



**CITY OF BOULDER  
CITY COUNCIL AGENDA ITEM**

**MEETING DATE: September 5, 2024**

**AGENDA TITLE:** Consideration of a Site Review request for redevelopment of 2206 Pearl Street as a mixed-use development with approximately 2,021 sq. ft. of first floor commercial space and 45 efficiency living units along with associated amenity spaces, including a second level community deck, common lounge area, secure bike storage, and an at-grade parking garage containing 18 parking spaces where 45 are required (60% parking reduction requested). Reviewed under case number LUR2023-00020.

Applicant: Ross Hollbrook, STOK INVESTMENT GROUP, INC.  
Owner: 2206 PEARL STREET INVESTMENT, LLC

**PRESENTERS**

Nuria Rivera-Vandermyde, City Manager  
Brad Mueller, Planning & Development Services Director  
Charles Ferro, Development Review Manager  
Chandler Van Schaack, Principal Planner

**EXECUTIVE SUMMARY**

The purpose of this item is for City Council to review and take action on the Site Review application proposing redevelopment of 2206 Pearl Street as a mixed-use development with approximately 2,021 sq. ft. of first floor commercial space and 45 efficiency living units along with associated amenity spaces, including a second level community deck, common lounge area, secure bike storage, and an at-grade parking garage containing 18 parking spaces where 45 are required (60% parking reduction requested). Because this item includes a request for a parking reduction exceeding 50%, the Site Review application requires a final decision by the Planning Board at a public hearing, subject to call-up by City Council. This item was called up by City Council at the May 2, 2024 meeting.

As shown in **Figure 1**, the subject property is located at 2206 and 2210 Pearl Street. The approximately 20,156 square foot property is located south of Pearl Street and north of Walnut Street between 22<sup>nd</sup> and 23<sup>rd</sup> Street. There are two commercial buildings located

on the property totaling approximately 5,000 square feet.



*Figure 1- Existing site and its surroundings*

On **April 2, 2024**, the Planning Board held a public hearing and voted 6-1 (J. Boone opposed) to approve the application with conditions as recommended by staff with the following added condition: So that ground level open space better meets the needs of users, and better accomplishes the intended outcomes of the TDM plan, the site plan will be modified to include an outdoor covered seating area associated with the ride share pick-up spot.

The staff memorandum to Planning Board, recorded video, and the applicant's submittal materials along with other related background materials are available on the [Records Archive for the Planning Board](#). The applicant's plan set and written statement is provided in **Attachment B**. The recorded video from the hearing can be found [here \(item begins at 17 minutes into the video\)](#).

On **May 2, 2024**, on a motion by councilmember Wallach and seconded by council member Winer, the City Council voted 5-4 to call-up the Site Review for a public hearing to review and take action on the Site Review application. City Council is scheduled to review and take action on this application at its meeting on **September 5, 2024**. Pursuant to Section 9-4-4(c), B.R.C. 1981, On any application that it calls up, the council will hold a public hearing under the procedures prescribed by Chapter 1-3, "Quasi-Judicial Hearings," B.R.C. 1981, after publishing notice as specified by Subsection 9-4-3(d), B.R.C. 1981, summarized in Subsection (b) of this section. Together with the evidence presented at such public hearing, the council may consider the record, or any portion thereof, of the hearing before the board. Within thirty days of the public hearing or within such other time as the council and the applicant mutually agree, the council will either

grant the application in whole or in part, with or without modifications and conditions, or deny it. The decision will specifically set forth in what respects the development review application meets or fails to meet the standards and criteria required by Sections 9-2-14, "Site Review," B.R.C. 1981.

### **COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS**

- **Economic:** None identified.
- **Environmental:** None identified.
- **Social:** None identified.

### **OTHER IMPACTS**

- **Fiscal:** No fiscal impacts are anticipated.
- **Staff time:** The application was reviewed under standard staff review time.

### **BOARD AND COMMISSION FEEDBACK**

At the public hearing on April 2, 2024, the Planning Board held a quasi-judicial hearing to review the proposed Site Review Amendment application described above. Following a public hearing the Planning Board approved with conditions the application by a 6-1 vote with the following motions:

On a motion by M. McIntyre, seconded by K. Nordback, the Board voted 6-1 (J. Boone opposed) to approve Site Review application #LUR2023-00020, adopting the staff memorandum as findings of fact, including the attached analysis of review criteria, and subject to the recommended conditions of approval and additional conditions as approved by the Planning Board.

On a motion by L. Kaplan, seconded by ml Robles, the Board voted to add an additional condition to the application #LUR2023-00020 as follows: "So that ground level open space better meets the needs of users, and better accomplishes the intended outcomes of the TDM plan, the site plan will be modified to include an outdoor covered seating area associated with the ride share pick-up spot" Passed 7-0.

At the hearing, the Planning Board listened to presentations from staff and the applicant, and asked questions of each. There were nine public comments on the item. The board held a lengthy discussion on whether the proposal meets the Site Review criteria, including the additional criteria for parking reductions. Two additional motions were made proposing additional conditions of approval, the first of which would have required the applicant to provide an additional carshare vehicle with a five-year minimum subsidy timeframe and the second of which would have required that the applicant provide one dedicated parking space per commercial tenant.

Both these motions failed. Ultimately, the Planning Board approved the application subject to the conditions of approval as recommended by staff and adding a condition requiring the site plan to be modified to include an outdoor covered seating area associated with the ride share pick-up spot. The Planning Board Disposition and Draft Meeting Minutes from the April 2, 2024 meeting can be found as attachments to the

Planning Board packet in [Attachment A](#).

**City Council: Call Up Consideration Questions and Comments.** On May 2, 2024, on a motion by council member Wallach and seconded by council member Winer, City Council voted 5-4 to call-up the Site Review for a public hearing to review and take action on the Site Review application. There was a brief discussion regarding the project, focused on the anticipated rental prices.

### **PUBLIC FEEDBACK**

Consistent with Section 9-4-3, "Public Notice Requirements," B.R.C. 1981, staff provided notification to all property owners within 600 feet of the subject location of the application, and signs have been posted by the applicant. Staff has received comments from several neighbors expressing concerns over the proposed project, primarily related to perceived parking and traffic impacts associated with the requested parking reduction. These comments were included as [Attachment E](#) to the May 2, 2024 Call-Up Memorandum to City Council (available online [HERE](#)).

### **BACKGROUND & ANALYSIS**

For the background and analysis of the proposed project, refer to the Staff Memorandum to the Planning Board and Project Plans contained within [Attachment A](#) as well as the May 2, 2024 Call-Up Memorandum to City Council (link provided above). In addition, council may access the Planning Board discussion via the [April 2, 2024 Boulder Channel 8 Planning Board video](#).

### **MATRIX OF OPTIONS**

Pursuant to Section 9-4-4(c), B.R.C. 1981, on any application that it calls up, the council will hold a public hearing under the procedures prescribed by Chapter 1-3, "Quasi-Judicial Hearings," B.R.C. 1981. Together with the evidence presented at such public hearing, the council may consider the record, or any portion thereof, of the hearing before the board. Within thirty days of the public hearing or within such other time as the council and the applicant mutually agree, the council will either grant the application in whole or in part, with or without modifications and conditions, or deny it. The decision will specifically set forth in what respects the development review application meets or fails to meet the standards and criteria required by Sections 9-2-14, "Site Review," B.R.C. 1981.

In addition to other key issues council may wish to discuss, staff recommends the same two Key Issues for discussion including:

- 1. Is the proposed project consistent with the Site Review Criteria of the Land Use Code section 9-2-14(h), B.R.C. 1981, including, on balance, the BVCP policies?**

2. **Is the proposed vehicular parking reduction consistent with Parking Reduction Criteria of the Land Use Code section 9-9-6(f), B.R.C. 1981 as well as applicable Site Review criteria?**

**ATTACHMENTS**

Attachment A: April 2, 2024 Planning Board Packet



**CITY OF BOULDER  
PLANNING BOARD AGENDA ITEM  
MEETING DATE: April 2, 2024**

**AGENDA TITLE**  
Public hearing and consideration of a Site Review request for redevelopment of 2206 Pearl Street as a mixed-use development with approximately 2,021 sq. ft. of first floor commercial space and 45 efficiency living units along with associated amenity spaces, including a second level community deck, common lounge area, secure bike storage, and an at-grade parking garage containing 18 parking spaces where 45 are required (60% parking reduction requested). Reviewed under case number LUR2023-00020.

Applicant: Ross Hollbrook, STOK INVESTMENT GROUP, INC.  
Owner: 2206 PEARL STREET INVESTMENT, LLC

**REQUESTING DEPARTMENT / PRESENTERS**  
Brad Mueller, Director Planning & Development Services  
Charles Ferro, Senior Planning Manager  
Chandler Van Schaack, Principal Planner

**OBJECTIVE**  
Define the steps for Planning Board consideration of this request:

1. Planning Board hears applicant and staff presentations.
2. Hold quasi-judicial public hearing.
3. Planning Board action to approve, approve with conditions, or deny.

**SUMMARY**

Project Name:	2206 PEARL MIXED USE DEVELOPMENT
Location:	2206 and 2210 Pearl Street
Size of Property	0.48 acres (21,000 square feet)
Zoning:	Mixed- Use 3 (MU-3)
Comprehensive Plan:	High Density Residential (HR)

## EXECUTIVE SUMMARY

The purpose of this item is for the Planning Board to review and take action on the Site Review application proposing redevelopment of 2206 Pearl Street as a mixed-use development with approximately 2,021 sq. ft. of first floor commercial space and 45 efficiency living units along with associated amenity spaces, including a second level community deck, common lounge area, secure bike storage, and an at-grade parking garage containing 18 parking spaces where 45 are required (60% parking reduction requested). Because this item includes a request for a parking reduction exceeding 50%, the Site Review application requires a final decision by the Planning Board at a public hearing.

Staff is recommending approval of the Site Review application finding the proposal consistent with relevant [Boulder Valley Comprehensive Plan \(BVCP\) policies](#) and the [Site Review criteria](#) as outlined in within this memorandum, subject to conditions of approval.

The applicant's proposed plans can be found in [Attachment A](#). The full list of staff responses to the Site Review criteria for the approval recommendation by staff can be found in [Attachment B](#).

## STAFF RECOMMENDATION

Staff has found that the proposed project meets criteria of [Section 9-2-14, B.R.C. 1981](#) and is recommending that Planning Board approve the application in the form of the following motion:

Suggested Motion Language:

*Motion to approve Site Review application #LUR2023-00020, adopting the staff memorandum as findings of fact, including the attached analysis of review criteria, and subject to the recommended conditions of approval.*

## KEY ISSUES

- 1. Is the proposed project consistent with the Site Review Criteria of the Land Use Code section 9-2-14(h), B.R.C. 1981, including, on balance, the BVCP policies?**
- 2. Is the proposed vehicular parking reduction consistent with Parking Reduction Criteria of the Land Use Code section 9-9-6(f), B.R.C. 1981 as well as applicable Site Review criteria?**

**PUBLIC FEEDBACK**

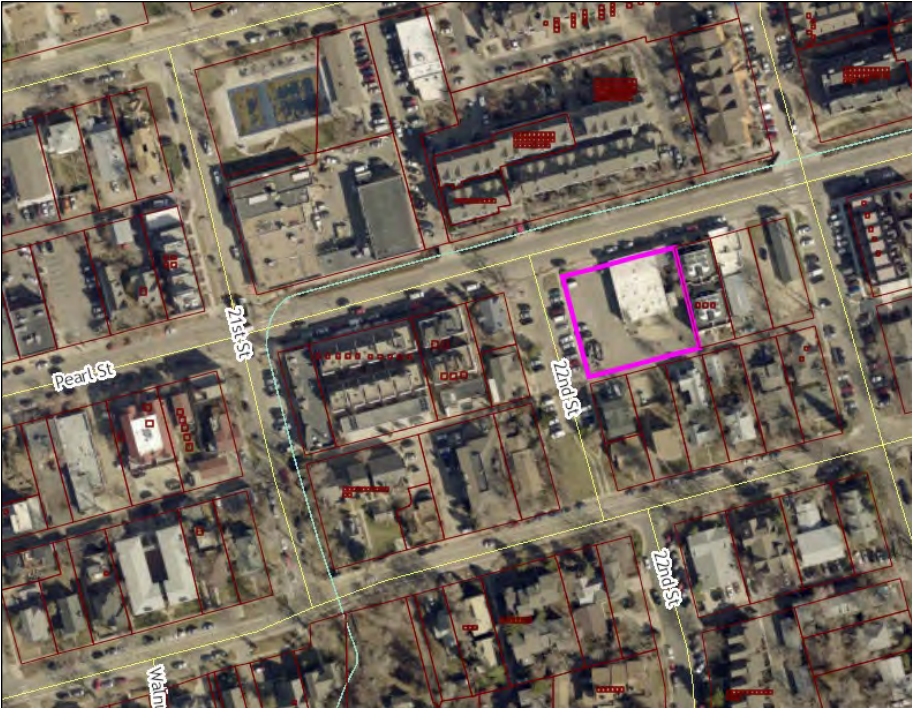
Consistent with Section 9-4-3, “Public Notice Requirements,” B.R.C. 1981, staff provided notification to all property owners within 600 feet of the subject property, and signs have been posted by the applicant. Staff received multiple inquiries and comments about the project expressing concerns about the proposal, including:

- Traffic and Access: Neighbors expressed concerns about the parking reduction and overflow of cars to the neighborhood given the number of units.
- Density: The proposal includes too many units and should be reduced to fewer units due to traffic concerns and for compatibility with its surroundings.

Copies of written comments received are included as [Attachment D](#).

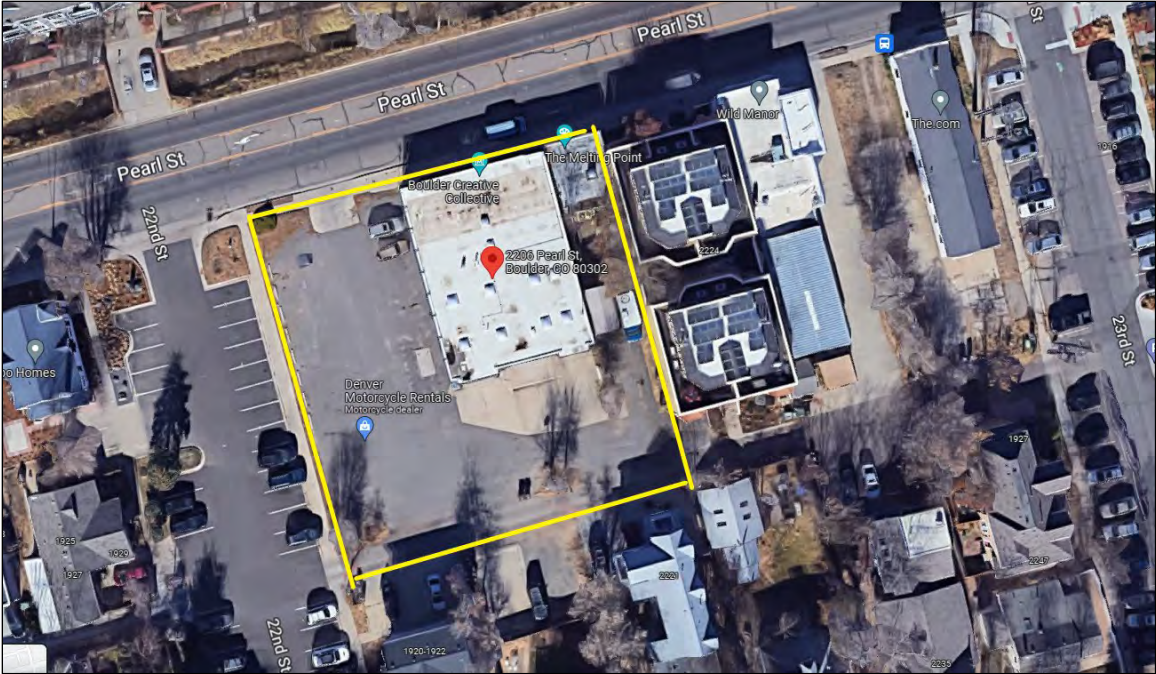
**BACKGROUND**

**Existing Conditions:** As shown in **Figure 1**, the subject property is located at 2206 and 2210 Pearl Street. The approximately 20,156 square foot property is located south of Pearl Street and north of Walnut Street between 22<sup>nd</sup> and 23<sup>rd</sup> Street. There are two commercial buildings located on the property totaling approximately 5,000 square feet.



To the rear of the property is an alley. The buildings on the property are located towards the northeast corner and the rest of the site is surface parking. Along 22<sup>nd</sup> Street to the west of the property are parking spaces. There are no known natural features on the site aside from the views towards the west and south of the property.





The surrounding area is characterized by mixed use residential and commercial as well as high density residential development. To the north of Pearl Street are the Whittier Square Condominiums, to the south are one- and two-story residential homes and to the east are commercial spaces. Immediately across 22<sup>nd</sup> Street, there is a historically residential building that has been converted to office spaces and attached dwelling units. Greenleaf Park is located within a quarter of a mile of the site.

**Boulder Valley Comprehensive Plan (BVCP) Land Use Designation:** As shown in **Figure 2** on the following page, the subject property is designated as “High Density Residential” on the land use map of the BVCP. The description from the BVCP is shown below:

<b>High Density Residential (HR)</b>	<p><b>Characteristics and Locations:</b> The HR areas are generally located close to the University of Colorado, in areas planned for transit-oriented redevelopment and near major corridors and services.</p> <p><b>Uses:</b> Consists of attached residential units and apartments. May include some complementary uses implemented through zoning.</p> <p><b>BVCP Density/Intensity:</b> More than 14 dwelling units per acre</p>
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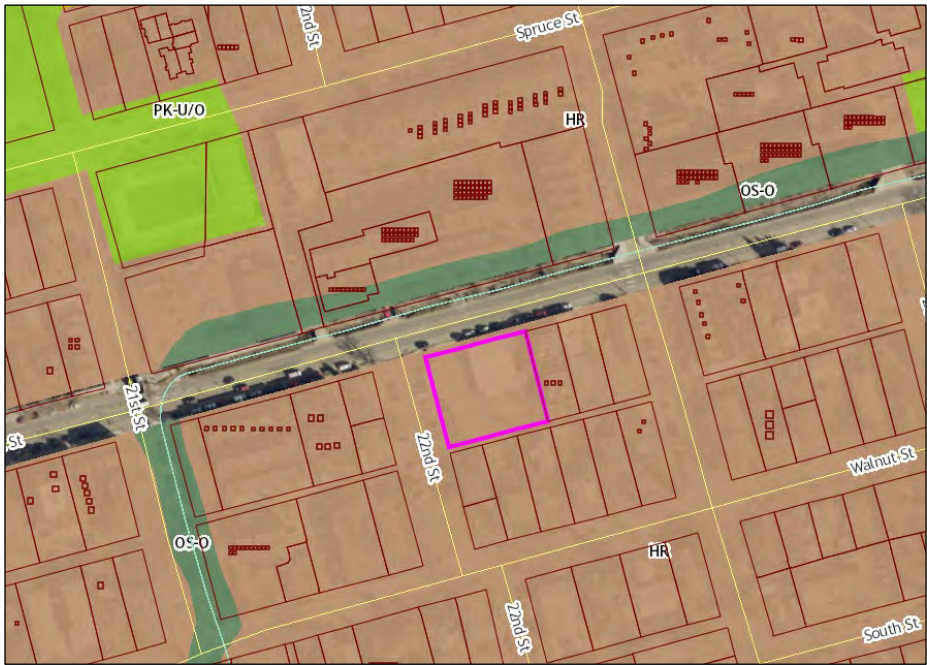


Figure 3: BVCP land use designation on & around site.

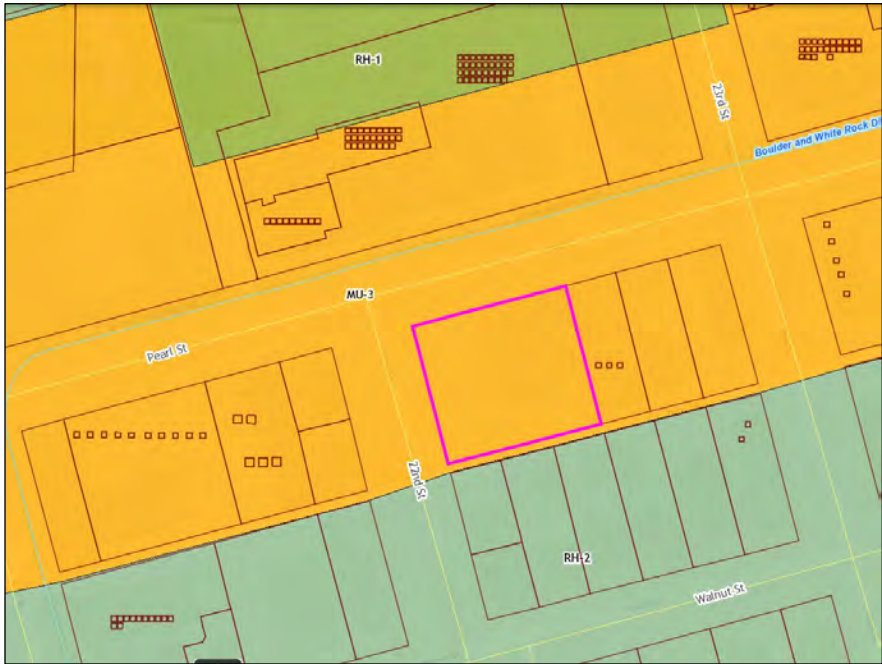


Figure 4: Zoning Map

**Site Zoning:** Zoning: As shown in **Figure 4**, the project site is zoned Mixed-Use 3 (MU-3), which is defined in Section 9-5-2 of the Land Use Code as: “Areas of the community that are changing to a mixture of residential and complementary nonresidential uses, generally within the same building.” The maximum allowable by-right principal building

height in the MU-3 zone is 38 feet, and the maximum allowable floor area ratio (FAR) is 1.0. A minimum of 15% of the lot area is required to be useable open space. Household living uses, including efficiency living units, are allowed subject to conditional use standards in Section 9-6-3(b)(3), B.R.C. 1981. These standards require that the first floor “at the street level fronting onto Pearl Street shall be constructed to permit a portion of the first floor...to be used for a restaurant, brewpub, or tavern use, personal service use, or retail sales use,” with a minimum depth of 20 feet. It should be noted that at the time this application was submitted, a Use Review was required for developments in the MU-3 zone that included more than 40% of residential units as efficiency living units; however, following adoption of the “Zoning for Affordable Housing” code changes, a Use Review is no longer required.

**PROJECT DESCRIPTION**

As described above, the purpose of the Site Review is to allow for redevelopment of 2206 Pearl Street as a mixed-use development with approximately 2,021 sq. ft. of first floor commercial space and 45 efficiency living units along with associated amenity spaces, including a second level community deck, common lounge area, secure bike storage, and an at-grade parking garage containing 18 parking spaces where 45 are required (60% parking reduction requested).



**Site Plan:** The proposal consists of 45 approximately 300 square foot efficiency dwelling units which are defined as “a dwelling unit that contains a bathroom and kitchen and

*does not exceed a maximum floor area of four hundred seventy-five square feet,”* per Section 9-16-1, B.R.C. 1981. There are five units located on the ground floor facing 22<sup>nd</sup> Street. The rest of the units are located on the second and third floors of the building along the northern, eastern and southern building edges. There is a plaza on the northwest corner of the lot catering to the commercial space located along Pearl Street. The parking area is located on the ground floor and is screened from both Pearl and 22<sup>nd</sup> Street, with access provided through the alley south of the building. The alley is also designed to accommodate loading and unloading as well as rideshare pick-up and drop off space. Short-term bicycle parking is provided near the NW plaza as well as on the east side of the building. New landscaped tree lawns are provided along the street frontages, and landscaping is provided within the building setbacks along the southern and eastern sides of the building.

**Parking:** The applicant is proposing 18 off-street parking spaces (one of which will be dedicated to a subsidized rideshare vehicle) and eight tandem spaces, for a total of 26 parking spaces where 45 spaces are required for the efficiency units. The eight tandem spaces do not count toward the minimum requirements because they do not meet minimum required backing distance and are therefore not included in the parking calculations (including the tandem spaces would reduce the requested parking reduction to 42%). Per Section 9-6-3(b)(3)(iii), B.R.C. 1981, no additional parking is required for the floor area that is necessary to meet the required minimum depth of the first-floor non-residential use (20 feet). Because the proposed commercial space is 20 feet in depth, no additional parking is required. Accordingly, the proposal does not provide any commercial parking. The project also includes 70 long-term bike parking spaces (25 in the garage and one storage space in each unit), 28 short-term bike parking spaces and a bike maintenance area.

The applicant has provided a robust Transportation Demand Management (TDM) Plan as well as a Parking Management Plan that describe the strategies they will use to reduce parking demand and increase alternate mode travel share. Please see **Attachment C** for the TDM Plan and Parking Management Plan. The primary strategies in these plans include utilization of SUMP principles, implementation of an alternative transportation fund of \$150 per year for residents that don't have a vehicle, provision of NECO passes for residents and BECO passes for employees, provision of a subsidized carshare vehicle for residents, and new sidewalks along both 22<sup>nd</sup> Street and Pearl Streets. As discussed in further detail below, the proposed TDM and Parking Management Plans were reviewed by the Transportation Advisory Board in summer 2023 and found to be consistent by that board with city TDM goals and policies.

**Architecture and Design:** The proposed building is 38 feet tall and three stories. The units above the ground floor are accessed through unenclosed elevated walkways. A large, south-facing communal deck area and amenity space is shown on the second floor of the building along Walnut Street. All units include private balconies with the exception of the five ground floor units along 22<sup>nd</sup> Street, which have small, partially enclosed patio areas and landscaping in front of the units. See **Figures 6 - 8** for architectural renderings.

The building materials palette consists of modular brick, metal store paneling, wood siding and fiber cement paneling. Per the Applicant’s written statement (included as **Attachment A**), the architectural style is intended to be “contemporary but rustic, with warm earth toned exterior finishes.” The applicant further states, “the project will include a masonry base along street frontages with rhythmic storefront openings and signage. Brickwork will include crafted masonry detailing, with lighting emphasizing the pedestrian scale. Decorative railings and screens provide improved privacy for upper-level units and add an artistic spirit to the building. Lines of roofs and railings add a dramatic feel to the street experience and are broken up by the rhythm of units, a trait found in many parts of the neighborhood. Streetscape improvements on both Pearl Street and 22nd Street include improved sidewalk widths, rain gardens, and tree lawns. These elements enhance the user experience and provide opportunities for connection to nature.”



NW corner view from Pearl



Aerial view looking northeast



## **PROCESS.**

Pursuant to Section 9-2-14(b), B.R.C. 1981, Concept Plan and Site Review were originally required for this project due to the fact that it included over 20 dwelling units; however, following recent updates to the Site Review standards the size of the project and number of dwelling units would no longer require Concept Plan and Site Review. Similarly, at the time of submittal (May, 2023), a Use Review was required for projects that included over 40% of residential units as efficiency living units; however, following adoption of the Zoning for Affordable Housing code changes, a Use Review is no longer required for a project with over 40% efficiency living units. Therefore, the only requested code modification requiring Site Review for this project is the 60% parking reduction request. Pursuant to Section 9-9-6(f)(1), B.R.C. 1981, Parking reductions greater than twenty-five percent may be granted as part of a site review approval under Section 9-2-14, "Site Review," B.R.C. 1981. Only the planning board or city council may grant a reduction exceeding fifty percent. Because this proposal includes a request for a parking reduction exceeding 50%, the Site Review application requires a staff recommendation and final decision by the Planning Board at a public hearing, subject to call-up by City Council. Site Review requests are subject to the Site Review criteria in Section 9-2-14, B.R.C. 1981.

## **Concept Review**

A Concept Review was submitted for the proposed project in November, 2022. The Concept Review package was generally very similar to the current proposal, with 45 efficiency living units and the same number of parking spaces currently proposed. On February 7, 2023,

Planning Board discussed the concept Review proposal at a public hearing. The staff memorandum and meeting minutes from that hearing can be found on the city Planning Board archives webpage [HERE](#). At the public hearing on February 7, 2023, the Planning Board heard presentations by staff and the applicant, and asked questions following each presentation. Ten members of the public spoke. There were four people in support of the proposal who stated that this provides much needed housing and that increasing the number of units on the site would promote market-rate affordability. There were six people who spoke against the project, expressing concerns about the parking reduction and overflow of cars into the adjacent neighborhood and right-of-way parking. They also expressed concerns about the intensity of the use.

The Planning Board discussed three key issues at the public hearing. The board generally found that the project meets the goals and policies of the BVCP, particularly in terms of the project helping to provide a variety of housing types within the City. There was some concern expressed regarding the long-term affordability of the units given that they are not proposed to be deed-restricted.

The board was split on whether the requested parking reduction of 64% was appropriate or not. There was general agreement that the applicant will need to provide a very robust Transportation Demand Management plan at the time of site review to support the parking reduction. Strategies such as eco-passes, leases requiring no vehicle ownership for tenants, enhanced car and bike sharing opportunities and other creative solutions to disincentivize vehicles were suggested. Some board members felt that although the code does not require parking for the commercial space, consideration should be given to where the employees or visitors of the commercial space will park their vehicles.

The board found that the overall site design is generally compatible with the surrounding area but that the building architecture will be a major focus during site review. As the application progresses the board would like to see additional consideration given to provision of landscaping and planting materials throughout the project as well as how the proposed open space will function. The board noted that, as proposed, the building mass and scale are appropriate but as the project moves into site review the applicant should consider the use of long-lasting materials consistent with the reference images provided in the application. Additional comments from the board expressed the importance of natural light within the units as well as ample storage and common space within the buildings.

The item went before City Council for call-up consideration on March 2, 2023. The item was not called up, but council voted to refer the project to the Transportation Advisory Board (TAB) and the Design Advisory Board (DAB).

### **TAB Feedback**

On July 10, 2023, following staff's issuance of initial review comments on the site Review application, the project was presented to TAB for feedback on the proposed TDM and Parking Management Plans. The minutes from that meeting are available on the City's TAB Archive webpage [HERE](#). Overall, TAB expressed strong support for the proposed project and found that the proposed TDM and Parking Management Plans met

city transportation and TDM-related goals as set forth in the Transportation Master Plan and BVCP.

### **DAB Feedback**

On July 12, 2023, the project was presented to DAB for feedback. There were no specific discussion topics provided by either council or staff, as staff at that time found the project to be generally consistent with the Site Review criteria in terms of design. The board discussed the project at length and provided a variety of differing opinions regarding the building design and proposed land uses. Meeting minutes from the meeting can be found [HERE](#). The meeting packet and audio from the meeting can be found [HERE](#). The applicant has made several changes to the building design as a result of the feedback provided by DAB. These changes are outlined in the Applicant's presentation to the Planning Board.

### **ANALYSIS / KEY ISSUES**

#### **1. Is the proposed project consistent with the Site Review Criteria of the Land Use Code section 9-2-14(h), B.R.C. 1981 including, on balance, with the BVCP policies?**

Staff finds that the proposed project is, on balance, consistent with the goals and policies of the BVCP and consistent with the Site Review criteria found in [Section 9-2-14\(h\), B.R.C. 1981](#). It should be noted that the site review criteria apply that were in effect prior adoption of Ordinance 8515, as required per the terms of that ordinance, as the application was pending prior to the effective date of Ordinance 8515. The project provides 45 efficiency living units on a site designated for high density residential housing in the BVCP that is within close walking distance to both the Pearl Street Mall and the 28<sup>th</sup> Street corridor and is well-served by transit, consistent with several aspects of the Sustainable Urban Form definition on page 38 of the BVCP. In addition, the project design incorporates a number of sustainability features including reduced parking, robust TDM measures, and on-site renewables, consistent with many BVCP goals and policies in Chapter 4, *Energy, Climate and Waste*. Further, while the units are not proposed to be deed restricted, the small size of the units (approximately 300 sq. ft. each) is intended to achieve affordability by design and will add to the overall diversity of housing types available to Boulder residents, consistent with a number of BVCP Housing goals.

In terms of consistency with the Site Review criteria, staff finds that the project promotes alternatives to the automobile by incorporating site design techniques, land use patterns, and infrastructure that support and encourage walking, biking, and other alternatives to the single-occupant vehicle, provides for a balance of private and common open space areas for the residential uses and includes common open space that is available for use by tenants, occupants, customers, and visitors of the non-residential uses, and incorporates landscaping design that includes a variety of plants providing a variety of colors and contrasts in terms of texture and seasonality. In addition, staff finds the proposed building and siting design to be compatible with the



character of the surrounding area and that the building design successfully creates visual interest and a vibrant pedestrian experience while remaining simple, human-scaled and high quality. Refer to the full analysis of the Site Review criteria provided in **Attachment B**.

**2. Is the proposed vehicular parking reduction consistent with Parking Reduction Criteria of the Land Use Code section 9-9-6(f), B.R.C. 1981 as well as applicable Site Review criteria?**

As noted above, the proposed project is requesting a 60% parking reduction to allow for 18 off-street parking spaces (17 unbundled spaces for residents and one reserved for a subsidized carshare vehicle) to be provided where 45 are required by the Land Use Code. Eight additional tandem spaces are provided which do not count towards the minimum required parking because they do not meet required backing distance as prescribed by Section 9-9-6 of the Land Use Code. These tandem spaces effectively bring the total number of parking spaces provided to 26, which would equate to a 42% parking reduction if they were counted. Per the Applicant's Parking Management Plan (**Attachment C**), "The applicant plans to charge less for tandem spaces than for non-tandem spaces. The applicant plans to establish a parking buddy or partner system matching up residents with compatible parking characteristics for each pair of standard/tandem parking spaces. The tandem spaces are intended for residents who don't utilize their vehicles regularly for day-to-day trips and are more in need of vehicle storage." An analysis of the project's consistency with the Parking Reduction criteria found in Section 9-9-6(f) of the Land Use Code is provided below. An analysis of the additional criteria for parking reductions set forth in the Site Review criteria is provided in **Attachment B**.

*Section 9-9-6(f)(2), Parking Reduction Criteria: The approving authority may reduce the parking requirements of this section (see Tables 9-1, 9-2, 9-3 and 9-4), if it finds that the parking needs of all uses in the project will be adequately accommodated. In making this determination, the approving authority shall consider without limitation:*

- A. Whether the probable number of all motor vehicles to be owned by occupants of and visitors to dwelling units in the project will be adequately accommodated;*

The applicant is proposing 17 standard or compact vehicle parking spaces for residents and one vehicle parking space for car share for residents which would be less than the requirement of 45 vehicle parking spaces and would amount to a 60% reduction. The applicant is proposing an additional 8 tandem parking spaces. The applicant proposes to charge \$125 to \$150 per month to park on site. Additional parking details are provided in the Parking Study and Management Plan. The applicant proposes to implement an alternative transportation fund of \$150 per year for residents that don't have a vehicle to park. This fund can be used to pay for items such as car share membership and rides, B-Cycle membership and rides, etc. The lease will include language that

residents with a vehicle will not be allowed to receive the alternative transportation fund unless they can prove they have a suitable off-site location to store their vehicle. Overall, given the site's high level of walkability, existing and proposed multimodal connections on and surrounding the site, and the applicant's robust TDM measures, including providing a subsidized carshare vehicle and ample long- and short-term bicycle parking, it is anticipated that many residents of the development will not need to own a vehicle, and that the proposed parking will adequately accommodate the probable number of vehicles owned by residents. Motor vehicles owned by visitors to the site will be accommodated by parking in the right-of-way adjacent to the site.

*B. The availability of off-street and nearby on-street parking;*

As discussed above, there will be on-site parking available for 25 residents, with one space reserved for a subsidized car share vehicle that can be used by all residents. This equates to approximately 58% of residents being able to park a car on site if desired. Further, according to the Applicant's Parking Management Plan, a parking inventory and utilization survey was conducted in the vicinity of the site on Friday, April 7th and Saturday, April 8th, 2023 on an hourly basis from 6:00 AM to 10:00 AM and from 6:00 PM to 11:00 PM. There are a total of about 188 unrestricted public on-street parking spaces available in the study area. The survey shows the maximum parking demand was 104 vehicles during any given hour with an average demand of 84 parked vehicles on Friday and 93 parked vehicles on Saturday. There were always at least 84 available unrestricted public on-street parking spaces during the study period. The heaviest parking utilization was generally along Walnut Street and the lightest parking utilization was generally along the south side of Pearl Street. Given these findings, staff finds that there is adequate on-street parking in the nearby vicinity to accommodate parking for the commercial use, visitors to the residential units and other potential overflow parking associated with the residential units.

*C. Whether any proposed shared parking can adequately accommodate the parking needs of different uses of the project considering daytime and nighttime variability of the parking needs of uses;*

Not applicable, as there is no shared parking proposed for this project. No parking is provided for the commercial use along Pearl Street, and all residential parking will be for specific residents who opt to pay for a parking space.

*D. The effectiveness of any multimodal transportation program that is proposed at reducing the parking needs of the project. Applications including such programs shall describe any existing or proposed facilities and proximity to*

*transit lines and shall demonstrate that use of multimodal transportation options will continue to reduce the need for on-site parking on an ongoing basis;*

The applicant has provided a robust TDM Plan as well as a Parking Management Plan which outline the strategies they will use to reduce the parking needs of the project and increase multimodal travel share. A table outlining the proposed residential TDM measures is shown below:

Table 2 2206 Pearl Street TDM Plan - Residential		
TDM Toolkit Element		Actions for Package A
CORE ELEMENTS	Orientation Packets	An orientation packet will be provided to each new resident which includes brochures, maps, and other resources to inform residents of their transportation options. This packet will include RTD bus information, the City of Boulder bicycle and pedestrian map (or similar), and information on special events. This packet will be provided initially by the developer at the time of sale or by a lessor thereafter.
	Evaluation	Through sales or lease agreement, the site's residents will agree to participate in annual on-line or paper surveys regarding their use and satisfaction with transportation demand management programs. The evaluation is expected to be administered by the property management - the City of Boulder will provide the survey questions using Survey Monkey or similar on-line tools. The developer will secure agreement to participate, with the expectation that 10-20% of residents will actually participate based on typical survey return rates. The City of Boulder will be responsible for data analysis and summarization.
	Pedestrian Enhancements	Improvements will be made to the existing sidewalks around the site to connect the site to the existing sidewalks on Pearl Street and 22nd Street.
	Bike Enhancements	The site will have connections to the existing sidewalks and paths in the vicinity of the site including the on-street bike lanes on Walnut Street south of the site and on Folsom Street east of the site. There are two existing B-Cycle locations walkable from the site at Pearl Street/20th Street and Pearl Street/Folsom Street.
	Transit Enhancements	Information about transit service will be provided in the orientation packets, also described above. The building manager will have an on-site employee serve as the transportation coordinator to assure residents are fully aware of the various TDM measures that are available.
PACKAGE ELEMENTS	NECO Pass Program Participation	The site proposes to participate in the NECO Bus Pass program. The applicant will pay the cost of providing ECO passes to residents for a period of three years. The City has provided feedback on the cost of the program. The applicant would like the opportunity to revisit the Bus Pass program and alternative transportation fund after the initial three-year period to determine the effectiveness of each with City staff and determine the best path forward.
PACKAGE ELEMENTS	Meet Short-Term Bicycle Parking Requirement	The residential site is proposing 28 short-term bicycle parking spaces which meets the requirement of 28 short-term bicycle parking spaces.
	Meet Long-Term Bicycle Parking Requirement	The residential site is proposing 70 long-term secure and covered bicycle parking spaces which meets the requirement of 70 long-term bicycle parking spaces. Twenty-five spaces will be provided in the parking garage and one space will be included in each dwelling unit. This area will accommodate the parking and charging of electric bikes and scooters.
	Managed On-Street Parking	The applicant is proposing 17 standard or compact vehicle parking spaces for residents and one vehicle parking space for car share for residents which is less than the requirement of 45 vehicle parking spaces which is a 60% reduction. The applicant is proposing 8 tandem parking spaces which effectively reduces the parking reduction to 42 percent. The applicant proposes to charge \$125 to \$150 per month to park on site. Additional parking details are provided in the <i>Parking Study and Management Plan</i> . The applicant proposes to implement an alternative transportation fund of \$150 per year for residents that don't have a vehicle to park. This fund can be used to pay for items such as car share membership and rides, B-Cycle membership and rides, etc. The lease will include language that residents will not be allowed to have a vehicle to receive the alternative transportation fund unless they can prove they have a suitable off-site location to store their vehicle.

The proposed TDM Plan has been reviewed by both city Transportation staff as well as the Transportation Advisory Board and found to be consistent with city TDM goals and policies found within the Transportation Master Plan and BVCP.

- E. If the number of off-street parking spaces is reduced because of the nature of the occupancy, whether the applicant provides assurances that the nature of the occupancy will not change; and*

While the requested parking reduction is not based on the nature of the occupancy per se, the Site Review request is specific to the proposed use. Any change in the design of the building (which would be necessary in order to change the nature of the occupancy) would require an amendment to the Site Review and would therefore require a new parking reduction request.

- F. If considering a parking reduction for a use nonconforming as to parking, the approving authority shall evaluate the existing parking arrangement to determine whether it can accommodate additional parking or be rearranged to accommodate additional parking in compliance with the design requirements of subsection (d) of this section. If additional parking can reasonably be provided, the provision of such parking shall be a condition of approval of the requested reduction.*

Not applicable, as the proposal is not for a parking reduction for a use that is nonconforming as to parking.

## **RECOMMENDED CONDITIONS OF APPROVAL**

1. The Applicant shall ensure that the **development shall be in compliance with all plans prepared by the Applicant** on November 30, 2023, and the Transportation Demand Management (“TDM”) Plan and Parking Management Plan dated November 30, 2023, all on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.

2. Prior to a building permit application, the Applicant shall submit, and obtain City Manager approval of, a Technical Document Review application for the following items:

- a. **Final architectural plans**, including material samples and colors, to ensure compliance with the intent of this approval and compatibility with the surrounding area. The architectural intent shown on the plans prepared by the Applicant on November 30, 2023 is acceptable. Planning staff will review plans to assure that the architectural intent is performed.

- b. A **final site plan** which includes detailed floor plans and section drawings.
  - c. A **final utility plan** meeting the City of Boulder Design and Construction Standards.
  - d. A **final storm water report and plan** meeting the City of Boulder Design and Construction Standards.
  - e. **Final transportation plans** meeting the City of Boulder Design and Construction Standards, for all transportation improvements. These plans must include, but are not limited to: street and sidewalk plan and profile drawings, signage and striping plans in conformance with Manual on Uniform Traffic Control Devices (MUTCD) standards, transportation detail drawings, geotechnical soils report, and pavement design report.
  - f. A **detailed landscape plan**, including size, quantity, and type of plants existing and proposed; type and quality of non-living landscaping materials; any site grading proposed; and any irrigation system proposed, to ensure compliance with this approval and the City's landscaping requirements. Removal of trees must receive prior approval of the Planning Department. Removal of any tree in City right of way must also receive prior approval of the City Forester.
  - g. A **detailed outdoor lighting plan** showing location, size, and intensity of illumination units, indicating compliance with section 9-9-16, B.R.C.1981.
  - h. A **detailed shadow analysis** to ensure compliance with the City's solar access requirements of section 9-9-17, B.R.C. 1981.
  - i. An **address plat** following the city's addressing policy to create a new address.
4. Prior to a building permit application, the Applicant shall submit for and receive approval of a Land Use Review application for a **Preliminary Plat** and a Technical Document Review application for a **Final Plat**, and execute a subdivision agreement meeting the requirements of Chapter 9-12, "Subdivision," B.R.C. 1981, and which provide, without limitation and at no cost to the City, for the following, unless otherwise approved by the City Manager:
- a. The elimination of the lot lines between Lots 4, 5, and 6, Block 77, East Boulder, City of Boulder, County of Boulder, State of Colorado.
  - b. The dedication, to the City, of all right-of-way and easements shown on the approved plans or necessary to serve the development.

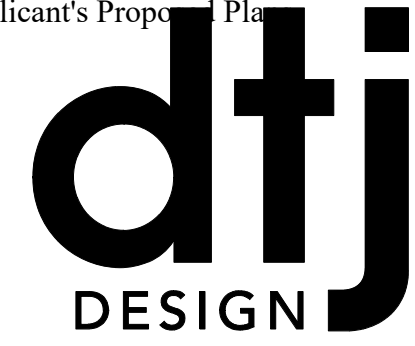
- c. The vacation of all easements where vacation is necessary for construction of the development.
  - d. A financial guarantee, in a form acceptable to the Director of Public Works, in an amount equal to the cost of constructing all public improvements necessary to serve the development.
  - e. The construction of all public improvements necessary to serve the development.
5. Prior to a building permit application, the Applicant shall submit a **financial guarantee, in a form acceptable to the Director of Public Works**, in an amount equal to the cost of providing eco-passes to the residents and employees of the development for three years after the issuance of a certificate of occupancy.
6. The Applicant shall be responsible for **maintaining all stormwater quality improvements**.

By: \_\_\_\_\_  
 Brad Mueller, Secretary to the Planning Board

- ATTACHMENTS**
- Attachment A – Applicant’s Proposed Plans and Written Statement
  - Attachment B – Staff’s Review Criteria Analysis
  - Attachment C – Applicant’s TDM and Parking Management Plans
  - Attachment D – Public Comments

# 2206 PEARL STREET MIXED USE

2206 PEARL STREET, BOULDER, CO 80302  
**USE AND SITE REVIEW**  
 NOVEMBER 30, 2023



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 2206+2208+2210 PEARL STREET, BOULDER, COLORADO

## SHEET INDEX

SHEET INDEX	
SHEET NUMBER	SHEET NAME
GENERAL	
G000	COVER SHEET
G-16330-1	2206 PEARL STREET SURVEY
CIVIL	
C1.0	GRADING AND DRAINAGE PLAN
C2.0	UTILITY PLAN
SITE DEVELOPMENT PLANS	
C3.0	HORIZONTAL CONTROL PLAN
L101	TREE INVENTORY PLAN
L102	CIRCULATION DIAGRAM
L103	CONTEXT CIRCULATION DIAGRAM
L200	GROUND LEVEL SITE PLAN
L300	GROUND LEVEL LANDSCAPE PLAN
L400	PLANTING SCHEDULE & DETAILS
L500	SITE ILLUSTRATIVE
ARCHITECTURE	
A010	PROJECT CALCULATIONS
A011	SOLAR ACCESS STUDIES
A101	LEVEL 1 FLOOR PLAN
A102	LEVEL 2 FLOOR PLAN
A103	LEVEL 3 FLOOR PLAN
A110	ROOF PLAN
A121	NEIGHBORHOOD CONTEXT BOARDS
A122	NEIGHBORHOOD CONTEXT BOARDS
A201	BUILDING ELEVATIONS
A202	BUILDING ELEVATIONS
A901	BUILDING PERSPECTIVES
A902	BUILDING PERSPECTIVES
A903	MATERIAL BOARD
MEP	
MEP 1.1	FIRST FLOOR PHOTOMETRIC
MEP 1.2	SECOND FLOOR PHOTOMETRIC
MEP 1.3	THIRD FLOOR PHOTOMETRIC
MEP 2.1	PHOTOMETRIC DETAILS
MEP 2.2	PHOTOMETRIC DETAILS

CONCEPTUAL RENDERING

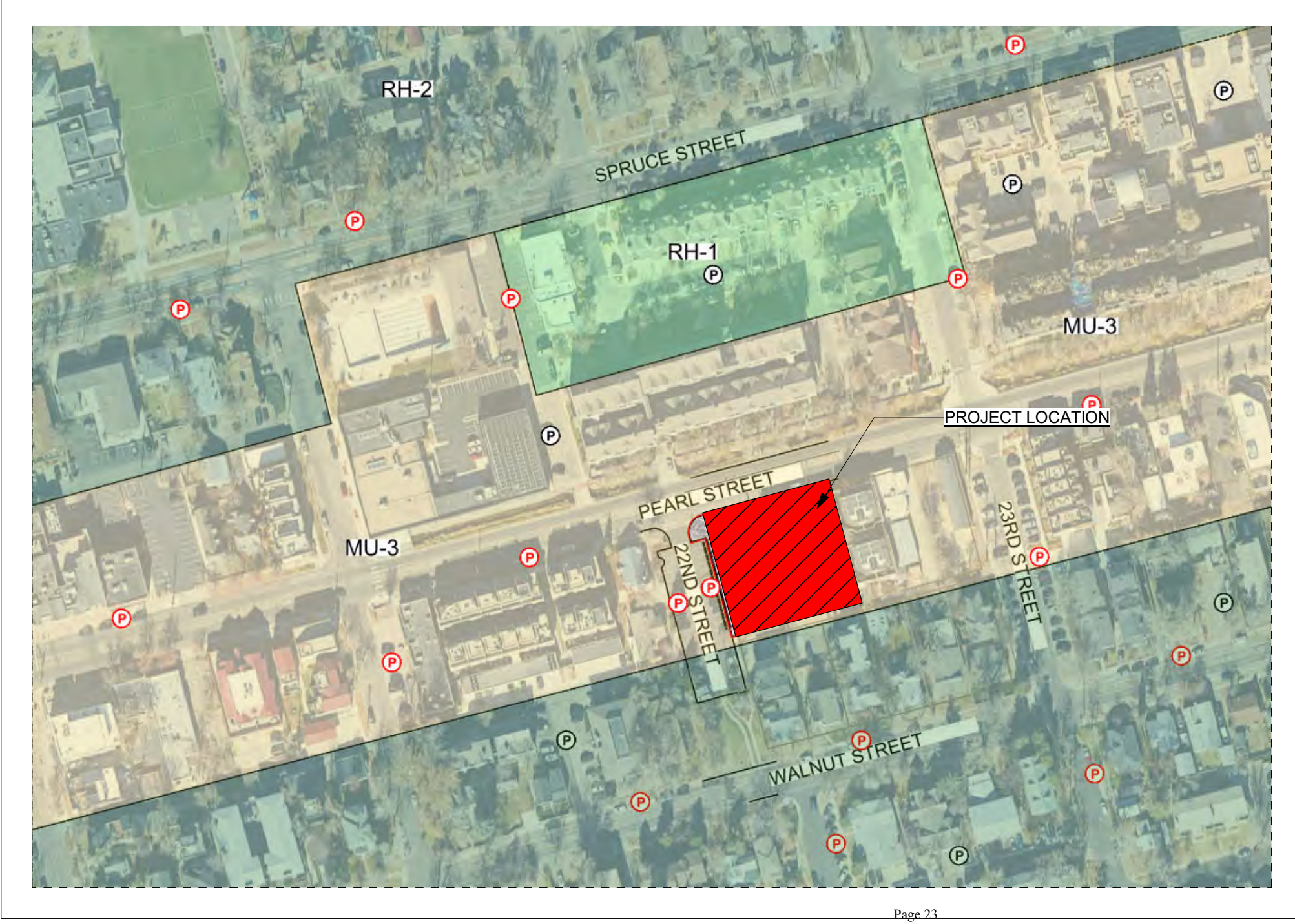


NOTE: RENDERING IS FOR PRESENTATION PURPOSES ONLY AND IS NOT TO BE CONSIDERED PART OF THE CONTRACT DOCUMENTS

## PROJECT DIRECTORY

<b>OWNER:</b> STOK INVESTMENT GROUP, LLC 1610 Wynkoop Street Denver, Colorado 80202 tel. 720-898-5870 email. ross@stok.com Contact: Ross Holbrook	<b>STRUCTURAL ENGINEER:</b> JVA, INC. 1319 Spruce Street Boulder, Colorado 80302 tel. 303-444-1951 email. tsoell@jvajva.com Contact: Tom Soell
<b>ARCHITECT:</b> DTJ DESIGN, INC. 3101 Iris Avenue, Suite 130 Boulder, Colorado 80301 tel. 303-443-7533 fax. 303-443-7534 email. lpayne@dtdesign.com Contact: Lee Payne	<b>LANDSCAPE ARCHITECT:</b> DTJ DESIGN, INC. 3101 Iris Avenue, Suite 130 Boulder, Colorado 80301 tel. 303-443-7533 fax. 303-443-7534 email. tjjin@dtdesign.com Contact: Ting Jin
<b>SPECIFICATIONS:</b> CONSPECTUS, INC. 2231 Route 50, PO Box 248 Tuckahoe, New Jersey 08250 tel. 609-628-2390 email. dstutzman@constectusinc.com Contact: David Stutzman	<b>BUILDING ENVELOPE:</b> MANTIS INNOVATION GROUP 11011 Richmond Avenue, Suite 500 Houston, Texas 77042 tel. 413-896-7123 email. jmcdonald@mantisinnovation.com Contact: Julie McDonald
<b>MEP ENGINEER:</b> THE BOULDER ENGINEERING COMPANY 1717 15th Street Boulder, Colorado 80302 tel. 303-444-6038 x103 email. michael@boulderengineering.com Contact: Michael Vair	<b>CIVIL ENGINEER:</b> JVA, INC. 1319 Spruce Street Boulder, Colorado 80302 tel. 303-444-1951 email. xtorrents@jvajva.com Contact: Xavier Torrents
<b>BUILDING CODE CONSULTANT:</b> SHUMS CODA ASSOCIATES 4610 S Ulster, Ste. 150 Denver, Colorado 80237 tel. 303-257-3572 email. steve.thomas@shumscoda.com Contact: Steven Thomas	

## VICINITY MAP



## PROJECT NARRATIVE

This micro-unit project, located in the heart of Boulder, is targeted towards middle-income earners and will provide attainable housing near employment areas along Boulder's Historic Pearl Street. The units will be provided with appliances and furnished with Ori Movable furniture, which will allow residents to customize their space to fit their needs.

The project will also have several resident amenities, including a common kitchen and gathering space, a common terrace with seating, long term bike parking with a repair station, storage lockers, and vehicle charging stations.

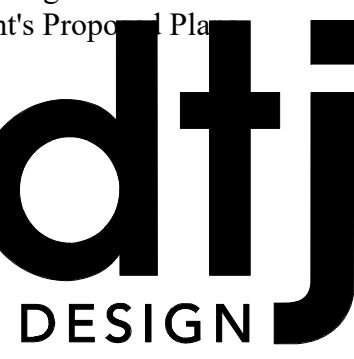
The design aesthetic of the project is contemporary but rustic, with warm earth toned exterior finishes. The building will have deep roof overhangs and large glazed openings, which will provide shade in the summer and natural light in the winter. The project is designed to have a low carbon footprint, will be all electric building, and will provide on-site renewables in the form of a rooftop PV array to offset electrical demand.

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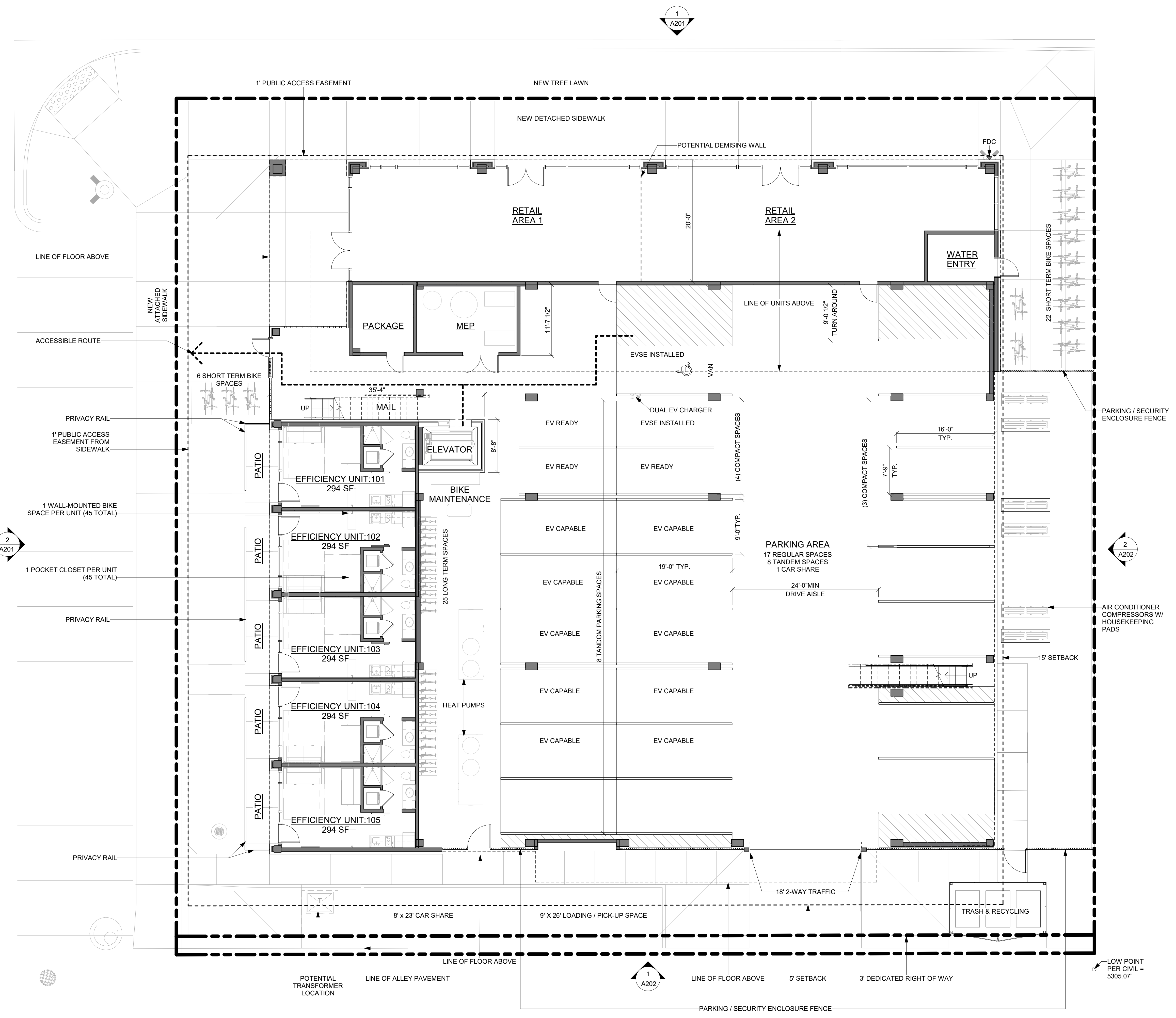
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LEVEL 1 FLOOR PLAN  
SHEET NUMBER:

A101



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1 LEVEL 1 FLOOR PLAN  
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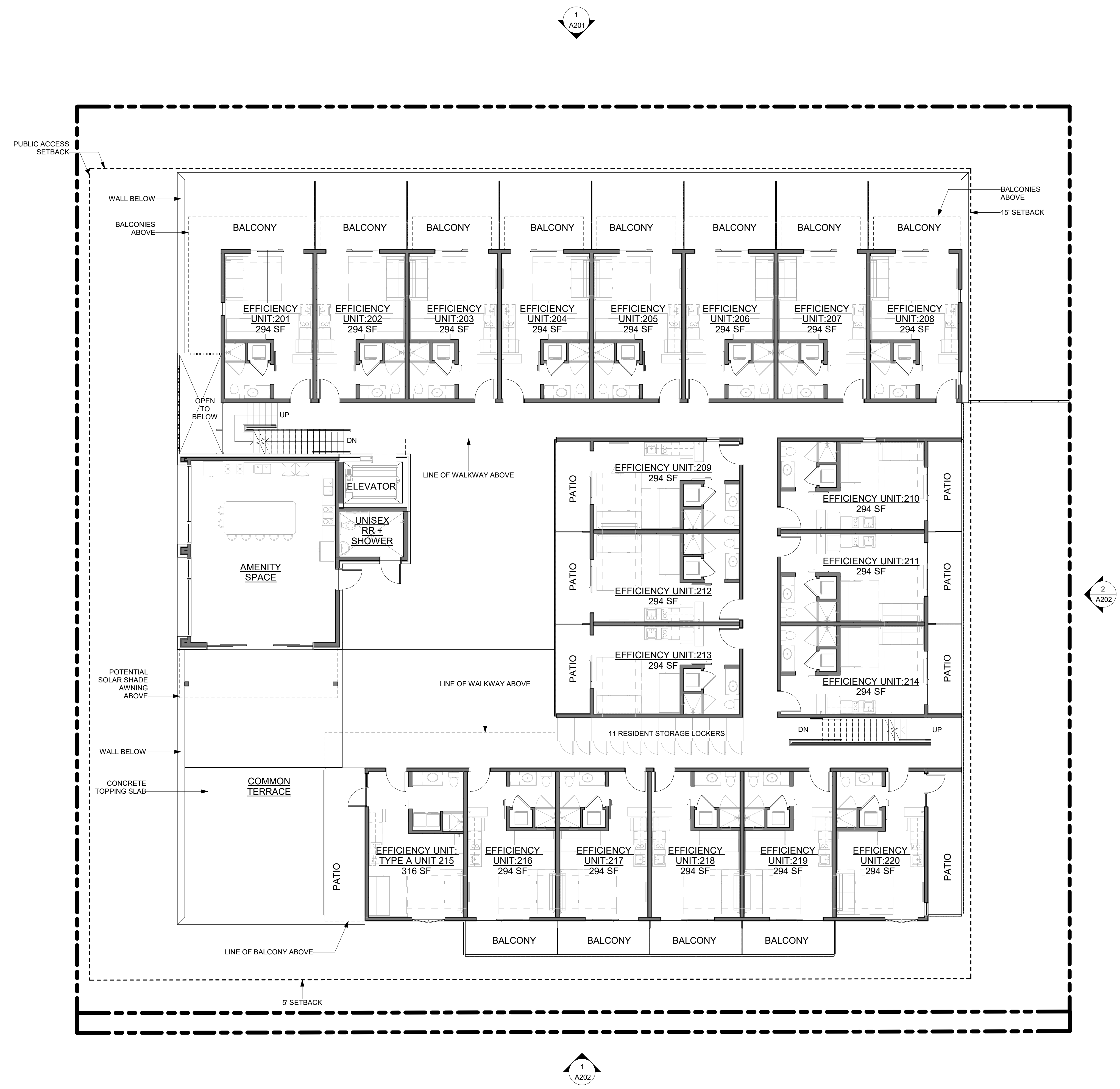
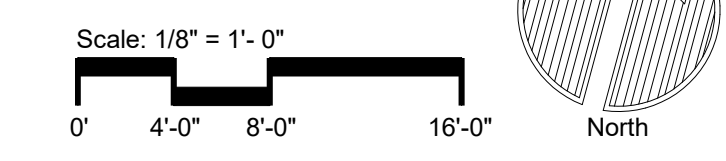
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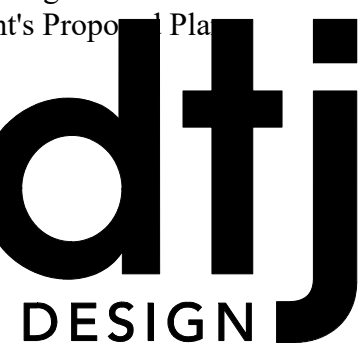
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**1 A102 LEVEL 2 FLOOR PLAN**  
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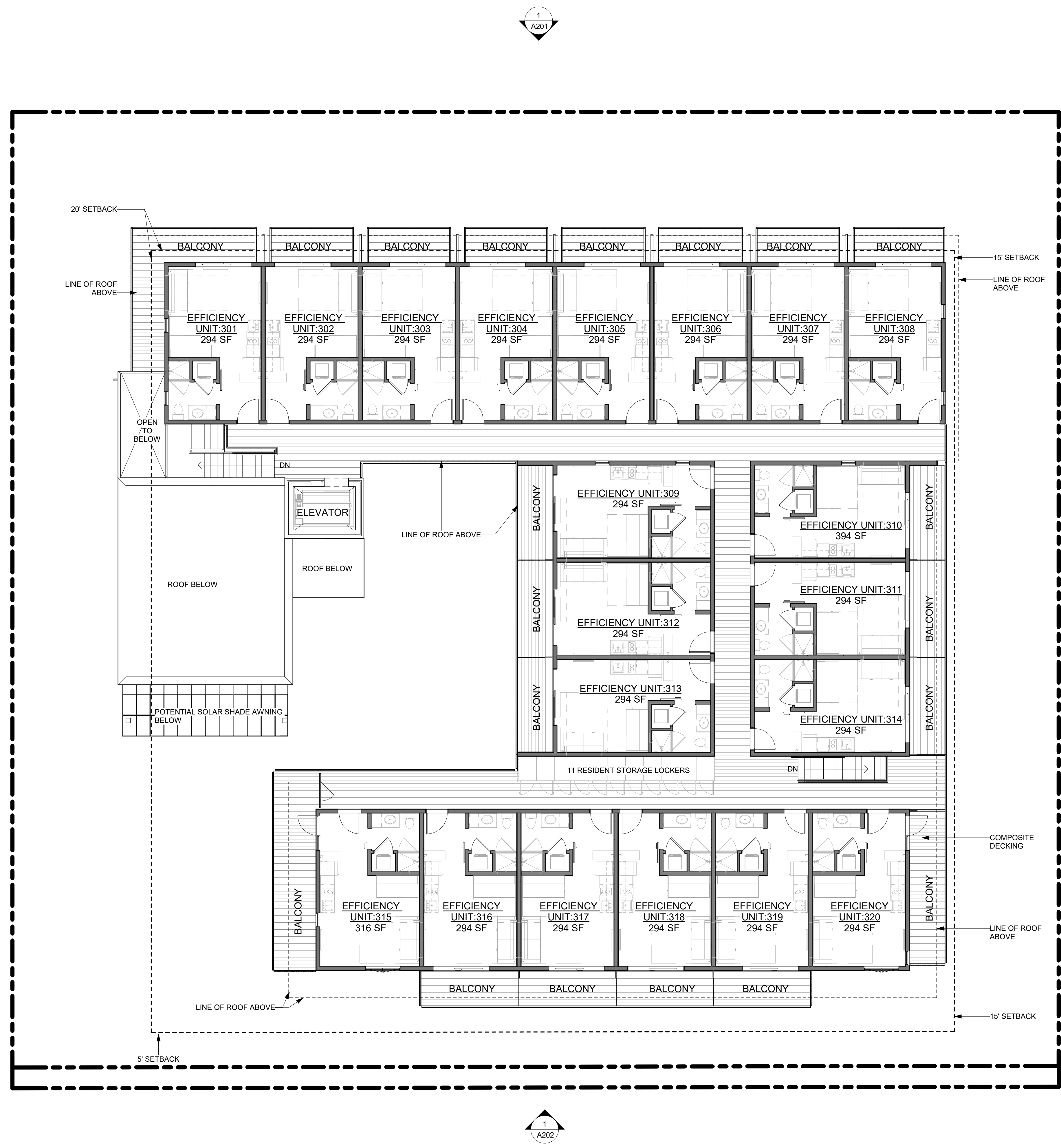
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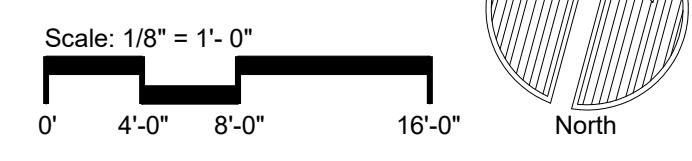
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SHEET TITLE:  
LEVEL 3 FLOOR PLAN  
SHEET NUMBER:

A103



1 A103 LEVEL 3 FLOOR PLAN  
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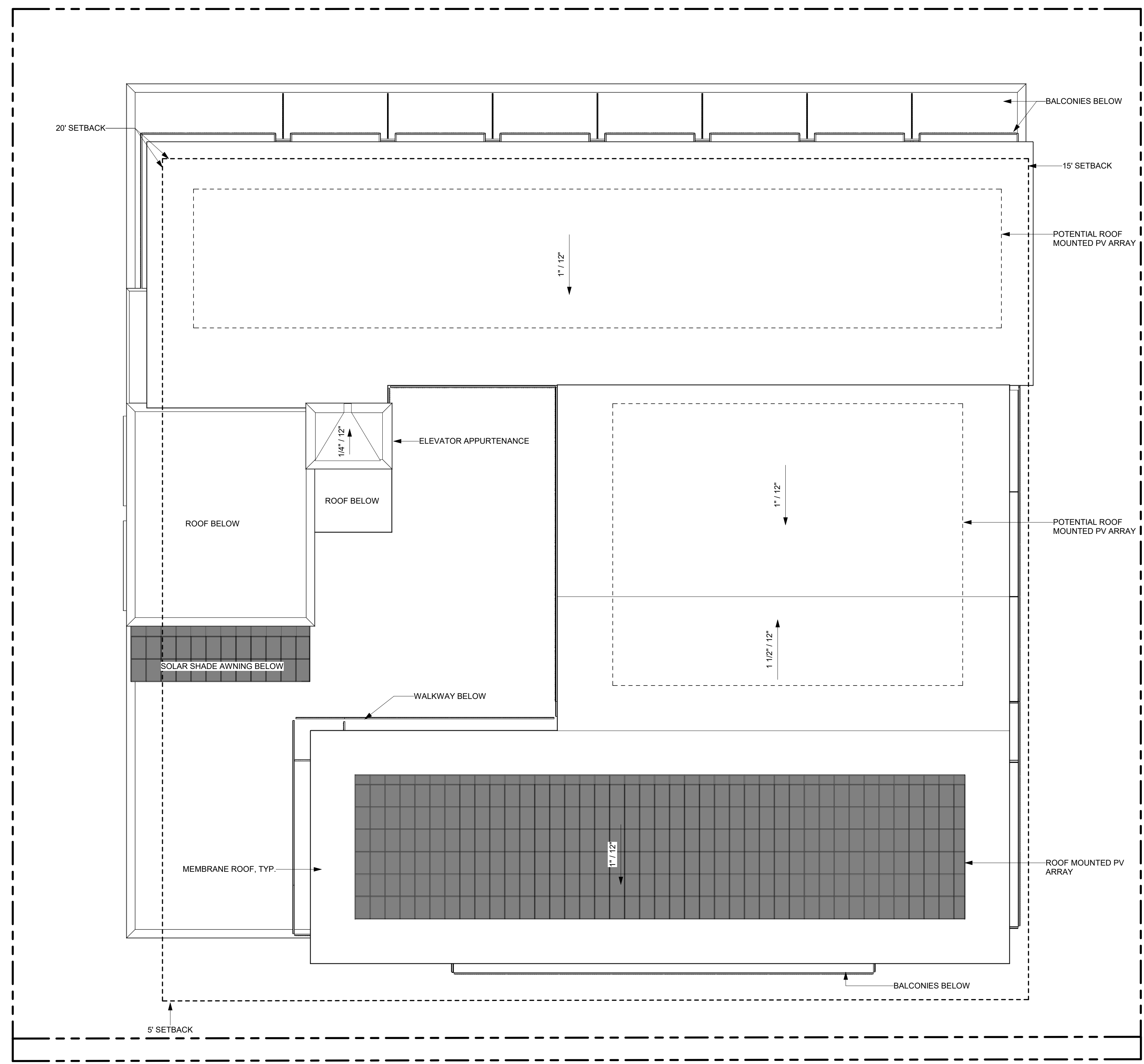
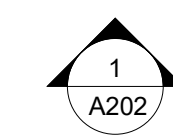
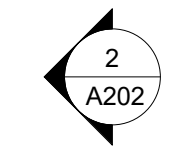
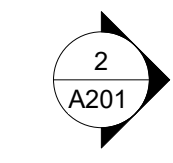
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 ROOF PLAN  
 SHEET NUMBER:

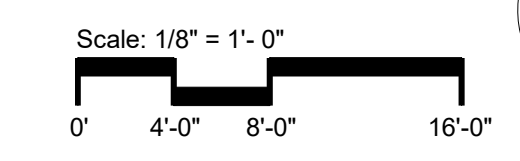
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**1**  
**A110**  
**ROOF PLAN**  
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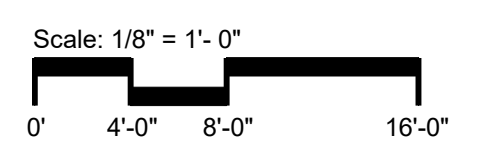




2 WEST ELEVATION  
A201 SCALE: 1/8" = 1'-0"



1 NORTH ELEVATION  
A201 SCALE: 1/8" = 1'-0"



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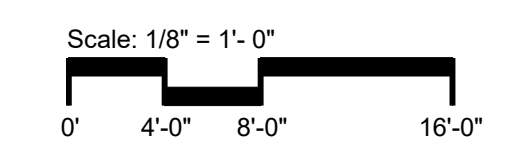
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2 EAST ELEVATION  
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1 SOUTH ELEVATION  
SCALE: 1/8" = 1'-0"



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PEARL AND 22ND - ABOVE



22ND AND ALLEY - ABOVE



SOUTHEAST CORNER AT ALLEY - ABOVE

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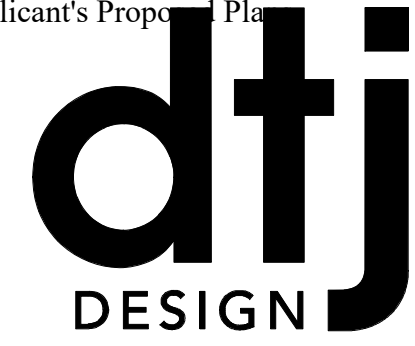
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BUILDING  
PERSPECTIVES

SHEET NUMBER:

A901



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PEARL AND 22ND



PEARL LOOKING SW



22ND AND ALLEY

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PERSPECTIVES

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### PROPOSED MATERIAL PALETTE

#### STOREFRONT SYSTEM



**FINISH:** LIGHT BRONZE OR APPROVED EQUAL

#### RESIDENTIAL UNIT WINDOW / EXTERIOR DOORS



**FINISH:** DARK BRONZE OR APPROVED EQUAL

#### COMPOSITE DECKING



**FINISH:** AMBERWOOD OR APPROVED EQUAL

#### MODULAR BRICK



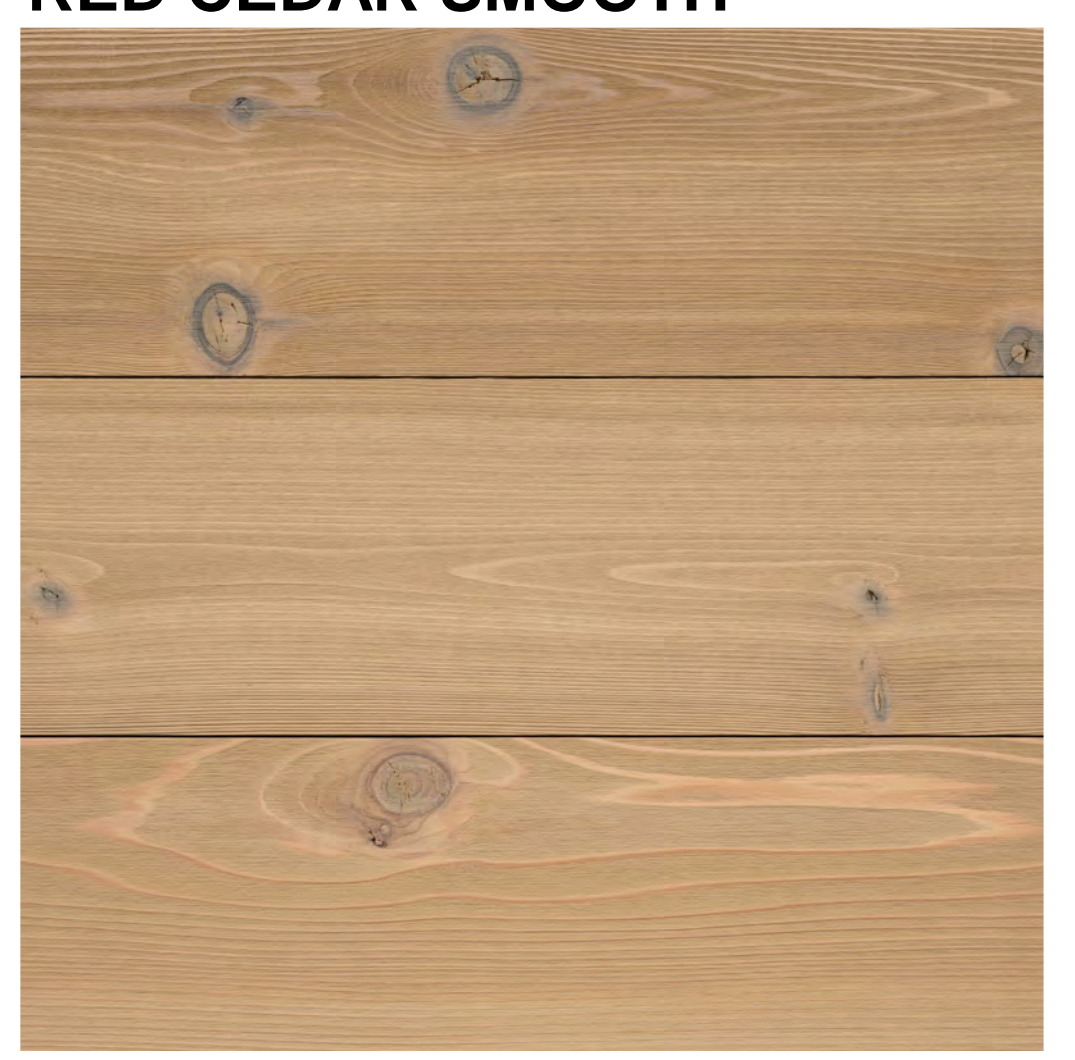
**FINISH:** EBONITE SMOOTH OR APPROVED EQUAL

#### WOOD SIDING COLOR 1: LUNAWOOD THERMO SPRUCE SMOOTH



**FINISH:** LUCKENBACH OR APPROVED EQUAL

#### WOOD SIDING COLOR 2: WESTERN RED CEDAR SMOOTH



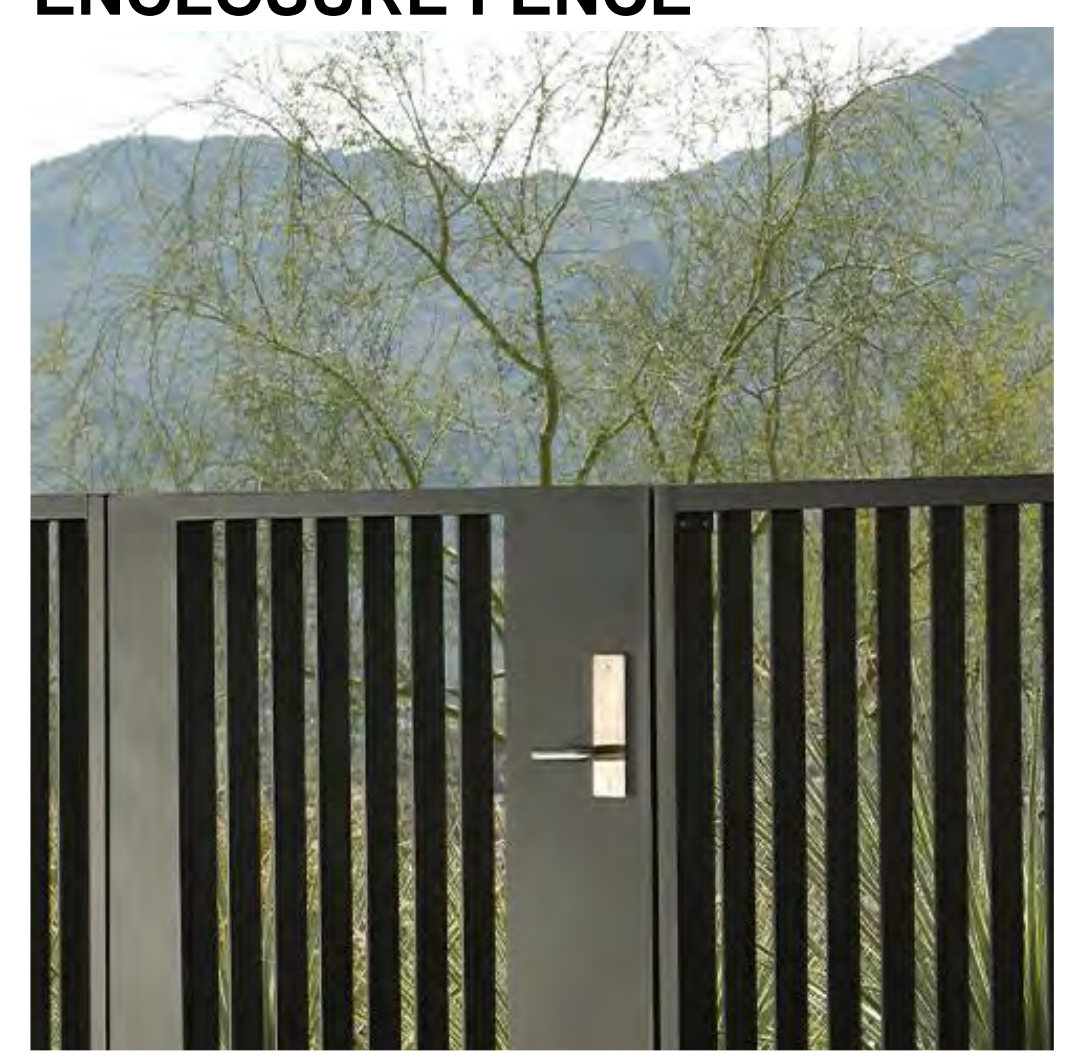
**FINISH:** COYOTE OR APPROVED EQUAL

#### FIBER CEMENT PANEL



**FINISH:** LINEN OR APPROVED EQUAL

#### PARKING / SECURITY ENCLOSURE FENCE



**FINISH:** BLACK OR APPROVED EQUAL

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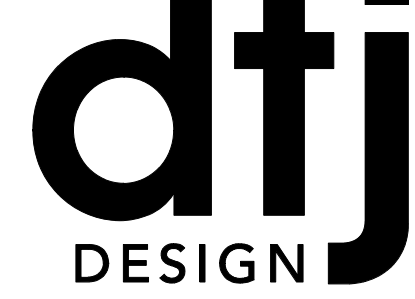
SHEET TITLE:

MATERIAL BOARD

SHEET NUMBER:

A903





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2206 PEARL STREET MIXED USE  
 USE AND SITE REVIEW  
 2206+2208+2210 PEARL STREET, BOULDER, COLORADO

### LEGEND

- INDIVIDUAL BALCONIES AND DECKS (9-9-11(f)(1))
- USUABLE OPEN SPACE (9-9-11(e)(4+5))
- BUILDING AREA AS FAR
- EGRESS CIRCULATION AS FAR

### FAR MATRIX

NAME	AREA INCLUDED IN FAR
CIRCULATION	176 SF
COMMERCIAL	2021 SF
ELEVATOR	81 SF
MEP	200 SF
PACKAGE	124 SF
UNITS	1615 SF
WATER ENTRY	100 SF
LEVEL 1	4317 SF
AMENITY SPACE	652 SF
CIRCULATION	1038 SF
ELEVATOR	84 SF
RESTROOM	83 SF
UNITS	6497 SF
LEVEL 2	8354 SF
CIRCULATION	774 SF
ELEVATOR	96 SF
UNITS	6503 SF
LEVEL 3	7373 SF
TOTAL	20044 SF

CURRENT LOT AREA: 0.486 AC (21166 SF)  
 LOT AREA AFTER ROW DEDICATION: 20714 SF  
**ALLOWABLE FAR: 20714 SF**  
**PROJECT FAR: 20044 SF**

### OPEN SPACE

LOT AREA AFTER ROW DEDICATION:	20714 SF
REQUIRED USEABLE OPEN SPACE (15%)	3107 SF
USABLE OPEN SPACE (9-9-11(e)(4+5))	2594 SF
INDIVIDUAL BALCONIES AND DECKS (CALCULABLE, 25% MAX OF REQ)	777 SF
TOTAL PROVIDED USEABLE OPEN SPACE (CALCULABLE)	3371 SF 108% REQ
TOTAL PROVIDED INDIVIDUAL BALCONIES AND DECKS	3347 SF

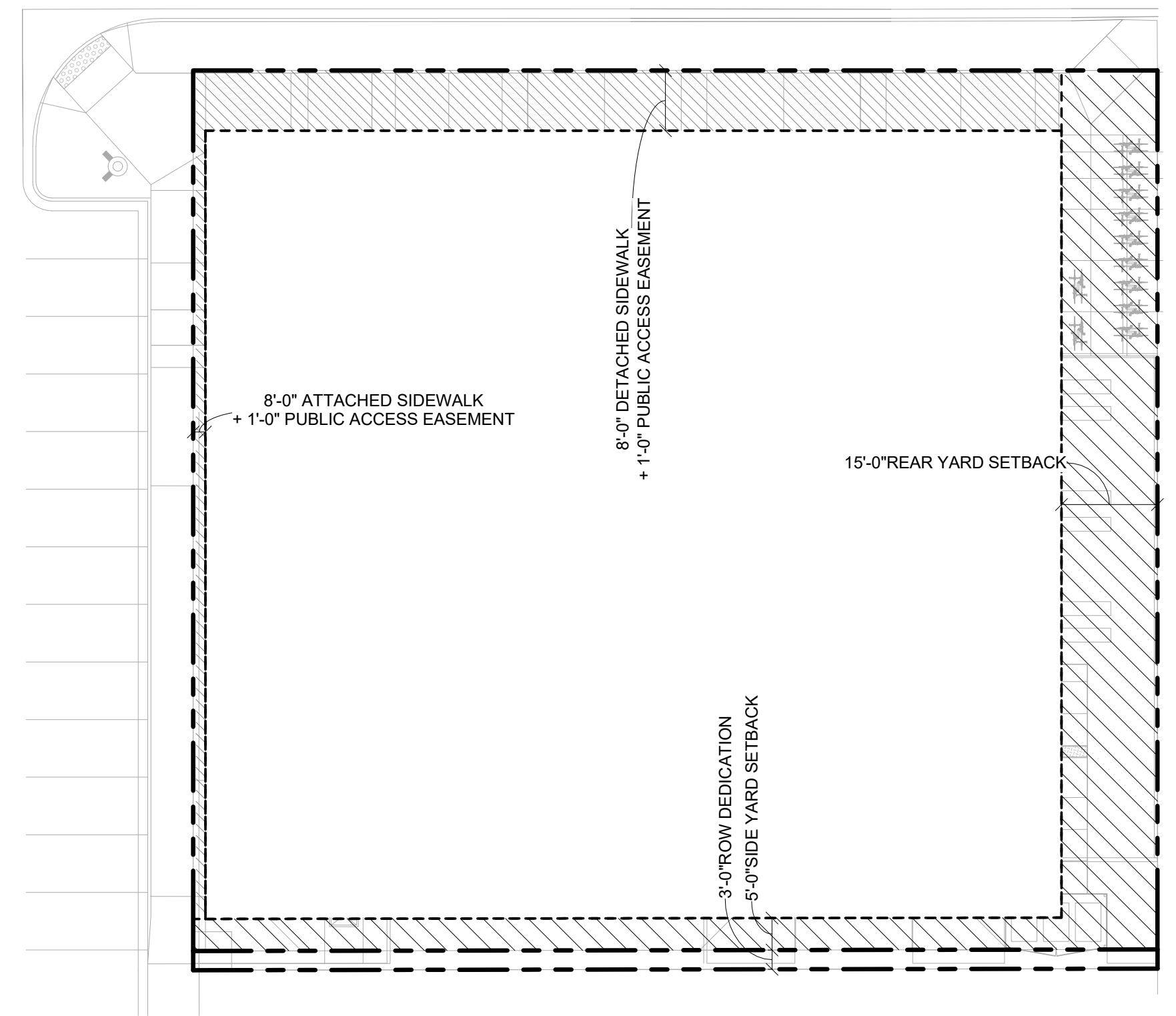
### PARKING

REQUIRED COMMERCIAL	0	PER 9-6-3 (J)(3)
REQUIRED RESIDENTIAL	45	1 PER DU
PROPOSED RESIDENTIAL	17	
PROPOSED CAR SHARE	1	
TOTAL PROPOSED	18	60% REDUCTION
PROPOSED TANDEM SPACES	8	
TOTAL w/ TANDEM SPACES	26	42% REDUCTION

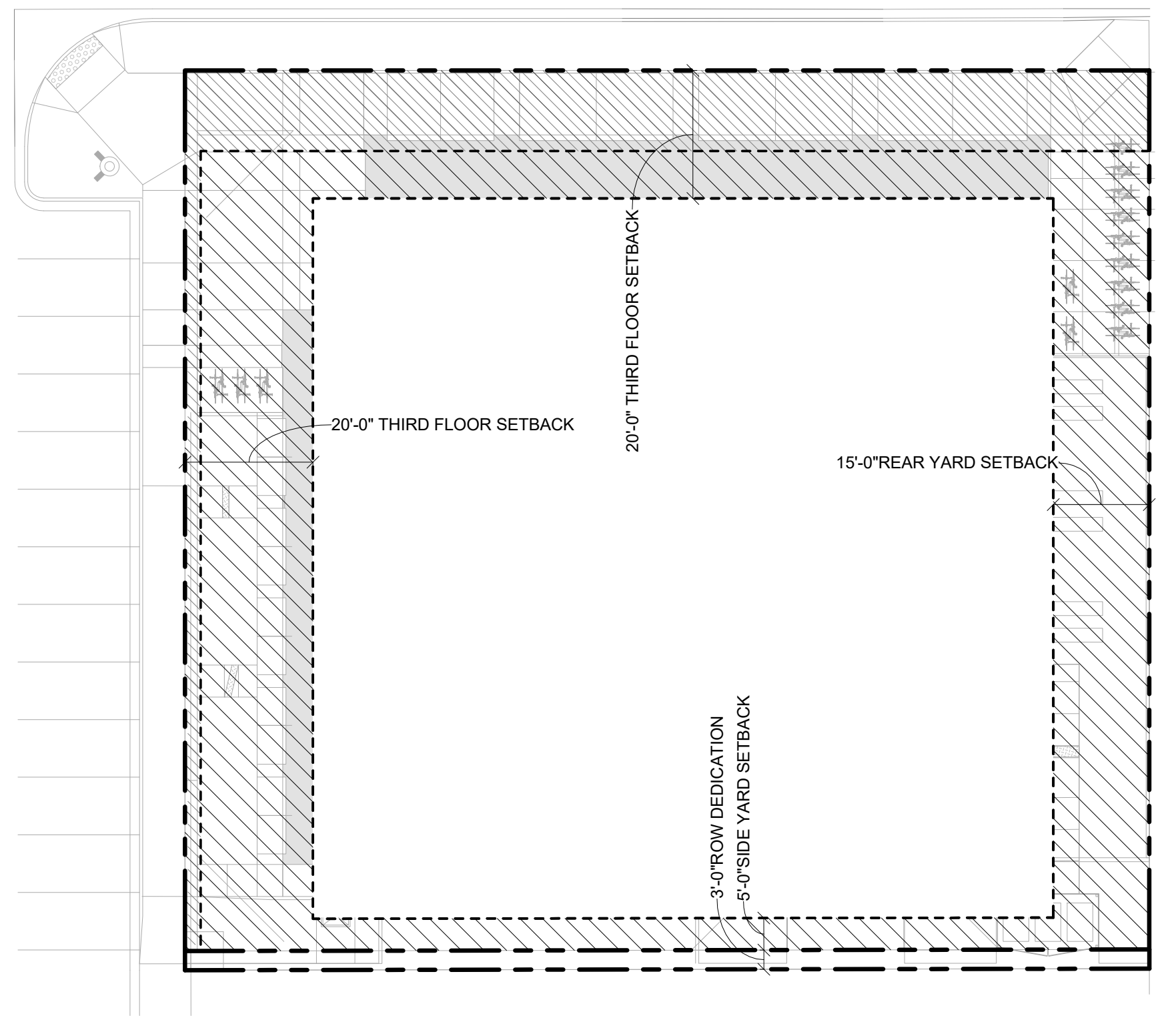
### BICYCLE PARKING

REQUIRED RESIDENTIAL	90	2 PER DU
PROPOSED LONG TERM*	68	MIN 75% REQ
PROPOSED SHORT TERM*	24	MIN 25% REQ
TOTAL PROPOSED RESIDENTIAL	92	
REQUIRED COMMERCIAL	MIN 4 REQ	PER TABLE 9-8, 9-9-6(g)
PROPOSED LONG TERM*	2	MIN 25% REQ
PROPOSED SHORT TERM*	4	MIN 75% REQ
TOTAL PROPOSED COMMERCIAL	6	
GRAND TOTAL REQUIRED	94	
GRAND TOTAL PROPOSED	98	104% OF REQ

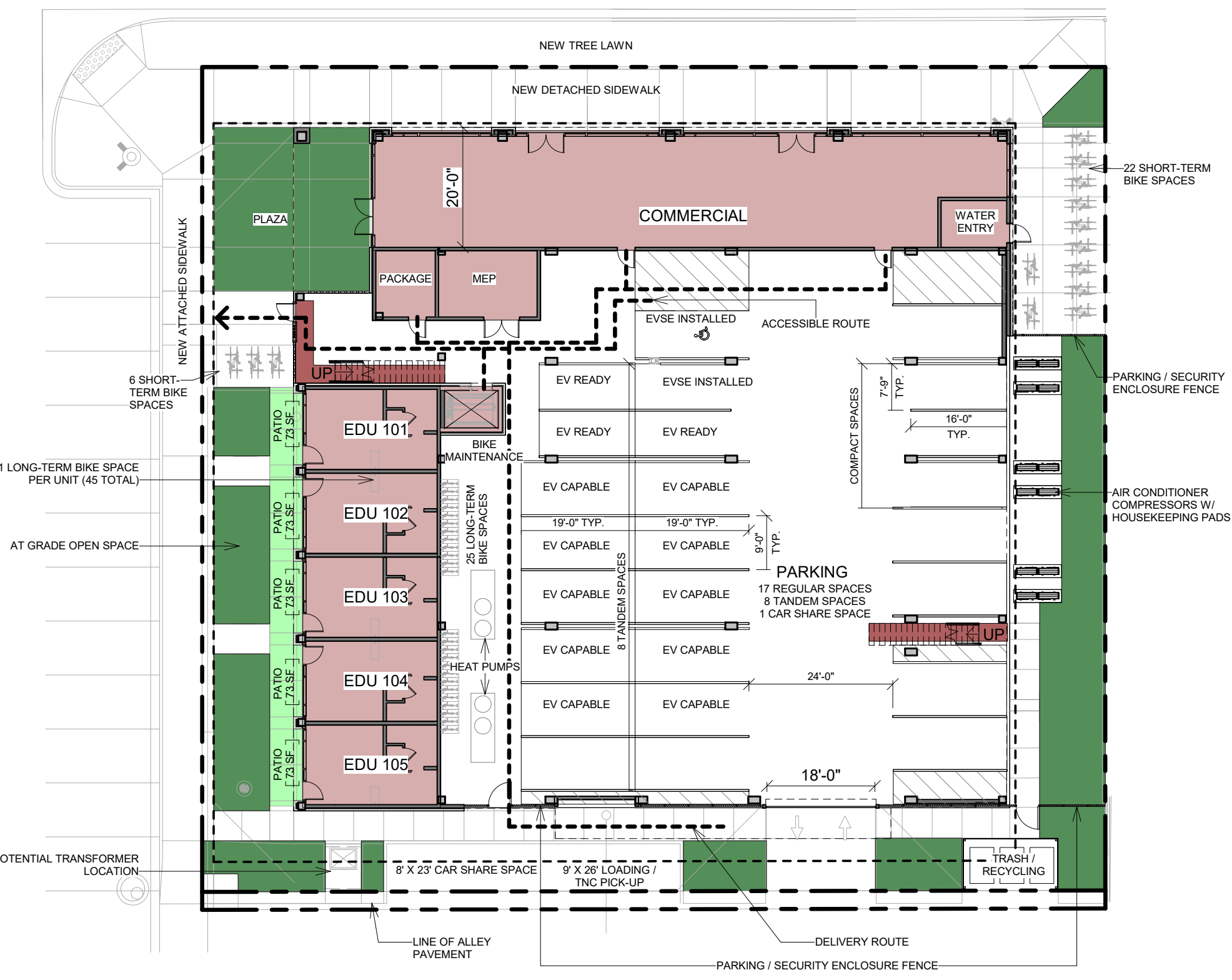
\*NUMBERS ROUNDED TO BE EVEN PER TYPICAL DUO BIKE STALLS.



4 SETBACK DIAGRAM - 1ST-2ND FLOOR  
 SCALE: 1" = 20'-0"



5 SETBACK DIAGRAM - 3RD FLOOR  
 SCALE: 1" = 20'-0"



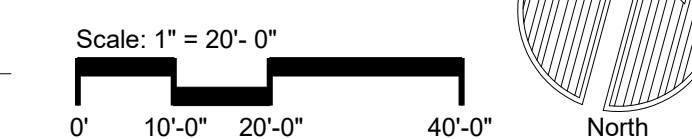
1 LEVEL 1 FAR DIAGRAM  
 SCALE: 1" = 20'-0"



2 LEVEL 2 FAR DIAGRAM  
 SCALE: 1" = 20'-0"



3 LEVEL 3 FAR DIAGRAM  
 SCALE: 1" = 20'-0"



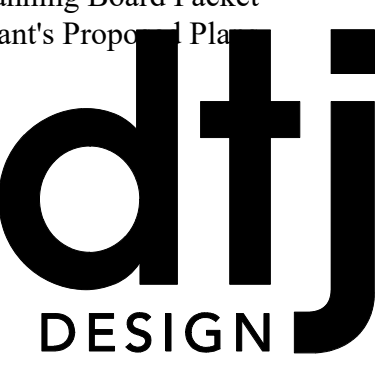
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 CHECKED BY: LP, JS  
 PROJECT NO: 2021098.20  
 ISSUE DATE: 11/30/2023  
 REVISIONS:

SHEET TITLE:  
 PROJECT CALCULATIONS

SHEET NUMBER:

A010



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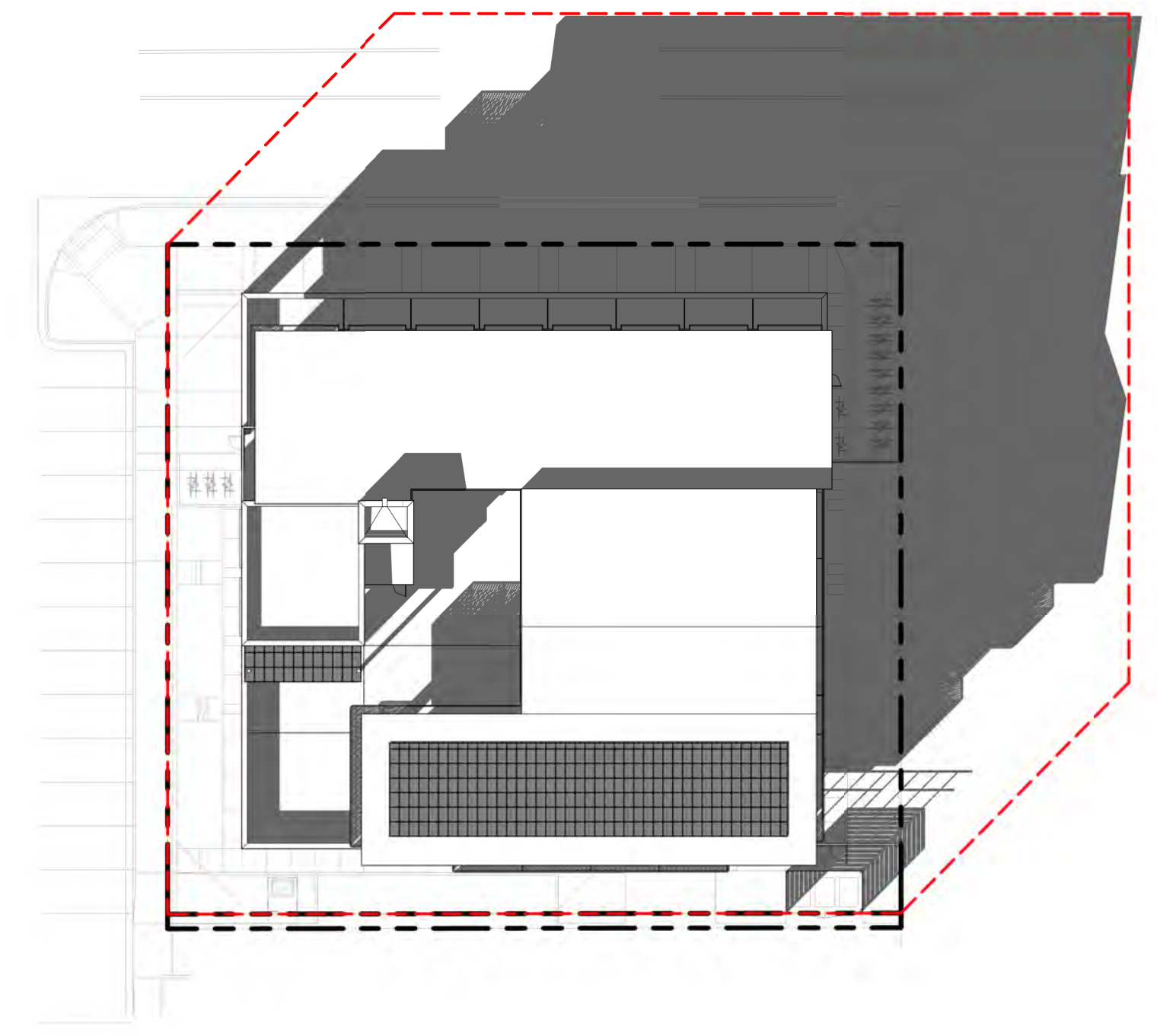
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REVISIONS:

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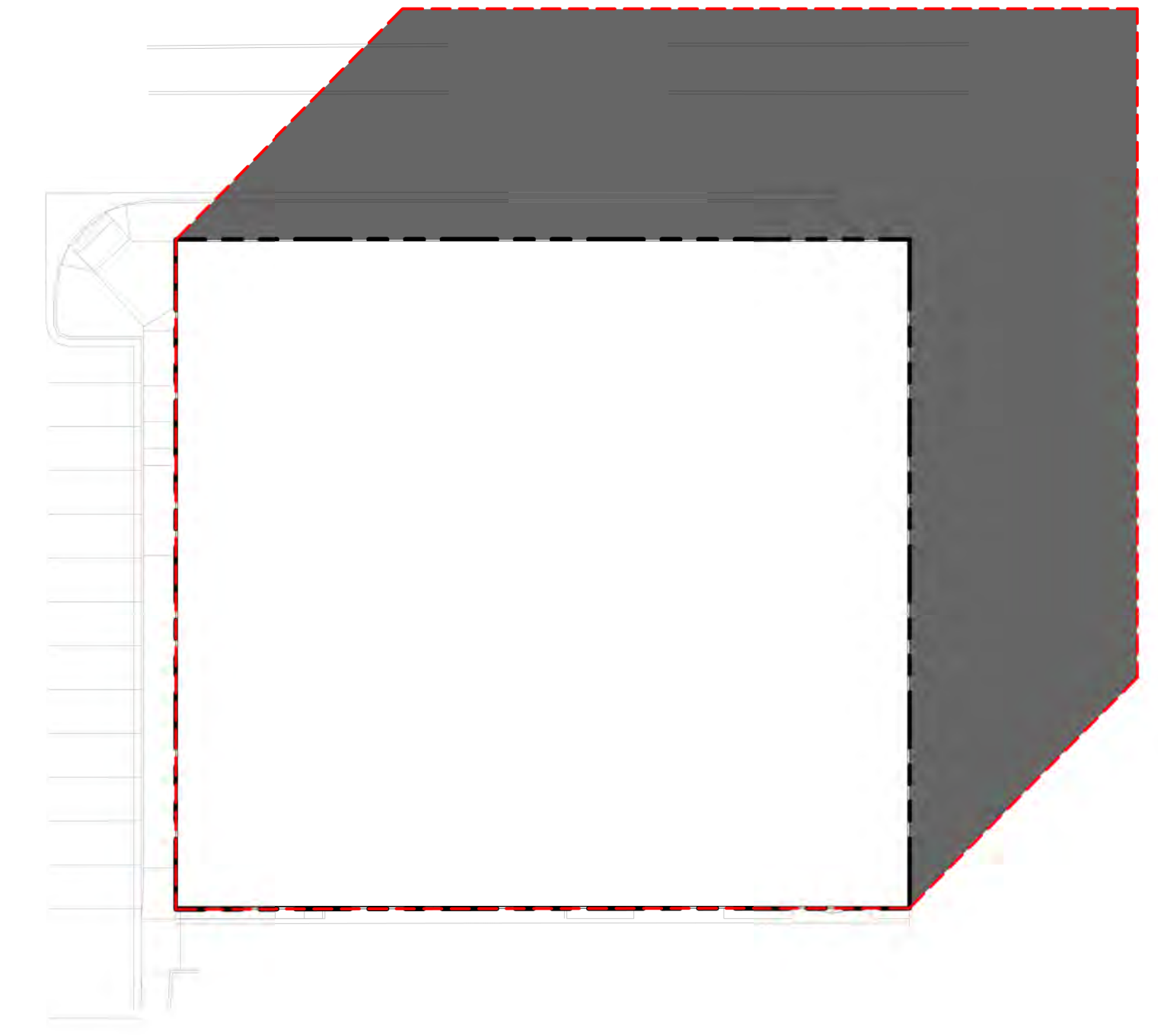
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STUDIES

SHEET NUMBER:

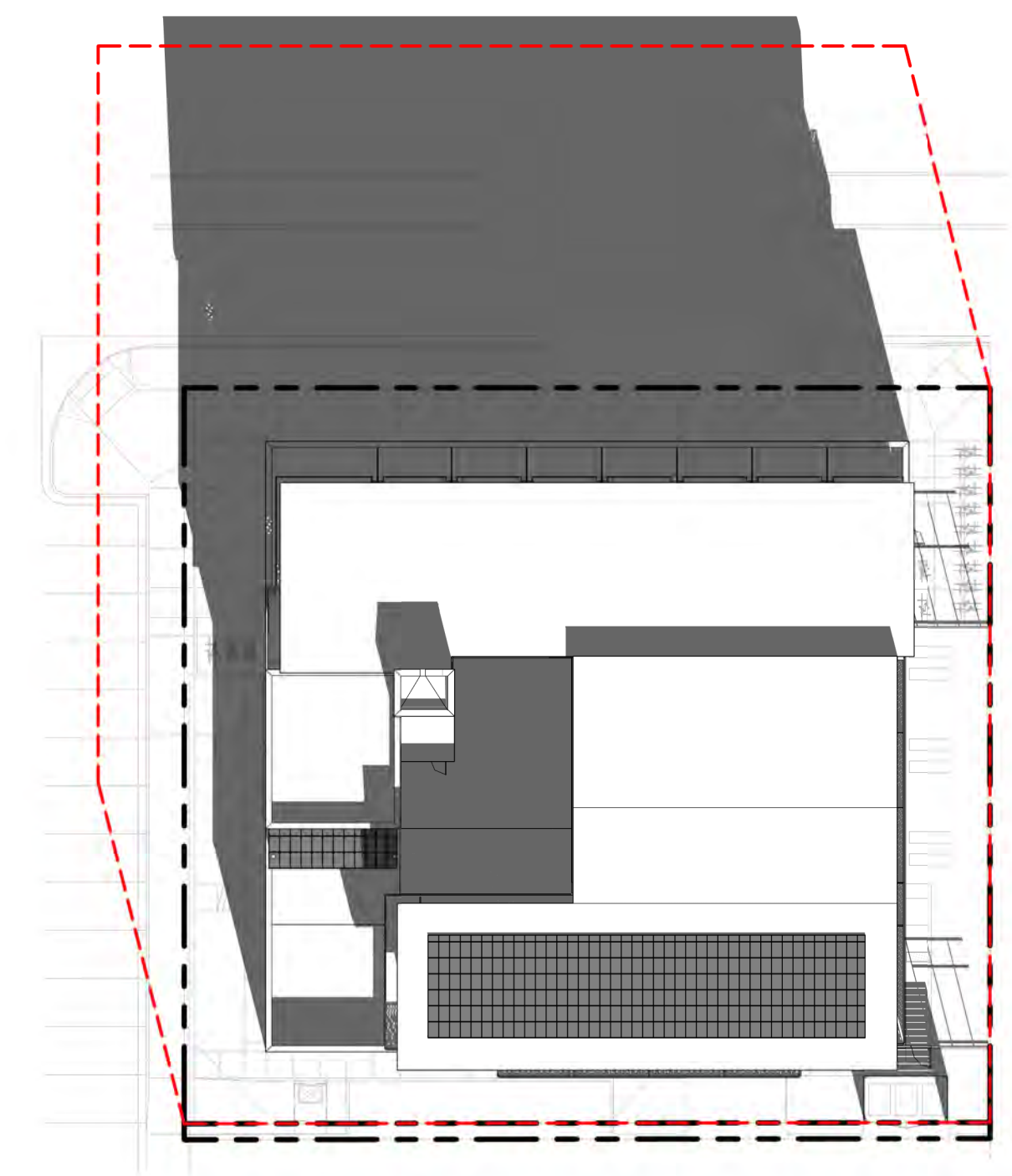
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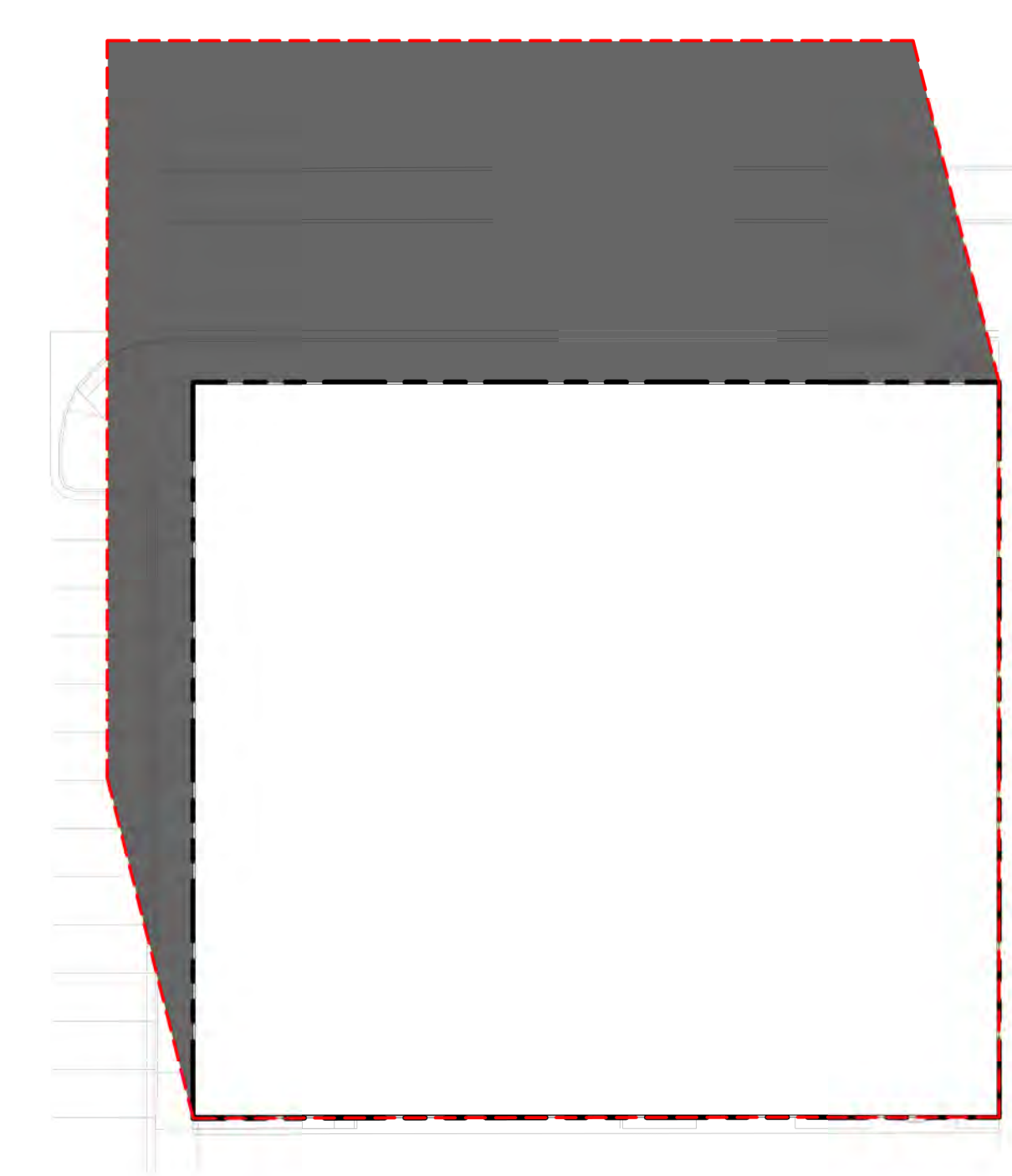
SHADOW STUDY - DECEMBER 21 - 2:00 PM



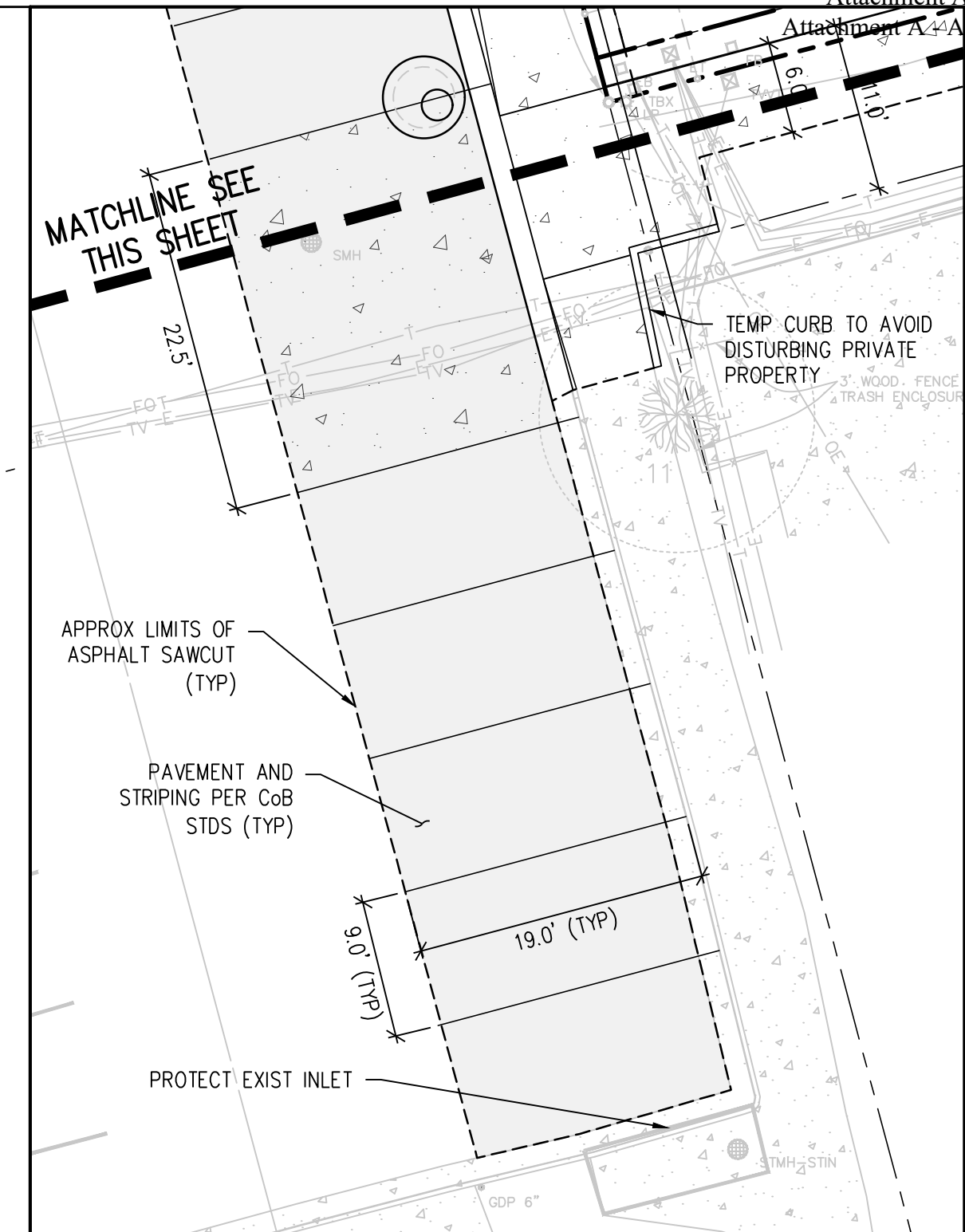
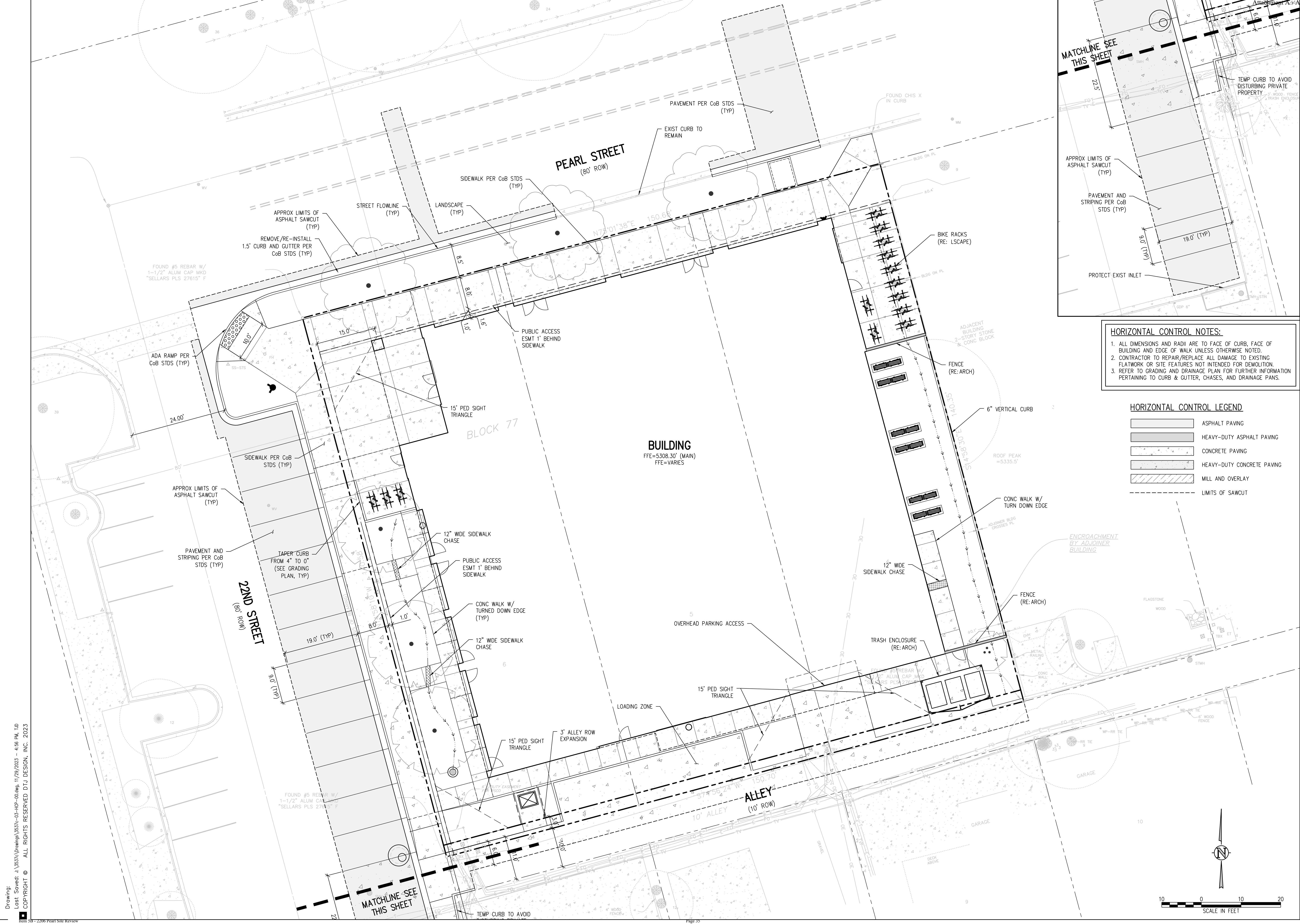
25' SOLAR FENCE - DECEMBER 21 - 2:00 PM



SHADOW STUDY - DECEMBER 21 - 10:00 AM



25' SOLAR FENCE - DECEMBER 21 - 10:00 AM



- HORIZONTAL CONTROL NOTES:**
1. ALL DIMENSIONS AND RADII ARE TO FACE OF CURB, FACE OF BUILDING AND EDGE OF WALK UNLESS OTHERWISE NOTED.
  2. CONTRACTOR TO REPAIR/REPLACE ALL DAMAGE TO EXISTING FLATWORK OR SITE FEATURES NOT INTENDED FOR DEMOLITION.
  3. REFER TO GRADING AND DRAINAGE PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.

**HORIZONTAL CONTROL LEGEND**

	ASPHALT PAVING
	HEAVY-DUTY ASPHALT PAVING
	CONCRETE PAVING
	HEAVY-DUTY CONCRETE PAVING
	MILL AND OVERLAY
	LIMITS OF SAWCUT

Attachment A - Planning Board Packet  
 Applicant's Proposed Plans

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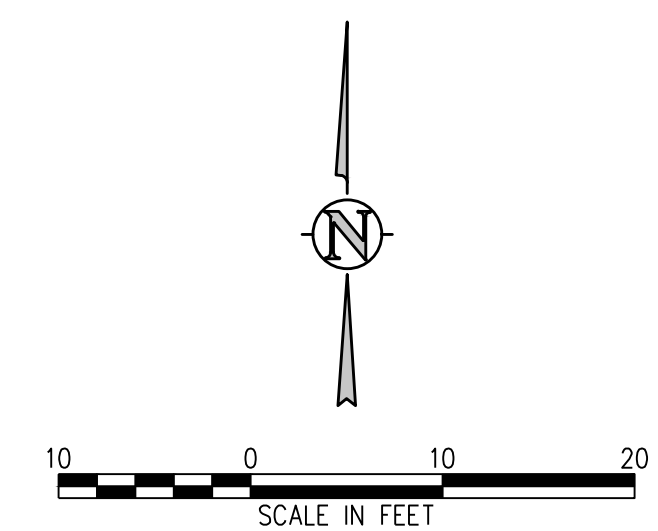
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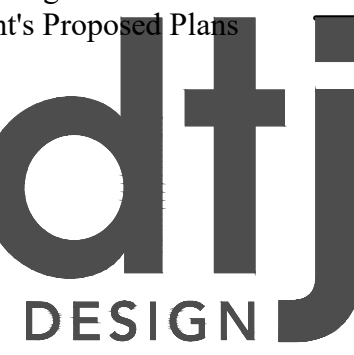
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 HORIZONTAL CONTROL PLAN

SHEET NUMBER:  
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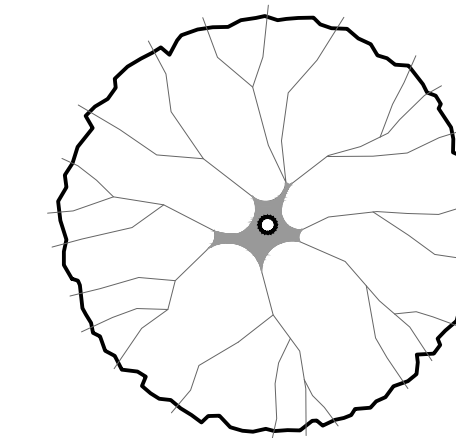
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USE AND SITE REVIEW

2206+2208+2210 PEARL STREET, BOULDER, COLORADO

### TREE INVENTORY

Tree #	Species Name	DBH	Health	Notes	Action	Recommendations
1	Albizia <i>Albizia altissima</i>	10"	15	Undesirable invasive species. Significant trunk damage. Poor structure. Poor location with little area for root base. Low LCR (0.25%).	Remove	Remove specimen. Undesirable and invasive species. In poor condition and location. Conflicts with current construction plans.
2	Albizia <i>Albizia altissima</i>	16" (3)	25	Undesirable invasive species. Significant trunk damage. Poor structure. Poor location with little area for root base. Low LCR (0.25%).	Remove	Remove specimen. Undesirable and invasive species. In poor condition and location. Conflicts with current construction plans.
3	Siberian Elm <i>Ulmus Parviflora</i>	19" (3)	30	Undesirable/invasive species. Poor structure-5 stems arising from basal bifurcation with included bark unions. Poor location with little area for root base.	Remove	Remove specimen. Undesirable and invasive species. In poor condition and location. Structure would prove problematic longterm. Conflicts with current construction plans.
4	Siberian Elm <i>Ulmus Parviflora</i>	31" (4)	40	Undesirable/invasive species. Poor structure-4 stems arising from basal bifurcation with included bark unions. Poor location with little area for root base. High possibility of future structural failure.	Remove	Remove specimen. Undesirable and invasive species. In poor condition and location. Structure would prove problematic longterm. Conflicts with current construction plans.
5	Siberian Elm <i>Ulmus Parviflora</i>	39" (6)	35	Undesirable/invasive species. Poor structure-6 stems arising from basal bifurcation with included bark unions. Poor location with little area for root base. High possibility of future structural failure. Low LCR.	Remove	Remove specimen. Undesirable and invasive species. In poor condition and location. Structure would prove problematic longterm. Conflicts with current construction plans.
6	Siberian Elm <i>Ulmus Parviflora</i>	14"	0	Undesirable/invasive species. Standing dead. In close proximity to power lines.	Remove	Remove specimen. Undesirable and invasive species. Tree is dead and structural integrity is decreasing rapidly with onset of fungal rot. Conflicts with current construction plans.
7	Siberian Elm <i>Ulmus Parviflora</i>	21" (3)	30	Undesirable/invasive species. Poor structure-3 stems arising from basal bifurcation with included bark unions. Poor location with little area for root base. High possibility of future structural failure. Significant dieback and low LCR.	Remove	Remove specimen. Undesirable and invasive species. In poor condition and location. Structure would prove problematic longterm. Conflicts with current construction plans.
8	Siberian Elm <i>Ulmus Parviflora</i>	13" (3)	25	Undesirable/invasive species. Poor structure-3 stems arising from basal bifurcation with included bark unions. Poor location with little area for root base. High possibility of future structural failure. Significant dieback and low LCR.	Remove	Remove specimen. Undesirable and invasive species. In poor condition and location. Structure would prove problematic longterm. Conflicts with current construction plans.

### TREE INVENTORY PLAN LEGEND



EXISTING TREE



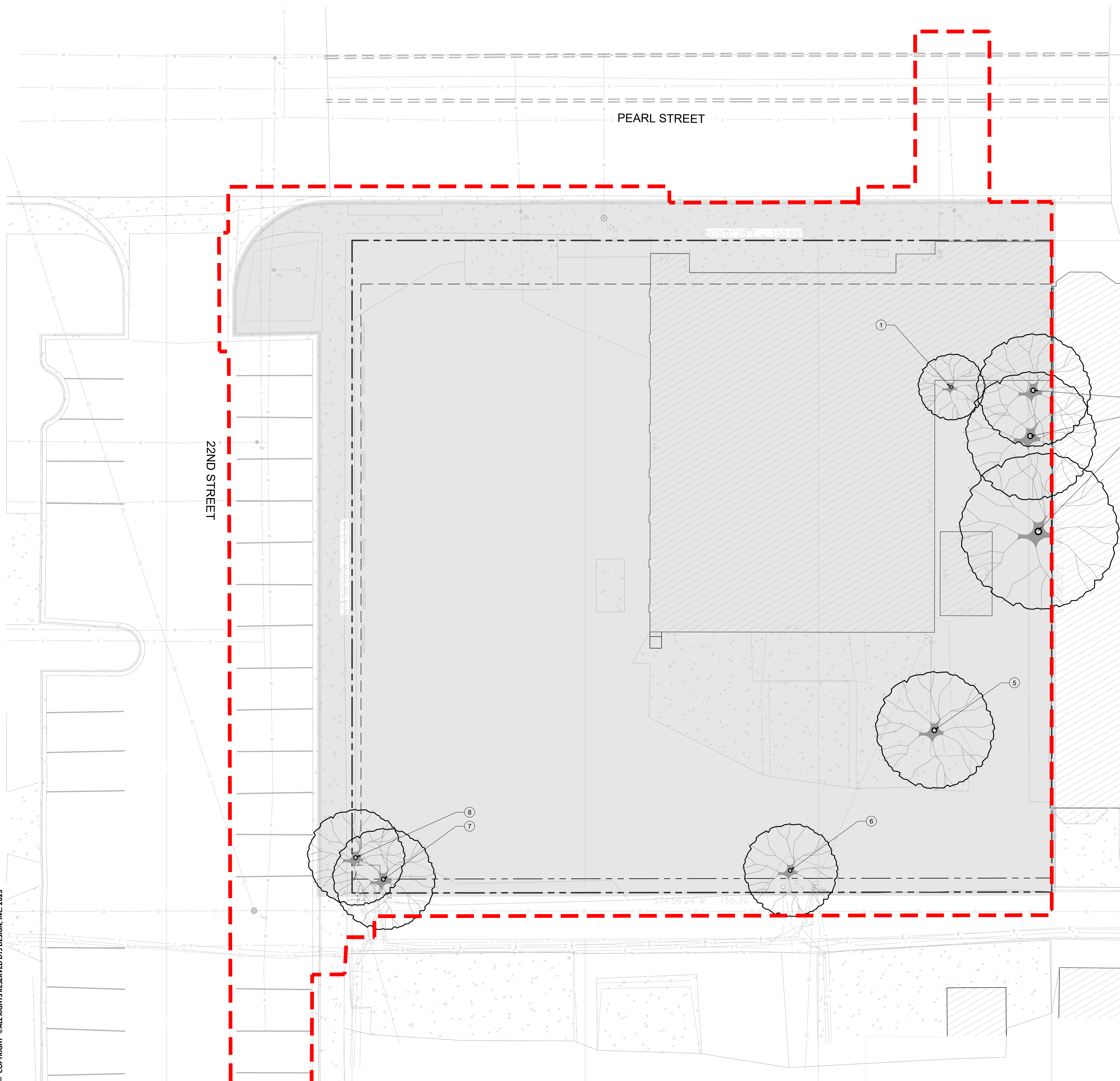
TREE INVENTORY NUMBER



LIMIT OF WORK

#### TREE INVENTORY NOTES:

1. DBH REFERS TO "DIAMETER AT BREAST HEIGHT."
2. TREE # REFERS TO TREE INVENTORY NUMBER ON PLAN.
3. REFER TO "TREE INVENTORY & ASSESSMENT REPORT AT STOK ON PEARL DEVELOPMENT" PROVIDED BY TANNER WEIS FOR MORE INFORMATION



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SHEET TITLE:

TREE INVENTORY  
PLAN

SHEET NUMBER:

L101



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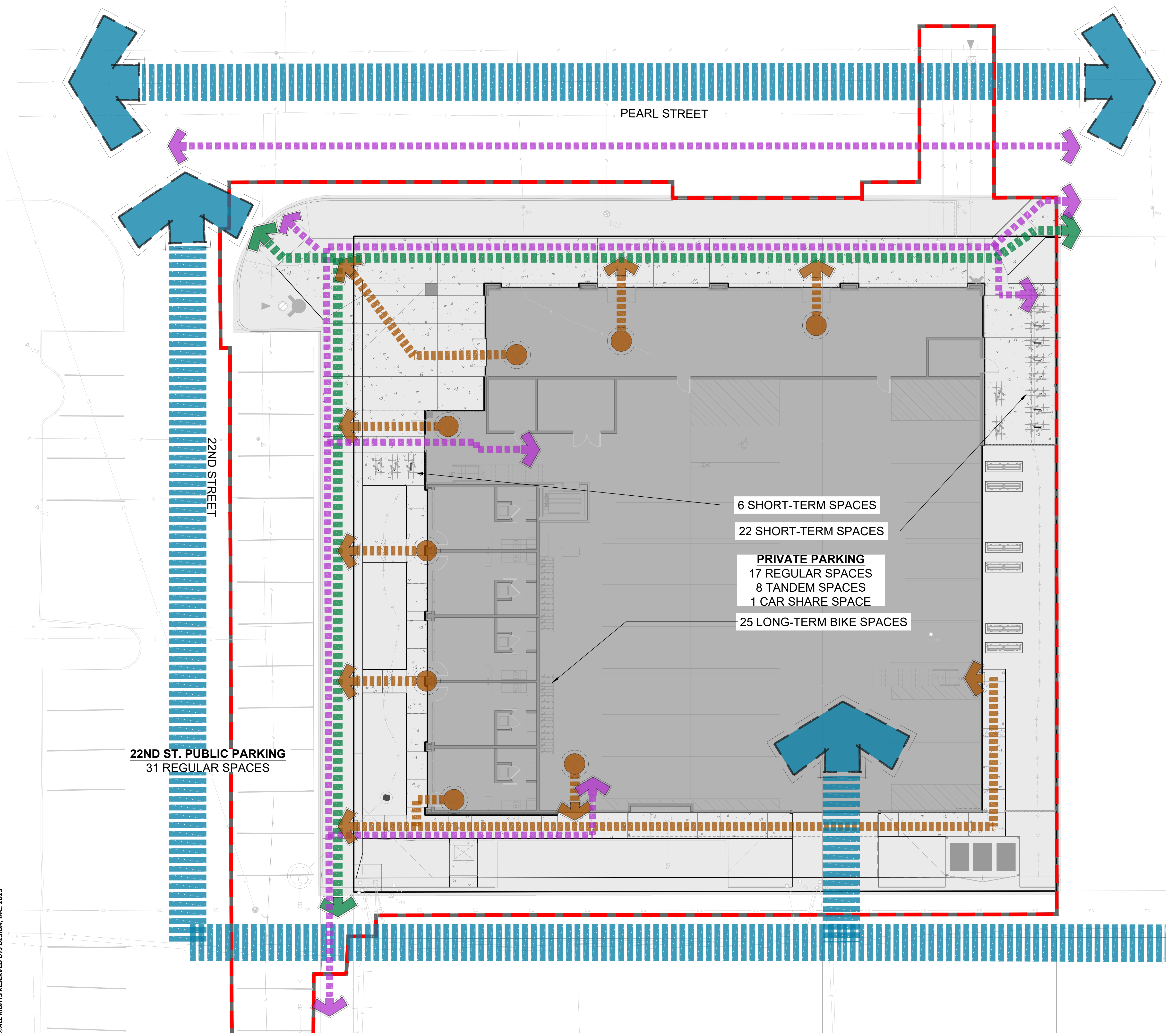
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### CIRCULATION DIAGRAM LEGEND

- PEDESTRIAN CIRCULATION
- EXTERNAL PEDESTRIAN CIRCULATION
- BICYCLE CIRCULATION
- VEHICULAR CIRCULATION
- LIMIT OF WORK

**CIRCULATION NOTES:**  
1. REFER TO SHEET A100 FOR MORE INFORMATION ON ROUTES OF EGRESS AND ACCESSIBLE ROUTES.



6 SHORT-TERM SPACES  
22 SHORT-TERM SPACES  
**PRIVATE PARKING**  
17 REGULAR SPACES  
8 TANDEM SPACES  
1 CAR SHARE SPACE  
25 LONG-TERM BIKE SPACES

**22ND ST. PUBLIC PARKING**  
31 REGULAR SPACES

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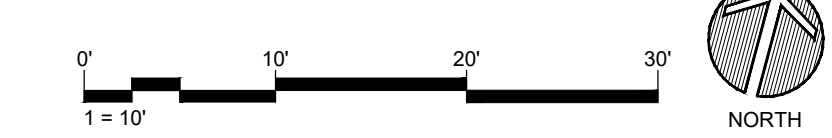
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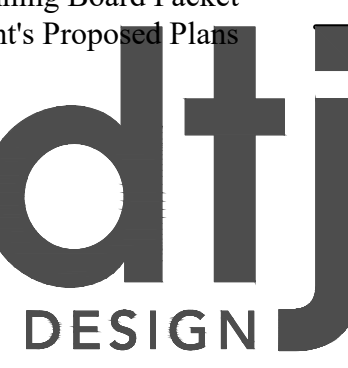
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PROJECT NO: 2021098.20  
ISSUE DATE: 11/02/2023  
REVISIONS:

SHEET TITLE:  
**CIRCULATION  
DIAGRAM**

SHEET NUMBER:

L102





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PROJECT NO: 2021098.20  
ISSUE DATE: 11/30/2023  
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SHEET TITLE:

CONTEXT  
CIRCULATION  
DIAGRAM

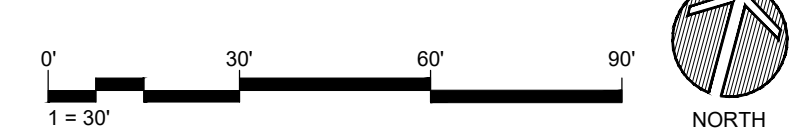
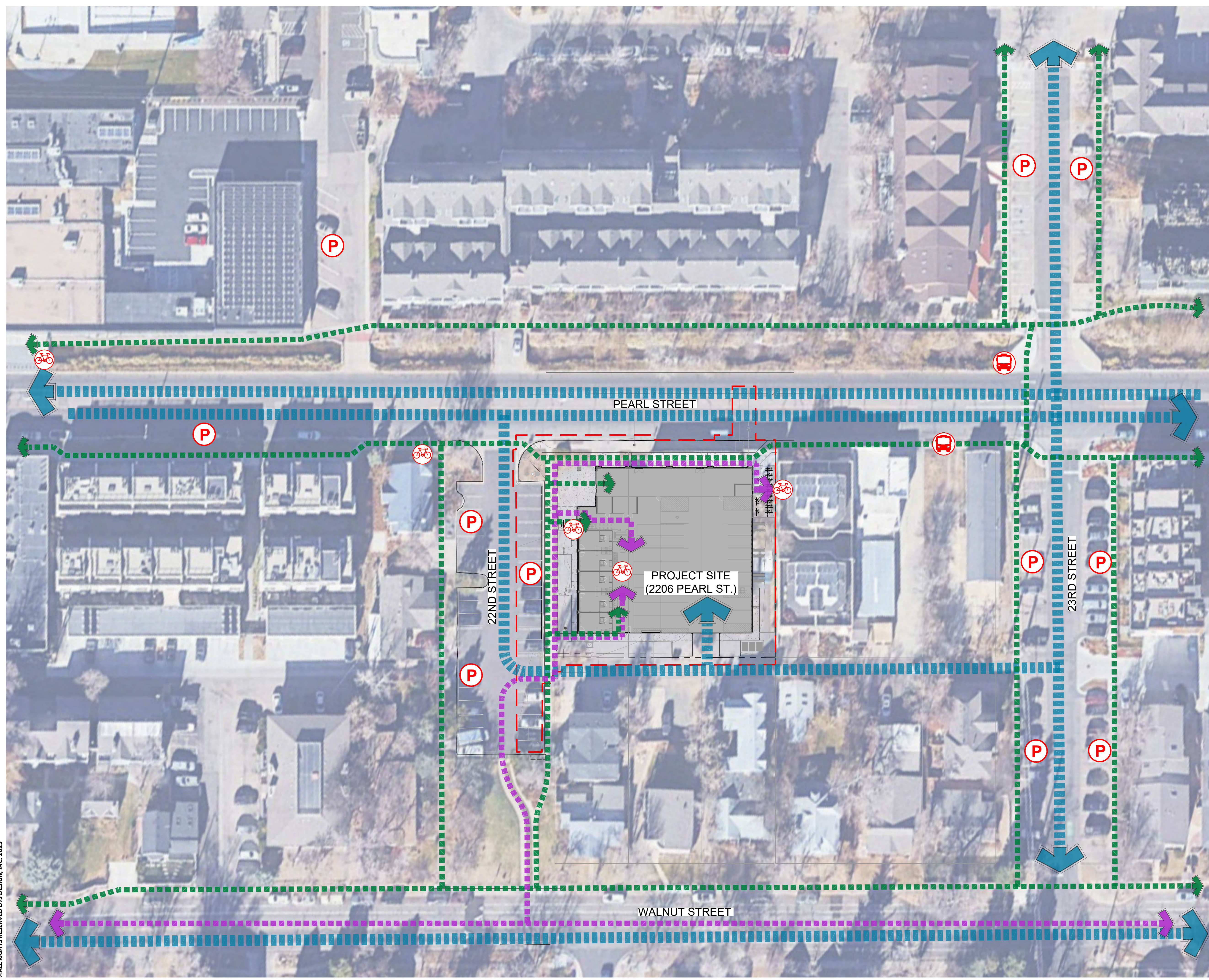
SHEET NUMBER:

L103

CIRCULATION DIAGRAM LEGEND

-  PEDESTRIAN CIRCULATION
-  BICYCLE CIRCULATION
-  VEHICULAR CIRCULATION
-  LIMIT OF WORK
-  PARKING
-  BUS STOP
-  BICYCLE PARKING

CIRCULATION NOTES:  
1. REFER TO SHEET A100 FOR MORE INFORMATION ON ROUTES OF EGRESS AND ACCESSIBLE ROUTES.



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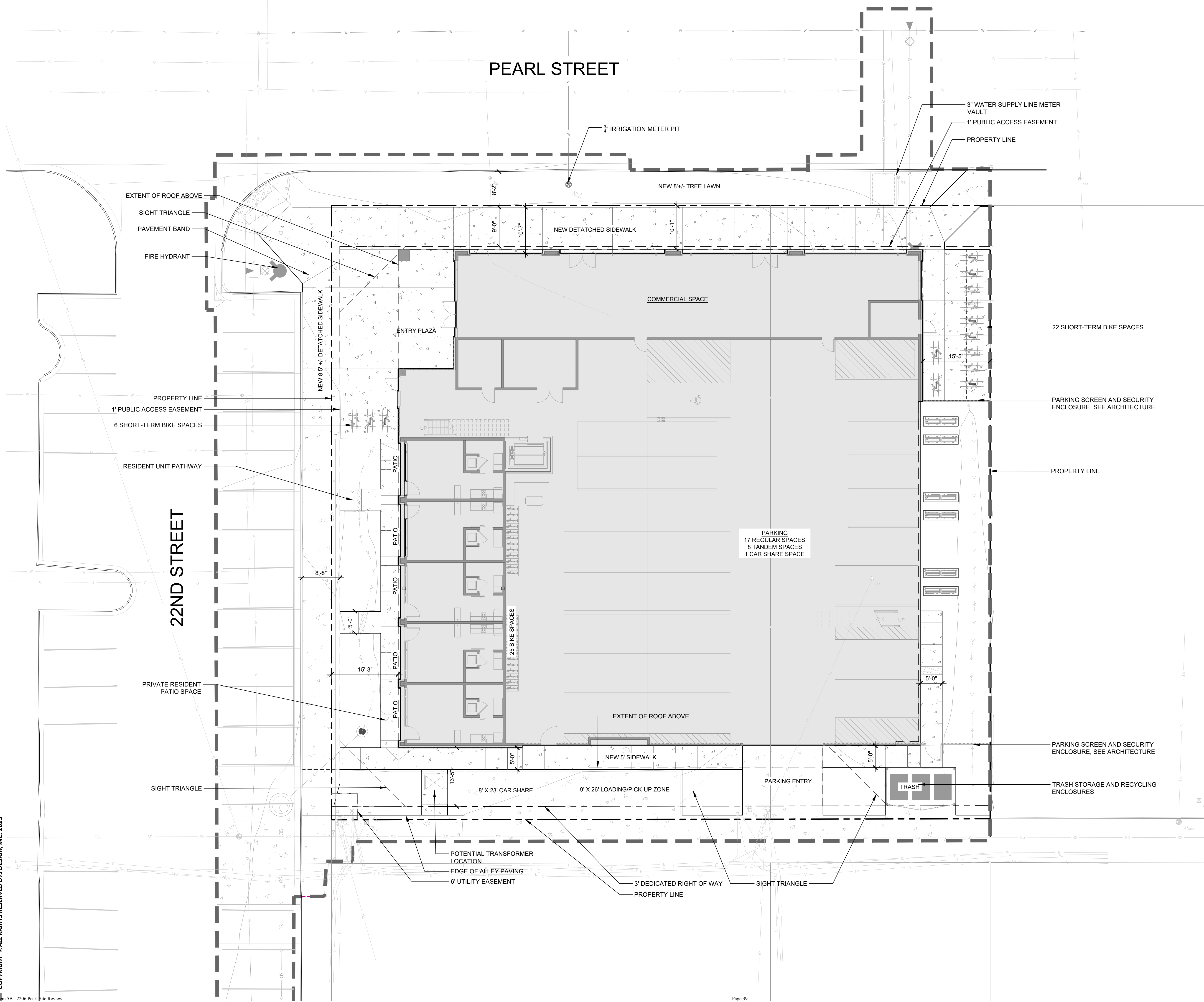
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USE AND SITE REVIEW

2206+2208+2210 PEARL STREET, BOULDER, COLORADO

LAYOUT & GRADING LEGEND	
	LIMIT OF WORK
	PROPERTY LINE
	EASEMENT LINE
	R.O.W.
	PAVEMENT BAND (TYP.)
	FENCE (TYP.)
	PROPOSED CONTOUR (BY OTHERS)
	EXISTING SPOT GRADE
	CONCRETE PAVING (TYP.)
	BIKE RACK (2 SPACES)

BY OTHERS - N.I.C.	
	FIRE HYDRANT
	STREET SIGN
	WATER PIPE FITTINGS
	STORM SEWER DRAIN
	STORM SEWER MANHOLE
	SIDEWALK CHASE
	STORM SEWER LINE
	WATER SERVICE LINE
	GAS SERVICE LINE
	SANITARY SEWER LINE

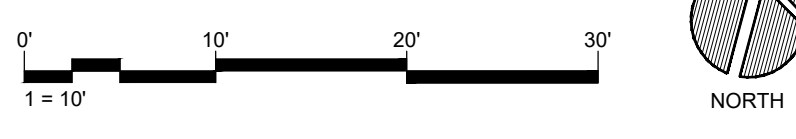


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 ISSUE DATE: 11/30/2023  
 REVISIONS:

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 GROUND LEVEL  
 SITE PLAN  
 SHEET NUMBER:

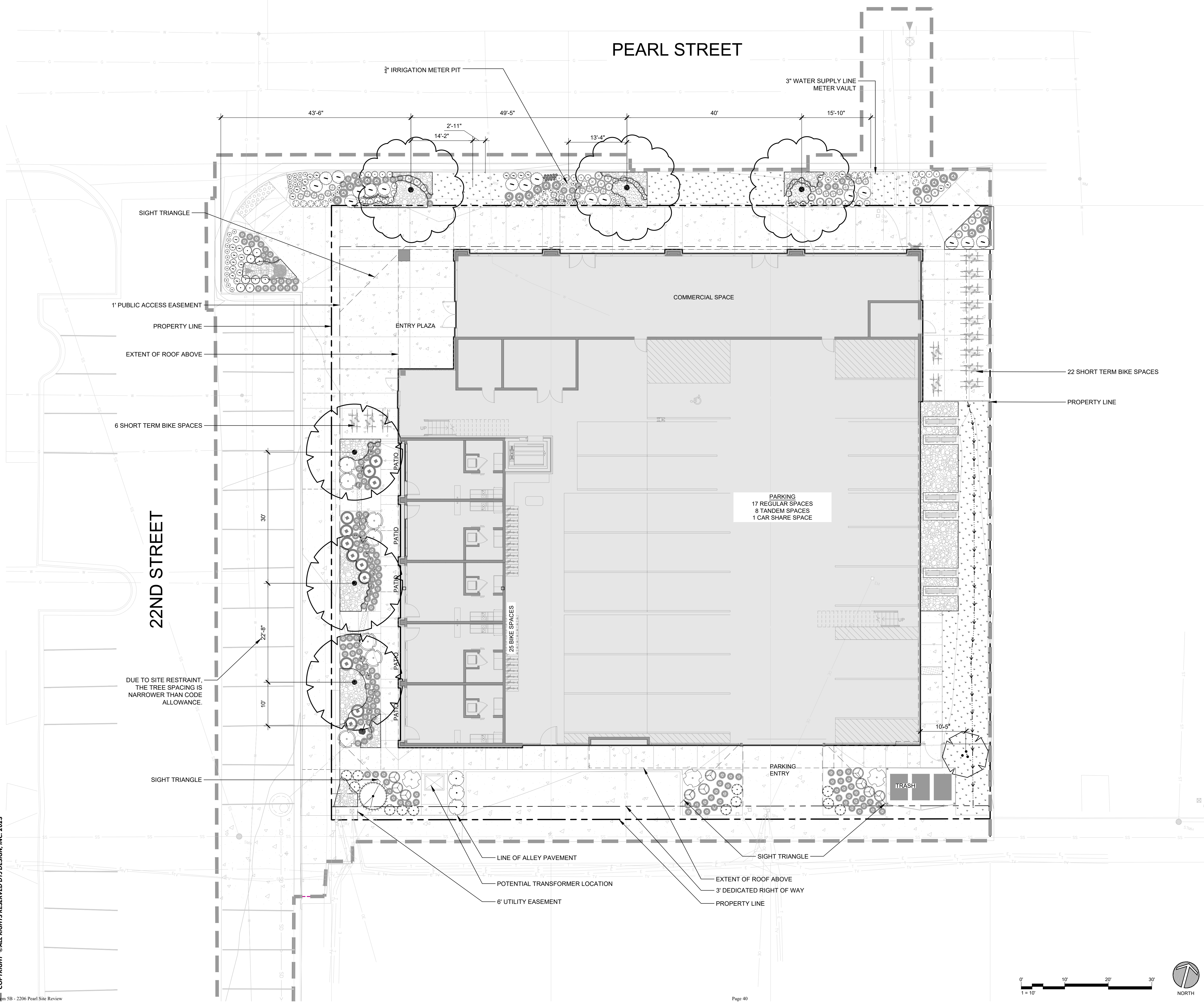




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**2206 PEARL STREET MIXED USE**  
 USE AND SITE REVIEW

2206+2208+2210 PEARL STREET, BOULDER, COLORADO



LANDSCAPE LEGEND	
	ULMUS X ACCOLADE ACCOLADE ELM
	CELTIS 'MAGNIFICA' 'MAGNIFICA' HACKBERRY
	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' AUTUMN BRILLIANCE APPLE SERVICEBERRY
	AMORPHA NANA DWARF FALSE INDIGO
	CORNUS SERICEA 'KELSEY' KELSEY'S DWARF RED TWIG DOGWOOD
	VIBURNUM BUREJAETICUM MINI MAN DWARF MANCHURIAN VIBURNUM
	ARTEMISIA VERSICOLOR 'SEAM FOAM' SEA FOAM SAGEBRUSH
	DAPHNE X BURKWOODII 'CAROL MACKIE' CAROL MACKIE DAPHNE
	JUNIPERUS SABINA 'BUFFALO' BUFFALO JUNIPER
	MAHONIA REPENS CREEPING MAHONIA
	BOUTELOUA GRACILIS 'BLONDE AMBITION' BLONDE AMBITION BLUE GAMMA
	MUHLENBERGIA REVERCHONII UNDAUNTED RUBY MUHLY
	PANICUM VIRGATUM 'SHENANDOAH' SHENANDOAH SWITCH GRASS
	SCHIZACHYRIUM SCOPARIUM 'STANDING OVATION' STANDING OVATION LITTLE BLUESTEM
	SPOROBOLUS HETEROLEPIS PRAIRIE DROPSEED
	AQUILEGIA CHRYSANTHA 'DENVER GOLD' DENVER GOLD COLUMBINE
	LAVANDULA ANGUSTIFOLIA ENGLISH LAVENDER
	LIATRIS SPICATA 'KOBOLD' KOBOLD BLAZING STAR
	LUPINUS ARGENTEUS SILVERY LUPINE
	SISYRINCHIUM MONTANUM BLUE-EYED GRASS
	CERATOSTIGMA PLUMBAGINOIDES DWARF PLUMBAGO
	PAXISTIMA CANBYI MOUNTAIN LOVER
	VINCA MINOR 'BOWLES BLUE' BOWLES BLUE PERIWINKLE
	MULCH (TYP.)
	LOW NATIVE TURF
	GRAVEL MULCH

NOTE: SEE PLANT LIST FOR QUANTITIES AND ADDITIONAL PLANT INFORMATION.



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PROJECT NO:	2021098.20
ISSUE DATE:	11/30/2023
REVISIONS:	
SHEET TITLE:	GROUND LEVEL LANDSCAPE PLAN
SHEET NUMBER:	L300

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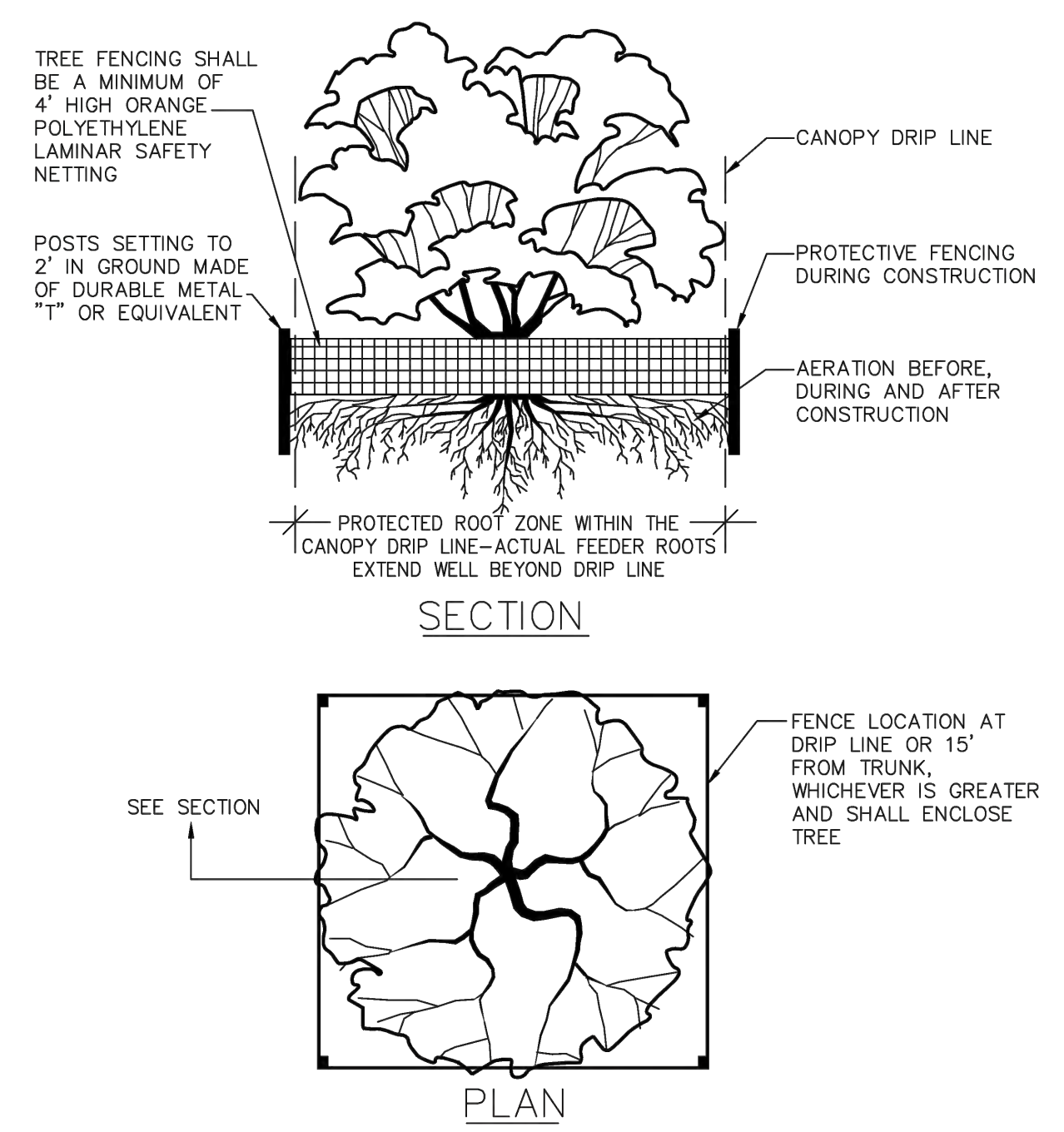
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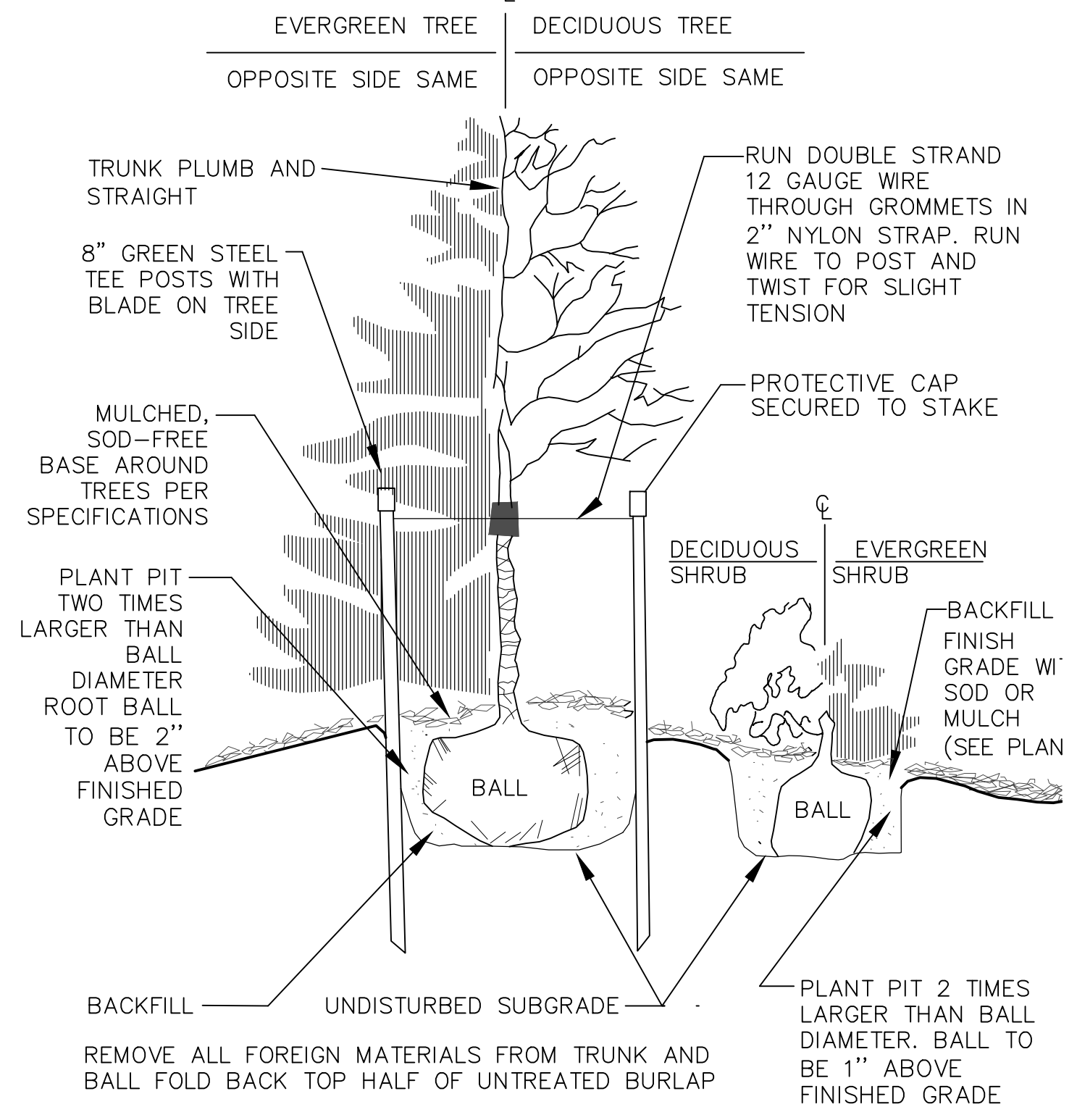
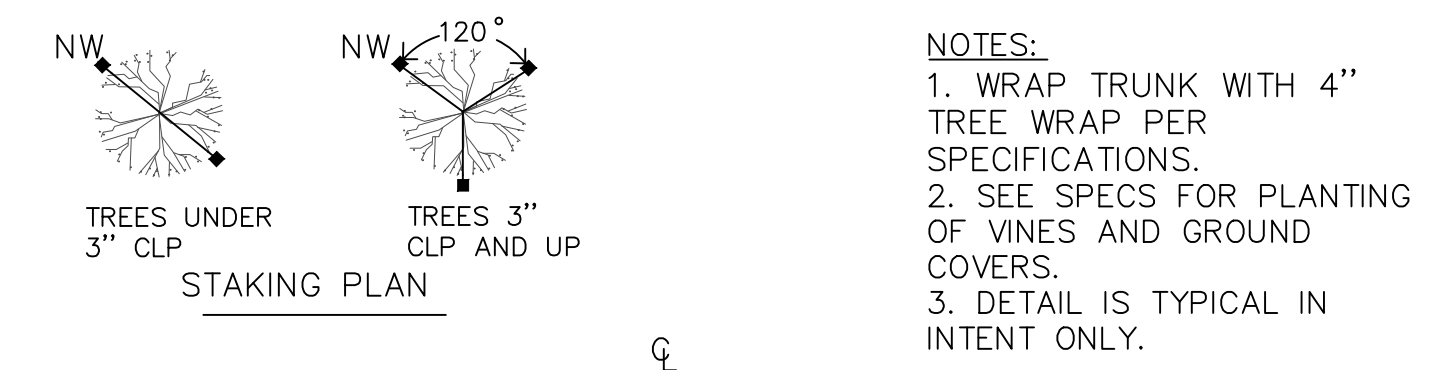
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2206+2208+2210 PEARL STREET, BOULDER, COLORADO

# PLANTING NOTES

- Landscaping Schedule:
  - Nothing shall be planted between October 15 and March 1 without prior written approval of the City. Stock, other than container-grown stock, shall not be planted between June 1 and September 1 without prior written approval of the City. Bare root stock shall not be planted after April 30 or if plants have begun to leaf out.
  - Nothing shall be planted during freezing or excessively windy, hot, or wet weather or when the ground conditions cannot be properly worked for digging, mixing, raking, or grading.
  - Nothing shall be planted until the adjacent site improvements, pavements, irrigation installation and finish grading is completed. The contractor shall test the irrigation system in the presence of the Director. The irrigation system shall be in approved, operating condition prior to any planting.
- Site preparation and all planting shall be completed, at a minimum, in accordance with the City of Boulder Design and Construction Standards. Site preparation shall include tilling the soil to a minimum depth of six inches below the finished grade, together with soil amendments that are appropriate to ensure the health and sustainability of the landscaping to be planted.
- Turf grass shall be limited to a maximum of 25 percent of all landscape areas on the site.
- All planting beds and a 3-foot diameter ring at the base of each tree within sod or seeded areas shall be mulched with organic mulch at least 4" deep.
- Gravel, rock mulch, or crusher fines shall not be used under trees or any planting areas. Rock or gravel may only be used as a specific ornamental feature in limited areas (such as at the bottom of a drainage swale or dry river bed) or as a pedestrian path or patio.
- Weed barrier fabric shall not be used in any planting areas.
- All plants shall be grouped by water needs. A minimum of 75 percent of all landscaped areas (including any turf grass) must use low to moderate water demand plants. The landscape shall be designed so that, at maturity, not more than 10 percent of the landscaped area is exposed mulch.
- All landscape areas shall be watered by an automatic irrigation system. The irrigation system must be zoned to deliver different appropriate amounts of water to different plant zones. The site should be irrigated with drip irrigation, bubbler, or micro-spray systems. All trees will be zoned separately from turf grass. All irrigation zones shall use a smart system that adjusts for rainfall, soil moisture, and other weather factors.
- All new trees shall be located a minimum of 10' from any existing water or sewer utility lines or from light poles or overhead utility poles. All new utility lines shall be located a minimum of 10' from any existing public street tree.
- Irrigation:
  - Irrigation tap for the street level landscape is to be 3/4" in size and is to tie onto the existing water line downstream of the existing building water meter.
  - Irrigation for Roof Deck Landscape to be tied into Building water system.
  - Contractor to coordinate installation of sleeving with installation of paving and sidewalks.
  - Electrical power to new irrigation controller to be supplied by contractor.
- Coordinate installation of all plant material with installation of all adjacent irrigation, pavements, curb and related structures. Any damage to existing improvements is the responsibility of The Contractor and shall be replaced / repaired at his own expense.
- Maintain the minimum separation (10' min) between underground utility lines and all trees.



## 3 L400 PROTECTED ROOT ZONE SECTION & PLAN



## 2 L400 TREES & SHRUBS PLANTING DETAIL SECTION

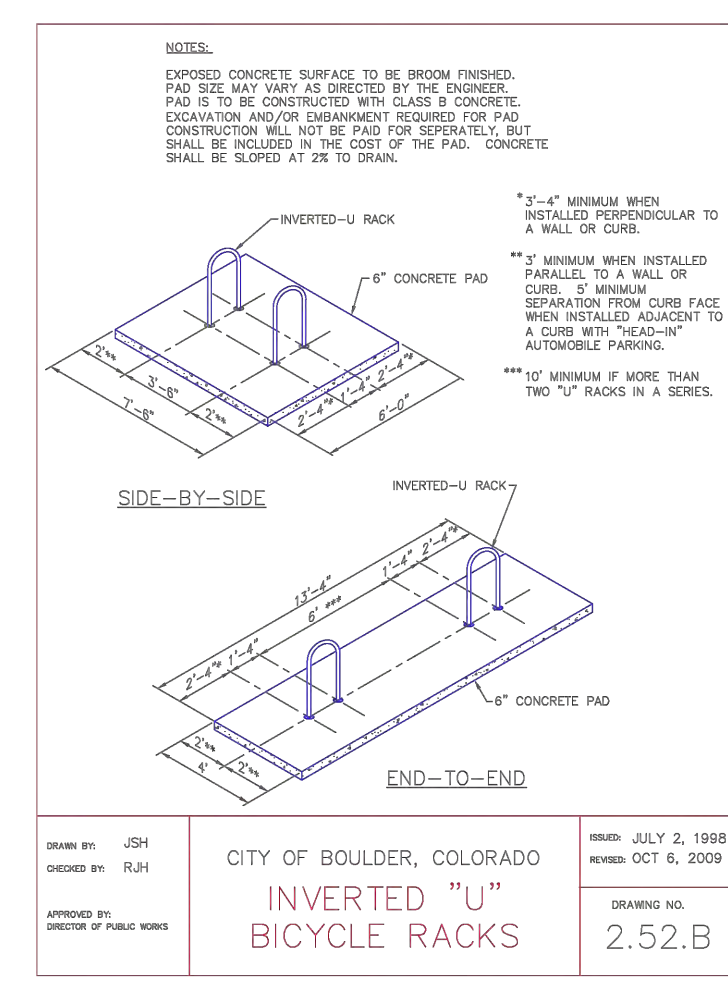
# LANDSCAPE REQUIREMENTS CHART

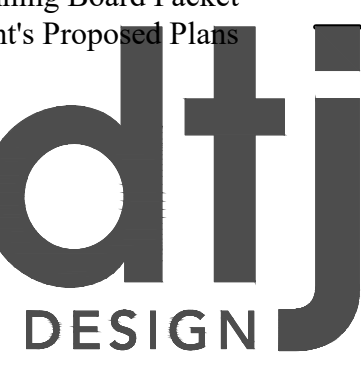
Landscape Requirements Chart			
Total Lot Size	21166		
Total Building Coverage <sup>1</sup>	13047.92		
Total Landscape Area <sup>2</sup>	7592.08		
	Required	Provided	Percentage
Required Open Space Percentage	15%	16.40%	
Total Length of Street Frontage (Pearl Street)	150.68 LF		
Total Length of Street Frontage (22nd Street)	140.579 LF		
Total Number of Street Trees <sup>3</sup>	6	6*	
Total Length of Alley Frontage	150.7 LF		
Total Number of Alley Trees <sup>3</sup>	4	1*	N/A
Total Area of Parking Lot <sup>4</sup>	526		
Total Number of Parking Spaces	1	1	
Total Area of Vehicle Display or Storage	N/A		
Total Number of Vehicle Display or Storage Parking Spaces	N/A		
Total Number of Double Loaded Rows of Parking <sup>5</sup>	N/A		
Total Number of Bike Parking	98	98	
Short Term Bike Parking	28	28	
Long Term Bike Parking	70	70	
Total Interior Parking Lot Landscape Area <sup>5</sup>	N/A		
Additional Parking Lot Landscaping (>120% and <150%) <sup>5</sup>	N/A		5%
Additional Parking Lot Landscaping (>150%) <sup>5</sup>			10%
Total Number of Trees in Interior Parking Lot <sup>5</sup>	N/A		
Total Length of Parking Lot Screen at ROW <sup>6</sup>	N/A		
Total Width of Parking Lot Screen at ROW <sup>6</sup>	N/A		
Total Length of Parking Lot Screen at Property Lines <sup>7</sup>	N/A		
Total Width of Parking Lot Screen at Property Lines <sup>7</sup>	N/A		
Total Number of Trees at Parking Lot Screen at Property Lines <sup>7</sup>	N/A		
Total Length of Vehicle Display or Storage Screen	N/A		
Total Width of Vehicle Display or Storage Screen	N/A		
Total Number of Overall Landscape Trees <sup>8</sup>	7	4**	
Total Number of Overall Landscape Shrubs <sup>8</sup>	25	36	
Total Amount of High Water Use Zones <sup>9</sup>	50% Max.	10.90%	
Total Amount of Turf Grass <sup>9</sup>	25% Max.	10.90%	

\* Based on required tree spacing, existing utility lines, paving edge offset requirement, and Easement offset requirements, we provided street trees in the remaining landscape areas that meet offset and spacing criteria.

\*\* Due to site constraints we have provided the maximum number of trees as adequate spacing allows.

- This number should match the Building Permit *Area Declaration Form*
- Landscape area is calculated at the total lot area minus the total building coverage and area of "required" parking. This is used to determine the overall landscape trees and shrub requirements.
- Per Section 9-9-13 BRC 1981 Streetscape Design Standards.
- Definition of Parking Lot per Section 9-16-1 BRC 1981 Definitions.
- Per Section 9-9-14(d) BRC 1981 Interior Parking Lot Landscaping.
- Per Section 9-9-14(b) BRC 1981 Screening Parking Lots from the Street.
- Per Section 9-9-14(c) BRC 1981 Screening Parking Lots at Property Edges.
- Per Section 9-9-12(d)(8) BRC 1981 Minimum Overall Site Landscaping.
- Per Section 9-9-12(d)(15) BRC 1981 Xeriscape Landscape Standards.





ARCHITECTURE  
PLANNING  
LANDSCAPE ARCHITECTURE

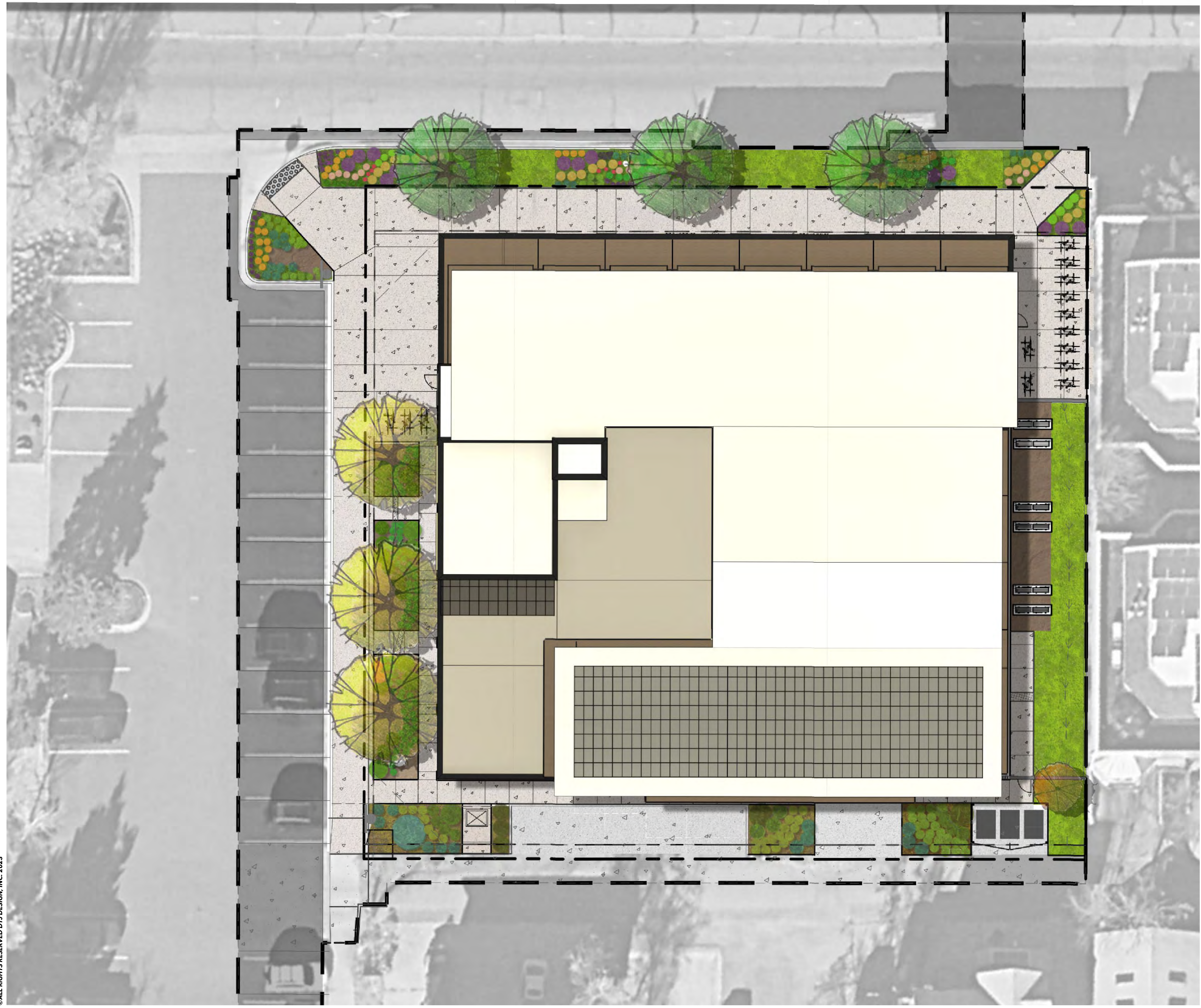
DTJ DESIGN, Inc.  
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BOULDER, CO 80301  
T 303.443.7533

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2206 PEARL STREET MIXED USE  
USE AND SITE REVIEW

2206+2208+2210 PEARL STREET, BOULDER, COLORADO

Drawing:\2021098.20-2206\_pearl\_apartments\05 CAD\Sheets\02 - use and site review submittal-ve\_revision  
Last Saved: 11/2/2023 11:13:34 AM  
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NOT FOR CONSTRUCTION

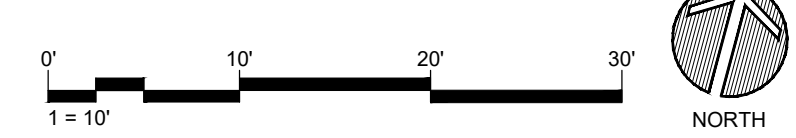
DRAWN BY:	TJ
CHECKED BY:	BC
PROJECT NO:	2021098.20
ISSUE DATE:	11/30/2023
REVISIONS:	

SHEET TITLE:

SITE ILLUSTRATIVE

SHEET NUMBER:

L500



## 2206 Pearl Mixed Use

### Written Statement & Review Criteria Responses

### Site & Use Review Resubmittal

2206 Pearl Street  
Boulder, CO

stok Investment Group (sIG)

November 30, 2023

# WRITTEN STATEMENT - TABLE OF CONTENTS

**01 OWNERSHIP STATEMENT: stok Investment Group**

**02 VISION STATEMENT AND GUIDING PRINCIPLES**

**03 DEVELOPMENT HISTORY**

**04 LAND USE AND LOCATION**

**05 SITE CONTEXT AND MANAGEMENT STRATEGIES**

**06 PROJECT VISION**

**07 MODIFICATION REQUESTS**

**08 PROPOSED SCHEDULE**

**Appendix - SITE AND USE REVIEW CRITERIA RESPONSES**

# 01 OWNERSHIP STATEMENT: stok Investment Group

ATTAINABLE (middle-income focus)

SUSTAINABLE (low - zero carbon)

HEALTHY (WELL/Fitwel Certified)

---

urban housing developments targeted  
**at today's middle**-income demographic



# stok Investment Group



## ROSS HOLBROOK MANAGING PARTNER

### HIGHLIGHTS

- Raising family in Boulder
- Boulder resident for 15 of last 20 years

### EMPLOYMENT

- 2018 – Present, Founder, stok Investment Group
- 2017-18, Sr. Director Portfolio Management, Great West Life Realty
- 2011-16, Director of Real Estate & Special Projects, Crestone Capital
- 2006-11, Project Manager, Vail Resorts Development



## MATTHEW MACKO PARTNER

### HIGHLIGHTS

- Instructor @ & graduate of University of Colorado Boulder
- Past adjunct professor, USF, Masters in Sustainable Development
- International Speaker (Russia, Thailand, France. U.S. CIA & EPA)

### EMPLOYMENT

- 2018 – Present, Founder, stok Investment Group
- 2008 – Present, Founder & CEO, stok (SF, Denver, LA, Austin)
  - Acterra Award for Sustainable Leadership
  - 1st Fossil Free, Gun Free 401K
  - Clients: 6 Forbes Top-10 Brands; 5 Top-15 largest U.S. REITs

## LOCAL PROJECT TEAM



# MIDDLE INCOME HOUSING

NON-DEED RESTRICTED

We have a  
**HOUSING,  
HEALTH  
and  
CARBON  
CRISIS**

These forces are fundamentally changing *how & where* people live



## 02 VISION STATEMENT AND GUIDING PRINCIPLES

Our Purpose: To help solve income inequality by developing attainable, healthy, and low carbon communities.

Our Vision: To develop the world's most sustainable real estate. We envision a future in which communities and real estate developers are strong allies and champions of aggressive climate goals, and renters choose properties for not only their attainability, but their exceptional living and wellness experiences too.

Value Proposition: Utilizing thoughtful design and sustainable building innovation, stok Investment Group can deliver housing for the largest and fastest growing rental market segment, the underserved middle market, while also generating a greater social value to the resident and the community.





# PROJECT PRINCIPLES

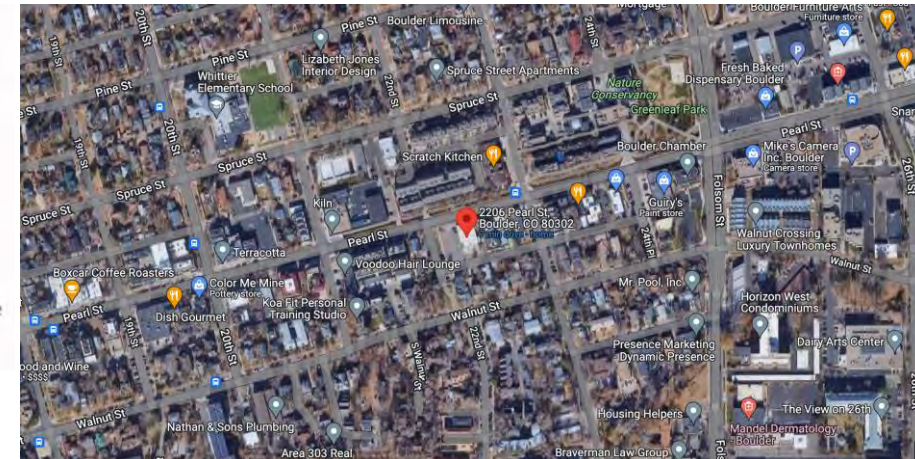
- A total of 45 ~300sf units – Micro Apartments which are considered “Efficiency Living Units”
  - Small apartments bring down the overall cost of the project, remove expensive parking and therefore lower the price for the resident.
  - Units are furnished, with appliances included.
- Robust shared amenities (approx. 2,000 SF of first floor retail, shared kitchen, multiple outdoor spaces, bike storage and repair, etc.) create a communal atmosphere in addition to unit privacy.
- By providing lots of bike parking and multiple transit options for residents, emphasis is on people interactions and car free living.
- Community programming – our goal is to create organic and authentic interactions between residents where they may find friendships and feel part of a safe community.
- Walkable proximity to Downtown – groceries, jobs, fun, trails, etc. We envision “rush hour” at the property to include a lot of residents walking and biking back from work at the end of their day to enjoy the sunset over the flatirons from the shared deck with friends.
- An efficient site plan with low parking reduces the total impacted area and provides more outdoor areas. On-site renewables and targeted net zero embodied and operational carbon make this community highly sustainable.



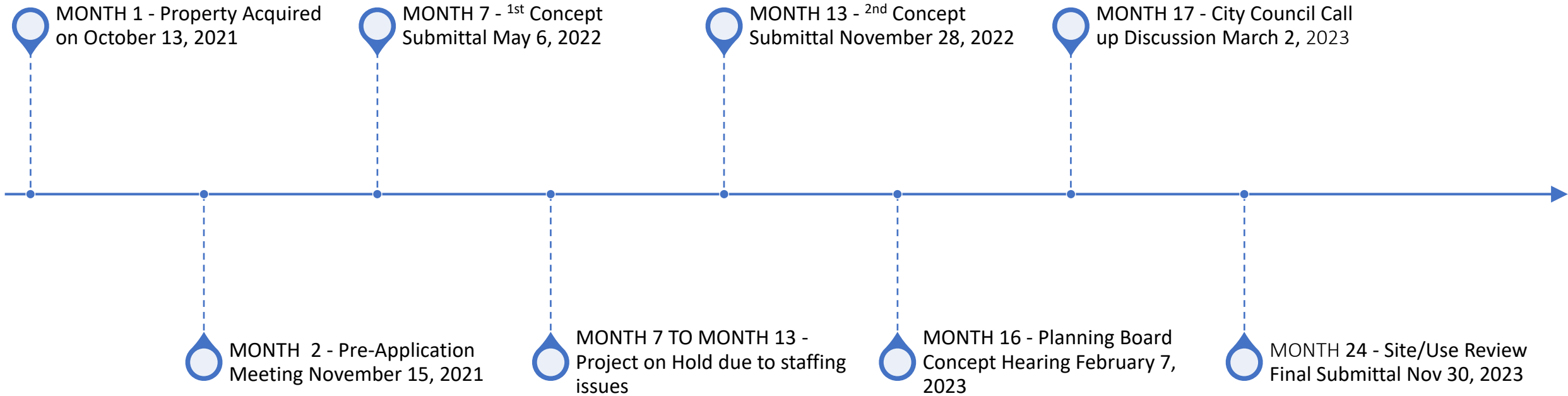
**Walk Score 93**  
Walker's Paradise  
Daily errands do not require a car.

**Transit Score 59**  
Good Transit  
Many nearby public transportation options.

**Bike Score 100**  
Biker's Paradise  
Flat as a pancake, excellent bike lanes.



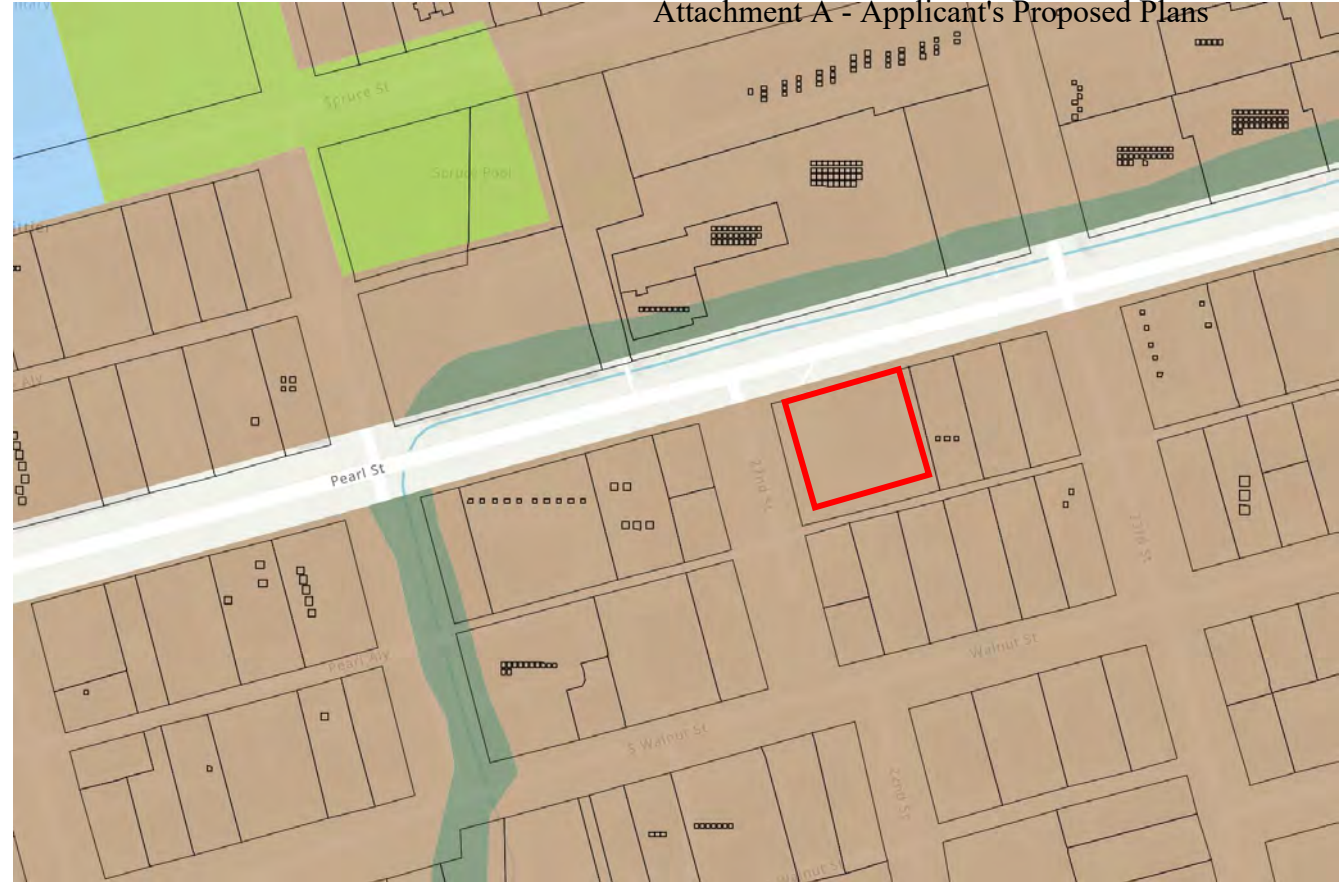
# 03 DEVELOPMENT HISTORY



# 04 LAND USE AND LOCATION

The property has a High Density Residential (HR) land use designation.

The Boulder Valley Comprehensive Plan describes this land use as in the caption below.



	<p><b>High Density Residential (HR)</b></p>	<p><b>Characteristics and Locations:</b> The HR areas are generally located close to the University of Colorado, in areas planned for transit-oriented redevelopment and near major corridors and services.</p> <p><b>Uses:</b> Consists of attached residential units and apartments. May include some complementary uses implemented through zoning.</p> <p><b>BVCP Density/Intensity:</b> More than 14 dwelling units per acre</p>
--	---	---

# ZONING

The property is in a Mixed Use – 3 (MU-3) zoning district. The Boulder Revised Code describes this zoning district as:

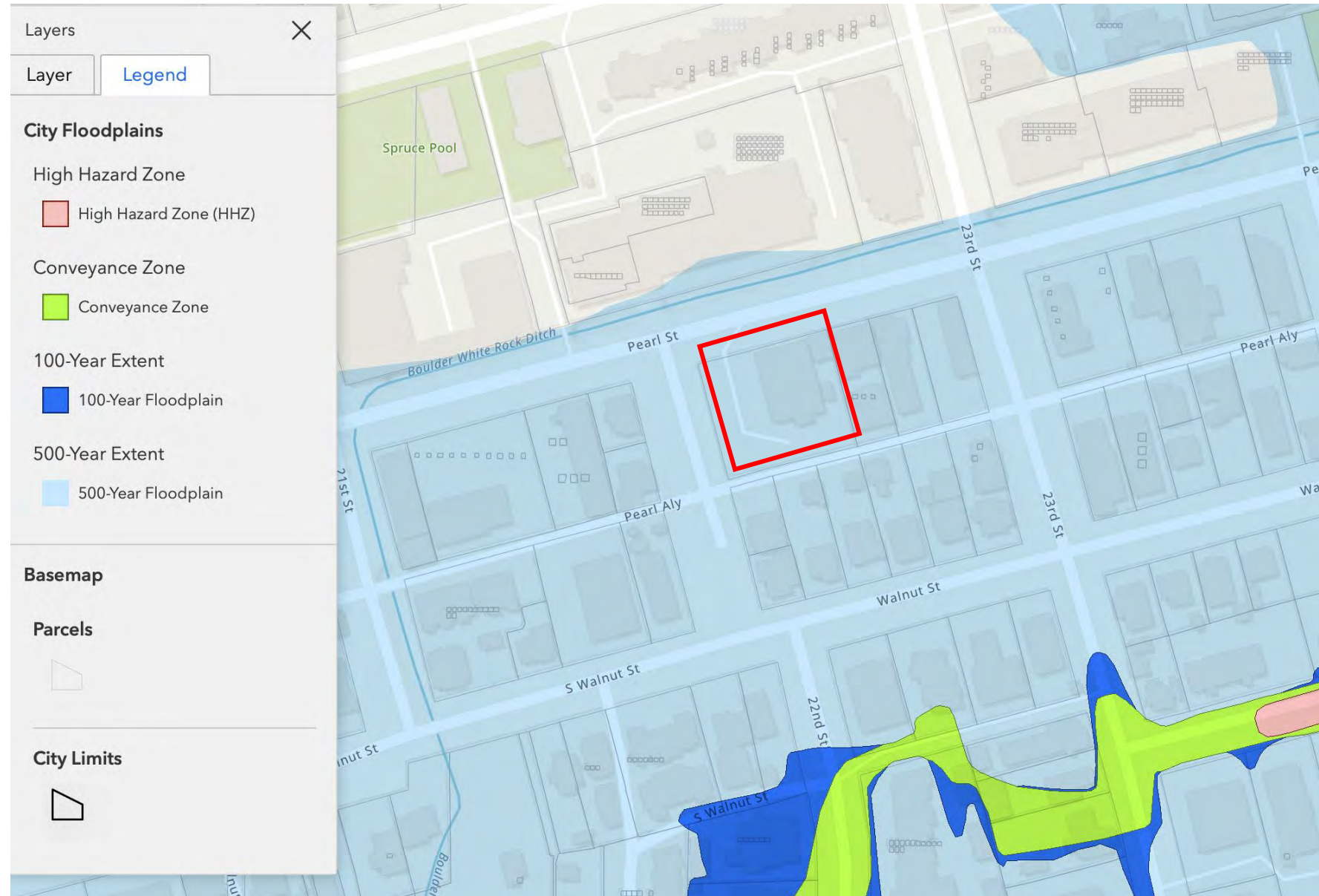
(2) Mixed Use Districts:

- (A) Mixed Use - 1: Mixed use areas which are primarily intended to have a mix of residential and nonresidential land uses within close proximity to each other and where complementary business uses may be permitted.
- (B) Mixed Use - 2: Mixed use residential areas adjacent to a redeveloping main street area, which are intended to provide a transition between a main street commercial area and established residential districts. Residential areas are intended to develop in a pedestrian-oriented pattern, with buildings built up to the street; with residential, office, and limited retail uses; and where complementary uses may be allowed.
- (C) Mixed Use - 3: Areas of the community that are changing to a mixture of residential and complementary nonresidential uses, generally within the same building.

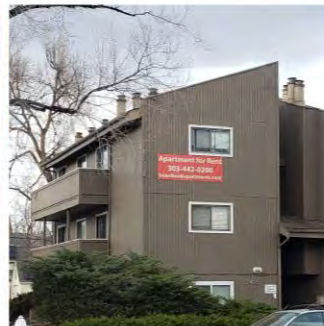


# FLOODPLAIN

Analysis shows that this property does not reside in any of the higher hazard flood zones, however, it is within the 500-Year floodplain boundary.



# 05 SITE CONTEXT– NEIGHBORHOOD CHARACTER



The neighborhood character surrounding this site is a rich and eclectic mix of scales, styles, and forms of architecture.

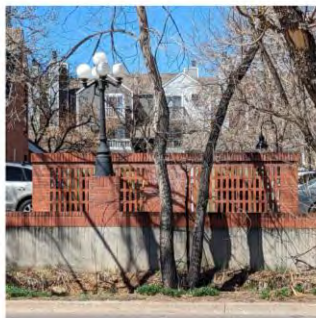
In addition to single family homes, there are many multi-family properties and commercial uses. This variety all share a common language of residential scale and articulation, marked with warm, earth colored materials that are crafted in ways to create street interest.

Many properties employ the use of timeless materials, with brick being used at the base of many buildings.

A wide variety of roof forms exist and there is a repetitive use of angled/ single slope roofs with dramatic overhangs.

Item 5B - 2206 Pearl Site Review

# NEIGHBORHOOD CHARACTER

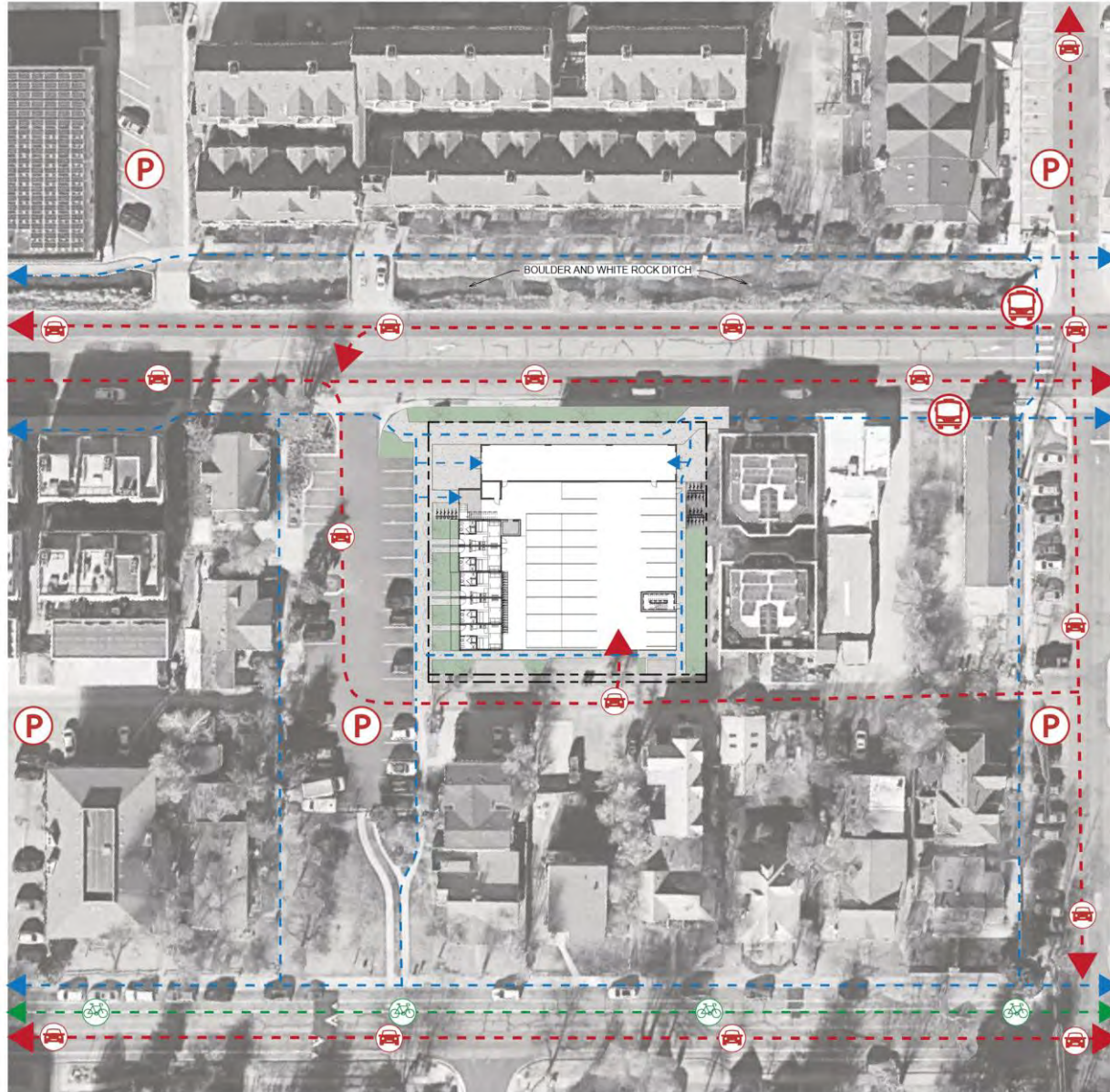


Retail uses in the neighborhood are characterized by large storefront openings, articulated architectural elements, and rhythmic fenestrations.

Mixed-use properties have repetitive elements above, typically using openings, colors and forms.

Other signature elements on surrounding streets showcase transparent mass elements such as spaced vertical wood screens and masonry walls with patterned openings. These signature elements define important parts of the building and street context.

# SITE CONTEXT



LEGEND	
PARKING	
BUS STOP	
VEHICULAR CIRCULATION	
BICYCLE CIRCULATION	
PEDESTRIAN CIRCULATION	

The existing site is primarily an asphalt parking lot, with two non-contributing, one-story buildings on the property. Non-conforming curb cuts and sidewalks are along Pearl Street and 22nd Street.

Several small, invasive trees exist on the east side of the property which are recommended to be removed.

The site has great frontage along Pearl Street for commercial opportunities, pedestrian access and bicycle uses. Several transit routes and parking areas are in immediate vicinity of the site.

The existing alley provides opportunity for vehicular access and creates a safe separation from bikes and pedestrians.

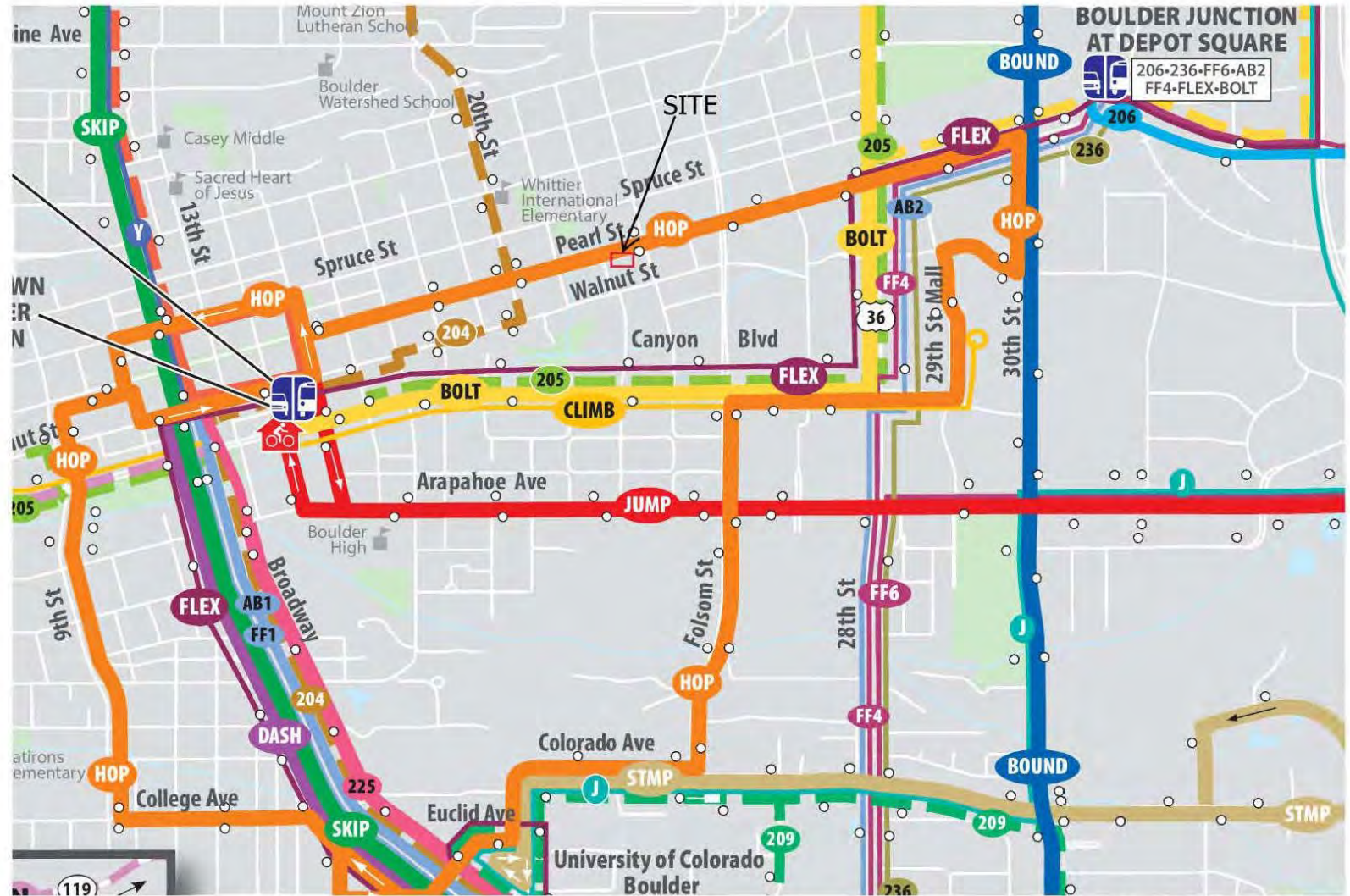


# TRAVEL DEMAND MANAGEMENT

Seven (7) RTD bus routes within vicinity of the site.

Project will participate in the BECO & NECO Buss Pass programs.

Alternative transportation fund available to residents without cars.



- = Bus Stop
- B = B-cycle Location

Figure 3

## Existing Bus Stops and Transit Routes

2206 Pearl Street TDM Plan (LSC #220361)

# TRAVEL DEMAND MANAGEMENT

Multiple bike and multi-use paths within vicinity of the site.

B-cycle and eGo Car locations within easy walking distance of site.

Enhanced sidewalks at the edges of the site improve pedestrian connectivity to the urban fabric.

92 total bike parking spaces are provided, along with a gear maintenance area.

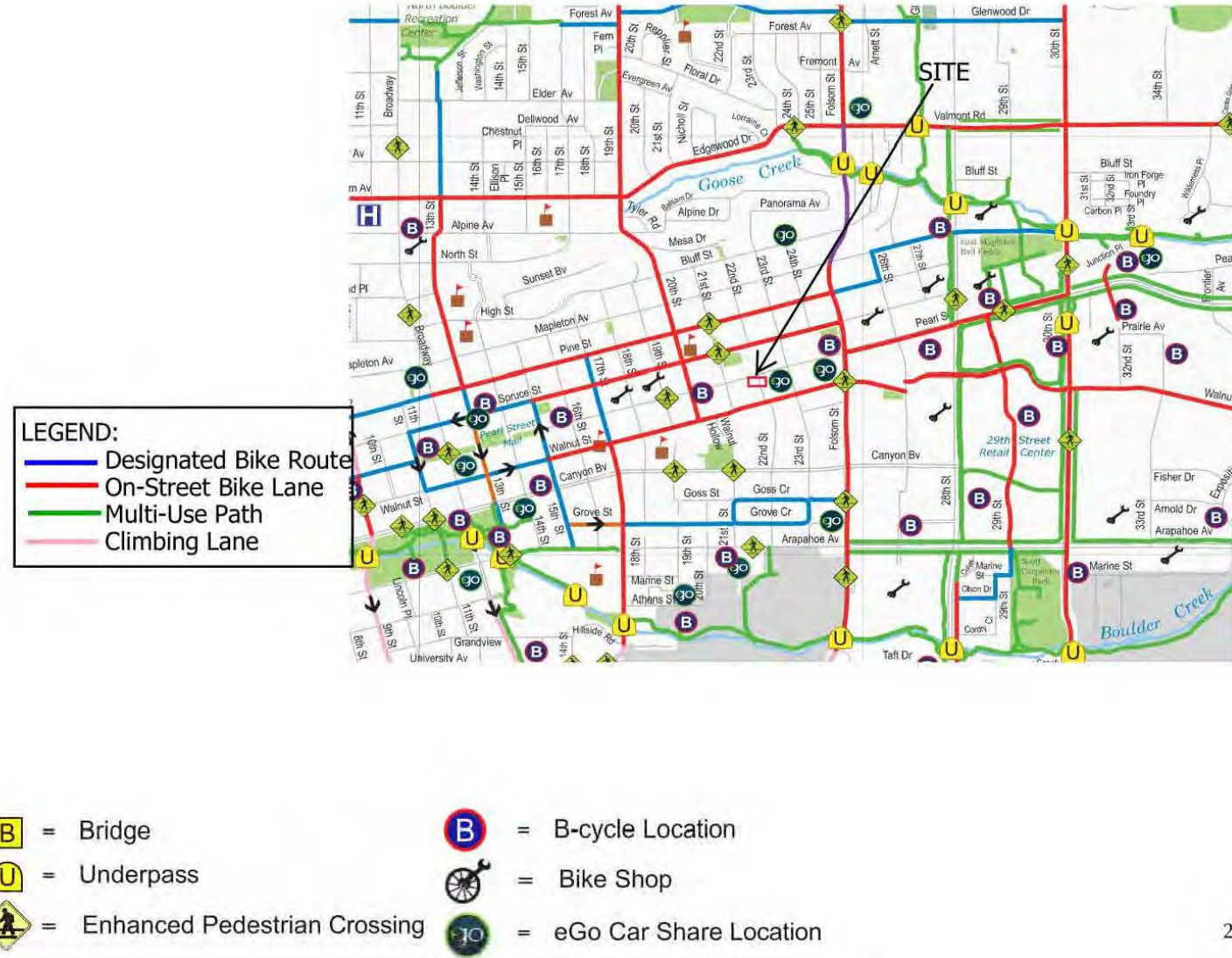


Figure 4

## Existing Bike and Pedestrian Routes

2206 Pearl Street TDM Plan (LSC #220361)

# PARKING MANAGEMENT

Residents will be charged a monthly fee for on-site parking.

Tandem spaces will be managed to reduce the potential for vehicle access.

An on-site car share space and monthly alternative transportation fund will create car ownership alternates.

On-site loading/ TNC space provides additional options for wide range of mobility.

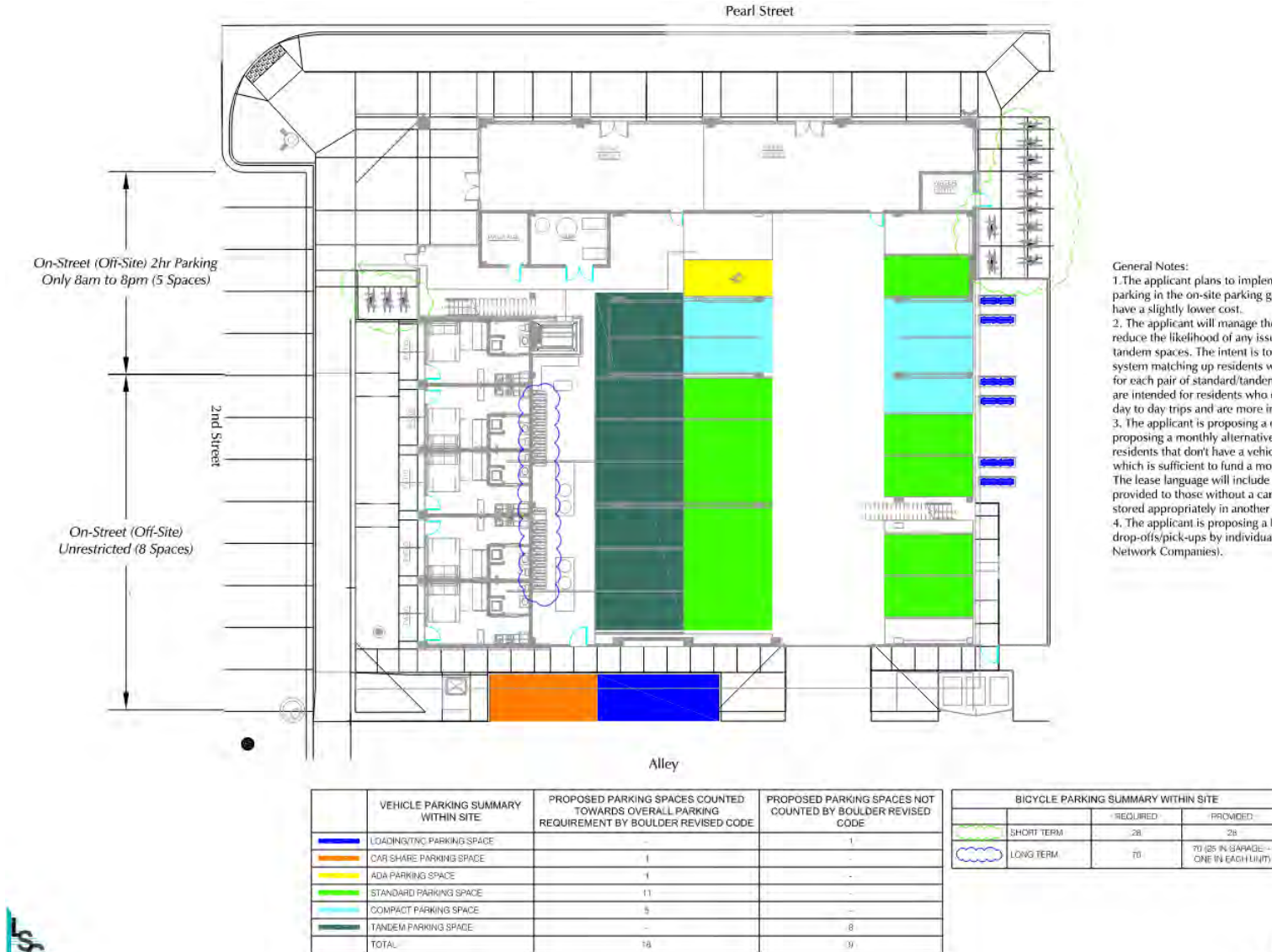


Figure 4  
Parking Management Plan  
2206 Pearl Street Parking Study (LSC #220361)

# 06 PROJECT VISION- BUILDING CHARACTER

Taking cues from the neighborhood context, the design aesthetic of the project is contemporary but rustic, with warm earth toned exterior finishes.

A carefully crafted transparent brick wall emphasize the resident entry and focus on the connection to downtown.

A plaza area for the ground floor commercial use provides a strong presentation to pedestrian arrival, with focus on places for people to gather.

The deep roof overhangs and low slope roofs are a nod to other nearby forms and give the project a contextual and contemporary feel.



NW corner view from Pearl

# STREETSCAPE AND PEDESTRIAN EXPERIENCE



Pearl Street view looking west



View of southwest corner

Extending the Pearl Street experience, the project will include a masonry base along street frontages with rhythmic storefront openings and signage. Brickwork will include crafted masonry detailing, with lighting emphasizing the pedestrian scale. Decorative railings and screens provide improved privacy for upper-level units and add an artistic spirit to the building.

Lines of roofs and railings add a dramatic feel to the street experience and are broken up by the rhythm of units, a trait found in many parts of the neighborhood. Streetscape improvements on both Pearl Street and 22nd Street include improved sidewalk widths, rain gardens, and tree lawns. These elements enhance the user experience and provide opportunities for connection to nature.

# BUILDING MASSING AND SOLAR ACCESS

Along 22nd Street, the building steps back from the street, making way for private unit areas and rain gardens. This gives the edge of the building a more neighborhood feel, while stepping down to two and then one-story massing where adjoining residential uses.

By placing most of the building mass along Pearl Street, significant outdoor areas are created for residents. The shared plaza connects to other interior social spaces, creating a strong community feel.

Alley improvements will include a wider width of paving, landscape areas, and plantings.



Aerial view looking northeast

# CONNECTIVITY TO THE CITY AND THE SUN

In addition to providing drama from the street level and shading for windows, the large low slope roofs provide excellent areas for rooftop mounted PV.

Solar gain will be for people too, with southwest orientation toward downtown, the mountains and the afternoon sun.

Upper-level units will have outdoor areas connected to activity areas below, including street activity along Pearl Street and 22nd Street. T

Touch points to landscape and naturalized areas will occur at multiple levels of the project and in a variety of areas with different solar orientations.



Aerial view looking southeast

# SITE ENHANCEMENTS

Multiple improvements are planned around all edges of the project. Along Pearl Street, the project will incorporate a new tree lawn with plantings and a new detached sidewalk.

The 22nd Street side of the project will include a new attached sidewalk, trees, and rain gardens.

Improvements along the alley will include ROW dedication for improved access and landscape areas.

East area improvements will include the removal of trees that are invasive in nature, a secure shade court with potential amenity, and 24 short term bike parking spaces.

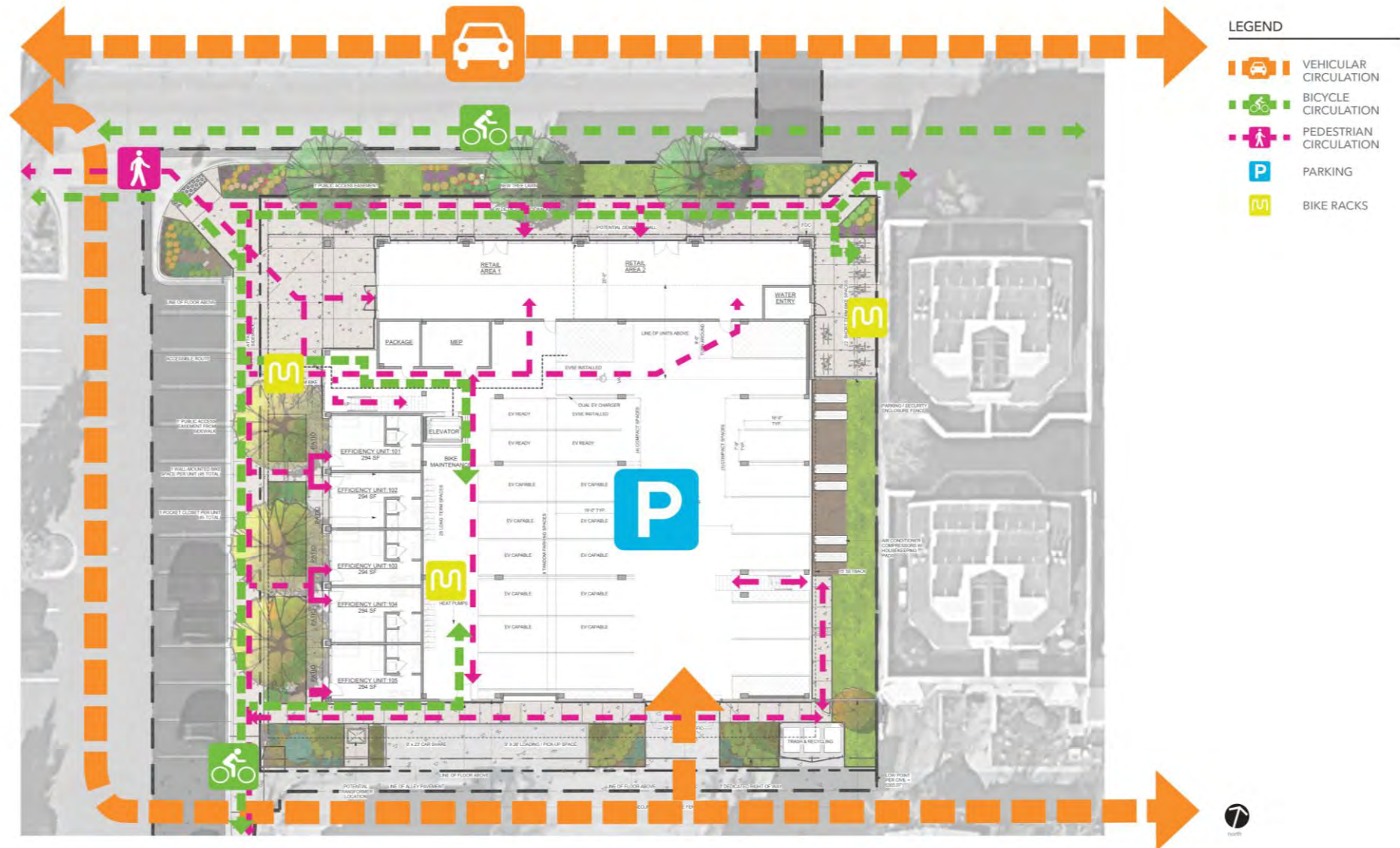
Upper-level outdoor areas for residents will include an activity court, potential wellness area, landscape zones with trees and shade awnings, and potential community garden area.



Illustrative site plan



# SITE ACCESS AND CIRCULATION



Site/first floor plan

# SITE ACCESS AND CIRCULATION

**LEGEND**

-  VEHICULAR CIRCULATION
-  BICYCLE CIRCULATION
-  PEDESTRIAN CIRCULATION
-  PARKING
-  BIKE RACKS



second floor plan



third floor plan



# COMMUNITY ENGAGEMENT

- Over the last year, we have interviewed several potential residents of the project to create a focus group on what they are looking for and how our project can accommodate their needs. A few excerpts from our interviews are below to provide more color on our intent of the project:
  - Parks & Rec worker "likes smaller living and is most focused on location and what amenities are provided within the building and the neighborhood"
  - Retail Store Manager "favorite part of my home currently is location" (lives within 3 blocks of 22nd & Pearl)
  - Grocery store worker "loves the concept of communal garden to bring residents together"
- Retail/Commercial Strategy
  - We have begun preliminary discussions with one of our existing tenants, a not-for-profit art residency program.
  - The discussions include a future home for their art studio space along with the potential to house some of the artists in their program.
- The design includes approximately 2,100sf of retail space.
  - Our intent is to demise the commercial into smaller spaces to allow for retailers and commercial tenants to have a lower cost entry into a physical presence on Pearl Street.



# THOUGHTFUL DESIGN AND PLACEMAKING



Efficiency Living Units (~300 SF) satisfy resident's needs & wants for an apartment building while in a neighborhood full of amenities

Residents have privacy within their unit but access to a larger 'home' with large communal spaces, both interior and exterior

Each unit has an efficiency kitchen and bathroom just like a normal unit but in an efficient footprint

Units are furnished and appliances are included

In-unit bike storage

Significant private outdoor space for every unit



In unit "cloud bed" example

Typical Unit Plan

# 07 MODIFICATION REQUESTS

## 1. 9-9-15 Fences and Walls

As shown on sheet A010 parking/ security enclosure fences are shown on the east side of the property in the required 15'-0" rear yard setback. We understand these elements are not "structures or buildings" and are therefore by definition allowed in the rear yard setback. However, per 9-9-15 fences are limited to a max height of 7'-0" when within 3'-0" or a property line. As shown on the building elevations the north fence in this area is 10'-0" tall and the south fence in this area is 8'-0". We are requesting modifications to allow these heights.



### North Elevation:

The height of the fence aligns with the height of the storefront to have a consistent datum



### South Elevation:

The height of the fence aligns with the height of the garage enclosure to have a consistent datum

**2. 9-7-3 Setback Encroachments**

As shown on the north and west elevations on sheet A201 the entry stair element and parapet of the second floor amenity space project into the required third floor setback. These are important architectural elements for street presence and their heights are slightly exaggerated to create presence to the Peal and 22<sup>nd</sup> Street intersection as well as align with adjacent elements like balconies. We are requesting modifications to allow these elements to project into the required setback.



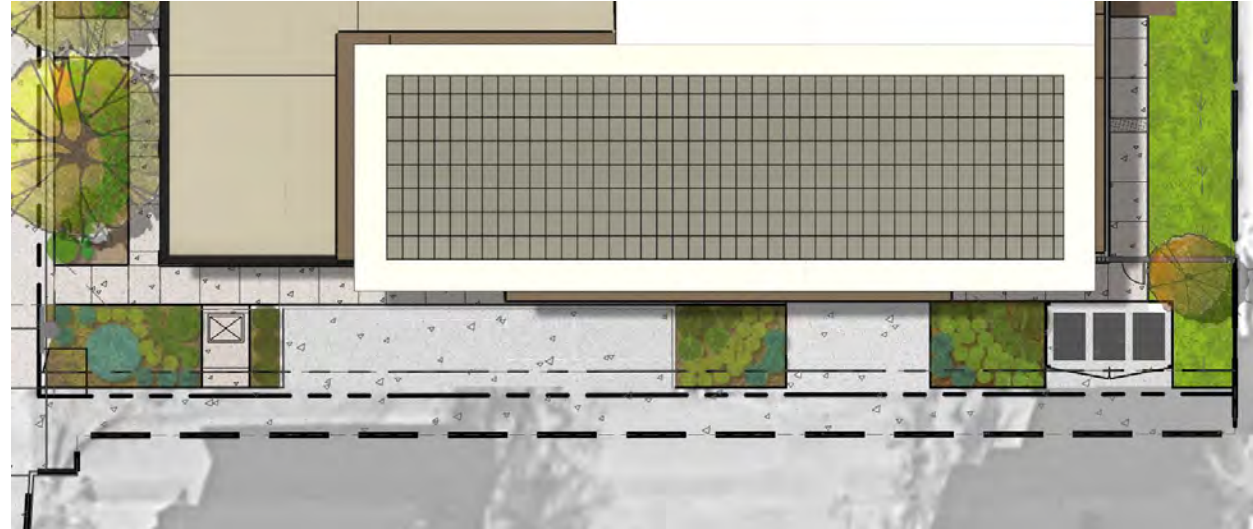
The height of the parapet aligns with the height of permitted unit guardrail to have a consistent datum



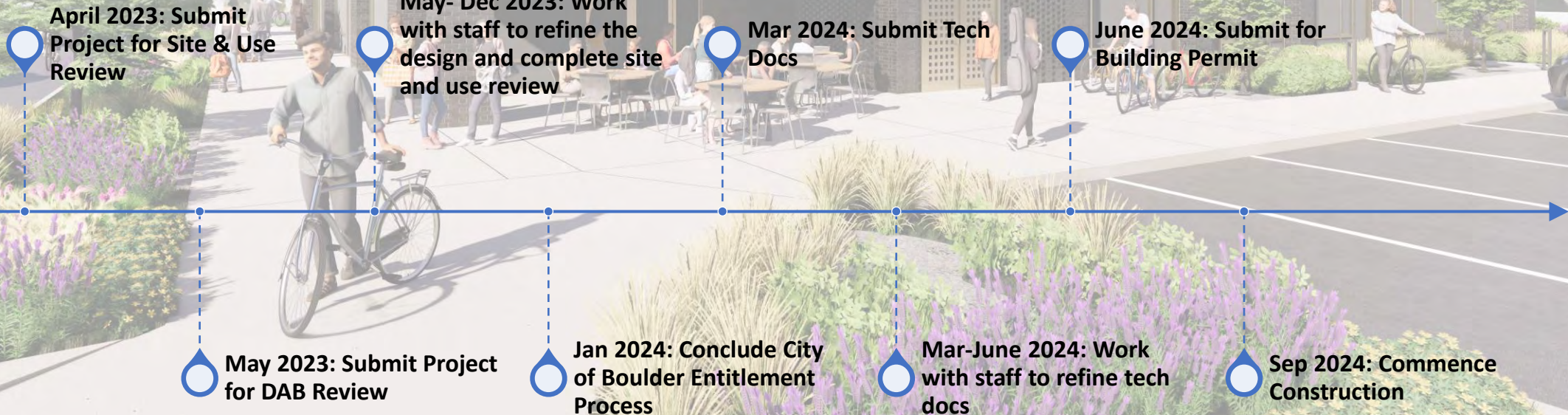
**3. 9-9-13 Streetscape Design Standards**

Per 9-9-13 (c), trees are required to be planted on average of one tree per forty linear feet. As shown in the survey for the property the south property line (adjacent to the alley) is 150.70' long, resulting in 3.8 required alley trees. Due to the configuration of loading/ parking areas, building overhangs, existing and proposed utilities, and existing easement, our design provides 1 alley tree in this zone.

Overhead elements from the building limit tree placement (10' separation is required) and ground level elements such as easements and trash enclosure limit locations for other opportunities. We are requesting modification to this requirement to allow one tree in this area where 3.8 are required.



# 08 PROPOSED SCHEDULE







Attachment A - Planning Board Packet  
Attachment A - Applicants' Proposed Plans

# stok Investment Group

ROSS HOLBROOK, Managing Partner  
MATT MACKO, Partner  
Boulder, Colorado

# Trestle Strategy Group

DANICA POWELL, Owner, Founder  
Boulder, Colorado

# DTJ DESIGN

ARCHITECTURE AND LANDSCAPE ARCHITECTURE  
BILL CAMPIE, President  
LEE PAYNE, Director of Architecture  
Boulder, Colorado

# JVA Consulting Engineers

CODY GRATNEY, Principal  
Boulder, Colorado

**2206 PEARL STREET MIXED USE- SITE & USE REVIEW CRITERIA RESPONSES**  
**November 30, 2023**

CRITERIA	2206 Pearl Street Mixed Use - TEAM RESPONSE
<b>SITE REVIEW CRITERIA</b>	
<b>1. Boulder Valley Comprehensive Plan</b>	
(A) The proposed site plan is consistent with the land use map and the service area map and, on balance, the policies of the Boulder Valley Comprehensive Plan.	The land use map for the property designates High Density Residential (HR) as the future land use for the property. The proposed use includes 45 Efficiency Dwelling Units of approximately 300 gross square feet each, and approximately 2,000 square feet of commercial space. The project conforms with many BVCP policies:  1.11 Jobs: Housing Balance 2.01 Unique Community Identify 2.09 Neighborhoods as Building Blocks 2.15 Compatibility of Adjacent Land Uses 2.24 Commitment to a Walkable & Accessible City 2.25 Improve Mobility Grid & Connections 2.26 Trail Corridors / Linkages 2.33 Sensitive Infill & Redevelopment 2.36 Physical Design for People 2.37 Environmentally Sensitive Urban Design 2.41 Enhanced Design for All Projects 3.01 Incorporating Ecological Systems into Planning 3.05 Maintain & Restore Natural Ecological Processes & Natural Disturbances 3.13 Water Conservation 3.22 Floodplain Management 3.23 Non-Structural Approach to Flood Management 4.01 Climate Action: Reduce Greenhouse Gas Emissions 4.03 Energy Conservation & Renewable Energy 4.07 Energy-Efficient Land Use 4.08 Energy-Efficient Building Design 4.09 Building Construction Waste Minimization 5.18 Support for the University of Colorado & Federal Labs 6.01 All-Mode Transportation System & Safe and Complete Streets 6.03 Low Stress Walk and Bike Network 6.07 Integrated Transportation Demand Management (TDM) Programs 6.13 Access Management & Parking 6.14 Transportation Impacts Mitigated 7.11 Balancing Housing Supply with Employment Base
(B) The proposed development shall not exceed the maximum density associated with the Boulder Valley (i) The density permitted in the Boulder Valley Comprehensive Plan, or, (ii) The maximum number of units that could be placed on the site without waiving or varying any of the requirements of chapter 9-8, "Intensity Standards," B.R.C. 1981.	The proposed development does not exceed the density permitted in the BVCP.
(C) The proposed development's success in meeting the broad range of BVCP policies considers the economic feasibility of implementation techniques require to meet other site review criteria.	The proposed development will meet many goals of the BVCP while considering the implementation techniques required to meet all the site review criteria.
<b>2. Site Design</b>	
Projects should preserve and enhance the community's unique sense of place through creative design that	
<b>(A) Open Space: Open space, including, without limitation, parks, recreation areas, and playgrounds:</b>	
(i) Useable open space is arranged to be accessible and functional and incorporates quality landscaping, a mixture of sun and shade and places to gather;	Public and Resident open spaces are located next to active indoor areas, creating indoor/ outdoor relationships. We are planning for quality landscape elements at these areas and have located them for maximum sun exposure variety on the east, west and south areas of the project.
(ii) Private open space is provided for each detached residential unit;	The minimum 60SF is provided for every unit. Please refer to our calculation sheet for exact numbers and locations.
(iii) The project provides for the preservation of or mitigation of adverse impacts to natural features, including, without limitation, healthy long-lived trees, significant plant communities, ground and surface water, wetlands, riparian areas, drainage areas and species on the federal Endangered Species List, "Species of Special Concern in Boulder County" designated by Boulder County, or prairie dogs (Cynomys ludovicianus), which is a species of local concern, and their habitat;	The majority of the existing site is impervious in nature. We are removing these surfaces and introducing more pervious/ natural areas. As noted in our tree inventory plan, the few trees that are on site have been recommended to be removed.
(iv) The open space provides a relief to the density, both within the project and from surrounding development;	By providing open space at the east and west sides of the project, this provides relief from adjacent uses of buildings and parking as well as areas for people to gather outside of their units.
(v) Open space designed for active recreational purposes is of a size that it will be functionally useable and located in a safe and convenient proximity to the uses to which it is meant to serve;	We do not have any active open spaces designed for recreation.
(vi) The open space provides a buffer to protect sensitive environmental features and natural areas; and (vii) If possible, open space is linked to an area- or city-wide system.	There are no environmentally sensitive areas or city wide systems adjacent to this site.
<b>(B) Open Space in Mixed Use Developments (Developments that contain a mix of residential and nonresidential uses)</b>	
(i) The open space provides for a balance of private and shared areas for the residential uses and common open space that is available for use by both the residential and non-residential uses that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property; and	Private spaces are provided at every unit in a wide variety of solar exposures. Elevated outdoor areas provide social spaces for residents and guests. The east side open space is a passive, quite and shaded space for residents. The northwest corner provides outdoor area for commercial space along Pearl Street.
(ii) The open space provides active areas and passive areas that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property and are compatible with the surrounding area or an adopted plan for the area.	Outdoor areas are both passive an active and are situated in easily accessible areas to both residents, guests, and the public.
<b>(C) Landscaping:</b>	
(i) The project provides for aesthetic enhancement and a variety of plant and hard surface materials, and the selection of materials provides for a variety of colors and contrasts and the preservation or use of local native vegetation where appropriate;	There are several enhanced design elements that integrate shade, storm water management, streetscapes and placemaking into a comprehensive design environment.
(ii) Landscape design attempts to avoid, minimize, or mitigate impacts to important native species, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project;	There is a limited existing landscape to work with and therefore the design seeks to establish a more robust landscape.
(iii) The project provides significant amounts of plant material sized in excess of the landscaping requirements of sections 9-9-12, "Landscaping and Screening Standards" and 9-9-13, "Streetscape Design Standards," B.R.C. 1981; and	There are several landscape areas that substantially increase the amount of plant material from the previous site and creates a higher level of intensity than much of the existing streetscape along Pearl Street.
(iv) The setbacks, yards, and useable open space along public rights-of-way are landscaped to provide attractive streetscapes, to enhance architectural features, and to contribute to the development of an attractive site plan.	The project has been designed to engage the public street in a variety of ways creating unique spaces based on the use within the building and the public need for circulation throughout.
<b>(D) Circulation: Circulation, including, without limitation, the transportation system that serves the property, whether public or private and whether constructed by the developer or not:</b>	
(i) High speeds are discouraged or a physical separation between streets and the project is provided;	Our site/ project is separated from adjacent streets by detached and attached walks.
(ii) Potential conflicts with vehicles are minimized;	We have separated the primary people spaces from vehicular traffic by providing parking access only from the alley in one spot.
(iii) Safe and convenient connections are provided that support multi-modal mobility through and between properties, accessible to the public within the project and between the project and the existing and proposed transportation systems, including, without limitation, streets, bikeways, pedestrian ways and trails;	Our projects focuses on the connection to pedestrian activity and resident circulation by focusing the main access toward the intersection of Pearl and 22nd. We also are providing quick access to additional bike parking via garage access off the alley.
(iv) Alternatives to the automobile are promoted by incorporating site design techniques, land use patterns, and supporting infrastructure that supports and encourages walking, biking, and other alternatives to the single-occupant vehicle;	Our project places special focus on pedestrians, both visitors and resident, thru strong vertical connection points to Pearl Street. By providing far fewer parking spaces than units, many residents will be encouraged to use a wide variety of alternatives to the auto, including nearby transit. We are also providing a total of 98 bike parking spaces for the 45 units and commercial space.
(v) Where practical and beneficial, a significant shift away from single-occupant vehicle use to alternate modes is promoted through the use of travel demand management techniques;	Our project will include a car share space and a robust parking management plan. Please refer to documents from our traffic engineer for more information.
(vi) On-site facilities for external linkage are provided with other modes of transportation, where applicable;	The site supports multi-uses, including bike, scooter, pedestrian walking, and auto uses. The site is also near the RTD Bus Station at Walnut & 14th, which is within 0.7 miles of the project entry.
(vii) The amount of land devoted to the street system is minimized; and	The only land dedicated to "street systems" for the project is the required 3'-0" alley dedication.

## Attachment A - Planning Board Packet

(viii) The project is designed for the types of traffic expected, including, without limitation, automobiles, bicycles, and pedestrians, and provides safety, separation from living areas, and control of noise and exhaust.	We have provided zones and connections for bikes, automobiles and outdoor spaces with good separation and connection to neighborhood areas. These areas connect the building to a variety of ways and are separated from the parking area by building area. We have safely compartmentalized the auto access point off the alley.
<b>(E) Parking:</b>	
(i) The project incorporates into the design of parking areas measures to provide safety, convenience, and separation of pedestrian movements from vehicular movements;	The parking area has convenient access via the alley, which separates the vehicular access from major pedestrian circulation zones. The parking is enclosed with a security fence that also provides screening.
(ii) The design of parking areas makes efficient use of the land and uses the minimum amount of land necessary to meet the parking needs of the project;	We have minimized the parking area by utilizing the alley ROW for access, providing only one point of entry/ exit, and requesting a significant parking reduction.
(iii) Parking areas and lighting are designed to reduce the visual impact on the project, adjacent properties, and adjacent streets; and	Our lighting design will be subtle in nature, using full cut off type fixtures. The parking area is screened from adjacent streets by buildings. The adjacent lot to the east has a concrete block wall on its western property line that is taller than the height of the parking area, screening its internal uses from parking lighting.
(iv) Parking areas utilize landscaping materials to provide shade in excess of the requirements in Subsection 9-9-6 (d), "Parking Area Design Standards," and Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.	The parking area is shaded by the building above.
<b>(F) Building Design, Livability, and Relationship to the Existing or Proposed Surrounding Area:</b>	
(i) The building height, mass, scale, orientation, and configuration are compatible with the existing character of the area or the character established by an adopted plan for the area;	Our design concepts are based on the neighborhood context of colors, materials, street presence to Pearl and articulated massing. Please refer to our written statement for more information.
(ii) The height of buildings is in general proportion to the height of existing buildings and the proposed or projected heights of approved buildings or approved plans for the immediate area;	The majority of the neighborhood context is three stories or greater. Our project proposes a 3 story height at the allowed dimension.
(iii) The orientation of buildings minimizes shadows on and blocking of views from adjacent properties;	Please refer to our solar analysis for more information. We have placed the majority of the building massing to the north and east to preserve the major view corridors in this area are toward the southwest. The properties on the north side of Pearl across from this site already obstruct northern views.
(iv) If the character of the area is identifiable, the project is made compatible by the appropriate use of color, materials, landscaping, signs, and lighting;	Please refer to our neighborhood context boards and written statement for our analysis of the neighborhood context and how this design relates.
(v) Projects are designed to a human scale and promote a safe and vibrant pedestrian experience through the location of building frontages along public streets, plazas, sidewalks and paths, and through the use of building elements, design details and landscape materials that include, without limitation, the location of entrances and windows, and the creation of transparency and activity at the pedestrian level;	The project provides for multiple building entrances (9 total) along public streets. In these locations we are proposing the use of quality materials and details using brick, signage and lighting. Where allowable, we have enlivened these zones with plantings and trees.
(vi) To the extent practical, the project provides public amenities and planned public facilities;	Our project supports the public benefit by providing enhanced streetscape improvements, lighting, bike parking and a public plaza on the northwest corner.
(vii) For residential projects, the project assists the community in producing a variety of housing types, such as multifamily, townhouses and detached single family units, as well as mixed lot sizes, number of bedrooms and sizes of units;	This project assists the community thru providing efficiency units in a downtown setting. The project includes 2 unit sizes in a wide variety of configurations, including a Type A unit that can be converted into a fully accessible unit.
(viii) For residential projects, noise is minimized between units, between buildings, and from either onsite or offsite external sources through spacing, landscaping, and building materials;	By justifying the majority of the building massing to the north and providing buffers along the street edges, noise from uses will be mitigated. A masonry base at the building will provide a more sound resilient texture along the street edges.
(x) A lighting plan is provided which augments security, energy conservation, safety, and aesthetics;	A photometric plan has been provided with our submittal.
(xi) The project incorporates the natural environment into the design and avoids, minimizes, or mitigates impacts to natural systems;	We have provided naturalized areas along the west and east sides of the project as well as on elevated areas.
(xii) Buildings minimize or mitigate energy use; support on-site renewable energy generation and/or energy management systems; construction wastes are minimized; the project mitigates urban heat island effects; and the project reasonably mitigates or minimizes water use and impacts on water quality.	This project includes rooftop PV systems, naturalized landscape swells for storm management, large roof roof overhangs for wall and ground shading, and landscape areas and shading to reduce the heat island effect.
(xiii) Exteriors of buildings present a sense of permanence through the use of authentic materials such as stone, brick, wood, metal or similar products and building material detailing;	This project plans to use durable, natural materials in a highly crafted way. Please refer to our elevations and material boards for more information.
(xiv) Cut and fill are minimized on the site, the design of buildings conforms to the natural contours of the land, and the site design minimizes erosion, slope instability, landslide, mudflow or subsidence, and minimizes the potential threat to property caused by geological hazards;	The existing site has very little topographic change, so there will be very little cut and fill.
(xv) In the urbanizing areas along the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the building and site design provide for a well-defined urban edge; and	N/A - Project is located in Area I
(xvi) In the urbanizing areas located on the major streets shown on the map in Appendix A Of this title near the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the buildings and site design establish a sense of entry and arrival to the City by creating a defined urban edge and a transition between rural and urban areas.	N/A - Project is located in Area I
<b>(G) Solar Siting and Construction:</b>	
For the purpose of ensuring the maximum potential for utilization of solar energy in the City, all applicants for residential site reviews shall place streets, lots, open spaces, and buildings so as to maximize the potential for the use of solar energy in accordance with the following solar siting criteria:	
(i) Placement of Open Space and Streets: Open space areas are located wherever practical to protect buildings from shading by other buildings within the development or from buildings on adjacent properties. Topography and other natural features and constraints may justify deviations from this criterion.	The open space/ setback along the east side of the project positions the building in a way to protect solar access for the adjacent property to the east.
(ii) Lot Layout and Building Siting: Lots are oriented and buildings are sited in a way which maximizes the solar potential of each principal building. Lots are designed to facilitate siting a structure which is unshaded by other nearby structures. Wherever practical, buildings are sited close to the north lot line to increase yard space to the south for better owner control of shading.	The building placement is justified toward the north, maximizing the south edge. The alley along the south side of the site further enhances solar access for the project.
(iii) Building Form: The shapes of buildings are designed to maximize utilization of solar energy. Buildings shall meet the solar access protection and solar siting requirements of section 9-9-17, "Solar Access," B.R.C. 1981.	Roof forms and building massing are designed in a way to create maximum roof surface for PV access. The slope of the roofs are tipped toward the south for solar orientation.
(iv) Landscaping: The shading effects of proposed landscaping on adjacent buildings are minimized.	There should be no shading from proposed landscaping on adjacent buildings.
<b>(H) Additional Criteria for Poles Above the Permitted Height:</b>	
No site review application for a pole above the permitted height will be approved unless the approving agency finds all of the following:	
(i) The light pole is required for nighttime recreation activities, which are compatible with the surrounding neighborhood, or the light or traffic signal pole is required for safety, or the electrical utility pole is required to serve the needs of the City; and	Currently, there is no request for poles being allowed the permitted height.
(ii) The pole is at the minimum height appropriate to accomplish the purposes for which the pole was erected and is designed and constructed so as to minimize light and electromagnetic pollution.	
<b>(I) Land Use Intensity Modifications:</b>	
(i) Potential Land Use Intensity Modifications: (a) The density of a project may be increased in the BR-1 district through a reduction of the lot area requirement or in the Downtown (DT), BR-2, or MU-3 districts through a reduction in the open space requirements. (b) The open space requirements in all Downtown (DT) districts may be reduced by up to one hundred percent. (c) The open space per lot requirements for the total amount of open space required on the lot in the BR-2 district may be reduced by up to fifty percent. (d) Land use intensity may be increased up to 25 percent in the BR-1 district through a reduction of the lot area requirement.	Currently, there is no request for Land Use Intensity Modification.

**Attachment A - Planning Board Packet**  
**Attachment A - Applicant's Proposed Plans**

<p>(ii) Additional Criteria for Land Use Intensity Modifications: A land use intensity increase will be permitted up to the maximum amount set forth below if the approving agency finds that the criteria in paragraph (h)(1) through subparagraph (h)(2)(H) of this section and following criteria have been met: 20 (a) Open Space Needs Met: The needs of the project's occupants and visitors for high quality and functional useable open space can be met adequately; (b) Character of Project and Area: The open space reduction does not adversely affect the character of the development or the character of the surrounding area; and (c) Open Space and Lot Area Reductions: The specific percentage reduction in open space or lot area requested by the applicant is justified by any one or combination of the following site design features not to exceed the maximum reduction set forth above: (i) Close proximity to a public mall or park for which the development is specially assessed or to which the project contributes funding of capital improvements beyond that required by the parks and recreation component of the development excise tax set forth in chapter 3-8, "Development Excise Tax," B.R.C. 1981: maximum one hundred percent reduction in all Downtown (DT) districts and ten percent in the BR-1 district; (ii) Architectural treatment that results in reducing the apparent bulk and mass of the structure or structures and site planning which increases the openness of the site: maximum five percent reduction; (iii) A common park, recreation, or playground area functionally useable and accessible by the development's occupants for active recreational purposes and sized for the number of inhabitants of the development, maximum five percent reduction; overdeveloped facilities within the project designed to meet the active recreational needs of the occupants: maximum five percent reduction; (iv) Permanent dedication of the development to use by a unique residential population whose needs for conventional open space are reduced: maximum five percent reduction; (v) The reduction in open space is part of a development with a mix of residential and non-residential uses within an BR-2 zoning district that, due to the ratio of residential non-residential uses and because of the size, type, and mix of dwelling units, the need for open space is reduced: maximum reduction fifteen percent; and (vi) The reduction in open space is part of a development with a mix of residential and non-residential uses within an BR-2 zoning district that provides high quality urban design elements that will meet the needs of anticipated residents, occupants, tenants, and visitors of the property or will accommodate public gatherings, important activities, or events in the life of the community and its people, that may include, without limitation, recreational or cultural amenities, intimate spaces that foster social interaction, street furniture, landscaping, and hard surface treatments for the open space: maximum reduction 25 percent.</p>	<p>Currently, there is no request for Land Use Intensity Modification.</p>
<p><b>(J) Additional Criteria for Floor Area Ratio Increase for Buildings in the BR-1 District:</b></p>	
<p>(i) Process: For buildings in the BR-1 district, the floor area ratio ("FAR") permitted under table 8-2, section 9-8 2, "Floor Area Ratio Requirements," B.R.C. 1981, may be increased by the city manager under the criteria set forth in this subparagraph.</p> <p>(ii) Maximum FAR Increase: The maximum FAR increase allowed for buildings thirty-five feet and over in height in the BR-1 district shall be from 2:1 to 4:1.</p> <p>(iii) Criteria for the BR-1 District: The FAR may be increased in the BR-1 district to the extent allowed in subparagraph (h)(2)(J)(ii) of this section if the approving agency finds that the following criteria are met: (a) Site and building design provide open space exceeding the required useable open space by at least ten percent: an increase in FAR not to exceed 0.25:1. 21 (b) Site and building design provide private outdoor space for each office unit equal to at least ten percent of the lot area for buildings 25 feet and under and at least 20 percent of the lot area for buildings above 25 feet: an increase in FAR not to exceed 0.25:1. (c) Site and building design provide a street front facade and an alley facade at a pedestrian scale, including, without limitation, features such as awnings and windows, well-defined building entrances, and other building details: an increase in FAR not to exceed 0.25:1. (d) For a building containing residential and non-residential uses in which neither use comprises less than 25 percent of the total square footage: an increase in FAR not to exceed 1:1. (e) The unused portion of the allowed FAR of historic buildings designated as landmarks under chapter 9-11, "Historic Preservation," B.R.C. 1981, may be transferred to other sites in the same zoning district. However, the increase in FAR of a proposed building to which FAR is transferred under this paragraph may not exceed an increase of 0.5:1. (f) For a building which provides one full level of parking below grade, an increase in FAR not to exceed 0.5:1 may be granted.</p>	<p>N/A</p>
<p><b>(K) Additional Criteria for Parking Reductions:</b></p>	
<p>The off-street parking requirements of section 9-9-6, "Parking Standards," B.R.C. 1981, may be modified as follows:</p>	
<p>(i) Process: The city manager may grant a parking reduction not to exceed fifty percent of the required parking. The planning board or city council may grant a reduction exceeding fifty percent.</p>	<p>Please refer to our calculation sheet for the amount of reduction requested.</p>
<p>(ii) Criteria: Upon submission of documentation by the applicant of how the project meets the following criteria, the approving agency may approve proposed modifications to the parking requirements of section 9-9-6, "Parking Standards," B.R.C. 1981 (see tables 9-1, 9-2, 9-3 and 9-4), if it finds that: (a) For residential uses, the probable number of motor vehicles to be owned by occupants of and visitors to dwellings in the project will be adequately accommodated; (b) The parking needs of any non-residential uses will be adequately accommodated through on street parking or off-street parking; (c) A mix of residential with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking; (d) If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; and (e) If the number of off-street parking spaces is reduced because of the nature of the occupancy, the applicant provides assurances that the nature of the occupancy will not change.</p>	<p>Please refer to our collection of traffic reports and parking analysis for additional information. Our project includes a mix of residential and retail uses, and the parking requirement for the retail use is zero. We are seeking a parking reduction that is supported by a robust Transportation Demand Management (TDM) plan including carshare space, Uber/Lyft space, tandem spaces, and ample short term and long term bike parking.</p>
<p><b>(L) Additional Criteria for Off-Site Parking:</b></p>	
<p>The parking required under section 9-9-6, "Parking Standards," B.R.C. 1981, may be located on a separate lot if the following conditions are met:</p>	
<p>(i) The lots are held in common ownership;</p>	
<p>(ii) The separate lot is in the same zoning district and located within three hundred feet of the lot that it serves; and</p>	<p>This project is parked entirely on the subject lot.</p>
<p>(iii) The property used for off-site parking under this Subsection continues under common ownership or control.</p>	
<p><b>USE REVIEW CRITERIA</b></p>	
<p><b>(e) Criteria for Review</b></p>	
<p>No use review application will be approved unless the approving agency finds all of the following:</p>	
<p>(1) Consistency with Zoning and Non-Conformity: The use is consistent with the purpose of the zoning district as set forth in Section 9-5-2, "Zoning Districts," B.R.C. 1981, except in the case of a non-conforming use;</p>	<p>The use is consistent with the purpose of the zoning district.</p>
<p>(2) Rationale: The use either:</p>	
<p>(A) Provides direct service or convenience to or reduces adverse impacts to the surrounding uses or neighborhood;</p>	<p>The provision of smaller efficiency units downtown places people near shopping, working and transportation.</p>
<p>(B) Provides a compatible transition between higher intensity and lower intensity uses;</p>	<p>N/A</p>
<p>(C) Is necessary to foster a specific city policy, as expressed in the Boulder Valley Comprehensive Plan, including, without limitation, historic preservation, moderate income housing, residential and non-residential mixed uses in appropriate locations, and group living arrangements for special populations; or</p>	<p>The replacement of a office building and surface parking by creating a mixed use project of small, efficiency units meets many policies of the BVCP and provides an option for moderate income housing downtown.</p>
<p>(D) Is an existing legal non-conforming use or a change thereto that is permitted under Subsection</p>	<p>N/A</p>
<p>(f) of this Section; Compatibility: The location, size, design, and operating characteristics of the proposed development or change to an existing development are such that the use will be reasonably compatible with and have minimal negative impact on the use of nearby properties or for residential uses in industrial zoning districts, the proposed development reasonably mitigates the potential negative impacts from nearby</p>	<p>The proposed development is compatible with the neighborhood both in use, scale and operating characteristics. Ground floor retail will be compatible to Pearl Street and the residential uses will not have negative impacts on nearby properties.</p>
<p>(3) properties;</p>	
<p>Infrastructure: As compared to development permitted Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, in the zone, or as compared to the existing level of impact of a non-conforming use, the proposed development will not significantly adversely affect the infrastructure of the surrounding area,</p>	<p>The proposed project is a redevelopment of a commercial property and will not be impacts to infrastructure.</p>
<p>(4) including, without limitation, water, wastewater, and storm drainage utilities and streets;</p>	
<p>(5) Character of Area: The use will not change the predominant character of the surrounding area; and</p>	<p>The proposed project will not change the character of the surrounding area</p>

Attachment A - Applicant's Proposed Plans

The proposed project does not remove residential units, it replaces an office and surface parking with efficient, attainable housing.

<p>Conversion of Dwelling Units to Non-Residential Uses: There shall be a presumption against approving the conversion of dwelling units in the residential zoning districts to non-residential uses that are allowed pursuant to a use review, or through the change of one non-conforming use to another non-conforming use. The presumption against such a conversion may be overcome by a finding that the use to be approved serves another compelling social, human services, governmental, or recreational need in the community including, without limitation, a use for a day care center, park, religious assembly, social service use, benevolent organization use, art or craft studio space, museum, or an educational use.</p>	
<p><b>(f) Additional Criteria for Modifications to Non-Conforming Uses. No application for a change to a non-conforming use shall be granted unless all of the following criteria are met in addition to the criteria set forth above:</b></p>	
<p>Reasonable Measures Required: The applicant has undertaken all reasonable measures to reduce or alleviate the effects of the non-conformity upon the surrounding area, including, without limitation, objectionable conditions, glare, adverse visual impacts, noise pollution, air emissions, vehicular traffic, storage of equipment, materials, and refuse, and on-street parking, so that the change will not adversely affect the surrounding area.</p>	<p>This use is not modifying a non conforming use and section (f) is not applicable.</p>
<p>Reduction in Non-Conformity/Improvement of Appearance: The proposed change or expansion will either reduce the degree of non-conformity of the use or improve the physical appearance of the structure or the site without increasing the degree of non-conformity.</p>	<p>N/A</p>
<p>Compliance with this Title/Exceptions: The proposed change in use complies with all of the requirements of this title:</p>	<p>N/A</p>
<p>(A) Except for a change of a non-conforming use to another non-conforming use; and</p>	
<p>(B) Unless a variance to the setback requirements has been granted pursuant to Section 9-2- 3, "Variances and Interpretations," B.R.C. 1981, or the setback has been varied through the application of the requirements of Section 9-2-13, "Site Review," B.R.C. 1981.</p>	<p>N/A</p>
<p>(4) Cannot Reasonably Be Made Conforming: The existing building or lot cannot reasonably be utilized or made to conform to the requirements of Chapters 9-6, "Use Standards," 9-7, "Form and Bulk Standards," 9-8, "Intensity Standards," or 9-9, "Development Standards," B.R.C. 1981.</p>	<p>N/A</p>
<p>(5) No Increase in Floor Area over Ten Percent: The change or expansion will not result in a cumulative increase in floor area of more than ten percent of the existing floor area.</p>	<p>N/A</p>
<p>(6) Approving Authority May Grant Zoning Variances: The approving authority may grant the variances permitted by Subsection 9-2-3(d), B.R.C. 1981, upon finding that the criteria set forth in Subsection 9-2-3(h), B.R.C. 1981, have been met.</p>	<p>N/A</p>

**LUR2023-00020**  
**2206 Pearl St.**  
**SITE REVIEW CRITERIA ANALYSIS**  
**SECTION 9-2-14**

**(h) Criteria for Review: No site review application shall be approved unless the approving agency finds that:**

**(1) Boulder Valley Comprehensive Plan:**

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

*Staff finds that the proposed project is consistent with the land use map and service area map, and, on balance, with the policies of the BVCP. The project provides 45 efficiency living units on a site designated for high density residential housing in the BVCP that is within close walking distance to both the Pearl Street Mall and the 28<sup>th</sup> Street corridor and is well-served by transit, consistent with several aspects of the Sustainable Urban Form definition on page 38 of the BVCP. In addition, the project design incorporates a number of sustainability features including reduced parking, robust TDM measures, and on-site renewables, consistent with many BVCP policies in Chapter 4, Energy, Climate and Waste. Further, while the units are not proposed to be deed restricted, the small size of the units (approximately 300 sq. ft. each) is intended to achieve affordability by design and will help to achieve the city and county goals of supporting community housing needs and enhancing housing choices as described in Section 7 of the BVCP.*

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

*The BVCP land use designation for the site anticipates densities of more than 14 units per acre but does not specify a maximum density. The proposed density does therefore not exceed the maximum density associated with the BVCP land use designation. The BVCP also designates the area within three-hundred feet of the site as high density residential without specifying a maximum density. The proposed density of 45 units is consistent with MU-3 zoning standards.*

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

\_\_\_ (ii) The maximum number of units that could be placed on the site without waiving or varying any of the requirements of Chapter 9-8, "Intensity Standards," B.R.C. 1981, except as permitted for building sites with permanently affordable units meeting the requirements of Paragraph 9-10-3(c)(4), "Nonconforming Permanently Affordable Units," B.R.C. 1981.

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

*The developer has been in the application review process for almost two years and has indicated that the proposal considers the economic implications of implementing the techniques required to meet the site review criteria.*

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

√ Overall, considering the below factors, this criterion is met.

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

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

*The proposal provides a variety of useable open spaces, including individual balconies for all of the upper floor units as well as a large, shared open space are on the second floor that is adjacent to an indoor shared amenity space. The shared balcony area will provide a mixture of sun and shade depending on the time of day, and will create a visual connection to 22<sup>nd</sup> street while also providing views to the west. At the ground floor, open space is provided as a mix of small landscaped areas and a paved plaza area intended to serve the commercial use along Pearl Street.*

N/A (ii) Private open space is provided for each detached residential unit;

*Not applicable, as no detached residential units are proposed.*

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

*The site is currently almost fully paved and as such does not contain any of the natural features or species listed above. That being said, the project will increase the amount of landscaped area and will improve drainage and reduce the urban heat island effect.*

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

*By providing open space at the east and west sides of the project, this provides relief from adjacent uses of buildings and parking as well as areas for people to gather outside of their units. The centralized shared balcony area acts as a relief to both the building massing and the density of the project, and will encourage social interaction and allow for easy access to open space.*

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

*Due to the small size of the site and the nature of the proposed use as well as the surrounding context, the open space being provided is mainly for passive recreational purposes rather than active ones.*

- \_\_\_ (vi) The open space provides a buffer to protect sensitive environmental features and natural areas; and

*As noted above, there are no sensitive environmental features or natural areas on or around the site. The project will increase the amount of natural landscaped areas but these are general site improvements rather than buffers to existing natural features.*

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

*The proposed plaza on Pearl Street lies immediately off the existing multi-use path, adding to the network of informal open spaces along that corridor. The project also provides new sidewalk connections along both Pearl and 22<sup>nd</sup>*



*Street, allowing better pedestrian and bicycle access to nearby open space areas.*

**(B) Open Space in Mixed Use Developments (Developments That Contain a Mix of Residential and Nonresidential Uses):**

- √ (i) The open space provides for a balance of private and shared areas for the residential uses and common open space that is available for use by both the residential and nonresidential uses that will meet the needs of the anticipated residents, occupants, tenants and visitors of the property; and

*The proposal provides a variety of useable open spaces, including individual private balconies for all of the upper floor units as well as a large, shared open space on the second floor that is adjacent to an indoor shared amenity space. The shared terrace area will provide a mixture of sun and shade depending on the time of day, and will create a visual connection to 22<sup>nd</sup> street while also providing views to the west. At the ground floor, open space is provided as a mix of small, landscaped areas and patios as well as a paved plaza area intended to serve the commercial use along Pearl Street. Criterion met.*

- √ (ii) The open space provides active areas and passive areas that will meet the needs of the anticipated residents, occupants, tenants and visitors of the property and are compatible with the surrounding area or an adopted plan for the area.

*Due to the small size of the site and the semi-urban context, the project is not providing designated “active” open space; however, at over 2,000 square feet in size, the shared terrace area would be useable for certain activities such as yoga, weight lifting, calisthenics, etc. Private open spaces are provided for each unit in the forms of balconies and patios, and a plaza is provided for users of the commercial space.*

**(C) Landscaping:**

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

*There are several enhanced design elements that integrate shade, storm water management, streetscapes and placemaking into a comprehensive design environment. All of the proposed plant species are consistent with city of Boulder landscaping standards. Sheet L300 of the applicant’s proposed plans*

*lists the plant species proposed to be added as part of the project, and includes three species of trees and over ten species of shrubs, with flowers and grasses providing additional texture and color.*

- √ (ii) Landscape design attempts to avoid, minimize or mitigate impacts on and off site to important native species, healthy, long lived trees, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project;  
*See response to criterion (A)(iii) above.*

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

*There are several landscape areas that substantially increase the amount of plant material from the previous site and creates a higher level of landscaping density than much of the existing streetscape along Pearl Street.*

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

*The project includes new landscaping along Pearl and 22<sup>nd</sup> Street as well as along the alley and within the setback on the eastern side of the building. The landscaping provides attractive streetscapes, enhances architectural features and contributes to the development of an attractive site plan.*

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

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

*The project relies on access to the building from an existing alley to the south of the site. As such, no new access points are proposed. New landscape islands are proposed along Pearl Street, creating a separation from traffic where currently none exists. Landscaping is also provided between the ground level units and the existing sidewalk along 22<sup>nd</sup> Street, creating a physical separation between the street and the building.*

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

*As stated above, access to the building will be taken from an existing alleyway, so no new vehicular access points are proposed. In addition, an accessible ramp will be provided at the corner of 22<sup>nd</sup> and Pearl, improving crossing safety for pedestrians crossing 22<sup>nd</sup> street.*

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

*The project provides a new 9-foot detached sidewalk along Pearl Street, separated from the street by a new 8-foot landscape planting strip. Short-term bike parking is easily accessed from the new sidewalk on both the east and west sides of the building. Along 22<sup>nd</sup>, a new 8.5-foot attached sidewalk is proposed to replace the existing attached sidewalk, with a new 5-foot sidewalk providing access to the garage entry along the south side of the building. Overall, the project greatly improves connectivity within and across the site, and provides safe and convenient connections to existing multi-modal facilities in the vicinity.*

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

*The site is designed to be easily accessible by pedestrians and bicyclists, with the new detached sidewalk along Pearl providing direct access to bike parking as well as the commercial plaza area. The main building entrance is situated on the northwest corner of the building, close to the sidewalk. The reduced parking combined with the subsidized car share vehicle, a designated loading and unloading space for rideshare, and ample short- and long-term bicycle parking, will support walking, biking, and other alternatives to the single-occupant vehicle. Please see below for additional information regarding the applicant's TDM Plan.*

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

*The applicant has provided a robust Transportation Demand Management (TDM) Plan as well as a Parking Management Plan that describe the strategies they will use to reduce parking demand and increase alternate mode travel share. Please see **Attachment C** for the TDM Plan and Parking Management*

*Plan. The primary strategies in these plans include utilization of SUMP principles, implementation of an alternative transportation fund of \$150 per year for residents that don't have a vehicle, provision of NECO passes for residents and BECO passes for employees, provision of a subsidized carshare vehicle for residents, and new sidewalks along both 22<sup>nd</sup> Street and Pearl Streets.*

- √ (vi) On-site facilities for external linkage are provided with other modes of transportation, where applicable;  
*See response to (iii) above.*

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

*No new streets are proposed. As such, the amount of land dedicated to the street system is minimized.*

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

*The project is designed for easy access by bicycle and foot traffic, and utilizes the existing alley to provide vehicular access. The parking area is hidden from view and separated from both the commercial and residential uses on the ground floor. Four of the parking spaces are EV ready, and an additional ten spaces are EV capable.*

**(E) Parking:**

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

*As discussed above, the parking garage is accessed via a alley to the south of the building, which separates vehicular movement from both the ground floor units as well as the primary building entry on the northeast corner of the site. The only point on the site where pedestrians will have to cross a vehicular drive aisle is at the alley accessed from 22<sup>nd</sup> Street, which is a narrow and low-speed access point.*

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

*The project is providing fully enclosed, ground level garage parking. The project is proposing a 60% parking reduction, which would allow for 18*

*parking spaces to be provided where 45 are required. This represents the minimum amount of land necessary to meet the parking needs of the project and is supported by robust TDM and parking management strategies.*

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

*The parking area is fully enclosed and as such will have little to no visual impact on adjacent properties and streets.*

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

*The parking area is fully enclosed and covered, and as such does not require landscaping to provide shade.*

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

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

*The building height is 38 feet, which is within the maximum allowable by-right height limit for the MU-3 zone district. The proposed FAR is 0.96, which is within the 1.0 maximum FAR for the zone. The design of the building also meets MU-3 conditional use standards for residential uses, with a 20-foot deep commercial storefront area facing Pearl Street at the ground level. There are no adopted design guidelines for the area, and as such the applicant has relied on existing neighborhood context to inform the design of the building. Per the applicant's written statement. "Taking cues from the neighborhood context, the design aesthetic of the project is contemporary but rustic, with warm earth toned exterior finishes. A carefully crafted transparent brick wall emphasizes the resident entry and focuses on the connection to downtown. A plaza area for the ground floor commercial use provides a strong presentation to pedestrian arrival, with focus on places for people to gather. The deep roof overhangs and low slope roofs are a nod to other nearby forms and give the project a contextual and contemporary feel."*

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

*The three story, 38-foot building height is consistent with existing buildings in the area and is within the allowable height limit for the zone district. Along 22nd Street, the building steps back from the street, making way for private unit areas and rain gardens. This gives the edge of the building a more neighborhood feel, while stepping down to two and then one-story massing where there are adjoining residential uses. The applicant is requesting a modification to the minimum front yard setback from a street for all principal buildings and uses for third story and above to allow for the common terrace parapet feature along 22<sup>nd</sup> Street to be set back 15 feet where 20 feet is the minimum otherwise required. Staff finds this request to be supportable due to the fact that the height of the encroachment is minimal and provides a consistent datum with the balconies. Per the applicant's written statement, "as shown on the north and west elevations on sheet A201, the entry stair element and parapet of the second floor amenity space project into the required third floor setback. These are important architectural elements for street presence and their heights are slightly exaggerated to create presence to the Peal and 22nd Street intersection as well as align with adjacent elements like balconies." Overall, given that the building height is within the MU-3 height limit and that the project incorporates a significant stepback along 22<sup>nd</sup> Street, staff finds the building height to be appropriate for the context of the surrounding area.*

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

*The building is within the maximum allowable height limit for the zone and meets setback requirements with the exception of the third floor encroachment along 22<sup>nd</sup> Street described above. As shown on Sheet A011 in the applicant's plan set, the building complies with the Solar Access Area II standards in that it does not "shade a protected lot in SA Area II to a greater degree than the lot would be shaded by a solar fence twenty-five feet in height, between two hours before and two hours after local solar noon on a clear winter solstice day."*

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

*As demonstrated in the applicant's context study, the color and materials of the project are consistent with existing buildings in the area. The use of brick as the primary ground floor material along with composite wood siding and fiber cement panel railing systems on the upper floors provide a classic yet contemporary look to the building that is compatible with many of the existing buildings in the area. See sheets 12 and 13 of the applicant's written statement for contextual images (Attachment A to staff memorandum).*

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

*The project provides for multiple building entrances (9 total) along public streets. In these locations the project includes the use of quality materials and details using brick, signage and lighting. These pedestrian zones are further activated with plantings and trees. A glass storefront system is incorporated along both primary ground floor frontages to create activity and transparency, with the proposed street level plaza further activating the corner of Pearl and 22<sup>nd</sup>. The common terrace element along 22<sup>nd</sup> Street also supports a human scale and connection between residents and the street.*

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

*As noted above, the project provides new, enhanced sidewalks along both Pearl and 22<sup>nd</sup> Street as well as new landscaping along both streets.*

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

*This is a mixed-use project with 45 residential units. The proposed efficiency living units are not a common unit type in the city, and as such this project will assist the community in producing a variety of housing types.*

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

*The project will meet or exceed all current IBCC building code standards, which minimize noise between units through a variety of measures including insulation, wall thickness and building material requirements.*

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

*A final lighting plan will be required at time of technical document review, per the conditions of approval included in the staff memorandum. The project will be required to meet all applicable city lighting requirements.*

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

*The project incorporates new landscaping elements along both primary street frontages, which will improve natural systems from their current state and provide both shade and stormwater management.*

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

*The building includes a proposed rooftop solar array on the south roof, and is designed to accommodate additional solar PV arrays in the future. The project improves drainage on the site by providing new landscaping and rain gardens, and reduces energy consumption primarily by the provision of small units (roughly 300 sq. ft. each). Overall, the size of the units, the density of the project, and the reduced parking combined with robust TDM measures all make this project a highly sustainable and energy efficient project compared to other projects in the city.*

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

*The primary building materials are brick, composite wood siding, metal and fiber cement. All of these materials are durable and high quality.*

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

*Very little cut and fill are required for the proposed project, as the site is already graded and developed.*

- (G) **Solar Siting and Construction: For the purpose of ensuring the maximum potential for utilization of solar energy in the City, all applicants for residential site reviews shall place streets, lots, open spaces and buildings so as to**



**maximize the potential for the use of solar energy in accordance with the following solar siting criteria:**

*These criteria are intended primarily for multi-lot residential developments and are not applicable to a single lot, single building mixed use development with the exception of criteria (iii) and (iv), which are addressed in the analysis above. Both the building form and the landscaping are designed to allow for maximum utilization of solar energy and do not preclude nearby properties from solar energy utilization.*

\_\_\_ (i) Placement of Open Space and Streets: Open space areas are located wherever practical to protect buildings from shading by other buildings within the development or from buildings on adjacent properties. Topography and other natural features and constraints may justify deviations from this criterion.

\_\_\_ (ii) Lot Layout and Building Siting: Lots are oriented and buildings are sited in a way which maximizes the solar potential of each principal building. Lots are designed to facilitate siting a structure which is unshaded by other nearby structures. Wherever practical, buildings are sited close to the north lot line to increase yard space to the south for better owner control of shading.

\_\_\_ (iii) Building Form: The shapes of buildings are designed to maximize utilization of solar energy. Buildings shall meet the solar access protection and solar siting requirements of Section 9-9-17, "Solar Access," B.R.C. 1981.

\_\_\_ (iv) Landscaping: The shading effects of proposed landscaping on adjacent buildings are minimized.

\_\_\_ **(K) Additional Criteria for Parking Reductions: The off-street parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981, may be modified as follows:**

\_\_\_ (i) Process: The city manager may grant a parking reduction not to exceed fifty percent of the required parking. The planning board or city council may grant a reduction exceeding fifty percent.

*The applicant is requesting a 60% parking reduction and as such this application requires a public hearing with a recommendation by staff and a final decision by the Planning Board.*

(ii) Criteria: Upon submission of documentation by the applicant of how the project meets the following criteria, the approving agency may approve proposed

modifications to the parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981 (see tables 9-1, 9-2, 9-3 and 9-4), if it finds that:

- √ **a.** For residential uses, the probable number of motor vehicles to be owned by occupants of and visitors to dwellings in the project will be adequately accommodated;

*The applicant is proposing 17 standard or compact vehicle parking spaces for residents and one vehicle parking space for car share for residents which is less than the requirement of 45 vehicle parking spaces which is a 60% reduction. The applicant is proposing an additional 8 tandem parking spaces. The applicant proposes to charge \$125 to \$150 per month to park on site. Additional parking details are provided in the Parking Study and Management Plan. The applicant proposes to implement an alternative transportation fund of \$150 per year for residents that don't have a vehicle to park. This fund can be used to pay for items such as car share membership and rides, B-Cycle membership and rides, etc. The lease will include language that residents will not be allowed to have a vehicle to receive the alternative transportation fund unless they can prove they have a suitable off-site location to store their vehicle.*

*Overall, given the site's high level of walkability, existing and proposed multimodal connections on and surrounding the site, and the applicant's robust TDM measures including providing a subsidized carshare vehicle and ample long- and short-term bicycle parking, it is anticipated that many residents of the development will not need to own a vehicle, and that the proposed parking will adequately accommodate the parking needs of occupants and visitors to the site.*

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

*As discussed above, there will be on-site parking available for 25 residents, with one space reserved for a subsidized car share vehicle that can be used by all residents. This equates to approximately 58% of residents being able to park a car on site if desired. Further, according to the Applicant's Parking Management Plan, A parking inventory and utilization survey was conducted in the vicinity of the site on Friday, April 7th and Saturday, April 8th, 2023 on an hourly basis from 6:00 AM to 10:00 AM and from 6:00 PM to 11:00 PM.*

*There is a total of about 188 unrestricted public on-street parking spaces available in the study area. The survey shows the maximum parking demand was 104 vehicles during any given hour with an average demand of 84 parked vehicles on Friday and 93 parked vehicles on Saturday. There were always at least 84 available unrestricted public on-street parking spaces during the study period. The heaviest parking utilization was generally along Walnut Street and*

*the lightest parking utilization was generally along the south side of Pearl Street. Given these findings, staff finds that there is adequate on-street parking in the nearby vicinity to accommodate parking for the commercial use and potential overflow parking associated with the residential units.*

- \_\_\_ **c.** A mix of residential with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;  
*Not applicable, as there is no shared parking proposed for this project. No parking is provided for the commercial use along Pearl Street, and all residential parking will be for specific residents who opt to pay for a parking space.*
- \_\_\_ **d.** If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; and  
*Not applicable, as there is no shared parking proposed for this project. No parking is provided for the commercial use along Pearl Street, and all residential parking will be for specific residents who opt to pay for a parking space.*
- √ **e.** If the number of off-street parking spaces is reduced because of the nature of the occupancy, the applicant provides assurances that the nature of the occupancy will not change.

*The Site Review request is specific to the proposed use. Any change in the design of the building (which would be necessary in order to change the nature of the occupancy) would require an amendment to the Site Review and would therefore require a new parking reduction request.*

## **Travel Demand Management Plan**

# **2206 PEARL STREET**

**Boulder, Colorado**

Prepared for

stok Investment Group, LLC  
706 Iris Avenue  
Boulder, CO 80304

Prepared by

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April 27, 2023

Updated: June 2, 2023

Updated: November 30, 2023

LSC #220361



## Introduction

This Travel Demand Management (TDM) Plan has been prepared for the 2206 Pearl Street redevelopment in Boulder, Colorado. The site is located south of Pearl Street and east of 22<sup>nd</sup> Street. The site is proposed to include 45 studio apartment dwelling units, about 1,400 square feet of retail space, and about 700 square feet of cafe/restaurant.

Full movement access to the on-site parking garage will be via the existing alley south of the site. The parking garage includes 17 standard or compact parking spaces for residents, one parking space for car share for residents, and eight tandem parking spaces.

The location of the site with respect to the surrounding land uses and roadway system is shown in Figure 1. The conceptual site plan is shown in Figure 2.

This TDM Plan supports a 45 percent alternative travel mode reduction for trip generation and a 60 percent parking reduction which will support the project meeting the criteria for a parking reduction discussed in Subsection 9-9-6(f), “Motor Vehicle Parking Reductions”, of the *Boulder Revised Code*, 1981.

The applicant team feels the 60 percent parking reduction can be achieved with typical TDM measures such as providing adequate short-term and long-term bicycle parking, providing bus passes, making connections to existing bike and pedestrian facilities, and the addition of eight tandem spaces combined with additional TDM measures proposed in Tables 2 and 4 and the site-specific Parking Study and Parking Management Plan (PMP) prepared by LSC. The eight tandem spaces do not count towards the parking requirement but if included decrease the effective parking reduction from 60 percent to 42 percent. Additional parking details are provided in the *Parking Study and Management Plan*.

## Existing Alternate Travel Modes Description

The following existing conditions contribute to the transportation demand management goals of the City of Boulder. The site is well-positioned to make good use of these existing opportunities.

### Existing Transit Service

The Regional Transportation District (RTD) is the governing body responsible for fixed-route transit (public transportation) service throughout the Denver metropolitan area, including Boulder. Figure 3 shows the existing bus stops and transit routes within the vicinity of the site, including the following routes:

- 204
- 205
- BOLT
- HOP
- JUMP
- SKIP
- Y

Demand-responsive services are available to both seniors and persons with disabilities through Via (formerly Special Transit). Established in 1979, this non-profit provides safe and affordable rides in accessible buses to people with limited mobility. Rides are scheduled in advance, and have a 30-minute pick-up window.

### Existing Bicycle and Pedestrian Network

The City of Boulder maintains an extensive bicycle and pedestrian network throughout the City. Figure 4 shows bicycle and pedestrian routes within the vicinity of the site. In addition, many of the streets in the project vicinity have attached or detached sidewalks. Figure 4 shows there are existing B-Cycle locations within a few blocks of the site at the intersections of Pearl Street/20<sup>th</sup> Street and Pearl Street/Folsom Street.



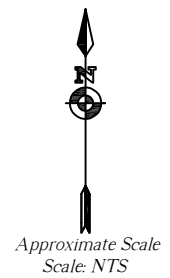
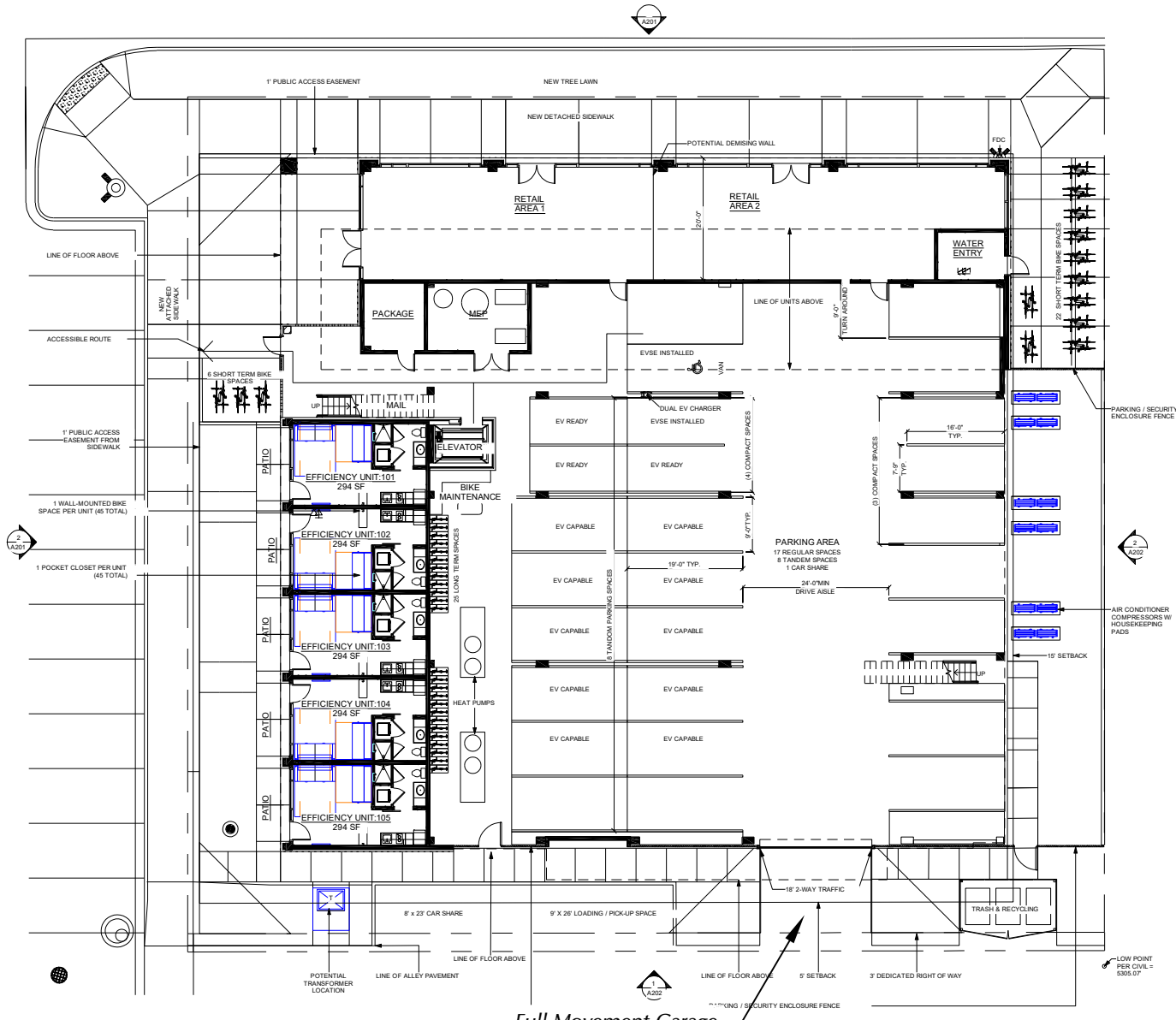
Figure 1

# Vicinity Map

2206 Pearl Street TDM Plan (LSC #220361)

2206 Pearl Street TDM Plan (LSC #220361)  
LSC Transportation Consultants, Inc.

November 30, 2023  
Page 3



Full Movement Garage  
Access to/from Alley

Figure 2  
Site Plan

2206 Pearl Street TDM Plan (LSC #220361)





Figure 3

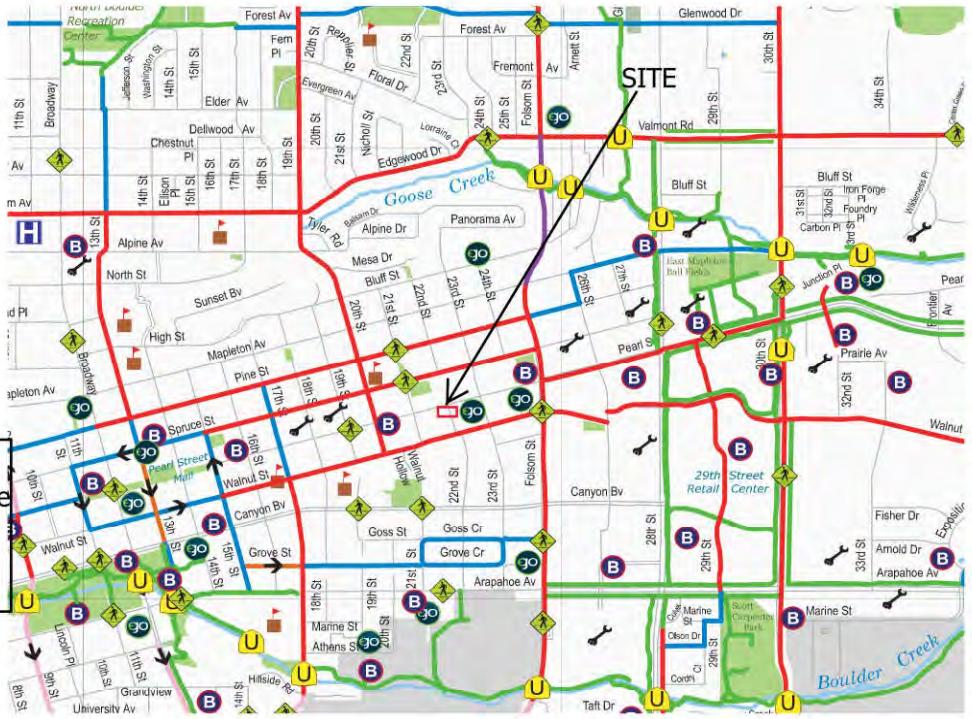
## Existing Bus Stops and Transit Routes

2206 Pearl Street TDM Plan (LSC #220361)

- = Bus Stop
- B = B-cycle Location



**LEGEND:**  
— Designated Bike Route  
— On-Street Bike Lane  
— Multi-Use Path  
— Climbing Lane



-  = Bridge
-  = B-cycle Location
-  = Underpass
-  = Bike Shop
-  = Enhanced Pedestrian Crossing
-  = eGo Car Share Location

Figure 4  
*Existing Bike and Pedestrian Routes*

2206 Pearl Street TDM Plan (LSC #220361)

### Transportation Demand Management (TDM) Strategy for Multi-Family Residential Units

The City of Boulder's draft residential development toolkit packages are shown in Table 1. The site is proposed to include 45 studio apartment dwelling units. The "core elements" section of the table shows elements required of all new residential developments, including orientation packets, participation in TDM evaluation programs, and pedestrian, bike, and transit enhancements.

Two "package elements" are available under City of Boulder standards, Package A and Package B. Package A is the most advantageous for the site considering the available transit routes in the area. Package A includes establishing a NECO Pass Program, meeting the short-term and long-term bicycle parking requirements, and management of on-street parking where applicable.

Table 2 shows the actions the applicant intends to take to increase the percentage of alternative travel modes utilized by the residential portion of the site and to decrease parking demand.

An alternative travel mode reduction of 45 percent and a parking reduction of 60 percent is supported by the TDM measures proposed by the applicant combined with the proposed use and location consistent with the *Boulder Revised Code*. The effective parking reduction decreases from 60 percent to 42 percent when the eight proposed tandem parking spaces are considered. Additional parking details are provided in the *Parking Study and Management Plan*.

### Transportation Demand Management (TDM) Strategy for Commercial Space

The City of Boulder's draft commercial development toolkit packages are shown in Table 3. The site is proposed to include about 1,400 square feet of retail space and about 700 square feet of cafe/restaurant space. The "core elements" section of the table shows elements required of all new commercial developments, including meeting the short- and long-term bicycle parking code; participation in eGo car share and B-Cycle bike share where appropriate, pedestrian and bicycle enhancements; consideration of showers and changing facilities; and establishing a transportation information center.

The most advantageous package for the site is Package A which requires the establishment of a BECO bus pass participation program for employees.

Table 4 shows the actions the applicant intends to take to increase the percentage of alternative travel modes utilized by the non-residential portions of the site.

An alternative travel mode reduction of 45 percent is targeted for the non-residential land uses.

Table 1 City of Boulder Residential Development Toolkit Packages									
TDM Toolkit Element		Residential Toolkit Packages							
		Single Family ≤10 Units		Single Family 11 or More Units		Multi-Family ≤10 Units		Multi-Family 11 or More Units	
		Pkg A	Pkg B	Pkg A	Pkg B	Pkg A	Pkg B	Pkg A	Pkg B
CORE ELEMENTS	Orientation Packets	✓	✓	✓	✓	✓	✓	✓	✓
	Evaluation	✓	✓	✓	✓	✓	✓	✓	✓
	Pedestrian Enhancements	✓	✓	✓	✓	✓	✓	✓	✓
	Bike Enhancements	✓	✓	✓	✓	✓	✓	✓	✓
	Transit Enhancements	✓	✓	✓	✓	✓	✓	✓	✓
PACKAGE ELEMENTS	Alternative Transportation Subsidy Fund	✓			✓	✓			✓
	Carshare Subsidy		✓		✓		✓		✓
	Bikeshare Subsidy		✓		✓		✓		✓
	NECO Pass Program Participation			✓				✓	
MULTI-FAMILY ELEMENTS	Meet Short-Term Bicycle Parking Code					✓	✓	✓	✓
	Exceed Short-Term Bicycle Parking Code						✓		✓
	Meet Long-Term Bicycle Parking Code					✓	✓	✓	✓
	Exceed Long-Term Bicycle Parking Code						✓		✓
	Managed On-Street Parking					✓	✓	✓	✓
	Unbundled Parking						✓		✓

<b>Table 2 2206 Pearl Street TDM Plan - Residential</b>		
<b>TDM Toolkit Element</b>	<b>Actions for Package A</b>	
<b>CORE ELEMENTS</b>	Orientation Packets	An orientation packet will be provided to each new resident which includes brochures, maps, and other resources to inform residents of their transportation options. This packet will include RTD bus information, the City of Boulder bicycle and pedestrian map (or similar), and information on special events. This packet will be provided initially by the developer at the time of sale or by a lessor thereafter.
	Evaluation	Through sales or lease agreement, the site's residents will agree to participate in annual on-line or paper surveys regarding their use and satisfaction with transportation demand management programs. The evaluation is expected to be administered by the property management - the City of Boulder will provide the survey questions using Survey Monkey or similar on-line tools. The developer will secure agreement to participate, with the expectation that 10-20% of residents will actually participate based on typical survey return rates. The City of Boulder will be responsible for data analysis and summarization.
	Pedestrian Enhancements	Improvements will be made to the existing sidewalks around the site to connect the site to the existing sidewalks on Pearl Street and 22nd Street.
	Bike Enhancements	The site will have connections to the existing sidewalks and paths in the vicinity of the site including the on-street bike lanes on Walnut Street south of the site and on Folsom Street east of the site. There are two existing B-Cycle locations walkable from the site at Pearl Street/20th Street and Pearl Street/Folsom Street.
	Transit Enhancements	Information about transit service will be provided in the orientation packets, also described above. The building manager will have an on-site employee serve as the transportation coordinator to assure residents are fully aware of the various TDM measures that are available.
<b>PACKAGE ELEMENTS</b>	NECO Pass Program Participation	The site proposes to participate in the NECO Bus Pass program. The applicant will pay the cost of providing ECO passes to residents for a period of three years. The City has provided feedback on the cost of the program. The applicant would like the opportunity to revisit the Bus Pass program and alternative transportation fund after the initial three-year period to determine the effectiveness of each with City staff and determine the best path forward.
<b>PACKAGE ELEMENTS</b>	Meet Short-Term Bicycle Parking Requirement	The residential site is proposing 28 short-term bicycle parking spaces which meets the requirement of 28 short-term bicycle parking spaces.
	Meet Long-Term Bicycle Parking Requirement	The residential site is proposing 70 long-term secure and covered bicycle parking spaces which meets the requirement of 70 long-term bicycle parking spaces. Twenty-five spaces will be provided in the parking garage and one space will be included in each dwelling unit. This area will accommodate the parking and charging of electric bikes and scooters.
	Managed On-Street Parking	The applicant is proposing 17 standard or compact vehicle parking spaces for residents and one vehicle parking space for car share for residents which is less than the requirement of 45 vehicle parking spaces which is a 60% reduction. The applicant is proposing 8 tandem parking spaces which effectively reduces the parking reduction to 42 percent. The applicant proposes to charge \$125 to \$150 per month to park on site. Additional parking details are provided in the <i>Parking Study and Management Plan</i> . The applicant proposes to implement an alternative transportation fund of \$150 per year for residents that don't have a vehicle to park. This fund can be used to pay for items such as car share membership and rides, B-Cycle membership and rides, etc. The lease will include language that residents will not be allowed to have a vehicle to receive the alternative transportation fund unless they can prove they have a suitable off-site location to store their vehicle.

**Table 3**  
**Commercial Development Toolkit Matrix of Packages**  
**Multiple Business Development - Developer**

Commercial Toolkit Packages - Multiple Business/Developer											
TDM Toolkit Element		Within CTN Buffer			Outside CTN Buffer			CAGID	Uni-Hill		
		Pkg A	Pkg B	Pkg C	Pkg A	Pkg B	Pkg C	Pkg A	Pkg A	Pkg B	Pkg C
<b>CORE ELEMENTS</b>	Meet Short-Term Bicycle Parking Code	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Meet Long-Term Bicycle Parking Code	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Ratio of MOV Mode Share	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Pedestrian Enhancements	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Bike Enhancemetns	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Showers - Conditional	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Changing Facilities - Conditional	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Transportation Information Center/ Access/Employee Transportation Coordinator (ETC) Network	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>PACKAGE ELEMENTS</b>	Transit Enhancements - Conditional		✓	✓		✓	✓			✓	✓
	Business Eco Pass Program (BECO Pass) - 3 years	✓			✓			✓*	✓		
	Alternative Transportation Subsidy Fund		✓			✓				✓	
	Lease Requirements for BECO Pass - 3 years			✓			✓				✓
	Managed Off-Street Parking - Conditional	✓	✓	✓	✓	✓	✓				

CTN = community transportation network, and refers to a set of high-frequency bus routes defined by the City of Boulder.

\*Note: Business Eco Pass already provided by RTD for CAGID and UHGID.

Source: City of Boulder, 2011.

**Table 4**  
**2206 Pearl Street TDM Plan - Commercial**

<b>TDM Toolkit Element</b>		<b>Outside CTN Buffer Package A</b>
<b>CORE ELEMENTS</b>	Meet Short-Term Bicycle Parking Code	No short-term bicycle parking spaces are being provided for the commercial site which meets the code requirement.
	Meet Long-Term Bicycle Parking Code	No long-term bicycle parking spaces are being provided for the commercial site which meets the code requirements.
	Ratio of MOV Mode Share	The site will include ridesharing information in its employee orientation packets. This may include eGo Car sharing, B-Cycle bike sharing, DRCOG's RideArrangers, and ride sharing with Uber/Lyft.
	Pedestrian Enhancements	Improvements will be made to the existing sidewalks around the site to connect the site to the existing sidewalks on Pearl Street and 22nd Street.
	Bike Enhancements	The site will have connections to the existing sidewalks and paths in the vicinity of the site including the on-street bike lanes on Walnut Street south of the site and on Folsom Street east of the site. There are two existing B-Cycle locations walkable from the site at Pearl Street/20th Street and Pearl Street/Folsom Street.
	Showers - Conditional	Showers are not proposed at this time.
	Changing Facilities - Conditional	The proposed restrooms in the commercial area will serve as suitable changing facilities.
	Transportation Information Center/ Access/Employee Transportation Coordinator (ETC) Network	The site will include transportation information in its employee packets/employee orientation process. The information will also be available in interior brochure racks within the building. The developer proposes to work with future tenants to assure each has an on-site employee to serve as an employee transportation coordinator (ETC).
<b>PACKAGE ELEMENTS</b>	BECO Pass Participation	The site proposes to participate in the BECO Bus Pass program. The applicant will pay the cost of providing BECO passes to employees for a period of three years. The City has provided feedback on the cost of the program. The applicant would like the opportunity to revisit the Bus Pass program and alternative transportation fund after the initial three-year period to determine the effectiveness of each with City staff and determine the best path forward.
	Managed Off-Street Parking - Conditional	The site is proposing no vehicle parking spaces for employees which meets the code requirement.



1889 York Street  
Denver, CO 80206  
(303) 333-1105  
FAX (303) 333-1107  
E-mail: [lsc@lscdenver.com](mailto:lsc@lscdenver.com)



November 30, 2023

Mr. Ross Holbrook  
stok Investment Group, LLC  
706 Iris Avenue  
Boulder, CO 80304

Re: 2206 Pearl  
Parking Study &  
Management Plan  
Boulder, CO  
LSC #220361

Dear Mr. Holbrook:

In response to your request, LSC Transportation Consultants, Inc. has prepared this updated parking study and management plan for the proposed 2206 Pearl development in Boulder, Colorado, to address City comments. Figure 1 shows the vicinity of the site.

### **Land Use and Access**

The site is proposed to include 45 studio apartment dwelling units, about 1,400 square feet of retail space, and about 700 square feet of cafe/restaurant. Full movement access to the on-site parking garage will be via the existing alley south of the site. Figure 2 shows the conceptual site plan.

### **Parking Requirement and On-Site Supply**

The applicant is proposing 17 standard or compact vehicle parking spaces for residents and one vehicle parking space for car share for residents which is less than the requirement of 45 vehicle parking spaces which is a 60 percent reduction. The applicant is also proposing 8 tandem parking spaces that the City does not count towards the requirement but effectively reduces the parking reduction request to 42 percent.

### **Tandem Parking Space Management**

The applicant plans to charge less for tandem spaces than for non-tandem spaces. The applicant plans to establish a parking buddy or partner system matching up residents with compatible parking characteristics for each pair of standard/tandem parking spaces. The tandem spaces are intended for residents who don't utilize their vehicles regularly for day-to-day trips and are more in need of vehicle storage.

Mr. Ross Holbrook

Page 2

November 30, 2023  
2206 Pearl Parking Study & Management Plan

### **Parking Inventory Survey**

A parking inventory and utilization survey was conducted in the vicinity of the site on Friday, April 7<sup>th</sup> and Saturday, April 8<sup>th</sup>, 2023 on an hourly basis from 6:00 AM to 10:00 AM and from 6:00 PM to 11:00 PM. Figure 3 shows the location of unrestricted on-street public parking spaces, 2-hour public on-street parking spaces between 8:00 AM and 8:00 PM, and private on-street parking spaces within the study area. There is a total of about 188 unrestricted public on-street parking spaces available in the study area.

Table 1 shows the maximum parking demand was 104 vehicles during any given hour with an average demand of 84 parked vehicles on Friday and 93 parked vehicles on Saturday. There were always at least 84 available unrestricted public on-street parking spaces during the study period. The heaviest parking utilization was generally along Walnut Street and the lightest parking utilization was generally along the south side of Pearl Street.

### **Parking Management Plan**

Figure 4 shows the parking management plan which details how the applicant proposes to manage the on-site parking spaces.

### **Summary**

This parking study and management plan combined with the proposed TDM plan will support the applicant's goal of a 60 percent formal parking reduction or 42 percent parking reduction if the 8 tandem parking spaces are considered.

\* \* \*

We trust this information will assist you in planning for the proposed development.

Respectfully submitted,

LSC Transportation Consultants, Inc.

By:   
Christopher S. McGranahan, P.E.  
Principal/President



CSM/wc

11-30-23

Enclosures: Table 1  
Figures 1 - 4

W:\LSC\Projects\2022\220361-2206Pearl-TIA-TDM-Pkg\Parking\Nov-2023\2206-Pearl-Parking-113023.wpd

**Table 1**  
**2206 Pearl**  
**Existing Parking Inventory and Utilization Study <sup>(1)</sup>**  
**LSC #220361; November, 2023**

Friday, June 7, 2023	Parking Spaces	06:00 AM	07:00 AM	08:00 AM	09:00 AM	10:00 AM	06:00 PM	07:00 PM	08:00 PM	09:00 PM	10:00 PM	11:00 PM	Average	Maximum
	Available <sup>(2)</sup>												Vehicles Parked	Vehicles Parked
Available Spaces	188	86	93	111	121	140	85	97	109	106	92	109		
Occupied Spaces		102	95	77	67	48	103	91	79	82	96	79	84	103
Available Spaces %		46%	49%	59%	64%	74%	45%	52%	58%	56%	49%	58%		

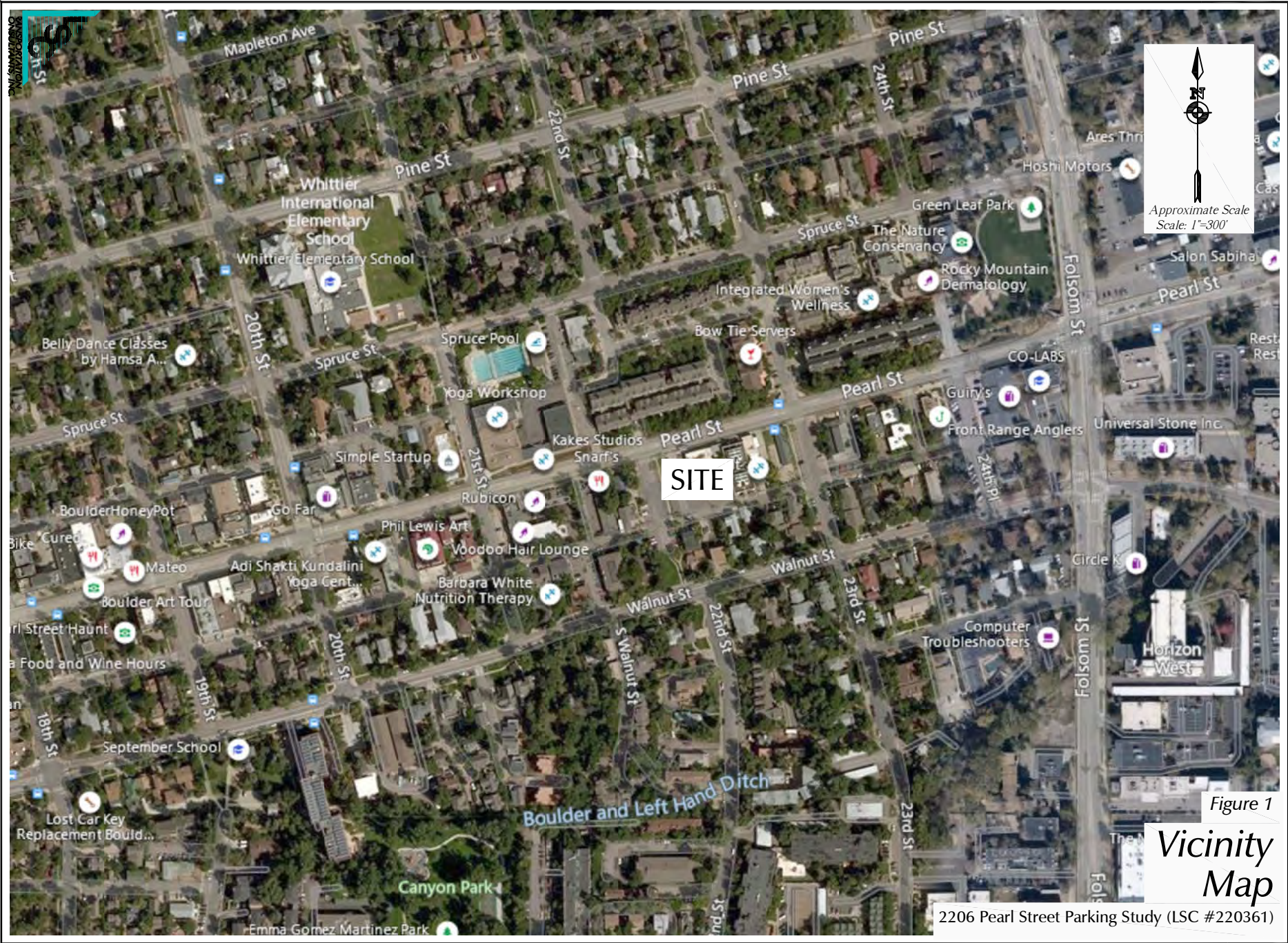
  

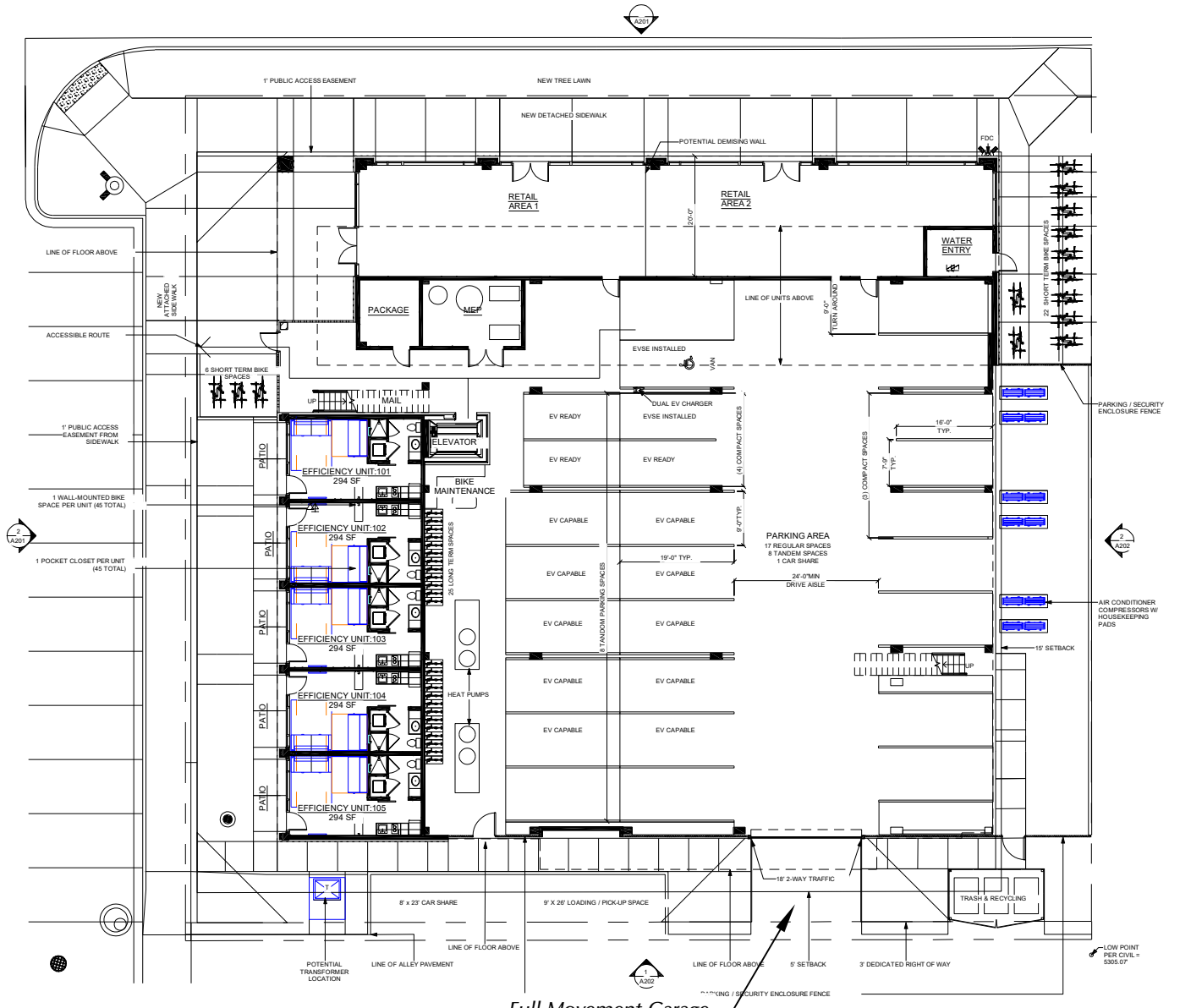
Saturday, June 8, 2023	Parking Spaces	06:00 AM	07:00 AM	08:00 AM	09:00 AM	10:00 AM	06:00 PM	07:00 PM	08:00 PM	09:00 PM	10:00 PM	11:00 PM	Average	Maximum
	Available <sup>(2)</sup>												Vehicles Parked	Vehicles Parked
Available Spaces	188	86	91	91	87	111	91	84	97	99	105	107		
Occupied Spaces		102	97	97	101	77	97	104	91	89	83	81	93	104
Available Spaces %		46%	48%	48%	46%	59%	48%	45%	52%	53%	56%	57%		

Note: The raw data used to populate this table is available upon request.

(1) The parking study area is shown in Figure 3. Also shown in Figure 3 are the various types of public parking available in the area.

(2) The 188 parking spaces available in the study area are based only on the "Unrestricted Parking" category in Figure 3.



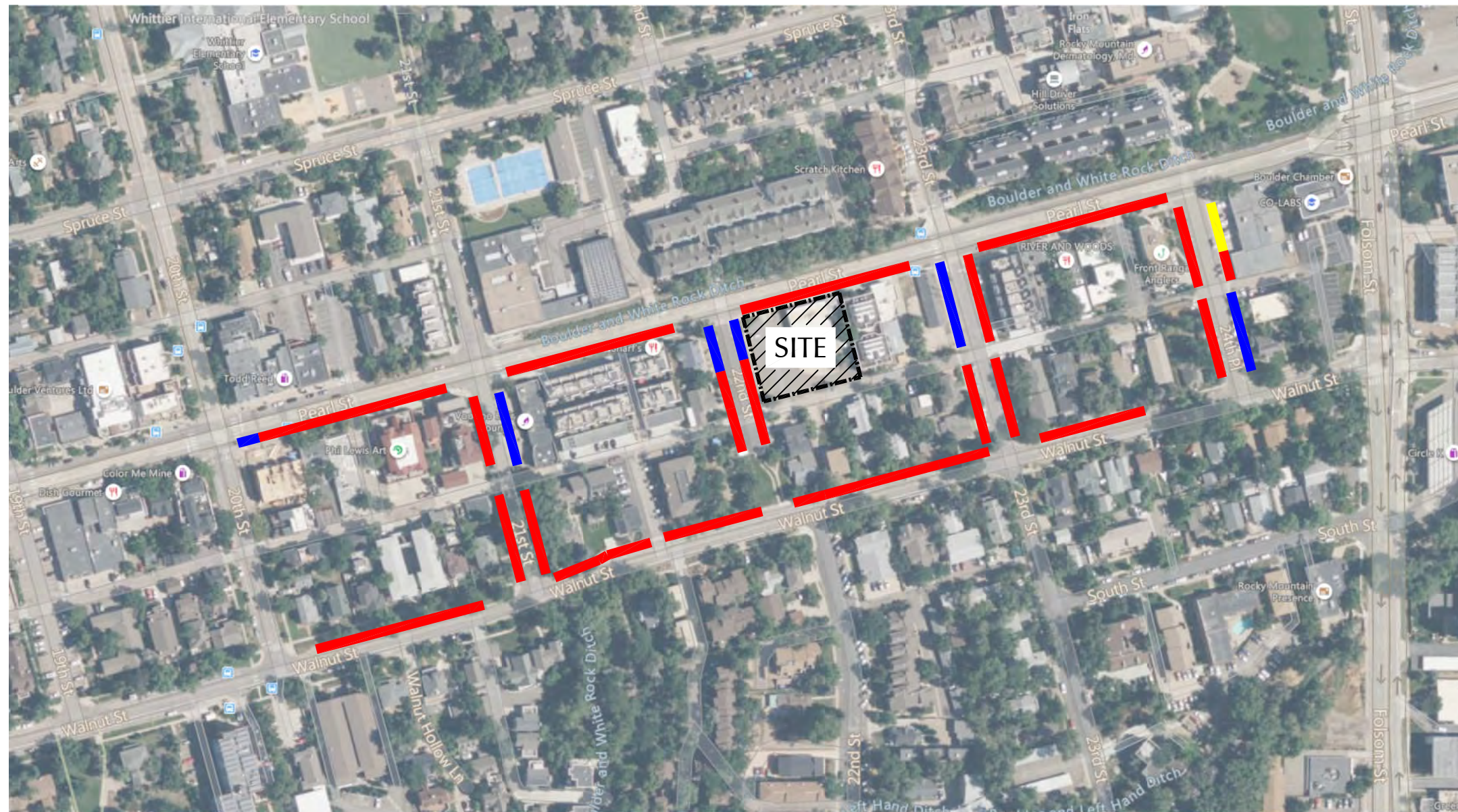
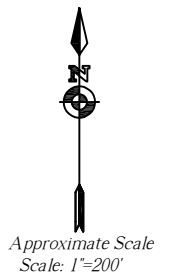


Approximate Scale  
 Scale: NTS

Full Movement Garage  
 Access to/from Alley

Figure 2  
**Site Plan**

2206 Pearl Street Parking Study (LSC #220361)



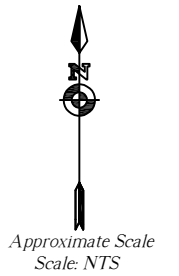
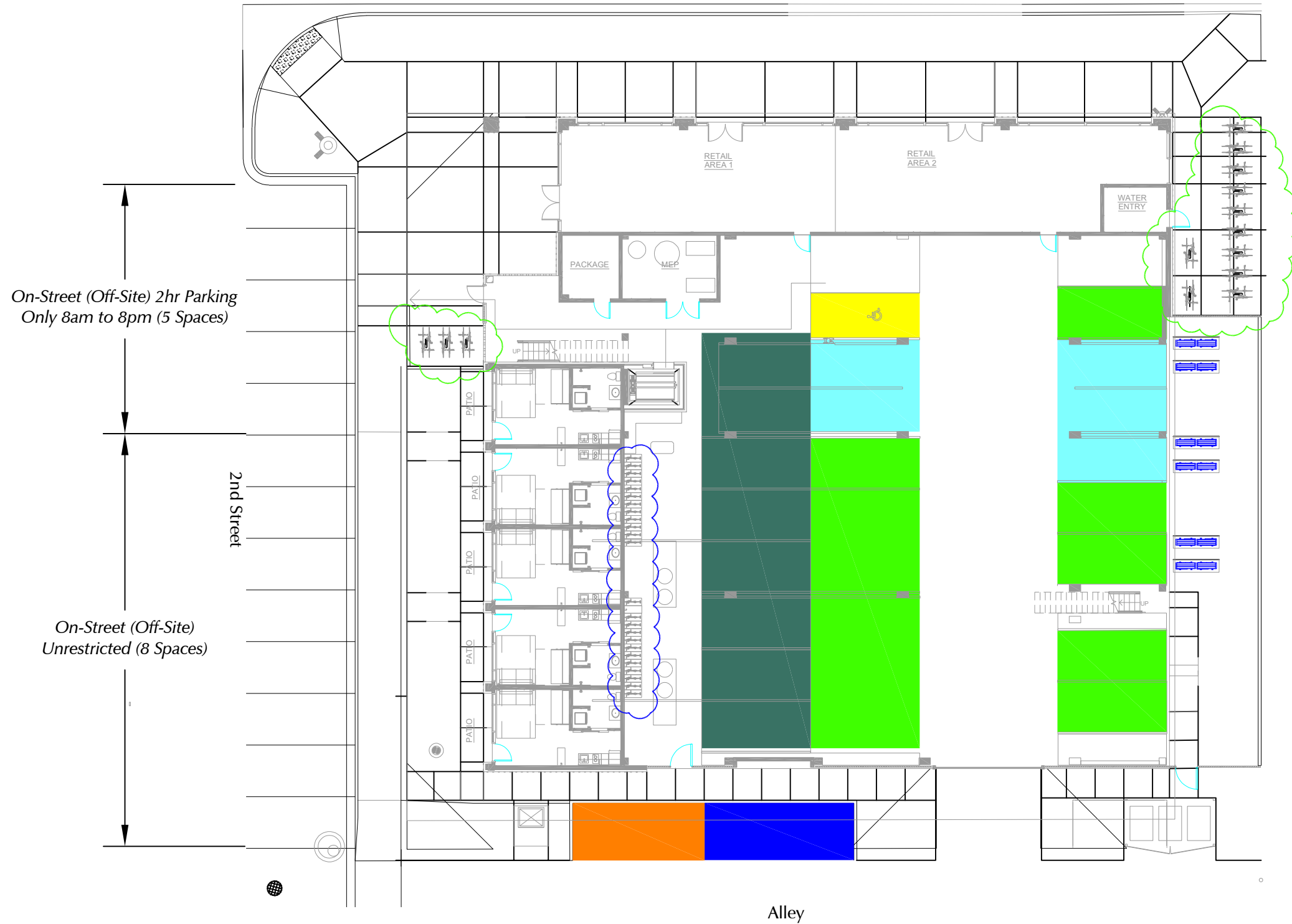
LEGEND:

- █ = 2-Hour Parking Only Between 8:00am and 8:00pm
- █ = Unrestricted Parking
- █ = Private Parking







Note: The colored areas above are approximate to show the area (spaces) that were reviewed.

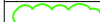

Figure 3  
*Description of Available  
On-Street Parking in the Study Area*  
2206 Pearl Street Parking Study (LSC #220361)

Pearl Street



- General Notes:
1. The applicant plans to implement a \$125-\$150 monthly charge for parking in the on-site parking garage. Tandem spaces are planned to have a slightly lower cost.
  2. The applicant will manage the use of the eight tandem spaces to reduce the likelihood of any issues accessing the vehicles parked in the tandem spaces. The intent is to establish a parking buddy or partner system matching up residents with compatible parking characteristics for each pair of standard/tandem parking spaces. The tandem spaces are intended for residents who don't utilize their vehicle regularly for day to day trips and are more in need of vehicle storage.
  3. The applicant is proposing a car share space because the applicant is proposing a monthly alternative transportation fund available to residents that don't have a vehicle. The size of the fund is \$150/year which is sufficient to fund a monthly car share or Bicycle membership. The lease language will include a statement that the fund will only be provided to those without a car on-site or elsewhere in the City unless stored appropriately in another location.
  4. The applicant is proposing a loading/TNC space to facilitate drop-offs/pick-ups by individuals, deliveries, or TNC (Transportation Network Companies).

	VEHICLE PARKING SUMMARY WITHIN SITE	PROPOSED PARKING SPACES COUNTED TOWARDS OVERALL PARKING REQUIREMENT BY BOULDER REVISED CODE	PROPOSED PARKING SPACES NOT COUNTED BY BOULDER REVISED CODE
	LOADING/TNC PARKING SPACE	-	1
	CAR SHARE PARKING SPACE	1	-
	ADA PARKING SPACE	1	-
	STANDARD PARKING SPACE	11	-
	COMPACT PARKING SPACE	5	-
	TANDEM PARKING SPACE	-	8
	TOTAL	18	9

BICYCLE PARKING SUMMARY WITHIN SITE			
		REQUIRED	PROVIDED
	SHORT TERM	28	28
	LONG TERM	70	70 (25 IN GARAGE + ONE IN EACH UNIT)

From: [F&J JONES](#)  
To: [Van Schaack, Chandler](#)  
Subject: 2206 Pearl  
Date: Thursday, June 29, 2023 11:54:55 AM

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## External Sender

Chandler,

Thanks for your quick response and explanation of the Planning Dept's policy and procedures.

I took some time to look up the Travel Demand Management Plan and found that one of the cities that promoted this policy was Boston. The whole idea was to reduce the number of cars and improve the flow of traffic. It also has the added effect of possibly reducing the number of cars thus helping the climate. In terms of the 2206 development, I can see several problems. My immediate response is that the affluent residence of Boulder will have private parking and will still be crowding the streets of Boulder with their cars, but the less affluent who can't afford private parking arrangements will be relegated to car share and eco passes. Sounds cynical, but there is an element of truth to this notion. In the 2206 development the tenant can pay an extra \$150 per mo. for private parking. Since Boulder does not have a robust infrastructure, it is very difficult to live in Boulder without a car. People need cars to get to work (my teaching job was in Arvada) or to simply leave town to go to the mountains. It is unrealistic to expect people to not have cars. This policy only makes life difficult for the less affluent who will have to compete for the ever-decreasing spaces. If Boulder wants to enact policies to help the climate, they must include sacrifices shared by all not just the less affluent.

I received your notice of the TAB and DAB and unfortunately, I will be out town for both meetings. Can I send a written response to be submitted to the boards? Where should I send my comments regarding these specific meetings?

Judith Jones  
1905 22<sup>nd</sup> St.  
303-442-5681



From: [Jennifer Barrett](#)  
To: [Van Schaack, Chandler](#)  
Subject: 2206 Pearl Mixed Use Development - PARKING COMMENT  
Date: Saturday, May 13, 2023 4:32:04 PM

---

External Sender

Hello,

I am a Boulder resident living at 2118 Pearl Street, Unit A, just adjacent to this pending 2206 Pearl development. I welcome the efficiency living unit concept. However, I am very opposed to allowing this development to be allowed to provide just 18 parking spaces where 45 are required per zoning standards.

Pearl Street and the adjacent small parking lot between my home and this new development already are very full every day and evening. There is NO parking permitted on the north side of Pearl on these blocks. Adding 45+ residents to this stretch of Pearl and ONLY 18 parking spaces will severely impact all of our living standards, including new residents who move into 2206 Pearl. There is a reason that developers are required to build and provide parking to its residents. And, in this case, Stok Investment Group should be held accountable to the same standards to those which other developers have adhered.

Feel free to contact me for feedback.

Thank you,  
Jennifer Barrett  
2118 Pearl Street, Unit A  
650-315-8867

From: [Arleen M](#)  
To: [Van Schaack, Chandler](#); [Arleen M](#)  
Subject: 2206 Pearl Mixed Use Development  
Date: Wednesday, May 10, 2023 6:24:38 PM

---

## External Sender

Chandler

I want to comment on this application.

I am a real estate investor in multifamily properties. We owned one unit at 2301 Pearl St, Whittier Place Condos.

We own a 25 unit apartment building in North Boulder. I am responsible for 83 units in Denver.

I am against all the residential units being efficiency units. I think that 300 sq ft for each unit is way too small. No one can comfortably live in a space that small. Our efficiencies at our North Boulder building are 450 sq ft. A mix of one bedrooms and efficiencies would also help the housing shortage in Boulder.

I am also against decreasing available parking spaces. I suppose there is an effort to decrease driving in Boulder, but people are going to have cars, and insufficient parking spaces is going to make the problem worse. Better to have adequate parking spaces under the building in a garage, than not enough spaces so tenants end up parking on the street.

Thank you for taking my comments into consideration.

**Arleen Miller, Manager**  
**Kiva Management, LLC**

From: [Taylor Phinney](#)  
To: [Van Schaack, Chandler](#)  
Subject: 2206 Pearl Site Review  
Date: Wednesday, May 31, 2023 1:21:01 PM

---

External Sender

Chandler,  
Regarding the site review, I don't approve the parking space reduction as we live one block away and already deal with limited parking on a daily basis.

Thank you !

Taylor

From: [Carol Carbonell](#)  
To: [Van Schaack, Chandler](#)  
Subject: 2206 Pearl St - Comments on Zoning Variance Request  
Date: Tuesday, May 16, 2023 8:26:44 AM

---

### External Sender

Good morning, Chandler:

I am an owner of 1850 22nd St Apt 13 in Boulder. I am in the vicinity of the proposed zoning variance requested by the developer of 2206 Pearl St. The developer wants to reduce required parking for their property by 60%. That is a lot. We already have a dearth of on-street parking along 22nd St, Pearl St and Walnut St.

Over the past few years there have been many renovations to existing properties that dramatically increased density with no increase in on-street parking. We have a current problem and approval of this request would only exacerbate it. Right now we have to warn guests and service technicians that parking might not be available. It is not feasible to have everyone Uber to our home.

I urge you to deny the developer's request to reduce required parking by 60% at 2206 Pearl St. The developer is the only one who gains from this request; everyone else loses.

Thank you for your time and consideration.

Carol Carbonell  
Owner, 1850 22nd St Apt 13, Boulder

From: [todd.greer](#)  
To: [Van.Schaack.Chandler](#)  
Subject: 2206 Pearl St  
Date: Thursday, June 8, 2023 2:29:51 PM

---

### External Sender

Hi Chandler - as a homeowner and resident at 21st street and Pearl, I wanted to write to express my concerns with the project proposed for 2206 Pearl. Finding open parking spaces in the area is already a struggle for residents and business customers alike. Having another major residential complex come in without adequate parking for the residents in the complex (as I understand the situation), will amplify the challenge significantly. Thanks in advance for your thoughtful consideration.

Sincerely,  
Todd Greer  
2015 21st St  
Boulder, CO 80302

From: [C](#)  
To: [Van Schaack, Chandler](#)  
Subject: 2206 pearl st project  
Date: Wednesday, May 31, 2023 1:53:28 PM

---

### External Sender

Hi Chandler .

I own a townhouse on 21 st and Pearl and received a noticed regarding a zoning issue related to the project on 2206 pearl . Parking is a major issue in the area and only having 18 parking spots for 45 units as proposed by the developer is a very bad idea. I am sending you this message in opposition of this proposal.

Kindest Regards.

Chris Cardoza

From: [Durango Steele](#)  
To: [Van Schaack, Chandler](#)  
Subject: 2206 Pearl Street - Mixed Use Development  
Date: Tuesday, May 9, 2023 8:13:04 AM

---

## External Sender

Good Morning Chandler,

I received the letter in the mail concerning the Project: -2206 Pearl Mixed Use Development.

I am opposed to the developer's request to have a 60% parking reduction.  
I live at 1850 22nd St. #9 and we already have a problem with finding parking spaces in our neighborhood.

If this developer is putting in 45 Efficiency Apartments he needs to provide the current code required 45 parking spaces.

Enjoy Today,  
Durango

Durango Steele Ltd.  
Real Property Brokerage  
P.O. Box 6002  
Boulder, Colorado 80306  
303-449-4240  
[durangosteele@msn.com](mailto:durangosteele@msn.com)

Respect ~ Relationships ~ Results

City of Boulder Planning and Development

Re: 2206 Pearl Street

Dear Mr. Chandler Van Schaack:

I am the owner of 1850 22<sup>nd</sup> street # 1, approximately one block from 2206 Pearl. I am writing in response to the Stok Investment Groups request for a variance to code, reducing the required 45 parking spaces to 18 spaces total. This is a 60% reduction in the required parking to redevelop 2206 Pearl Street as designed. Assuming all residents of the proposed building own a car, this means that approximately 20 residents will not have a guaranteed parking spot off the street. If you add management and service personnel, this will severely impact the available parking spots in the immediate neighborhood.

Our neighborhood has a high density of housing and limited parking, on any day, esp. when CU is in session, a guest, service technician, or resident must drive around neighboring streets to locate a parking space. The 2206 Pearl project has limited available parking adjacent to the building, the needed parking to support 20 cars is more than the total number of spaces currently available within a 1 block radius of the proposed project. Neighboring parking spaces are already utilized the majority of the time by current residents. This will exacerbate overcrowded parking conditions further down Walnut in both directions, down 23<sup>rd</sup> Pearl to Canyon, and along 22<sup>nd</sup> street Walnut to Canyon, and on 21<sup>st</sup> Street Pearl to Walnut.

2206 Pearl will negatively impact hundreds of area residents to ensure more profitability for the developer. If the plan does not work to meet code, then please don't build it. I do not support a proposal that negatively impacts the quality of life for 100's of current residents when a project can be re-designed to offer less units, and more critical infrastructure to support its residents. Reduce the amenities designed to boost the \$ per sq ft developers get for rent and provide the required parking!

We have seen an abundance of new living units in development recently. Many are still under construction and the potential impact on Boulder's infrastructure has not yet been realized. Please slow things a bit and measure the impact of what is already underway before we "pile on or support" more high-density projects. Please uphold the code and standards originally designed to make Boulder what it is today. Codes, regulations, and criteria are in place to ensure Boulder is developed responsibly so both Boulder residents and visitors experience a quality-of-life beholding to our setting amongst the foothills.

Respectfully, John Lyngaas

1850 22<sup>nd</sup> Street # 1

Boulder 80302

646-378-8578

John.lyngaas@gmail.com



City of Boulder Planning and Development

I am the owner of 1850 22<sup>nd</sup> street # 10, 1 block from 2206 Pearl. I am writing in response to the Stok Investment Groups request for a variance to code, reducing the required 45 parking spaces to 18 spaces total. This is a 60% reduction in the required parking to redevelop 2206 Pearl Street as designed. Based on recent statistical data, Boulder on average has 1.7 cars per residence which would mean we could see approximately 76 cars at this proposed project. 58 of those cars would not have designated parking. Given the proposed living units are 300 sqft efficiencies, if we calculated 1/2 the Boulder average, we would still expect to see 20 additional cars without dedicated parking spaces.

Our neighborhood has a high density of housing and limited parking, on any day, esp. when CU is in session, a guest, service technician, or resident must drive around neighboring streets to locate a parking space. The 2206 Pearl project has limited available parking adjacent to the building, the needed parking to support 20 cars is more than the total number of spaces currently available withing a 1 block radius of the proposed project. Neighboring parking spaces are already utilized the majority of the time by current residents. This will exacerbate overcrowded parking conditions further down Walnut in both directions, down 23<sup>rd</sup> Pearl to Canyon, and along 22<sup>nd</sup> street Walnut to Canyon, and on 21<sup>st</sup> Street Pearl to Walnut.

I support alternative transportation and use a bicycle or scooter when possible. I also need a car for work, travelling, and to care for my family. If residents of the proposed efficiency units (apartments) have similar needs, they may not drive every day, but they will own a car and need to park. I do not see plans detailing 45 enclosed and secure spaces for Bikes, E scooters, and E bike charging, or 75% of the 18 proposed parking spaces with E charging stations (solar powered), I do not see a cut-out in front of the building and covered seating to host a bus stop. By creating more parking issues within the neighborhood there will be more "circling the block" which is not good for Carbon emissions, global warming, our environment, nor is it an ideal quality of life.

2206 Pearl will negatively impact hundreds of area residents to ensure more profitability for the developer. If the plan does not work to meet code, then please don't build it. I do not support a proposal that negatively impacts the quality of life for 100's of current residents when a project can be re-designed to offer less units, and more critical infrastructure to support its residents. Reduce the amenities designed to boost the \$ per sq ft developers get for rent and provide the required parking!

We have seen an abundance of new living units in development recently. Many are still under construction and the potential impact on Boulder's infrastructure has not yet been realized. Please slow things a bit and measure the impact of what is already underway before we "pile on or support" more high-density projects. Please uphold the code and standards originally designed to make Boulder what it is today. Codes, regulations, and criteria are in place to ensure Boulder is developed responsibly so both Boulder residents and visitors experience a quality-of-life beholding to our setting amongst the foothills.

Respectfully, Mark Newman

1850 22<sup>nd</sup> Street # 10

Boulder 80302

303-990-2413

From: [Todd Brownell](#)  
To: [Van Schaack, Chandler](#)  
Subject: 2206 Pearl Street Mixed Use Development  
Date: Saturday, May 20, 2023 11:15:54 AM

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### External Sender

Regarding the site review for the 2206 Pearl Street Mixed Use Development - a 60% reduction in parking requirements while squeezing in 45 residential units as a way to encourage / hope for alternative transportation use seems absurd to me. Too many units; cut those by 60%.

Traffic and congestion in this area is already problematic. I used to be able to walk and ride in this neighborhood. Another overly dense development will makes this even worse.

I'm sure whatever happens this will also be another huge box with zero set back and no trees.

I hope this doesn't go forward.

- Todd Brownell  
2260 Spruce Street

From: [Judith Aplon](#)  
To: [Van Schaack, Chandler](#)  
Subject: Fw: 2206 Pearl  
Date: Monday, May 15, 2023 7:20:35 PM

---

## External Sender

Judith Aplon  
Travelling to Exotic Places

----- Forwarded Message -----

**From:** Judith Aplon <judithaplon@yahoo.com>  
**To:** vanschaaackc@bouldercolorado.gov <vanschaaackc@bouldercolorado.gov>  
**Cc:** Sprucehoa <sprucehoa@groups.io>; Altan <atalio@yahoo.com>; JOHN COMISKEY <comiskey@comcast.net>  
**Sent:** Monday, May 15, 2023 at 06:12:13 PM MDT  
**Subject:** 2206 Pearl

Mr. Van Schaack,

I am responding to the May 3, 2023 planning department notification regarding the the site review for 2206 Pearl St.

The applicant is requesting a 60% reduction in parking from 45 to 18 spaces. I presume, with no information, that the applicant is under the impression that few of the people who chose to live in his "cubby holes" will not possess autos. There is no reason to make that assumption on my part or his, but it certainly seems likely.

More significantly, this neighborhood has been severely "over-parked" in the last few years by people using the neighborhood as a parking facility for the HOP, by people working on Pearl Street and by the clients of the Kiln at 21st and Pearl which has 33 regular parking spots and 3 handicap spots. As a result of these three uses, Spruce Street, the Spruce Pool parking lot and sometimes the Youth Services Parking lot are fully filled

with cars on most days from early morning to early evening.

The request made by your applicant Ross Holbrook, Stok Investment Group for reduced parking is unwarranted and made with no consideration for the neighbors on Pearl and Spruce streets and the surrounding neighborhood.

I therefore recommend that their request be denied.

Thank you,  
Judith Aplon

2119 Spruce Street #2

Judith Aplon, M.A.  
Travelling to Exotic Places

# Attachment A - Planning Board Packet

## Attachment D - Written Public Comments

From: [Ferro, Charles](#)  
To: [Vin Schaack, Chandler](#)  
Subject: FW: F/W- Boulder posted information incorrectly to their Rocky Flats Stewardship Council Events (Also Lynn added Planning Board Tue. 7 Feb).  
Date: Monday, February 13, 2023 2:16:59 PM

For the file.

**From:** Steve Pomerance <[stevpom335@comcast.net](mailto:stevpom335@comcast.net)>

**Sent:** Sunday, February 12, 2023 8:31 PM

**To:** [lynnsegal7 <lynnsegal7@hotmial.com>](mailto:lynnsegal7@hotmial.com)

**Cc:** Wallach, Mark <[WallachM@bouldercolorado.gov](mailto:WallachM@bouldercolorado.gov)>; Joseph, Junie <[JosephJ@bouldercolorado.gov](mailto:JosephJ@bouldercolorado.gov)>; Benjamin, Matthew <[BenjaminM@bouldercolorado.gov](mailto:BenjaminM@bouldercolorado.gov)>; Friend, Rachel <[FriendR@bouldercolorado.gov](mailto:FriendR@bouldercolorado.gov)>; Folkerts, Lauren <[folkerts@bouldercolorado.gov](mailto:folkerts@bouldercolorado.gov)>; Yates, Bob <[yatesb@bouldercolorado.gov](mailto:yatesb@bouldercolorado.gov)>; Speer, Nicole <[speern@bouldercolorado.gov](mailto:speern@bouldercolorado.gov)>; Brockett, Aaron <[BrockettA@bouldercolorado.gov](mailto:BrockettA@bouldercolorado.gov)>; Rivera-Vandermyde, Nuria <[rivera-vandermyden@bouldercolorado.gov](mailto:rivera-vandermyden@bouldercolorado.gov)>; Tate, Teresa <[tatet@bouldercolorado.gov](mailto:tatet@bouldercolorado.gov)>; Huntley, Sarah <[Huntleys@bouldercolorado.gov](mailto:Huntleys@bouldercolorado.gov)>; OSBT <[OSBT@bouldercolorado.gov](mailto:OSBT@bouldercolorado.gov)>; Housing Advisory Board Group <[HousingAdvisoryBoardGroup@bouldercolorado.gov](mailto:HousingAdvisoryBoardGroup@bouldercolorado.gov)>; Winer, Tara <[winert@bouldercolorado.gov](mailto:winert@bouldercolorado.gov)>; landmarksboard <[landmarksboard@bouldercolorado.gov](mailto:landmarksboard@bouldercolorado.gov)>; Council <[council@bouldercolorado.gov](mailto:council@bouldercolorado.gov)>; Bista, Shabnam <[bistas@bouldercolorado.gov](mailto:bistas@bouldercolorado.gov)>; Shay Castle <[boulderbeatnews@gmail.com](mailto:boulderbeatnews@gmail.com)>; tips@boulderreportinglab.org <[tips@boulderreportinglab.org](mailto:tips@boulderreportinglab.org)>; boulderplanningboard <[boulderplanningboard@bouldercolorado.gov](mailto:boulderplanningboard@bouldercolorado.gov)>; plan boulder <[advocate@planboulder.org](mailto:advocate@planboulder.org)>; Mueller, Brad <[muellerb@bouldercolorado.gov](mailto:muellerb@bouldercolorado.gov)>; King, Kathleen <[kingk@bouldercolorado.gov](mailto:kingk@bouldercolorado.gov)>; christopher allred <[christopher.allred@colorado.edu](mailto:christopher.allred@colorado.edu)>; travishughculley@gmail.com <[travishughculley@gmail.com](mailto:travishughculley@gmail.com)>; rich@zeoionix.com <[rich@zeoionix.com](mailto:rich@zeoionix.com)>; judith mohling <[judithmohling76@gmail.com](mailto:judithmohling76@gmail.com)>; herbfenster@gmail.com <[herbfenster@gmail.com](mailto:herbfenster@gmail.com)>; jon lipsky <[jon@jonlipsky.com](mailto:jon@jonlipsky.com)>; Michael Ketterer <[michael.e.ketterer@gmail.com](mailto:michael.e.ketterer@gmail.com)>; Joan Seeman <[joanseem@msn.com](mailto:joanseem@msn.com)>

**Subject:** Re: F/W- Boulder posted information incorrectly to their Rocky Flats Stewardship Council Events (Also Lynn added Planning Board Tue. 7 Feb).

### External Sender

F/W, re 22nd and Pearl project — a comparison — a nice 1500 ft2 condo in Lafayette rents for a bit over \$2k/month, with free parking, versus 300 ft2 in this project, without free parking.

Steve Pomerance

On Feb 12, 2023, at 7:19 PM, Lynn Segal <[lynnsegal7@hotmail.com](mailto:lynnsegal7@hotmail.com)> wrote:

Big correction on Planning Board segment of comments on ELU's at 22/Pearl. The middle income is **not 50-80%AMI, it is 80-120%**. My bad! The cost of a parking space from my calculation at CAGID is \$897/mo. based on \$1.25/hr. x 24 x 30.4 - \$15 for first day cap. Parking is not included in Stok's rent/unit projection, although there is a parking minimum of 1 space per unit for the project. Since parking is generally included in rent for fair comparison purposes, I did my best estimate. No one on the Planning Board asked if parking was included in rent or what it cost.

Ross from Stok says the occupants' incomes will go up, justifying the rent. But it is manipulative to describe it this way because there is no rent control in CO, and **rent is not indexed to AMI**. The units will only **initiate** at \$1700/mo. @ 80% AMI and \$2600 @ 120% AMI. Ross's projection is fueled by chronologically rising AMI that he knows he can bank on. The AMI is only the starting point they've determined for gaining approval due to the high demand for middle income, assuaged allegedly by size. So, they need to correct their AMI numbers with parking included, to be accurate, and this will kick them up into a higher income grouping. Whether by CarShare delivery or tandem parking management costs, it is cost the occupant will incur, and one space/unit is required by the city for a reason.

Stok has strategically left out the cost of a parking space, which I estimate at \$897/mo. from CAGID. They have asked for a 42% parking reduction from 45 to 26 spaces. They must not feel the extra cost of parking they charge will be very marketable.

Consider a comparison at a burned-down Whittier Place unit that was \$1595 for 450 sf. (\$3.54/sf). It includes covered parking. If measured at the 100% point of AMI, 22/Pearl is at \$2150/mo. based on \$7.16/sf. If parking is \$5.4/sf. and a space is 166 sf., the parking costs \$897/mo., so the true rent @ 22/Pearl including parking = \$12.56/sf. = \$3047/mo. and the parking is probably not physically covered. To be rendered equivalent to Whittier it should be \$1062/mo. for 300 sf., were it not new-build. The rent is 3 times more at 22/Pearl, targeting the same market demographic. There is probably very limited common space sf. at 22/Pearl. But Whittier may have washer/dryers.

Tandem parking space management would be left to the property managers, who are going to be paid for that gnarly job and pass it along in rent. If CarShare can be delivered on demand, that also will come at cost.

Do you think my assessment is accurate?

You probably won't be hearing much from me anymore since Sarah Huntley will be screening my communications to council, boards and staff after 9 Feb. Nothing to [bouldercolorado.gov](http://bouldercolorado.gov) will probably get through after she's had at it. Did you know she used to be a policewoman? Maybe the Police Oversight Committee has an opinion on that.

Lynn

Sorry for my crime of too many e-mails, Sarah, but people make mistakes, so I'm generating another e-mail. Owning up's a virtue!

**From:** Lynn Segal <[lynnsegal7@hotmail.com](mailto:lynnsegal7@hotmail.com)>

**Sent:** Saturday, February 11, 2023 7:55 PM

**To:** Wallach, Mark <[WallachM@bouldercolorado.gov](mailto:WallachM@bouldercolorado.gov)>; Joseph, Junie <[JosephJ@bouldercolorado.gov](mailto:JosephJ@bouldercolorado.gov)>; Benjamin, Matt <[BenjaminM@bouldercolorado.gov](mailto:BenjaminM@bouldercolorado.gov)>; Friend, Rachel <[FriendR@bouldercolorado.gov](mailto:FriendR@bouldercolorado.gov)>; Folkerts, Lauren <[folkerts@bouldercolorado.gov](mailto:folkerts@bouldercolorado.gov)>; Yates, Bob <[yatesb@bouldercolorado.gov](mailto:yatesb@bouldercolorado.gov)>; Speer, Nicole <[speern@bouldercolorado.gov](mailto:speern@bouldercolorado.gov)>; Brockett, Aaron <[BrockettA@bouldercolorado.gov](mailto:BrockettA@bouldercolorado.gov)>; Rivera-Vandermyde, Nuria <[rivera-vandermyden@bouldercolorado.gov](mailto:rivera-vandermyden@bouldercolorado.gov)>; Tate, Teresa <[tatet@bouldercolorado.gov](mailto:tatet@bouldercolorado.gov)>; Huntley, Sarah <[Huntleys@bouldercolorado.gov](mailto:Huntleys@bouldercolorado.gov)>; OSBT <[OSBT@bouldercolorado.gov](mailto:OSBT@bouldercolorado.gov)>; Housing Advisory Board Group <[HousingAdvisoryBoardGroup@bouldercolorado.gov](mailto:HousingAdvisoryBoardGroup@bouldercolorado.gov)>; Winer, Tara <[winert@bouldercolorado.gov](mailto:winert@bouldercolorado.gov)>; landmarksboard <[landmarksboard@bouldercolorado.gov](mailto:landmarksboard@bouldercolorado.gov)>; Council <[council@bouldercolorado.gov](mailto:council@bouldercolorado.gov)>; Bista, Shabnam <[bistas@bouldercolorado.gov](mailto:bistas@bouldercolorado.gov)>; boulderbeatnews@gmail.com <[boulderbeatnews@gmail.com](mailto:boulderbeatnews@gmail.com)>; tips@boulderreportinglab.org <[tips@boulderreportinglab.org](mailto:tips@boulderreportinglab.org)>; Winer, Tara <[winert@bouldercolorado.gov](mailto:winert@bouldercolorado.gov)>; Rivera-Vandermyde, Nuria <[rivera-vandermyden@bouldercolorado.gov](mailto:rivera-vandermyden@bouldercolorado.gov)>; Tate, Teresa <[tatet@bouldercolorado.gov](mailto:tatet@bouldercolorado.gov)>; planning board <[boulderplanningboard@bouldercolorado.gov](mailto:boulderplanningboard@bouldercolorado.gov)>; plan boulder <[advocate@planboulder.org](mailto:advocate@planboulder.org)>

**Cc:** christopher allred <[christopher.allred@colorado.edu](mailto:christopher.allred@colorado.edu)>; travishughculley@gmail.com <[travishughculley@gmail.com](mailto:travishughculley@gmail.com)>; rich@zeoionix.com <[rich@zeoionix.com](mailto:rich@zeoionix.com)>; judith mohling <[judithmohling76@gmail.com](mailto:judithmohling76@gmail.com)>; herbfenster@gmail.com <[herbfenster@gmail.com](mailto:herbfenster@gmail.com)>; jon lipsky <[jon@jonlipsky.com](mailto:jon@jonlipsky.com)>; Michael Ketterer <[michael.e.ketterer@gmail.com](mailto:michael.e.ketterer@gmail.com)>

**Subject:** Fw: Boulder posted information incorrectly to their Rocky Flats Stewardship Council Events (Also Lynn added Planning Board Tue. 7 Feb).

This miscommunication and disengagement issue forwarded below is a daily event. The latest Police Oversight meeting of Thur. 8 Feb. was the last failure. The

link posted on the COB site did not work.

I sent this through the council portal, which Sarah does not screen, as well as each individual councilperson.

And in fact, on my 7 Dec. communication, I describe a four-in-one day event. There were 3 boards meetings that I follow that night, Housing Advisory Board (HAB), Landmarks Board (LB) and Environmental Advisory Board (EAB).

**One**, Housing Advisory Board wasn't accessible to the public at all for the first hour.

**Two**, when I did patch in, I was ejected a half hour later. When I asked why, I was blamed for over-posting the chat and Q/A, but the record proved I just asked to speak at Open Comment in Q/A and once. OC is at the beginning, which was inaccessible at 1 hr. late and chat was disabled. So then, a few weeks later I was blamed for opening my video window, which was available to be opened. I was never given the rules for video windows when I asked for them repeatedly, although I was given a list of rules and warnings for chat and Q/A, when I didn't even violate them, but Sarah Huntley, the Director of Communications and Engagement thought I did, before she consulted the Board to find out this was not true. First she apologized on behalf of the city, that they did not warn me **for what I didn't even do** on the Q/A portal. Video windows are never even offered on COB meetings for the last 3 years. Rocky Flats Stewardship Council under the DOE offers them. Rocky Mountain Fetal Board does.

**Three**, the chair of HAB, Michael Leccese offered Q/A after a presenter finished. "Does anybody have any other questions for Emily? She's been really generous with her time. Emily Hamilton: "Did Lynn have a question? ... I see a hand raised... is why I asked". Michael not only did not address his invited colleague from Mercatus Center George Mason University Virginia, who was affiliated with Terwilliger, a think tank of his own Urban Land Institute, he completely ignored her (and me) and continued without pause, "I encourage you to come through Boulder next time you're visiting. We've got it all here, ADU's, deed-restricted housing, tax credits projects, tent cities, pretty much everything but tiny homes, but it's incredibly unaffordable here, what is our goal?", Terry: "15%", Michael: "and how far have we got, 8%? Jay: "8.1%". Michael "Housing prices here are insane, so we are swimming against the tide but we appreciate your help..." Mine was the only question and I was going to ask to that precisely, about how one would apply that to the inelastic markets here.

**Four**, Landmarks Board ended their recording during extended deliberations at 12:17 PM, when the meeting ran to 1:10 AM. BUT **the recording abruptly ends in mid-sentence of Bill Jellick on a very critical extended analysis of 550 13<sup>th</sup> at 6 h.:17 m. in, almost an hour short of the true end of the meeting, which included deliberations and vote.**

I didn't stay up past midnight to get a short vote summary from Sarah. I have never gotten an answer of what I am to do when these kinds of issues come up late at night, as I have asked countless times and for years. Yet I am consistently blamed for trying to solve them via chat/ Q/A, e-mail or phone, which I don't past 9 or 10 PM, or only with those on the board whose contact I have and I know are awake since they are on the Zoom, and could take a text. I've been provided no other resource and there is nothing on the website. Then I am told that these recordings do not even have to be made, they are just a privilege offered to me, when I have been asking for Landmarks Design Review Committee to even **be** recorded for two years, since some very questionable cases of demolitions have come through there without being referred up to Landmarks Board where a public hearing could be provided.

I'm told that it's my problem that I don't think my questions have been answered adequately and that my repeated requests will be ignored. This, when most important questions haven't been answered at all. I'm intimidated for saying "Waiting" in re-sending the e-mail and then for posting too many e-mails and now have my communications routed through Sarah for 6 mos. starting 9 Feb. See the document copied below, before the original forwarded message at the bottom. So, if you have [bouldercolorado.gov](http://bouldercolorado.gov) in your address, you will only get my comments and questions after Sarah has screened them. She's no expert to even know how to screen them and she's not capable to answer complex questions to specific topics I have been following 8 boards on, and now 9, for 30 years, as she is a communications professional with the COB since 2007 and former policewoman. Board members themselves probably can't answer them.

I suggest chat be used for technical issues, not be disabled, and Q/A be used for what it is, Questions AND Answers and if not addressed at the time of the meeting, recorded for the board and staff to answer or ignore later, as they choose to do with e-mails. Ideally, there should be a pause at some point to screen some of them to interject into the discussion. A third option of "comments" and a fourth of "interactive dialogue between participants" could be added, or a drop down to "technical issues" or "general comments" subset to chat. All should be recorded. Video windows and participants listing should have been provided for 3 years now. Be aware that any comment you could or couldn't see from me could be edited by Sarah.

Regarding Planning Board 7 Feb. Before my censure, on 7 Feb., I asked what the 300 sf. ELU's at 22/Pearl have as the cost of parking space. It is not included in the \$1700-2600/mo. rent. It took Stok 5 min. and they still wouldn't answer what the projected rent was. Actually, it was Laura Kaplan that answered from Stok's own posted proposal doc. pg. 29. They argued they didn't know what it could be in 3 years. Is this figure just 50-80% AMI, generating the price range? Because they can actually market whatever they want, right? There is no enforcement, they are just pleading a case for the Missing Middle to Boulder. No one at Planning Board on Tue. even asked the parking price, which is two-thirds of the unit size. 1 space required is generous for that sized unit, 4 times that of a 1200 sf. unit at Papilios, so why are there not parking specs. appropriated to unit size? As I said, the load on the transportation corridor congestion commuting to a storage unit has impact over that of storage provided in place. I sent this to Brad Mueller (Planning Director) Kathleen King (staffer) and Vivian Castro-Woolridge moderator. I have no answer as yet and sent it before my censure. I copied Vivian because I needed to know why there were 3 min. on the annexation Public Hearing and 2 min. on 22/Pearl, since Council has 2 min. but PH has 3 min., in my experience.

In addition to Joan's concerns about Rocky Flats below, at the OSBT Thur. night there was discussion of motorized non-passive vehicles including E-bikes at Rocky Flats. I don't understand. Can you please explain how this is related to OSMP in Boulder?

If it is somehow, I request there be no access by any means (foot or wheels) on Rocky Flats, as it presents a health hazard.

Lynn

Lynn Segal

To:

•

Huntley, Sarah

Thu 2/9/2023 10:16 PM

From you, it's a tribute to my character. Please clean up the operations of engagement and communications so I am not HAVING to deal with unacceptable conditions.

Reply  
Forward

Huntley, Sarah <[Huntleys@bouldercolorado.gov](mailto:Huntleys@bouldercolorado.gov)>

To:

You

Thu 2/9/2023 1:13 PM

Thursday, Feb. 9, 2023

Dear Lynn,

I am writing to inform you that the city is placing you on a communications plan due to your persistent and disruptive communications.

The plan is necessary to prevent ongoing disruptions to staff in performing the core functions of their jobs. It is based on the frequency and demanding nature of your emails and phone calls, as well as your perceived hostility and persistence in demeaning the competency and professional credentials of employees who, frankly, are trying to assist you.

In addition to past examples that have been shared with you, the follow behavior has been documented recently:

1. A significant number of emails in a short timeframe on the same topic, which causes a disruption to city staffs' ability to carry out daily duties.
2. Emails that attempt to relitigate policies and practices that have been explained to you on multiple occasions.
3. Hostility toward city staff who do not agree with you or who are not willing to violate city policies and processes at your request.

The collective impact of this behavior is that many city staff members feel bullied and disrespected by you. They have raised legitimate concerns about your hostility and their psychological safety. In addition, they are spending an inordinate amount of time responding to you, which detracts from their ability to address others in community and/or perform their other work. Your communication style and expectations are creating undue hardship, causing significant disruptions to the work of government and violating the rules for online public participation, which are shared at all council, board and commission meetings.

The city respects every community member's ability to access government and uphold your right to participate in council and board or commission meetings. To preserve your rights and to limit disruptions to government functions, we will take the following steps related to email communication, effective at 4 p.m. today, Thursday, Feb. 9, 2023:

1. I will once again serve as your sole point of contact for all e-mail communications with City of Boulder staff.
2. Any email you send to a group or individual with an extension of @bouldercolorado.gov will be routed to me. I will check these emails once a day, on weekdays. If the email is related to a new suggestion or concern related to communication or engagement, I will respond to you directly within three business days and/or as my workplan allows. If your email is about a topic we have already covered, I will not respond. If your email is about a city matter unrelated to communication or engagement, I will forward it to the appropriate staff member or team. If your email is critical about the performance of a staff member or raises questions about whether a process is being handled correctly, I will forward it to the supervisor or head of the work group in question. If your email is a perspective you are choosing to share with an appointed board or commission, I will forward the email to that board or commission email address. If I am out of the office during the week, I will address the emails you have sent within three business days of my return to work.
3. You are welcome to continue to communicate with council without my participation or review. You may do this by using the [online council feedback form](#) that has been available since the beginning of 2022. Council will receive these submissions from you unfiltered by me. I will review these submissions as well and forward them, using the same criteria as above, to the staff members assigned to the topic you have chosen.
4. When you call office phone numbers, staff will respond to you during their work hours and as their time allows. If they feel threatened or unprepared in any way to respond to you, they have been instructed to forward the voicemail message to me and I will address the voicemail using the same criteria that is being applied to emails, as described above. City staff members have also been given permission to use discretion when being contacted after hours or in ways that disrupt their work schedules and may choose to direct any inquiries directly to me.
5. You remain welcome to visit city facilities to utilize city services and participate in programming and public meetings.

I reiterate that you are still welcome to participate fully in public meetings, in person and/or virtually, in accordance with city rules and opportunities for community member participation. None of these procedures prevent you from communicating with city staff. My colleagues and I remain open to considering new suggestions or ideas to improve our processes.

Due to the persistent and ongoing nature of your disruptive communications, the city will continue this plan for six months, with the possibility of an extension should it be necessary if your communications approach continues to cause disruptions.

Sincerely,  
Sarah Huntley  
Director of Communication and Engagement  
City of Boulder

Attachment A - Planning Board Packet  
Attachment D - Written Public Comments

**From:** Joan Seeman <[joanseem@gmail.com](mailto:joanseem@gmail.com)>

**Sent:** Saturday, February 11, 2023 11:02 AM

**To:** [christopher.allred@colorado.edu](mailto:christopher.allred@colorado.edu) <[christopher.allred@colorado.edu](mailto:christopher.allred@colorado.edu)>; [travishughculley@gmail.com](mailto:travishughculley@gmail.com) <[travishughculley@gmail.com](mailto:travishughculley@gmail.com)>; [LynnSegal7@hotmail.com](mailto:LynnSegal7@hotmail.com) <[LynnSegal7@hotmail.com](mailto:LynnSegal7@hotmail.com)>; [rich@zeoponix.com](mailto:rich@zeoponix.com) <[rich@zeoponix.com](mailto:rich@zeoponix.com)>; [judithmohling76@gmail.com](mailto:judithmohling76@gmail.com) <[judithmohling76@gmail.com](mailto:judithmohling76@gmail.com)>; [leroymoore@earthlink.net](mailto:leroymoore@earthlink.net) <[leroymoore@earthlink.net](mailto:leroymoore@earthlink.net)>; [herbfenster@gmail.com](mailto:herbfenster@gmail.com) <[herbfenster@gmail.com](mailto:herbfenster@gmail.com)>; [jon@jonlipsky.com](mailto:jon@jonlipsky.com) <[jon@jonlipsky.com](mailto:jon@jonlipsky.com)>; [michael.e.ketterer@gmail.com](mailto:michael.e.ketterer@gmail.com) <[michael.e.ketterer@gmail.com](mailto:michael.e.ketterer@gmail.com)>

**Subject:** Boulder posted information incorrectly to their Rocky Flats Stewardship Council Events

Friends,

Please provide the City of Boulder with the correct Rocky Flats Stewardship Council and Executive Board meeting information! The City posted recently incorrectly a February 7th meeting via webex to their website. The meeting was February 6<sup>th</sup> and a zoom opportunity for the public!

I'm currently reviewing the Rocky Flats Stewardship Council member city invites to their local public. As we have recently learned, the Rocky Flats Stewardship Council cannot offer advice or make recommendations to the DOE. Isn't this a problem since the Center of Rocky Flats is a still owned by DOE and is a non-delisted National Superfund site?

Because the Rocky Flats Stewardship Council member cities cannot offer DOE advice and or make recommendations 3 local government cities recently sent letters directly to the DOE. An Air Quality future meeting discussion was mentioned briefly in the October public meeting minutes? The city letters are not posted to the Rocky Flats Stewardship Council website where letters are posted and there WAS a DOE meeting without public involvement? Are there Stewardship minutes for that meeting? The City of Boulder does not mention this meeting?

Please help correct the City of Boulder Rocky Flats Stewardship notice for public participation and request if Boulder was aware of a private DOE meeting? We must continue to include the public regarding Rocky Flats to further institutional memory for the approved buried chemical, radioactive, and heavy metal contamination!

Lastly, PFAS contamination at Rocky Flats is also not to be forgotten. EPA did not approve a recent Five Year Review for Rocky Flats due to PFAS. DOE has four more years to monitor for PFAS? The Rocky Flats Stewardship Council didn't provide a meeting discussion to question the EPA?

Thanks,

Joan Seeman

Boulder

<https://boulder.colorado.gov/events>

They posted

Monday February 7<sup>th</sup>

Virtual

Via Webex



From: [Jim Thomas - RE/MAX](#)  
To: [Van Schaack, Chandler](#); [Nicole Thomas](#)  
Subject: Fwd: 2206 Pearl St - LUR2023-00020  
Date: Monday, May 22, 2023 4:21:01 PM

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## External Sender

Chandler,

Thank you for your time on the phone today.

1. I believe that Boulder's and this developer's general belief that residents of compact homes will give up personal transportation is misfounded. The people who want to reduce their automobile footprint will reduce their automobile use regardless of parking space. If you want people to stop using cars you have to make the alternative so easy that they don't feel they need a car. At this point alternate modes of transportation aren't that easy and people will continue to want to use cars. Our adjacent project has 4 residences with 2 parking spaces for each unit on site and our current residents all have one automobile for each principal resident. I would say our building has no impact on the neighborhood except for the occasional guest that comes to visit and parks on either 22nd or 23rd st. With 45 proposed residences and potentially 90 occupants, I suspect we will have no less than 45 new cars trying to park onsite and on neighborhood streets. This will increase congestion, alley traffic and will significantly harm the character of the neighborhood. To solve this problem I believe the developer should provide at minimum 1 parking space per dwelling unit whether onsite or offsite.

2. Providing commercial space without parking wouldn't be allowed anywhere in Boulder. At minimum commercial USES are required to have some sort of Shared Parking Arrangement to supplement parking as River and Woods (Restaurant) had to do when they first moved into the neighborhood. Are 100% of owners and employees going to ride bikes and show up at work on a bus, I don't believe they will.

3. Can you please email me when the Transportation Advisory Board is scheduled to hear this projects proposed transportation solutions?

Thank you for your time. Please keep me updated on the Planning board meeting date and time, I plan on attending. Also please confirm receipt?



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From: [Meredith Campbell](#)  
To: [Van Schaack, Chandler](#)  
Subject: LUR2023-00020  
Date: Sunday, May 14, 2023 6:11:37 PM

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## External Sender

Chandler,

I am writing in regards to the 2206 Pearl mixed use development use review - LUR2023-00020. My husband and I live and own the residential unit at 2040 Pearl. We adamantly oppose any more residential development that reduces parking significantly. With the co-working space that already exists on 21st and pearl (Kiln), along with the fact that 20th street is basically the first block east of enforced parking meters, we are slowly getting pushed out of parking availability in all directions surrounding our home. As residential owners in this block, we are also not given the ability to have a neighborhood parking permit for our area. Therefore, we are forced to continue to move our cars on-street every 72 hours to comply with parking rules.

Property tax rates just went up 35% for us. And now, we can barely park our cars where we pay higher and higher property taxes. If we can get a neighborhood parking tag yearly so we can avoid moving our car every 3rd day, then go ahead and reduce the parking all you want. But how many more units are going to be developed in our area before it's impossible for anyone to have a car or a guest visit us? And forget about vendor parking....

Please do **NOT** allow a reduction in parking. Or....please give us the ability to have neighborhood tags. **One or the other.** We have argued this point in all the other residential developments since 2012, and this never gets addressed. Parking on East pearl is becoming a serious issue, like the one you have on West Pearl. Please stop the overbuild without addressing residential parking.

Thank you,  
Meredith Campbell  
2040 Pearl Street

From: [Roy Schrader](#)  
To: [Van Schaack, Chandler](#)  
Subject: LUR2023-00020 Comments  
Date: Tuesday, May 9, 2023 4:04:49 PM

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## External Sender

Hello,

I'm writing regarding the proposed project at 2206 Pearl, review number LUR2023-00020.

I live at Whittier Square, across Pearl street from the proposed project, and I'm glad to see a project consisting of efficiency units. Hopefully they will provide more affordable housing in Boulder.

My objection is to the 60% parking reduction. I'm all for a community with fewer cars and I note that the project is on a bus route. However, I think it's unrealistic to think that of 45 residents, 27 would not own cars. Parking is already tight in this neighborhood and I think the 60% reduction would make it worse.

Best regards,

Roy Schrader

From: [Lisa Goodrich](#)  
To: [Van Schaack, Chandler](#)  
Subject: parking at 2206 Pearl St.  
Date: Tuesday, May 9, 2023 1:19:20 PM

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## External Sender

Hello Chandler Van Schaack,

I got the City of Boulder's letter in the mail about 2206 Pearl St, mixed use development. While I like the idea of studio/efficiency units I am concerned with the lack of parking. This is an area that is already tight on parking. Students park in this neighborhood and take the Hop to campus. Dumping another 25 cars into the neighborhood will make things difficult. Please consider reviewing the design to include parking for ALL of the tenants. Or consider cutting down on the number of units. Not having enough parking for these units will create an undue burden on the community.

Thanks so much,

Lisa Goodrich 2098 23rd St,  
Boulder, CO 80302

From: [Jeff Yegian](#)  
To: [boulderplanningboard](#)  
Subject: 2206 Pearl Street Micro Units  
Date: Monday, April 1, 2024 4:58:05 PM

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**External Sender Notice** This email was sent by an external sender.

Dear Members of Planning Board,

Please support the requested parking reduction for this project. We have tried to get a micro-unit project built in Boulder for a decade and it is time to learn if this product type will meet an unserved housing need for our community. It's also time we stopped requiring the use of so many scarce resources on housing cars. Here is an opportunity to do both things and I hope you will take it.

Thank you for your service,

Jeff Yegian  
Miami Way  
Boulder