



245 Columbine Development Meeting
January 7, 2013 - 2 PM

Attending:

Gene Hohensee, President, CCNNA
Ron Brady, Vice President, CCNNA
Pat Dawe, CCNNA Board
Wayne New, CCNNA Board
David Clinger, Country Club Historic Resident
Brian Klipp, GKKWorks
Brent Farber, Elevation Group

Discussion:

1. Building Update - Brian and Brent stated that the building is the same preliminary design and size as was shown at the last group meeting in November. The building size is approximately 93,000 SF for a density / FAR of 4.5 and parking with 116 spaces for a parking ratio of 800 SF / parking space. Traffic study discussion between the architect and City Public Works related to the planned 116 parking spaces indicated that the City did not require a traffic study for a project with that number of parking spaces.

2. Key Issues of Discussion

- **Parking** - For a 93,000 SF building it is estimated that approximately 200 parking spaces is required using the White Paper parking ratios for retail, office, and residential space. At a planned 116 spaces the development is significantly short on parking which will be difficult for tenants and customers. Underground public parking south of the project is not located on the development site, and its use would only be a temporary solution to a long term problem. As development continues and business prospers, public parking spaces will not be adequate for future demand. Improved public transit is not projected for the next 10 to 20 years.
- **Size of Building** - The common objections expressed on the size of the building were that it (1) is too large for its lot size;(2) is significantly more dense than the White Paper recommendation and surrounding buildings; (3) will produce more employees with more cars and generate more traffic in an already congested area; and (4) will set an undesirable precedent for future BID development. If approved, this high density could also set an undesirable standard for final CCN District zoning.
- **Traffic** - The cumulative effect on traffic was emphasized. The future traffic from this project and the Western Development project will exacerbate the presently congested streets, especially those intersections at 2nd and 3rd / Josephine and York. Southbound

traffic exiting the 245 Columbine site must first go north onto Josephine and quickly cross 3 lanes of traffic to get to 3rd Avenue. Cars then must turn west on 3rd and then turn south on York. Traffic backs up now at 3rd Avenue, and future additional cars will be encouraged to go west and cut through the Country Club neighborhood.

3. Compromise Discussion

If floor area ratio (FAR) is not used as a building requirement due to City Planning objections and if the parking ratios of the White Paper were used to configure the size of the building, the following desirable outcome would be achieved:

- The building height could be reduced to 5 stories,
- Adequate parking would be provided, and
- Less building space would produce less traffic.

This height and parking would support the White Paper recommendations and the financial feasibility analysis recommendations of the Kenneth Ho Study. This reduced building size may likely be supported by the neighborhoods and City Planning.

Brent expressed concern on the effect to their desired return on investment.

4. Summary

Since there is no agreement on any significant building changes to date, CCNNA and the developers remain far apart on this project. Today's discussion was positive, and additional time to continue to our discussions would be most helpful.