

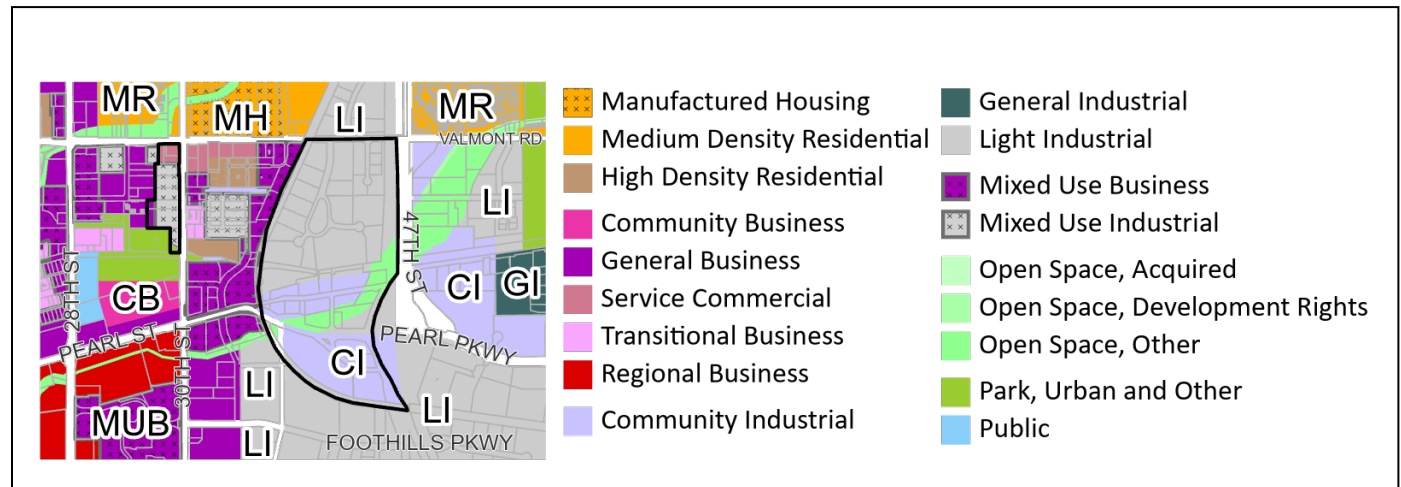
Request #4

Transit Village Area Plan Phase 2

Initiated by an area property owner

Request:

Initiate Land Use amendments as recommended in the Transit Village Area Plan (TVAP) for properties identified for Phase 2 Implementation. This request was submitted as a policy/text request as well.



Staff Recommendation: No

Staff recommends that this request not be considered further as part of the 2020 BVCP Mid-Term Update for the following reasons:

1. The TVAP Implementation Plan outlines the conditions under which Phase 2 would occur, including a plan for providing public improvements to Phase 2, which has not yet been completed.
2. There are not resources available to evaluate the proposed change. Initiation of Phase 2 is a significant work effort that is not on the planning department work plan.

ANALYSIS:

1. Consistent with the purposes of the mid-term update?

No. Initiating Land Use amendments for TVAP Phase 2 would require significant staff resources and is out of scope of the mid-term Update.

2. Consistent with the current policies in the BVCP or relevant subcommunity or area plans?

Criteria for city initiation of Phase 2 land use and zoning changes:

- Substantial redevelopment of Phase 1 – *Significant redevelopment in TVAP Phase 1 has been completed or is underway.*

- Plan in place for providing public improvements to Phase 2 – *Identifying funding and prioritizing capital improvements identified in the phase 2 area to support redevelopment have not yet occurred.*
- Market support for Phase 2 land uses – *The city has not completed market analysis for this area.*

3. Compatible with adjacent land uses and neighborhood context?

Recommended land use and zoning changes for Phase 2 would complete the future vision to achieve the goals of the Transit Village Area Plan Scope of Phase 2. Implementation will require assessment of TVAP recommendations to determine if changes are warranted based on what was learned and achieved in Phase 1, new or changed circumstances, or changed future vision.

4. Was the proposed change requested or considered as part of a recent update to the Comprehensive Plan or other planning process?

Yes. A similar request was proposed in the 2015 BVCP Major Update, found to be premature in meeting the established criteria, and not selected for further analysis.

5. Is there any change in circumstances, community needs or new information that would warrant the proposal be considered as part of this update?

Yes. The criteria for substantial redevelopment of Phase 1 is largely met and inclusion of land use changes for Phase 2A (west of 30th Street, south of Valmont) is included as a staff-initiated amendment to be accomplished in this mid-term update. Should City Council prioritize public infrastructure planning, assessment, and market analysis for Phase 2 in the near term, land use amendments for Phase 2B could proceed upon completion.

6. Are there enough available resources to evaluate the proposed change (city and county staffing and budget priorities)?

No. There are not resources available to evaluate all of the TVAP Phase 2 area at this time.



OUR LEGACY. OUR FUTURE.

BOULDER VALLEY COMPREHENSIVE PLAN



BOULDER VALLEY COMPREHENSIVE PLAN 2020 MIDTERM UPDATE: REQUEST FOR REVISION

1) Type of Amendment (check all that apply):

Land Use Map Amendment

Planning Areas Map Amendment

Service Area contractions or Minor Changes to the Service Area Boundary

Other Map Amendment

2) Please provide the following information

a. Brief description of the proposed amendment:

b. Brief reason or justification for the proposed amendment:

a. Brief description of location of proposed amendment (including address or approximate coordinates):

b. Size of parcel: _____



OUR LEGACY. OUR FUTURE.

BOULDER VALLEY COMPREHENSIVE PLAN



3) Applicant:

Name: _____

Address: _____

Phone: _____

4) Owner:

Name: _____

Address: _____

Phone: _____

5) Representative/Contact:

Name: _____

Address: _____

Phone: _____

6) Does the applicant have a development application or some interest in a property that in any manner would be affected by this amendment proposal? (If yes, please explain):

FLAX POND LLC
929 Pearl St, Suite 300
Boulder, CO 80302
303.225.7905

March 3, 2020

RE: Application for BVCP Land Use & Policy Amendment

Since the initial adoption of the Transit Village Area Plan (TVAP) in 2007, the City of Boulder has experienced significant revitalization of TVAP's Phase 1 area. Today, TVAP Phase 1 is either fully redeveloped or nearing construction completion, all in alignment with the TVAP's goals and policies. With a growing need for various housing, employment, and economic opportunities within the City, the City must begin implementing TVAP Phase 2.

Phase 2 is located in the core of the City, does not require extension of infrastructure or special funding mechanisms to pay for infrastructure, and will support many city climate, housing and transportation goals in a manner that has long been anticipated and planned for. In addition, there is an [Area Plan already in place](#) that supports and prioritizes this area for infill redevelopment and investment to support broader community goals. Plus, the Form Based Code is been adopted and could be extended to support good urban form and high quality, sustainable design. We have created a full summary and analysis of Phase 2 in the attached PDF, including policy analysis and estimated housing and impact fee estimates.

The initiation of Phase II will support **many** city goals and priorities, including:

- Support 2018 Housing Goals by creating of approximately 1000 housing units, including 25% required affordable housing units
- Generate \$6.4-\$12.6 million in impact and linkage fees to fund infrastructure and affordable housing
- Support 2019 TMP goals of increasing the share of residents (to 80%) living in a 15-minute neighborhood
- Enable aging in place through diverse housing options close to transit

The [TVAP Implementation Plan](#) lays out the following criteria for city initiation of Phase 2 land use and zoning changes.

1. Substantial Redevelopment of Phase 1;
2. Plan in place for providing public improvements to Phase 2; and
3. Market support for Phase 2 land uses.

As set forth below, we believe these conditions have been met.

1. Substantial redevelopment of Phase 1 has occurred.

Every key public infrastructure improvement designed for Phase 1 has been completed, or is nearing completion and significant investment has been made both by the City and private developers to ensure that this area serves the community with transit rich, mixed use development. Almost 100% of Phase 1 has been built out, with only a few service industrial and small infill parcels that haven't been redeveloped. Significant infrastructure

investment has been made to the area, including Junction Place Bridge over Goose Creek, underground RTD Bus-Rapid Transit (BRT) station, multi-way boulevard along Pearl Parkway, rehabilitation of the historic Depot building, pocket park along Goose Creek, new Junction Place Street and two traffic signals, addition of multi-use paths and mid-block pedestrian crossings, bike lanes on 30th Street, district parking structure, and storm water improvements to the Boulder slough. In addition, approximately \$500M has been spent regionally on the US36 highway corridor, which serves Boulder Junction and the BRT.

2. There is a plan in place for providing public improvements to Phase 2.

TVAP sets forth specific infrastructure improvements and estimated costs and sources of funds for upgrades to Old Pearl, Bluff Street west of 30th, traffic signal at Frontier and Pearl, bridge over Goose Creek east of the tracks, Frontier extension to Goose Creek, ped/bike/multi-use paths, and storm water improvements. Funds are anticipated to come from development-related taxes, such as excise taxes and construction use taxes, as well as the Transportation Capital Improvement Program, and the Transportation Improvement Program. Now is the time to study the potential redevelopment of Phase II of the TVAP so that the planning process can begin. All of these improvements will make the area more pedestrian friendly, support existing bus rapid transit and TDM strategies already in place, as well as provide much needed multi modal connections and crossings for the whole community.

Additionally, since 2018, private landowners have also worked diligently and successfully with BNSF and FEMA to mitigate the flood impacts of the railroad crossing which will remove existing buildings and properties out of the high hazard and 100-year floodway (all at private landowner expense). This floodplain was not identified at the time of the last update, and was recently mapped by the City in 2017.

3. There is market support for Phase 2 land uses.

The City is experiencing a housing crisis, for lack of affordable units for middle-income residents, lack of accessible units for disabled and elderly residents, and lack of family-oriented units. Vacancy rates in Boulder are at all-time lows for residential, office and commercial properties. The TVAP anticipates these issues and provides for increased residential and mixed use adjacent to Boulder Junction and the BRT Station. Planning for Phase II should begin now.

Demand is so robust that it is causing development outside the boundaries of Boulder Junction, including the Google office campus west of 30th and a large portion of Reve south of the Boulder Junction planning area. To realize the TVAP vision and concentrate development in the Boulder Junction planning area, and to achieve maximum utilization of the City's infrastructure investments and BRT, the City must change the land use and zoning in Phase II. Otherwise, the City will continue to respond to development proposals that are not integrated with Boulder Junction, and lack necessary infrastructure, detailed cohesive planning, and adjacency to transit. An amendment to the BVCP to be consistent with Phase II of the TVAP is the right way to begin the planning process.

This land use change and BVCP policy amendment to the BVCP is merely the first step in advancing the vision of TVAP. It should not be postponed based on criteria written in TVAP several years ago. There will be many steps in implementing the vision of TVAP and it is time to take this one.

We respectfully request that City Council prioritize this infill opportunity to provide housing, mixed use and service uses in a location that is served by robust public transit and infrastructure that is already in place.

We would love to meet with you to discuss this opportunity to jointly support City climate, housing and transportation goals in the heart of our community.

Sincerely,

FLAX POND LLC

303.225.7905

Transit Village Area Plan | Phase 2

January 8, 2020



Introduction

Adopted in 2007, the Transit Village Area Plan has created significant community benefits. A transit hub has been constructed, along with over 1,400 dwelling units, (450 permanently affordable), 691,000 commercial square feet (SF), and a multi-use path. Phase 1 is now 92.5% built-out. It is time to move on to Phase 2, which is the single largest opportunity for the City to address critical housing demands, and advance its climate and transportation goals. To follow through on the City's vision for Boulder Junction, the City must design and fund infrastructure, change land use and zoning, and permit height modifications in the Phase 2 area. Through transit-served urban revitalization, Phase 2 will successfully leverage exiting plans and infrastructure while providing \$71 to \$125MM towards City services and affordable housing.

TVAP Development Status	Housing Units	Non-Residential SF
Projected TVAP Development (Entire Area) ¹	1,400 - 2,400	900,000 - 1,400,000 SF
Phase 1 Completed Projects	1,415	691,000 SF
% Complete of Entire TVAP Area Projections	59% - 100%	49% - 77%

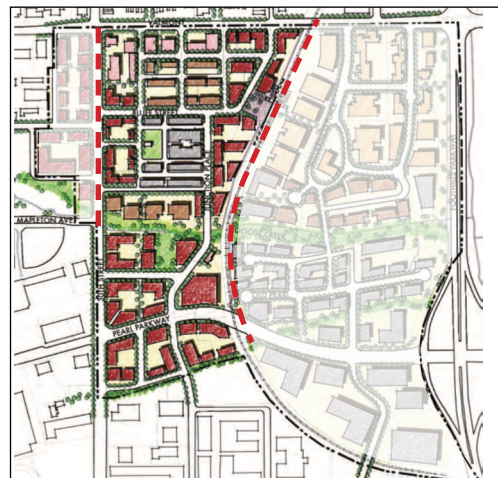
Of the 54 acres in Phase 1, 50 acres have been redeveloped, 92.5%.

Next Steps for Implementation

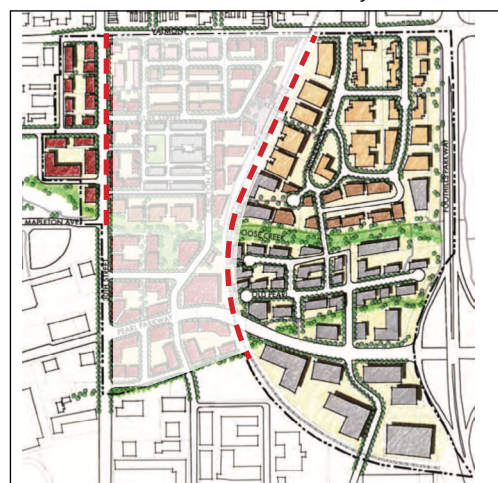
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2. Define OI and IMU-2 zones in Boulder Revised Code (BVCP).
3. Plan and fund infrastructure for TVAP Phase 2.
4. Rezone Phase 2 land.
5. Add Phase 2 area to Appendix J of areas where height modifications may be considered.

¹ Transit Village Area Plan. Page 67.

Phase 1: West of railroad tracks to 30th St.
Timeline: 2007 to 2017/2022



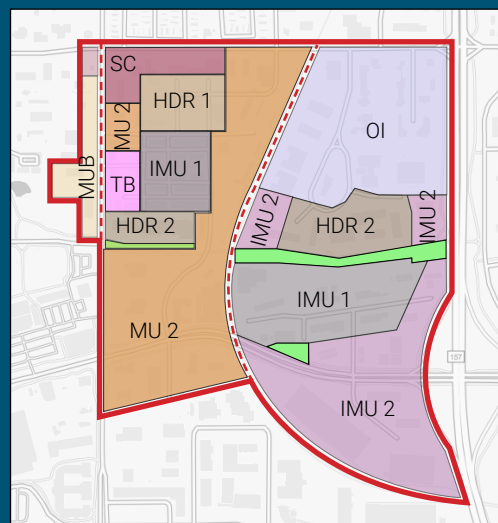
Phase 2: East of railroad tracks & west of 30th St.
Timeline: 2022 and beyond



92.5% Phase 1 land area that has been redeveloped.

Land Use Designation	Buildout
Phase 1 Area - Complete	
Mixed Use Business (MU2)	100%
Mixed Use Industrial (IMU1)	100%
High Density Residential 1 (HDR1)	100%
High Density Residential 2 (HDR2)	0%
Transitional Business (TB)	100%
Service Commercial (SC)	100%
Park, Urban and Other (PK-U/O)	0

TVAP's Land Use Map



Phase 2 Implementation Criteria

1

Substantial redevelopment of Phase 1 has occurred.

→ **92.5% of Phase 1's and area has been redeveloped.**

2

There is a plan in place for providing public improvements to Phase 2

→ **No, action item.**

3

There is market support for Phase 2.

→ **Housing demand (affordable & middle income).**

→ **Affordable commercial spaces needed.**

→ **Boulder Junction at Depot Square TOD.**

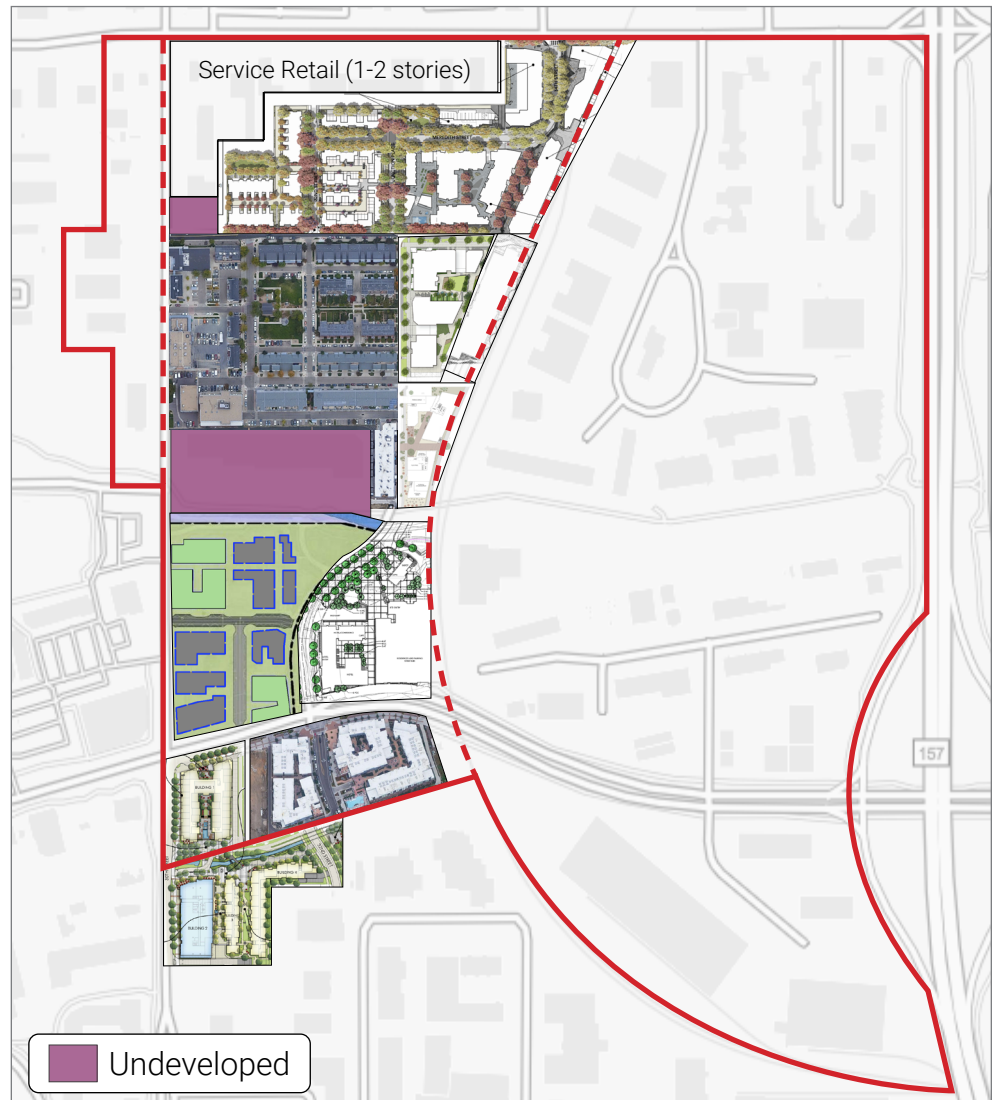
→ **Climate commitment.**

→ **US 36 multi-modal express lanes / HOV**

Transit Village Area Implantation Plan

TVAP Implementation Plan: Action Plan for Regulatory Changes

The TVAP's Implementation plan includes an action plan for regulatory changes within the planning area. This action plan identified key steps, City staff responsibility, and timeframes. The identified steps for Phase 1 implementation (creation of new zone districts, adoption of new ordinances, and adoption of land use map and rezoning changes) were performed according to the timeframe; however, the identified steps for Phase 2 implementation have not yet been initiated.



Phase 1 Developments

3200 Bluff
Steel Yards
Nickel Flats
S'PARK

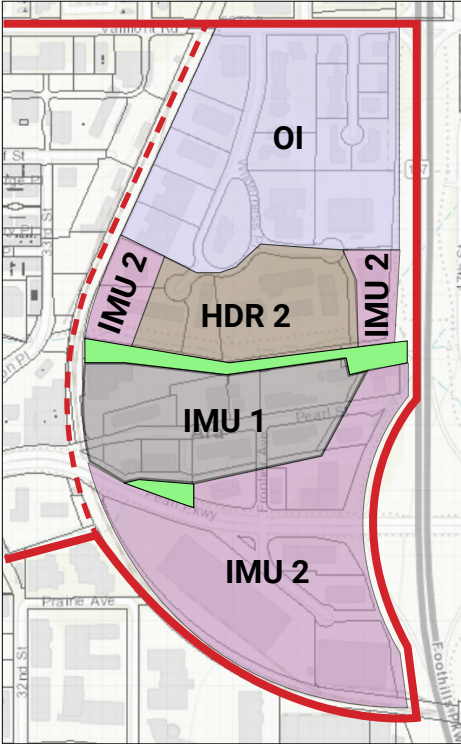
Depot Square
Timber II
Solana
The Commons

30th & Pearl
Rêve

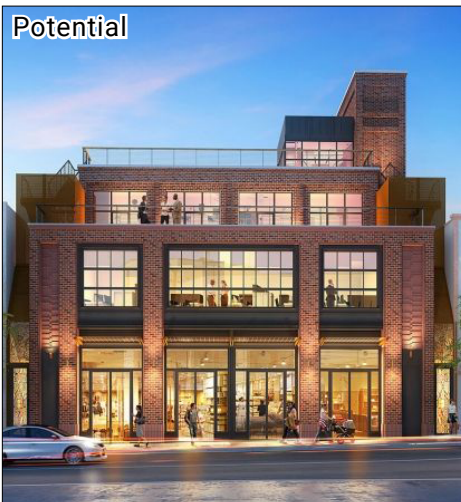
[Click here to view a graphical timeline of Phase 1's development.](#)

Phase 2 Opportunities

1,000
additional units
envisioned in Phase 2



Mixed Use Industrial



TVAP's Land Use Definitions¹

Mixed Use Industrial 1 (IMU 1)

Light industrial, service industrial and small-scale technical offices with live/work units or residential mixed vertically or horizontally in one- to three-story buildings. Structured or surface parking.

Mixed Use Industrial 2 (IMU 2)

Three- to four-story mixed-use buildings. Predominate use may be residential, office or industrial. Structured parking.

High-Density 2 (HDR 2)

Stacked flats and lofts with underground or structured parking. Two to five stories.

Office Industrial (OI)

Intensification of the existing industrial areas through the addition of two- to three-story industrial/office buildings. Mix of structured and surface parking, although projects at 1 FAR will have more than half the parking either in structures, tucked under buildings, or underground.

Residential Uses Permitted



¹ Transit Village Area Plan. Pages 16 & 17.

High Density Residential



Office Industrial



City of Boulder's Housing Goals

Strengthen
our current
commitments

Maintain the
middle

Diversify housing
choices

Create 15-minute
neighborhoods

Strengthen
partnerships

Enable aging
in pace

Housing Demand

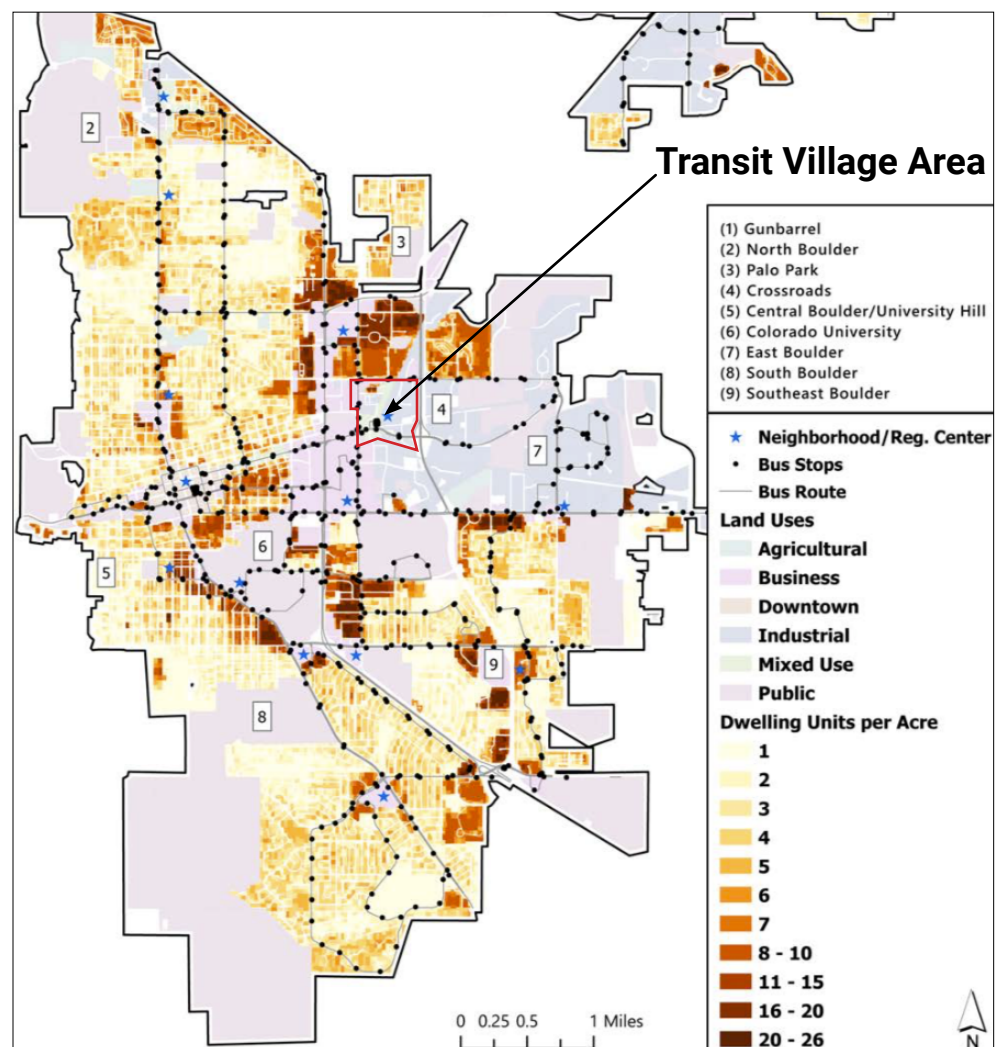
In 2018, Boulder's City Council identified housing growth as a planning priority

"The city's residential neighborhoods are experiencing a dramatic demographic and economic shift with the replacement of modest more-affordable homes with larger more-expensive homes. These large homes are often inconsistent with the existing character of the neighborhoods, and are an inefficient use of land that has exacerbated the city's housing / jobs imbalance and the high-cost of housing.

In addition, large homes do not align with the city's energy conservation goals and policies as they consume greater amounts of energy, both in operation and construction, than do modest-sized homes. To address these shortcomings, ***smaller home sizes and creative infill solutions that consider the potential for multiple smaller-homes in large lot areas (where appropriate), should be encouraged to foster a more efficient use of land, energy and resources, and to support a broader housing and economic diversity*** in the city's residential neighborhoods."¹

¹ City of Boulder, Large Homes and Lots Code Amendment Project, City Council Study Session, 28 May 2019

Maximum Residential Densities and Land Uses Allowed by Current Zoning in Boulder



Impact Fees and Affordable Housing

**\$6.4 to
\$12.6MM**

Impacts Fees

**\$64.6 to \$90.3MM &
59-118 Units**

Affordable Housing Fund & Affordable Units

**\$75.6 to
\$112.3MM**

Cash-In-Lieu

Potential Impact Fee and Affordable Housing Analysis

Phase 2 development has the potential to significantly boost the City's affordable housing fund and support multiple City services. While 236 - 472 new dwelling units are shown below, it is likely more will be developed in the IMU 1 and IMU 2 zones. Specific site planning will determine the final number of new residential units developed as no density standard exists; however, an additional 1,000 units are envisioned in Phase 2. Therefore, the number of affordable units and the cash-in-lieu figures displayed are considered to be underestimated.

TVAP Land Use	Potential SF	Impact Fees ¹	Affordable Housing ²
IMU 1	376,000 - 611,000	\$756,000 - \$1.2MM	\$9 - \$14.8MM
IMU2	1,646,000 - 2,194,500	\$3.3 - \$4.4MM	\$39.7 - 53MM
OI	654,500 - 935,000	\$1.3 - \$1.9MM	\$15.8 - \$22.6MM
TVAP Land Use	Potential DUs		
HDR 2	236 - 472	\$970,00 - \$5MM	59 - 118 units or \$11 - \$22MM (CIL)
Future Total Scenarios			
1. Built On-Site	2.7 - 3.7MM SF &	\$6.4 - \$12.6MM	\$64.6 - \$90.3MM & 59 - 118 Units
2. All Cash-in-Lieu	236 - 472 Units		\$75.6 - \$112.3MM

¹ Includes municipal facilities, police, fire, and transportation. Excludes affordable housing impact fees.

² Affordable housing based on 2020 office use rates of \$24.24/SF.

³ CIL units assumed to be all rentals at 1,150 SF.

Climate Commitment

The Environmental Benefits of a Compact and Connected Boulder¹

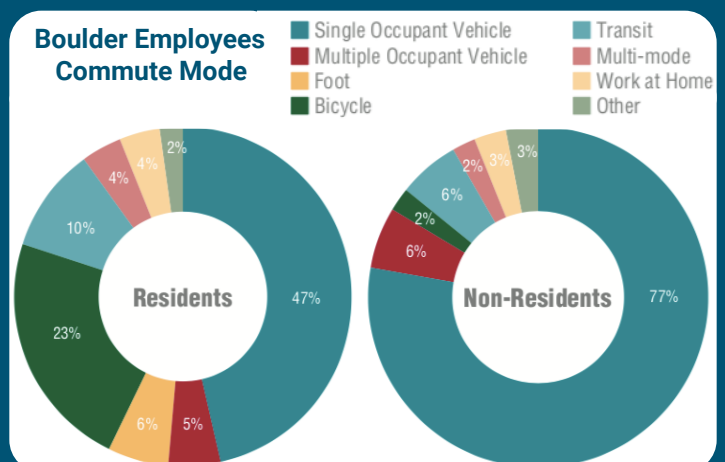
- Vehicle travel emits 31 percent of Boulder County's nitrogen oxide emissions and 24 percent of the county's volatile organic compound emissions.
- 81 million driving miles/year would be eliminated if one-third of Boulder nonresident employees lived within the City. This would reduce greenhouse gas emissions by over 33,000 metric tons of carbon dioxide – equivalent to taking over 7,000 cars off the road. Those reductions would get Boulder over 10% of the way to its 2050 transportation climate goal.
- Compact development would benefit Boulder's environment in many ways, including:
 - Reduced emissions
 - Land preservation
 - Healthier air
 - Improved water quality
 - Reduced flood risk
 - Lower water consumption

Since 2013, there's been a 16% increase in vehicles traveling in and out of Boulder.

+16%




2019 Boulder Transportation Master Plan



Growing Greener. Frontier Group et Augustus 2019.

Non-Resident Share of Total Boulder Employment

1960

76,820
total employees
16%
non-resident

2019

103,838
total employees
60%
non-resident

2019 TMP Objective: 08. Walkable Neighborhoods



**Increase the share
of residents living in
walkable (15-minute)
neighborhoods to 80%**

2019 Transportation Master Plan

Key Policies

Concurrent Land Use & Transportation Planning

The city will continue to coordinate overall citywide transportation and land use planning. Future major changes to this plan and the BVCP Land Use Map and policies should, to the extent practicable, be coordinated, modeled and evaluated concurrently.

Integrated Planning for Regional Centers & Corridors

In and along regional centers (i.e., Downtown Boulder, the University of Colorado and the Boulder Valley Regional Center, including at Boulder Junction) and regional multimodal corridors, the city will plan for a highly connected and continuous transportation system for all modes, identify locations for mixed use and higher-density development integrated with transportation functions, emphasize high-quality urban design and pedestrian experience, develop parking maximums and encourage parking reductions.

Transportation Infrastructure to Support Walkable 15-Minute Neighborhoods

The city will continue to build improvements to transportation facilities in neighborhoods that create a variety of neighborhood supporting activities and infrastructure within approximately a one-quarter-mile walk radius where residents and employees can fulfill more of their daily needs through safe, healthy and convenient walking and biking.

Key Action Items

Providing Mobility Options 3.E

Identify locations, policies and regulations to support mixed land uses and the development of highly connected mobility hubs, particularly in Boulder's east side.

Shaping Innovation and New Forms of Mobility 5.E

Modify the city parking code to support policies in the BVCP that promote mixed-use development and higher densities where appropriate. Transition parking to other uses as needs change.

Connecting to the Region 7.B

Advocate for improving RTD regional service on the US 36 corridor, including reinstating mid-day Flatiron Flyer express service between Boulder and Denver, increasing Flatiron Flyer service to Boulder Junction, and providing more service to Denver International Airport.



**Boulder's land
use policies
and patterns
influence how
people choose
to travel.**

Enhanced coordination between land use and development, housing, and transportation services is needed to support the city goals of high quality and affordable living. The city should focus on the combined cost of housing and transportation and on equity throughout the community's transportation system.



OUR LEGACY. OUR FUTURE.

BOULDER VALLEY COMPREHENSIVE PLAN



BOULDER VALLEY COMPREHENSIVE PLAN 2020 MIDTERM UPDATE: REQUEST FOR REVISION

1) Type of Amendment (check one): ☐ Policy Amendment ☐ Other Text Amendment

2) Please provide the following information

a. Location of policy or text in comprehensive plan (check one):

- I. Introduction
- II. Plan Organization & Implementation
- III. **Policies:**
 - Which section? Choose one
 - Write in policy number: _____
- IV. Land Use Map Descriptions
- V. Subcommunity & Area Planning
- VI. Master Plan Summaries & Trails Map
- VII. Urban Service Criteria & Standards

- 1. Intergovernmental Cooperation & Growth Management
- 2. Built Environment
- 3. Natural Environment
- 4. Energy, Climate & Waste
- 5. Economy
- 6. Transportation
- 7. Housing
- 8. Community Well-Being & Safety
- 9. Agriculture & Food
- 10. Local Governance & Community Engagement

b. Page number of proposed amendment: _____

c. Brief description of initial ideas for proposed amendment:

d. Brief reason or justification for the proposed amendment:

3) Applicant: Name: _____

Address: _____

Phone: _____

FLAX POND LLC
929 Pearl St, Suite 300
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March 3, 2020

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January 8, 2020



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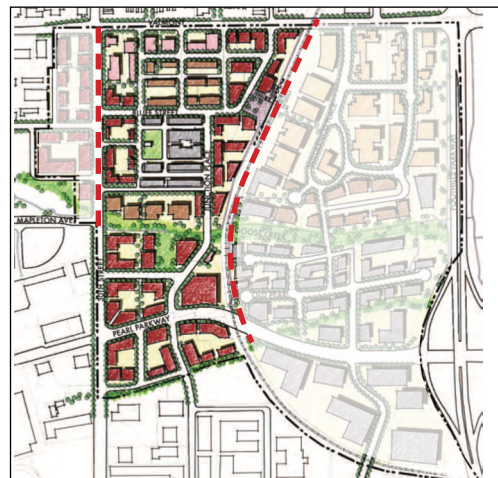
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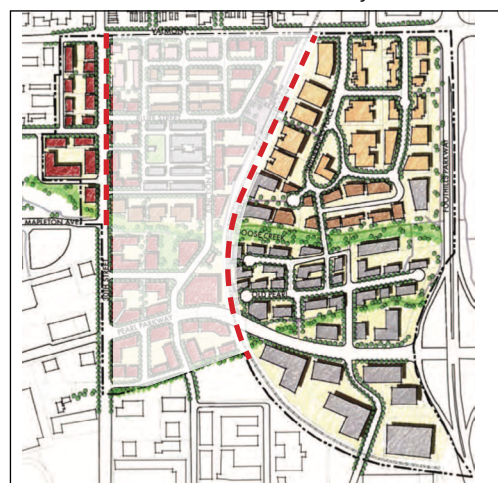
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5. Add Phase 2 area to Appendix J of areas where height modifications may be considered.

¹ Transit Village Area Plan. Page 67.

Phase 1: West of railroad tracks to 30th St.
Timeline: 2007 to 2017/2022



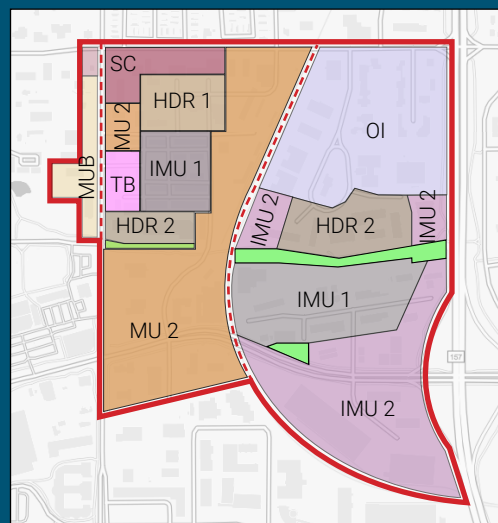
Phase 2: East of railroad tracks & west of 30th St.
Timeline: 2022 and beyond



92.5% Phase 1 land area that has been redeveloped.

Land Use Designation	Buildout
Phase 1 Area - Complete	
Mixed Use Business (MU2)	100%
Mixed Use Industrial (IMU1)	100%
High Density Residential 1 (HDR1)	100%
High Density Residential 2 (HDR2)	0%
Transitional Business (TB)	100%
Service Commercial (SC)	100%
Park, Urban and Other (PK-U/O)	0

TVAP's Land Use Map



Phase 2 Implementation Criteria

1

Substantial redevelopment of Phase 1 has occurred.

→ **92.5% of Phase 1's and area has been redeveloped.**

2

There is a plan in place for providing public improvements to Phase 2

→ **No, action item.**

3

There is market support for Phase 2.

→ **Housing demand (affordable & middle income).**

→ **Affordable commercial spaces needed.**

→ **Boulder Junction at Depot Square TOD.**

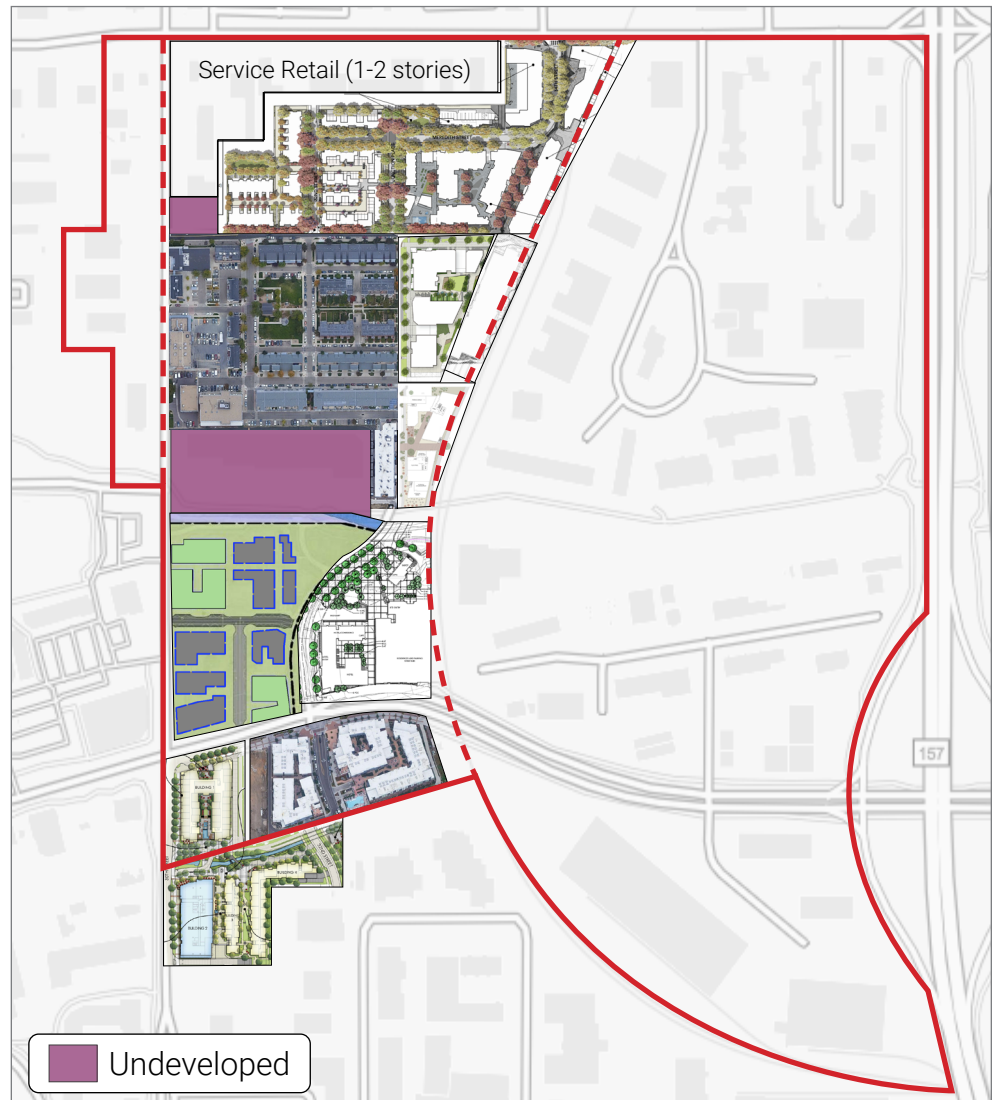
→ **Climate commitment.**

→ **US 36 multi-modal express lanes / HOV**

Transit Village Area Implantation Plan

TVAP Implementation Plan: Action Plan for Regulatory Changes

The TVAP's Implementation plan includes an action plan for regulatory changes within the planning area. This action plan identified key steps, City staff responsibility, and timeframes. The identified steps for Phase 1 implementation (creation of new zone districts, adoption of new ordinances, and adoption of land use map and rezoning changes) were performed according to the timeframe; however, the identified steps for Phase 2 implementation have not yet been initiated.



Phase 1 Developments

3200 Bluff
Steel Yards
Nickel Flats
S'PARK

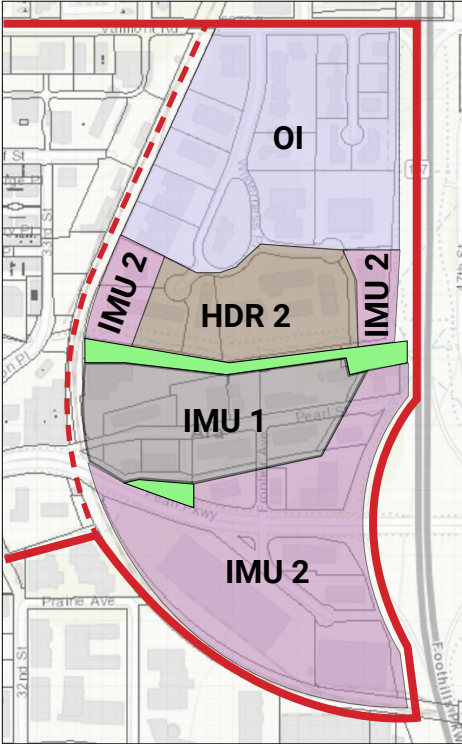
Depot Square
Timber II
Solana
The Commons

30th & Pearl
Rêve

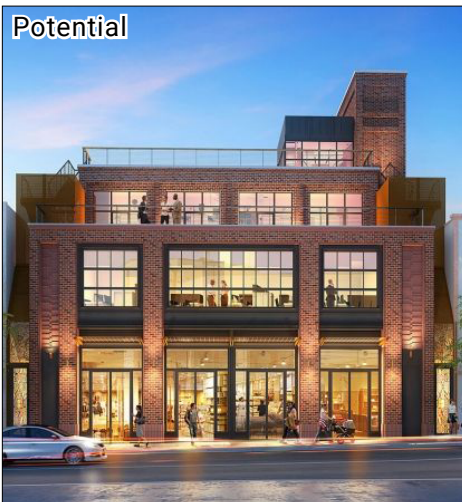
[Click here to view a graphical timeline of Phase 1's development.](#)

Phase 2 Opportunities

1,000
additional units
envisioned in Phase 2



Mixed Use Industrial



TVAP's Land Use Definitions¹

Mixed Use Industrial 1 (IMU 1)

Light industrial, service industrial and small-scale technical offices with live/work units or residential mixed vertically or horizontally in one- to three-story buildings. Structured or surface parking.

Mixed Use Industrial 2 (IMU 2)

Three- to four-story mixed-use buildings. Predominate use may be residential, office or industrial. Structured parking.

High-Density 2 (HDR 2)

Stacked flats and lofts with underground or structured parking. Two to five stories.

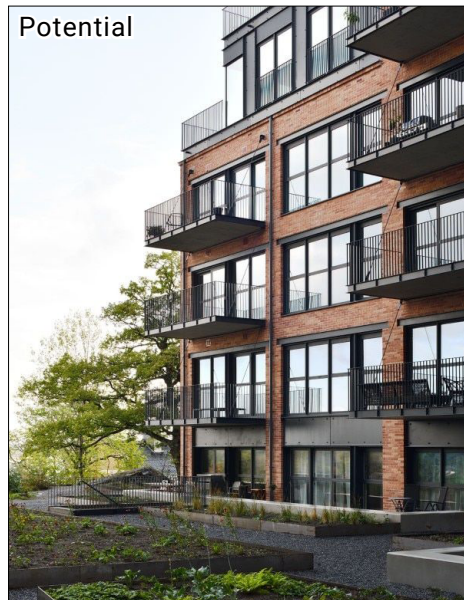
Office Industrial (OI)

Intensification of the existing industrial areas through the addition of two- to three-story industrial/office buildings. Mix of structured and surface parking, although projects at 1 FAR will have more than half the parking either in structures, tucked under buildings, or underground.

Residential Uses Permitted



High Density Residential



Office Industrial



City of Boulder's Housing Goals

Strengthen
our current
commitments

Maintain the
middle

Diversify housing
choices

Create 15-minute
neighborhoods

Strengthen
partnerships

Enable aging
in pace

Housing Demand

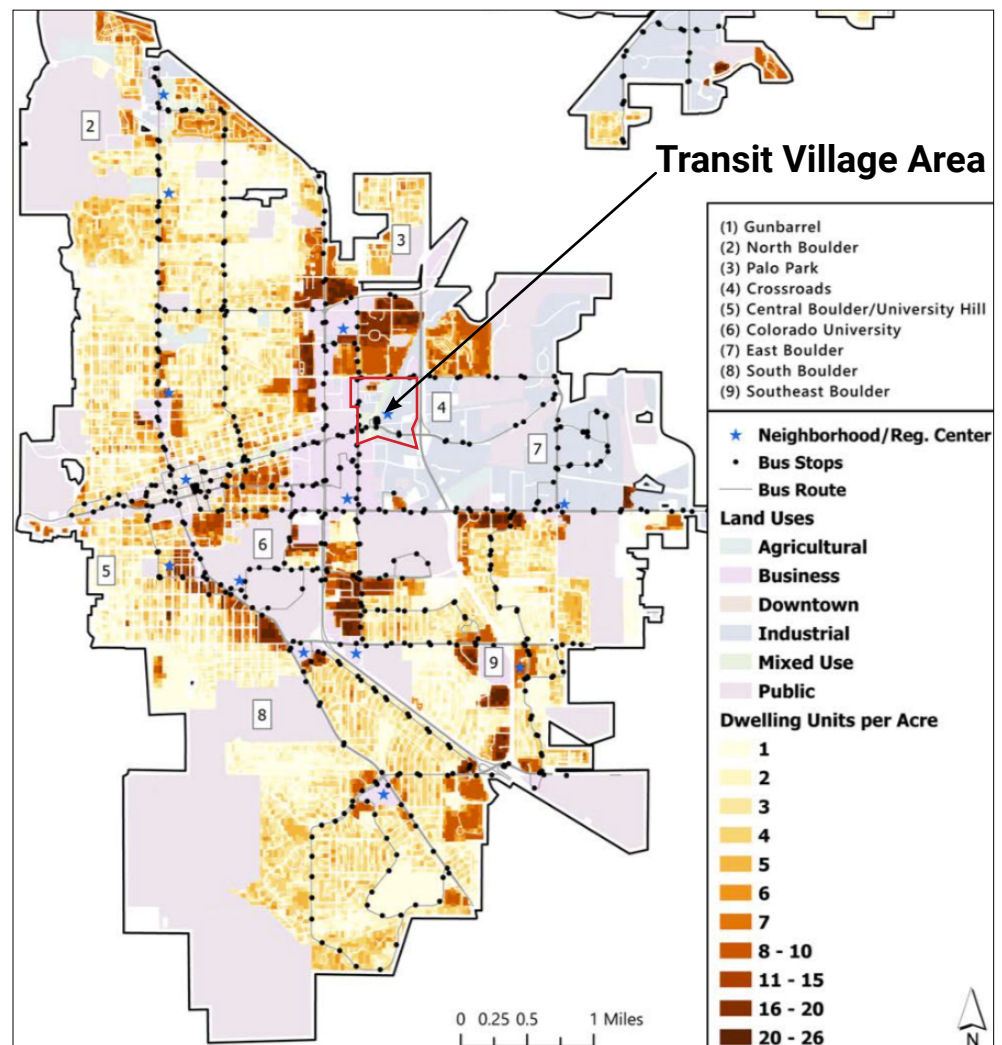
In 2018, Boulder's City Council identified housing growth as a planning priority

"The city's residential neighborhoods are experiencing a dramatic demographic and economic shift with the replacement of modest more-affordable homes with larger more-expensive homes. These large homes are often inconsistent with the existing character of the neighborhoods, and are an inefficient use of land that has exacerbated the city's housing / jobs imbalance and the high-cost of housing.

In addition, large homes do not align with the city's energy conservation goals and policies as they consume greater amounts of energy, both in operation and construction, than do modest-sized homes. To address these shortcomings, ***smaller home sizes and creative infill solutions that consider the potential for multiple smaller-homes in large lot areas (where appropriate), should be encouraged to foster a more efficient use of land, energy and resources, and to support a broader housing and economic diversity*** in the city's residential neighborhoods."¹

¹ City of Boulder, Large Homes and Lots Code Amendment Project, City Council Study Session, 28 May 2019

Maximum Residential Densities and Land Uses Allowed by Current Zoning in Boulder



Impact Fees and Affordable Housing

**\$6.4 to
\$12.6MM**

Impacts Fees

**\$64.6 to \$90.3MM &
59-118 Units**

Affordable Housing Fund & Affordable Units

**\$75.6 to
\$112.3MM**

Cash-In-Lieu

Potential Impact Fee and Affordable Housing Analysis

Phase 2 development has the potential to significantly boost the City's affordable housing fund and support multiple City services. While 236 - 472 new dwelling units are shown below, it is likely more will be developed in the IMU 1 and IMU 2 zones. Specific site planning will determine the final number of new residential units developed as no density standard exists; however, an additional 1,000 units are envisioned in Phase 2. Therefore, the number of affordable units and the cash-in-lieu figures displayed are considered to be underestimated.

TVAP Land Use	Potential SF	Impact Fees ¹	Affordable Housing ²
IMU 1	376,000 - 611,000	\$756,000 - \$1.2MM	\$9 - \$14.8MM
IMU2	1,646,000 - 2,194,500	\$3.3 - \$4.4MM	\$39.7 - 53MM
OI	654,500 - 935,000	\$1.3 - \$1.9MM	\$15.8 - \$22.6MM
TVAP Land Use	Potential DUs		
HDR 2	236 - 472	\$970,00 - \$5MM	59 - 118 units or \$11 - \$22MM (CIL)
Future Total Scenarios			
1. Built On-Site	2.7 - 3.7MM SF &	\$6.4 - \$12.6MM	\$64.6 - \$90.3MM & 59 - 118 Units
2. All Cash-in-Lieu	236 - 472 Units		\$75.6 - \$112.3MM

¹ Includes municipal facilities, police, fire, and transportation. Excludes affordable housing impact fees.

² Affordable housing based on 2020 office use rates of \$24.24/SF.

³ CIL units assumed to be all rentals at 1,150 SF.

Climate Commitment

The Environmental Benefits of a Compact and Connected Boulder¹

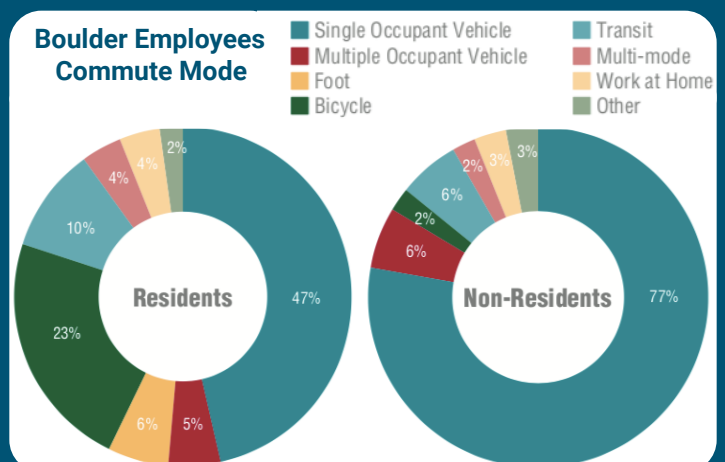
- Vehicle travel emits 31 percent of Boulder County's nitrogen oxide emissions and 24 percent of the county's volatile organic compound emissions.
- 81 million driving miles/year would be eliminated if one-third of Boulder nonresident employees lived within the City. This would reduce greenhouse gas emissions by over 33,000 metric tons of carbon dioxide – equivalent to taking over 7,000 cars off the road. Those reductions would get Boulder over 10% of the way to its 2050 transportation climate goal.
- Compact development would benefit Boulder's environment in many ways, including:
 - Reduced emissions
 - Land preservation
 - Healthier air
 - Improved water quality
 - Reduced flood risk
 - Lower water consumption

Since 2013, there's been a 16% increase in vehicles traveling in and out of Boulder.

+16%




2019 Boulder Transportation Master Plan



Growing Greener. Frontier Group et Augustus 2019.

Non-Resident Share of Total Boulder Employment

1960

76,820
total employees
16%
non-resident

2019

103,838
total employees
60%
non-resident

2019 TMP Objective: 08. Walkable Neighborhoods



**Increase the share
of residents living in
walkable (15-minute)
neighborhoods to 80%**

2019 Transportation Master Plan

Key Policies

Concurrent Land Use & Transportation Planning

The city will continue to coordinate overall citywide transportation and land use planning. Future major changes to this plan and the BVCP Land Use Map and policies should, to the extent practicable, be coordinated, modeled and evaluated concurrently.

Integrated Planning for Regional Centers & Corridors

In and along regional centers (i.e., Downtown Boulder, the University of Colorado and the Boulder Valley Regional Center, including at Boulder Junction) and regional multimodal corridors, the city will plan for a highly connected and continuous transportation system for all modes, identify locations for mixed use and higher-density development integrated with transportation functions, emphasize high-quality urban design and pedestrian experience, develop parking maximums and encourage parking reductions.

Transportation Infrastructure to Support Walkable 15-Minute Neighborhoods

The city will continue to build improvements to transportation facilities in neighborhoods that create a variety of neighborhood supporting activities and infrastructure within approximately a one-quarter-mile walk radius where residents and employees can fulfill more of their daily needs through safe, healthy and convenient walking and biking.

Key Action Items

Providing Mobility Options 3.E

Identify locations, policies and regulations to support mixed land uses and the development of highly connected mobility hubs, particularly in Boulder's east side.

Shaping Innovation and New Forms of Mobility 5.E

Modify the city parking code to support policies in the BVCP that promote mixed-use development and higher densities where appropriate. Transition parking to other uses as needs change.

Connecting to the Region 7.B

Advocate for improving RTD regional service on the US 36 corridor, including reinstating mid-day Flatiron Flyer express service between Boulder and Denver, increasing Flatiron Flyer service to Boulder Junction, and providing more service to Denver International Airport.



**Boulder's land
use policies
and patterns
influence how
people choose
to travel.**

Enhanced coordination between land use and development, housing, and transportation services is needed to support the city goals of high quality and affordable living. The city should focus on the combined cost of housing and transportation and on equity throughout the community's transportation system.