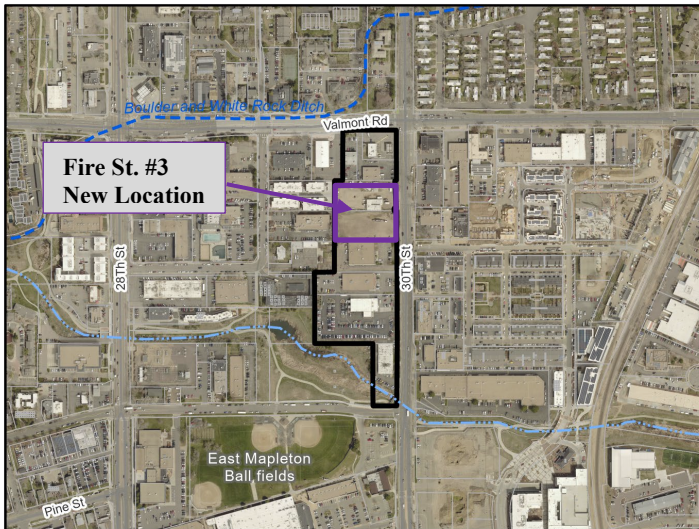


A. Transit Village Area Plan (TVAP) Phase 2A 30th / Valmont

City -Initiated



TVAP Phase 2A includes the following parcels:

- 2995 30th. (Gas Station)
- 2960 Valmont
- 2885 30th St.
- 2875 and 2751 30th St. (Fire Station Site)
- 2691 30th St.
- 2633 30th St.
- 2555 30th. St.
- 2445 30th St.

Currently the west side of 30th Street is predominantly automobile-oriented retail or storage uses. Most are one-story buildings with large parking lots. The city purchased two parcels for the new Fire Station #3 relocated from 30th & Arapahoe.

Request Summary for 30th Street / Valmont

- Requester: City-initiated to implement Phase 2A recommendations of the Transit Village Area Plan
- Type of Request: BVCP Land Use Map change
- Brief Description of Request: Mixed Use Industrial (MUI) and Service Commercial (SC) to Mixed Use Business (MUB)
- Approval Required: City Approval - Two body

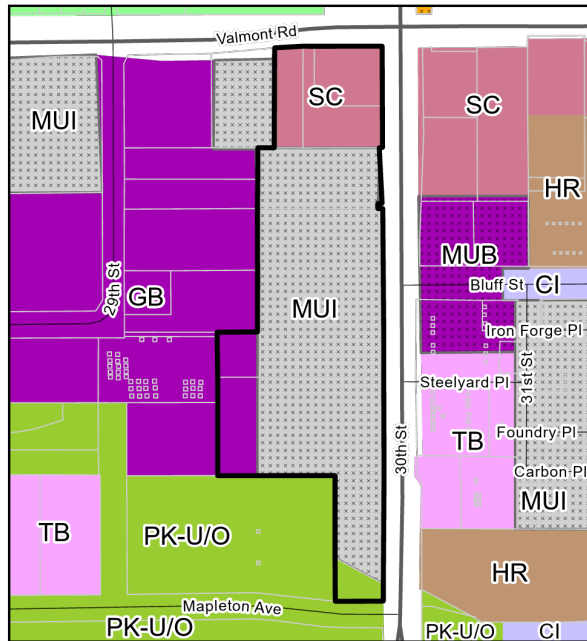
Existing Conditions

- BVCP Designation: Service Commercial (SC) and Mixed Use Industrial (MUI)
- Zoning: Service Commercial (BCS) and Transitional Business BT-1)

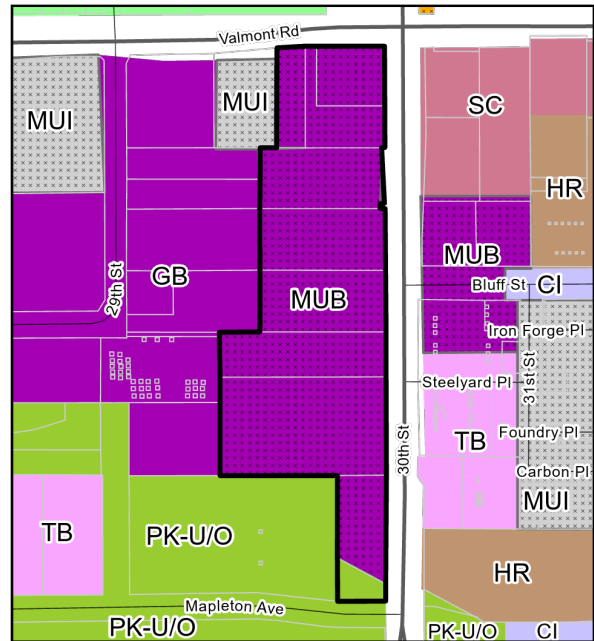
Jobs and Housing Assumptions

- *Housing*: There are no existing housing units the area.
- *Jobs*: Current number of jobs in the area is not available.
- *Projections*: The 2015 BVCP Update projections were based on TVAP recommendations and estimated up to approximately 110 new housing units and up to 450 additional jobs in this area. These projections did not factor the new Fire Station in this location.

Current BVCP Land Use



Proposed BVCP Land Use Change



Area of Change

Land Use	Industrial
Residential	Community Industrial
Manufactured Housing	Mixed Use
Medium Density Residential	Mixed Use Business
High Density Residential	Mixed Use Industrial
Business	Open Space and Mountain Parks
General Business	Open Space, Other
Service Commercial	Other
Transitional Business	Park, Urban and Other

Site Photos



West side of 30th St. looking south



Fire Station Site

STAFF RECOMMENDATION

Staff is recommending changing the current land use designation from **Mixed-Use Industrial and Service Commercial to Mixed Use Business** to implement the recommendations in the [Transit Village Area Plan](#) and facilitate redevelopment to an engaging diversity of uses. These recommendations include:

- Land Use changes will implement the Transit Village Area Plan (TVAP) Land Use Plan recommendations for this area:
 - Mixed-Use 1 Land Use Prototype as described in TVAP
 - BVCP Land Use: Mixed-Use Business
 - Zoning: Business Main Street (BMS)
- Developing the new Bluff St. connection on the west side of 30th Street in conjunction with Fire St. Development and in partnership with adjacent property owner will contribute to the access and mobility vision for a more pedestrian-friendly 30th Street with new transportation connections, wide sidewalks, first-floor storefronts, and pedestrian-scale architecture.
- Building on the progress in new housing that has occurred in TVAP Phase 1, the land use change may encourage the addition of new housing. The plan describes the intent for “new housing will most likely be located internally to properties, away from 30th Street, and will range from townhouses to higher-density apartments.
- The site can be served by city services and is within walking distance of transit and retail services. The change would not negatively impact provision of urban services.



Two- to three-story mixed-use buildings. Predominant use may be business or residential. Tuck-under, structured and/or surface parking.
1.0 Floor Area Ratio

Who would live here: Mixed use can range in price and types of households served, from affordable to higher-end.

Who would work here: Retail workers would be those associated with small- and medium-sized retail stores, restaurants, and personal services. Office workers would be those associated with professional, corporate or technical fields.

COMMUNITY INPUT

Property owners, residents, businesses within 600 ft. of the properties proposed for changes and nearby neighborhood groups were mailed notification and encouraged to provide feedback to staff or through BeHeardBoulder. Staff talked with several neighbors who either had no feedback or were in support of the changes.

Feedback from BeHeardBoulder:

- I'm worried that there will be parking minimums rather than parking maximums and that the city will pat itself on the back for allowing more mixed use zoning further from downtown while continuing to only allow single family low density right next to downtown (Mapleton hill and Chautauqua) The city needs a city wide mixed used policy, to reduce minimum lot size throughout, allow up to 4 dwelling units on any lot on the city, up to 3 stories on any city lot, enforce parking maximums, and allow small scale commercial spaces on any lot (provided they

have no more than one parking spot if within one mile of downtown (which should be ada) and no more than 3 if outside of that. It seems like right now you are taking away the already limited industrial space in order to avoid having to densify near downtown (you know, where the jobs are and where people want to live.) I support this, and the transit village is good. but its part of boulder's general policy of 'yes we'll densify, but only way way over there'

ANALYSIS

Criteria for Land Use Map Changes

To be eligible for a Land Use Map change, the proposed change:

- a) On balance, is consistent with the policies and overall intent of the comprehensive plan;
- b) Would not have significant cross-jurisdictional impacts that may affect residents, properties or facilities outside the city;
- c) Would not materially affect the land use and growth projections that were the basis of the comprehensive plan;
- d) Does not materially affect the adequacy or availability of urban facilities and services to the immediate area or to the overall service area of the City of Boulder;
- e) Would not materially affect the adopted Capital Improvements Program of the City of Boulder; and
- f) Would not affect the Area II/Area III boundaries in the comprehensive plan.

Evaluation:

- a). On balance, is consistent with the policies and overall intent of the comprehensive plan;

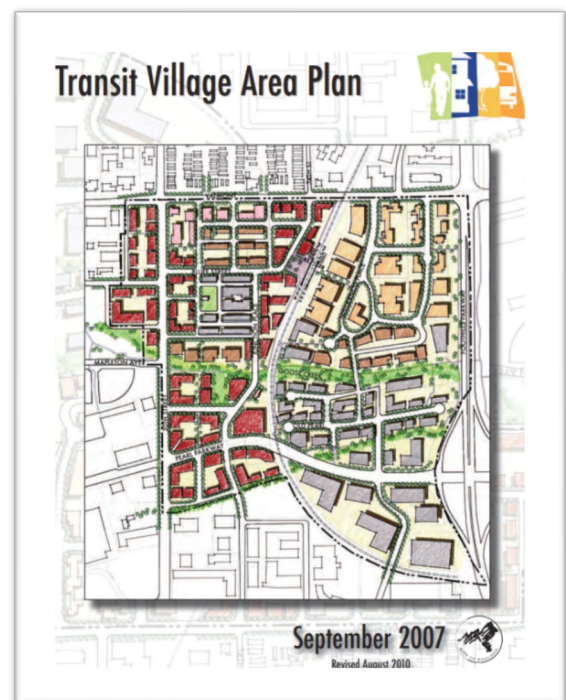
The recommended change is consistent with BVCP Policies and the [Transit Village Area Plan](#).

Implementing the Transit Village Area Plan (TVAP)

This plan was developed to outline the city's vision for the future of the 160-acre Transit Village (now typically referred to as Boulder Junction) and guide long-term development of the area. An area planning process provides the opportunity for the community to evaluate and shape its expectations and goals for the area in anticipation of significant changes. It also ensures public improvements will be in place.

The Vision outlined in the plan describes "The Transit Village area will be:

- A lively and engaging place with a diversity of uses, including employment, retail, arts and entertainment, with housing that serves a diversity of ages, incomes, and ethnicities.
- A place that is not overly planned, with a "charming chaos" that exhibits a variety of



building sizes, styles, and densities where not everything looks the same.

- A place with both city-wide and neighborhood-scale public spaces. A place that attracts and engages a broad spectrum of the community, not just people who live and work here or come to access the transit in the area.
- A place that emphasizes and provides for alternative energy, sustainability, walking, biking and possible car-free areas.”
- The vision for the 30th Street corridor describes: *“with a change to a mixed-use designation, the district will evolve to take on the character set by the Steelyards project: a mixture of commercial and residential uses in two-to three-story buildings located along the street, with parking behind, supported by a network of new streets and alleys. The vision is to transform 30th Street into a business main street, with neighborhood and community-serving retail, restaurants, commercial services and offices.”*

Other BVCP Policies that inform this recommendation include:

2.16 Mixed Use & Higher-Density Development

The city will encourage well-designed mixed-use and higher-density development that incorporates a substantial amount of affordable housing in appropriate locations, including in some commercial centers and industrial areas and in proximity to multimodal corridors and transit centers. The city will provide incentives and remove regulatory barriers to encourage mixed-use development where and when appropriate. This could include public private partnerships for planning, design or development, new zoning districts, and the review and revision of floor area ratio, open space and parking requirements.

2.33 Sensitive Infill & Redevelopment

With little vacant land remaining in the city, most new development will occur through redevelopment in mixed-use centers that tend to be the areas of greatest change. The city will gear subcommunity and area planning and other efforts toward defining the acceptable amount of infill and redevelopment and standards and performance measures for design quality to avoid or adequately mitigate negative impacts and enhance the benefits of infill and redevelopment to the community and individual neighborhoods. The city will also develop tools, such as neighborhood design guidelines, to promote sensitive infill and redevelopment.

- b) Would not have significant cross-jurisdictional impacts that may affect residents, properties or facilities outside the city;

No cross-jurisdictional impacts are anticipated from this change.

- c) Would not materially affect the land use and growth projections that were the basis of the comprehensive plan;

BVCP Projections included consideration of this change as the vision for the Transit Village / Boulder Junction. The projections include up to approximately 110 new housing units and up to 450 additional jobs in this area. These projections did not factor the new Fire Station in this location.

- d) Does not materially affect the adequacy or availability of urban facilities and services to the immediate area or to the overall service area of the City of Boulder;

Assessment of adequacy and availability of urban facilities and services includes:

- *Full range of urban services:* Analysis of future impacts and mitigation on city facilities and services was completed in the TVAP planning process. The city has the capacity to serve redevelopment as infill in Area I by existing facilities and services. Appropriate impact fees and development excise taxes will be applied to new development to contribute to funds for mitigation of impacts on city facilities and services due to growth.
 - While TVAP Phase 1 included development of the Boulder Junction Parking and Access Districts, Phase 2A sites will not be required to join the district but will be encouraged to join the districts to provide access benefits for future residents, workers and visitors to the area.
 - The TVAP recommended a vision for 30th Street that included on-street parking and a landscaped median to be examined after plan adoption. Staff recommends reconsideration of these recommendations due to existing size and configuration of the 30th Street right-of-way. It is recommended to conduct further studies to develop a new recommended 30th St. design in conjunction with future rezoning
- e. [Would not materially affect the adopted Capital Improvements Program of the City of Boulder;](#) TVAP Phase I includes areas on the east side of 30th Street to the railroad tracks; Valmont Road to Walnut Street. Redevelopment of Phase I largely complete. The TVAP Implementation Plan indicates Phase 2A can move ahead when evaluation of alignment options and design of a Bluff Street connection west of 30th Street has been completed and funding identified. The city and neighboring property-owners are currently working together to finalize design for the Bluff St. connection and secure funding.
- f. [Would not affect the Area II/Area III boundaries in the comprehensive plan.](#)
This change will not affect the Area II/Area III boundaries in the comprehensive plan.

Implementation and Future Zoning

Most of the area is currently zoned BT-1. The three parcels at the corner of 30th & Valmont are zoned Service Commercial (SCB). The TVAP Implementation Plan indicates the future zoning associated with the Mixed Use Business Land Use would be Business Main Street (BMS). BT-1 and BMS both allow a mix of residential and commercial uses. Current development on the west side of 30th Street is predominantly auto-mobile oriented with parking along the street. BMS zoning has a more urban character. TVAP plans for the 30th Street Corridor District to be more urban in character, with 30th Street as a business main street where buildings are located at the street and pedestrian interested is provided by active ground uses.

Staff is recommending allowing rezoning for properties in this area to occur with redevelopment. This will avoid non-conformities of existing development and an affordable housing project currently in the design and permitting process be completed. A rezoning from BT-1 to BMS will not significantly increase the development potential of the properties in this area. Several potential permanently affordable housing projects in this area are in the design and permitting process. Staff is working with those property owners to facilitate successful projects that meet the urban design goals in TVAP.