive areas that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property and how is the open space compatible with the surrounding area or an adopted plan for the area?

Not applicable.

C. 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 project, as proposed, will greatly enhance the aesthetic character of the site. Phases I and II include new streetscape plantings along the entire frontage of Arapahoe along with a vegetated buffer along the entire east and south sides of the property. Additionally, the large vegetated area in the northeast corner of the property will have a pocket park appearance with grassy areas (for water quality), tree plantings in natural groupings, and site furnishings such as picnic tables. Native or highly adaptive shrubs and trees will be used wherever possible, with a focus on low-water plants. Additionally, in both Phases I and II, demonstration gardens are anticipated where CRC's water conserving "Garden-in-a-box" can be showcased. All City of Boulder planting requirements will be either met or exceeded in all phases of this project.

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?

Not applicable.

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; and

All landscaping requirements will be met or exceeded in both Phases I and II. Please refer to the landscape drawings in this submittal for details on how the requirements are exceeded.

4. How are the 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?

Parking lot screening will be provided in all Phases per city requirements and all streetscape requirements will be met. The CDOT Arapahoe Road improvements project provides an

opportunity to greatly enhance the streetscape condition and the appearance of the property from the public right-of-way.

Parking lot screening will need to occur on city ROW in Phase I due to the ROW acquisition and Arapahoe Road improvement project by CDOT.

- D. 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?

The Arapahoe Road improvement project will add sidewalks, a multi-use path, bike lanes, two continuous bus/right turn lanes and a center turn lane to the street. This will greatly enhance safety and reduce congestion at the project entry. The entry drive will remain in its current location for Phase I and will shift approximately 30 feet to the east for Phase II. CDOT has reviewed the plans to shift the driveway location and have no issue with the driveway relocation.

2. How are potential conflicts with vehicles minimized?

Circulation and safety within the site are key concerns for the project due to the anticipated users of the project. The project will include significant signage and wayfinding to direct users around and through the property (see attached drawing set). School tours will also visit the site and their routes will be clearly identified for all users of the site. All school groups will include adult supervision. In addition, most of the truck access traffic will occur outside of the peak use times for the general public, so interaction will be minimized.

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?

The Arapahoe Road improvement project will greatly enhance all connections to the site, but particularly pedestrian and bike, since they don't currently exist. Once completed, bike lanes, a sidewalk and transit will all directly access the site. Phase I and II include pedestrian connections from the public sidewalk into and through the site (please see attached drawings).

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 occupant vehicle?

Due to the nature of the uses, there will be automobiles accessing the site to either drop off hard to recycle materials or to purchase re-used building materials. However, as mentioned above, significant improvements will be made to create and enhance pedestrian and bicycle connections, including an abundant amount of bike parking on-site and shower facilities for employees in both Phases I and II.

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?

Please see attached TDM plan. Strategies and programs from this plan include:

- Provide EcoPasses for all employees of the site to encourage access by transit (approximately 35 employees anticipated). The site is well served by the JUMP transit corridor along Arapahoe Road.
- Provide an informational kiosk or bulletin board to distribute information about transit and other alternative modes and also include in new employee orientation
- Assign at least one employee transportation coordinator (ETC) for the site, and possibly two with one for Eco-Cycle /CHaRM and one for Resource

- Provide information and encourage employee participation in the DRCOG iCarpool program
- Provide preferential parking for carpools and vanpools
- Provide showers and changing facilities for employees who bike to work (completed as part of Phase I)
- Provide short term (outside) bike parking. There will also be the ability for employees to access covered or indoor bike parking as needed.
- Providing a separate sidewalk entrance into the site from the Arapahoe sidewalk to allow pedestrians and bicyclists to enter the site without conflicting with traffic at the main driveway

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

There will be pedestrian and bike connections to and from the property to the larger system, as described above and shown on the drawings.

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

This project will not include any new public streets. In Phase II, an improved access drive will be constructed through the site to improve internal circulation. A public access easement will be dedicated to provide access to Lot 2 from Arapahoe Road.

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?; and

Internal circulation has been carefully considered due to the various uses planned for the site in Phases I and II. Circulation routes will be clearly signed and marked since there will be a variety of destinations, including visitors to the offices, customers dropping off hard to recycle materials, customers dropping off recycled building materials, and customers shopping for recycled building materials. Additionally, there will be school groups that visit the site to primarily tour the Eco-Cycle and CHaRM facilities. Please see the attached drawings for more information.

9. How will city construction standards be met, and how will emergency vehicle use be facilitated?

Access through the site will be via private access drives across existing pavement. During Phase II, a new driveway will be constructed to access Arapahoe. This driveway will be constructed in accordance with CDOT standards.

Emergency vehicle access through the site will be provided in existing and proposed designated access aisles to accommodate turning movements in accordance with City standards.

E. 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?

Phase I will utilize the existing parking lot along Arapahoe. This parking lot is physically separated from the main internal circulation patterns by landscaped islands on the east side. Pedestrian access to the ReSource and Eco-Cycle areas will be enhanced by installation of a painted crosswalk and tour route alignments.

Phase II development will create a new parking lot east of the existing warehouse building. This lot will also be separated from the main circulation by landscape islands. A painted crosswalk, tour route, and signage will direct pedestrians across circulation paths in designated locations.

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?

A parking reduction is requested in both Phases I and II. This reduced amount of parking will still meet the needs of the project. This reduction will minimize the amount of land used for customer and employee parking. Phase I utilizes the existing parking lot and Phase II moves the parking lot to the south, completely screening it from public view along Arapahoe.

This project is requesting a parking reduction in both Phases I and II.

The applicable additional criteria for parking reductions from Section 9-2-14 (h)(2)(K), B.R.C. 1981 is:

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

The traffic study demonstrates that all anticipated parking needs are met through the design(s) as submitted. In addition to meeting the vehicular parking needs, there is ample additional land set aside for commercial vehicle storage and truck parking.

Phase I would have a 20% parking reduction and Phase II a 37% reduction.

3. How are parking areas and lighting designed to reduce the visual impact on the project, adjacent properties, and adjacent streets?; and

All parking lot screening requirements will be met in both Phases and with the relocation of the parking lot in Phase II, the parking will be completely out of view from the public ROW. Additionally, Phase III is anticipated to have a building(s) on the northern portion of that lot, with parking behind the building to the south. Any site lighting will meet city requirements.

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.

All landscaping requirements will be exceeded in both Phases I and II. As a result of the CDOT ROW acquisition for the Arapahoe Road improvement project, the parking lot screening along Arapahoe will occur in the ROW (there is ample width). Please see attached drawings for more information.

F. 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?

The project site is currently centered in an industrial building area. Bordering the north, east and west sides of the project site are one and two story rectangular buildings with flat or low slope roofs over metal and concrete block wall buildings. These buildings are aligned with Arapahoe Road and generally have parking in front of the building. The adjacent properties currently serve office, vehicle maintenance and storage needs. The existing and proposed buildings for this project site are of similar mass, scale height and orientation to those adjacent buildings.

2. How is the height of 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?

As stated above, the project is bordered by one and two story buildings. This project is predominately one story buildings. In Phase II of the project the proposed building addition is

a tall one story building with high bay storage and proposed mezzanine. This building addition is similar in height to a two story building at 24 feet tall.

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

The proposed building addition will not impact adjacent property views or solar access. The proposed building addition is less than 25' in height, which automatically puts the building below the 25' solar fence requirement at the property line. In addition the building is located nearly 40 feet from its western property line and hundreds of feet from the eastern property line. To the north is Arapahoe Road, which provides a large buffer to the properties to the north.

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?

The project is consistent with the surrounding area and will enhance the existing developments. Immediately adjacent to the site on the north and west are long rectangular single-story storage facilities made of metal siding and/or concrete block. To the east is Boulder Valley School District facility, which is complex of several metal or concrete block buildings, both one and two stories. The proposed new additions will reinforce these conditions with facades also built of metal and concrete block but also featuring plenty of windows and new overhead doors. The features of the building are complimentary of the existing architecture on the site and surrounding the site without copying it. The proposed additions are a more modern interpretation of the style and vernacular present in the surrounding developments.

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?

In Phase I, the existing office building adjacent to Arapahoe Road will be updated with a new exterior color scheme and the addition of significant landscaping on the north and east sides. Directional signage and painted pedestrian paths will help guide tour groups and auto traffic, ensuring safe routes of travel.

In Phase II the warehouse building addition is designed with a monolithic roof sloping toward Arapahoe Road helping to reduce the perceived mass at the street frontage. Pedestrian paths will connect the new warehouse to the new sidewalk along Arapahoe Road. These paths will safely direct bicycle and pedestrian traffic through the site providing access to each of the main retail, office and recycling buildings. Building entrances have signage, canopies or awning identifying locations of building entry. Directional signage and painted pedestrian paths will help guide tour groups and auto traffic, ensuring safe routes of travel. Landscaping will be added around the perimeter of the new building addition, the new parking lot and along the access drive, significantly improving the character and microclimate of the site.

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

The property is open to the public during business hours. Landscape and open space areas with site furnishings will be inviting to the public. Additionally, the existing office building will be remodeled to include community meeting space and both non-profit tenants provide a variety of programming of interest and accessible to the public.

7. For residential projects, how does the project assist 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

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?

Not applicable

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

A lighting plan will be provided at the Technical Document submittal.

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

Due to the industrial nature of the site and historical uses, there are no natural systems on the property. As previously mentioned, Sombrero Marsh to the south, will not be impacted by this project. The project will add water quality and detention capacity to the site which does not currently exist, greatly enhancing water quality.

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, slope instability, landslide, mudflow or subsidence, and minimize the potential threat to property caused by geological hazards?

Not applicable – the site is virtually flat, gently sloping to the north.

- G. 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?

There are no residential uses within or adjacent to the project.

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?

There are no residential uses within or adjacent to the project.

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?

There are no residential uses within or adjacent to the project.

4. Landscaping. The shading effects of proposed landscaping on adjacent buildings are minimized. How is this criterion met?

There are no residential uses within or adjacent to the project.

- 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:

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?; and

Not applicable

2. The pole is at the 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?

Not applicable

C. Statement of Current Ownership

The property is owned by the City of Boulder.

D. Development Schedule

Currently, city funding has been identified for Phase I only. It is anticipated that construction for Phase I would be immediately following the Annexation, Site Review, Technical Document Review and Building Permit Review for this phase. When funding is secured for Phase II, Technical Document and Building Permit approval will be sought and construction would follow those approvals.

Phase I is anticipated to begin and complete construction in 2012. Phase II is totally dependent on identifying additional funding sources. Phase III could happen independently of Phase II. The City would have to identify either additional waste reduction facility needs or partners.

E. Copies of any special agreements, conveyances, restrictions or covenants

Not applicable at this time. Should the city decide to sell Lot 3, agreements will be put in place for the mutual maintenance of the pond in Outlot A.