1100 28TH ST
CU Boulder

SITE REVIEW & HEIGHT MODIFICATION WRITTEN STATEMENT #5

BOULDER, CO | 2025.12.22

OZ collective

Contents

COLOR KEY
- CITY SITE REVIEW SUBMITTAL
- CITY HEIGHT MODIFICATION SUBMITTAL (COMBINED WITH SITE REVIEW)

01 PROJECT OVERVIEW

PROJECT VISION

The proposed project at 1100 28th Street in Boulder, Colorado, envisions the redevelopment of a prominent site into a boutique mixed-use student housing development. Since the Concept Review submittal on October 16, 2024, the project site has expanded and now encompasses approximately 1.95 acres. The updated design features 150 units and 537 beds across three distinct five-story buildings, each under 55 feet in height, which are considered separately for the purpose of building height calculations. These buildings are connected by open-air pedestrian “sky bridges,” reinforcing connectivity while maintaining distinct building volumes.

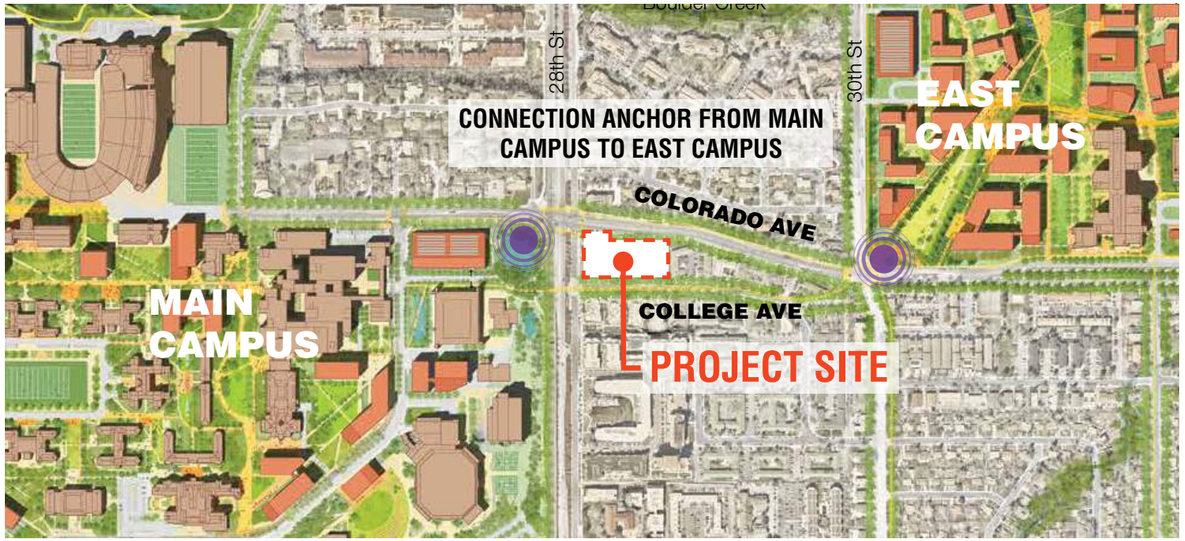
Located at the southeast corner of 28th Street Frontage Road and Colorado Avenue, the project site occupies a strategic location at the gateway to the University of Colorado’s main campus. It also plays a critical role in connecting to the University’s expanding east campus, as outlined in the 2021 Campus Master Plan.

This development seeks to make a meaningful contribution to the urban fabric of Boulder by creating an active and engaging environment for students, neighbors, and visitors alike. The land use strategy emphasizes a strong urban frontage along 28th Street Frontage Road and Colorado Avenue, featuring a transparent, mixed-use ground floor that invites pedestrian engagement and promotes a sense of place. Residential units above support the City’s goals for infill development and housing diversity, particularly in proximity to the University.

The building’s northwest corner at Colorado Avenue is designed to become a memorable architectural landmark, transforming a currently underutilized corner into a visually compelling and functional node. The existing multi-use path in this area will be celebrated and integrated into the site design to encourage movement and promote multimodal connectivity.

Equally important is the southwest corner of the site, where College Avenue meets 28th Street Frontage Road. This area serves as a key pedestrian gateway to campus via the underpass beneath 28th Street. The project also introduces a new publicly accessible pedestrian paseo between Buildings B and C, connecting Colorado Avenue to College Avenue and further enhancing circulation and community access.

Given its location directly across from the University of Colorado campus, the project addresses a critical need for student housing in Boulder. With strong pedestrian and cyclist connections to both the main and east campuses, the development supports the University’s long-term growth while reinforcing the City’s multimodal transportation goals.



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PROJECT GOALS

PROVIDE COMMUNITY BENEFIT

The redevelopment of this property provides a suite of tangible and intangible elements that contribute positively to the community's quality of life. These elements are in alignment with the City's Comprehensive Plan, which is focused on economic, social, and environmental objectives. Some of the community benefits provided by this project include:

Revitalization of a underutilized site where buildings are reaching the end of their useful life, resulting in year-round economic vitality
Retention of a local, small, business through incentives, lease agreements, and rent freezes
Retail spaces that will support the neighborhood and students/residents traveling through the multi modal corridor between Main and East Campus
Activated transit stops, cross block connections to support pedestrian activity and improved bicycle facilities
Student housing residences to help meet the demand for students in this area adjacent to campus
Higher density housing to help reduce students renting homes in single-family neighborhoods;
Safe and managed student lodging with on-site property manager available 24/7.

PRIORITIZE SUSTAINABILITY

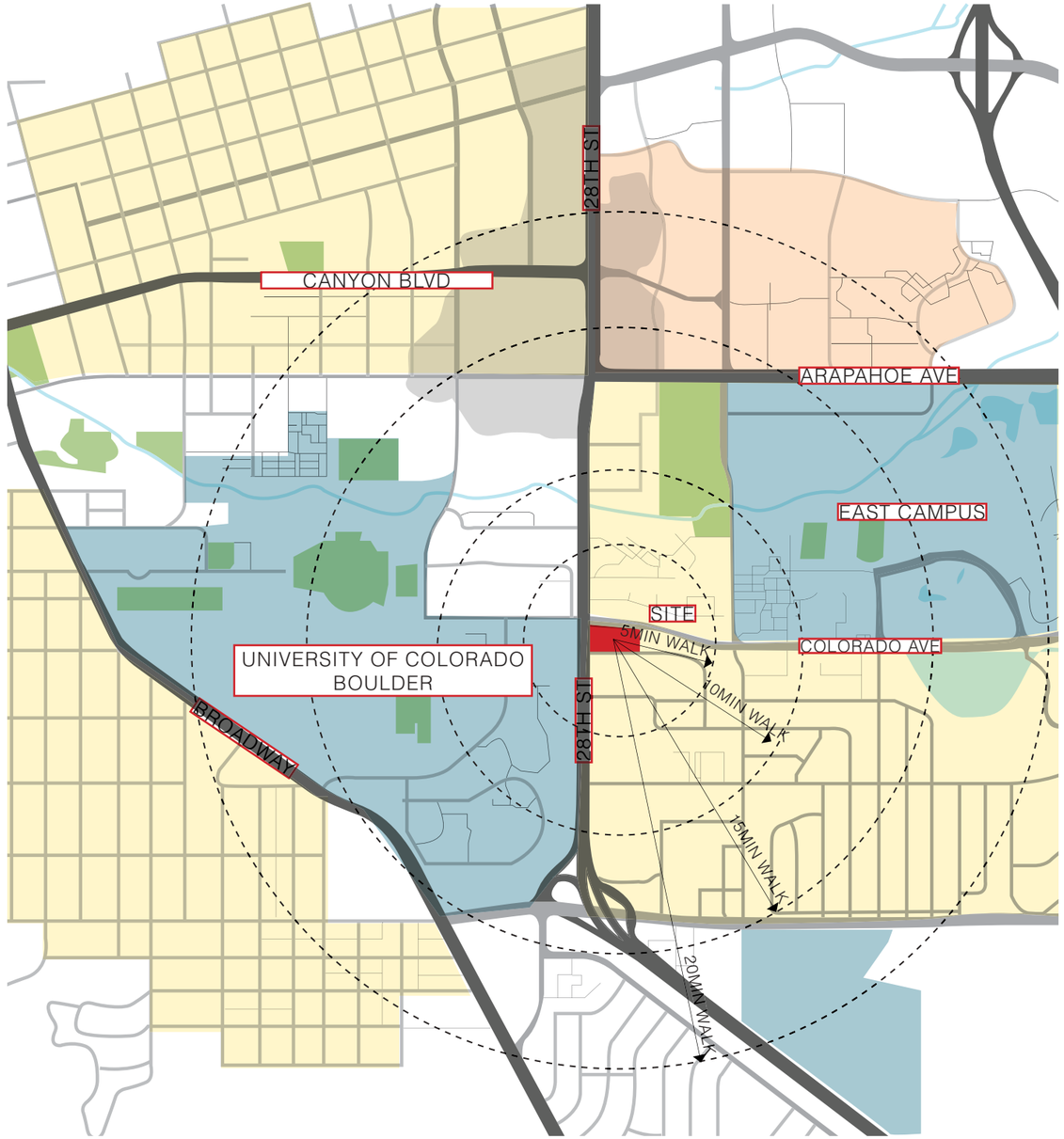
Our goal for the 1100 28th Street project is to create a sustainable, energy-efficient building that aligns with Boulder's climate goals. We aim to exceed the 2024 Energy Code by at least 10%, using high-efficiency windows, enhanced insulation, LED lighting, high-performance HVAC systems, and solar energy. The building will be all-electric, eliminating fossil fuel use. We support Boulder's Transportation Demand Management goals with reduced parking and extensive bicycle infrastructure. Low Impact Development strategies, including rain gardens and permeable surfaces, will manage stormwater and enhance biodiversity.

Detailed energy analysis and optimization strategies are provided in the Energy report submitted with the site plan.

ADDRESS MARKET DEMAND

As the City of Boulder is aware, enrollment at The University of Colorado has continued to increase. As more students come to Boulder, the demand for off-campus student housing increases. The University only requires freshmen to live on campus. This in turn, also causes a large population of students seeking housing off campus after their first year. These students are typically spread out among single-family neighborhoods, market-rate apartments, and dedicated student housing.

Many students are living off campus in residences converted for students that are typically managed by offsite landlords. This in turn leads to some unmanaged properties and lack of maintenance. Our goal is to present an alternative to the market by providing professionally managed student housing to help mitigate single-family homes being turned into heavily densified student rentals.



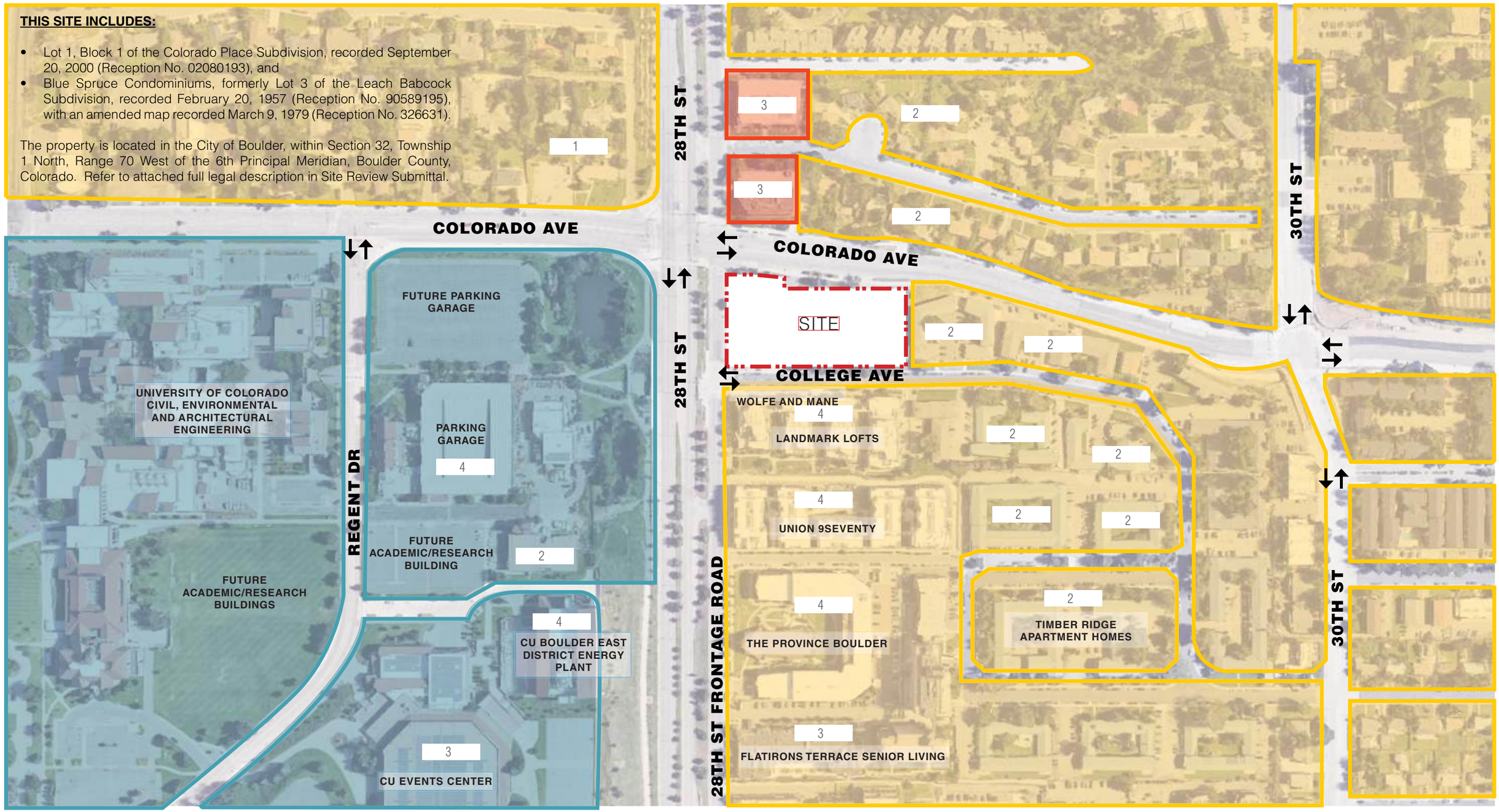
02 EXISTING CONDITIONS

CONTEXT MAP | EXISTING CONDITIONS

THIS SITE INCLUDES:

- Lot 1, Block 1 of the Colorado Place Subdivision, recorded September 20, 2000 (Reception No. 02080193), and
- Blue Spruce Condominiums, formerly Lot 3 of the Leach Babcock Subdivision, recorded February 20, 1957 (Reception No. 90589195), with an amended map recorded March 9, 1979 (Reception No. 326631).

The property is located in the City of Boulder, within Section 32, Township 1 North, Range 70 West of the 6th Principal Meridian, Boulder County, Colorado. Refer to attached full legal description in Site Review Submittal.



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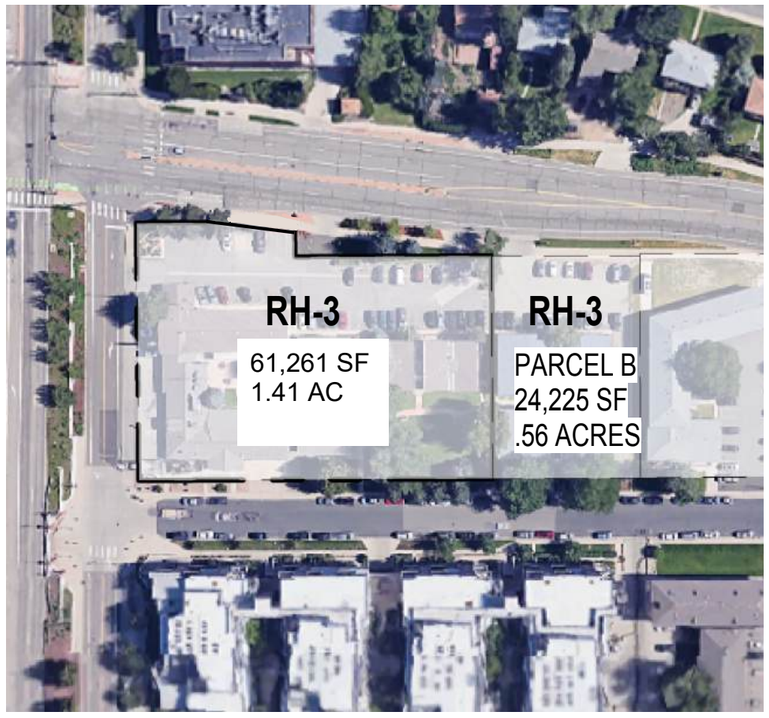
ZONING & LAND USE SUMMARY | EXISTING CONDITIONS



PROJECT INFO (9-5-2)

AREA	**85,358 GSF** (1.96 AC)
ZONING	**RH-3** (RESIDENTIAL HIGH 3)
USE MODULE	**R7**
FORM MODULE	**I**
INTENSITY MODULE	**14**
FUTURE LAND-USE	**HIGH-DENSITY RESIDENTIAL (HR)**

HEIGHT (9-7-1)

MAXIMUM BUILDING HEIGHT - PRINCIPAL USE	**40'** OR UP TO **55'** W/ SITE REVIEW
MAXIMUM NUMBER OF STORIES	**3** OR UP TO **5** W/ SITE REVIEW & COMMUNITY BENEFIT
MAXIMUM % OF 3RD FLOOR AREA IN A 4TH STORY	**70%**

SETBACKS (9-7-1)

FRONT YARD SETBACK (28TH ST)	**10'-0" MIN.** (9-7-1, A)
FRONT YARD SETBACK (COLORADO AVE)	**10'-0" MIN.** (9-7-1, A)
FRONT YARD SETBACK (COLLEGE AVE)	**10'-0" MIN.** WITH MAJORITY AT 19'-0" (9-7-1, A)
REAR YARD SETBACK (EAST INTERIOR LOT LINE)	**10'-0" MIN SETBACK EQUAL TO FRONT YARD SETBACK** (9-7-2, C) CURRENTLY EXCEEDING REQUIREMENT AT 15'-0"

INTENSITY STANDARDS (9-8-1)

MAXIMUM FLOOR AREA RATIO	N/A
MINIMUM OPEN SPACE ON LOTS	**30%** (25% CAN BE PRIVATE BALCONIES PER 9-9-11)
MINIMUM PRIVATE OPEN SPACE	**60 GSF**

PARKING (9-9-6)

RESIDENTIAL PARKING	**PARKING MINIMUMS REMOVED AS OF AUGUST 23, 2025 (STATE BILL HB24-1204**
STALL DIMENSIONS	90 DEGREE / 9 X 19' - 24' DRIVE 62' BAY
SMALL CAR PARKING (60% ALLOWABLE - OVER 101 TOTAL)	90 DEGREE / 7.75' X 15' - 24' DRIVE 54' BAY
ADA PARKING	8' + 5' AISLE / 19'
BICYCLE PARKING	2 PER DWELLING UNIT (75% LONG TERM / 25% SHORT TERM)

FLOOD PLAIN

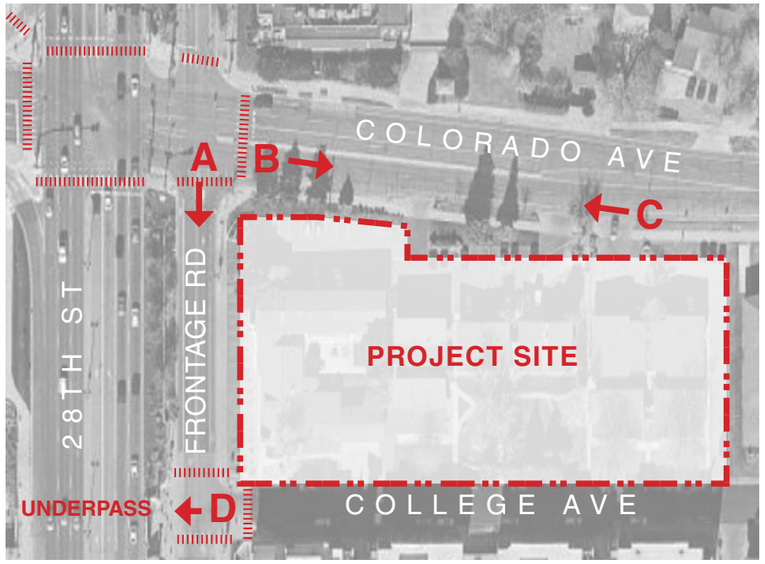
A PORTION OF THE PROPERTY IS LOCATED WITHIN ZONE X OF THE BOULDER FLOOD PLAIN MAP. ZONE X IS THE AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD AND PROTECTED BY LEVEE FROM 100-YEAR FLOOD, THEREFORE SITE ONLY HAS AN ANNUAL 0.2% FLOOD LIKELIHOOD. NO FDP IS REQUIRED FOR THIS SITE OR PROJECT.

VIEW A

VIEW B

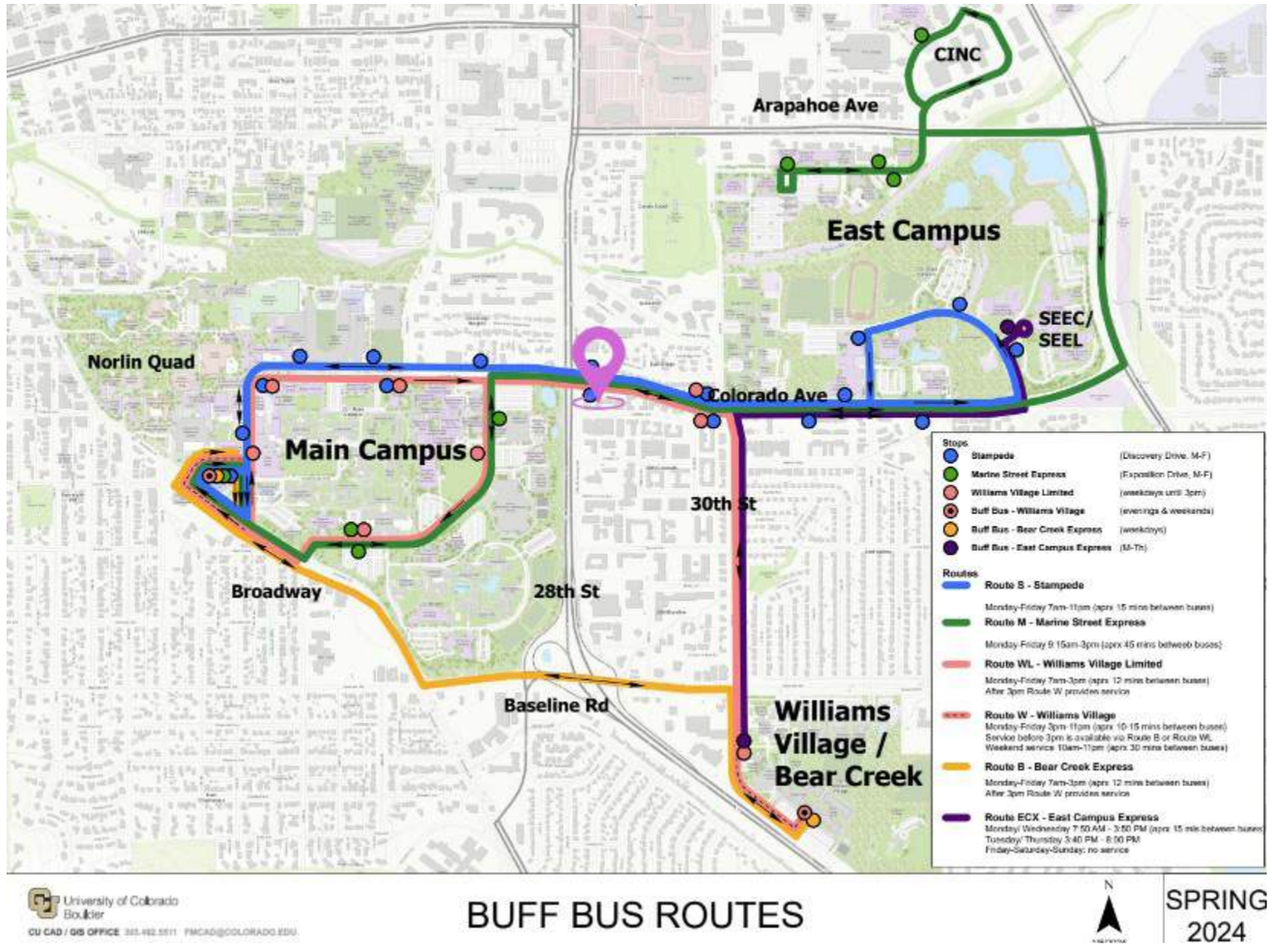
VIEW C

VIEW D



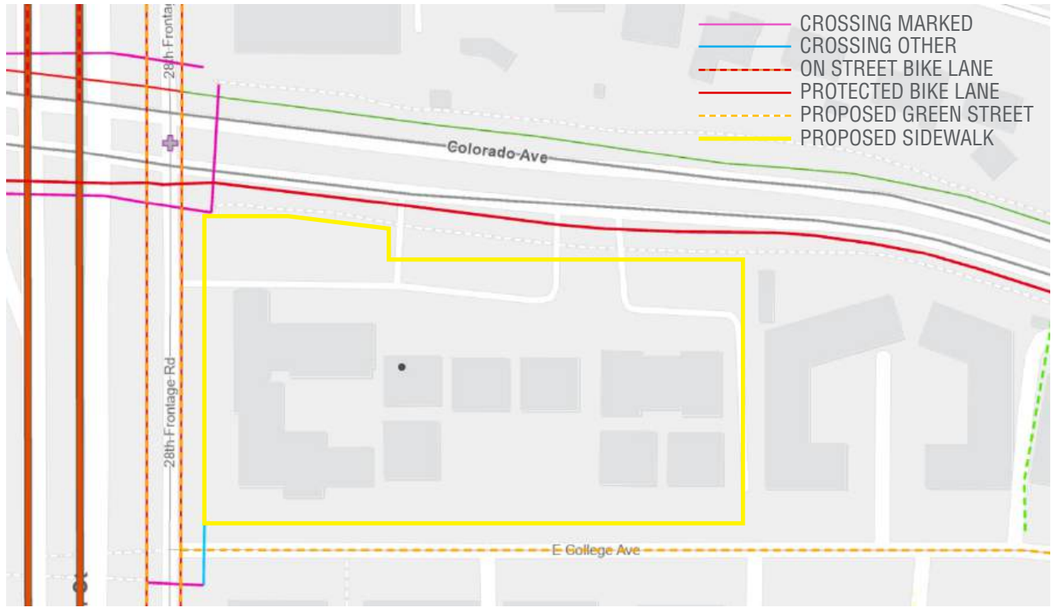
KEY PLAN

CAMPUS CONNECTIONS



This site is also very accessible by vehicle through the Denver/Boulder Turnpike and 28th Street, feeding into 28th Street Frontage Road and Colorado Avenue. The existing curb cuts are proposed to be reduced to one located on College Avenue with access to the parking garage and service area.

SITE CONNECTIONS



2019 Boulder Transportation Master Plan (pp. 19-20)

The City of Boulder's Transportation Master Plan identifies future improvements to the transportation network. For the site at 28th & College, a neighborhood green street is proposed on College Ave as part of a low stress bike network. In addition, the site is located in a pedestrian improvement area.

The site offers several options for transportation via pedestrian, bike, public transportation and vehicle access options, making it very well connected.

The property is located at 28th St Frontage Road and Colorado Avenue across 28th Street from the CU Boulder main campus. Residents will easily and safely be able to access campus by way of the multi-use path at NW corner on Colorado Avenue and also via the pedestrian underpass at College Avenue under 28th Street.

03 PROPOSED PLAN

DESIGN NARRATIVE

The 1100 28th Street project supports a connected, walkable, and sustainable urban environment with active ground-floor uses, public plazas, and strong bike and pedestrian connections.

Architecturally, the project employs a modern design language that respects the scale and rhythm of Boulder's evolving urban context. The building massing is sculpted to activate corners, with retail and café spaces anchoring the public realm that promote gathering and interaction. A mid-block paseo links Colorado and College Avenues, encouraging cross-site circulation and enhancing connection to campus via the pedestrian underpass. The architecture combines high-quality materials, shaded articulation, and varied massing to enrich the streetscape while reducing the perceived scale.

Sustainability is central to the design, with all-electric systems, high-performance envelopes, and a TDM plan supporting reduced car use through bike parking, transit access, and shared mobility infrastructure. The project aligns with Boulder's objectives for student housing, emissions reduction, and high-quality, compact urban development.

DESIGN RESPONSE TO PLANNING BOARD COMMENTS

The Planning Board raised several thoughtful points during the Concept Plan hearing. These comments helped guide key refinements to the project and have been meaningfully addressed in the updated design:

- **Activation of Level 1 and Public Realm Interface:**
  Concerns were raised about the sunken condition of Level 1, particularly at the southwest corner and north café entry, which limited visibility and connection to the street.
  Response: The Level 1 floor has been raised along all frontages to better align with adjacent grades. This improves pedestrian engagement, brings the café entry closer to grade along Colorado, and raises Bova's retail space along College for stronger street presence. Bike access is now available both off 28th Street and through the parking garage.
- **Lack of Site Connectivity Between Colorado and College Avenues:**
  Board members encouraged a stronger public pedestrian connection through the site.
  Response: A new landscaped paseo now connects Colorado Avenue and College Avenue between Buildings B and C, providing an inviting, accessible path with seating, bike parking, and plantings.
- **Excessive Ramps and Stairs:**
  The initial design relied heavily on ramps and stairs, limiting intuitive pedestrian flow.
  Response: Adjusted floor elevations at Levels 1 and 2 have reduced the number and extent of ramps and stairs, simplifying circulation and strengthening pedestrian access throughout the site.
- **North Façade Design:**
  Feedback included concern that the north elevation felt boxy and lacked articulation along the Colorado Avenue frontage.
  Response: The north façade has been refined with varied massing and a more deliberate material composition to create rhythm and architectural interest at the street edge.
- **Community Cycles Collaboration:**
  Dialogue with Community Cycles was recommended to ensure high-quality bike infrastructure.
  Response: We've maintained a 1:1 bed-to-bike parking ratio and will continue working with Community Cycles to optimize the function, location, and mix of long- and short-term bicycle parking on site.

COMMUNITY AMENITIES & BENEFITS

The 1100 28th Street project delivers a range of community-focused benefits that contribute to the vitality, connectivity, and livability of the area. Through thoughtful redevelopment of an underutilized site, the project transforms aging student housing into a vibrant, higher-density, mixed-use community that strengthens its relationship to the University of Colorado and surrounding neighborhoods.

Together, these features contribute to a dynamic, walkable, and sustainable urban place that supports Boulder's community goals, improves transportation options, and delivers meaningful public amenities as part of a complete redevelopment vision.

Key benefits include:

- Redevelopment of a prominent gateway site with a vibrant, year-round mix of student housing and neighborhood-serving retail.
- Support for a long-standing local business through lease incentives and relocation within the new development.
- Activation of key corners with new café and restaurant spaces that enhance the pedestrian experience.
- A south-facing public plaza and mid-block paseo that foster gathering and improve pedestrian connectivity between CU's campuses.
- Transit improvements, including an upgraded Buff Bus stop on Colorado Avenue and relocation of the RTD stop to the 28th Street Frontage Road.
- Streetscape enhancements across all frontages with widened sidewalks, tree lawns, and pedestrian-scale lighting.
- Safe, professionally managed student housing that reduces pressure on surrounding single-family neighborhoods.
- All-electric design exceeding the 2024 Energy Code by 10%, supporting Boulder's climate action goals.

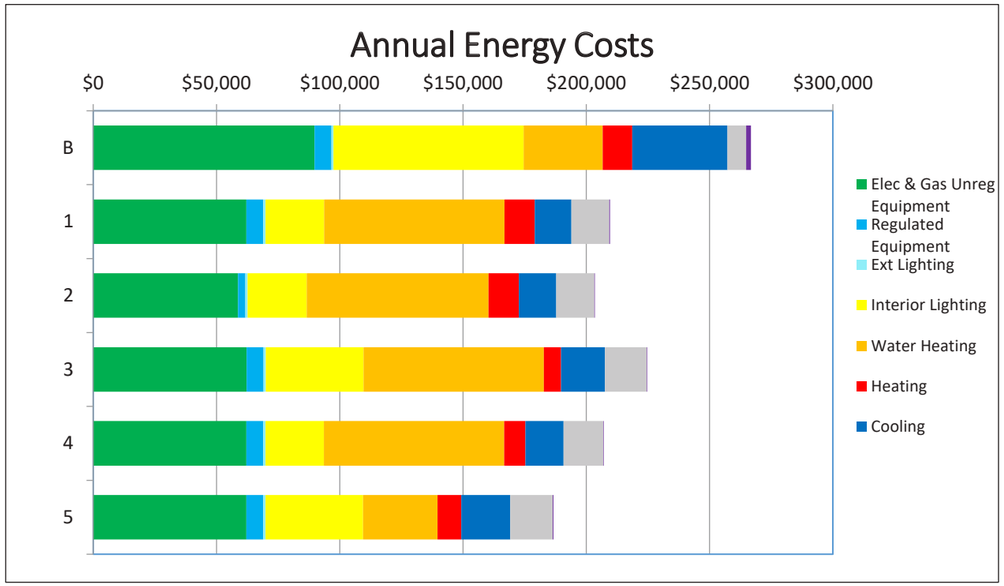
Sustainability is foundational to the design of 1100 28th Street, aligning with the City of Boulder's ambitious energy and climate goals and meeting or exceeding all applicable requirements of the City's 2024 Energy Code. The project prioritizes reduced environmental impact through building performance, alternative transportation support, and site-wide resilience strategies.

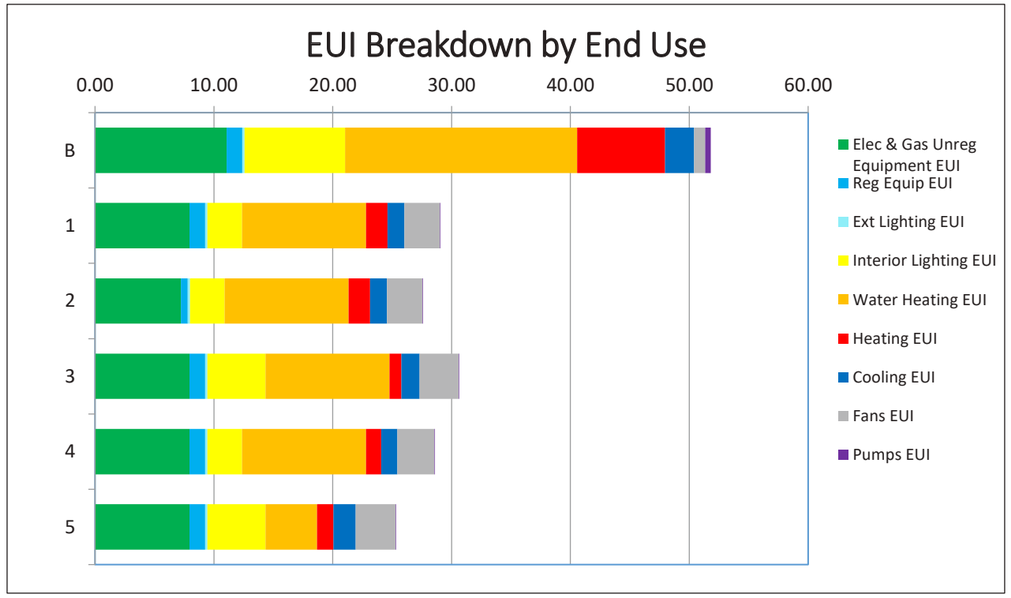
The building is designed to be all-electric, eliminating on-site fossil fuel use and enabling future alignment with renewable energy sources. Early energy modeling indicates the project is expected to perform at least 10% better than the 2024 Energy Code, with final modeling results to be submitted during site plan review. The design incorporates high-efficiency windows, enhanced insulation, LED lighting, and high-performance HVAC systems, reducing operational energy use and greenhouse gas emissions. Natural daylighting strategies are used to minimize artificial lighting loads, while building orientation and massing are leveraged to optimize thermal performance.

To further promote low-carbon living, the project supports a dramatically reduced parking ratio—just 145 spaces for 543 beds—and instead offers extensive secure bicycle infrastructure, including over 600 long-term bike parking spaces, with 40% in horizontal racks accessible directly from the street. These measures encourage transit, biking, and walking over vehicle ownership, aligning with Boulder's TDM goals.

Site-wide Low Impact Development (LID) strategies, such as rain gardens and permeable surfaces, will be used to manage stormwater runoff, reduce the urban heat island effect, and enhance biodiversity. These green infrastructure elements will support healthy ecosystems while improving water quality and resilience.

Through energy-efficient systems, thoughtful building design, and support for multimodal transportation, the 1100 28th Street development represents a forward-thinking, sustainable solution to urban infill near CU Boulder. The project is not only responsive to current code but actively contributes to Boulder's broader climate action and livability goals.





Overview + Request Summary
This project requests a height modification under Section 9-2-14(h)(6)(C), B.R.C. 1981, to allow buildings up to 55 feet, consistent with RH-3 zoning allowances through Site Review. The proposed height is necessary to accommodate a high-density, mixed-use student housing development at a prominent gateway to the University of Colorado Boulder. The added height supports Boulder's goals for infill housing, walkable neighborhoods, and sustainable growth.

All three buildings remain under 55 feet in height, and the massing has been carefully sculpted to meet city criteria—respecting solar access, reinforcing a pedestrian-scaled experience, and introducing open space and public realm enhancements throughout the site.

Refer to Building Elevations on A.201 showing the buildings in compliance under 55 feet from the historic low point for each building.

Eligibility Under Height Modification – Base Criteria
Per Section 9-2-14(b)(1)(E)(viii), a height modification is permitted where:

- No subcommunity or area plan governs the site
- The location is near a multimodal corridor or planned redevelopment area

This site meets both conditions. It is located along Colorado Avenue and 28th Street Frontage Road, adjacent to CU Boulder's main campus, and is surrounded by 3–5 story mixed-use and institutional buildings. The project's density and height are appropriate to this evolving urban context.

Community Benefit Requirement (9-2-14(h)(6)(C))
(i) Residential Development – Increased Inclusionary Housing
This project qualifies as a residential development, and the height modification is justified through increased inclusionary housing as defined under 9-2-14(h)(6)(C)(i). The proposal complies with the following:

- Bonus Units Calculation

The amount of bonus floor area (area above base height) has been calculated and expressed as a percentage of total residential floor area. That same percentage is applied to total unit count to determine the number of bonus units.

- Increased Affordable Requirement

The standard inclusionary housing requirement (25%) is increased by 11% for bonus units, bringing the total to 36% affordable for those units. This requirement will be satisfied using methods permitted under Chapter 9-13, Inclusionary Housing, and has been coordinated with the City's Housing Division.

Refer to Upper Story Areas diagram and matrix in this Written Statement for bonus floor areas and compliance with code.

Refer to the submitted Inclusionary Housing Unit & Cash-In-Lieu Calculations

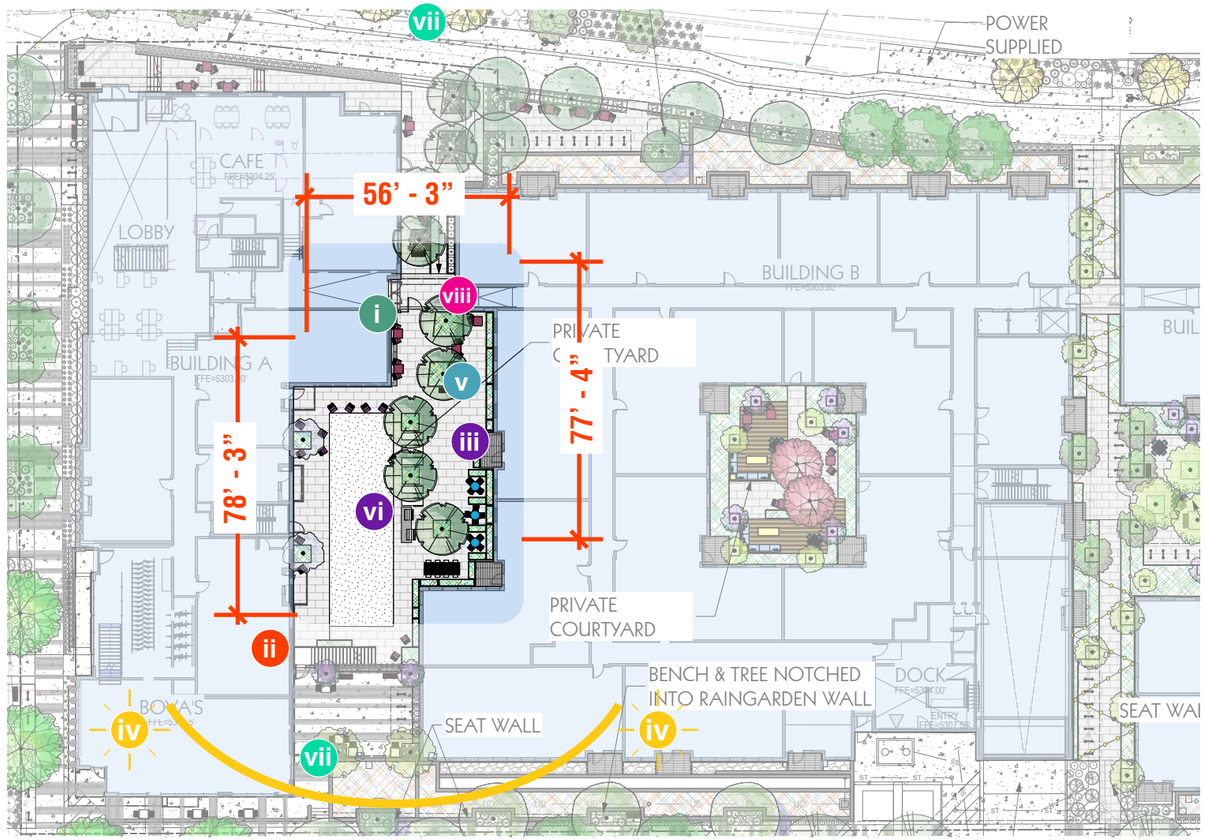
Public Realm Activation + Pedestrian Experience

The project reinforces a strong connection to the public realm through:

- Active ground-floor retail and café spaces at prominent corners
- A public plaza at 28th & College, adjacent to Bova's restaurant
- A mid-block paseo between Buildings B and C, connecting Colorado Ave to College Ave
- Transparent lobbies and storefronts that engage the sidewalk and Buff Bus stop

These elements support Boulder's goals for walkability and urban activation.

Refer to sheet A.060 for traffic plan showing all pedestrian, bicycle, multi-modal, and vehicle connections to our site and building.



Open Space + Height Bonus Courtyard Compliance

Consistent with Site Review criteria in 9-2-14(h)(4)(B)(i)b.4. Additional Requirements for a Height Bonus – Open Space:

i. If the project site is greater than one acre in size, an inviting grade-level outdoor garden or landscaped courtyard is provided, designed as a gathering space for the building users. The following are considered elements of successful design for such a space, as practicable considering site conditions and location:

ii. The width of the space is no less than the height of building walls enclosing the space;

iii. Seating and other design elements are integrated with the circulation pattern of the project;

iv. The space has southern exposure and sunlight;

v. Hard surface areas are paved with unit pavers such as bricks, quarry tiles, or porous pavers, or poured-in-place materials. If poured-in-place materials are used, they are of decorative color or textures;

vi. Amenities, such as seating, tables, grills, planting, shade, horseshoe pits, playground equipment, and lighting are incorporated into the space;

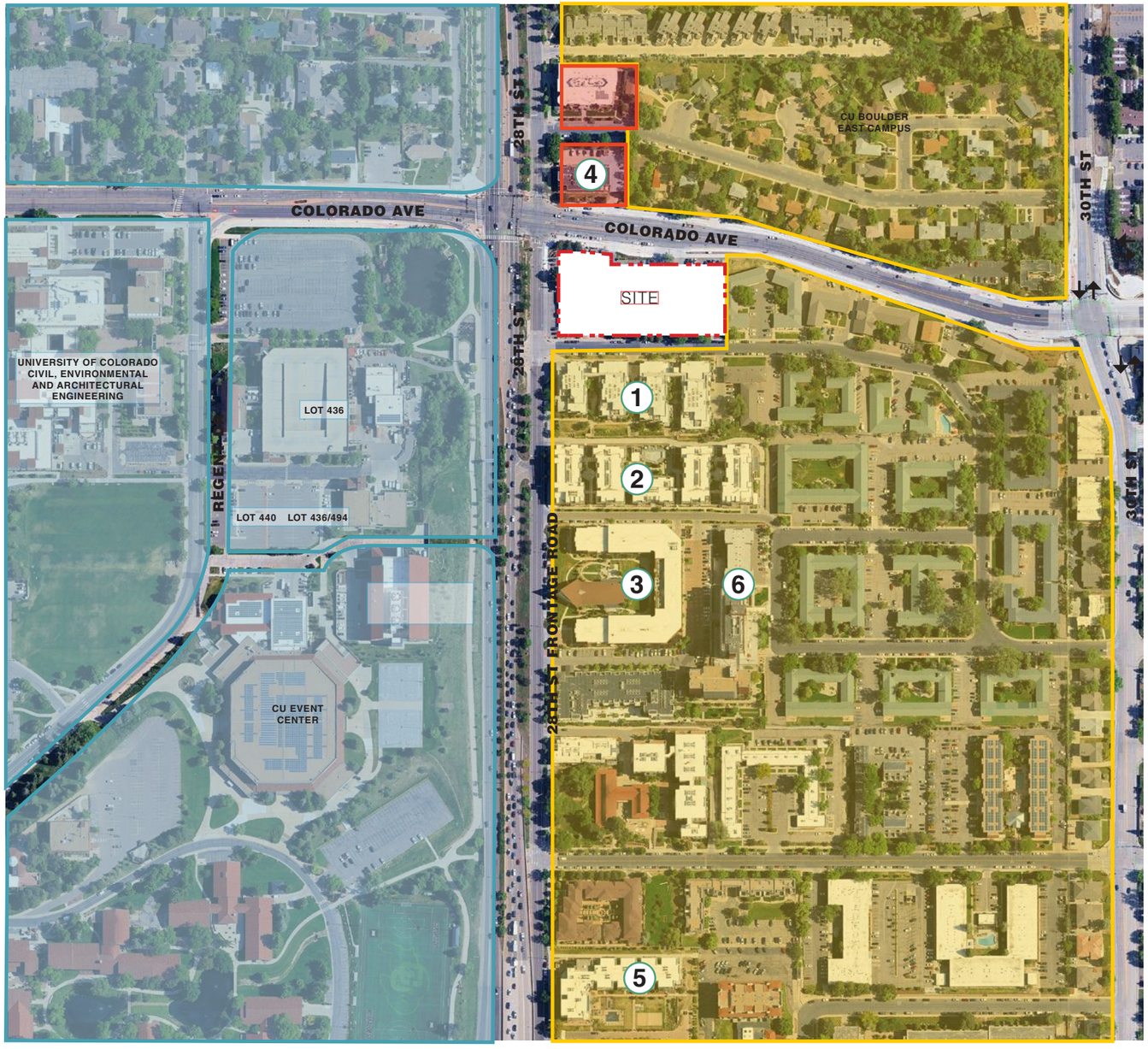
vii. The space is visible from an adjoining public sidewalk; and

viii. At least one tree is planted per 500 square feet of space. The trees are planted in the ground or, if over parking garages, in tree vaults.

Conclusion

This height modification request is in full compliance with Section 9-2-14(h)(6)(C). The project delivers meaningful public benefit through increased affordable housing, strong design integration, and enhanced pedestrian access. Combined with the site's location and contextual fit, the height request is appropriate and justified.

SURROUNDING BUILDING HEIGHTS | PROPOSED PLAN



1 LANDMARK LOFTS = 5 STORIES
2810 COLLEGE AVENUE
55' PER LUR2005-00056

2 UNION 9SEVENTY= 5 STORIES
970 28TH STREET
55' PER LUR2005-00056

3 THE PROVINCE BOULDER = 4 STORIES
950 28TH STREET
PMT2013-02796

4 HUDSON REAL ESTATE = 3 STORIES
1200 28TH STREET

5 UCLUB ON 28TH = 3 STORIES
820 28TH STREET
PMT2014-04744

6 GOLDEN WEST MANOR = 112' & 55'
1055 ADAMS CIRCLE

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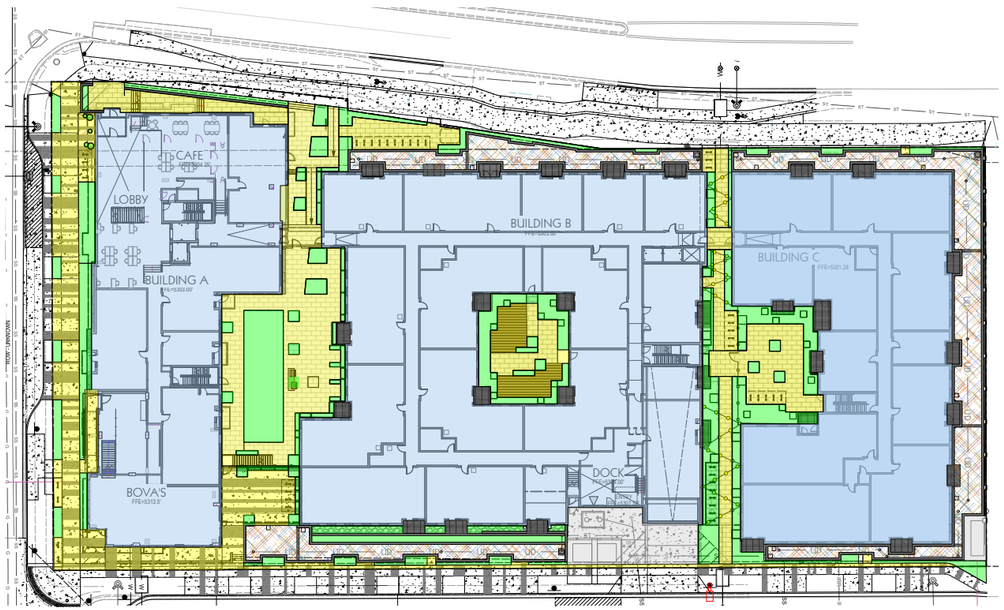
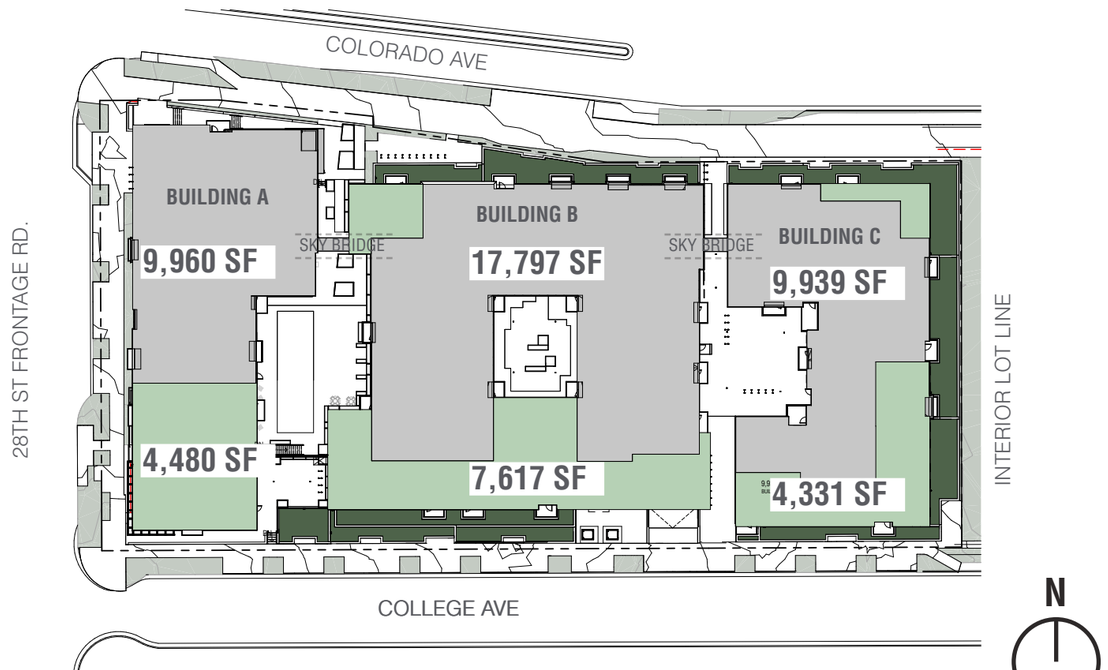




USEABLE OPEN SPACE

PER TABLE 8-1, ZONE RH-3:

OPEN SPACE SUMMARY TABLE: 12/17/25/25				
TOTAL LOT AREA				86,182
	BUILDING AREA:			51,178
	TOTAL DRIVE & PARKING LOT:			6,473
OPEN SPACE AREA:				
		REQUIRED	PROVIDED	
	Landscape:	25,855	28,702	33%
	Landscape - Shrub Beds (greater than 2' in width)		8,225	
	Decorative Walks, Pavers & Treated Multi-use Trails		14,013	
	Roof Deck & Private Decks (only 25% of total open space area)	6,464	6,464	

ADD'L REQ. FOR HEIGHT BONUS

9-2-14(h)(4)(B)(i)(b)(4)(i) and (ii) = An inviting grade-level outdoor courtyard is provided ... the width of the space is no less than height of building walls enclosing the space. Shown above.

UPPER STORY AREAS

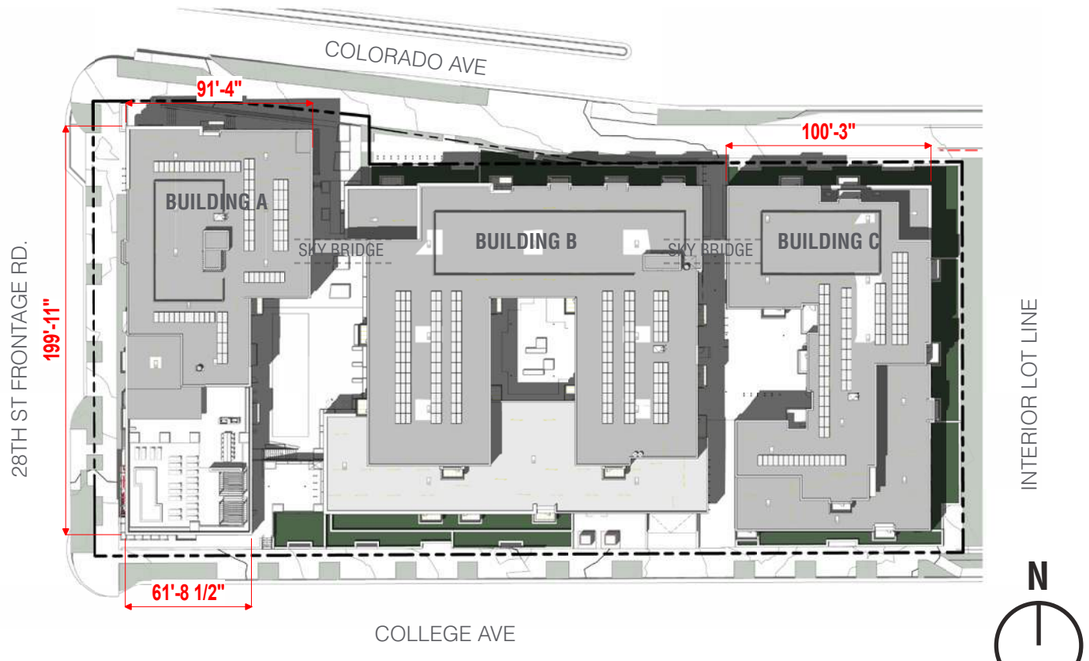
PER TABLE 8-1:
70% REQ'D MAX = The maximum percentage of the third floor that can be in a fourth & fifth story.
69.6% PROVIDED = MEETS REQUIREMENT **LESS THAN** 70% FOR COMBINED BUILDINGS

*BELOW DEMONSTRATES CURRENT LAYOUT IF CALCULATION REQUIRED FOR INDIVIDUAL BUILDINGS

BUILDING A
UPPER LEVEL AREA: 9,960 SF
LOWER LEVEL AREA: 4,480 SF
TOTAL AREA: 14,440 SF
9,960 / 14,440 = **69%**

BUILDING B
UPPER LEVEL AREA: 17,797 SF
LOWER LEVEL AREA: 7,617 SF
TOTAL AREA: 25,414 SF
17,784 / 25,523 =**70%**

BUILDING C
UPPER LEVEL AREA: 9,939 SF
LOWER LEVEL AREA: 4,331 SF
TOTAL AREA: 14,270 SF
9,996 / 14,301 = **70%**



200 FOOT BUILDING LENGTHS

PER ADDITIONAL CRITERIA FOR HEIGHT MODIFICATION 9-2-14(h)(4)(A):

9-2-14(h)(4)(A)(i) = The building does not exceed 200 feet in length along any public right-of-way

IN RESPONSE, THREE DISTINCT BUILDINGS FROM ZONING PERSPECTIVE ARE PROPOSED.

THIS ALSO CREATES THREE SEPARATE BUILDINGS FOR THE PURPOSE OF CALCULATING BUILDING HEIGHT. THESE TWO BUILDINGS ARE CONNECTED UNDERGROUND BY A SINGLE PARKING GARAGE, AS PERMITTED PER 9-7-5 (A). UNCOVERED “SKY BRIDGES” PROVIDE ACCESSIBLE CONNECTIONS BETWEEN THE BUILDINGS.

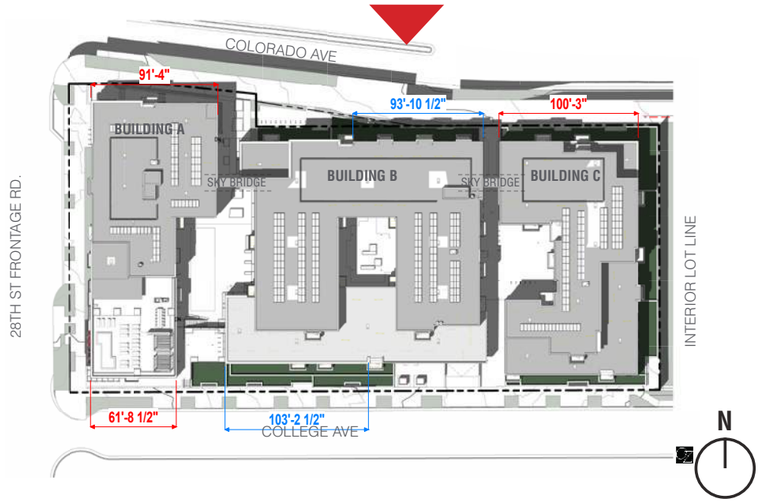
120 FOOT BUILDING LENGTHS

PER ADDITIONAL CRITERIA FOR HEIGHT MODIFICATION 9-2-14(h)(4)(A):

9-2-14(h)(4)(A)(ii) =

All building facades exceeding 120 feet in length along a public street, excluding alleys, are designed to appear as two distinct buildings. To achieve this, facade segments may vary in at least two of the following design elements:

a) Type of dominant material
b) Facade recessions and projections
c) Location of entrance and window placements
d) Roof forms
e) Building height



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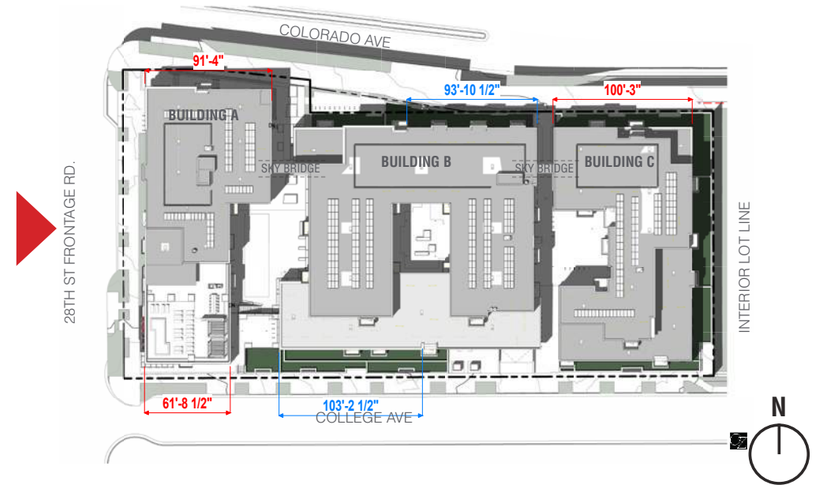
d) Roof forms
e) Building height

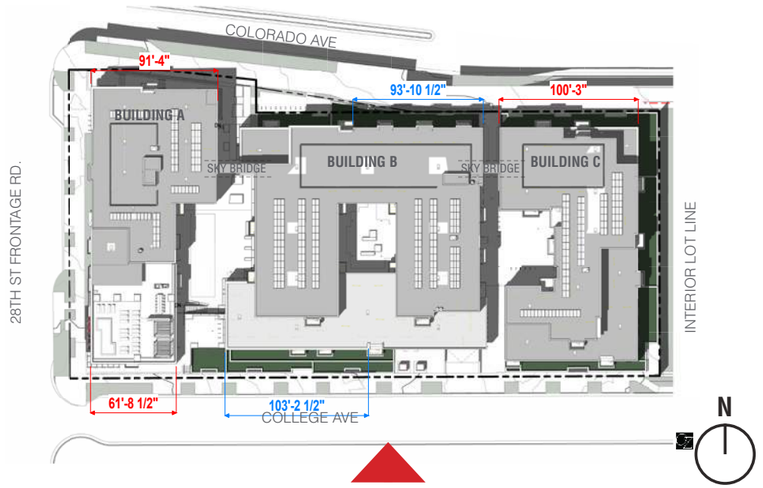


120 FOOT BUILDING LENGTHS

PER ADDITIONAL CRITERIA FOR HEIGHT MODIFICATION 9-2-14(h)(4)(A):

9-2-14(h)(4)(A)(ii) = All building facades exceeding 120 feet in length along a public street, excluding alleys, are designed to appear as two distinct buildings. To achieve this, facade segments may vary in at least two of the following design elements:

a) Type of dominant material
b) Facade recessions and projections
c) Location of entrance and window placements
d) Roof forms
e) Building height



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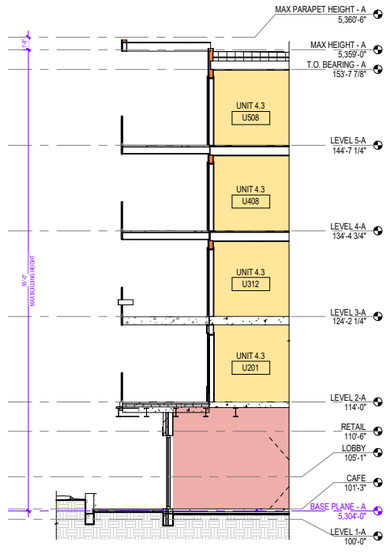
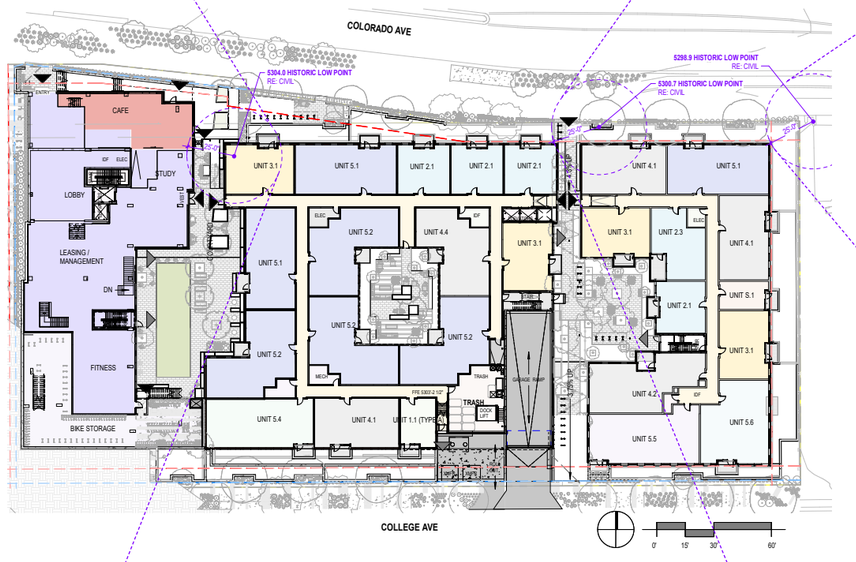
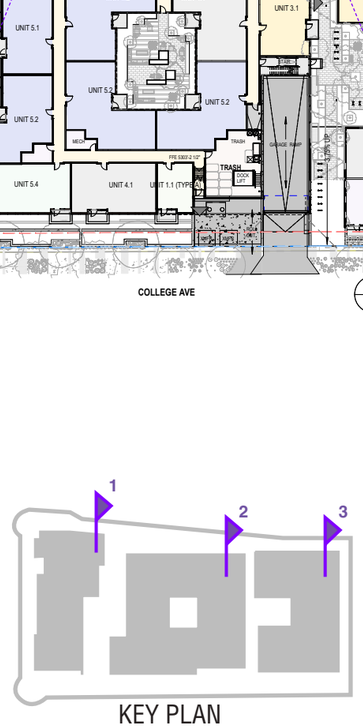
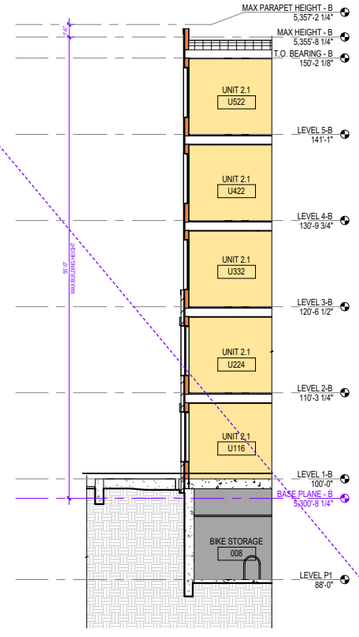




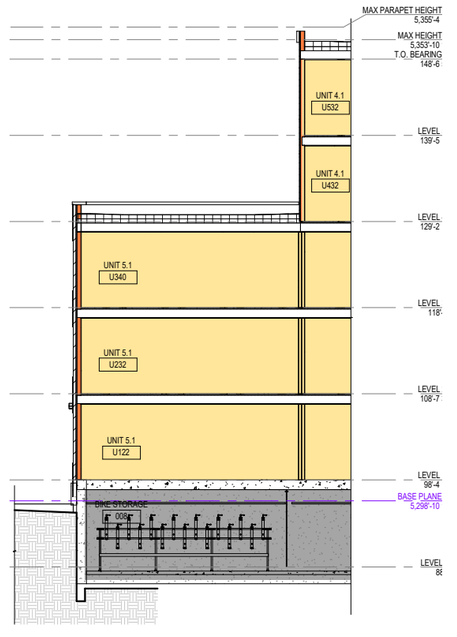


KEY PLAN

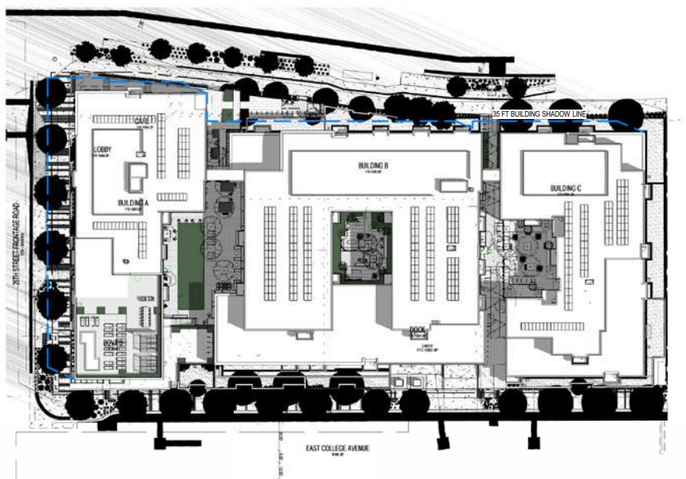
1 | BUILDING A ELEV STUDY



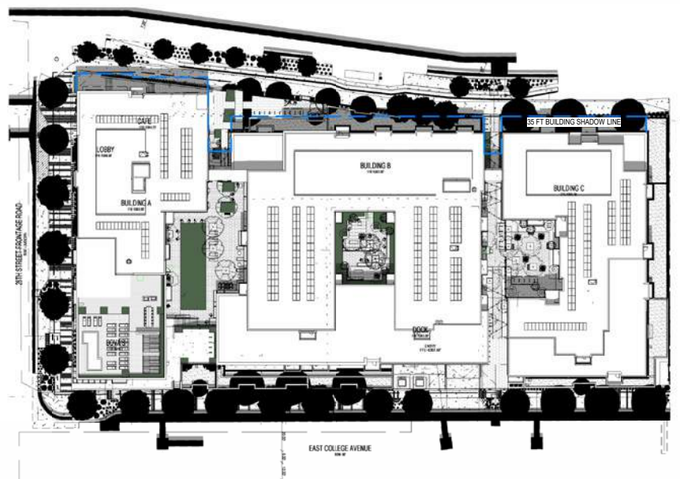
2 | BUILDING B ELEV STUDY



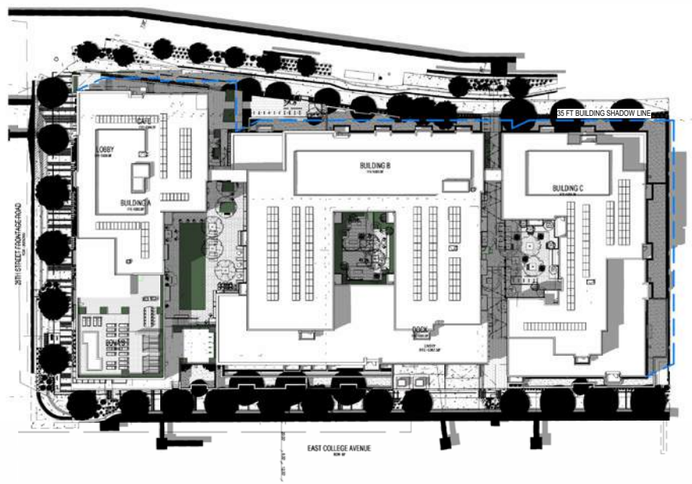
3 | BUILDING C ELEV STUDY



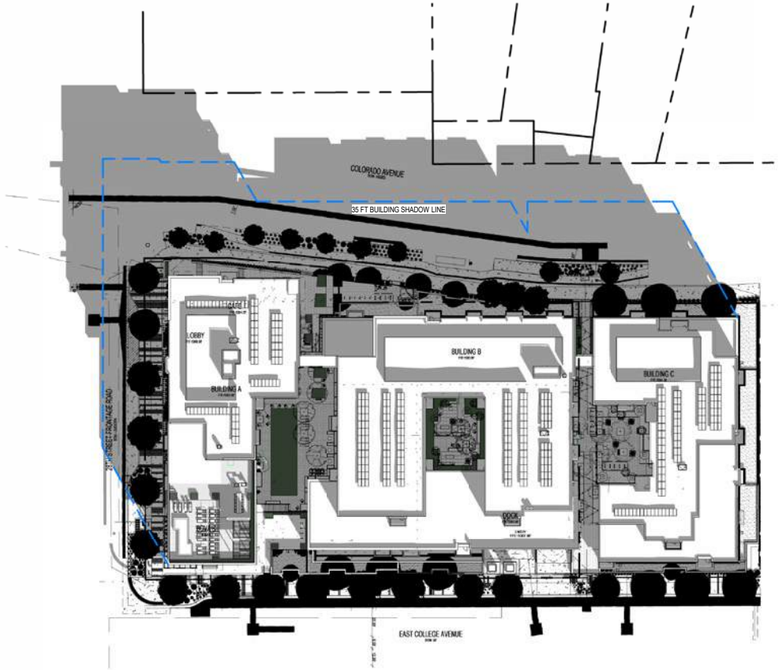
1 | SOLAR STUDY - SUMMER 10 AM - JUN 21



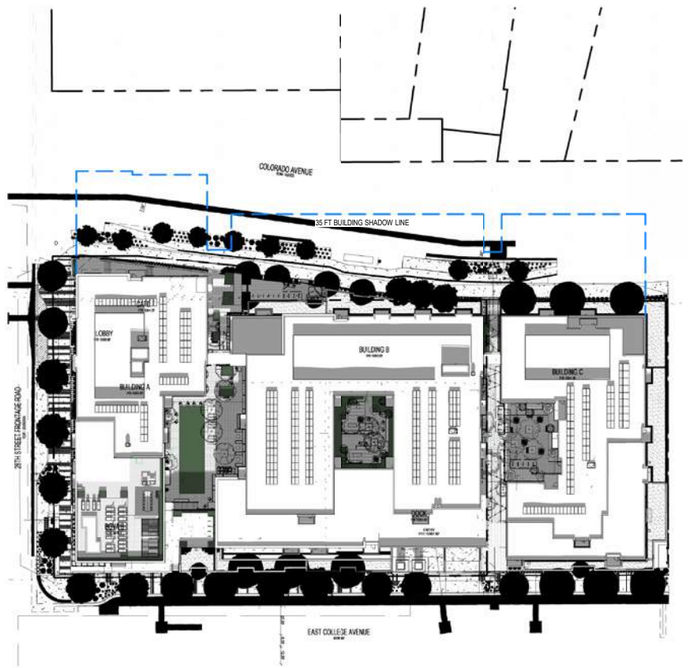
2 | SOLAR STUDY - SUMMER NOON - JUN 21



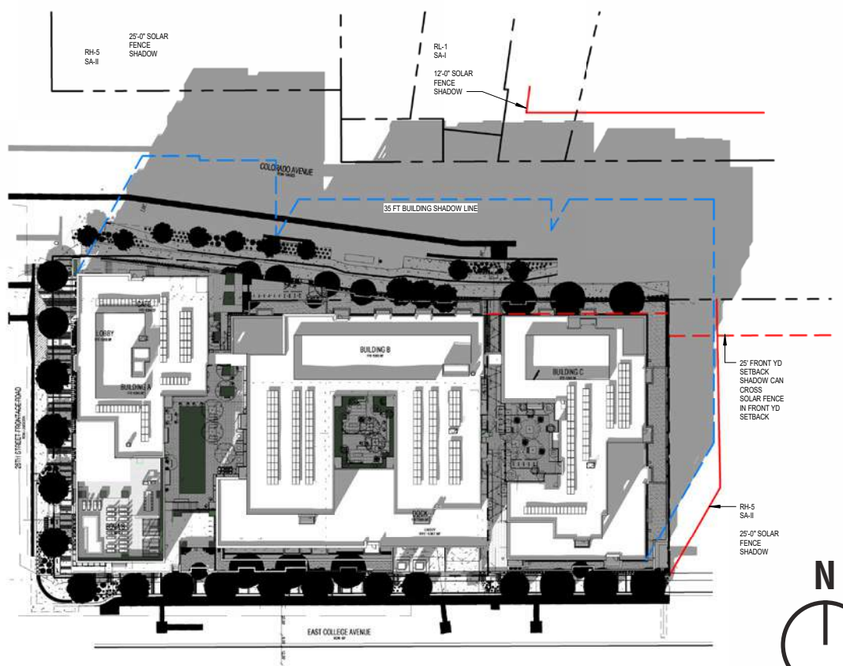
3 | SOLAR STUDY - SUMMER 2 PM - JUN 21



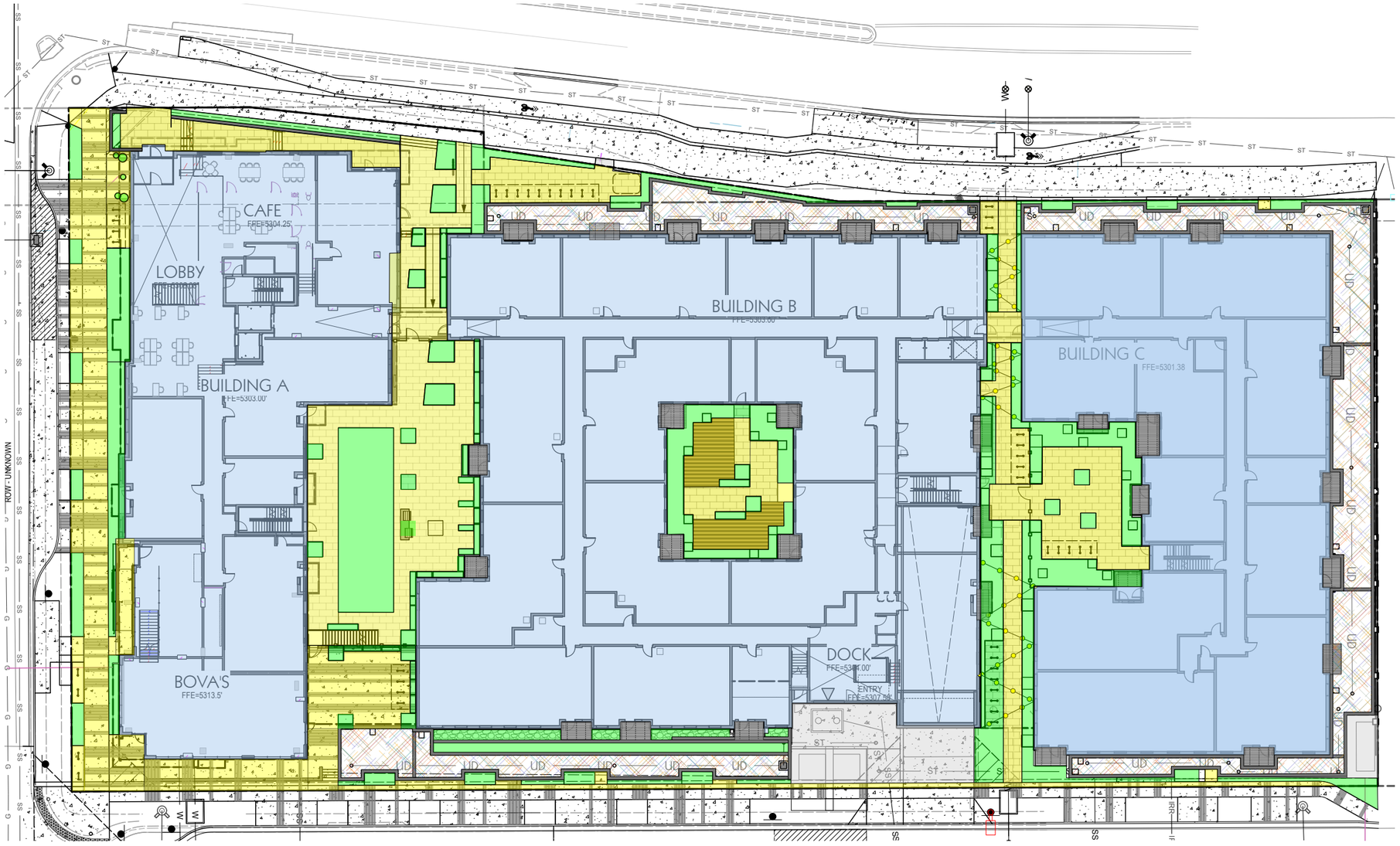
4 | SOLAR STUDY - WINTER 10 AM - DEC 21



5 | SOLAR STUDY - WINTER NOON - DEC 21



6 | SOLAR STUDY - WINTER 2 PM - DEC 21



OPEN SPACE DIAGRAM

0 30 60 FT

SCALE: 1"-30'-0"

OPEN SPACE SUMMARY TABLE: 12/17/25				
TOTAL LOT AREA				86,182
	BUILDING AREA:			51,178
	TOTAL DRIVE & PARKING LOT:			6,473
	OPEN SPACE AREA:			
		REQUIRED	PROVIDED	
	Landscape:	**25,855**	**28,702**	**33%**
	Landscape - Shrub Beds (greater than 2' in width)		8,225	
	Decorative Walks, Pavers & Treated Multi-use Trails		14,013	
	Roof Deck & Private Decks (only 25% of total open space area)	6,464	6,464	

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CITY CONCEPT COMMENTS:

Access, Transportation, and Mobility

"Staff is concerned that the proposal to submerge areas of the building to a partially below-grade condition introduces numerous accessibility and design challenges. Of particular note, the **public facing area at the southwest corner** of the site should be revised to provide high-quality public access/ ADA accessibility and universal design. **The myriad of ramps and stairs in this area is a concern.**"

"There is a **lack of functional permeability** at the entries from the public sidewalk to the courtyard between the buildings, where **navigating extensive ramps or stairs** is required. Open spaces in the center of the site should be designed to meet the intent of site review criteria for accessible spaces that can be used for gathering (9-2-14(2)(B)(i) "Useable open space is arranged to be accessible and **designed to encourage use** by incorporating quality landscaping, a mixture of sun and shade, hardscape areas and green spaces for gathering."

"Design proposal should **more clearly relate to the existing pedestrian and bike underpass** just to the southwest, a unique and important gateway to campus and likely one of the more heavily traveled circulation pathways along the site. In addition to providing minimum required tree lawns and detached sidewalks, consider providing a **more generous pedestrian gathering space and/or distinctive entryway** at this corner."

Building Siting and Public Realm Interface

"Design proposal to partially submerge portions of the ground floor including commercial spaces and entry points **does not create a positive relationship to the public realm or inviting entries. The reduced of visibility of the first floor commercial space** is also a concern for the viability of businesses in these spaces."

Excavation and Grades

"Staff recommends that the design of the proposal be adjusted as necessary to **reduce introduction of excessive ramps and stairs** that limit accessibility and which require placing **ground-level spaces partially below grade**."

Open Space

"Staff is concerned that the design involves **extensive ramps and stairs** necessary to reach building entrances and enter the courtyard space, thereby reducing the usability and accessibility of these areas."

Landscaping

"Site and ground plane grading and transitions dominate the user experience in a questionable way. From Frontage Rd, streetscape depresses into lower retail level through grade difference of several feet. **Building mass appears to be sinking into a hole, detracting from streetscape**, creating a tension visually and experientially. First-level primary open space significantly below street grades necessitates the use of **ramps and stairs which over-influence the space** and force a utilitarian purpose on open space that could be better programmed."

SITE REVIEW COMMENTS:

BUILDING DESIGN: COMMENT 1

Consistent with Site Review criterion 9-2-14(h)(3) Building Siting and Design Criteria: Building siting and design are consistent with the character established in any adopted plans or guidelines applicable to the site or, if none apply, are compatible with the character of the area or improves upon that character, consistent with the intent specified in this paragraph. Buildings are positioned and oriented towards the public realm to promote a safe and vibrant pedestrian experience including welcoming, well-defined entries and facades. Building exteriors are designed with a long-lasting appearance and high-quality materials. Building design is simple and to a human scale, it creates visual interest and a vibrant pedestrian experience. Building roof design contributes to a city skyline that has a variety of roof forms and heights. In determining whether this is met, the approving agency will consider the following factors:

Revisions are needed to the design of buildings and site elements along the public realm to promote a vibrant pedestrian experience, welcoming façade and human scale. Multiple areas of the building along prominent pedestrian ways and facades are sunken below adjacent grade and further impacted by the design of depressed rain gardens / structural concrete along the public right-of-way. Please feel free to contact staff to set up a meeting.

RESPONSE TO CITY COMMENTS:

The 1100 28th Street project includes several enhancements to the public realm that improve safety, accessibility, and connectivity for pedestrians, cyclists, and transit users. These improvements align with Boulder's goals for a walkable, transit-supportive urban environment and contribute meaningful upgrades to public infrastructure in the area.

Transit Infrastructure Improvements:
The project improves two adjacent bus stops to better serve CU Boulder students and the broader community.

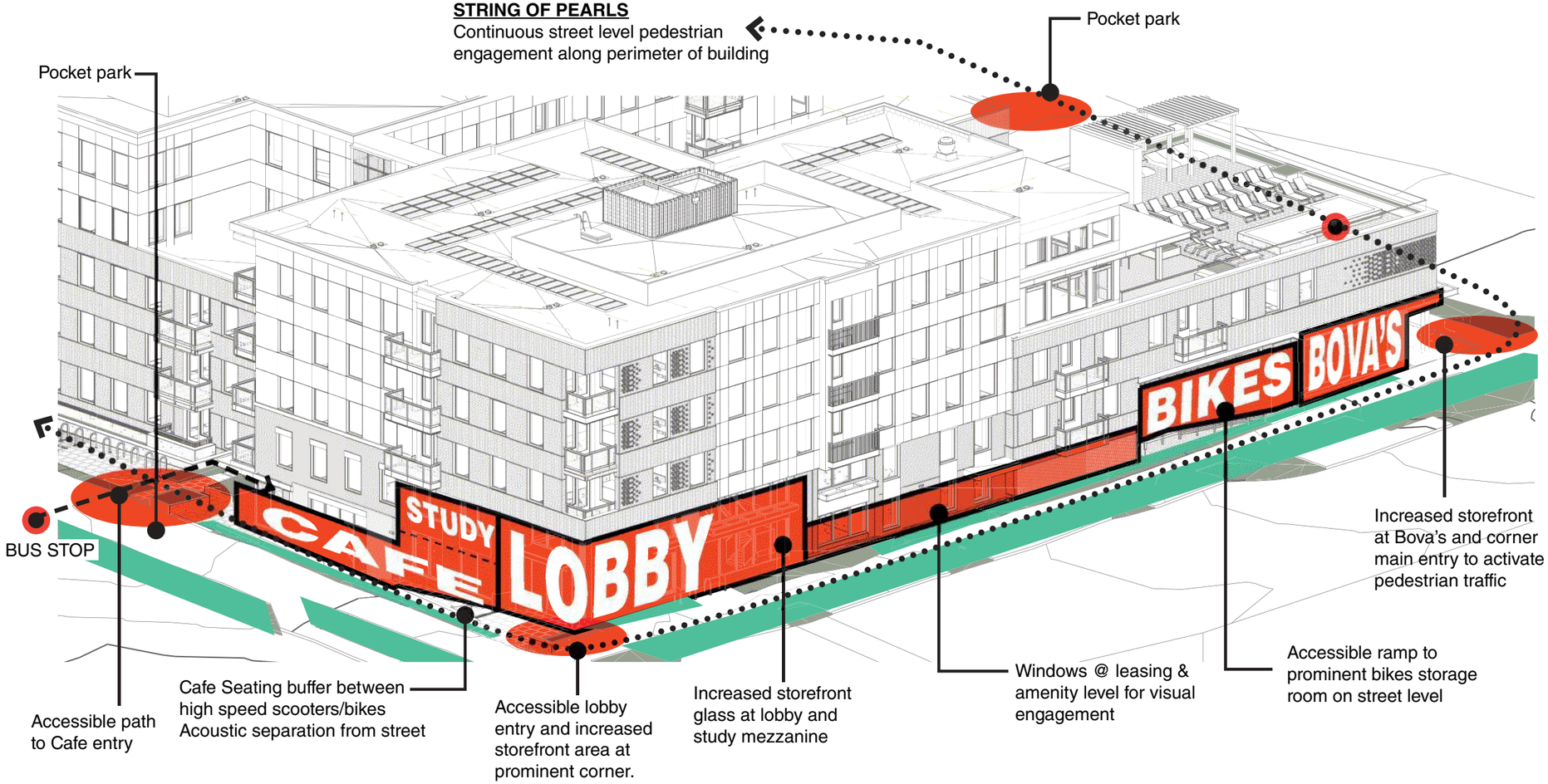
- On Colorado Avenue, the existing Buff Bus (Stampede route) stop will be upgraded to meet CU Boulder standards, enhancing safety and visibility near a high-volume pedestrian and bike corridor.
- On 28th Street Frontage Road, the existing RTD stop—currently located south of College Avenue—is proposed to be relocated directly adjacent to the site, just north of College Avenue. This improves access, aligns with anticipated ridership, and enhances the overall transit experience.

Widened Sidewalks and Tree Lawns:
Public sidewalks along 28th Street Frontage Road, College Avenue, and Colorado Avenue will be reconstructed to a wider dimension to support increased pedestrian activity and future growth. Tree lawns and street trees will be added or enhanced along all frontages, contributing to urban shade, pedestrian comfort, and the ecological quality of the streetscape.

Public Paseo Across the Site:
A mid-block pedestrian paseo traverses the site from Colorado Avenue to College Avenue between Buildings B and C. While located on private property, the paseo is designed as a publicly accessible pathway that improves north-south pedestrian circulation across the block. It provides a functional and inviting connection enhancing walkability and supporting everyday movement through the site.

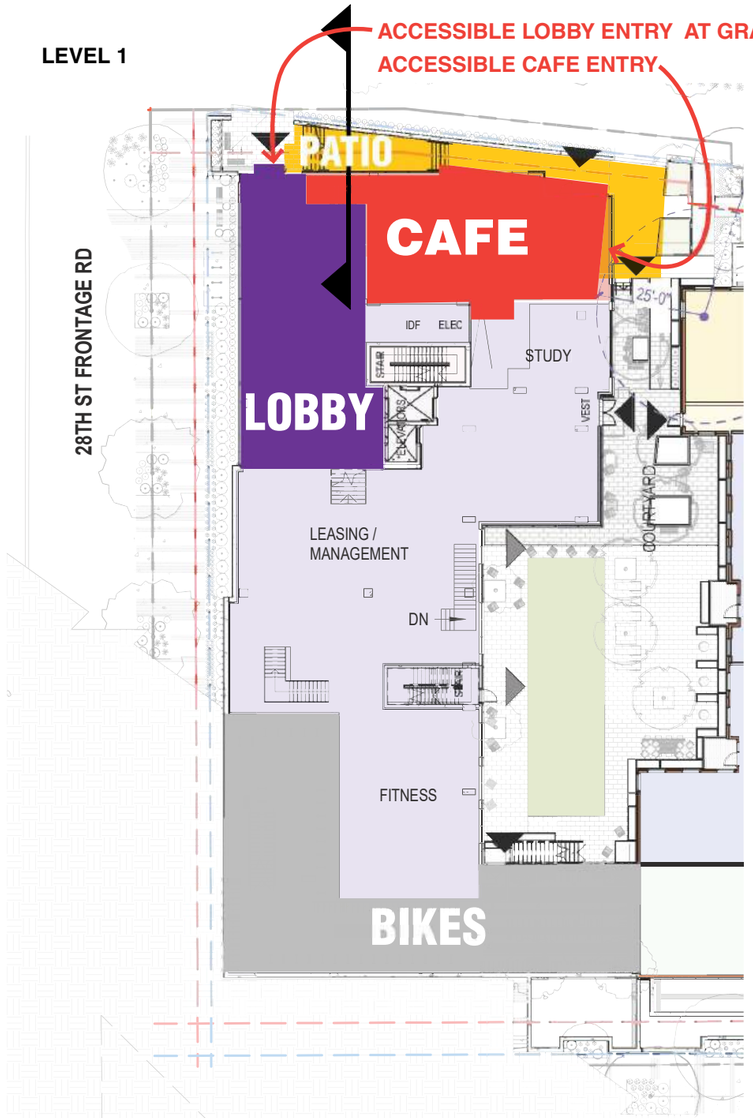
Continuation of Bova's Market:
The project team is in active coordination with the owners of Bova's Market, a longstanding neighborhood business currently operating on the site. A new retail space will be provided at the southwest corner of the development along College Avenue, maintaining the market's presence and legacy within the community. This new location includes an outdoor patio that spills out toward the public plaza and overlooks the semi-private residential courtyard, encouraging neighborhood interaction and enhancing pedestrian vitality at the street corner.

Public Café at Colorado and 28th:
A public café space will be located at the northwest corner of the site along Colorado Avenue, directly adjacent to the multi-use path and Buff Bus stop. This highly visible location serves as a welcoming node for CU students and passersby traveling to and from campus, and will feature outdoor seating and signage to activate the corner and enhance the building's transparency and public interface.

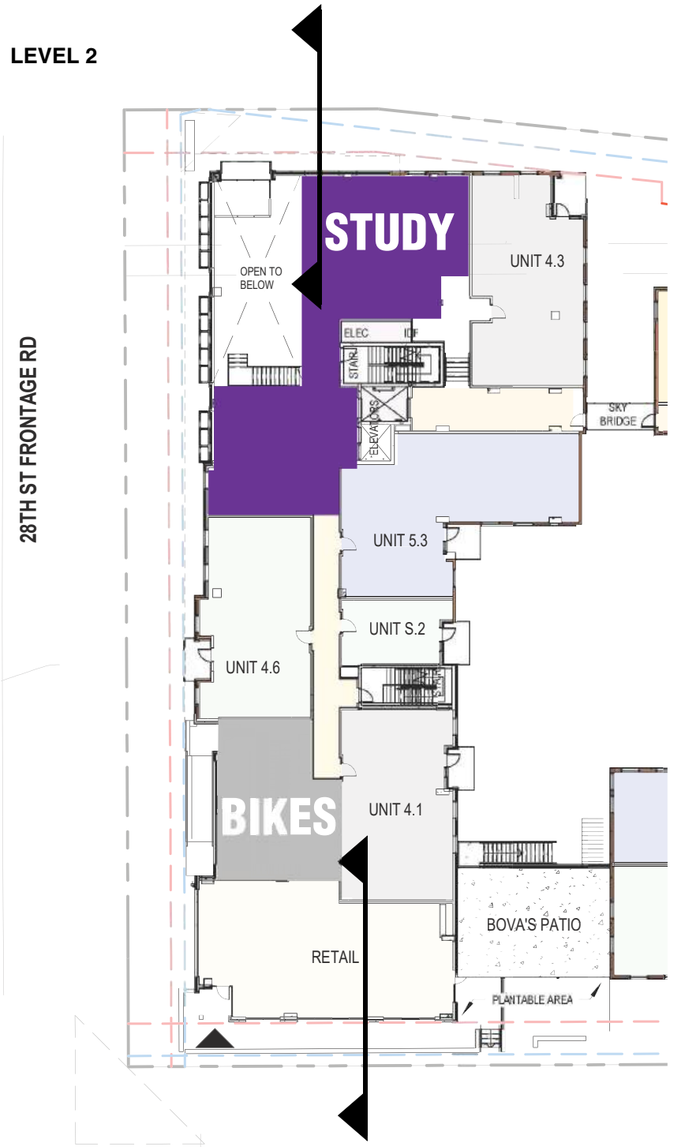


BUILDING DESIGN & PUBLIC REALM ACTIVATION | PROPOSED PLAN

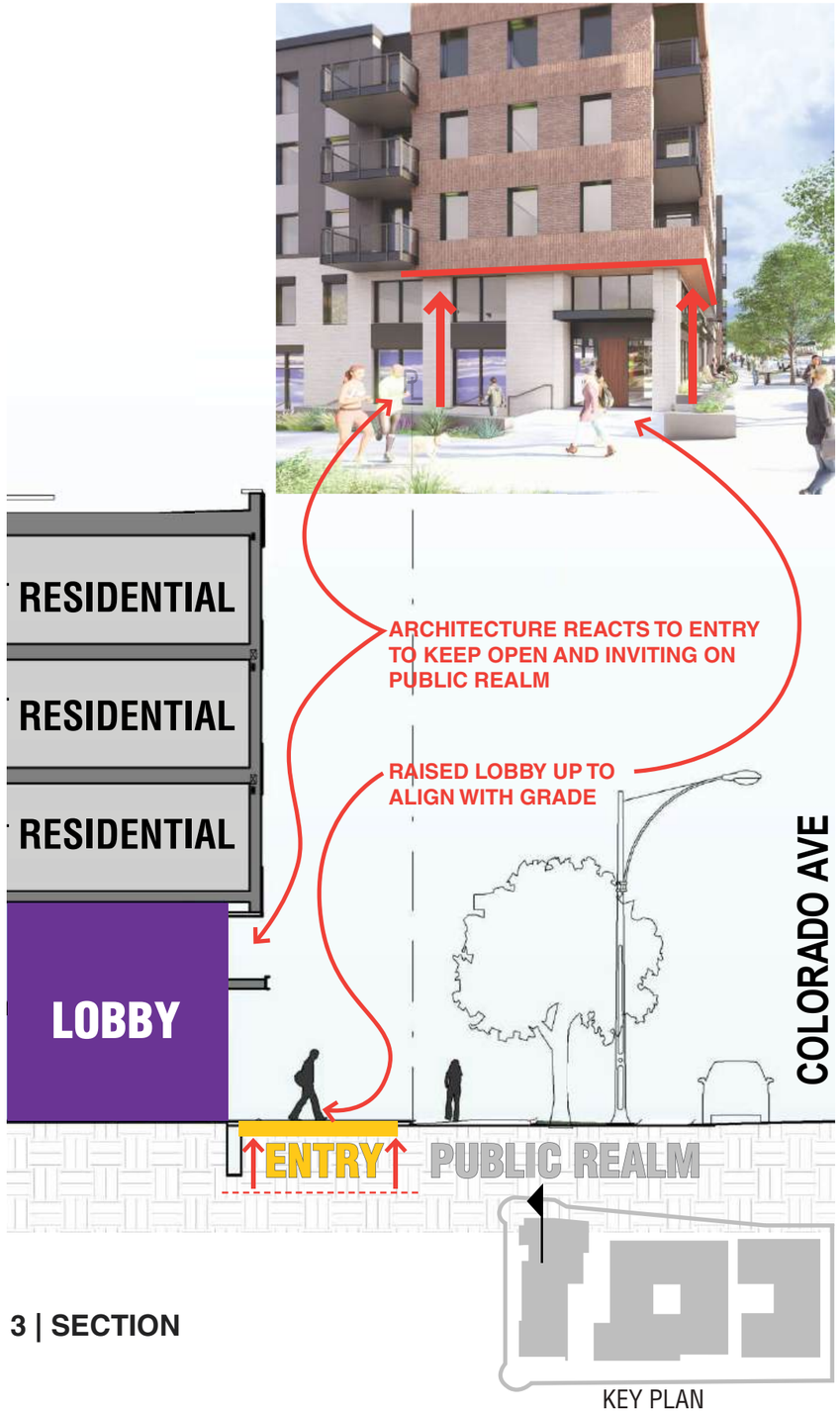
RESPONSE TO CITY COMMENTS: **NORTHWEST LOBBY ENTRY STUDY**



1 | LEVEL 1 PROGRAM AT GRADE STUDY



2 | LEVEL 2 PROGRAM AT GRADE STUDY



3 | SECTION

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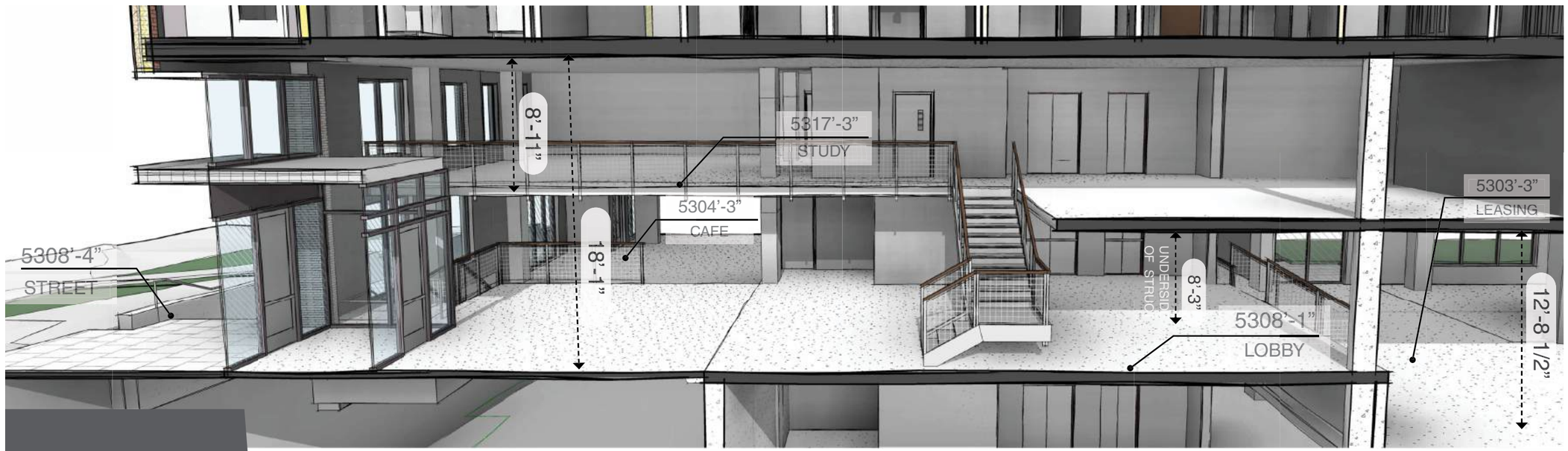
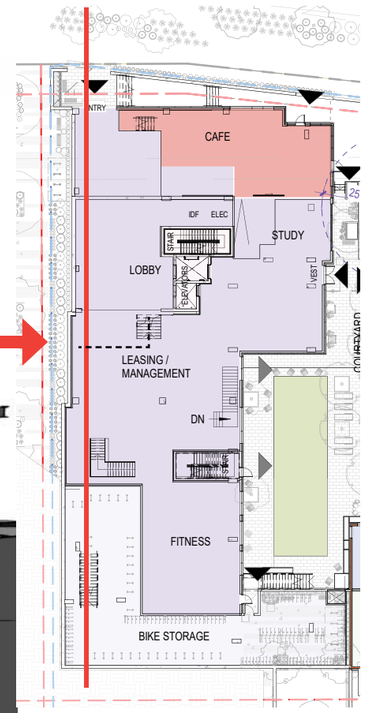
LOBBY STUDY @ PUBLIC REALM ACTIVATION | PROPOSED PLAN

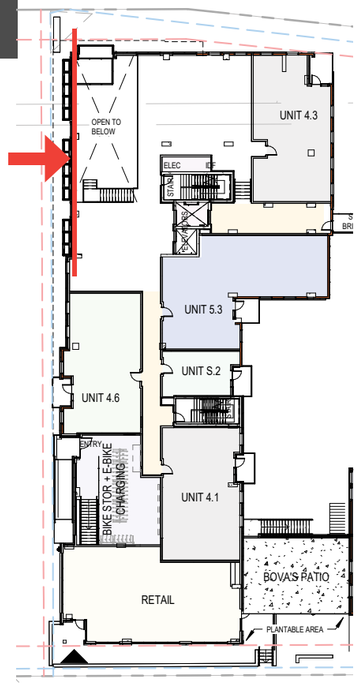
VIEW FROM 28TH STREET | SECTION PERSPECTIVE



ENLARGED VIEW OF LOBBY | SECTION PERSPECTIVE



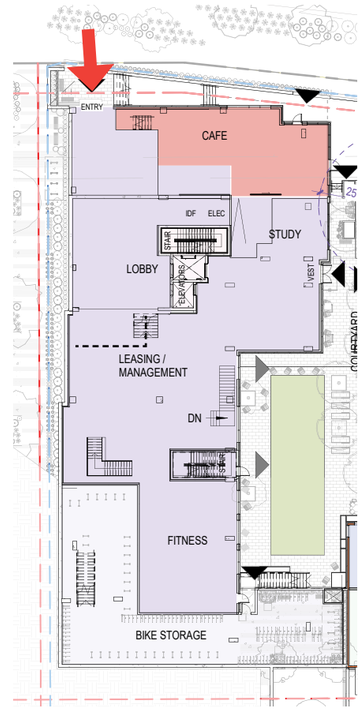
LEVEL 1 | PLAN



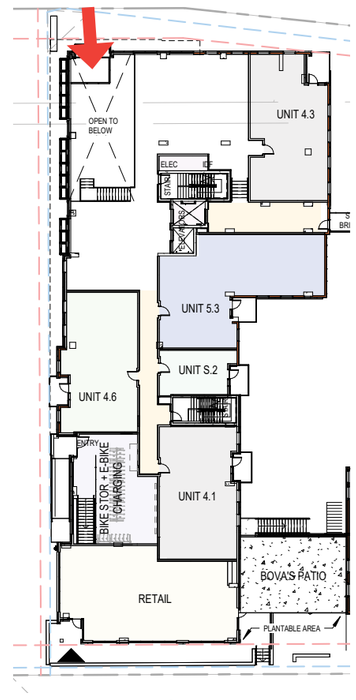
LEVEL 2 | PLAN

LOBBY STUDY @ PUBLIC REALM ACTIVATION | PROPOSED PLAN

VIEW FROM ENTRANCE INTO LOBBY | SECTION PERSPECTIVE



LEVEL 1 | PLAN

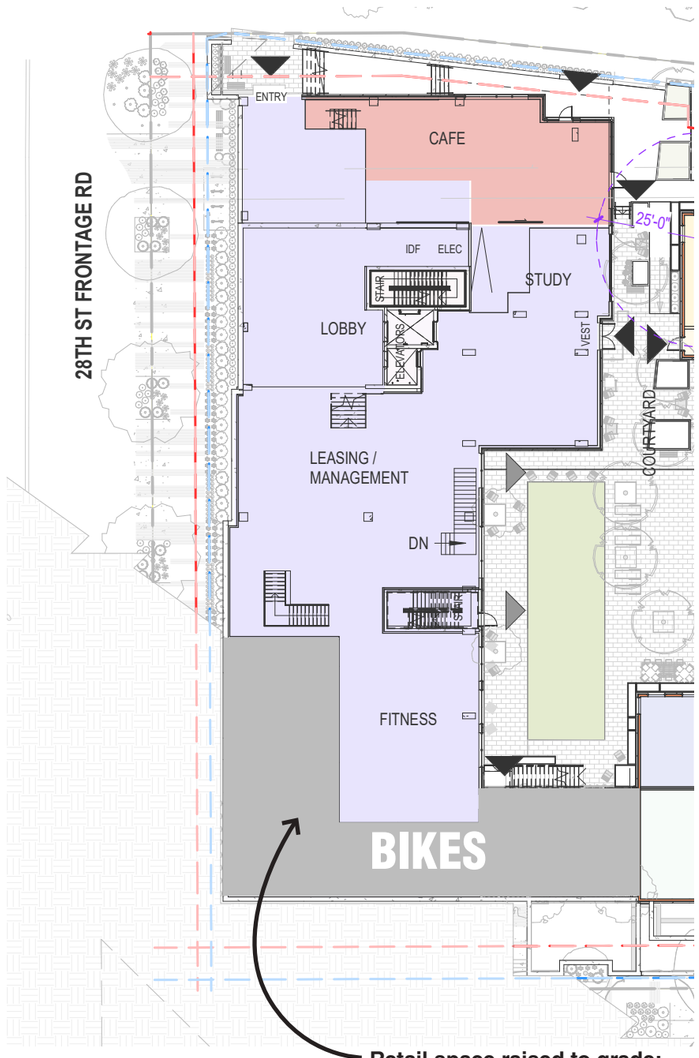


LEVEL 2 | PLAN

BUILDING DESIGN & PUBLIC REALM ACTIVATION | PROPOSED PLAN

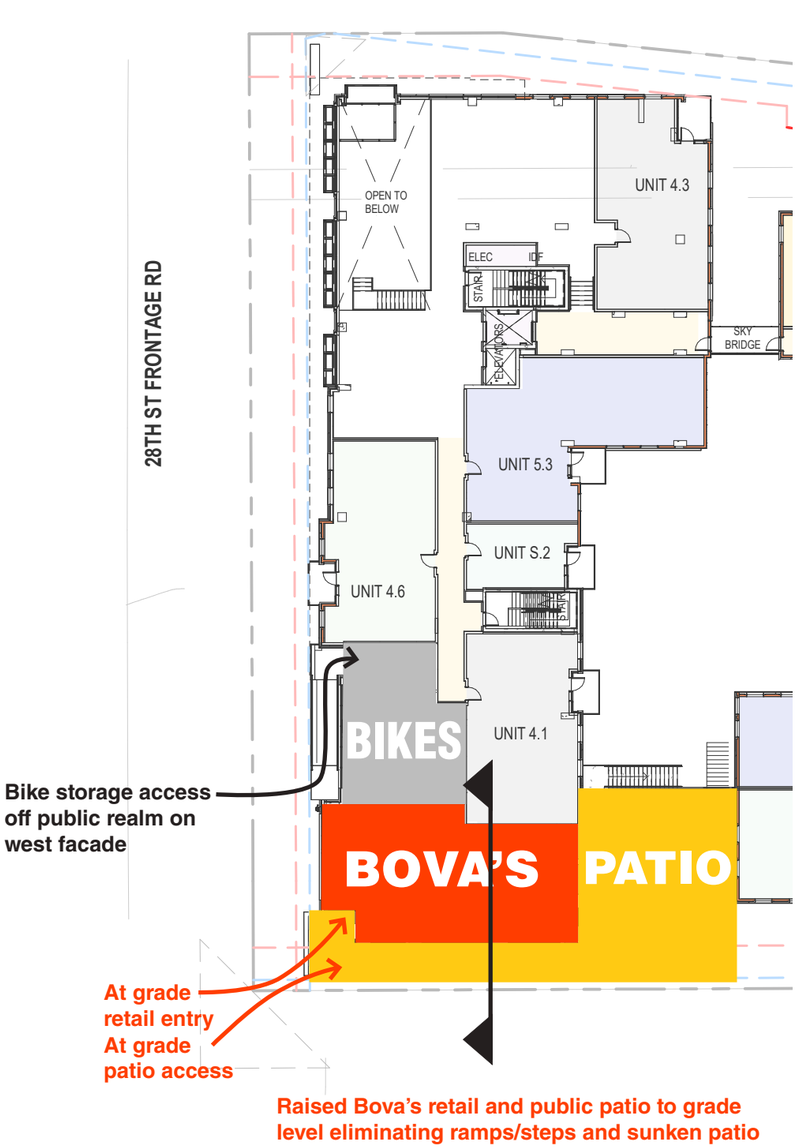
RESPONSE TO CITY COMMENTS: **SOUTHWEST RETAIL STUDY**

LEVEL 1

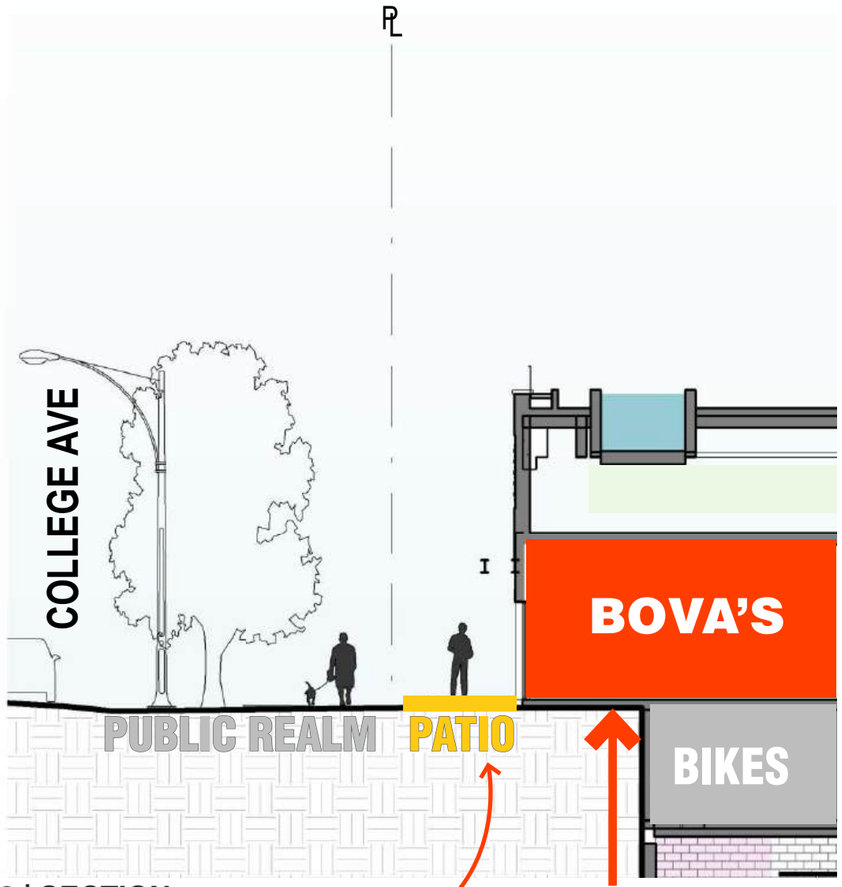


1 | LEVEL 1 PROGRAM AT GRADE STUDY

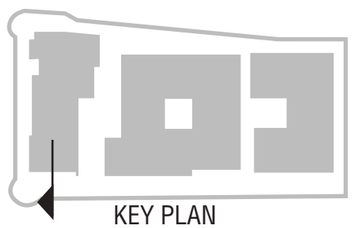
LEVEL 2



2 | LEVEL 2 PROGRAM AT GRADE STUDY



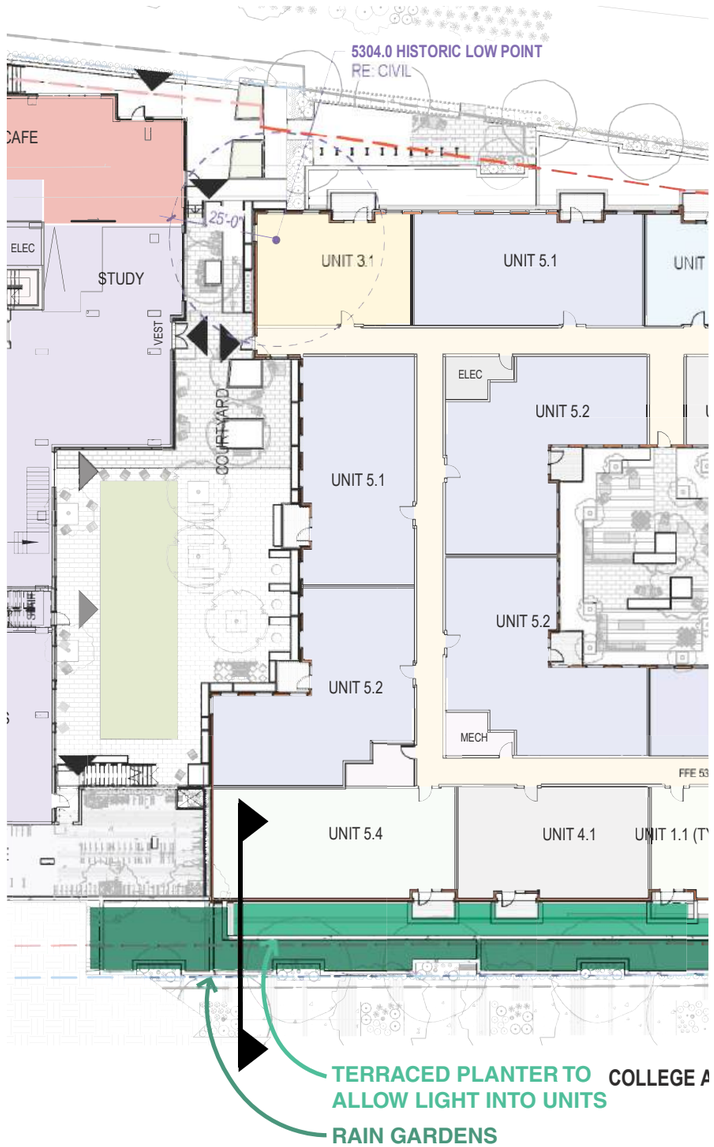
3 | SECTION



BUILDING DESIGN & PUBLIC REALM ACTIVATION | PROPOSED PLAN

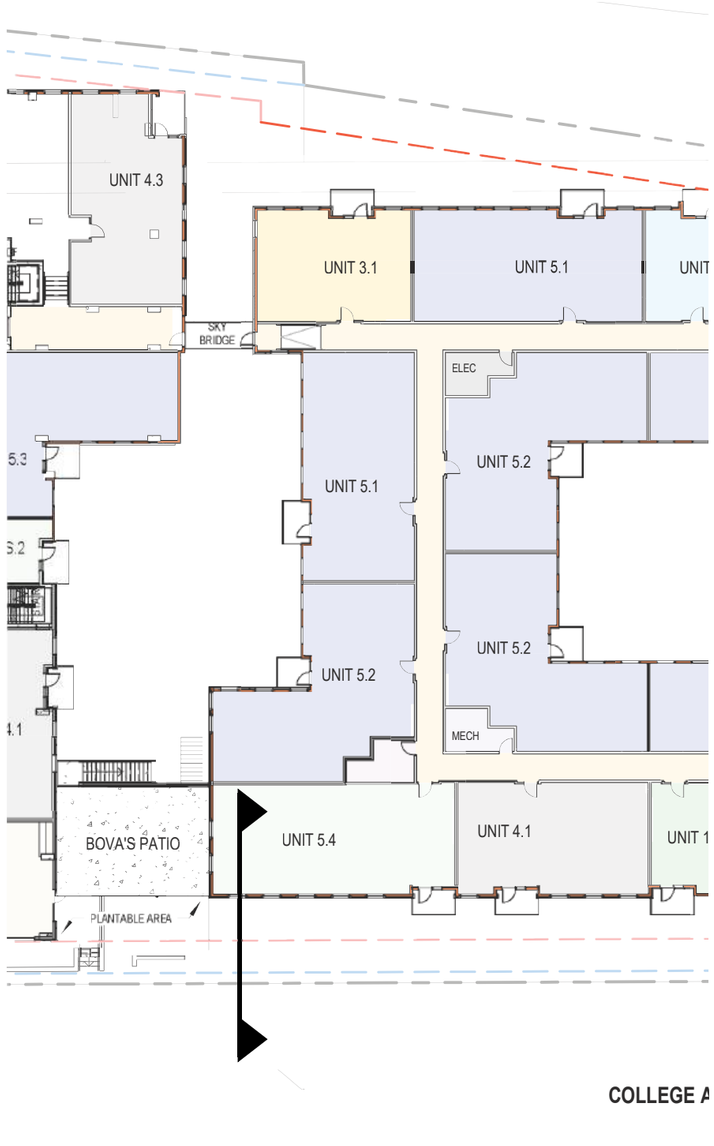
RESPONSE TO CITY COMMENTS: **SOUTH RESIDENCE STUDY**

LEVEL 1



1 | LEVEL 1 PROGRAM AT GRADE STUDY

LEVEL 2



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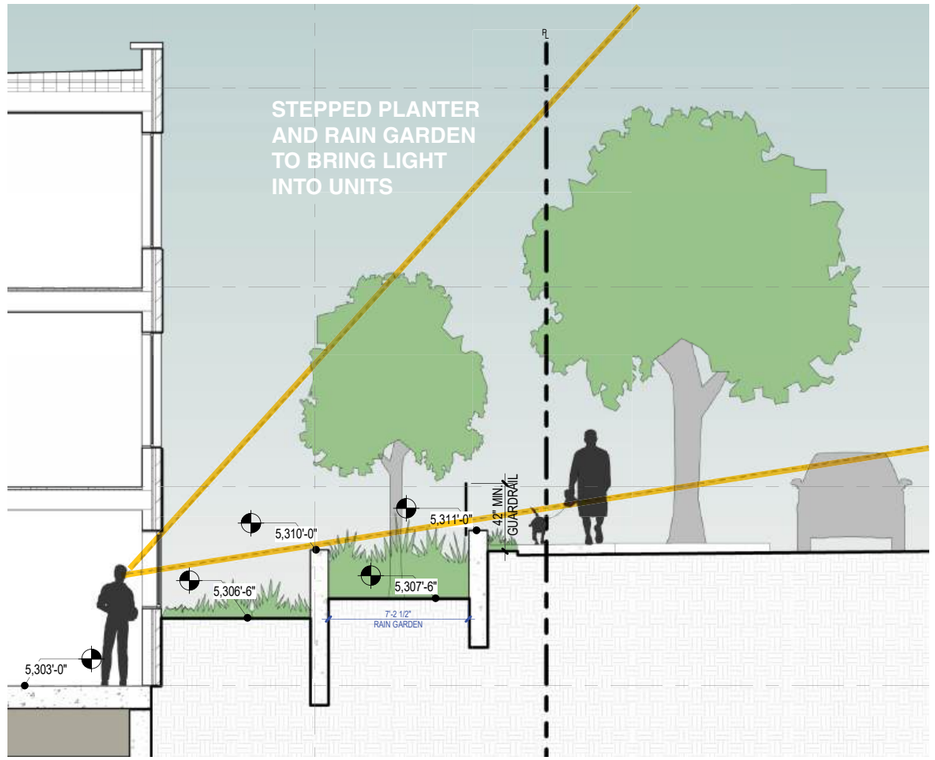
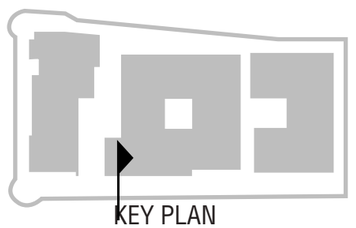


3 | SECTION

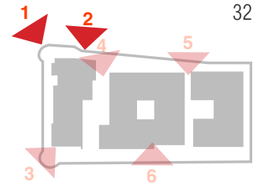


PUBLIC REALM ENTRY STUDY | PROPOSED PLAN

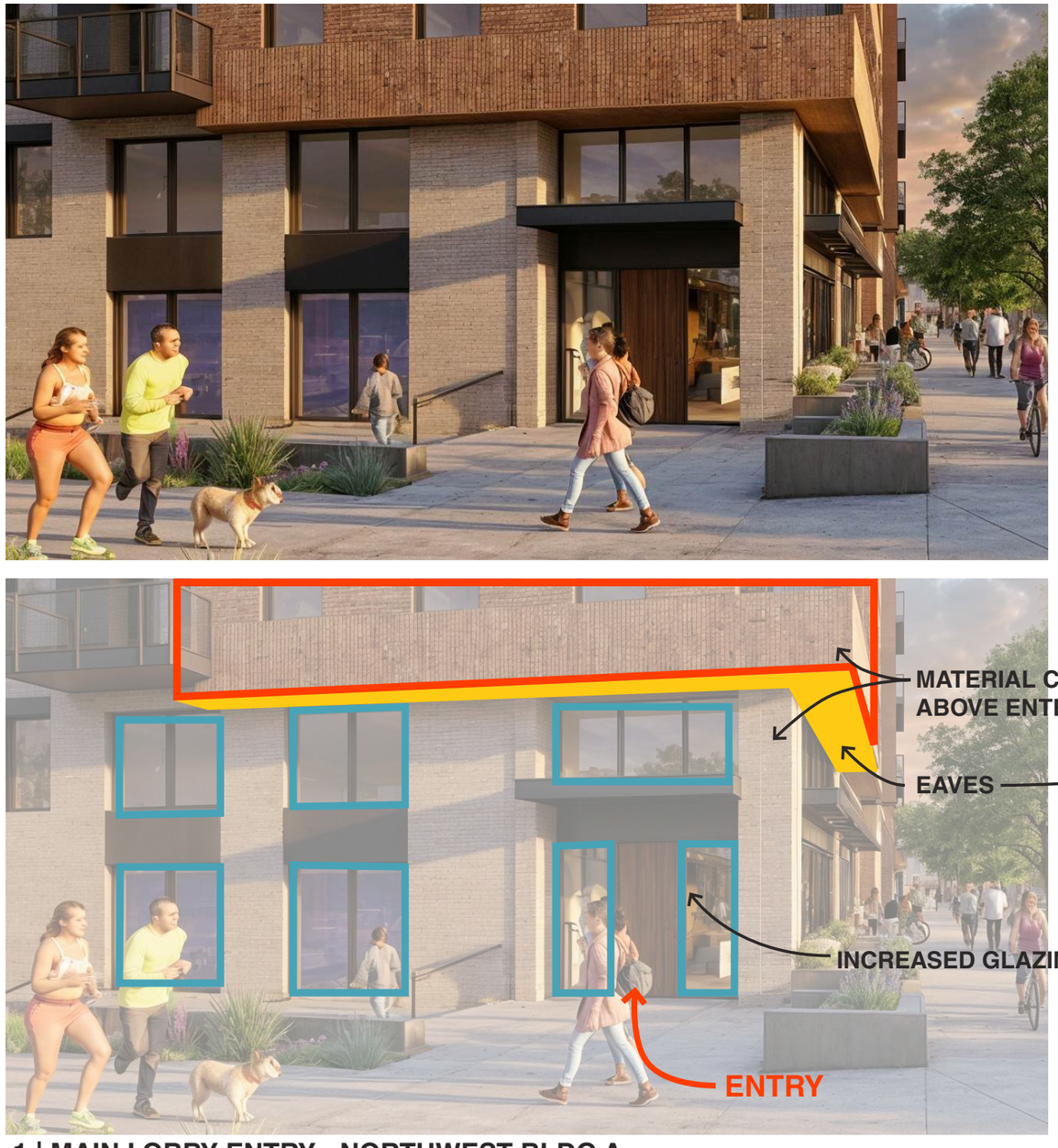
SITE REVIEW COMMENTS - MAY 30, 2025

BUILDING DESIGN: COMMENT 2

Consistent with Site Review criterion 9-2-14(h)(3)(A)(iii) Along the public realm, building entries are emphasized by windows and architectural features that include one or more of the following: increased level of detail, protruding or recessed elements, columns, pilasters, protruding bays, reveals, fins, ribs, balconies, cornices, eaves, increased window glazing, or changes in building materials or color.



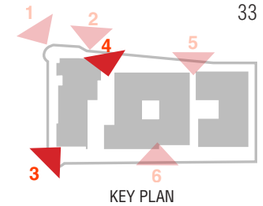
KEY PLAN



1 | MAIN LOBBY ENTRY - NORTHWEST BLDG A

2 | CAFE ENTRY - NORTH BLDG A

PUBLIC REALM ENTRY STUDY | PROPOSED PLAN



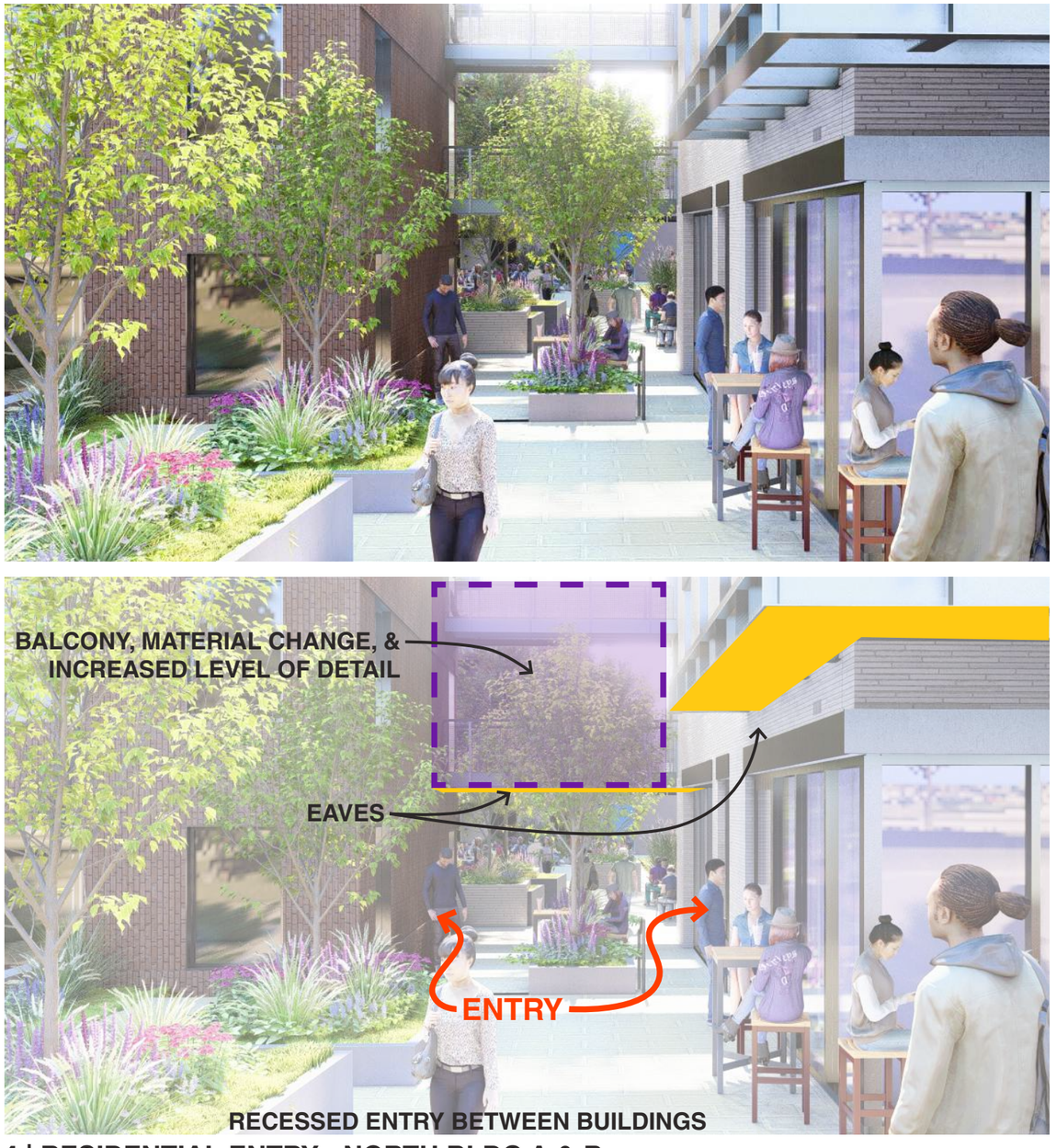
KEY PLAN

SITE REVIEW COMMENTS - MAY 30, 2025

BUILDING DESIGN: COMMENT 2

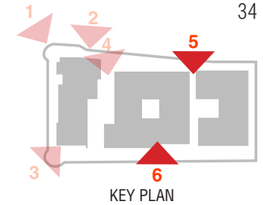
Consistent with Site Review criterion 9-2-14(h)(3)(A)(iii) Along the public realm, building entries are emphasized by windows and architectural features that include one or more of the following: increased level of detail, protruding or recessed elements, columns, pilasters, protruding bays, reveals, fins, ribs, balconies, cornices, eaves, increased window glazing, or changes in building materials or color.

3 | RETAIL ENTRY - SOUTHWEST BLDG A



4 | RESIDENTIAL ENTRY - NORTH BLDG A & B

PUBLIC REALM ENTRY STUDY | PROPOSED PLAN

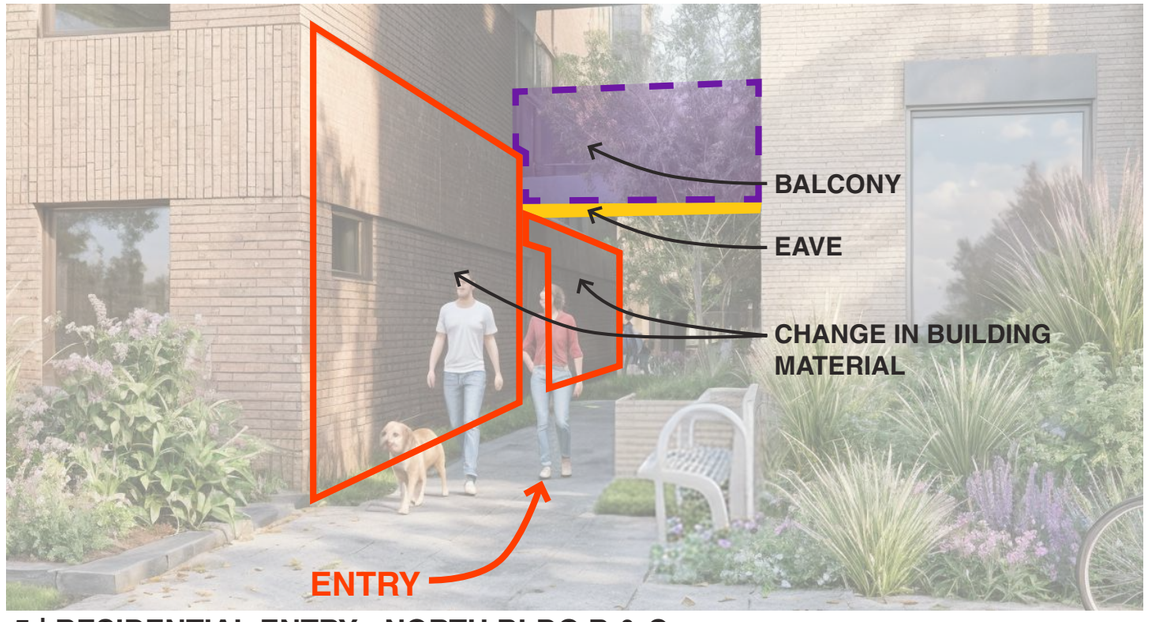


KEY PLAN

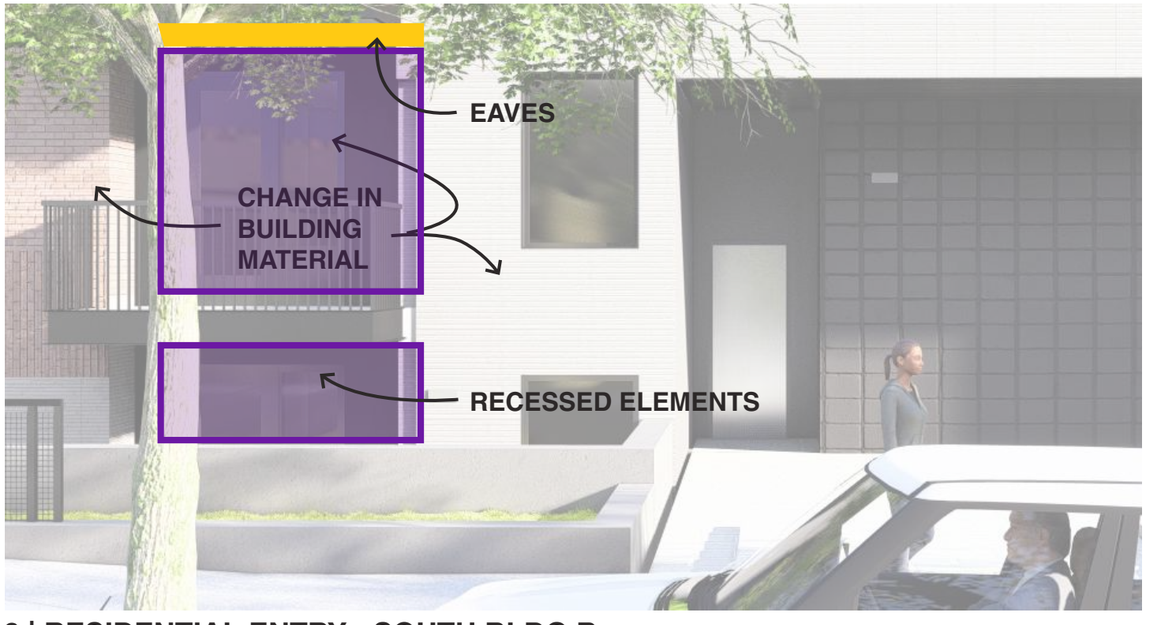
SITE REVIEW COMMENTS - MAY 30, 2025

BUILDING DESIGN: COMMENT 2

Consistent with Site Review criterion 9-2-14(h)(3)(A)(iii) Along the public realm, building entries are emphasized by windows and architectural features that include one or more of the following: increased level of detail, protruding or recessed elements, columns, pilasters, protruding bays, reveals, fins, ribs, balconies, cornices, eaves, increased window glazing, or changes in building materials or color.



5 | RESIDENTIAL ENTRY - NORTH BLDG B & C



6 | RESIDENTIAL ENTRY - SOUTH BLDG B

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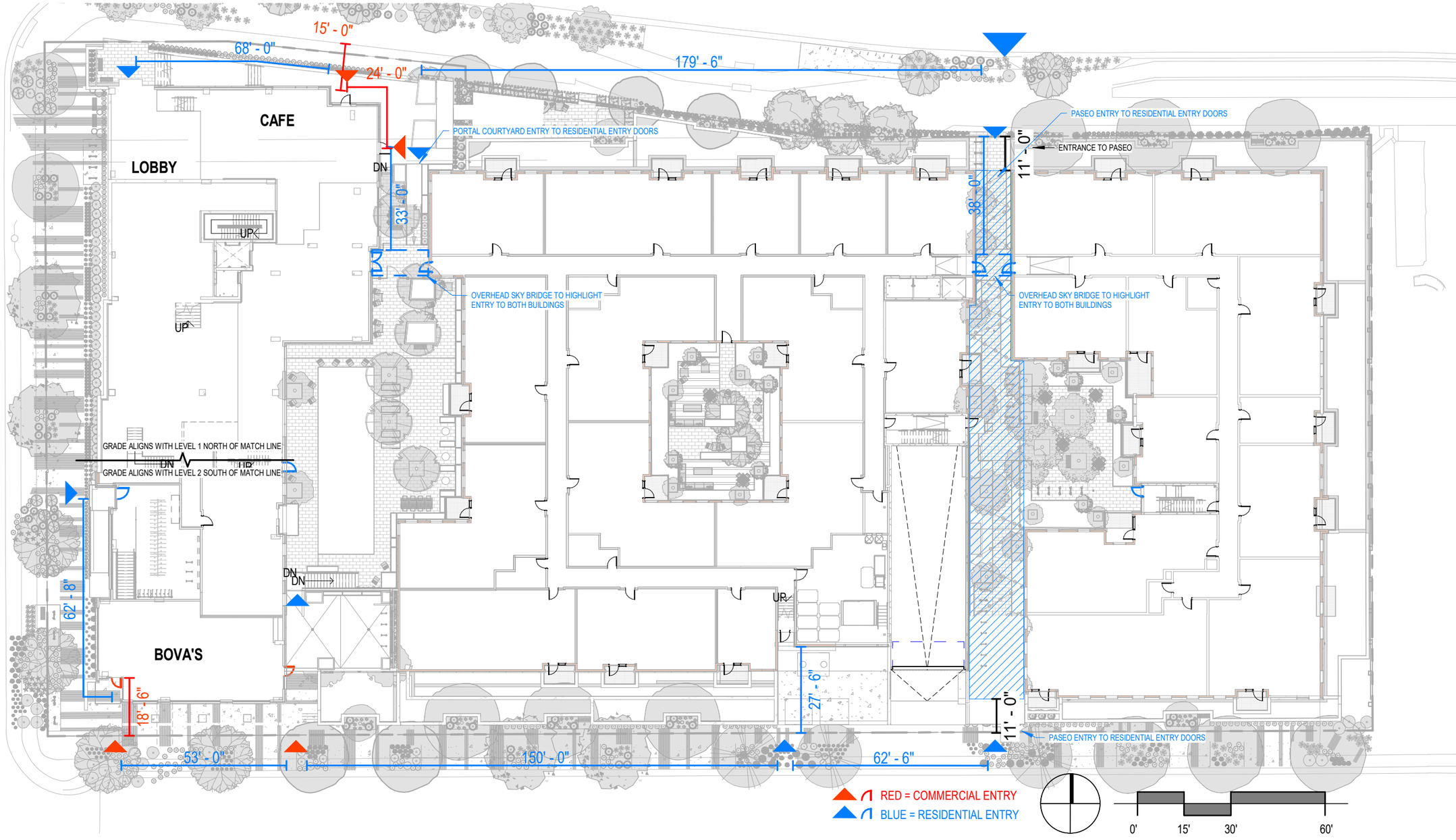
DEFINED BUILDING ENTRIES | PROPOSED PLAN

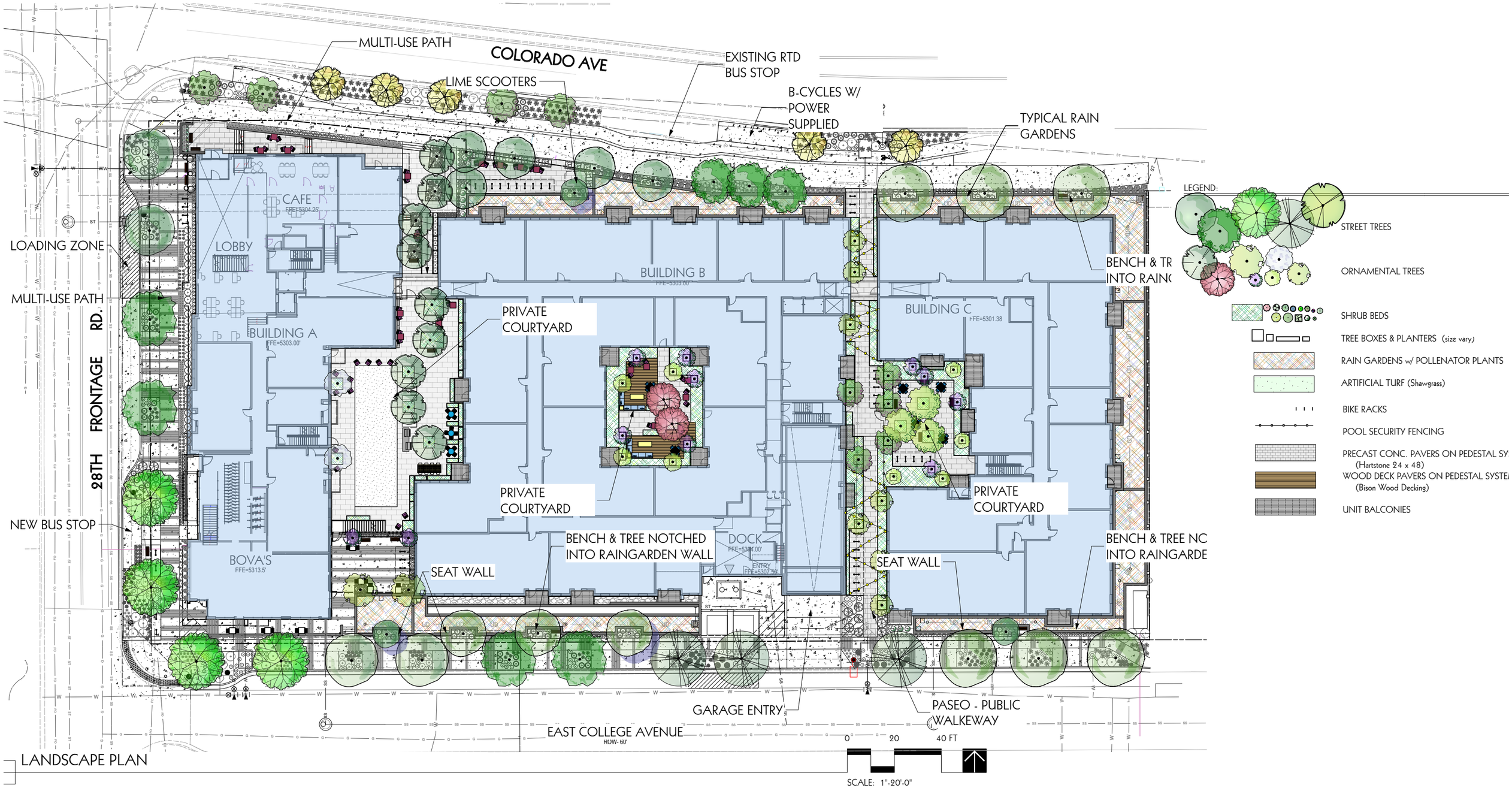
SITE REVIEW COMMENTS - MAY 30, 2025

BUILDING DESIGN: COMMENT 3

Consistent with Site Review criterion 9-2-14(h)(3)(A)(iv) Defined entries connect the building to the public realm. Unless inconsistent with the context and building's use, along the public realm, one defined entry is provided every 50 feet. Buildings designed for residential or industrial uses may have fewer defined entries:



ILLUSTRATIVE LANDSCAPE PLAN | PROPOSED PLAN



SITE ACCESS & TRAFFIC ANALYSIS | PROPOSED PLAN

ACCESS & CIRCULATION

The 1100 28th Street redevelopment offers exceptional multimodal connectivity through pedestrian, bicycle, transit, and vehicular access. In coordination with Boulder's broader transportation goals, the project removes several existing driveways and consolidates vehicle access to a single curb cut on College Avenue for both the parking garage and building service access. This not only reduces potential conflict points but also improves pedestrian safety and streetscape continuity.

Key pedestrian access points—including the northwest corner at 28th Street and Colorado Avenue, retail activation at College and 28th, and a mid-block courtyard—enhance walkability and invite interaction with the surrounding network oF multi-use paths and the underpass at College Avenue to campus. These connections link directly to CU Boulder and the wider transit system, including RTD and CU Buff Bus stops within walking distance.

PARKING

The proposed below-grade parking garage includes a mix of standard, compact, EVSE, and tandem stalls, with final capacity outlined in the table below. The parking ratio per bed aligns with reduced student car ownership trends and the proximity to transit and strong alternative transportation options add to a sustainable shift away from single occupancy vehicle use.

The project exceeds long-term bike parking requirements, providing secure indoor spaces with e-bike charging and ample short-term parking. Combined with access to bike lanes, transit, and pedestrian routes, the development supports sustainable mobility goals and reduces reliance on cars.

PARKING COUNTS	
TYPE	PARKING SPACES
ACCESSIBLE-STANDARD + EVCL (8.5' x 19')	2
ACCESSIBLE-VAN + EVCL	2
COMPACT TANDEM (7.75' x 30')	8
EV CAPABLE LIGHT-COMPACT (7'-9" x 15')	23
EV CAPABLE LIGHT-STANDARD (9'-0 x 19')	23
EV CAPABLE-COMPACT (7'-9" x 15')	46
EV CAPABLE-STANDARD (9'-0" x 19')	3
EV READY (9' x 19')	19
EVSE-STANDARD (9' x 19')	8
GRAND TOTAL	134

PHOTO CREDIT: https://bouldercolorado.gov/news/2024-boulder-transportation

CAR PARKING:
FOR CITY COUNT, TANDEM COUNTS AS 1 STALL. EXCLUDE 11 COMPACT TANDEM = 126 STALLS CITY (137 LESS 11)

ELECTRIC VEHICLE REQUIREMENTS:
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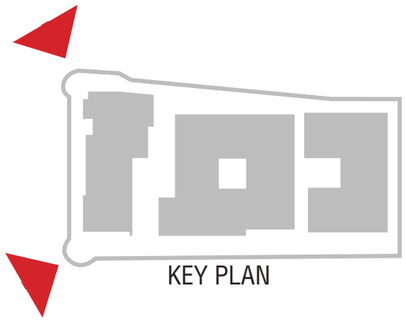
BICYCLE PARKING REQUIREMENTS:
OFF-STREET BICYCLE PARKING REQUIREMENTS PER TABLE 9-8 IN 9-9-6.
- DWELLING UNITS WITHOUT A PRIVATE GARAGE = 2 BICYCLES/UNIT
- OFF STREET BICYCLE PARKING PROVIDED IS EXCEEDING CODE MINIMUM


TWENTY EIGHTH


KEY PLAN

STREET LEVEL ILLUSTRATIONS - MAIN ENTRY AT COLORADO & 28TH | PROPOSED PLAN


L10
bustransit
KEY PLAN

STREET LEVEL ILLUSTRATIONS - BOVA'S AT COLLEGE AVE & 28TH | PROPOSED PLAN

STREET LEVEL ILLUSTRATIONS - BOVA'S AT COLLEGE AVE | PROPOSED PLAN

HEIGHT MODIFICATION CONTENT

KEY PLAN

STREET LEVEL ILLUSTRATIONS - BOVA'S PATIO CONNECTION TO COURTYARD | PROPOSED PLAN

STREET LEVEL ILLUSTRATIONS - VIEW FROM BOVA'S PATIO INTO COURTYARD | PROPOSED PLAN

STREET LEVEL ILLUSTRATIONS - VIEW FROM COURTYARD UP TO BOVA'S PATIO | PROPOSED PLAN

KEY PLAN

STREET LEVEL ILLUSTRATIONS - CAFE ENTRY ON COLORADO AVE | PROPOSED PLAN

STREET LEVEL ILLUSTRATIONS - NORTH FACADE AT B | PROPOSED PLAN

STREET LEVEL ILLUSTRATIONS - NORTH FACADE AT A & B | PROPOSED PLAN

STREET LEVEL ILLUSTRATIONS - PASEO ENTRY ON COLORADO | PROPOSED PLAN

KEY PLAN

STREET LEVEL ILLUSTRATIONS - PASEO ENTRY ON COLLEGE AVE | PROPOSED PLAN

STREET LEVEL ILLUSTRATIONS - FACADE STUDIES | PROPOSED PLAN

NORTH

WEST

EAST

SOUTH

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NORTHWEST


SOUTHWEST


NORTHEAST


SOUTHEAST

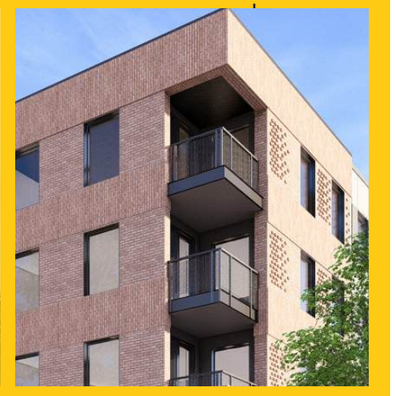
REDDISH-BROWN BRICK

CEMENT PANEL W/
JOINT LINE PATTERN

3/4” OFFSET @ SOLDIER
BRICK COURSES

16” BRICK RETURN
@ DECKS

WHITE / OFF-WHITE BRICK

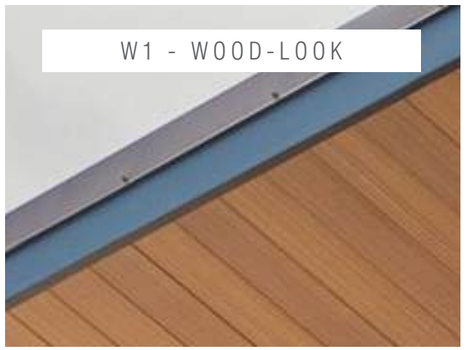


BRICK PATTERN @
PERIMETER OF POOL VAULT ROOM

BRICK PATTERN @
PERIMETER OF POOL VAULT ROOM

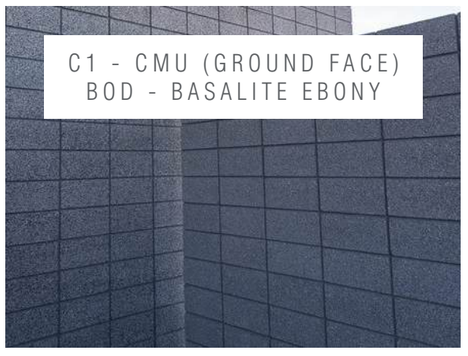
BRICK PATTERN @
EXAMPLE

PROPOSED MATERIALS | SCHEMATIC DESIGN



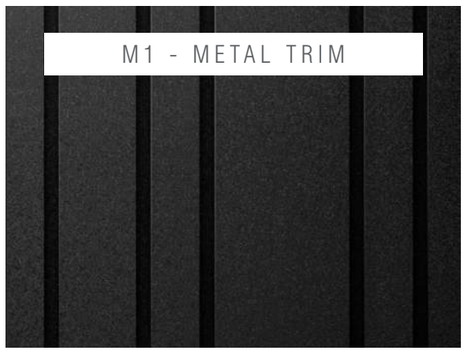
STUCCO / CEMENT PANEL

BRICK



CMU

GLAZING

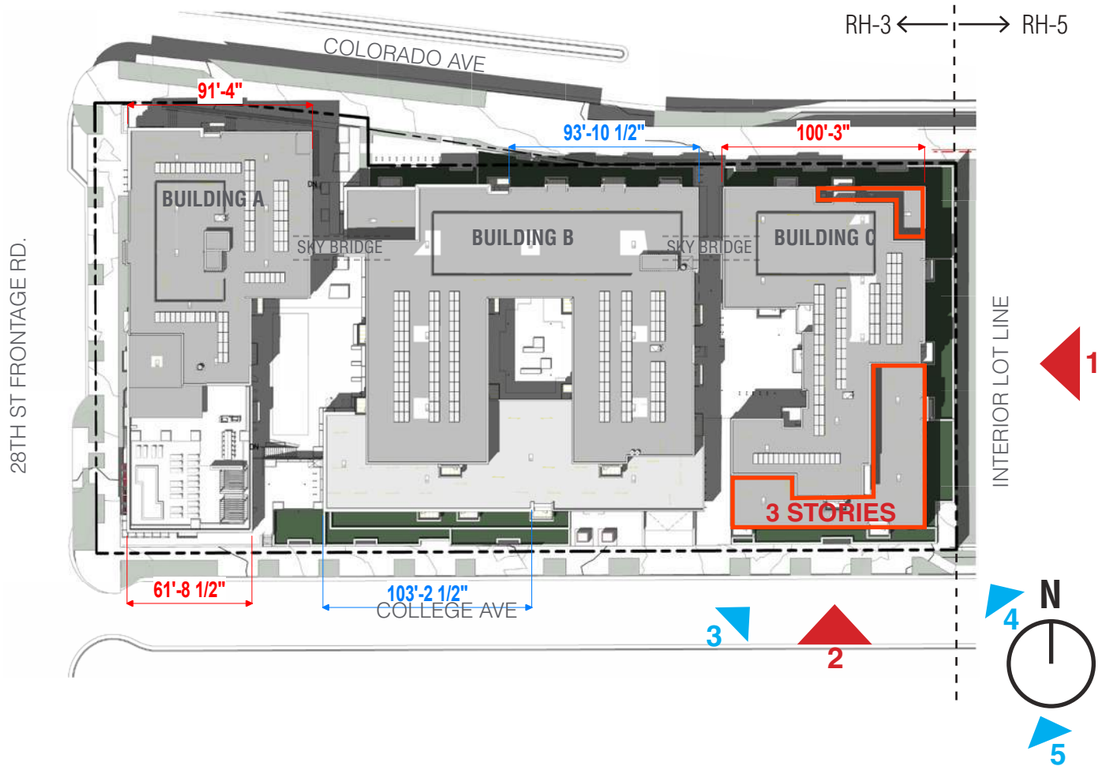


ACCENT

BUILDING STEPPING TO EAST | PROPOSED PLAN

1 | BUILDING C SOUTH ELEVATION

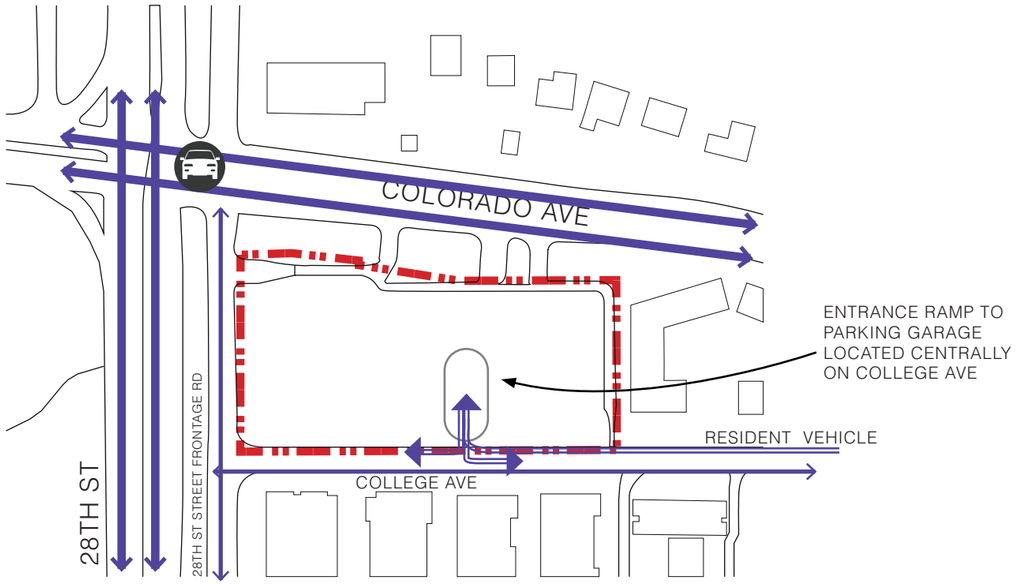
2 | BUILDING C - EAST ELEVATION



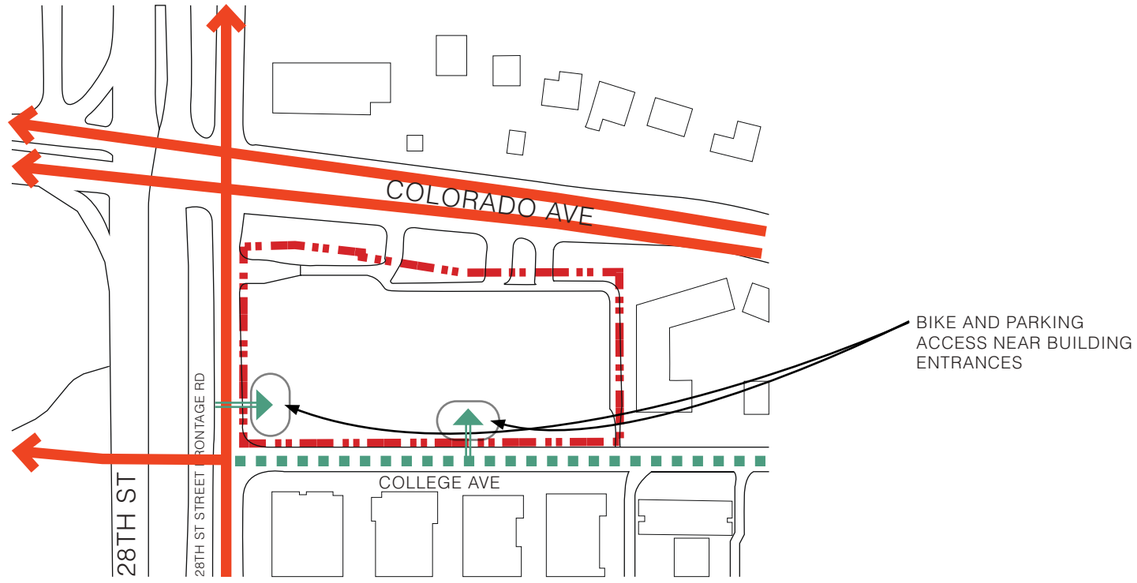
3 | BUILDING C - SOUTH PERSPECTIVE

4 | BUILDING C - SE PERSPECTIVE

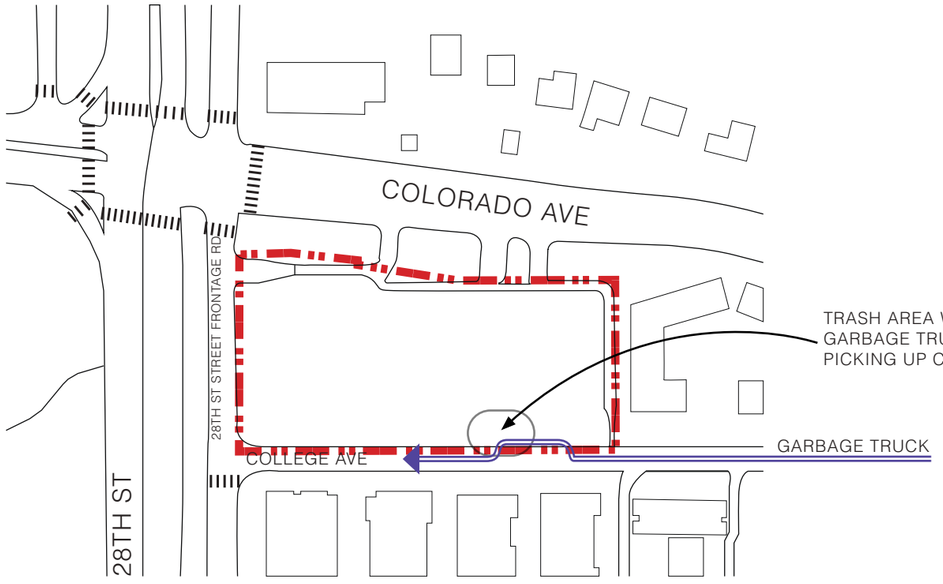
5 | BUILDING C - SE AERIAL



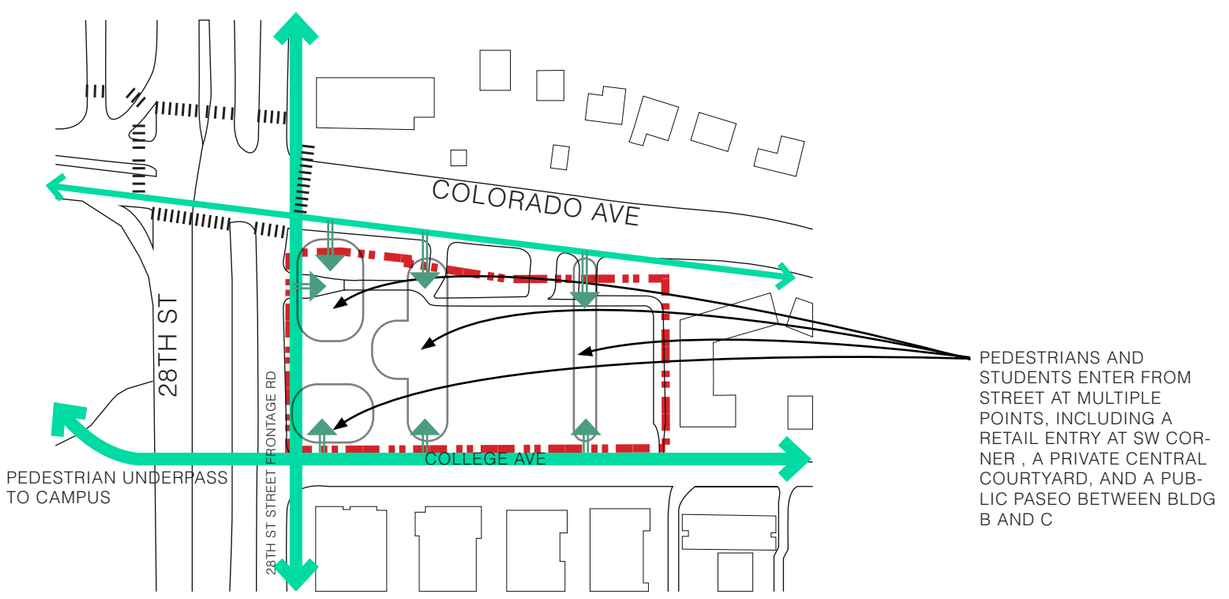
01 | VEHICULAR CIRCULATION



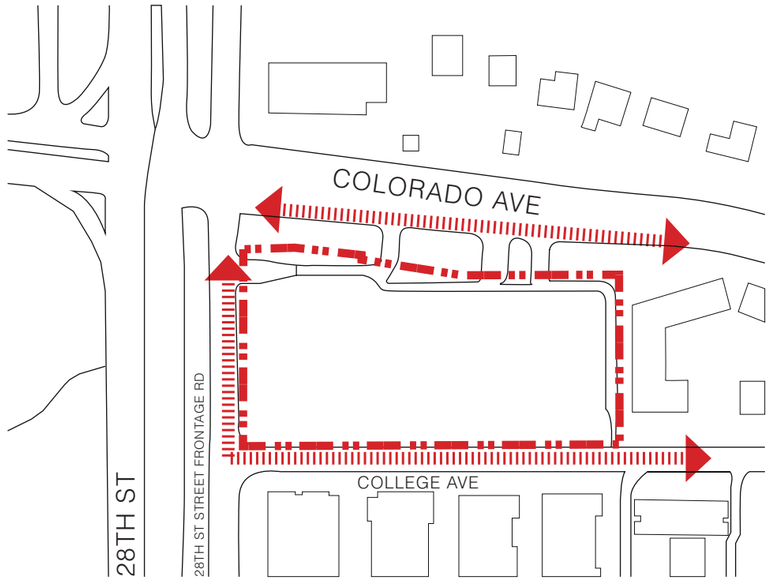
03 | BIKE LANE



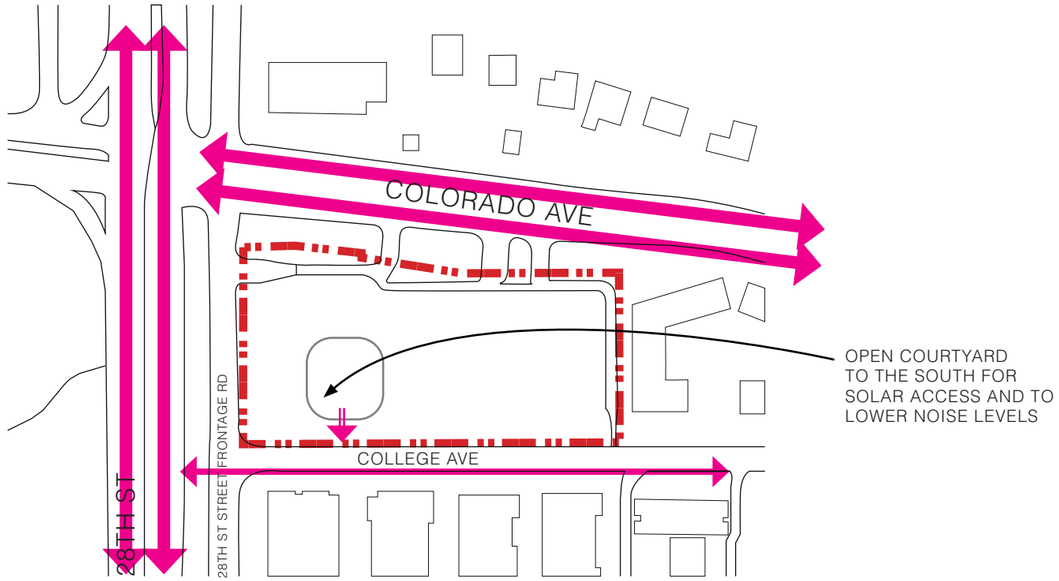
02 | TRASH



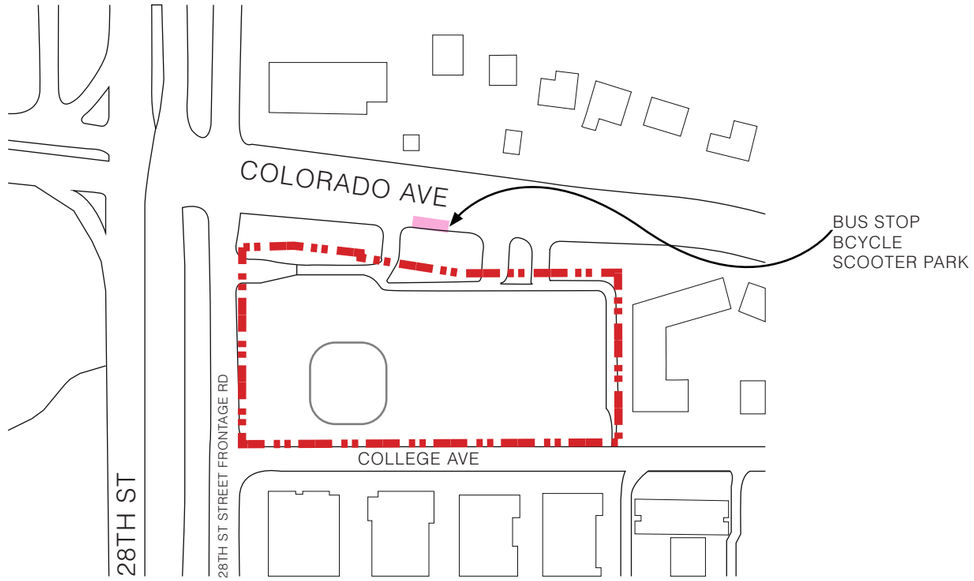
04 | PEDESTRIAN CIRCULATION



05 | FIRE ACCESS



06 | NOISE



07 | PUBLIC TRANSIT

LEVEL P1 PLAN

CAR PARKING:
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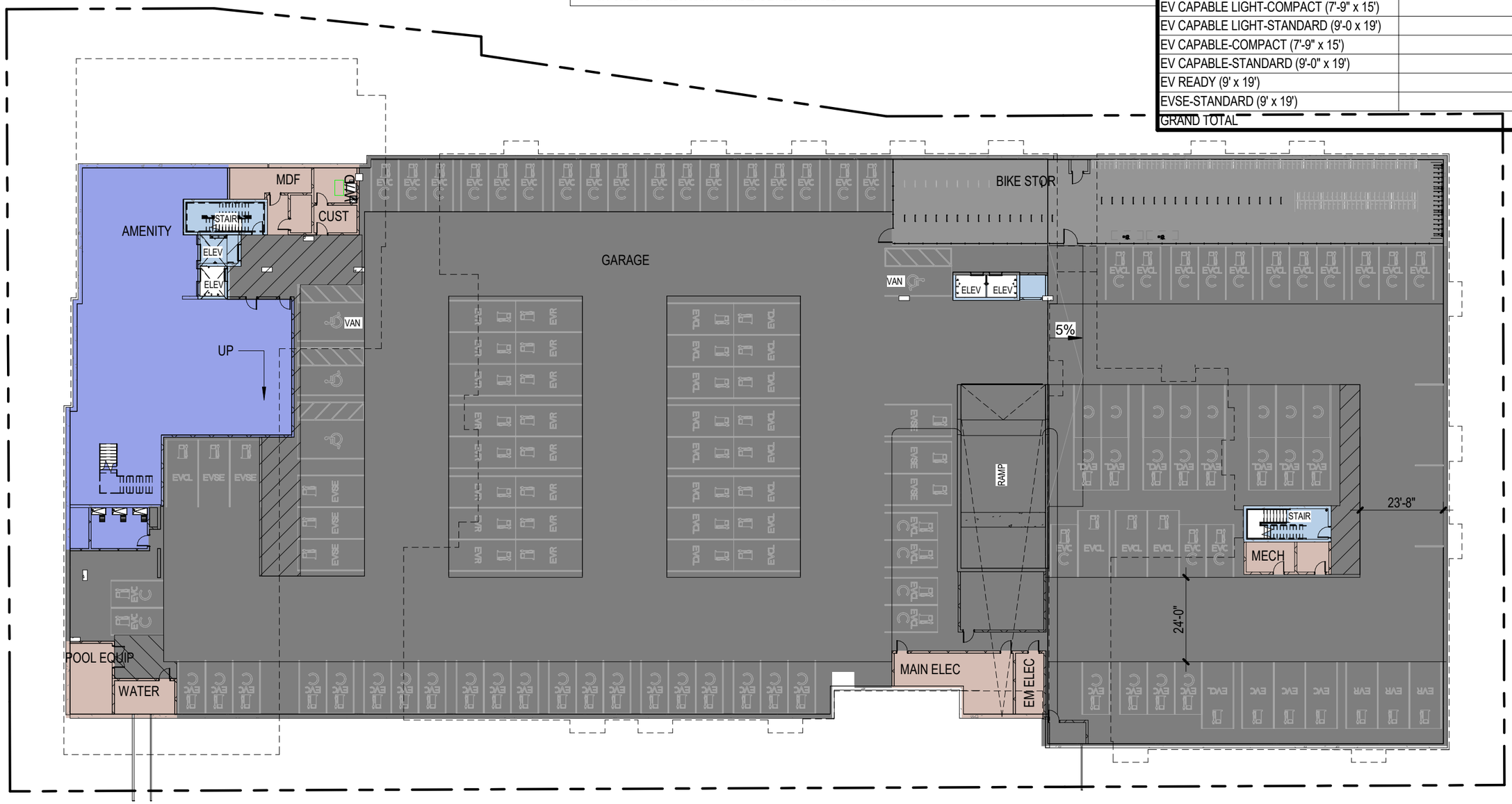

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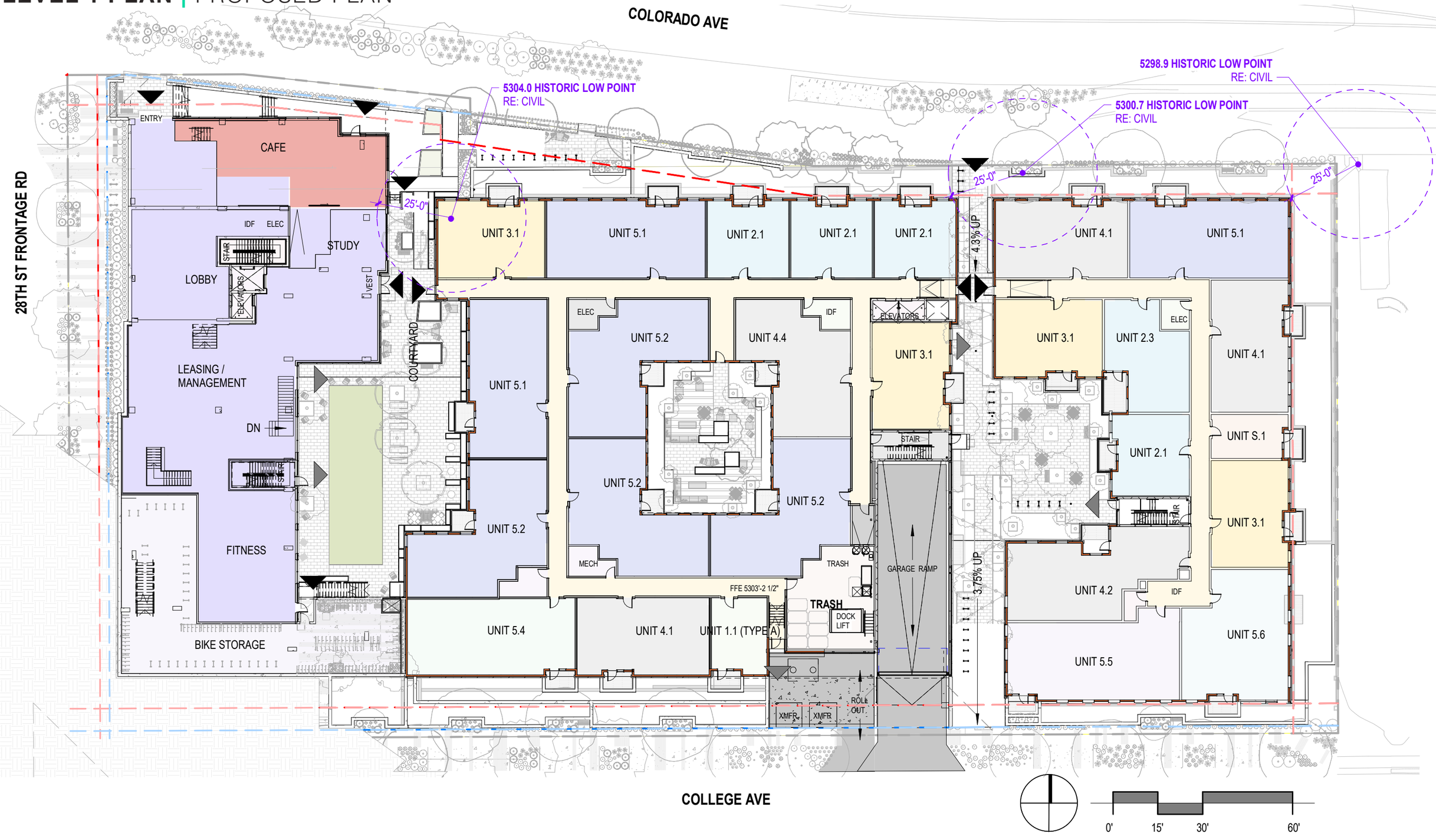
LEVEL 1 PLAN | PROPOSED PLAN



OUTSIDE LA | TRESTLE STRATEGY GROUP | CONSULTING ENGINEERS | LV collective | OZ

04 CRITERIA

LUR2025-00037 - 1100 28TH & 2895 E COLLEGE AVE SITE REVIEW	
RESPONSE TO SITE REVIEW CRITERIA 9-2-14 (h)	
1. Boulder Valley Comprehensive Plan (BVCP) criteria	**Team response to criteria - February 2026**
(A) BVCP Land Use Map and Policies: The proposed project is consistent with the BVCP land use map and, on balance, with the goals and policies of the BVCP particularly those that address the built environment. In applying this, the approving authority shall consistently interpret and apply this criterion and consider whether a particular goal or policy is intended to be applied to individual development projects or is to guide city policy decisions, such as regulatory actions. The BVCP does not prioritize goals and policies, and no project must satisfy one particular goal or policy or all of them.	The proposed development is consistent with the BVCP land use map and aligns with key policies such as 2.14 (Mixture of Complementary Land Uses), which encourages diverse, well-integrated land uses that support a walkable environment; 2.16 (Mixed Use and Higher-Density Development), supporting compact, pedestrian-oriented urban forms in well-served areas; 6.03 (Multimodal Transportation), which promotes pedestrian, bike, and transit connectivity to reduce car dependence; and 7.06 (Neighborhoods as Building Blocks), which values projects that enhance neighborhood character and walkability. Designated as "High Density Residential," the site is ideally suited for a student-focused, mixed-use project. The design incorporates high-quality materials, appropriate massing, activated frontages, and accessible open space—advancing the city's goals for a sustainable, livable, and connected community consistent with the BVCP vision.
(B) Subcommunity and Area Plans or Design Guidelines: If the project is subject to an adopted subcommunity or area plan or adopted design guidelines, the project is consistent with the applicable plan and guidelines.	The project site is not located within a designated subcommunity boundary and is therefore not subject to any adopted subcommunity guidelines.
(C) Reducing Greenhouse Gas Emissions: Any new commercial building greater than 30,000 square feet in floor area and any 30,000 square feet or greater addition to a commercial building shall either have a net site energy usage index (EUI) of zero or is designed to achieve a net site EUI that is 10 percent lower than required under the City of Boulder Energy Conservation Code. It shall be a condition of approval that the applicant demonstrate compliance with this criterion at time of building permit. For the purpose of this requirement, "commercial building" shall have the meaning defined in the City of Boulder Energy Conservation Code.	The proposed project exceeds 30,000 square feet and is therefore subject to the City of Boulder's greenhouse gas reduction requirements. The design team is committed to meeting or exceeding these requirements by targeting a net site Energy Use Intensity (EUI) at least 10 percent lower than what is required under the current City of Boulder Energy Conservation Code. To achieve this, the project is already undergoing iterative energy analysis with Energetics Consulting Engineers to optimize the building. The project will be all-electric and is exploring high efficiency heat pumps for space and water heating, interior load reductions, envelope upgrades, and ventilation optimization, with a targeted EUI of 25-30 kBtu/sf prior to adding any renewable energy. The baseline EUI is currently 51.8 and we've analyzed five different options to achieve a reduction to meet the intent of the code. Once mechanical engineers are on board, we will have more accurate configurations defined.
(D) Urban Edge Design: If the project is located within the urbanizing areas along the boundaries between Area I and Area II or III of the BVCP, the building and site design provide for a well-defined urban edge, and, if, in addition, the project is located on a major street shown in Appendix A of this title, the buildings and site design establish a sense of entry and arrival to the city by creating a defined urban edge through site and building design elements visible upon entry to the city.	Not applicable to this Project.
(E) Historic or Cultural Resources: If present, the project protects significant historic and cultural resources. The approving authority may require application and good faith pursuit of local landmark designation.	Not applicable to this Project.
(F) Housing Diversity and Bedroom Unit Types: Except in the RR, RE and RL-1 zoning districts, projects that are more than 50 percent residential by measure of floor area, not counting enclosed parking areas, meet the following housing and bedroom unit type requirements in Subsections (i) through (vi). For the purposes of this subparagraph, qualifying housing type shall mean duplexes, attached dwelling units, townhouses, live-work units, or efficiency living units, and bedroom type shall mean studios, one-bedroom units, two-bedroom units, or three-bedroom units.	The project is 1.95 acres in size and will include a variety of dwelling units. Of the 150 units on site, there are a mixture of studios, 1-, 2-, 3-, 4- and 5- bedroom units.
(i) Projects five acres or less shall include at least one qualifying housing type. In projects with efficiency living units, at least one additional qualifying housing type shall be provided consistent with the requirements of this paragraph;	The project is 1.95 acres in size and will include a variety of dwelling units. Of the 150 units on site, there are a mixture of studios, 1-, 2-, 3-, 4- and 5- bedroom units.
(ii) Projects greater than five acres shall include at least two qualifying housing types;	Not Applicable. Site is 1.95 acres.
(iii) Projects ten acres or more shall include at least three qualifying housing types;	Not Applicable. Site is 1.95 acres.
(iv) Projects greater than five acres shall include at least five dwelling units of each required qualifying housing type;	Not Applicable. Site is 1.95 acres.

LUR2025-00037 - 1100 28TH & 2895 E COLLEGE AVE SITE REVIEW	
RESPONSE TO SITE REVIEW CRITERIA 9-2-14 (h)	
1. Boulder Valley Comprehensive Plan (BVCP) criteria	**Team response to criteria - February 2026**
(v) Projects with more than 20 attached dwelling units shall include at least two different bedroom types; and	The project is 1.95 acres in size and will include a variety of dwelling units. Of the 150 units on site, there are a mixture of studios, 1-, 2-, 3-, 4- and 5- bedroom units.
(vi) If a project does not meet the requirements of Subsections (i) through (v) above, the applicant shall demonstrate that the project fulfills another at least equivalent community need related to housing policies identified in the BVCP.	
(G) Environmental Preservation:	
(i) 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 and "Species of Special Concern in Boulder County" designated by Boulder County and their habitat.	1. The project site at 1100 28th St and 2895 E College Ave is fully developed and urbanized, currently occupied by existing buildings and hardscaped areas. It is not located within a floodplain and does not contain any mapped wetlands, riparian corridors, surface water features, or designated habitat for endangered species or Species of Special Concern in Boulder County. However, the design team is committed to a responsible redevelopment approach that preserves and enhances the site's ecological function where feasible. 2. A preliminary landscape assessment and tree inventory is provided with the Site Review application. While existing vegetation is limited and primarily ornamental or in poor condition, any healthy, long-lived trees will be evaluated for preservation. The project will introduce new landscaping consistent with City requirements. 3. While no wetlands or water features exist on site, stormwater quality and detention will be addressed through rain gardens incorporated into the site plan. These strategies will help manage runoff on-site and reduce impacts to downstream systems, aligning with the City's water quality and stormwater management goals.
(ii) Where excavation occurs, the location and design of buildings conforms to the natural contours of the land with tiered floor plates, and the site design avoids over-engineered tabling of land. Slopes greater than 50 percent should be avoided and, to the extent practicable, any such areas shall be stabilized with vegetation.	The project site features significant grading changes due to its current topography, with the highest point located at the southwest corner and sloping down towards the northeast corner. This unique site boasts a three-sided frontage, activated by Colorado Avenue, College Avenue, and 28th Frontage Road. The building design thoughtfully engages the public realm along all sides of the site, avoiding slopes greater than 50 percent. It incorporates stepped floor plates to ensure the design is responsive and inviting to the varying elevations of each street frontage.
2. Site Design Criteria	
The project creates safe, convenient, and efficient connections for all modes of travel, promotes safe pedestrian, bicycle, and other modes of alternative travel with the goal of lowering motor vehicle miles traveled. Usable open space is arranged to be accessible; designed to be functional, encourage use, and enhance the attractiveness of the project; and meets the needs of the anticipated residents, occupants, tenants, and visitors to the project. Landscaping aesthetically enhances the project, minimizes use of water, is sustainable, and improves the quality of the environment. Operational elements are screened to mitigate negative visual impacts. In determining whether this is met, the approving agency will consider the following factors:	
(A) Access, Transportation, and Mobility:	

LUR2025-00037 - 1100 28TH & 2895 E COLLEGE AVE SITE REVIEW		
RESPONSE TO SITE REVIEW CRITERIA 9-2-14 (h)		
1. Boulder Valley Comprehensive Plan (BVCP) criteria		**Team response to criteria - February 2026**
	(i) The project enables or provides vehicular and pedestrian connectivity between sites consistent with adopted connections plans relative to the transportation needs and impacts of the project, including but not limited to construction of new streets, bike lanes, on-street parking, sidewalks, multi-use paths, transit stops, streetscape planting strips, and dedication of public right-of-way or public access easements, as applicable considering the scope of the project. Where no adopted connections plan applies, the applicant shall, in good faith, and in coordination with the city manager, attempt to coordinate with adjacent property owners to establish, where practicable, reasonable and useful pedestrian connections or vehicular circulation connections, such as between parking lots on abutting properties, considering existing connections, infrastructure, and topography.	The 1100 28th Street project is designed to integrate seamlessly with Boulder's multimodal network and enhance connections to surrounding properties and public infrastructure. The site is bounded by key multimodal corridors—Colorado Avenue and 28th Street Frontage Road—and includes direct access to the pedestrian underpass at College Avenue. The project incorporates enhanced sidewalks, bicycle connections, and on-site wayfinding signage to promote intuitive circulation and accessibility. The development team has coordinated in good faith with CU Boulder and RTD to support improved connectivity. As a result, the existing bus stop on Colorado Avenue is being programmed to include a B-Cycle station and scooter parking zone, and discussions are underway to relocate the RTD bus stop on 28th Street Frontage Road (currently south of College Avenue) to a more accessible location immediately north of College Avenue, adjacent to the site. Internally, the design fosters clear north-south pedestrian flow through the site, particularly between Buildings B and C via the central paseo. The frontage road is identified as a Proposed Neighborhood Green Street in both the Transportation Master Plan and the Boulder Low Stress Walk and Bike Network Plan. The proposed improvements will include several "Green Street" enhancements in alignment with the city plans.
	(ii) Alternatives to the automobile are promoted by incorporating site design techniques, land use patterns, and infrastructure that support and encourage walking, biking, and other alternatives to the single-occupant vehicle.	The project strongly supports alternatives to the single-occupant vehicle by incorporating infrastructure and amenities that promote walking, biking, and transit. Bicycle infrastructure includes on-site long and short term parking spaces with e-bike charging, secure storage, and maintenance facilities. The project supports a one-to-one bed to bike ratio, further encouraging alternatives to automobile use. The site is served by several high-frequency transit routes, and CU Boulder's Stampede route stops directly in front of the property. A B-Cycle station and scooter parking are proposed on-site near the existing bus stop with easy access to the Colorado Avenue multimodal path connection the Main and East Campuses. The pedestrian-oriented site layout reinforces the project's commitment to sustainable transportation, offering convenient access to transit, multimodal routes, and key university destinations. In support of these transportation goals, the project proposes 136 off-street parking spaces and will request a Parking Reduction Modification from the standard code requirement.
	(iii) A transportation demand management (TDM) plan will be complied with including methods that result in a significant shift away from single-occupant vehicle use to alternate modes.	Refer to attached TDM plan which summarizes this compliance.
	(iv) Streets, bikeways, pedestrian ways, trails, open space, buildings, and parking areas are designed and located to optimize safety of all modes and provide connectivity and functional permeability through the site.	The site has been designed to optimize the safety and efficiency of all transportation modes while maintaining clear and continuous circulation. Internal walkways are wide, accessible, and well-lit, with multiple entry points connecting to existing sidewalks, pedestrian underpass, and bike routes. Circulation paths support functional permeability through and around the site. Bike infrastructure is safely integrated into the site with secure, visible storage areas and minimal conflict with vehicular access points. The project employs passive surveillance strategies by orienting ground-floor amenities, building entries, and gathering spaces toward pedestrian zones. Vehicular access points are limited to one parking garage entry and clearly separated from primary pedestrian and bike routes to reduce conflict points and improve overall safety. The layout creates a highly walkable and inviting environment that supports both local access and regional multimodal circulation.
	(v) The design of vehicular circulation and parking areas make efficient use of the land and minimize the amount of pavement necessary to meet the circulation and parking needs of the project.	Parking is consolidated into a structured below-grade garage, minimizing paved surface area and allowing more of the site to support active uses, open space, and landscaping. The project has reduced the number of existing curb cuts to one dedicated curb cut for the garage access and trash pick-up.

LUR2025-00037 - 1100 28TH & 2895 E COLLEGE AVE SITE REVIEW	
RESPONSE TO SITE REVIEW CRITERIA 9-2-14 (h)	
1. Boulder Valley Comprehensive Plan (BVCP) criteria	**Team response to criteria - February 2026**
(vi) Where practicable and needed in the area and subject to coordination with the city manager, the project provides curbside parking or loading or both consistent with city policies on curbside management.	The site includes dedicated curbside space along 28th Street Frontage Rd and College Ave to accommodate passenger pick-up/drop-off and delivery needs. These areas are integrated into the street design to minimize disruption to through traffic and support curbside management goals and align with city policies and ensure safe, functional loading and parking access.
(B) Open Space:	
(i) Useable open space is arranged to be accessible and designed to encourage use by incorporating quality landscaping, a mixture of sun and shade, hardscape areas and green spaces for gathering.	The project includes a series of thoughtfully designed outdoor open spaces that are distributed throughout the site to encourage regular use by residents and visitors. These spaces incorporate a mix of green and hardscaped areas with integrated seating, native and adaptive landscaping, and opportunities for both sun and shaded retreat. Landscaped zones between and adjacent to buildings, as well as an internal pedestrian paseo between Buildings B and C, create a cohesive system of accessible and inviting outdoor environments. These spaces are visually and physically connected to the architecture and pedestrian circulation system, reinforcing their use as key gathering and recreational areas.
(ii) The open space will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property. In mixed-use projects, the open space provides for a balance of private and common areas for the residential uses and includes common open space that is available for use by residents of the residential uses and their visitors and by tenants, occupants, customers, and visitors of the non-residential uses.	The site design balances private, semi-private, and publicly accessible open spaces to serve the mixed-use nature of the project. Residential open space is provided in the form of rooftop terraces, balconies (min. 60 square feet per unit as required by code), and ground-level amenity areas. Common open spaces, including the paseo between buildings B and C and semi-private gathering areas between buildings A and B, are available to all residents, their guests, and visitors. Outdoor seating is provided to the public along the north by the Cafe and adjacent to Bova's retail space. These shared areas are designed with flexibility in mind to accommodate casual gathering, outdoor study, socializing, and events, supporting the social and recreational needs of both residential and non-residential users.
(iii) If the project includes more than 50 dwelling units, including the addition of units that causes a project to exceed this threshold, and is more than one mile walking distance to a public park, at least 30 percent of the required outdoor open space is designed for active recreational purposes.	The site includes more than 50 residential units and is located within one mile of multiple public parks and recreation areas, including Scott Carpenter Park and Boulder Creek Path. The project nonetheless provides areas suitable for active recreation, including flexible-use outdoor spaces, lawn zone for informal activities, and indoor-outdoor connections at ground-floor amenity spaces. These features contribute to active lifestyle opportunities on site and complement the nearby city parks and campus open spaces. Refer to the submitted open space calculations in for calculated percentages.
(iv) On-site open space is linked to adjacent public spaces, multi-use paths, city parks, or public open space if consistent with Department of Open Space and Mountain Parks or Department of Parks and Recreation plans and planning for the area, as applicable.	The open space network on site connects directly to adjacent multimodal infrastructure, including the Colorado Avenue bike lanes, the pedestrian underpass at College Avenue, and the nearby 28th Street Path. These connections allow residents and visitors to easily access a broader network of trails and public spaces, supporting regional mobility and recreation.
(C) Landscaping and Screening:	
(i) The project exceeds the minimum landscaping requirements of Section 9-9-12, "Landscaping and Screening Standards," B.R.C. 1981, by at least fifteen percent in terms of planting quantities, includes a commensurate area to accommodate the additional plantings, and, where practical, preserves healthy long-lived trees.	The project is currently projecting over 33% open space. There is a variety of shade trees (35) surrounding the perimeter of the site as well as Ornamental Trees (66) proposed throughout the courtyards and roof deck. The proposed plan has the following allocation of trees: Colorado Ave - 10 req/7 provided due to utilities, 28th st 6 required/6 provided, College - 11 required/11 provided. The shrub beds will far exceed the 140 minimum required based on the owners program of highly active and passive courtyards.
(ii) The landscaping design includes a variety of plants providing a variety of colors and contrasts in terms of texture and seasonality and high-quality hard surface materials, such as stone, flagstone, porous pavers, and decorative concrete.	The project includes a variety of plant materials to provide year-round interest and color. The planters will have various heights in order to provide screening to adjacent apartments or understory under ornamental trees. A variety of hardscape materials are shown through the courtyards provide for variation/placemaking and wayfinding. Rain garden areas are proposed for water capture and storm management and include pollinator plants for year round interest.

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(iii) The landscaping design conserves water through use of native and adaptive plants, reduction of exotic plant materials, and landscaping within stormwater detention facilities to create bioswales or rain gardens, or other similar design strategies.	A variety of native plants are planned for the project Landscape. Currently, there are no stormwater facilities on site. The proposed project includes rain gardens with pollinator plants on the perimeter.
(iv) Operational elements, such as electrical transformers, trash storage and recycling areas, parking, and vehicular circulation, are screened from the public realm through design elements, such as landscaping, fencing, or placement of structures, to mitigate negative visual impacts.	The service equipment (transformers & generator) are screened on the sides but still provide access for maintenance and repairs. The trash area is screened with landscape as well as a vertical fence/screen. There are no parked cars on this site, only the garage entry.
3. Building Siting and Design Criteria:	
Building siting and design are consistent with the character established in any adopted plans or guidelines applicable to the site or, if none apply, are compatible with the character of the area or improves upon that character, consistent with the intent specified in this paragraph. Buildings are positioned and oriented towards the public realm to promote a safe and vibrant pedestrian experience including welcoming, well-defined entries and facades. Building exteriors are designed with a long-lasting appearance and high-quality materials. Building design is simple and to a human scale, it creates visual interest and a vibrant pedestrian experience. Building roof design contributes to a city skyline that has a variety of roof forms and heights. In determining whether this is met, the approving agency will consider the following factors:	
(A) Building Siting and Public Realm Interface:	
(i) New buildings and, to the extent practicable, additions to existing buildings are positioned towards the street, respecting the existing conditions or the context anticipated by adopted plans or guidelines. In urban contexts, buildings are positioned close to the property line and sidewalk along a street; whereas, in lower intensity contexts, a greater landscaped setback may be provided to match the surrounding context.	The new development adheres to the principle of positioning buildings toward the street as much as possible by extending the base to the property line along sidewalks, aligning with the urban context. The design respects the high-density, pedestrian-focused environment near the CU Boulder campus by minimizing setbacks and activating the street edges. Entry points are thoughtfully placed at prominent corner intersections to enhance connectivity and align with the surrounding urban fabric, fostering a vibrant streetscape.
(ii) Wherever practical considering the scope of the project, parking areas are located behind buildings or set back further from the streetscape than the building façade.	The majority of parking is concealed within a sub-grade parking level. Parallel street parking and rideshare pickup area is provided on the south and west facades and is consistent with adjacent developments.
(iii) Along the public realm, building entries are emphasized by windows and architectural features that include one or more of the following: increased level of detail, protruding or recessed elements, columns, pilasters, protruding bays, reveals, fins, ribs, balconies, cornices, eaves, increased window glazing, or changes in building materials or color.	The building façade along the public realm incorporates a mix of materials and intentional plane changes to accommodate the program and enhance visual interest. Canopy overhangs at the north and south entries emphasize these primary egress points while providing covered protection. Balconies offer essential outdoor space for upper-level units and help break up the building's overall mass, contributing to a dynamic profile. Brick detailing around window openings and pilasters framing the storefront glazing enhance the pedestrian experience by adding depth and articulation. These architectural elements, combined with varied materials and textures, highlight building entries and create a welcoming and engaging streetscape.
(iv) Defined entries connect the building to the public realm. Unless inconsistent with the context and building's use, along the public realm, one defined entry is provided every 50 feet. Buildings designed for residential or industrial uses may have fewer defined entries.	This residential building is not required to have entries every 50 feet. Entries are focused at primary pedestrian corners along 28th Street at College Ave and Colorado Ave. Lobby access is focused on the Northwest corner and secure access to each building is provided along Colorado for residents and their guests.
(v) If the project is adjacent to a zoning district of lower intensity in terms of allowable use, density, massing, or scale, the project is designed with an appropriate transition to the adjacent properties considering adopted subcommunity and area plans or design guidelines applicable to the site, and, if none apply, the existing development pattern. Appropriate transitions may be created through design elements such as building siting and design or open space siting and design.	The building mass steps to the south and to east to transition to the scale of the adjacent neighborhood and to adhere to the required solar fence guidelines. On the north, the mass has been carved at the North Elevation at the East corner and across from the Cafe Entry corner to relate to the pedestrian experience and adjacencies.

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(vi) The building's siting and relationship to the public realm is consistent with the character established in any adopted plans or guidelines applicable to the site or, if none apply, is compatible with the character of the area or improves upon that character, consistent with the intent of Paragraph (3), Building Design Criteria.	The public realm experience is consistent with with the character of the area and sets a precedent for the quality of design.
(B) Building Design:	
(i) Larger floor plate buildings and projects with multiple buildings have a variety of forms and heights.	Floor plates are broken down above level 3 and reduced by 30% on the south side of the building mass to ensure a variety of forms and heights.
(ii) To the extent practical considering their function, mechanical appurtenances are located within or concealed by the building. If they cannot be located within or concealed by the building, their visibility from the public realm and adjacent properties is minimized.	Where practical, mechanical equipment is located on the flat roof on upper levels not visible from the public realm and will be screened as required.
(iii) On each floor of the building, windows create visual interest, transparency, and a sense of connection to the public realm. In urban, pedestrian main street-built environments, it is a best practice to design at least 60 percent of each ground floor façade facing the street as window area. Otherwise, it is a best practice to design at least 20 percent of the wall on each floor of a building as window area. Blank walls along the most visible portions of the building are avoided.	Our building design demonstrates compliance with this criterion by ensuring that windows are integrated thoughtfully throughout each floor to create visual interest, transparency, and a sense of connection to the public realm. Along street-facing facades, glazing is maximized to nearly 60% at the ground level, aligning with best practices for urban, pedestrian-oriented environments. On upper stories, windows make up at least 20% of the wall area per floor, ensuring adequate light, openness, and visual interest across the facade.
(iv) Simple detailing is incorporated into the façades to create visual interest, without making the façade overly complicated. This detailing may include cornices, belt courses, reveals, alternating brick or stone patterns, expression line offsets, window lintels and sills, and offsets in window glass from surrounding materials.	The proposed design incorporates a thoughtful patterning language to break up the exterior form and create visual interest. Vertical planes are broken up by horizontal material transitions consistent with water lines that wrap the building and step down from the primary corner. The facade's design emphasizes clean, refined detailing and depth, achieving a visually engaging aesthetic while maintaining a sense of simplicity and cohesion at an appropriate scale.
(v) Balconies on buildings with attached dwelling units are integrated into the form of the building in that exterior walls partially enclose the balcony. Balcony platform undersides are finished.	Balconies are integrated into the form of the building and partially recessed. The undersides will be finished as required.
(vi) The building's design, including but not limited to use of materials, color, roof forms, and style, is consistent with the character established in any adopted plans or guidelines applicable to the site or, if none apply, is compatible with the character of the area or improves upon that character, consistent with the intent of paragraph (3), Building Design Criteria.	The building design is compatible with the character of the area and sets a precedent for the quality of design.
(C) Building Materials:	
(i) Building facades are composed of high-quality, durable, human-scaled materials. High-quality materials include brick, stone, polished concrete masonry units, wood, architectural high pressure laminate panels, cementitious or composite siding, architectural metal panels, or any combination of these materials. Split-faced concrete masonry units, stucco, vinyl siding, EIFS, and unfinished or untreated wood are not considered durable, high-quality materials, but may be used on a limited basis and not on facades facing the public realm. High quality materials are focused on the ground floor facades on all sides of a building and on all floors of facades facing the public realm, and, overall, comprise the vast majority of all building facades.	Brick surrounds the building's base and is distributed strategically on upper floors. Stucco is limited to upper levels separate from the public realm.
(ii) Monolithic roofing membranes, like Thermoplastic Polyolefin, are not used on roof surfaces that are visible from the street level.	Flat roofs with similar materials are not visible from street level.
(iii) The number of building material types is limited, and the building materials are applied to complement the building form and function. The organization of the building materials logically expresses primary building features, such as the spatial layout, building entries, private and common spaces, anchor corners, stairwells, and elevators.	Materials are distributed to define a strong base with two types of masonry and while stucco is distributed in a pattern language that defines three primary facade strategies throughout the development.

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(iv) Building cladding materials turn convex corners and continue to the inset wall. This criterion does not apply to changes that occur at an interior corner nor to detailing elements, such as cornices, belt courses, reveals, offsets in expression lines, lintels, and windowsills. Building cladding materials do not change in-plane unless there is at least a 12-inch wall offset.	Building materials return a minimum of 12" before transitioning to an alternate material where possible.
(v) Any newly constructed building that includes residential units and is located within 200 feet of a railroad, freeway, or expressway is designed to achieve an interior day-night average noise level of no more than forty-five decibels. Noise shall be measured in a manner that is consistent with the federal Housing and Urban Development's standards in Sections 24 CFR §§ 51.100 to 51.106 for the "measure of external noise environments," or similar standard adopted by the city manager in the event that such rule is repealed. The applicant shall provide written certification prior to the issuance of a certificate of occupancy that the sound abatement and attenuation measures were incorporated in the construction and site design as recommended by a professional engineer.	Not applicable to this project.
4. Additional Criteria for Buildings Requiring Height Modification or Exceeding the Maximum Floor Area Ratio: Any building exceeding the by-right or conditional zoning district height as permitted by Section 9-2-14(b)(1)(E), B.R.C. 1981, and any building exceeding the by-right floor area limits as permitted by Section 9-2-14(h)(6)(B), B.R.C. 1981, shall meet the following requirements:	
(A) Building Form and Massing: The building's form and massing are consistent with the character established in any adopted plans or guidelines applicable to the site or, if none apply, are compatible with the character of the area or improves upon that character, consistent with the intent of paragraph (3), Building Design Criteria. The building's form, massing and length are designed to a human scale and to create visual permeability into and through sites. In determining whether this is met, the approving authority will consider the following factors:	
(i) The building does not exceed 200 feet in length along any public right-of-way.	Refer to diagram, no length of a building exceeds 200 feet in length.
(ii) All building facades exceeding 120 feet in length along a public street, excluding alleys, are designed to appear as at least two distinct buildings. To achieve this, façade segments vary in at least two of the following design elements:	Building facades exceeding 120 feet in length along a public street are designed to appear as two different buildings. Refer to building elevations and renderings for facade segment strategies.
a. Type of dominant material or color, scale, or orientation of that material;	
b. Facade recessions and projections;	
c. Location of entrance and window placements;	
d. Roof forms; and	
e. Building height.	
(B) Building and Site Design Requirements for Height Modifications:	
(i) Buildings requiring a height modification shall meet the following requirements:	
a. Height Modification Other than Height Bonus: For buildings no taller than three stories and subject to a height modification pursuant to Subparagraph 9-2-14(b)(1)(E)(i) through (vii), the building's height, mass, and scale is compatible with the character of the surrounding area.	This project has been designed with compatibility and character to the surrounding neighborhood.
b. Height Bonus: For buildings taller than three stories subject to a height modification pursuant to Subparagraph 9-2-14(b)(1)(E)(viii), B.R.C. 1981:	
1. Guidelines or Plan: The building's height is consistent with the building heights anticipated in adopted design guidelines or sub community or area plans for the area; or	There are no adopted designed guidelines or sub community/area plan for this site.

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2. No Guidelines or Plan: If no such guidelines or plans are adopted for the area or if they do not specify anticipated heights for buildings, the building height is compatible with the height of buildings in the surrounding area or the building is located (1) near a multi-modal corridor with transit service or (2) near an area of redevelopment where a higher intensity of use and similar building height is anticipated; and	The project's height is compatible with the height of buildings in the surrounding area. Refer to Surrounding Building Heights in our Written Statement. Our project is also located near a multi-modal corridor with transit service and it is in high-density zoning encouraging the density for this neighborhood adjacent to the University of Colorado campus.
3. Additional Requirements for a Height Bonus - Views: The project preserves and takes advantage of prominent mountain views from public spaces and from common areas within the project. In determining whether this is met, the approving authority will consider the following factors:	
i. If there are prominent mountain views from the site, usable open spaces on the site or elevated common areas on the building are located and designed to allow users of the site access to such views;	This is applicable and our site is beneficial being along the 28th street frontage having uninterrupted views from elevated common areas, incldluing the roof deck to the west.
ii. If the proposed building is located adjacent to a city managed public park, plaza, or open space, buildings are sited or designed in a manner that avoids or minimizes blocking of prominent public views of the mountains from these spaces;	N/A
4. Additional Requirements for a Height Bonus – Open Space:	
i. If the project site is greater than one acre in size, an inviting grade-level outdoor garden or landscaped courtyard is provided, designed as a gathering space for the building users. The following are considered elements of successful design for such a space, as practicable considering site conditions and location;	The proposed development includes a central, grade-level landscaped courtyard and is designed to serve as a communal gathering and amenity space for residents and visitors. This courtyard will function as a social and visual anchor for the project, inviting interaction and leisure in a well-programmed, pedestrian-oriented environment.
ii. The width of the space is no less than the height of building walls enclosing the space;	The primary courtyard width is equal to or greater than the height of the adjacent building walls, ensuring an open, comfortable spatial proportion and sufficient access to light and air.
iii. Seating and other design elements are integrated with the circulation pattern of the project;	Seating and amenities are fully integrated into the circulation of the site. The design encourages fluid movement between entries, common areas, and landscaped zones, with a seamless pedestrian experience throughout the courtyard.
iv. The space has southern exposure and sunlight;	The courtyard is oriented to maximize southern exposure and access to sunlight. The site's layout keeps the lower portion of the buildings on the south to help minimize shadows cast by the buildings, in compliance with Solar Access Area II requirements.
v. Hard surface areas are paved with unit pavers, such as bricks, quarry tiles, or porous pavers, or poured-in-place materials. If poured-in-place materials are used, they are of decorative color or textures;	Hardscape elements will consist of unit pavers to help support permeability, accessibility, and seasonal usability.
vi. Amenities, such as seating, tables, grills, planting, shade, horseshoe pits, playground equipment, and lighting are incorporated into the space;	The space includes a mix of amenities such as built-in and movable seating, shaded tables, integrated planter seating walls, decorative lighting, bicycle parking, small gathering zones and outdoor grilling.
vii. The space is visible from an adjoining public sidewalk; and	The open space is visually accessible from the adjoining public sidewalks along Colorado and College Avenue.
viii. At least one tree is planted per 500 square feet of space. The trees are planted in the ground or, if over parking garages, in tree vaults.	The design includes one tree for every 500 square feet of open space. Trees are planted directly in the ground where possible, or in appropriately sized tree vaults over structured areas such as the parking garage, in compliance with the City of Boulder's urban forestry standards.
5. Additional Criteria for Poles or Emergency Operations Antennas Above the Permitted Height: No site review application for a pole or for an emergency operations antenna above the permitted height will be approved unless the approving agency finds the following:	
(A) Poles: Poles meet all the following:	

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(i) The pole is a light pole that is required for nighttime recreation activities which are compatible with the surrounding neighborhood, a light or traffic signal pole that is required for safety, or an electrical utility pole that is required to serve the needs of the city;	N/A
(ii) The pole is sited in a manner that minimizes visual impacts and preserves public view corridors; and	N/A
(iii) The pole is at the minimum height appropriate to accomplish the purposes for which the pole is erected and is designed and constructed to minimize light and electromagnetic pollution.	N/A
(B) Emergency Operation Antennas: Emergency operations antennas meet the following:	N/A
(i) The emergency operations antenna will serve a critical health and safety need for the city, surrounding communities, or both and is sited and designed in a manner that respects its context to the highest degree possible and minimizes visual impacts. The antenna is at the minimum height necessary to accomplish its purpose.	N/A
6. Land Use Intensity and Height Modifications: Modifications to minimum open space on lots, floor area ratio (FAR), maximum height, and number of dwelling units per acre requirements will be approved pursuant to the standards of this subparagraph:	
(A) Land Use Intensity Modifications with Open Space Reduction:	
(i) In the DT, BMS, BR-2, and MU-3 Zoning Districts: The open space requirements in Chapter 9-8, "Intensity Standards," B.R.C. 1981, may be reduced in all DT districts and the BR-2, BMS, and MU-3 districts subject to the following standards:	N/A - We are in RH-3 zoning district and no open space reduction is proposed.
a. In the DT, BMS, or MU-3 zoning districts, the reduction in open space is necessary to avoid siting of open space that is inconsistent with the urban context of neighborhood buildings or the character established in adopted design guidelines or plans for the area, such as along a property line next to zero-setback buildings or along alleys: maximum fifty percent reduction.	
b. In the BR-2 zoning district, at least one of the following shall be met:	
1. The reduction in open space is part of a development with a mix of residential and nonresidential uses that, due to the ratio of residential to nonresidential uses and because of the size, type and mix of dwelling units, has a reduced need for open space: maximum fifteen percent reduction; and	
2. The reduction in open space is part of a development with a mix of residential and nonresidential uses with high quality urban design elements. This open space will meet the needs of anticipated residents, occupants, tenants, and visitors of the property or will accommodate public gatherings, and may include, without limitation, recreational or cultural amenities, intimate spaces that foster social interaction, street furniture, landscaping, gardens, sculptures, and hard surface treatments: maximum twenty-five percent reduction.	
(B) Land Use Intensity Modifications with Height Bonus: In the BMS, BR-1, IMS, IS, MU-1, and MU-2 zoning districts if associated with a request for a height bonus, the floor area of a building may be increased above the maximum allowed in Chapter 9-8, "Intensity Standards," B.R.C. 1981, as follows, provided the building meets the requirements for a height bonus under Subparagraph 9-2-14(h)(6)(C), B.R.C. 1981:	
(i) In the BMS zoning district outside a general improvement district providing off-street parking, and in the IMS, IS, MU-1, and MU-2 zoning districts, the base floor area ratio (FAR) in Table 8-2, Section 9-8-2, "Floor Area Ratio Requirements," B.R.C. 1981, may be increased by up to 0.5 FAR.	N/A

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(ii) In the BR-1 zoning district, the maximum allowable floor area ratio (FAR) may be increased up to a 3.0 FAR.	N/A
(C) Additional Criteria for a Height Bonus and Land Use Intensity Modifications: A building proposed with a fourth or fifth story or addition thereto that exceeds the permitted height requirements of Section 9-7-5, "Building Height," or 9-7-6, "Building Height, Conditional," B.R.C. 1981, together with any additional floor area or residential density approved under Subparagraph (h)(6)(B), may be approved if it meets the requirements of this Subparagraph (h)(6)(C). For purposes of this Subparagraph(h)(6)(C), bonus floor area shall mean floor area that is on a fourth or fifth story and is partially or fully above the permitted height and any floor area that is the result of an increase in density or floor area described in Subparagraph (h)(6)(B). The approving authority may approve a height up to fifty-five feet if one of the following criteria is met:	
(i) Residential Developments: If the development is residential, it will exceed the requirements of Subparagraph 9-13-3(a)(1)(A), B.R.C. 1981, as follows:	
a. For bonus units, the inclusionary housing requirement under Chapter 9-13, "Inclusionary Housing," B.R.C. 1981, shall be increased by eleven percent. The resulting inclusionary requirement may be satisfied by any option allowed in Chapter 9-13 to meet inclusionary housing requirements. For example, if Chapter 9-13 requires twenty-five percent of units to be permanently affordable, for bonus units that requirement is increased by eleven percent so that at least thirty-six percent of the total number of bonus units must be permanently affordable units.	The proposed project includes bonus floor area on the 4th and 5th floors that will be required to pay the additional cash-in-lieu required by this code.
b. For purposes of this Subparagraph (i), bonus units shall mean a number of units that is determined as follows: A percentage of all the units in the building that equals in number the percentage of bonus floor area in the building. For example, if twenty percent of the building's floor area is bonus floor area and the building has one hundred units, twenty percent of those one hundred units are bonus units, resulting in twenty bonus units.	The proposed project includes bonus floor area on the 4th and 5th floors that will be required to pay the additional cash-in-lieu required by this code.
c. The city manager shall review the development's compliance with this increased inclusionary housing requirement pursuant to the standards and review procedures of Chapter 9-13, "Inclusionary Housing," B.R.C. 1981.	Noted
(ii) Non-Residential Developments: For non-residential developments, the applicant shall pay the affordable housing portion of the capital facility impact fee in Section 4-20-62, B.R.C. 1981, at a rate of 1.43 above the base requirement for the bonus floor area. In a building with several types of non-residential uses, the bonus floor area of each type identified under Section 4-20-62, B.R.C. 1981, shall be a percentage of the bonus floor area that equals in number the percentage of the total floor area in the building of such use type. For nonresidential uses with a fee that is calculated per room or bed under Section 4-20-62, B.R.C. 1981, the increased rate for the affordable housing portion of the fee shall apply to bonus rooms or bonus beds as applicable under that section; the number of bonus rooms or bonus beds shall be determined consistent with the methodology for bonus units in Subparagraph (i)b. above.	N/A
(iii) Mixed Use: If the development is a residential mixed-use development, the requirements of Subsections (i) and (ii) above shall apply to the bonus floor area according to the percentage of the total building floor area of each use.	The proposed project includes bonus floor area on the 4th and 5th floors that will be required to pay the additional cash-in-lieu required by this code.
(iv) Alternative Community Benefit: Pursuant to the standard in this Subparagraph (iv), the approving authority may approve an alternative method of compliance to provide additional benefits to the community and qualify for a height bonus together with any additional floor area or density that may be approved under Subparagraph (h)(6)(B). The approving authority will approve the alternative method of compliance if the applicant proposes the alternative method of compliance and demonstrates that the proposed method:	N/A

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		a. Will improve the facilities or services delivered by the city, including without limitation any police, fire, human services, parks and recreation, or other municipal facility, land or service, or will provide an arts, cultural, human services, housing, environmental or other benefit that is a community benefit objective in the BVCP, and	N/A
		b. Is of a value that is equivalent to or greater than the benefits required by this Subparagraph (h)(6)(C).	N/A

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