

CITY OF BOULDER
AGENDA ITEM PLANNING BOARD
MEETING DATE: October 24, 2013

AGENDA TITLE:

Public hearing for consideration of Site Review application LUR2013-00033 to redevelop the former Boulder County fire training center site into 31 single family homes with a mixture of attached and detached garages. The units are proposed to range from approximately 2,060 to 3,940 square feet in area. The project includes the extension of Zamia Avenue to the east and the construction of 10th Street as a connection from Yellow Pine Avenue to Lee Hill Drive.

Applicant: Coburn Development for Allison Management/Thistle Communities
Property Owner: Boulder County

REQUESTING DEPARTMENT:

Community Planning and Sustainability:

David Driskell, Executive Director
Susan Richstone, Deputy Director
Charles Ferro, Development Review Manager
Sloane Walbert, Associate Planner

OBJECTIVE:

1. Hear applicant and staff presentations
2. Hold public hearing
3. Planning Board discussion
4. Planning Board action to approve, approve with conditions, or deny the Site Review application.

PROPOSAL AND SITE SUMMARY:

Proposal: Site Review for the proposed development of 31 detached units on 6.2 acres served by new public rights-of-way. The proposal includes modifications to the required setbacks, solar access and open space standards in the Residential - Low 2 (RL-2) zone district.

Project Name: 820 Lee Hill Drive Site Review

Location: 820 Lee Hill Drive

Zoning: Residential - Low 2 (RL-2)

Comprehensive Plan: Low Density Residential

I. KEY ISSUES

Staff has identified the following key issues to help guide the board's discussion:

1. Is the project consistent with the North Boulder Subcommunity Plan?
2. Is the proposal consistent with the Site Review criteria set forth in section 9-2-14(h), "Site Review," B.R.C. 1981?
3. Are the proposed modifications to the setbacks consistent with surrounding neighborhood?
4. Are the architectural and site design consistent with the Site Review criteria in terms of quality and compatibility with the surrounding neighborhood?
5. Do the Solar Access modifications meet the Site Design and Solar Siting criteria for Site Review?

II. BACKGROUND

The application for Site Review is required pursuant to section 9-2-14(b) because the proposal exceeds 3 acres or 18 dwelling units in the Residential - Low 2 (RL-2) zone district. The applicant has not requested any modifications to the city's land use code that would require a mandatory Planning Board hearing. However, given the level of public interest and amount of change in the area, staff will be referring this site review request to Planning Board for a public hearing and decision.

Site Context.

The 6.2 acre site was formerly used as the Boulder County Fire Training Center from 1974 to 2010. A new fire training facility was built near Boulder Reservoir in 2010, and since then, the property has been used as a transportation maintenance facility for the County. The site is still owned by Boulder County, but will be purchased by the applicant following site review. The parcel was annexed as part of the larger North Boulder Annexation in 1990.

As shown in Figure 2, the site is designated as Low Density Residential under the Boulder Valley Comprehensive Plan with an intended density of two to six units per acre. The North Boulder Subcommunity Plan also designates the site as LR: Low Density Residential. In 1997, the proposed density of the site was changed from ER (Estate Density Residential) to LR to more closely match the adjacent established residential densities and zoning to the north, south, and west.



Figure 1: Birds-Eye View of Existing Context

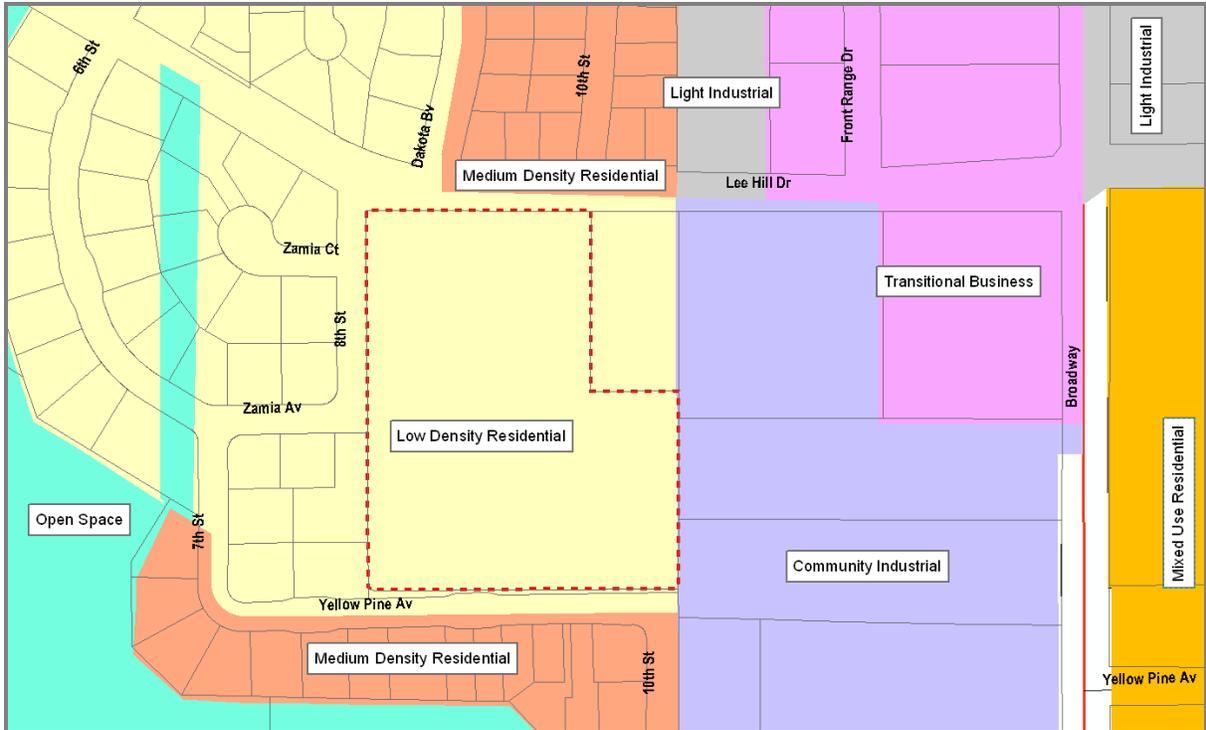


Figure 2: BVCP Land Use

As shown in Figure 3, the property is located in a Residential - Low 2 (RL-2) zone district, which is described under section 9-5-2, B.R.C. 1981 as follows, “medium density residential areas primarily used for small-lot residential development, including, without limitation, duplexes, triplexes or townhouses, where each unit generally has direct access at ground level.”

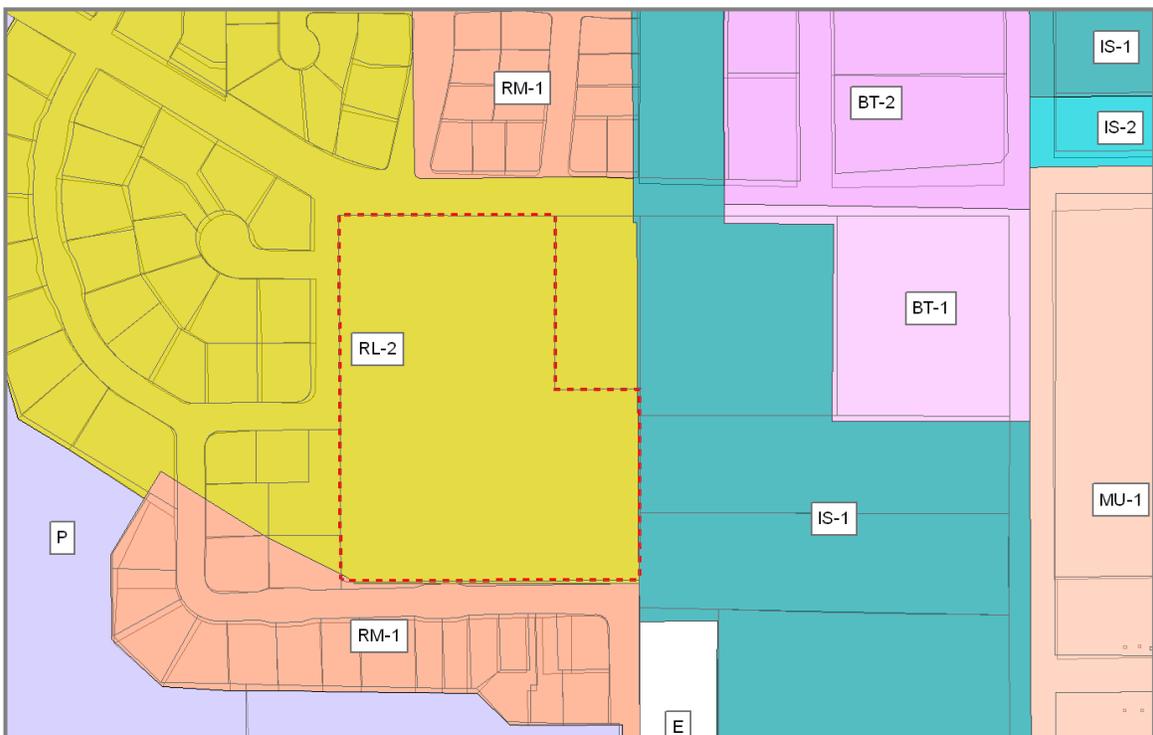


Figure 3: Zoning

The architecture of surrounding neighborhoods in general consists of large, traditional style single family homes most representative of construction in the 1990s and early 2000s. The Northbriar Estates subdivision surrounds the site to the west and south. This neighborhood is well-established and is characterized by large single family homes with front loaded attached garages. The homes in Northbriar Estates range from approximately 2,900 to 6,700 square feet in area, including garage space, based on Boulder County Assessor data. Please refer to the image in Figure 4 below, which typifies the general neighborhood character. The Dakota Ridge East and Dakota Ridge West developments are located to the north, across Lee Hill Drive, and are also characterized by single family homes with attached garages. Figure 5 below typifies the area directly across Lee Hill Drive from the site. The homes in Dakota Ridge East and Dakota Ridge West range from approximately 1,770 to 6,060 square feet in area, including garage space, based on Boulder County Assessor data.



Figure 4: Northbriar Estates to the South



Figure 5: Dakota Ridge North across Lee Hill Drive

Dakota Ridge Village, located north of these developments, is a mixed density residential development with a diversity of housing types, including apartment, townhomes, and single family homes. The subject property is located with easy access to City of Boulder open space to the south and west and Foothills Community Park to the southwest. Also, the site has easy access to commercial and service uses to the east on North Broadway. RTD operates several transit routes on Broadway, including the Skip and 204.

III. PROPOSAL

The proposal includes redevelopment of the former Boulder County Fire Training Center at Lee Hill Drive, east of 8th Street with 31 single family homes with a mixture of attached and detached garages. The units are proposed to range from approximately 2,060 to 3,940 square feet in area. The project would involve the extension of Zamia Avenue to the east and the construction of 10th Street as a connection from Yellow Pine Avenue to Lee Hill Drive.

SITE DESIGN

The applicant proposes to redevelop the 6.2 acre property with 31 single family homes on individual lots. The site plan for the proposed development is arranged around a grid street system, with connections to the surrounding street system (see Figure 6 below). The design includes the extension of Zamia Avenue to the east and the construction of 10th Street as a north-south connection between Lee Hill Drive and Yellow Pine Avenue, as required by the North Boulder Subcommunity Plan. The design emphasizes logical, convenient pedestrian connections, high quality, accessible open space, narrow streets and traffic calming features for pedestrians and bicyclists.

The portion of the site north of Zamia Avenue includes seventeen residential lots bisected by a “woonerf,” which is a shared alley for pedestrian and vehicular access. Fifteen of the lots will include one- and two-car detached garages that will be

accessed from the woonerf alley. The woonerf shared street concept allows for low speed, low volume vehicular access and also permits use of the space as an informal recreation area for children's play and other activities. Alley access on this portion of the site will provide a service side to these properties and reduce curb cuts, enhancing the pedestrian experience. The southern portion of the site contains fourteen larger residential lots with driveway access and attached garages, which mirrors a similar pattern of residential development to the west and south. Shared access drives have been used along Yellow Pine Avenue to reduce curb cuts and maximize available on-street parking.

The lots range in size from approximately 4,100 to 7,300 square feet in area. Accordingly, the single family houses planned for the site will be moderately sized and will vary in size from approximately 1,200 square feet to 2,360 square feet in finished floor area, with approximately 864 to 1,578 square feet in unfinished area, including basement and garage space. Smaller lots with smaller home types have been positioned on the interior of the site to provide a relief to increased density from surrounding development. Accordingly, larger lots with larger homes are located on the perimeter of the property to provide a transition to the surrounding residential development.



Figure 6: Proposed Site Plan, Viewed from the Southeast

Open Space.

The allowable intensity of development in the RL-2 zone district is controlled with a requirement of 6,000 square feet per dwelling unit. There are no restrictions on minimum lot size, floor area ratio, lot area per dwelling unit, or dwelling units per acre in this zoning district. With a total of 31 dwelling units proposed on the site, a minimum of 186,000 square feet of useable open space is required. The applicant is proposing 187,727 square feet of usable open space, an excess of 1,727 square feet.

The proposal includes a variety of open space areas, including a formal neighborhood park, informal natural area, back yards, and front porches. The formal neighborhood park is planned for the central part of the site at the terminus of the woonerf alley. This space would be used for active recreation with formal elements like a playground and picnic plaza to serve as a focal point and a gathering space in the heart of the neighborhood. A space has been reserved on the east side of the site for a community garden. In addition, an informal open space has been provided on the southeast corner of the site, which will also serve as an area for water quality purposes. The space provides important passive open space for residents, a place for walking the dog, sitting and casual play. Due to the low vehicular volume expected, the woonerf will also be used as an informal recreation area for children's play and other activities, such as court sports or ball games. Private open space is planned for each lot as back yards, front porches, balconies, and decks.

Access and Parking.

The parking standards in the RL-2 zoning district require a minimum of one off-street parking space per detached dwelling unit. The site design includes at least a one-car garage for each house, which fulfills this requirement. Additionally, on-street parking is provided on Zamia Avenue, 8th Street, and 10th Street north of Zamia Ave. The proposed street connections fully connect existing internal streets and provide direct access to Lee Hill Road. The western edge of North Boulder is a wildfire high hazard zone and 10th Street will serve as an important connection and excavation route for residents in the event of a wildfire. The existing multi-use path on the west side of the site is continued to the north along 8th Street to connect to existing bicycle routes.

Architecture and Building Design.

The proposed project represents a modestly-scaled, infill development with homes that are neo-traditional in design with front porches, gabled roofs, and orientation toward the street. There is variety in building design but the proposed architectural character utilizes varying roof pitches and layout features consistent with that of the surrounding neighborhoods. The design includes the use of cement board lap siding and hardcoat stucco as primary materials with the use of accent materials like standing seam metal roofing accents, brick, wood porches, and metal railings. A pedestrian level of detailing, including railings, porch detailing and other architectural elements, are given prominence. The proposal includes the addition of both detached and attached garages. Where garages are attached, they are setback and do not dominate the front façade. The applicant has proposed a variety of color choices, each of which relates to the surrounding natural environment (see applicant's color and material board included in [Attachment A](#)). Each home is expected to use one or two body colors and a contrasting trim color. While the proposed development is more contemporary in nature, the project is compatible with the area in terms of colors, materials, and building orientation.

The single family homes are modestly sized and will range from approximately 1,200 square feet to 2,900 square feet in above-grade floor area (excluding detached garages). All homes also include an unfinished basement that will range from approximately 600 square feet to 1,050 square feet, with the option for a finished basement at purchase. The majority of the homes are proposed as pedestrian-scaled, two story structures and the height of the homes range from under 29 feet to 35 feet; all homes will be below the permitted 35 feet for the zoning district. Three of the homes are proposed to be 3-stories in height, excluding a basement, and require modifications to the solar access standards. These homes are proposed to be located on the interior of the site and allow the applicant to provide a variety of building forms. The consistency and compatibility of the proposed architectural and site design is further discussed in the key issues section.

Inclusionary Housing

The proposed project generates an inclusionary requirement of 6.2 affordable units. At this time, the applicant has indicated that either six affordable units will be provided on-site or they will make a cash-in-lieu contribution to the affordable housing fund.

REQUESTED MODIFICATIONS

The proposal includes the following requested modifications to the development standards, as permitted through the site review process (section 9-2-14(c)). Please see the key issues analysis below for more information regarding requested setback and solar access modifications.

Setback Modifications pursuant section 9-7, "Form and Bulk Standards," B.R.C. 1981:

1. Section 9-7-1: Minimum front yard landscape setback on Lots 7, 8, 9, and 10 as follows, where 20-feet is required:
 - a. Lot 7 – 13' 6"
 - b. Lot 8 – 12' 8"
 - c. Lot 9 – 12' 7 ½"

- d. Lot 10 – 12' 7 ½"
- 2. Section 9-7-1: Minimum side yard setback from an interior lot line on Lots 1, 2, 3, 4, 5, 6, 7, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, and 31, to permit a minimum of 5 feet with no increased setback based on height.
- 3. Section 9-7-1: Minimum rear yard setback on Lots 7, 8, 9, and 10 as follows, where 20-feet is required:
 - a. Lot 7 – 9' 7 ½"
 - b. Lot 8 – 13' 3"
 - c. Lot 9 – 10' 6"
 - d. Lot 10 – 10' 0"
- 4. Section 9-7-1: Minimum front yard setback for accessory buildings on Lots 8 and 9 as follows, where 55-feet is required:
 - a. Lot 8 – 52' 2 5/16"
 - b. Lot 9 – 52' 1 13/16"

Solar Access Modification pursuant section 9-9-17, "Solar Access."B.R.C. 1981:

Section 9-9-17: Solar access to allow shading by proposed homes on Lots 13, 14, and 15 to a greater degree than the adjacent lot would be shaded by a solar fence twenty-five feet in height.

Open Space Modifications pursuant section 9-9-11, "Useable Open Space, "B.R.C. 1981:

- 1. Section 9-9-11(f)(4): Request to include landscape areas within the public right-of-way to count for no more than 10 percent of the required open space.
- 2. Aggregation of open space across the site as permitted in RL-2 zoning through site review.

IV. PROJECT HISTORY

Previous Reviews and Neighborhood Meetings.

The proposed residential development was reviewed as a Concept Plan at the April 4, 2013 Planning Board hearing. The packet for this meeting can be found [here](#). Generally, the Board was supportive of the proposed design and concept. Minutes from that meeting can be found [here](#). The applicant organized a neighborhood meeting on May 6, 2013 to gather input on the site design prior to submitting for site review. In response to suggestions by staff, Planning Board and neighborhood comments, the applicant made the following key changes to the proposal:

- 10th Street has been extended through the east side of the site to connect to Yellow Pine Avenue, which provides better street connectivity and access to homes on Yellow Pine Avenue.
- Larger home models with larger lots have been moved to the south and west sides of the site, to act as a transition to the existing neighborhood.
- Shared access drives have been added for the majority of homes on Yellow Pine Avenue to reduce curb cuts and congestion and maximize available on-street parking.
- 8th Street has been widened to accommodate on-street parking and the planned multi-use path connection, which results in the removal of a distinctive row of pine and juniper street trees. Planning Board and the neighborhood expressed an interest in preserving these trees. However, it has been determined by staff that it is important to provide on-street parking and construct the multi-use path in this location. The update to the streetscape will include the planting of tree species better suited as urban street trees. The existing trees would have to be

significantly pruned to accommodate on-street parking and it is unclear whether they would survive the grading required for site preparation.

- The number of units proposed was reduced from 33 to 31 in order to meet open space requirements and to accommodate necessary right-of-way connections.
- The informal natural open space has been expanded on the southeast corner of the site. The informal open space creates an interface with the existing neighborhood to the south and provides a relief to the density.

V. KEY ISSUES

Staff has identified the following key issues and provided a detailed analysis to supplement the attached analysis of the site review criteria.

1. Is the project consistent with the North Boulder Subcommunity Plan (NBSP)?

In general, the proposed concept addresses the goals and policies expressed in the North Boulder Subcommunity Plan. The proposed redevelopment is a logical extension to an existing neighborhood and presents opportunities for attractive single family homes along with additional open space and pedestrian linkages that benefits the surrounding neighborhoods.

Goals and Objectives.

The goals found in [the NBSP](#) state that new neighborhoods should be designed by taking into account the need for more affordable housing, walking distance to transit and park facilities, connections to existing and future pedestrian and bike path systems, and the scale and positive architectural attributes of adjacent housing. The development will fill an important gap in North Boulder's housing stock by providing moderately sized homes in moderate income brackets. The site has easy access to public transit, bike and pedestrian corridors, and open space. In addition, the design includes frequent and convenient connections for pedestrians and bicyclists, which link to the city-wide system. See key issue #4 below for analysis regarding compatibility with area's architectural character.

Page 9 of [the NBSP](#) defines the objectives for future development in the North Boulder Subcommunity. In general, the development is consistent with the following objectives for residential areas:

- Connections are provided to the larger community and the site design integrates into the existing network of streets. The transportation network promotes the use of alternate modes of transportation and the site has easy access to public transit, bike and pedestrian corridors.
- The proposed design has an appropriate house size to lot size ratio.
- The site design and proposed homes are compatible with the surrounding context. While the proposed development is more contemporary, the project is compatible with the area in terms of colors, materials, and building orientation.
- The project provides smaller homes in comparison to the larger single family houses that surround it, providing a diversity of housing types. There are a variety of housing and lot sizes that contribute to overall diversity in housing types, sizes, and price ranges.

Development Guidelines.

The subject property is within the Lee Hill Road Area of the North Boulder Subcommunity Plan. The project is subject to the Development Guidelines for All Neighborhoods and guidelines specific to the Lee Hill Road Area on page 11 of [the NBSP](#).

In general, the development is consistent with the following guidelines as discussed below:

- Site plan includes tree-lined streets that are pleasant for all modes of travel.
- Houses are positioned so that front doors and front yards face the street. Where attached garages face the street they are setback from the front facade of the home.
- Contains a variety of building designs that include human scale features such as porches and railings.
- Site is designed so that the fronts of buildings and lots face the street and one another, and backs face one another.
- Compatible building types face one another across streets. Larger home models are used along Yellow Pine Avenue to mimic larger homes located across the street.
- Includes well-placed pedestrian and bicycle trails that connect to neighborhood amenities, including parks and trails.
- Homes are positioned close to the street to create a more pedestrian friendly atmosphere. The applicant has requested front yard setback modifications on four lots.
- The project provides smaller homes in comparison to the larger single family houses that surround it, contributing to a diversity of housing types, sizes, and price ranges.
- The site plan encourages walking, biking, and transit by providing safe, comfortable and convenient connections.
- Design includes small blocks and narrow streets to better serve pedestrians and to help calm traffic.
- An alley is used on the north end of the site to reduce curb cuts and sidewalk interruptions.

Transportation.

[The NBSP](#) emphasizes the importance of an integrated network of streets to create more path options for motorists and users of alternate travel modes. The development guidelines for the Lee Hill Area include the provision that new developments should include transportation connections that “fully connect internal streets and provide direct access to Lee Hill Road and Broadway (page 11). The provision of 10th Street through the east side of the site to Yellow Pine Avenue and the continuation of Zamia Avenue to the east significantly benefits the local street network. The east portion of the city’s open space to the south has been reserved for the extension of 10th Street, to be constructed when the adjacent properties develop. The North Boulder Subcommunity Plan calls for a “Village Center” concept near the intersection of Broadway and Violet. The extension of 10th Street was planned to better connect the residential areas to the north (Dakota Ridge, Northbriar, etc.) to the neighborhood center as part of improved overall connectivity in the area. Per the guidelines, the site design continues a traditional gridded street pattern and streets are designed as multi-purpose public spaces where automobiles are physically separated from and made subordinate to bicyclists and pedestrians.

2. Is the proposal consistent with the Site Review criteria set forth in section 9-2-14(h), “Site Review,” B.R.C. 1981?

Yes, as required in the criteria, the project is compatible, contextual, well scaled, and includes the provision high-quality housing. The proposed development is consistent with its surroundings as an infill project. The proposal follows traditional design and layout concepts and contains elements which provide for the safety and convenience of the pedestrian. For a more complete consistency analysis please refer to the site review criteria checklist in [Attachment B](#). In addition, there are specific criteria that are analyzed for project consistency as key issues below, among them setbacks, architectural and site design consistency, and solar encroachment.

3. Are the proposed modifications to the setbacks consistent with surrounding neighborhood?

The proposed site design requires modifications to the front yard and rear yard landscape setbacks on four lots that front on Zamia Avenue, side yard setback from an interior lot line on 28 lots, and front yard setback for an accessory building on two lots. The allowable intensity of development in the RL-2 zone district is controlled by the minimum open space per dwelling

unit of 6,000 square feet per dwelling unit. There are no restrictions on minimum lot size, floor area ratio, lot area per dwelling unit, or dwelling units per acre in this zoning district. No other form and bulk or intensity standards are being requested as part of this proposal. While the proposed project represents a comparatively dense project, the proposed setback modifications are consistent with the surrounding neighborhood. The applicant is interested in providing single family homes rather than duplex or tri-plex units to fill an important gap in the housing market and to ensure compatibility with the surrounding neighborhoods. The proposed setback modifications allow the applicant to achieve the desired density for the site, per the land use designation and zoning, while providing an important housing choice. The modifications also allow the applicant to provide high quality common open space, which can be used by the community at large.

The proposed setback modifications for the four front yards along Zamia Avenue do not result in negative impacts, rather they enhance the interaction of the buildings' front porches with the street. Three of these homes would not have a reduced side-yard setback and therefore will not increase the perceived density on these lots. Two of these lots (Lots 8 and 9) also require a modification to the minimum front yard setback for accessory buildings for the detached garage that will be accessed from the woonerf alley. This variance allows for an improved design that reduces curb-cuts and provides a service side to the property.

Due to the configuration of the street grid the majority of the lots are fairly narrow with expansive back yards. Reduced side yard setbacks on Lots 1-6 and 11-31 allow for proportionally sized homes and is in keeping with surrounding development. The Northbriar Estates Planned Unit Development to the south allowed for a zero setback between attached dwelling units in cases where the side yard opposite the zero setbacks is 7.5-feet. The proposed development will require a minimum of 10-feet between homes, which meets the minimum fire separate required in the building code. The Dakota Ridge East and Dakota Ridge West developments to the north were approved for side yard setback modifications that allow for a 5-foot minimum, similar to the applicant's request.

4. Are the architectural and site design consistent with the Site Review criteria in terms of quality and compatibility with the surrounding neighborhood?

The site review criteria state that the proposed "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 objectives for residential areas and development guidelines for neighborhoods within the North Boulder Subcommunity Plan (NBSP) also emphasize compatibility. One of the main objectives in the NBSP was to support appropriate house size to lot size ratio and limit the construction of big houses on small lots.

While more contemporary in design compared to the surrounding developments, the proposed project is compatible with the surrounding area in terms of colors, materials, and building orientation and meets the site review criteria related to building design. The building orientation follows a traditional pattern where houses and porches face the street. The architecture of the homes has traditional elements with a contemporary style, similar to other new single family developments in North Boulder, including 1000 Rosewood and Yarmouth Way. The homes are modestly sized and include front porches, gabled roofs, and a pedestrian level of detailing. The design includes the use of cement board lap siding and hardcoat stucco as the primary materials with the use of accent materials like standing seam metal roofing accents, brick, wood porches, and metal railings (see Figures 7 and 8 below).

The proposed building architecture, while more contemporary in nature, draws from a similar building material palette as the surrounding development, where cement or fiber board lap siding, brick and stucco are prevalent (see Figures 9-12 below). The architecture of immediate surrounding neighborhoods consists mainly of large suburban style, front loaded single family homes most representative of construction in the 1990s and early 2000s. The proposed architectural character utilizes varied roof pitches and finish materials consistent with that of the surrounding neighborhoods. For a more complete consistency analysis please refer to the site review criteria checklist in [Attachment B](#).

PROPOSED BUILDING DESIGN

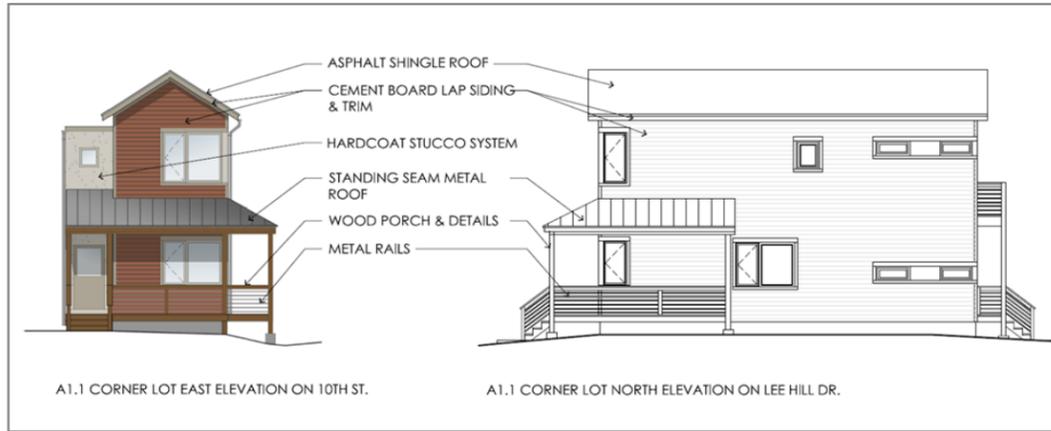


Figure 7: Proposed Building Design

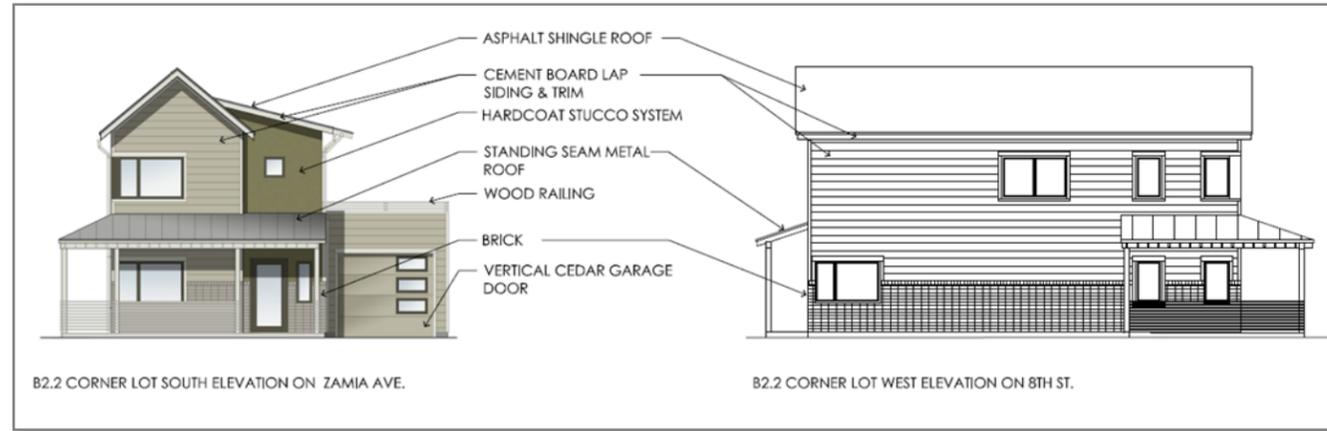


Figure 8: Proposed Building Design

CONTEXTUAL EXAMPLES



8TH STREET

Figure 9: Northbriar Estates, 8th Street



YELLOW PINE AVE.

Figure 10: Northbriar Estates, Yellow Pine Ave.



10TH (DAKOTA RIDGE)

Figure 11: Dakota Ridge East, 10th Street



DAKOTA BLVD.

Figure 12: Dakota Ridge East, Dakota Blvd.

5. Do the Solar Access modifications meet the Site Design and Solar Siting criteria for Site Review?

The site and the surrounding neighborhoods are located within Solar Access Area II, defined under the land use code in section 9-9-17(c)(2), B.R.C. 1981 as follows:

“Solar Access Area II is designed to protect solar access principally for rooftops in areas where, because of planned density, topography or lot configuration or orientation, the preponderance of lots therein currently enjoy such access and where solar access of this nature would not unduly restrict permissible development. SA Area II includes all property in RL-2, RM, MU-1, MU-3, RMX, RH-1, RH-2, RH-3, RH-4, RH-5 and I zoning districts.”

The applicant is proposing three homes on the north side of the site that would produce encroachments beyond the hypothetical 25 foot solar fence shadow of adjacent properties. The structures will not exceed the permitted height for the zoning district. The solar access regulations are designed to regulate structures and vegetation on property, to the extent necessary to ensure access to solar energy. The intent is to ensure that solar heating and cooling of buildings, solar heated hot water, and solar generated electricity can provide a significant contribution to the city's energy supply.

Under the land use code, per section 9-9-17(d)(B), B.R.C., 1981,

“No person shall erect an object or structure on any other lot that would 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 (Dec. 21, the shortest day of the year).”

While building walls are not the principal area intended to be protected in Solar Access Area II, encroachments into the neighboring property must either be approved through a solar exception or modified in site review. In site review, the solar access requirements are considered as one of the factors in determining whether the site design criterion is met. As shown Figure 13 below, the winter shadows cast at 10 a.m., 12 p.m., and 2 p.m. on the winter solstice, Dec. 21st, would not encroach onto the rooftops of the future buildings. The hypothetical solar fence establishes a reasonable envelope or area of protection within which actual building shadows should be contained.



Figure 13: Shadows Cast on Winter Solstice

As noted in the Background section, the land use designation and zoning call for medium density small-lot residential development on the property. The shape of the site and configuration of the existing street grid means that the lots on the north side of the site are long and narrow, resulting in several encroachments onto future building wall faces (see applicant's Solar Analysis included in [Attachment A](#)). Staff finds that due to a lack of rooftop shadow impacts, overall the project meets the site design criterion and is consistent with the site review criteria. The requested modifications allow for an improved site layout and diversity of home types.

VI. PUBLIC COMMENT AND PROCESS

Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the project site and a sign posted on the property for at least 10 days. All notice requirements of section 9-4-3, B.R.C. 1981 have been met.

In response to the public notice, and to date, several comments have been received. Generally, the comments that have been received express concerns regarding:

- The site plan is insular and creates a neighborhood within a neighborhood, with all public spaces and paths effectively closed off to the surrounding neighborhood;
- Provision of the two small parks is not functional for the surrounding neighborhood;
- Expanded informal open space with water quality and detention pond is not functional and could become a gathering place for vagrants;
- Perceived density, the proposed homes are too close together;
- Requested setback modifications create a safety hazard because side yard setbacks help to reduce the risk of fire spreading from one home to another;
- Color scheme, architecture, and building materials are not compatible with surrounding neighborhood;
- The recent flood would have severely damaged homes on lots 18 and 31 on the southwest side of the property (and perhaps lots 19 and 30 as well), the park space should be relocated to this area to serve as mitigation;
- One-car garages do not provide enough parking to accommodate residents and visitors.

Refer to [Attachment C](#) for the public comments received regarding the Site Review submittal.

VII. FINDINGS AND RECOMMENDATION

Planning staff finds that the proposed application for Site Review meets the Site Review criteria found in section 9-2-14(h), B.R.C., 1981. Therefore, staff recommends that Planning Board approve Site Review #LUR2013-00033 incorporating this staff memorandum and the attached Site Review Criteria Checklist as findings of fact, and subject to the following recommended conditions of approval.

RECOMMENDED CONDITIONS OF APPROVAL

Conditions provided herein are draft only and are subject to change.

1. The Applicant shall ensure that the **development shall be in compliance with all approved plans** dated October 1, 2013 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. The Applicant shall **comply with all previous conditions** contained in any previous approvals, except to the extent that any previous conditions may be modified by this approval, including, but not limited to, the following:
 - a. Annexation Ordinance #5355 recorded at Film No. 1655, Reception No. 1079937;

- b. Ordinance #5392 (to amend Annexation Ordinance #5355) recorded at Film No. 1655, Reception No. 1103103; and
 - c. Annexation Agreement recorded at Reception No. 1088243.
3. Prior to building permit, the Applicant shall submit a Technical Document Review application for the following items, subject to the approval of the City Manager:
- a. **Final architectural plans**, including material samples and colors, to insure compliance with the intent of this approval and compatibility with the surrounding area. The architectural intent shown on the approved plans dated October 1, 2013 is acceptable. Planning staff will review plans to assure that the architectural intent is performed.
 - b. A **final site plan** which illustrates the approved final site configuration.
 - 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 and CDOT Access Code Standards, for all transportation improvements. These plans must include, but are not limited to: street plan and profile drawings, street cross-sectional drawings, retaining wall plan and profile drawings, signage and striping plans in conformance with Manual on Uniform Traffic Control Devices (MUTCD) standards, street lighting plan, transportation detail drawings, retaining wall detail drawings, geotechnical soils report, and pavement design report. The retaining wall on the east side of 10th Street must be entirely contained on the property or within an easement meeting the requirements of section 9-9-10, "Easements," B.R.C. 1981.
 - 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 insure 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 insure compliance with the City's solar access requirements of section 9-9-17, B.R.C. 1981, for all lots that have not received modifications to the solar access standards through site review.

4. Prior to a building permit application, the **Applicant shall subdivide the property** in accordance with chapter 9-12, "Subdivision," B.R.C. 1981, and execute a subdivision agreement which provides for the dedication of public right-of-way and easements and the construction of all public improvements necessary to serve the Property as shown on the approved plans including, but not limited to the following:
 - a. The dedication, to the City, in fee, of the following:
 - i. A **60-foot right-of-way** dedication for Zamia Avenue between the east and west property boundaries.
 - ii. A **41.5-foot right-of-way** dedication for 10th Street north of Zamia Avenue.
 - iii. A **34-foot right-of-way** dedication for 10th Street south of Zamia Avenue.
 - iv. The additional **right-of-way** required for all curb, gutter, and asphalt pavement along Lee Hill Drive, to be dedicated to 1-foot behind the back of the curb.
 - b. The dedication, to the City, of the following easements:
 - i. An approximately **12-foot wide public access easement** from the right-of-way line for Lee Hill Drive to one (1) foot behind the multi-use path.
 - ii. A **12-foot wide public access easement** for the 10-foot multi-use path on the east side of 8th Street.
 - iii. A **20-foot wide public access easement** through the north side of the site for the woonerf alley.
 - iv. Three **30-foot wide public access easements** for the shared driveways along Yellow Pine Avenue, on the south side of the site.
 - v. A **20-foot wide drainage easement** that crosses Lots 25, 26, 27, 28, 29, 30, and 31 for drainage swales on the south side of the site.
 - vi. A **20-foot wide drainage easement** that crosses Lots 13, 14, 15, 16, and 17 for drainage swales on the northeast side of the site.
 - c. A **financial guarantee** in the form of an escrow of funds with City, a letter of credit, or other financial guarantee that is acceptable to the City Manager to secure the installation of the following public improvements serving the site in conformance with the approved engineering plans and with the City of Boulder Design and Construction Standards. Additional requirements not presently identified may be required during the subdivision process.
 - i. The widening of **8th Street** to provide a 30-foot flow-line to flow-line pavement section.
 - ii. An approximate **7-foot 10-inch landscape strip and 10-foot detached multi-use path** on the east side of 8th Street.
 - iii. The construction of the **Zamia Avenue cross-section**, as shown on the approved plans.

- iv. The construction of the **10th Street cross-section**, as shown on the approved site plans.
- v. A **5-foot detached sidewalk** along Lee Hill Drive, where the existing curb cut will be closed.
- vi. A **5-foot detached sidewalk** along the north side of Yellow Pine Avenue.
- vii. A **10-foot detached multi-use path** along Lee Hill Drive, as shown on the approved site plans.
- viii. The extension of the **water line and sewer main** within the Zamia Avenue right-of-way.
- ix. The extension of the **water line and sewer main** within the 10th Street right-of-way, north of Zamia Avenue.

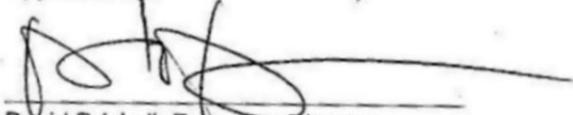
d. The construction of the following **private improvements**:

- i. A **water quality pond, retaining wall, outlet structure, and overflow weir** on the southeastern corner of the property.

5. Prior to a building permit application, the Applicant shall **demonstrate compliance with Subsection 9-9-10(c), "Structures in Private Easement," B.R.C. 1981.**

6. 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 of the development for three years after the issuance of a certificate of occupancy as proposed in the Applicant's Transportation Demand Management (TDM) plan.

Approved By:



David Driskell, Executive Director
Department of Community Planning and Sustainability

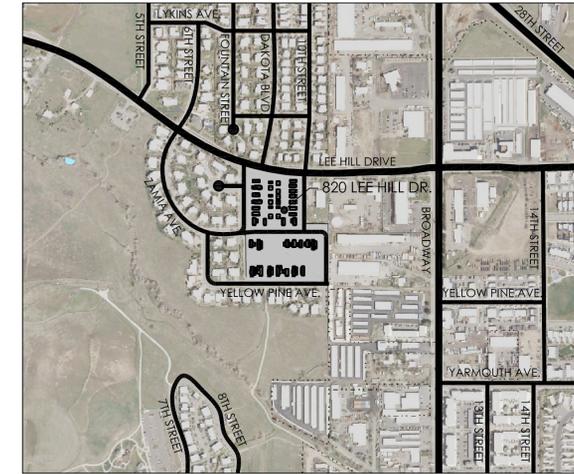
ATTACHMENTS:

- [Attachment A: Link to Applicant Plans and Written Statement](#)
- [Attachment B: Site Review Criteria](#)
- [Attachment C: Neighborhood Comments](#)
- [Attachment D: Development Review Comments and Responses](#)



COBURN
ARCHITECTURE

820 LEE HILL DRIVE: SITE REVIEW



VICINITY MAP

SCALE: NTS



Project Information

Owner:

Thistle Communities / Allison Management, LLC
1845 Folsom Street
Boulder, CO 80302
p: 303-443-0007

Applicant:

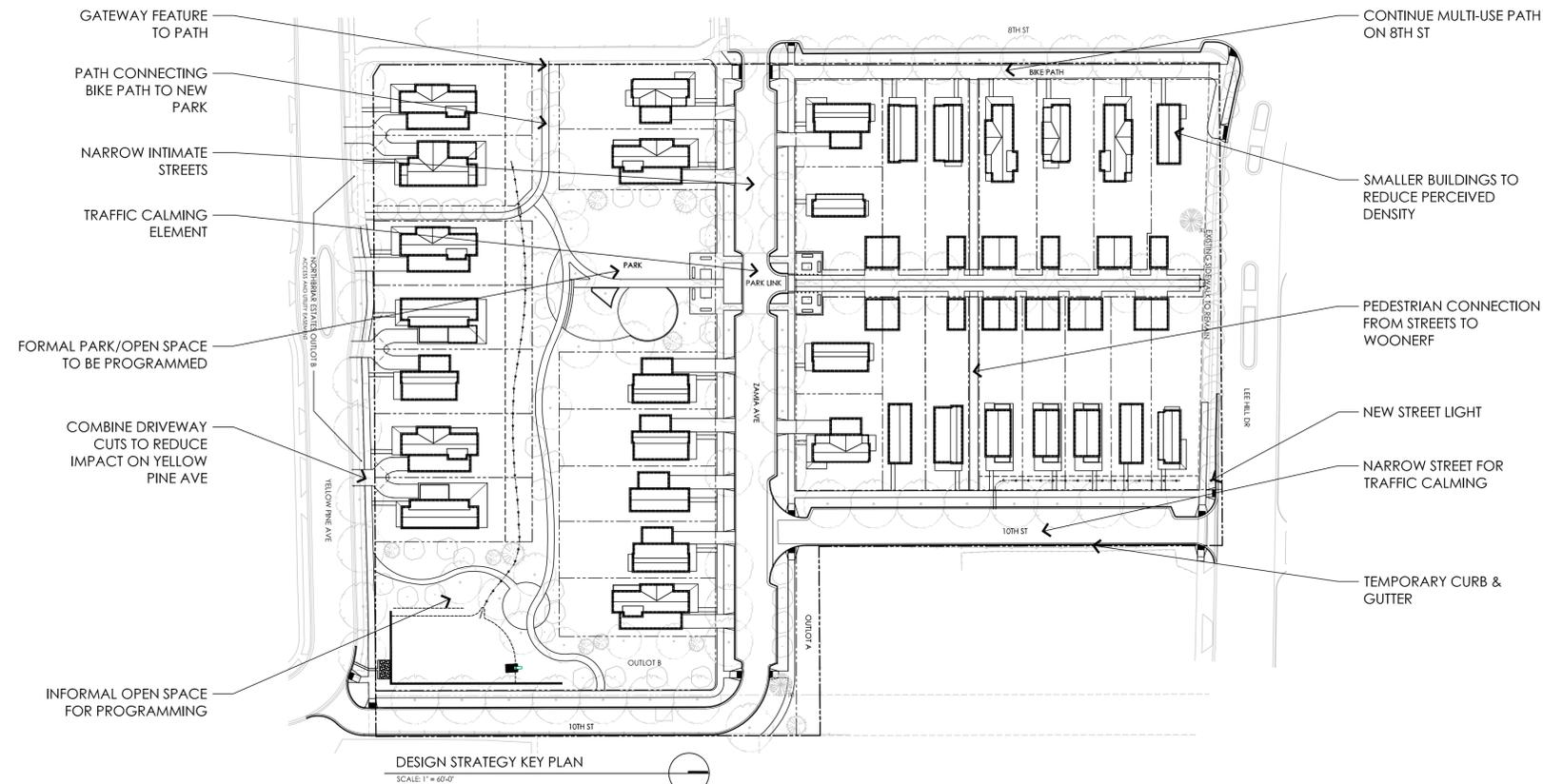
Coburn Development
3020 Carbon Place # 203
Boulder, Colorado
p: 303-442-3351
f: 303-447-3933

Project Information:

Parcel Area:	271,097 SF (6.224 acres)
Current Zoning:	RL-2
Proposed Use:	Residential
Proposed Units Per Acre:	4.98
Proposed FAR:	.19

Drawing Index

- SR-1 Project Information & Vicinity Map
- SR-2 Site Development Plan
- SR-3 Shadow Analysis & Open Space Diagrams
- SR-4 Architectural Plans & Elevations
- SR-5 Architectural Plans & Elevations
- SR-6 Architectural Plans & Elevations
- SR-7 Architectural Plans & Elevations
- SR-8 Street Elevations
- LP-1 Landscape Site Plan
- LP-2 Landscape Planting Plan
- LP-3 Landscape Planting Plan Enlargement
- LP-4 Landscape Notes & Details
- C1.0 Preliminary Drainage & Grading Plan
- C2.0 Preliminary Utility Plan



820 LEE HILL DRIVE

BOULDER, COLORADO

SITE REVIEW CORRECTIONS

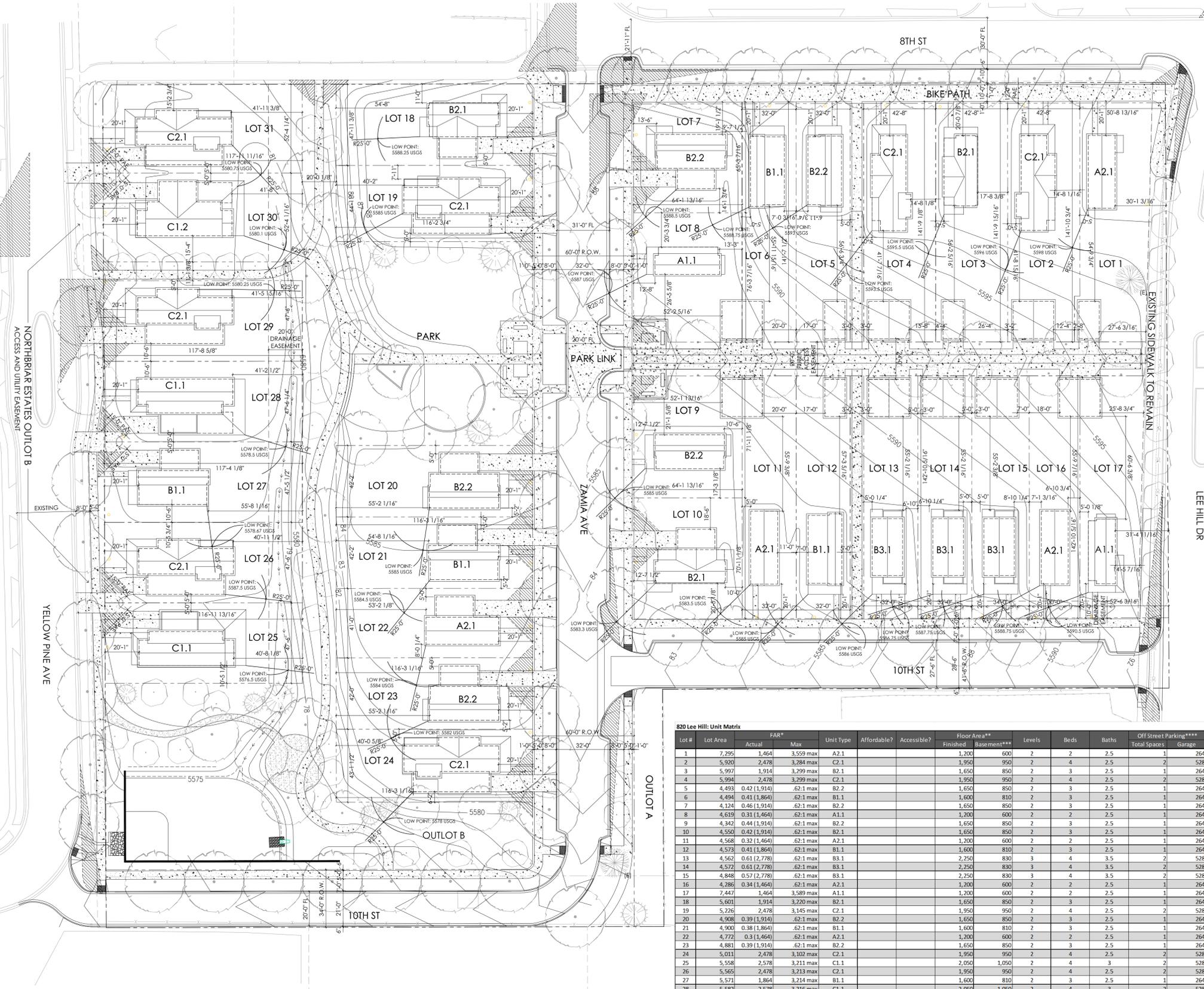
SR-1

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COBURN ARCHITECTURE



SITE DEVELOPMENT PLAN
SCALE: 1" = 30'-0"

REQUESTED SETBACK MODIFICATIONS				
SECTION 9-7-1 REQUIREMENTS	REQUIRED	PROPOSED		
MINIMUM FRONT YARD LANDSCAPED SETBACK	20'	LOT 7	13'-6"	
		LOT 8	12'-8"	
		LOT 9	12'-7 1/2"	
		LOT 10	12'-7 1/2"	
MINIMUM REAR YARD SETBACK	20'	LOT 7	9'-7 1/2"	
		LOT 8	13'-3"	
		LOT 9	10'-6"	
		LOT 10	10'-0"	
MINIMUM INTERIOR LOT LINE SETBACK	1' PER 2' BLDG HT., 5' MIN.			
	17'-6"	LOT 1	5'-0" MIN.	
	15'-9"	LOT 2	5'-0" MIN.	
	16'-0"	LOT 3	5'-0" MIN.	
	16'-0"	LOT 4	5'-0" MIN.	
	16'-0"	LOT 5	5'-0" MIN.	
	17'-0"	LOT 6	5'-0" MIN.	
	16'-6"	LOT 7	5'-0" MIN.	
	16'-6"	LOT 11	5'-0" MIN.	
	15'-4"	LOT 12	5'-0" MIN.	
	17'-6"	LOT 13	5'-0" MIN.	
	17'-6"	LOT 14	5'-0" MIN.	
	17'-6"	LOT 15	5'-0" MIN.	
	16'-9"	LOT 16	5'-0" MIN.	
	15'-6"	LOT 17	5'-0" MIN.	
	15'-6"	LOT 18	5'-0" MIN.	
	16'-6"	LOT 19	5'-0" MIN.	
	15'-9"	LOT 20	5'-0" MIN.	
	16'-0"	LOT 21	5'-0" MIN.	
	17'-3"	LOT 22	5'-0" MIN.	
	17'-0"	LOT 23	5'-0" MIN.	
	17'-3"	LOT 24	5'-0" MIN.	
	15'-3"	LOT 25	5'-0" MIN.	
	14'-6"	LOT 26	5'-0" MIN.	
	15'-0"	LOT 27	5'-0" MIN.	
	15'-6"	LOT 28	5'-0" MIN.	
	16'-0"	LOT 29	5'-0" MIN.	
	15'-0"	LOT 30	5'-0" MIN.	
	15'-0"	LOT 31	5'-0" MIN.	
	MINIMUM FRONT YARD ACCESSORY SETBACK	55'	LOT 8	52'-2 1/4"
		55'	LOT 9	52'-1 3/4"

*FRONT PORCHES WILL COMPLY WITH BRC 9-7-4 "SETBACKS FOR FRONT PORCHES"

820 Lee Hill: Unit Matrix													
Lot #	Lot Area	FAR*		Unit Type	Affordable?	Accessible?	Floor Area**		Levels	Beds	Baths	Off Street Parking***	
		Actual	Max				Finished	Basement***					Total Spaces
1	7,295	1,464	3,559 max	A2.1			1,200	600	2	2	2.5	1	264
2	5,920	2,478	3,284 max	C2.1			1,950	950	2	4	2.5	2	528
3	5,997	1,914	3,299 max	B2.1			1,650	850	2	3	2.5	1	264
4	5,994	2,478	3,299 max	C2.1			1,950	950	2	4	2.5	2	528
5	4,493	0.42 (1,914)	.62-1 max	B2.2			1,650	850	2	3	2.5	1	264
6	4,494	0.41 (1,864)	.62-1 max	B1.1			1,600	810	2	3	2.5	1	264
7	4,124	0.46 (1,914)	.62-1 max	B2.2			1,650	850	2	3	2.5	1	264
8	4,619	0.31 (1,464)	.62-1 max	A1.1			1,200	600	2	2	2.5	1	264
9	4,342	0.44 (1,914)	.62-1 max	B2.2			1,650	850	2	3	2.5	1	264
10	4,550	0.42 (1,914)	.62-1 max	B2.1			1,650	850	2	3	2.5	1	264
11	4,568	0.32 (1,464)	.62-1 max	A2.1			1,200	600	2	2	2.5	1	264
12	4,573	0.41 (1,864)	.62-1 max	B1.1			1,600	810	2	3	2.5	1	264
13	4,562	0.61 (2,778)	.62-1 max	B3.1			2,250	830	3	4	3.5	2	528
14	4,572	0.61 (2,778)	.62-1 max	B3.1			2,250	830	3	4	3.5	2	528
15	4,848	0.57 (2,778)	.62-1 max	B3.1			2,250	830	3	4	3.5	2	528
16	4,286	0.34 (1,464)	.62-1 max	A2.1			1,200	600	2	2	2.5	1	264
17	7,447	1,464	3,589 max	A1.1			1,200	600	2	2	2.5	1	264
18	5,601	1,914	3,220 max	B2.1			1,650	850	2	3	2.5	1	264
19	5,225	2,478	3,145 max	C2.1			1,950	950	2	4	2.5	2	528
20	4,908	0.39 (1,914)	.62-1 max	B2.2			1,650	850	2	3	2.5	1	264
21	4,900	0.38 (1,864)	.62-1 max	B1.1			1,600	810	2	3	2.5	1	264
22	4,772	0.3 (1,464)	.62-1 max	A2.1			1,200	600	2	2	2.5	1	264
23	4,881	0.39 (1,914)	.62-1 max	B2.2			1,650	850	2	3	2.5	1	264
24	5,011	2,478	3,102 max	C2.1			1,950	950	2	4	2.5	2	528
25	5,558	2,578	3,211 max	C1.1			2,050	1,050	2	4	3	2	528
26	5,565	2,478	3,213 max	C2.1			1,950	950	2	4	2.5	2	528
27	5,571	1,864	3,214 max	B1.1			1,600	810	2	3	2.5	1	264
28	5,582	2,578	3,216 max	C1.1			2,050	1,050	2	4	3	2	528
29	5,591	2,478	3,218 max	C2.1			1,950	950	2	4	2.5	2	528
30	6,089	2,888	3,318 max	C1.2			2,360	1,050	2	5	4	2	528
31	6,174	2,478	3,335 max	C2.1			1,950	950	2	4	2.5	2	528
Total:	162,113				TBD	TBD	53,660	25,930		44		44	11,616

* FAR calculated per BRC Table 9-3. Lots <5,000 SF (Max FAR=0.62:1). Lots 5,000 to 10,000 SF (Max FAR=(Lot Size x 0.2) + 2,100)
** Unit sizes may vary by +/- 15%
*** Basements are optional finish
**** All units have either an attached or detached 1 or 2 car garage included in total number of parking spaces

820 LEE HILL DRIVE

BOULDER, COLORADO

SITE REVIEW CORRECTIONS

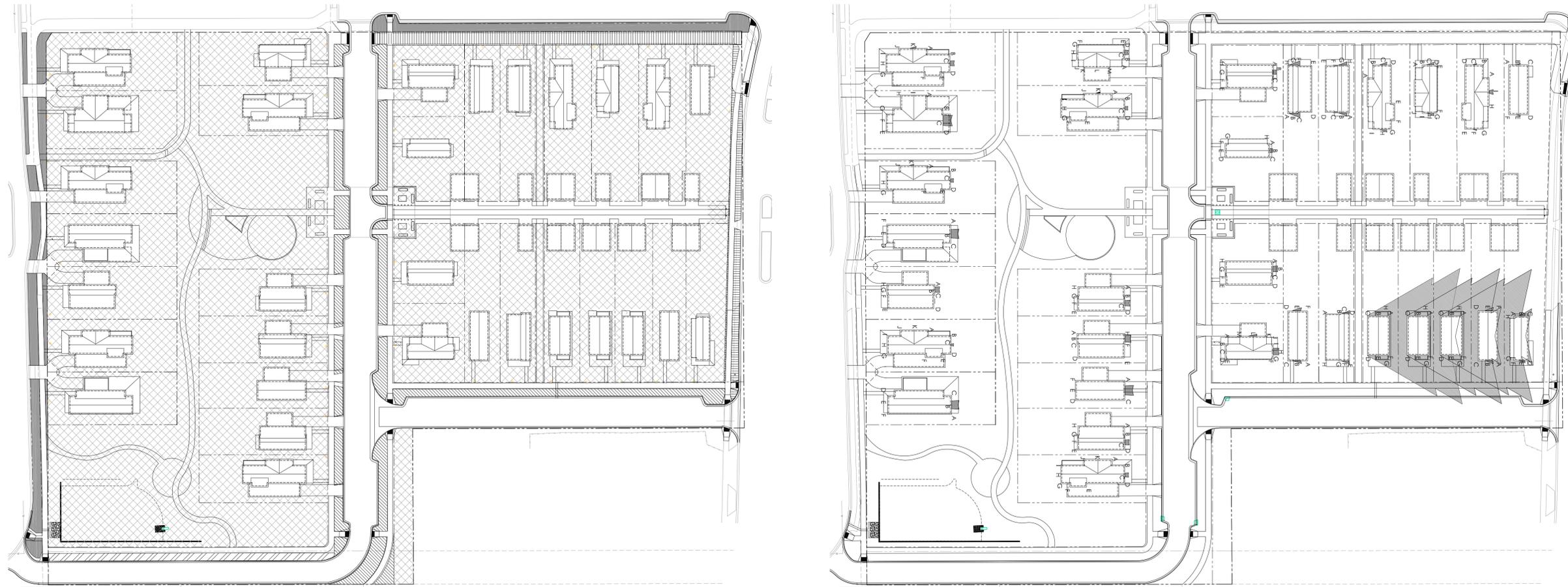
SR-2

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COBURN ARCHITECTURE



OPEN SPACE DIAGRAM

SCALE: 1" = 50'-0"

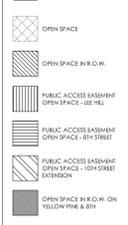
SOLAR ANALYSIS DIAGRAM

SCALE: 1" = 50'-0"

OPEN SPACE SUMMARY

Table with 4 columns: TYPE, TOTAL AREA, PERCENTAGE ALLOWED TOWARDS REQUIRED OPEN SPACE, OPEN SPACE COUNTED. Rows include Total Lot Area, Required Open Space, Open Space within Row (Zamia & 10th), etc.

KEY:



SOLAR ANALYSIS WORKSHEET

Property Zone District: RL-2

Main solar analysis table with columns for Lot (13, 14, 15), Roof Element, Elevation of Building Element, Elevation of Grade at Property Line, Relative Height of Building Element, and Length of Shadow at various times (10:00 AM, 12:00 PM, 2:00 PM).



DECEMBER 21ST SOLAR STUDY

SHADOW ANALYSIS TABLE: FROM TABLE 1 ACCESS AREA B

Table with columns for Lot Number, Roof Element, Roof Height Above Grade, and Shadow Length at 10 AM, NOON, and 2 PM.

Table with columns for Lot Number, Roof Element, Roof Height Above Grade, and Shadow Length at 10 AM, NOON, and 2 PM.

Table with columns for Lot Number, Roof Element, Roof Height Above Grade, and Shadow Length at 10 AM, NOON, and 2 PM.

Table with columns for Lot Number, Roof Element, Roof Height Above Grade, and Shadow Length at 10 AM, NOON, and 2 PM.

820 LEE HILL DRIVE

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SITE REVIEW CORRECTIONS

SR-3

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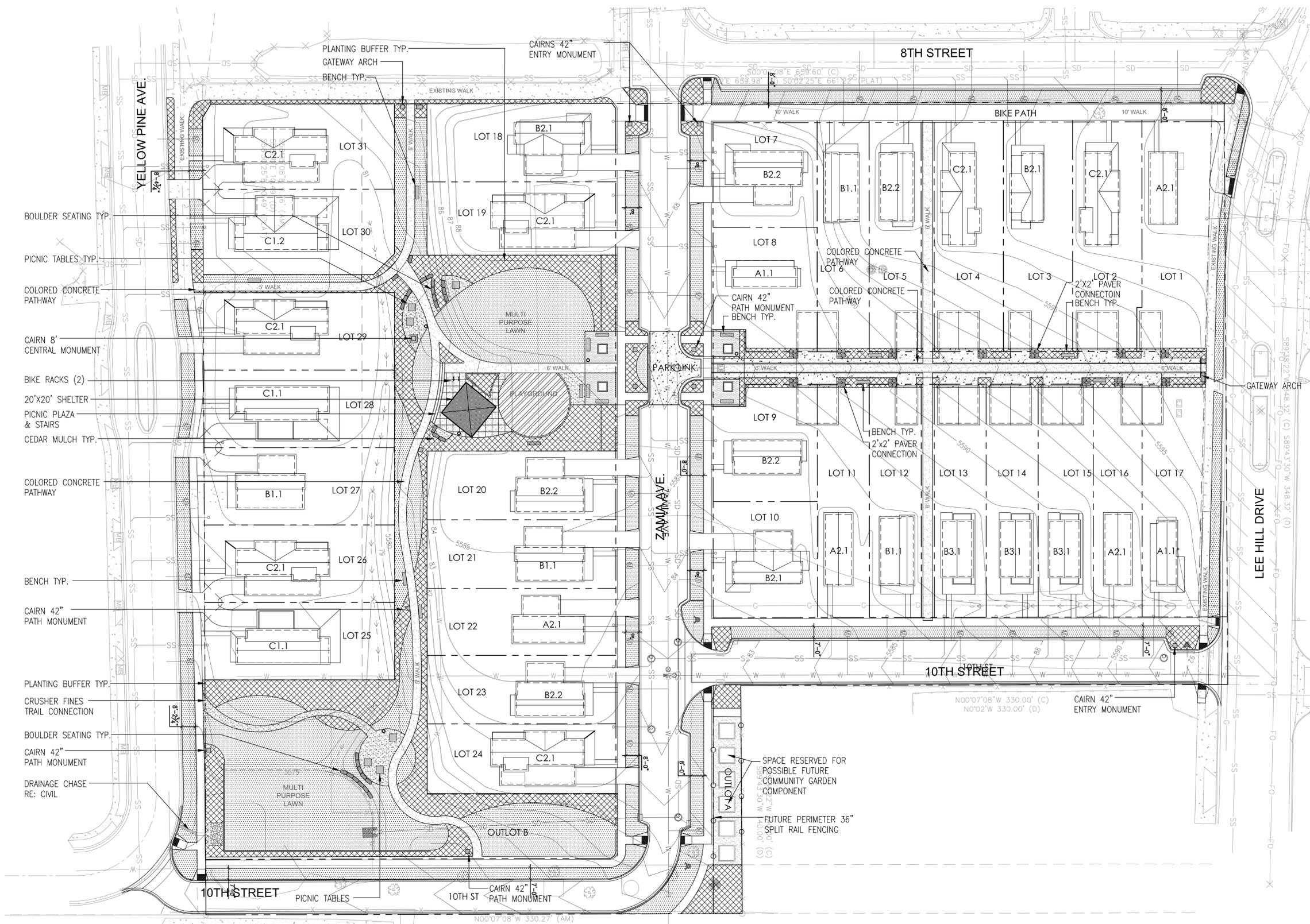
christopherhoydesigngroup
LANDSCAPE ARCHITECTS
3002 WALNUT STREET
DENVER, CO 80205
303.451.7986

SURFACE LEGEND

- CONCRETE PAVERS
- STANDARD CONCRETE
- COLORLED CONCRETE
- IRRIGATED TURF
- CEDAR GARDEN MULCH
- RUBBER PLAY SURFACE
- STABILIZED CRUSHER FINES

LEGEND

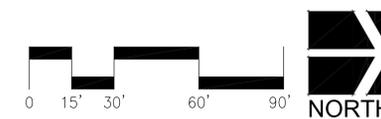
- CAIRN COLUMNS (HEIGHT VARIES)
- U STYLE BIKE RACKS
- PICNIC TABLE SEATING
- BOULDER SEATING
- BENCH SEATING
- TRASH RECEPTACLE
- IRON TREE GRATE
- FUTURE GARDEN PLOT
- 2'X2' CONCRETE PAVERS



LANDSCAPE SITE PLAN
SCALE: 1"=30'-0"

820 LEE HILL DRIVE

BOULDER, COLORADO



SITE REVIEW

LP-1

09.27.13

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DENVER, CO 80205
303.451.7986

LANDSCAPE LEGEND

- EXISTING TREE TO REMAIN PROTECT IN PLACE
- DECIDUOUS SHADE TREE MEDIUM TO LARGE
- EVERGREEN TREE
- SMALL SHADE TREE OR ORNAMENTAL TREE
- ORNAMENTAL SHRUBS & GRASSES
- IRRIGATED TURF
- PERENNIAL / GROUNDCOVER

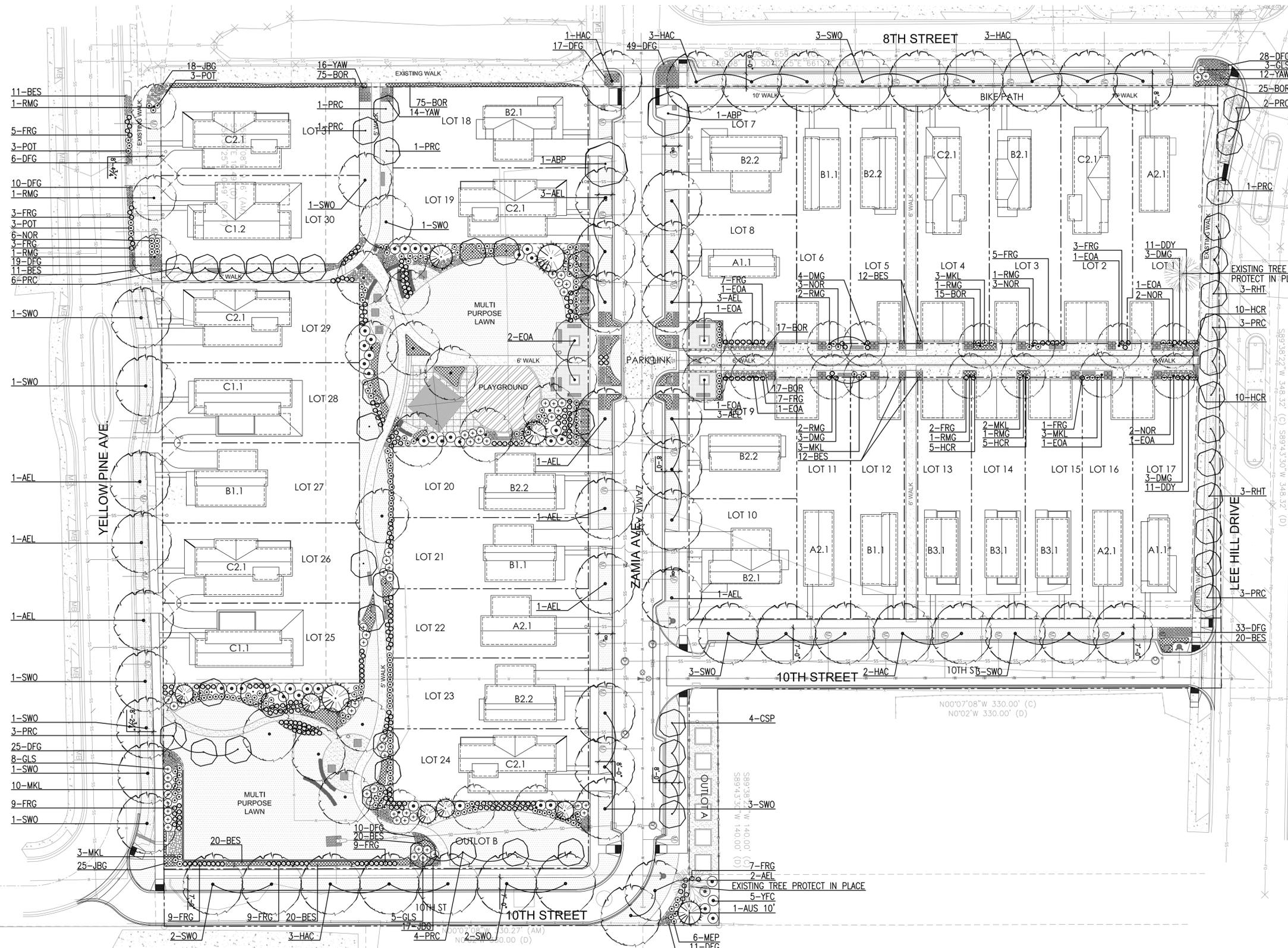
LEGEND

- GABION CAIRN COLUMNS (HEIGHT VARIES)
- U STYLE BIKE RACKS
- PICNIC TABLE SEATING
- BOULDER SEATING
- BENCH SEATING
- TRASH RECEPTACLE
- IRON TREE GRATE
- FUTURE GARDEN PLOT
- 2'X2' CONCRETE PAVERS

TURF SCHEDULE

SOD

- CHARACTERISTICS:
LOW TO MODERATE WATER USE
- CONTAINS:
- 20% HARD FESCUE
 - 20% CHEWING FESCUE
 - 20% CREEPING RED FESCUE
 - 15% NEWPORT KENTUCKY BLUEGRASS
 - 15% PENGUIN PERENNIAL BLUEGRASS
 - 10% BLUESTAR KENTUCKY BLUEGRASS

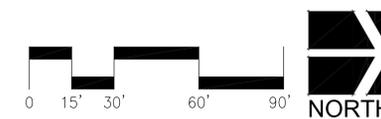


LANDSCAPE PLANTING PLAN

SCALE: 1"=30'-0"

820 LEE HILL DRIVE

BOULDER, COLORADO

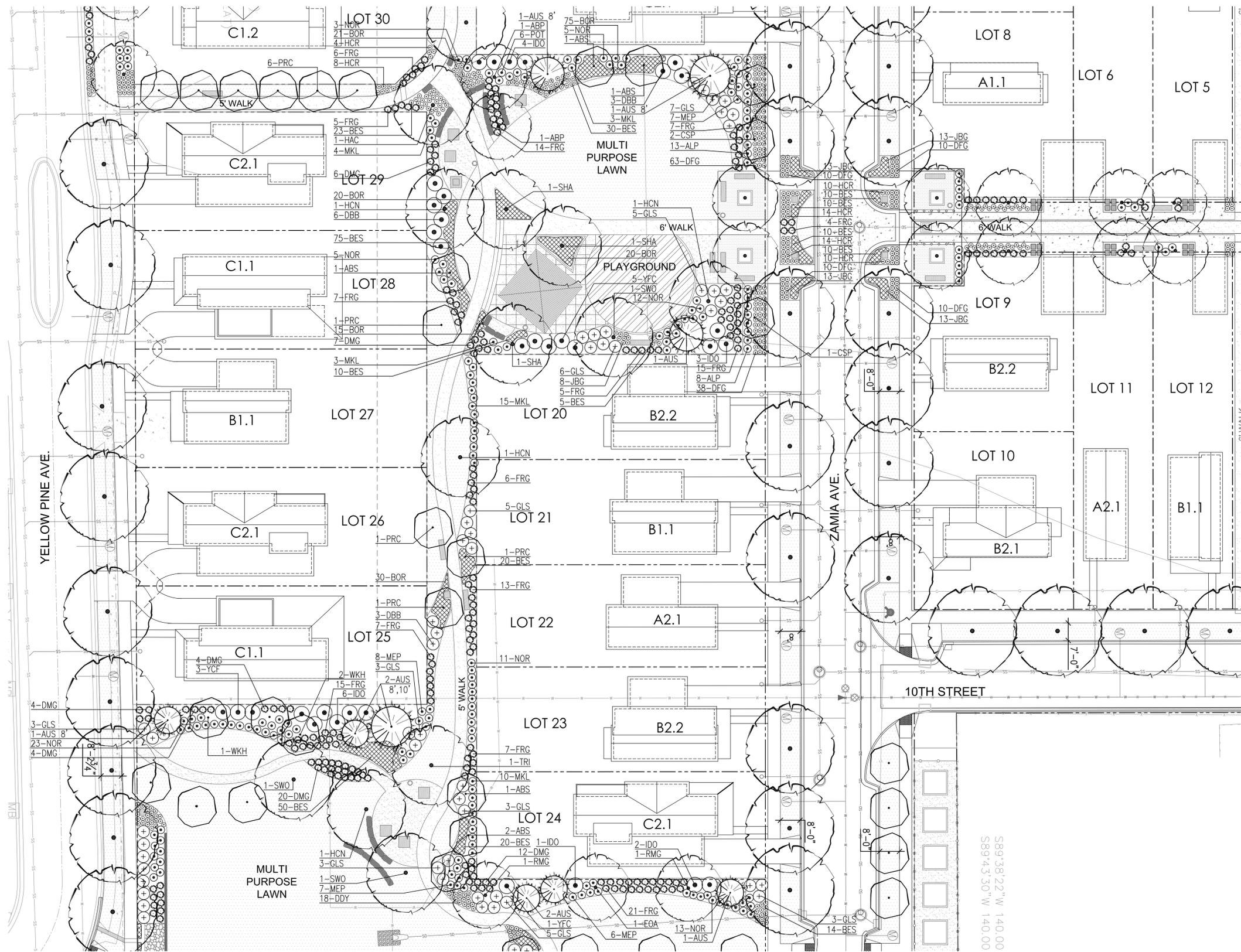


SITE REVIEW

LP-2

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LANDSCAPE LEGEND

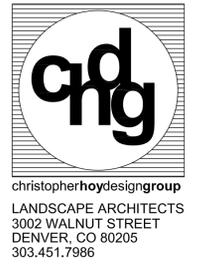
- EXISTING TREE TO REMAIN
PROTECT IN PLACE
- DECIDUOUS SHADE TREE
MEDIUM TO LARGE
- EVERGREEN TREE
- SMALL SHADE TREE
OR ORNAMENTAL TREE
- ORNAMENTAL SHRUBS
& GRASSES
- IRRIGATED TURF
- PERENNIAL / GROUNDCOVER

LEGEND

- GABION CAIRN COLUMNS
(HEIGHT VARIES)
- U STYLE BIKE RACKS
- PICNIC TABLE SEATING
- BOULDER SEATING
- BENCH SEATING
- TRASH RECEPTACLE
- IRON TREE GRATE
- FUTURE GARDEN PLOT
- 2'x2' CONCRETE PAVERS

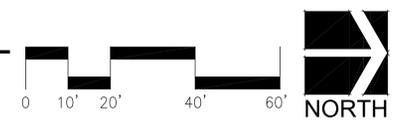
TURF SCHEDULE

- SOD**
- CHARACTERISTICS:
LOW TO MODERATE WATER USE
- CONTAINS:
- 20% HARD FESCUE
 - 20% CHEWING FESCUE
 - 20% CREEPING RED FESCUE
 - 15% NEWPORT KENTUCKY BLUEGRASS
 - 15% PENGUIN PERENNIAL BLUEGRASS
 - 10% BLUESTAR KENTUCKY BLUEGRASS



LANDSCAPE PLANTING PLAN ENLARGEMENT
SCALE: 1"=20'-0"

820 LEE HILL DRIVE
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SITE REVIEW
LP-3
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GENERAL NOTES

- CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS PRIOR TO BIDDING OR PERFORMING ANY CONSTRUCTION OPERATIONS.
- PROVIDE PROTECTIVE BARRIERS, FENCING, ETC.. AS REQUIRED BY ALL JURISDICTIONS HAVING AUTHORITY.
- BEFORE CONSTRUCTION, LOCATE ALL PUBLIC AND PRIVATE UNDERGROUND UTILITIES WITH RESPECTIVE UTILITY COMPANIES, AND LOCATE IRRIGATION LINES AND WIRES.
- CONTRACTOR TO REPAIR ANY ASPHALT, CONCRETE AND OTHER SITE IMPROVEMENTS DAMAGED DURING CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY PERMITS OR LICENSES REQUIRED FOR THE PERFORMANCE OF THE WORK AS APPLICABLE TO THIS PROJECT.
- REFER TO LP2 FOR PLANTING LAYOUT.
- ROLLED TOP EDGING SHALL OCCUR BETWEEN ALL OF THE FOLLOWING SURFACE MATERIALS: SOD & MULCHES UNLESS OTHERWISE INDICATED IN THESE DRAWINGS.
- EXISTING TREES LOCATED ON THE PROPERTY ARE TO REMAIN, AND SHALL BE PROTECTED IN PLACE.
- BENCH SEATING SHALL BE LANDSCAPE BRANDS RENDEZVOUS COLLECTION MODEL L1364 6' LENGTH OR APPROVED EQUAL. FINAL LOCATION TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. COLOR IS TO BE DETERMINED.

LANDSCAPE PLANTING NOTES

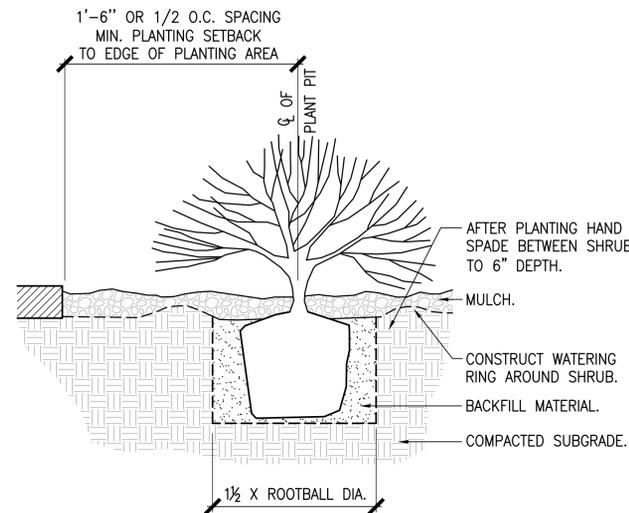
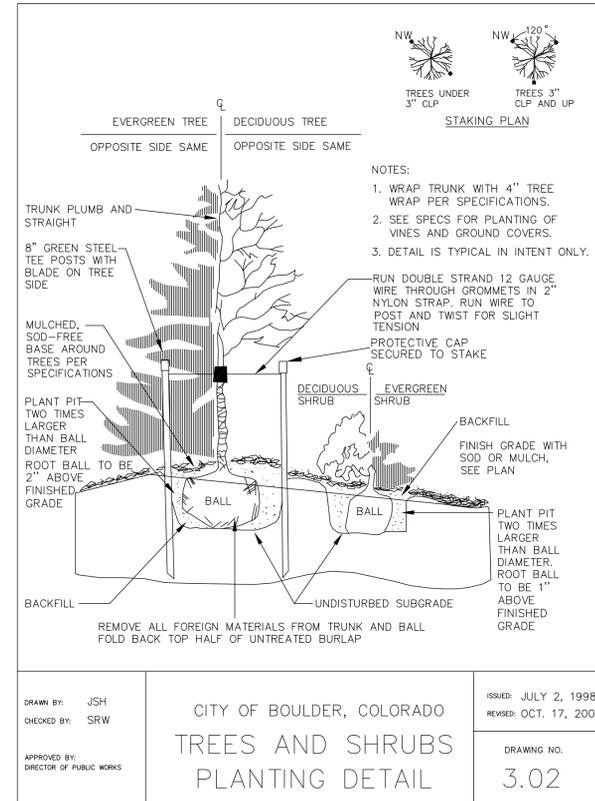
- STAKE ALL TREES AND SHRUBS BASED ON THESE DRAWINGS. EXACT LOCATIONS OF PLANT MATERIALS TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST TO EXACT LOCATIONS IN THE FIELD.
- ALL TREES TO MEET THE CITY OF BOULDER LAND USE CODE STANDARDS FOR SIZE AND SPECIES.
- PROVIDE MATCHING FORM AND SIZES FOR PLANT MATERIALS WITHIN EACH SPECIES AND SIZE AS DESIGNATED ON THE DRAWINGS.
- ALL LANDSCAPE MATERIAL TO BE DISEASE AND INSECT FREE. LANDSCAPE ARCHITECT TO REVIEW PLANT MATERIAL AT SOURCE OR BY PHOTOGRAPHS PRIOR TO DIGGING OR SHIPPING OF PLANT MATERIAL.
- ALL LANDSCAPE BEDS ARE TO BE MULCHED WITH 4" MINIMUM LAYER OF WESTERN SHREDDED CEDAR MULCH OVER PLANTING SOIL. UNLESS OTHERWISE INDICATED IN THESE DRAWINGS.
- ALL LANDSCAPE BEDS AND TURF AREAS ARE TO RECEIVE ORGANIC SOIL AMENDMENTS AT A RATE OF 5 CY/1000 S.F. OF LANDSCAPE AREA. AMENDMENTS ARE TO BE TILLED TO A DEPTH OF 8" AND FINE GRADED TO A SMOOTH SURFACE WITH POSITIVE DRAINAGE AWAY FROM ALL STRUCTURES.
- MINOR CHANGES IN SPECIES AND PLANT LOCATIONS MAY BE MADE DURING CONSTRUCTION WITH PRIOR APPROVAL FROM THE CITY OF BOULDER, AS REQUIRED BY SITE CONDITIONS. OVERALL QUANTITY AND QUALITY TO BE CONSISTENT WITH APPROVED PLANS.
- STREET TREE LOCATIONS SHALL BE ADJUSTED TO ALLOW FOR A MINIMUM OF A 40' CLEARANCE TO STREET LIGHTS (15' MINIMUM IF THE TREE IS ORNAMENTAL).
- LOCATE ALL UTILITIES PRIOR TO ANY DIGGING OR LANDSCAPE PLANTING.
- STREET TREE LOCATIONS SHALL HAVE A MINIMUM SEPARATION OF 10' BETWEEN WATER AND SEWER UTILITY LINES.
- ALL LANDSCAPE AREAS SHALL BE WATERED BY AN AUTOMATIC IRRIGATION SYSTEM.

PLANT SCHEDULE

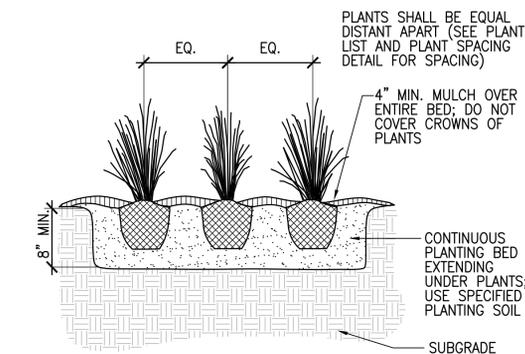
PLANT TYPE: DECIDUOUS & EVERGREEN TREES							
Abbr.	No.	Genus	Species	Common Name	Min. Size	Spacing	Notes
ABP	4	Pyrus	calleryana 'Autumn Blaze'	Autumn Blaze Pear	2.5"	Per Plan	
ABS	6	Amelanchier	x grandiflora	Brilliant Serviceberry	8' Clump	Per Plan	
AEL	19	Ulmus x	morton 'Accolade'	Triumph Elm	2.5"	Per Plan	
AUS	10	Pinus	nigra	Austrian Pine	8'-11'	Per Plan	
CSP	7	Pyrus	calleryana	Chanticleer Pear	2.5"	Per Plan	
EOA	9	Quercus	robur	English Oak	2.5"	Per Plan	
HAC	13	Celtis	occidentalis	Common Hackberry	2.5"	Per Plan	
HCN	4	Aesculus	hippocastanum	Common Horsechestnut	2.5"	Per Plan	
PRC	29	Malus	ioensis 'Prairie Rose'	Prairie Rose Crab	2.0"	Per Plan	
RMG	13	Acer	grandidentatum	Rocky Mountain Glow Maple	2.0"	Per Plan	
RHT	6	Crataegus	ambigua	Russian Hawthorn	2.5"	Per Plan	
SHA	2	Gleditsia	triacanthos inermis	Shademaster Honeylocust	3.0"	Per Plan	
SWO	27	Quercus	bicolor	Swamp White Oak	2.5"	Per Plan	
WKH	3	Crataegus	viridis 'Winter King'	Winter King Hawthorn	2.0"	Per Plan	

PLANT TYPE: SHRUBS							
Abbr.	No.	Genus	Species	Common Name	Min. Size	Spacing	Notes
ALP	21	Ribes	alpinum 'Green Mound'	Green Mound Currant	5 Gal	3' O.C.	
DBB	12	Euonymus	alatus 'Compacta'	Dwarf Burning Bush	5 Gal	4' O.C.	
GLS	59	Sumac	aromatica 'Grow-Low'	Grow Low Sumac	5 Gal	3' O.C.	
IDO	16	Cornus	sericea 'Isanti'	Isanti Dogwood	5 Gal	4' O.C.	
MEP	28	Rosa	x 'Meipoque'	Pink Meidiland Rose	5 Gal	3' O.C.	
MKL	59	Syringa	patula 'Miss Kim'	Miss Kim Lilac	5 Gal	4' O.C.	
NOR	88	Spirea	japonica	Norman Spirea	5 Gal	3' O.C.	
POT	15	Potentilla	fruticosa 'Gold Drop'	Yellow Gem Potentilla	5 Gal	3' O.C.	
YFC	14	Ribes	aureum	Yellow Flowering Currant	5 Gal	5' O.C.	

PLANT TYPE: PERENNIALS & GRASSES							
Abbr.	No.	Genus	Species	Common Name	Min. Size	Spacing	Notes
BES	413	Rudbeckia	fulgida 'Goldsturm'	Black Eyed Susan	1 Gal	18" O.C.	
BOR	405	Persicaria	affinis	Border Jewel	1 Gal	24" O.C.	
DDY	40	Hemerocallis	'Stella D'Oro Dwarf'	Dwarf Daylily	1 Gal	24" O.C.	
DFG	349	Pennisetum	alopecuroides 'Hameln'	Dwarf Fountain Grass	1 Gal	18" O.C.	
DMG	70	Miscanthus	sinensis 'Yaku Jima'	Dwarf Maiden Grass	1 Gal	3' O.C.	
FRG	211	Calamagrostis	acutiflora 'Karl Foerster'	Feather Reed Grass	1 Gal	3' O.C.	
HCR	90	Agastache	'Pstessene'	Coronado Red Hyssop	1 Gal	18" O.C.	
JBG	120	Geranium	x 'Johnson's Blue'	Johnson's Blue Geranium	1 Gal	18" O.C.	
YAW	42	Achillea	'Moonshine'	Moonshine Yarrow	1 Gal	18" O.C.	



SHRUB PLANTING
SCALE: NTS
shrb.dwg



ORNAMENTAL GRASS/PERENNIAL PLANTING
SCALE: NTS
orn.grass.dwg

LANDSCAPE REQUIREMENTS CHART

REQUIREMENTS	REQUIRED FORMULA	AREA OR QUANTITY	REQUIRED	PROVIDED
TOTAL LOT SIZE		271,097 SF		
BUILDING COUNT		31 UNITS		
OPEN SPACE AREA		187,767 SF		
ZONING		RL-2		
STREETSCAPE TREES YELLOW PINE AVE.	1 TREE / 35 LF	433 LF	12 EA	12 EACH
STREETSCAPE TREES LEE HILL ROAD	1 TREE / 20 LF	300 LF	15 EA	15 EACH
STREETSCAPE TREES ZAMIA AVE.	1 TREE / 35 LF	950 LF	25 EA	24 EACH
STREETSCAPE TREES 10TH STREET	1 TREE / 35 LF	592 LF	16 EA	16 EACH
ALLEY TREES WOONERF	1 TREE / 40 LF	610 LF	15 EA	16 EACH

820 LEE HILL DRIVE

BOULDER, COLORADO



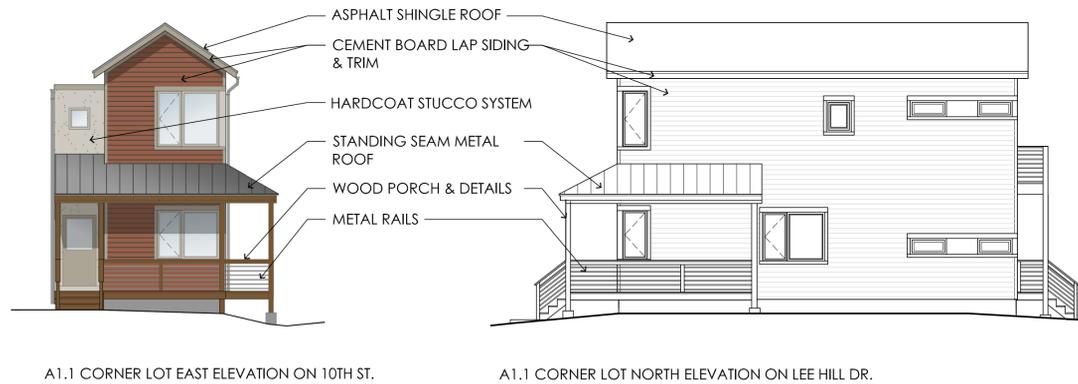
christopherhoydesigngroup
LANDSCAPE ARCHITECTS
3002 WALNUT STREET
DENVER, CO 80205
303.451.7986

SITE REVIEW

LP-4

09.27.13

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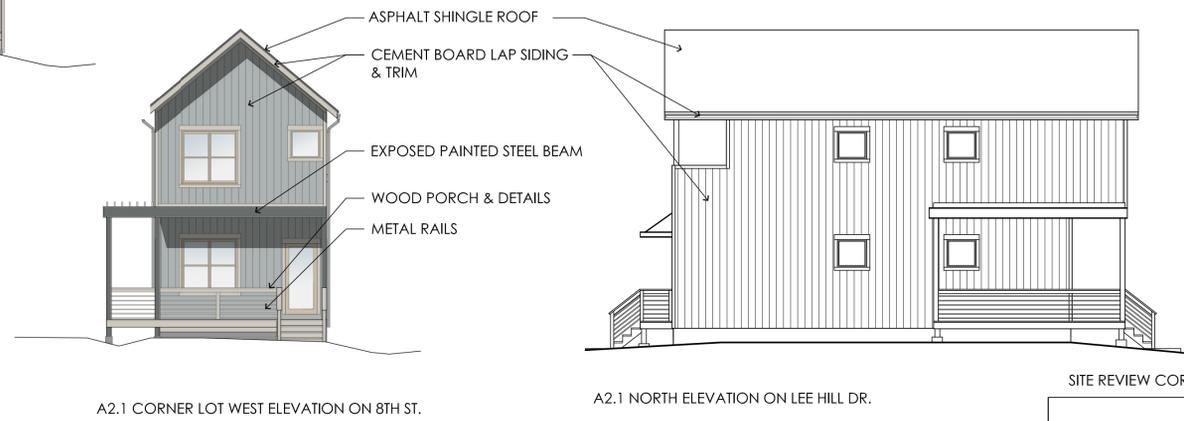
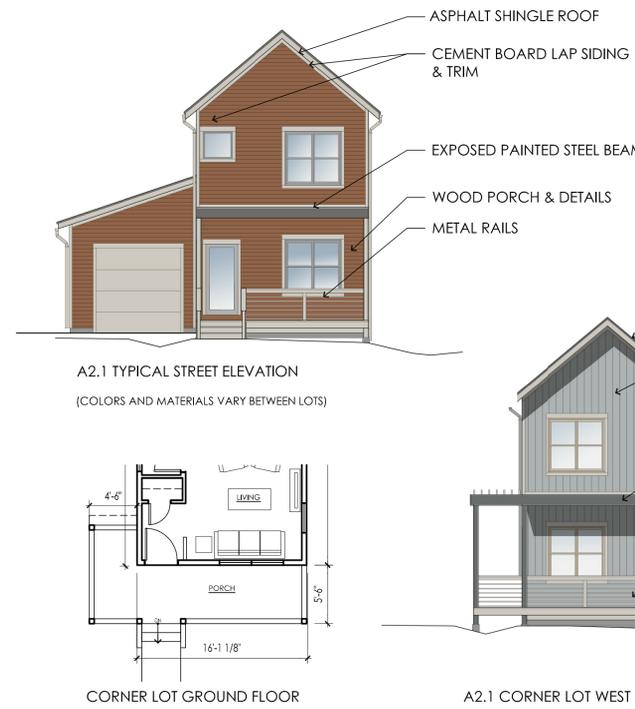
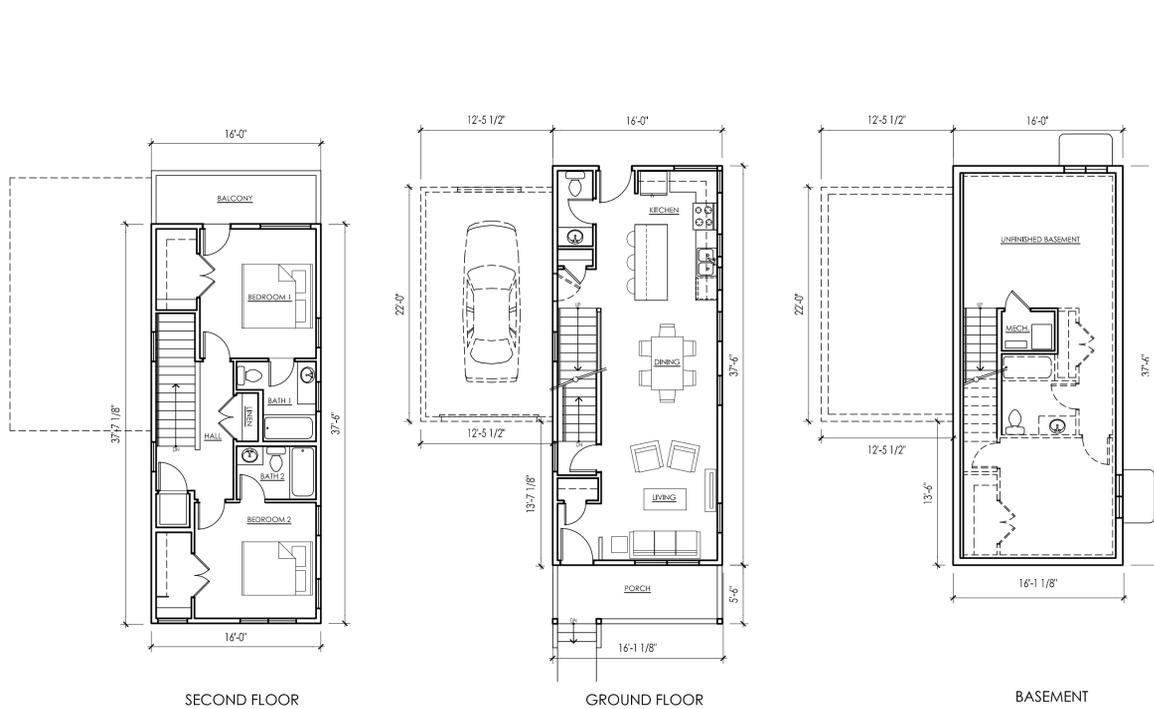


NOTE:

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- Window locations illustrated on the floor plans are approximate. Final window locations subject to revision dependant upon site specific conditions.
- Porch step locations vary. See street elevations for illustration of grade specific variations in number of steps required to access front porches.



A1.1 House



A2.1 House

820 LEE HILL DRIVE

Architectural Plans
Scale: 1/8" = 1'-0"

BOULDER, COLORADO

SITE REVIEW CORRECTIONS

SR-4

10.01.13

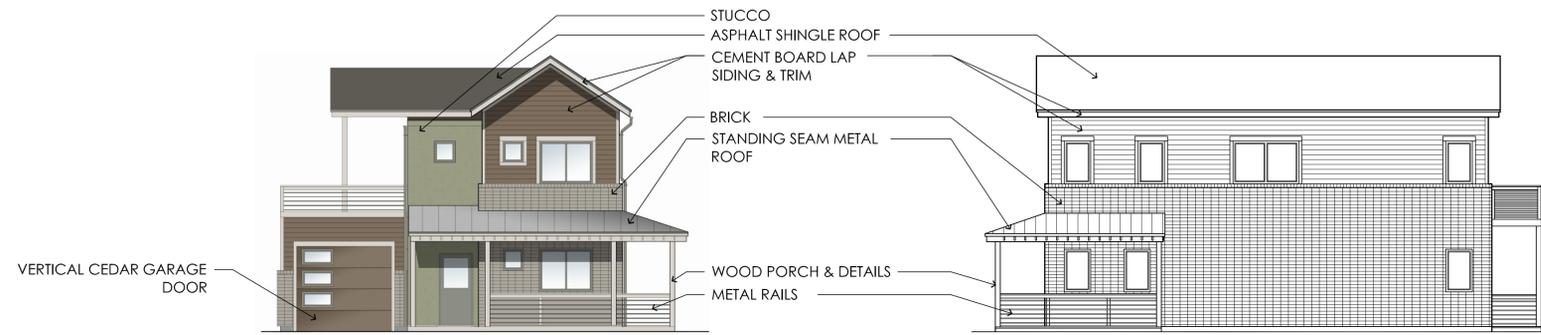
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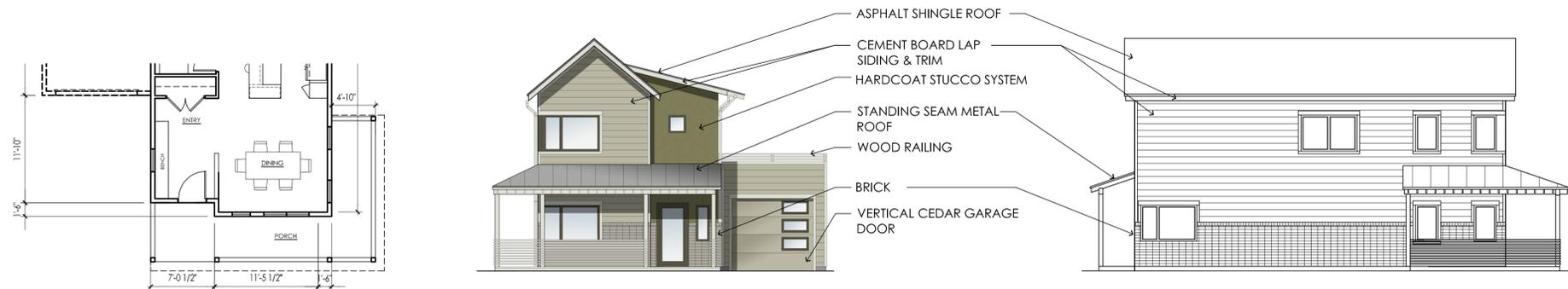
- Window locations illustrated on the floor plans are approximate. Final window locations subject to revision dependant upon site specific conditions.

- Porch step locations vary. See street elevations for illustration of grade specific variations in number of steps required to access front porches.



B2.1 TYPICAL CORNER LOT FRONT ELEVATION

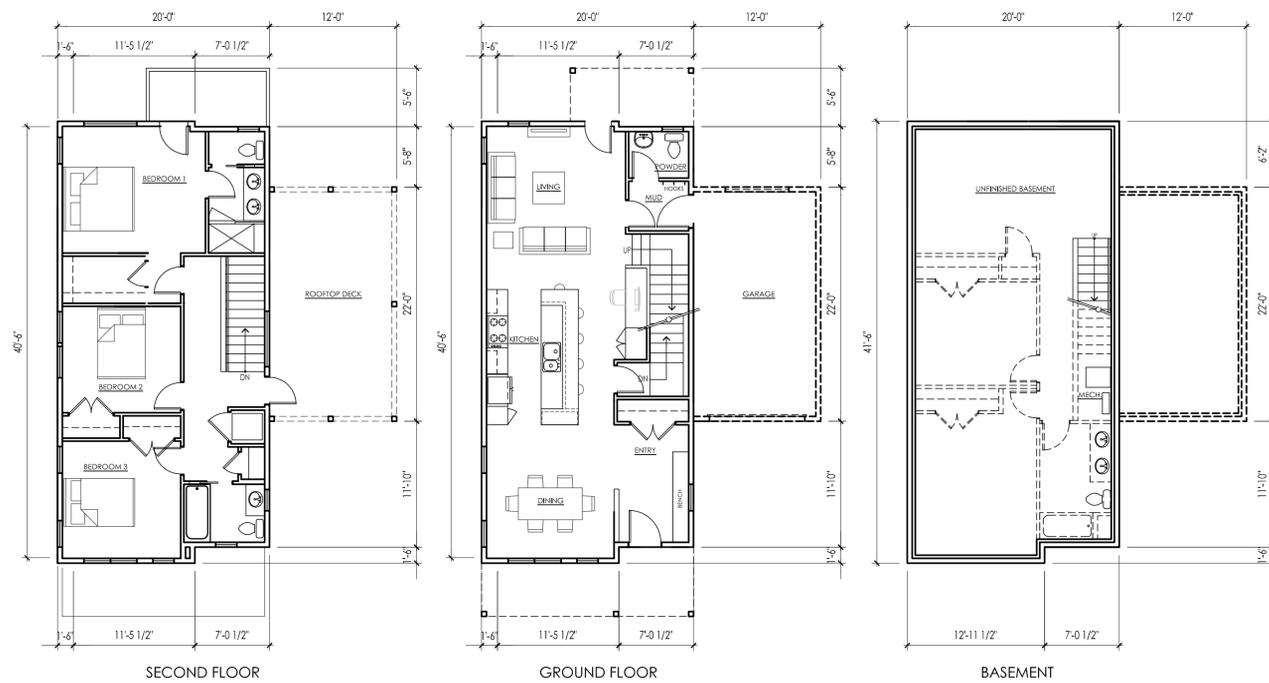
B2.2 TYPICAL CORNER LOT SIDE ELEVATION



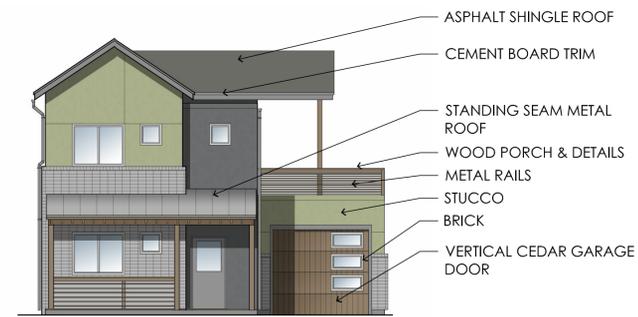
CORNER LOT GROUND FLOOR

B2.2 CORNER LOT SOUTH ELEVATION ON ZAMIA AVE.

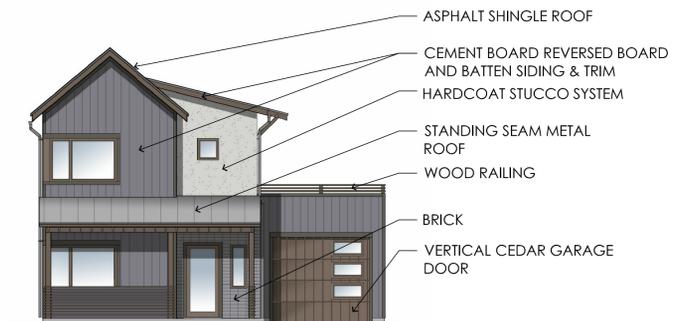
B2.2 CORNER LOT WEST ELEVATION ON 8TH ST.



B2.1 & B2.2 House Plan



B2.1 TYPICAL STREET ELEVATION
(COLORS AND MATERIALS VARY BETWEEN LOTS)



B2.2 TYPICAL STREET ELEVATION
(COLORS AND MATERIALS VARY BETWEEN LOTS)

820 LEE HILL DRIVE

BOULDER, COLORADO

Architectural Plans

Scale: 1/8" = 1'-0"

SITE REVIEW CORRECTIONS

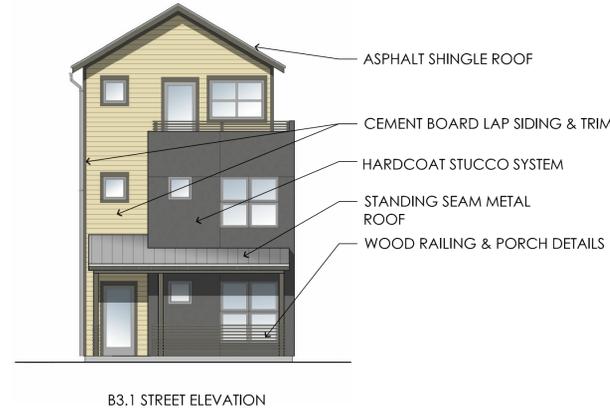
SR-5

10.01.13

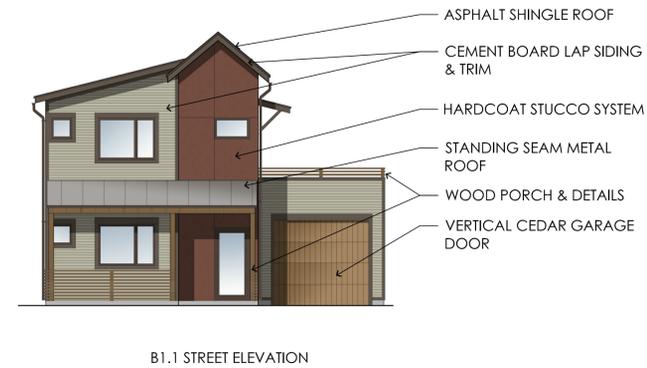
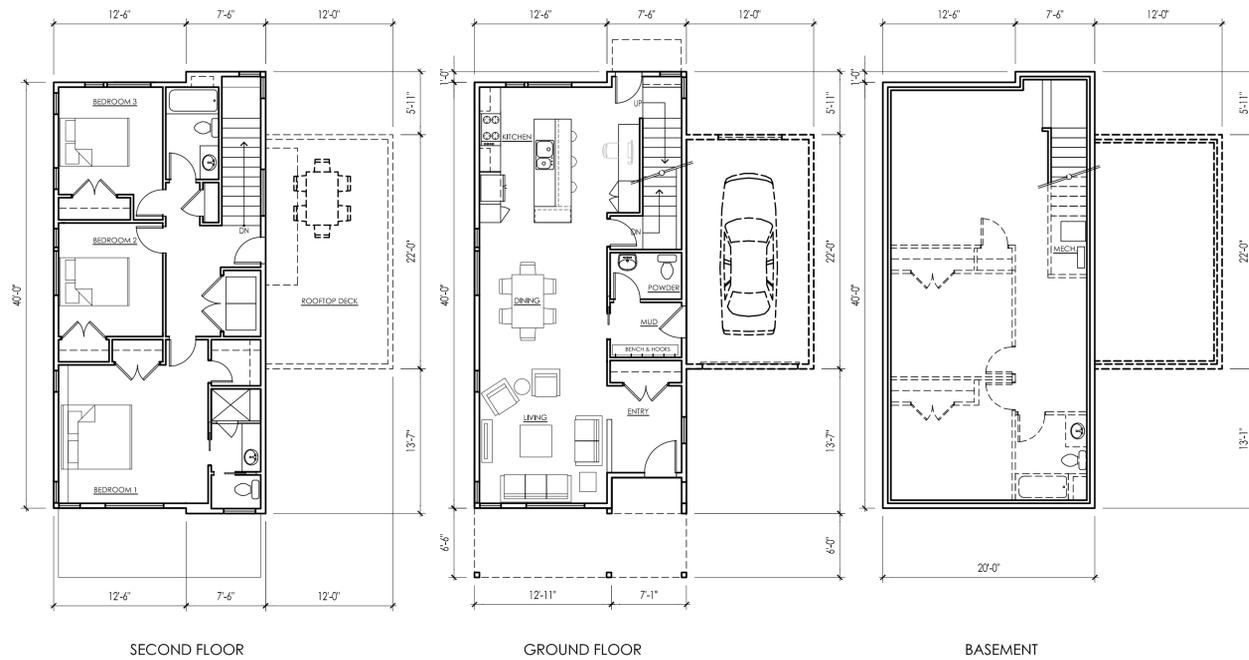
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NOTE:

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B3.1 House



B1.1 House

820 LEE HILL DRIVE

BOULDER, COLORADO

Architectural Plans

Scale: 1/8" = 1'-0"

SITE REVIEW CORRECTIONS

SR-6

10.01.13

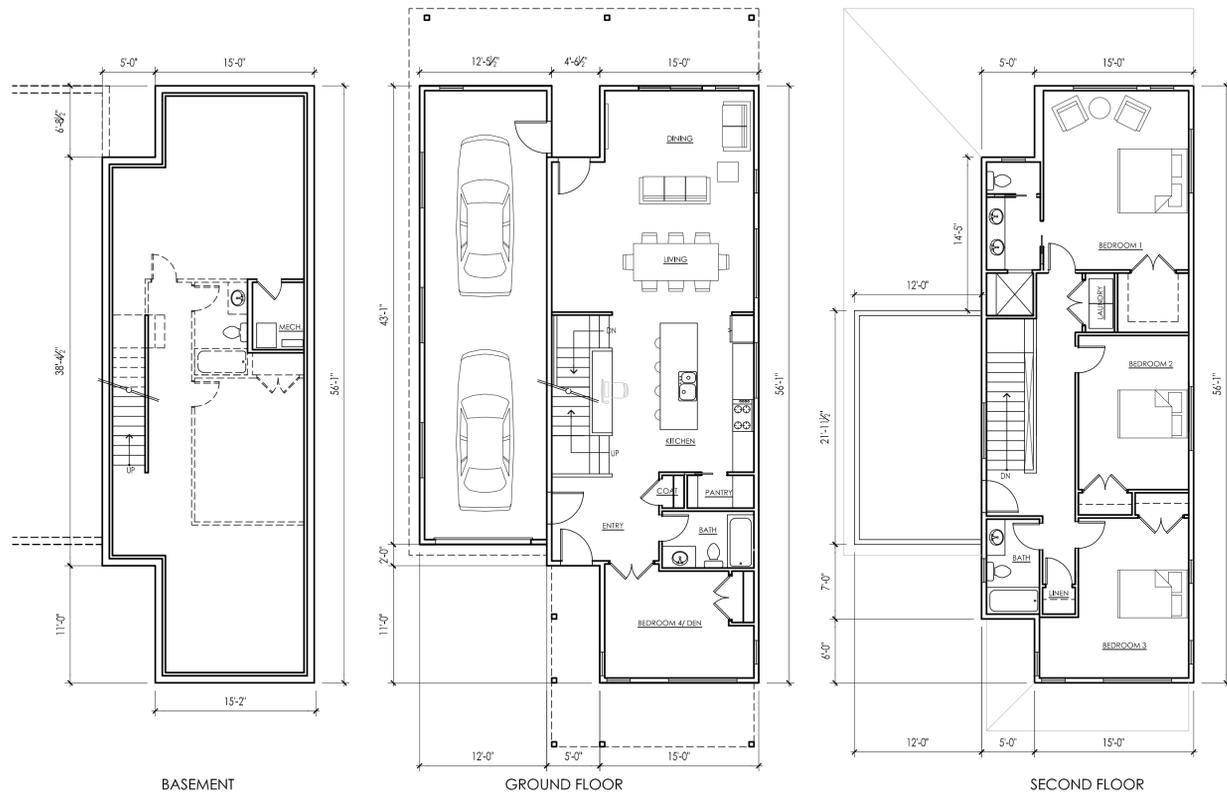
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NOTE:

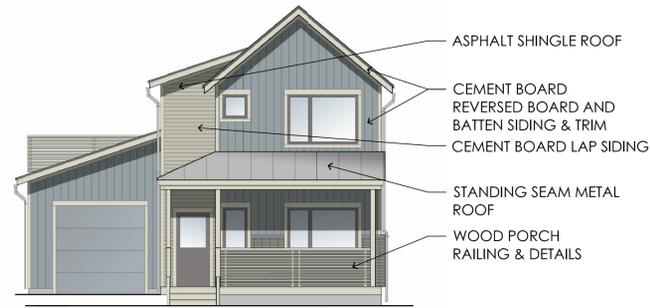
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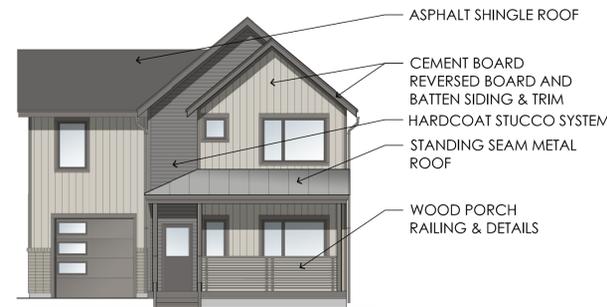
- Porch step locations vary. See street elevations for illustration of grade specific variations in number of steps required to access front porches.



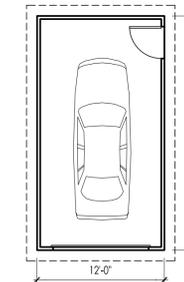
C1.1 & C1.2 House



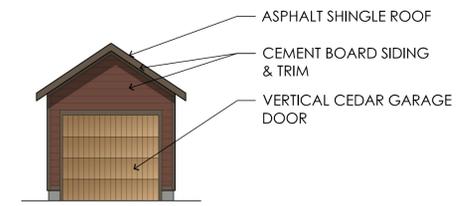
B1.1 STREET ELEVATION



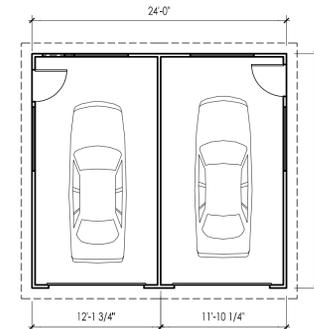
B1.2 STREET ELEVATION



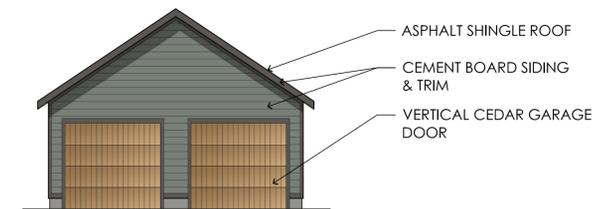
1 Car Garage



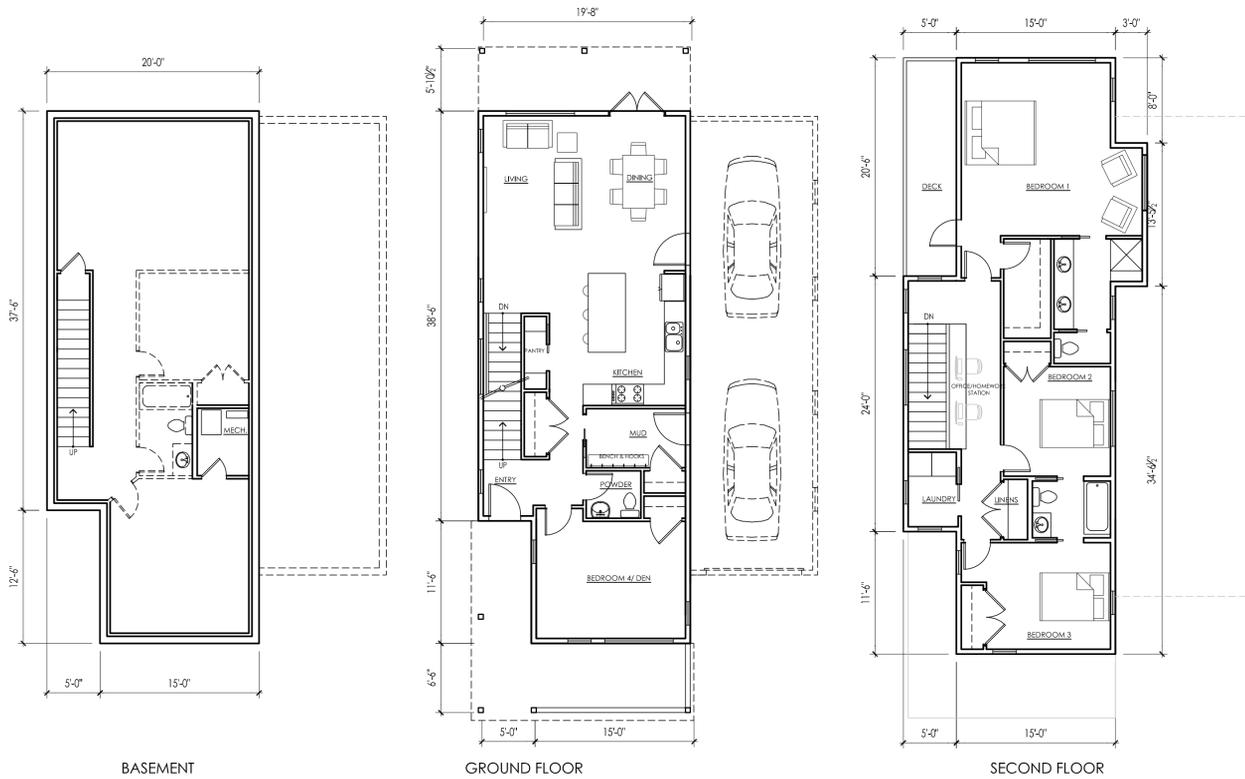
STREET ELEVATION



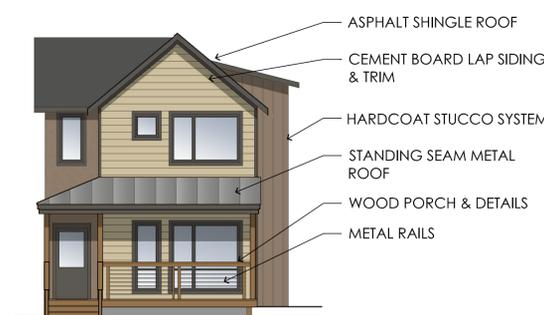
2 Car Garage



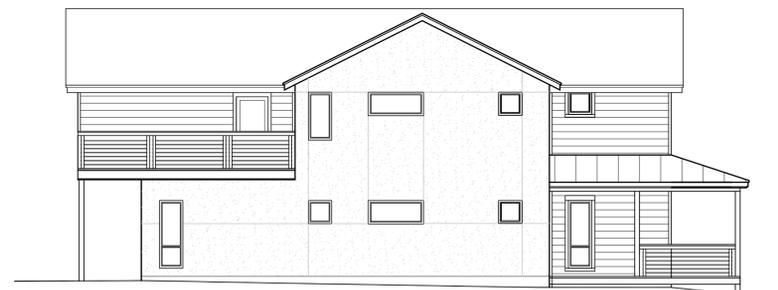
STREET ELEVATION



C2.1 House



C2.1 STREET ELEVATION



C2.1 CORNER LOT SIDE ELEVATION

820 LEE HILL DRIVE

BOULDER, COLORADO

Architectural Plans

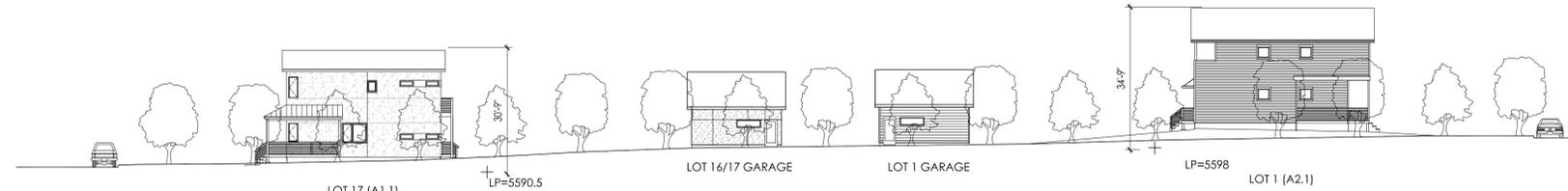
Scale: 1/8" = 1'-0"

SITE REVIEW CORRECTIONS

SR-7

10.01.13

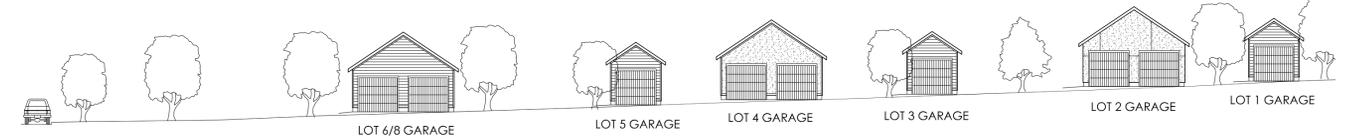
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LEE HILL DR - SOUTH
SCALE: 1"=20'



10TH STREET - WEST
SCALE: 1"=20'



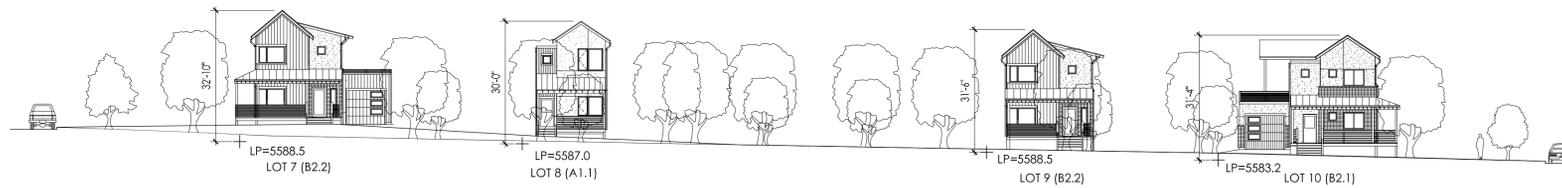
WOONERF - WEST
SCALE: 1"=20'



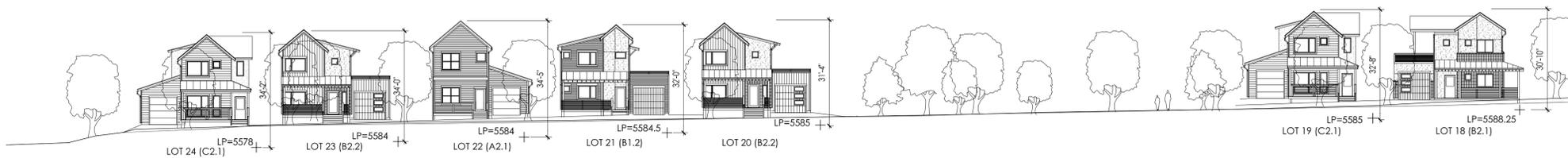
8TH STREET - EAST
SCALE: 1"=20'



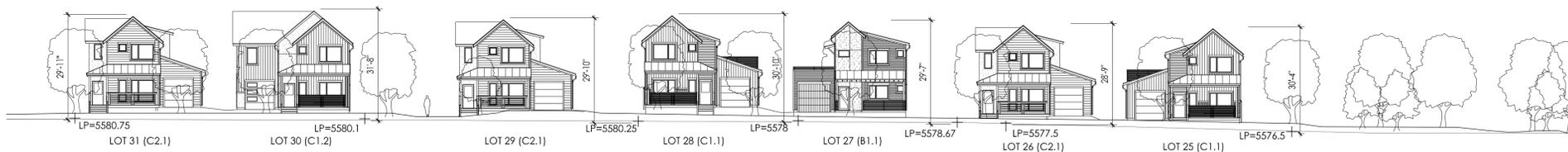
WOONERF - EAST
SCALE: 1"=20'



ZAMIA - NORTH
SCALE: 1"=20'



ZAMIA - SOUTH
SCALE: 1"=20'



YELLOW PINE AVE - NORTH
SCALE: 1"=20'

820 LEE HILL DRIVE

BOULDER, COLORADO

SITE REVIEW CORRECTIONS

SR-8

STREET ELEVATIONS

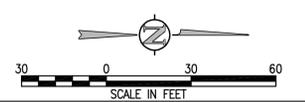
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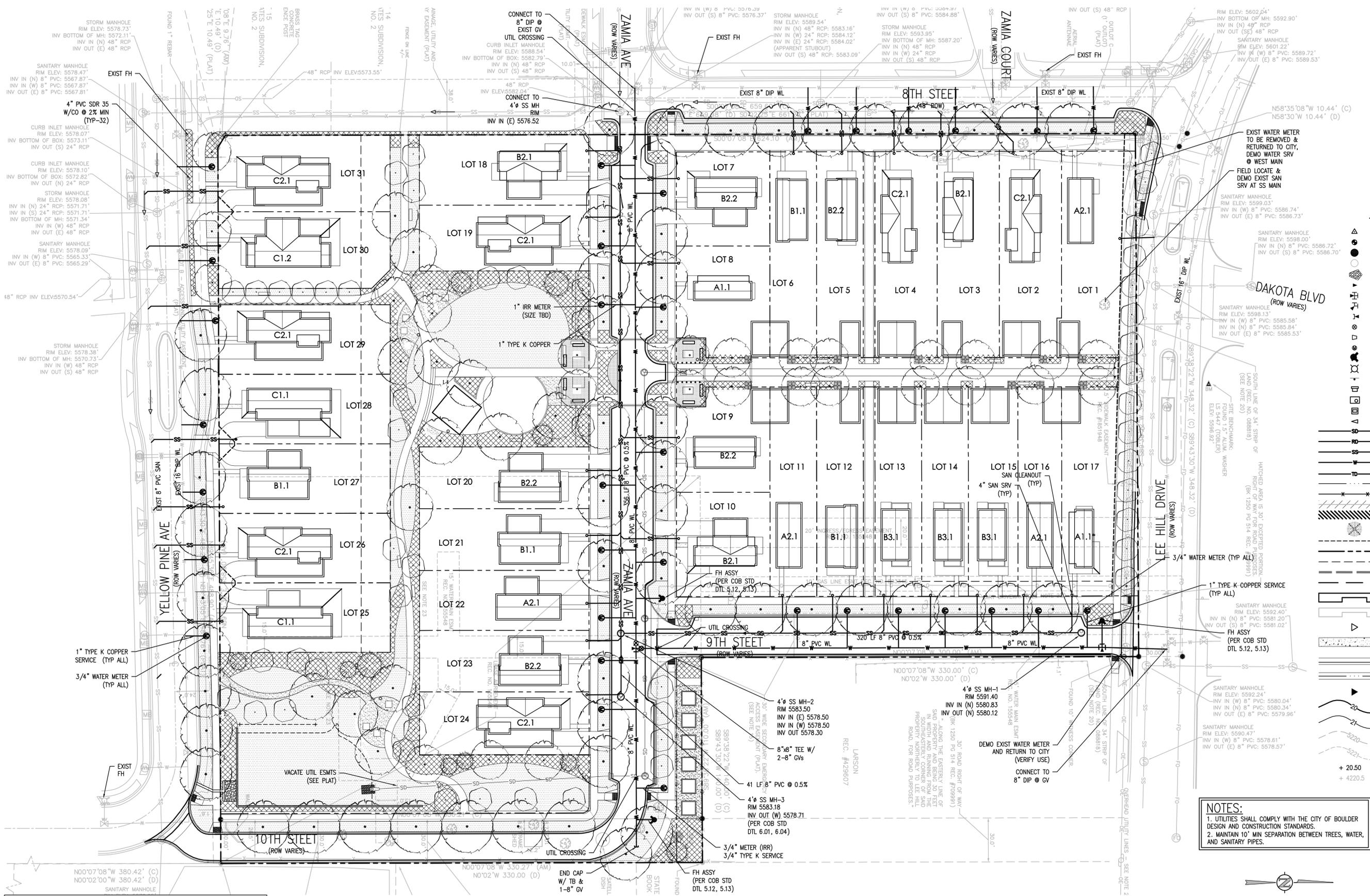
LEGEND

	SURVEY CONTROL POINT
	BENCHMARK
	PROPOSED MANHOLE
	EXISTING MANHOLE
	RIPRAP
	THRUST BLOCK
	TEE W/ THRUST BLOCK
	BEND W/ THRUST BLOCK
	END CAP W/ THRUST BLOCK
	GATE VALVE
	REDUCER/INCRASER
	WATER METER
	FIRE HYDRANT
	LIGHT POLE
	SIGN
	COMBINATION INLET
	TYPE R INLET
	TYPE 13 FIELD INLET
	FLARED END SECTION
	STORM DRAIN
	ROOF DRAIN
	SANITARY SEWER
	WATER
	TRENCH DRAIN
	FLOW LINE
	FENCE
	ABANDON UTILITY
	DEMO UTILITY / STRUCTURE
	DEMO TREE
	LIMITS OF SAWCUT
	PROPERTY LINE / ROW
	EASEMENT LINE
	LIMITS OF WORK
	MATCHLINE
	PROPOSED BUILDING
	EXIST BUILDING
	BLDG ACCESS
	CONCRETE PAVING
	CURB & GUTTER
	GUTTER PAN
	SPILL/CATCH CURB TRANSITION
	PROPOSED INDEX CONTOUR
	PROPOSED INTERMEDIATE CONTOUR
	EXIST INDEX CONTOUR
	PROPOSED SPOT ELEVATION
	EXIST SPOT ELEVATION
	SITE REVIEW

NOTES:
 1. UTILITIES SHALL COMPLY WITH THE CITY OF BOULDER DESIGN AND CONSTRUCTION STANDARDS.
 2. MAINTAIN 10' MIN SEPARATION BETWEEN TREES, WATER, AND SANITARY PIPES.



C2.0
PRELIMINARY
UTILITY
PLAN
 09.27.13

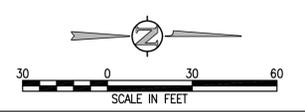
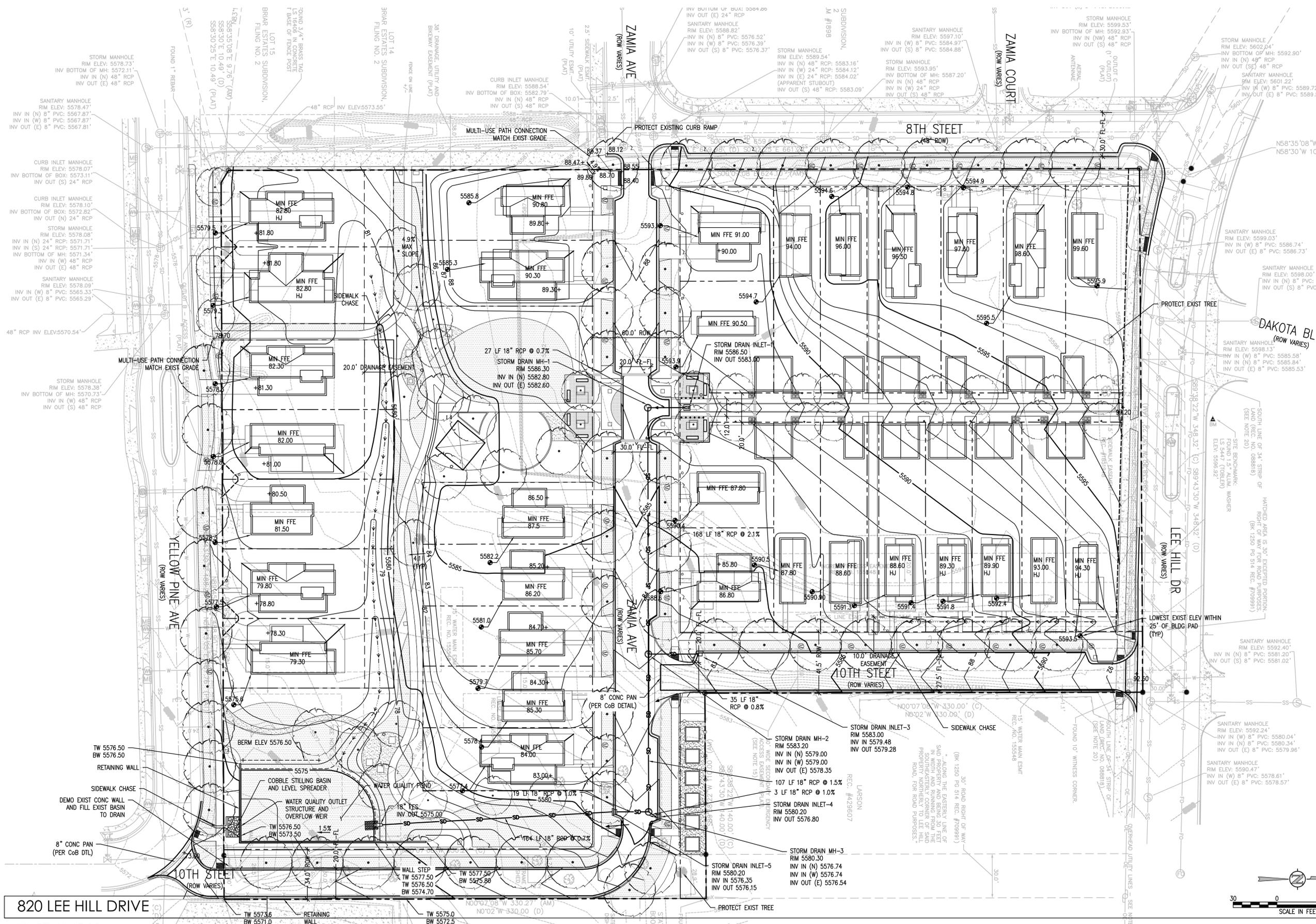


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LEGEND

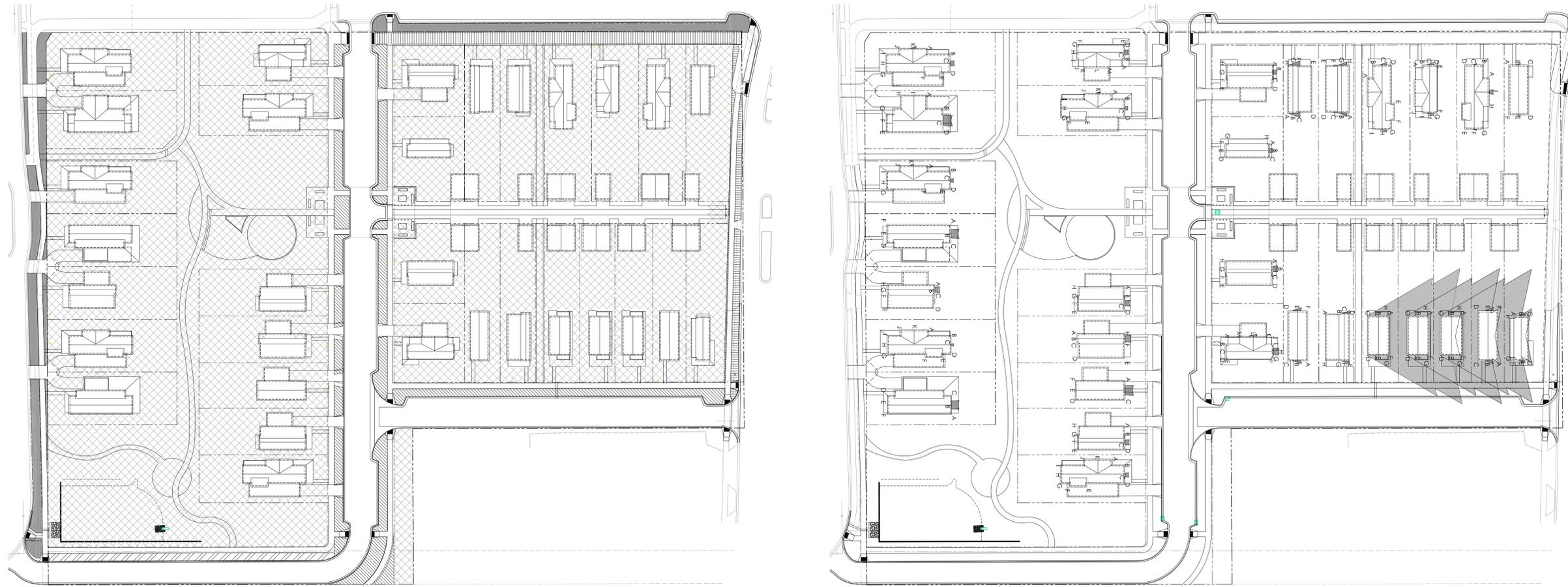
-  SURVEY CONTROL POINT
-  PROPOSED MANHOLE
-  EXISTING MANHOLE
-  RIPRAP
-  THRUST BLOCK
-  TEE W/ THRUST BLOCK
-  BEND W/ THRUST BLOCK
-  END CAP W/ THRUST BLOCK
-  GATE VALVE
-  REDUCER/INCRASER
-  WATER METER
-  FIRE HYDRANT
-  LIGHT POLE
-  SIGN
-  COMBINATION INLET
-  TYPE R INLET
-  TYPE 13 FIELD INLET
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-  SANITARY SEWER
-  WATER
-  TRENCH DRAIN
-  FLOW LINE
-  FENCE
-  ABANDON UTILITY
-  DEMO UTILITY / STRUCTURE
-  DEMO TREE
-  LIMITS OF SAWCUT
-  PROPERTY LINE / ROW
-  EASEMENT LINE
-  LIMITS OF WORK
-  MATCHLINE
-  PROPOSED BUILDING
-  EXIST BUILDING
-  BLDG ACCESS
-  CONCRETE PAVING
-  CURB & GUTTER
- GUTTER PAN
- SPILL/CATCH CURB TRANSITION
- PROPOSED INDEX CONTOUR
- PROPOSED INTERMEDIATE CONTOUR
- EXIST INDEX CONTOUR
- EXIST INTERMEDIATE CONTOUR
- PROPOSED SPOT ELEVATION
- EXIST SPOT ELEVATION
- SITE REVIEW



820 LEE HILL DRIVE
BOULDER, COLORADO

C1.0
PRELIMINARY
GRADING
& DRAINAGE
PLAN
09.27.13

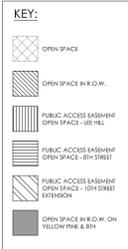
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OPEN SPACE DIAGRAM
SCALE: 1" = 50'-0"

SOLAR ANALYSIS DIAGRAM
SCALE: 1" = 50'-0"

OPEN SPACE SUMMARY				
TYPE	TOTAL AREA	PERCENTAGE ALLOWED TOWARDS REQUIRED OPEN SPACE	OPEN SPACE COUNTED	
TOTAL LOT AREA	271,097 SF			
REQUIRED OPEN SPACE	31 HOMES X 6,000 SF = 186,000 SF			
OPEN SPACE WITHIN ROW (ZAMIA & 10TH)	9,552 SF	20.665 SF TOTAL 10% OF 186,000 SF = 18,600 SF	18,600 SF	
OPEN SPACE WITHIN 10TH EXTENSION PAE	1,796 SF			
OPEN SPACE IN PAE ON LEE HILL	1,807 SF			
OPEN SPACE IN ROW ON YELLOW PINE	4,407			
OPEN SPACE IN ROW ON 8TH STREET	2,711			
OPEN SPACE IN SHARED DRIVE PAE	392			
MULTI USE PATH PAE ON 8TH STREET	3,844 SF			0%
*PRIVATE PORCHES / BALCONIES	6,984 SF			25% OF 186,000 SF = 46,500 SF
**TOTAL BUILDING & GARAGE FOOTPRINTS	37,921.5 SF			
OPEN SPACE OUTSIDE OF ROW & PAE	162,143 SF	100%	162,143 SF	
TOTAL:			187,727 SF	



SOLAR ANALYSIS WORKSHEET Property Zone District: RL-2										
LOT #	Roof Element	Solar Fence Height 0						Length of Shadow (L)***	10:00 AM	2:00 PM
		Step 1		Step 2		Step 3				
		Elevation of Building Element (x) (relative to USGS or datum)	Elevation of Grade at Property Line (y)	Relative Height of Building Element (h)	10:00 AM	12:00 PM	2:00 PM	10:00 AM	12:00 PM	2:00 PM
LOT 13	A	5621	5588.25	5588.2	32.2	32.75	32.8	85.3	65.5	86.9
	B	5615	5588.2	5588.2	26.8	26.75	26.8	68.4	53.5	71
	C	5615	5588.2	5588.2	26.8	26.75	26.8	68.4	53.5	71
	D	5621	5588.25	5588.2	32.2	32.75	32.8	85.3	65.5	86.9
	E	5615	5588.2	5588.2	26.8	26.75	26.8	68.4	53.5	71
	F	5615	5588.2	5588.2	26.8	26.75	26.8	68.4	53.5	71
	G	5610	5588.05	5588	21.85	22	22.1	58.2	44	58.6
	H	5610	5588.05	5588.3	21.2	21.5	21.7	56.2	43	57.5
LOT 14	A	5615.75	5589.1	5589.1	26.65	26.65	26.65	70.6	53.3	70.6
	B	5621.75	5589.1	5589.05	32.15	32.65	32.7	85.2	65.3	86.7
	C	5615.75	5589.1	5589	26.65	26.65	26.75	68	53.3	70.9
	D	5615.75	5589	5588.9	26.75	26.65	27.17	70.9	53.7	72
	E	5621.75	5589	5588.9	32.75	32.65	32.85	86.8	65.7	87.1
	F	5615.75	5588.9	5588.9	26.85	26.85	26.85	71.2	53.7	71.2
	G	5610.75	5588.9	5588.9	21.85	21.85	21.85	57.8	43.7	57.9
	H	5610.75	5588.9	5588.4	21.15	21.35	21.65	56	42.7	57.4
LOT 15	A	5616.75	5591.1	5591.1	25.65	25.65	25.65	68	51.3	68
	B	5622.75	5591.1	5591.1	31.55	31.65	31.65	83.8	63.3	83.9
	C	5616.75	5591.4	5591.1	25.35	25.65	25.65	67.2	51.3	68
	D	5616.75	5591.1	5590.8	25.65	25.65	26.95	68	51.3	71.4
	E	5622.75	5591.1	5590.8	31.65	31.65	31.95	83.9	63.3	84.7
	F	5616.75	5591.1	5591.1	25.65	25.65	25.65	68	51.3	68
	G	5616.75	5591.1	5591.1	25.65	25.65	25.65	68	51.3	68
	H	5616.75	5591.1	5591.1	25.65	25.65	25.65	68	51.3	68



LOT #	Roof Element	SHADOW ANALYSIS TABLE: FROM TABLE 1 ACCESS AREA B					
		10 AM	NOON	2 PM	10 AM	NOON	2 PM
LOT 1	A	24.9	NA	NA	NA	NA	NA
	B	28.1	2.87	2.2	2.87	NA	NA
	C	24.9	NA	NA	NA	NA	NA
	D	24.9	NA	NA	NA	NA	NA
	E	24.9	NA	NA	NA	NA	NA
	F	24.9	NA	NA	NA	NA	NA
	G	18.95	NA	NA	NA	NA	NA
	H	18.95	NA	NA	NA	NA	NA
LOT 2	A	26.04	2.7	2.1	2.7	NA	NA
	B	26.04	2.7	2.1	2.7	NA	NA
	C	26.04	2.7	2.1	2.7	NA	NA
	D	26.04	2.7	2.1	2.7	NA	NA
	E	26.04	2.7	2.1	2.7	NA	NA
	F	26.04	2.7	2.1	2.7	NA	NA
	G	18.95	NA	NA	NA	NA	NA
	H	18.95	NA	NA	NA	NA	NA
LOT 3	A	21.34	NA	NA	NA	NA	NA
	B	22.28	NA	NA	NA	NA	NA
	C	26.82	4.8	3.64	4.8	NA	NA
	D	22.28	NA	NA	NA	NA	NA
	E	21.34	NA	NA	NA	NA	NA
	F	21.34	NA	NA	NA	NA	NA
	G	22.28	NA	NA	NA	NA	NA
	H	26.82	4.8	3.64	4.8	NA	NA
LOT 4	A	22.97	5.3	4.57	5.3	NA	NA
	B	22.97	5.3	4.57	5.3	NA	NA
	C	22.97	5.3	4.57	5.3	NA	NA
	D	22.97	5.3	4.57	5.3	NA	NA
	E	22.97	5.3	4.57	5.3	NA	NA
	F	22.97	5.3	4.57	5.3	NA	NA
	G	19.85	NA	NA	NA	NA	NA
	H	19.85	NA	NA	NA	NA	NA
LOT 5	A	21.34	NA	NA	NA	NA	NA
	B	27.04	5.92	4.62	5.92	NA	NA
	C	21.34	NA	NA	NA	NA	NA
	D	21.34	NA	NA	NA	NA	NA
	E	21.34	NA	NA	NA	NA	NA
	F	21.34	NA	NA	NA	NA	NA
	G	22.28	NA	NA	NA	NA	NA
	H	21.34	NA	NA	NA	NA	NA
LOT 6	A	23.85	NA	NA	NA	NA	NA
	B	27.81	7.4	6.1	7.4	NA	NA
	C	23.85	NA	NA	NA	NA	NA
	D	21.29	NA	NA	NA	NA	NA
	E	21.29	NA	NA	NA	NA	NA
	F	21.29	NA	NA	NA	NA	NA
	G	23.85	NA	NA	NA	NA	NA
	H	23.85	NA	NA	NA	NA	NA
LOT 7	A	20.49	NA	NA	NA	NA	NA
	B	26.49	3.9	2.9	3.9	NA	NA
	C	20.49	NA	NA	NA	NA	NA
	D	20.49	NA	NA	NA	NA	NA
	E	20.49	NA	NA	NA	NA	NA
	F	20.49	NA	NA	NA	NA	NA
	G	26.49	3.9	2.9	3.9	NA	NA
	H	20.49	NA	NA	NA	NA	NA
LOT 8	A	21.78	NA	NA	NA	NA	NA
	B	26.23	3.2	2.46	3.2	NA	NA
	C	21.78	NA	NA	NA	NA	NA
	D	21.78	NA	NA	NA	NA	NA
	E	26.23	3.2	2.46	3.2	NA	NA
	F	21.78	NA	NA	NA	NA	NA
	G	26.48	NA	NA	NA	NA	NA
	H	20.48	NA	NA	NA	NA	NA

LOT #	Roof Element	SHADOW ANALYSIS TABLE: FROM TABLE 1 ACCESS AREA B					
		10 AM	NOON	2 PM	10 AM	NOON	2 PM
LOT 9	A	20.87	NA	NA	NA	NA	NA
	B	27	5.3	4.57	5.3	NA	NA
	C	20.87	NA	NA	NA	NA	NA
	D	20.87	NA	NA	NA	NA	NA
	E	20.87	NA	NA	NA	NA	NA
	F	20.87	NA	NA	NA	NA	NA
	G	27.0	5.3	4.57	5.3	NA	NA
	H	20.87	NA	NA	NA	NA	NA
LOT 10	A	21.54	NA	NA	NA	NA	NA
	B	22.48	NA	NA	NA	NA	NA
	C	22.48	NA	NA	NA	NA	NA
	D	22.48	NA	NA	NA	NA	NA
	E	21.54	NA	NA	NA	NA	NA
	F	21.54	NA	NA	NA	NA	NA
	G	22.48	NA	NA	NA	NA	NA
	H	22.48	NA	NA	NA	NA	NA
LOT 11	A	20.87	NA	NA	NA	NA	NA
	B	27.0	5.3	4.57	5.3	NA	NA
	C	20.87	NA	NA	NA	NA	NA
	D	20.87	NA	NA	NA	NA	NA
	E	20.87	NA	NA	NA	NA	NA
	F	20.87	NA	NA	NA	NA	NA
	G	27.0	5.3	4.57	5.3	NA	NA
	H	20.87	NA	NA	NA	NA	NA
LOT 12	A	23.19	NA	NA	NA	NA	NA
	B	23.19	NA	NA	NA	NA	NA
	C	23.19	NA	NA	NA	NA	NA
	D	23.19	NA	NA	NA	NA	NA
	E	23.19	NA	NA	NA	NA	NA
	F	23.19	NA	NA	NA	NA	NA
	G	23.19	NA	NA	NA	NA	NA
	H	23.19	NA	NA	NA	NA	NA
LOT 13	A	20.87	NA	NA	NA	NA	NA
	B	27.0	5.3	4.57	5.3	NA	NA
	C	20.87	NA	NA	NA	NA	NA
	D	20.87	NA	NA	NA	NA	NA
	E	20.87	NA	NA	NA	NA	NA
	F	20.87	NA	NA	NA	NA	NA
	G	27.0	5.3	4.57	5.3	NA	NA
	H	20.87	NA	NA	NA	NA	NA
LOT 14	A	20.87	NA	NA	NA	NA	NA
	B	27.0	5.3	4.57	5.3	NA	NA
	C	20.87	NA	NA	NA	NA	NA
	D	20.87	NA	NA	NA	NA	NA
	E	20.87	NA	NA	NA	NA	NA
	F	20.87	NA	NA	NA	NA	NA
	G	27.0	5.3	4.57	5.3	NA	NA
	H	20.87	NA	NA	NA	NA	NA
LOT 15	A	22.08	NA	NA	NA	NA	NA
	B	26.54	4.1	3.1	4.1	NA	NA
	C	22.08	NA	NA	NA	NA	NA
	D	22.08	NA	NA	NA	NA	NA
	E	26.54	4.1	3.1	4.1	NA	NA
	F	22.08	NA	NA	NA	NA	NA
	G	22.08	NA	NA	NA	NA	NA
	H	26.54	4.1	3.1	4.1	NA	NA
LOT 16	A	20.87	NA	NA	NA	NA	NA
	B	27.0	5.3	4.57	5.3	NA	NA
	C	20.87	NA	NA	NA	NA	NA
	D	20.87	NA	NA	NA	NA	NA
	E	20.87	NA	NA	NA	NA	NA
	F	20.87	NA	NA	NA	NA	NA
	G	27.0	5.3	4.57	5.3	NA	NA
	H	20.87	NA	NA			

CONTEXTUAL EXAMPLES:



- ASPHALT SHINGLE ROOF
- CEMENT OR FIBER BOARD LAP SIDING
- HARDCOAT STUCCO
- STONE



- ASPHALT SHINGLE ROOF
- HARDCOAT STUCCO
- STONE
- CEMENT OR FIBER BOARD LAP SIDING



- CEMENT OR FIBER BOARD LAP SIDING
- ASPHALT SHINGLE ROOF
- STONE



- CEMENT OR FIBER BOARD LAP SIDING
- ASPHALT SHINGLE ROOF



- ASPHALT SHINGLE ROOF
- CEMENT OR FIBER BOARD LAP SIDING
- BRICK



- ASPHALT SHINGLE ROOF
- CEMENT OR FIBER BOARD LAP SIDING
- BRICK

820 LEE HILL DRIVE
BOULDER, COLORADO



STANDING SEAM METAL ROOFING ACCENTS



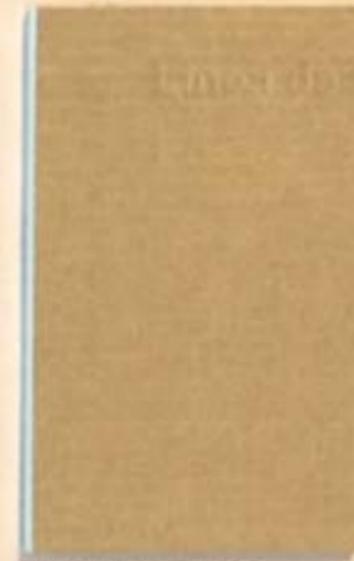
ASPHALT SHINGLE ROOFING



HARDCOAT STUCCO SYSTEM



BRICK



CEMENT BOARD LAP SIDING



COLOR MATRIX

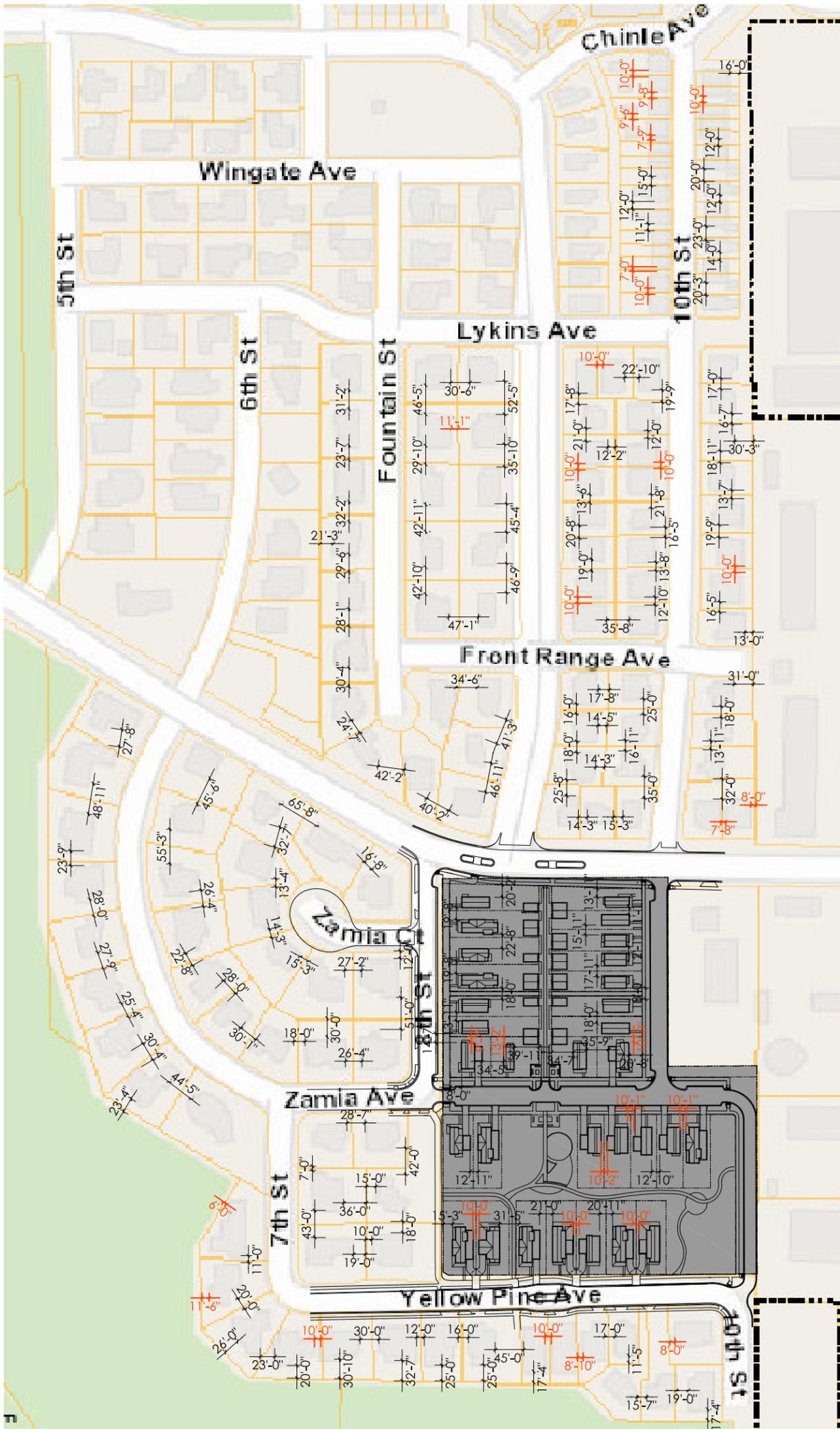
These colors are representative of the range of colors expected to be used on the buildings at 820 Lee Hill. It is expected that there may be multiple colors per building. Different buildings of the same unit type are expected to have unique color schemes to promote diversity and interest, as well as individual identity for each building. The colors represented may be either a trim or body color. Trim colors will be a contrasting color that complements the colors used on the body.



SITE REVIEW CORRECTIONS

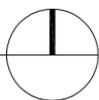
MATERIAL BOARD
10.01.13

Planners - Designers - Builders
3020 Carlson Place # 200
Boulder, CO 80501
303.440.1111
coburn.com



CONTEXT PLAN

NTS



GENERAL NOTE:

DIMENSIONS SHOWN ARE GENERATED FROM AN AERIAL VIEW OF THE SITE AND SURROUNDING AREA AND ARE DEEMED A FAIR REPRESENTATION. THEY WERE NOT FIELD MEASURED AND ARE NOT AN EXACT REFORESTATION.

DIMENSIONS IN RED ILLUSTRATE BUILDING SEPARATION LESS THAN OR EQUAL TO 10'-0" AS WELL AS REAR SETBACKS LESS THAN 13'-0".



820 Lee Hill

RESPONSE TO GENERAL CRITERIA FOR SITE REVIEW APPLICATION:

June 3rd, 2013

Description of Project:

The 820 Lee Hill Site is being proposed for redevelopment by Allison Management / Thistle Communities. This partnership is the largest homeownership affordable housing developer in Boulder County, and they are committed to providing affordable housing to families living and working in Boulder. In collaboration with Coburn Architecture, the team is proposing to create a high quality single family home neighborhood on a site within the established urban fabric of North Boulder. This development takes advantage of an underutilized, previously developed site in a location well served by existing city utilities, transit infrastructure and recreation opportunities.

The proposed development consists of 32 single family homes on an approximately 6 acre site arranged in a traditional development pattern intended to become an integral part of the North Boulder Subcommunity. The surrounding street pattern will be reflected and supported by the development, which will include both alley and street served homes, each of which will be located on its own lot and include a one-car garage. An alley will be provided to serve a significant portion of the parking and minimize garage doors facing the street on the north portion of the site, and on the south side of the parcel, street-served driveways will be provided to link this portion to the existing single family home pattern on the south side of Yellow Pine Ave. The majority of the driveways are paired to create fewer street cuts than would otherwise be necessary. All homes and lots are to be sold as fee simple properties.

The houses are oriented to provide inviting front porches toward the street and private open space at the back of each house with the goal of maximizing the opportunity for the future residents to enjoy the lifestyle found throughout the single family home neighborhoods in the surrounding community. 20% percent of the homes (6) will be permanently deed-restricted and fill an important gap in the city's affordable housing stock and assist in meeting long-term city goals. The other 26 homes will be sold to market rate buyers. It is important to note that the partnership strives to create a true mixed income community and sell some of the market homes to the Boulder workforce similar to its previous projects at Yarmouth Way and Rosewood. To meet this objective, the costs need to be controlled, as the six affordable homes cannot be increased in price, and any additional costs associated with the project would be added to the market homes to keep the project feasible. Examples of this issue are items such as undergrounding overhead utility lines and adding additional streets and public rights-of-way which would add cost without creating a corresponding benefit in this project.

Care has been given to the type and quality of the Open Space within the neighborhood. A wide variety of open space types have been provided, and this diversity and depth of amenity will enhance the livability of the community.

- A central park has been provided in the heart of the development. This will be a well programmed, more formal open space, suitable for elements such as a playground and community gardens. This park will be open to the larger community as well and inviting entrances have been designed to welcome users. The park will be maintained by the 820 Lee Hill HOA.

- Technical Document Submittal 9/07/13
- Permit Submittal 11/10/13
- Construction Start 1/24/14
- Final Certificate of Occupancy 10/25/14

Following is a detailed description of how this application meets the criteria for approval:

I. Boulder Valley Comprehensive Plan:

(A) How is the proposed site plan consistent with the purposes and policies of the Boulder Valley Comprehensive Plan?

The proposed plan is consistent with the purposes and policies of the Boulder Valley Comprehensive Plan. Some relevant examples are as follows:

- 2.01 Unique Community Identity: This project helps flesh out and realize the vision of the North Boulder Subcommunity Plan, providing a diversity of residential units sizes in a planned for residential location.
- 2.03 Compact Land Use Pattern: This redevelopment provides needed smaller houses on small lots in a single family context, providing a compact development pattern.
- 2.09 Neighborhoods as Building Blocks: This project supports the design intent of the North Boulder Area Plan, with interesting architecture and support for residential, as well as paying attention to the street level, alternative transportation modes, and sustainability.
- 2.13 Support for Residential Neighborhoods: The development provides all the amenities required by a residential neighborhood including narrow streets, bike paths, and human scaled structures with diversity and interest. Additionally, the neighborhood helps to break down the superblock scale of the area into a more pedestrian pattern, augmenting the livability of the residential areas which surround it.
- 2.14 Mix of Complementary Land Uses: This project supports the diversity of unit types called for in the North Boulder Area Plan
- 2.21 Commitment to a Walkable City: The open space areas in the community are carefully crafted to serve the residents well. We have designed the open spaces to provide areas for the amenities needed for day to day living by a range of resident types from children to seniors. The centralized locations of the main park and woonerf provide density relief as well as focusing the heart of the development on community open space.
- 2.30-34, 2.37 Design Quality elements: this project will preserve and complete the city's vision for North Boulder, plant the envisioned street trees and landscape elements, complete half streets at 8th and Yellow Pine, create interest at the pedestrian level, help create walkability and neighborhood with its front porches and community elements on the

street, and utilize a sensitive, modestly scaled infill development pattern. Entries are visibly from the public way, the buildings are human scaled, and are compatible with the surrounding area.

- 4.04-05 Energy-efficiency: this project places residential units in an area with readily available alternative transportation, access to bike paths, and a strong pedestrian network. Additionally, the buildings will be design to support solar panels, and will be designed to exceed the requirements of the 2012 IECC by 20%. The developer is in discussion with Namaste Solar to provide solar panels on all affordable homes.
- 4.06-07 Construction Waste and Recycling: The majority of the construction waste will be recycled, and excess construction material will be minimized as much as practical.
- 5.01-17 Economy: Bringing residential units into this developing area will help support the local business and assist in bringing the North Boulder Area Plan to fruition. The smaller homes, such as the Unit As that average approximately 1,200 sq. ft., provide a much needed market rate price point not otherwise found in the area, helping to bridge the gap between affordable and market rate options.
- 6.01-612 Transportation: The development supports alt modes by virtue of its support for bikers and walkers, including pedestrian street crossings, the woonerf, open space, a park, the bike paths, and pedestrian cut-throughs. The development team is investigating other approaches to community-based transportation sharing within this new neighborhood.
- 7 Housing: This project will add six onsite units to the affordable housing stock, and will provide housing units with easy access to alt modes and a reduced emphasis on the automobile.

-
“(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 300 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:

- (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 9-3.2, "Bulk and Density Standards," B.R.C. 1981.*

How is the proposed site plan consistent with the above density criteria?”

This proposal complies with or is below the density limitations of the Boulder Land Use Code.

II. 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, and its physical setting. Projects should utilize site design techniques which enhance the quality of the project. In determining whether this subsection is met, the approving agency will consider the following factors:

A. Open space, including without limitation, parks, recreation areas, and playgrounds:

1. How is useable open space arranged to be accessible and functional?"

Care has been given to the type and quality of the Open Space within the neighborhood. A wide variety of open space types have been provided, and this complexity and depth of amenity will enhance the livability of the community.

- A central park has been provided in the heart of the development. This will be a well programmed, more formal open space, suitable for elements such as a playground and community gardens. This park will be open to the larger community as well and inviting entrances have been designed to welcome users. The park will be maintained by the 820 Lee Hill HOA.
- The yards that surround the park extend the green space and create a larger common green around the park, especially to the south. When combined with the generously spaced east-west path that meanders through this area, this provides a larger green buffer, extends the perception of open space, and joins the parks and the more informal open space to the east by utilizing an area that is less like a path and more like a community space.
- An informal, more natural open space has been provided on the east side of the site. This serves as a more natural area for play, as well as serving as a slight depression for the purposes of water quality (not detention.)
- A woonerf in the alley. A woonerf is a shared space which allows for pedestrians, bikers, and automobiles, as well as socialization and play. They work well when the vehicle becomes tertiary and people on foot have the greatest importance in the space. They have been successfully incorporated into many projects. At Yarmouth Way, a mixed income project by the same team, a very similar woonerf has been highly successful and is used by the community as an area for gathering and socializing with your neighbors, as well as by the children for riding bikes and other types of play. These areas feel like an opportunity for outside use and are less focused on the automobile, and in this way take a space that would otherwise be dedicated to cars and give it back to the people. This is supported by the fact that the car count on this alley is very low, allowing for its primary function to be open space. The areas directly in front of the garages have not been utilized as or counted as open space.
- Private yards for each home.
- Individual patios, porches and decks

There is high quality private open space, utilized for each individual unit, in decks and balconies and patio spaces, off of the main living space of each unit. This private open space is protected by mostly opaque rails, which provide privacy from the street allowing the decks to feel usable, personal and defensible.

The site is designed to take advantage of view corridors and the natural surroundings. There is also highly utilized and developed open space two blocks away, and much of the site design and open space arrangement in this project is designed to tie this neighborhood into that larger open space network and opportunity.

2. How is private open space provided for each detached residential unit?

Each individual unit has a private yard, as well as porches and patios. Some units have potential decks. The yards are purposefully small and low-impact, and utilize the common, central park for larger format activities, in the manner of a shared, public backyard.

3. How does the project provide for the preservation of natural features, including, without limitation, healthy long-lived trees, terrain, significant plant communities, threatened and endangered species and habitat, ground and surface water, wetlands, riparian areas, and drainage areas?"

As this site had been mostly denuded through its previous use, there are not many natural features worth saving. There are existing trees along 8th street, and as many of those evergreens that could be saved and still allow for utility connections have been kept.

4. How does the open space provide a relief to the density, both within the project and from surrounding development?

The many types of open space utilize the surrounding built environment to create excellent space and charged areas. The houses that surround the central park provide eyes onto and energy for the park, allowing it to be communal and a neighborhood heart. The woonerf transforms an otherwise lost space into an urban feature. The individual yards provide privacy, and the eastern more natural open space provides a place to run and play, as well as a place to be contemplative and to relax.

5. How does the open space provide a buffer to protect sensitive environmental features and natural areas?

NA

6. If possible, how is open space linked to an area- or a city-wide system?

The open space is tied, through bike paths, crossing pedestrian paths, and natural paths, to the open space to the south, to the sidewalks both within and surrounding the neighborhood, and to the bike lanes on the street. The bike path coming into the formal park in the center of the neighborhood allows for the pedestrian and bike traffic to become part of the development. This central pedestrian spine continues north through the development through the woonerf to tie into the sidewalk system at Lee Hill. In this way, the most direct and important hierarchical circulation is reserved for bikes and pedestrians, and automobiles become tertiary.

B. Landscaping:

1. How does the project provide for aesthetic enhancement and a variety of plant and hard surface materials, and how does the selection of materials provide for a variety of colors and contrast and how does it incorporate the preservation or use of local native vegetation where appropriate?

The project provides an enormous variety of landscape types, including hardscape, permeable path material such as crushed fines, patterned and or colored concrete, colored walks, paths, mulched planting beds, ground cover, shrubs, flowers, trees, street trees, gates, boulders, and other elements. It is intended to be a lush and varied foreground to the homes.

2. *How does the landscape and design attempt 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?*

NA

3. *How does the project provide significant amounts of plant material sized in excess of the landscaping requirements of Sections 9-3.3-2 and 9-3.3-3, "Landscaping and Screening Requirements," and "Landscape Design Standards," B.R.C. 1981*

See the Landscape Plan for placements. The site plan celebrates the entrances to the project at the bike paths, the woonerf, the pedestrian crossing and the natural open space, as well as providing interesting and varied landscape elements throughout in excess of what would be considered typical in a neighborhood of this type.

4. *How are the setbacks, yards, and useable open space along public rights-of-way landscaped to provide attractive streetscapes, to enhance architectural features, and to contribute to the development of an attractive site plan?*

The project will provide attractive streetscapes within the new development as well as highlight the pedestrian experience. In addition, the project will provide a substantial upgrade to the existing streetscape at both 8th and Yellow Pine, creating more livability, usability, and pedestrian interest.

C. Circulation, including, without limitation, the transportation system that serves the property, whether public or private and whether constructed by the developer or not:

1. *How are high speeds discouraged or a physical separation between streets and the project provided?*

The streets are narrowed to slow traffic. On-street parking is provided, and pedestrian crossings are marked and clearly have greater hierarchy than the vehicular way, both of which will also slow speeds. A detached sidewalk and tree lawn will also enhance pedestrian comfort.

2. *How are potential conflicts with vehicles minimized?*

Traffic is slowed and the woonerf, narrow streets, and well decorated pedestrian crossings clearly give the greatest importance to the pedestrian, which helps reduce conflicts. Bike paths are provided throughout the site, as are pedestrian paths and walking shortcuts. The bike path on the south part of the site has been straightened as it crosses Yellow Pine to avoid bike/car conflicts in this location and avoid a common path of travel along the street.

3. *How are safe and convenient connections accessible to the public within the project and between the project and existing and proposed transportation systems provided, including without limitation streets, bikeways, pedestrian ways and trails?*

See above answers.

4. How are alternatives to the automobile 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?

See above answers. Additionally, there is a limited amount of infrastructure provided for the car, including limited garage space and limited pavement. This helps refocus the neighborhood on alternative transportation.

5. Where practical and beneficial, how is a significant shift away from single- occupant vehicle use to alternate modes promoted through the use of travel demand management techniques?

See the TDM plan.

6. What on-site facilities for external linkage with other modes of transportation are provided, where applicable?

See above and the TDM plan.

7. How is the amount of land devoted to the street system minimized?

The streets are kept as narrow as possible, and alleys are utilized to minimize the asphalt on the site. Additionally, the streets build upon the existing street grid to avoid duplicating what is already in place with extra streets.

8. How is the project designed for the types of traffic expected, including, without limitation, automobiles, bicycles, and pedestrians, and how does it provide safety, separation from living areas, and control of noise and exhaust?

Vehicular traffic is tied to existing streets and the extension of those streets, providing a fairly circuitous travel route. Bicycles and pedestrians have the most direct path of travel through the site, as well as have the most options for travel direction and cut-throughs. Generally, through landscaping, setbacks, alley loaded garages, single car garages, open space areas and other means, automobiles are either physically separated from or made subordinate to the surrounding homes and pedestrians.

9. How will city construction standards be met, and how will emergency vehicle use be facilitated?

The street system will meet the guidelines of the City of Boulder as well as reflect the intention of the Transportation Master Plan.

D. Parking:

1. How does the project incorporate into the design of parking areas, measures to provide safety, convenience, and separation of pedestrian movements from vehicular movements?

Traffic is slowed and the woonerf, narrow streets, and well decorated pedestrian crossings clearly give the greatest importance to the pedestrian, which helps reduce conflicts. Bike paths are provided throughout the site, as are pedestrian paths and walking shortcuts. The bike path on the south part of the site has been straightened as it crosses Yellow Pine to avoid bike/car conflicts in

this location and avoid a common path of travel along the street. In the north portion of the site, the alley removes traffic and parking from the front of the units.

2. How does the design of parking areas make efficient use of the land and use the minimum amount of land necessary to meet the parking needs of the project?

Single car garages, the use of existing streets, an alley where appropriate, and street parking greatly reduce the amount of land dedicated to parking.

3. How are parking areas and lighting designed to reduce the visual impact on the project, adjacent properties, and adjacent streets?

Parking areas will be lit only with building lighting.

4. How do parking areas utilize landscaping materials to provide shade in excess of the requirements in Section 9-3.3-12, "Parking Area Design Standards," B.R.C. 1981?

Parking is incorporated in a non centralized manner throughout the development. See the landscape plan for landscaping details.

E. Building Design, Livability, and Relationship to the Existing or Proposed Surrounding Area:

1. How are the building height, mass, scale, orientation, and configuration compatible with the existing character of the area or the character established by an adopted plan for the area?

This community is planned to be a high quality, walkable, well designed neighborhood with a focus on pedestrian interest; moderately sized, well detailed homes; site amenities; and visual interest. This focus is a perfect blend of the City of Boulder's land use goals and the existing context of the surrounding area.

2. How is the height of buildings 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 buildings are under the by-right height limit, and are generally in keeping with the surrounding homes.

3. How does the orientation of buildings minimize shadows on and blocking of views from adjacent properties?

The larger lots on the south side are oriented to match the across-the-street homes on Yellow Pine. On the northern side of the community, where the lots are smaller, the homes are generally arranged in an east-west configuration to help avoid shadowing and allow for solar on the roofs.

4. If the character of the area is identifiable, how is the project made compatible by the appropriate use of color, materials, landscaping, signs, and lighting?

The project is compatible with the surrounding single family context. The colors, materials and lighting will be comparable or better than what is around the project. The landscaping will be high quality per the landscape plan.

5. How do buildings present an attractive streetscape, incorporate architectural and site design elements appropriate to a pedestrian scale, and provide for the safety and convenience of pedestrians?

All buildings will have front porches, pedestrian scale, and have reasonably sized elements throughout the facades. A pedestrian level of detailing, such as railings, porch detailing and other architectural elements, will be given prominence. The homes are generally held close to the street and the front porches are designed to be highly usable, helping to create a living, people-oriented street.

6. To the extent practical, how does the project provide public amenities and planned public facilities?

The development supports the planned sidewalks, utilities, streets, bike paths and street trees contemplated in the area's planning.

7. For residential projects, how does the project assist 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?

The project provides smaller homes in comparison to the larger single family houses that surround it, providing a diversity of housing types, and assisting the transition between the single family neighborhood to the west and the more multifamily and commercial areas to the east. At the same time, its single family nature provides compatibility with its neighbors.

8. For residential projects, how is noise minimized between units, between buildings, and from either on-site or off-site external sources through spacing, landscaping, and building materials?

The units are single family homes, and the individual yards, setbacks, and landscaping provide sound buffers throughout the project.

9. If a lighting plan is provided, how does it augment security, energy conservation, safety, and aesthetics?

NA

10. How does the project incorporate the natural environment into the design and avoid, minimize, or mitigate impacts to natural systems?

As can be seen on the landscape plan, there are a host of natural features that will be central to the project design, and a variety of natural area types, ranging from urban to park to less programmed and more informal, will be provided. This will allow the residents to experience nature within their neighborhood on a day to day basis.

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

The project will be design to support solar panels on the roofs. The homes will be prewired and pre-engineered to support “plug and play” panels to be added later, and all homes have either significant south or east facing roofs for panels. The buildings will be designed to be 2012 IECC +20%. The majority of the construction waste will be recycled during construction. An emphasis on alt modes of transportation at the expense of the automobile will greatly assist in energy use. The developer is in discussion with Namaste Solar to provide solar panels on all affordable homes.

12. Exteriors or buildings present a sense of permanence through the use of authentic materials such as stone, brick, word, metal or similar products and building material detailing;

The homes will utilize materials with longetivity and permanence, and be a marked departure from the press board wood siding and other less durable materials of the surrounding single family homes.

13. How are cut and fill minimized on the site, and how does the design of buildings conform to the natural contours of the land, and how does the site design minimize erosion, slope instability, landslide, mudflow or subsidence, and minimize the potential threat to property caused by geological hazards?

There is little cut and fill needed for the site, and the site is designed to be generally balanced in terms of dirt movement. See civil plans for current and proposed contours.

F. Solar Siting and Construction:

For the purpose of insuring 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:

1. 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. How is this criterion met?

See open space description above. Paths, open space, and general building siting will reduce the shading on adjacent buildings.

2. 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. How is this criterion met?

The project will be designed to support solar panels on the roofs. The homes will be prewired and pre-engineered to support "plug and play" panels to be added later, and all homes have either significant south or east facing roofs for panels. The homes' roofs will not shade each other so there will be no loss in solar potential. The developer is in discussion with Namaste Solar to provide solar panels on all affordable homes.

3. 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 Chapter 9-8, "Solar Access," B.R.C. 1981. How is this criterion met?*

The project will be design to support solar panels on the roofs. The homes will be prewired and pre-engineered to support "plug and play" panels to be added later, and all homes have either significant south or east facing roofs for panels. The homes' roofs will not shade each other so there will be no loss in solar potential.

4. Landscaping. *The shading effects of proposed landscaping on adjacent buildings are minimized. How is this criterion met?*

The only shading present in this project from landscaping is from the provided trees.

G. Additional Criteria for Poles Above the Permitted Height.

No site review application for a pole above the permitted height will be approved unless the approving agency finds all of the following:

N/A

1. *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*
2. *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. If applicable, how are these criteria met?*

N/A

Section 9-2-14(h), B.R.C. 1981, "Site Review"
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.

Given the intent of the Low Density Residential land use designation of the site within the BVCP, along with a number of BVCP policies, the proposed project appears to be conceptually consistent with the BVCP. The Low Density Residential designation, as described on page 59 of the BVCP is as follows:

"Lower density areas in the older section of the city consist predominantly of single family detached structures. Many of the areas developed in the city and the county over the last 30 years are characterized by a mixture of housing types ranging from single family detached to cluster and patio homes, townhouses and apartments. A variety of housing types will continue to be encouraged in developing areas during the planning period of the Comprehensive Plan."

Applicable BVCP policies are listed below:

- 1.21 Jobs:Housing Balance.
- 2.04 Compact Land Use Pattern.
- 2.12 Neighborhoods as Building Blocks.
- 2.13 Support for Residential Neighborhoods.
- 2.15 Compatibility of Adjacent Land Uses.
- 2.21 Commitment to a Walkable City.
- 2.30 Sensitive Infill and Redevelopment.
- 2.31 Design of Newly-Developing Areas.
- 2.40 Physical Design for People.
- 2.42 Enhanced Design for the Built Environment.
- 6.02 Reduction of Single Occupancy Auto Trips.
- 6.12 Neighborhood Integration.
- 6.13 Neighborhood Streets Connectivity.
- 7.01 Local Solutions to Affordable Housing.
- 7.03 Permanently Affordable Housing.
- 7.06 Mixture of Housing Types.
- 7.10 Balancing Housing Supply with Employment Base.
- 7.14 Integration of Permanently Affordable Housing.
- 6.12 Neighborhood Streets Connectivity.

✓ (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:

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

The BVCP defines the density of the Low Density Residential designation as two to six units per acre. The density of the proposed development is 5 units per acre (gross, including right-of-way to be dedicated) and 6 units per acre (net, excluding right-of-way).

✓ (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 allowable intensity of development in the RL-2 zone district is controlled by the minimum open space per dwelling unit of 6,000 square feet per dwelling unit. There are no restrictions on minimum lot size, floor area ratio, lot area per dwelling unit, or dwelling units per acre in this zoning district. With a total of 31 dwelling units proposed on the site, a minimum of 186,000 square feet of useable open space is required. The proposal exceeds this requirement with 187,727 square feet of usable open space provided on the site.

✓ (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 development would not be rendered infeasible in meeting the BVCP policies or the site review criteria based upon the requirements and recommendations made within these comments.

(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:

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

The proposal includes the provision of a variety of usable open space, including a formal neighborhood park, informal natural area, back yards, and front porches.

✓ (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 usable open space for the proposed development consists of both private open space (backyards, front porches, decks, and patios) and public open space (formal park, informal natural area, trail connections). The formal park is centrally located and is easily accessed by the community at large by various sidewalk connections and the woonerf. The informal open space is connected to the formal park by a path that meanders along the south side of the site and by the new 10th Street and Zamia Avenue connections. Street trees will be provided along all street connections and the woonerf alley. All public formal and informal open space areas will include high quality landscaping.

- ✓ (ii) Private open space is provided for each detached residential unit;

Each single family residential lot contains appropriate private open space as back yards, porches, decks, and patios.

- ✓ (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;

Per the submitted tree inventory, there are 27 existing trees on the property, 15 of which are in good condition. Two of the trees in good condition will be preserved on the site. The remaining trees in good condition must be removed due to the proximity to future site improvement. Five invasive Russian Olives will be removed. The existing mature pine and juniper street trees must be removed to accommodate a multi-use path and on-street parking along 8th Street. These trees will be replaced with varieties better suited as urban street trees.

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

All lots have private green spaces as front and back yards, which will provide a relief in density within the development. The formal park and the green space surrounding the east-west meandering path connection also provide a relief to the density. Several back yards face the path and low fences will be used to extend the perception of open space. In buffering from surrounding development, the site design utilizes the informal open space to create an interface with the existing neighborhood and provide a relief to the density. Street tree plantings along the perimeter of the development help provide relief to the site's density from the surrounding developments.

- ✓ (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;

The formal park is easily accessed by the development and the neighborhood at large and a number of lots face the park directly. The park is large enough to accommodate all programmed activities.

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

There are no sensitive environmental features or natural areas on the developed site.

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

The subject property has easy access to open space located to the west and south, along Fourmile Canyon Creek. The Fourmile Canyon Creek multi-use path runs alongside the western side of the site and provides direct access to the open space. Convenient sidewalk connections connect the formal and informal open space to the City of Boulder open space to the south and west and Foothills Community Park to the southwest.

N/A (B) *Open Space in Mixed Use Developments (Developments that contain a mix of residential and non-residential uses)*

✓ (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;

*Landscaping is planned to be installed according to the Landscape Plan (see sheets LP-2, LP-3, and LP-4 in **Attachment A**). The project includes a variety of planting areas including but not limited to, required plantings along rights-of-ways and alleys, along the pedestrian pathways, and within the formal park, informal natural area, and park link to the woonerf. The project provides a variety of landscape types, including hardscape, permeable path material such as crushed fines, patterned and or colored concrete, colored walks, paths, mulched planting beds, ground cover, shrubs, flowers, trees, street trees, gates, boulders, and other elements. The selection of plants and their relationship to the surrounding greenspaces and buildings are aesthetically attractive and provide a relief to the proposed density.*

- ✓ (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;

25 mature trees are proposed for removal due to the proximity to future site improvements, health of the tree, and invasive or non-native trees. Two mature trees deemed of higher quality will be retained on the project. No important native species plant communities of special concern threatened and endangered species and habitat would be impacted on this project.

- ✓ (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

The project contains extensive landscaping along internal pathways and the woonerf, at the pedestrian crossing to the park, and within the formal park and informal open space. The project will include a tree lawn with street trees along 8th St., Zamia Ave., 10th St., and Yellow Pine Ave. The proposed landscaping provides interesting and varied landscape elements throughout the site in excess of what would be considered typical in a neighborhood of this type.

- ✓ (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 attractive streetscapes within the new development that highlight the pedestrian experience. In addition, the project will update the existing streetscape along both 8th Street and Yellow Pine Ave to meet landscaping standards. Given the traditional design of the homes with front porches facing the street, the detached sidewalk and tree lawn create an attractive and inviting streetscape.

✓ (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;

High traffic speeds are discouraged by narrow streets and the presence of on-street parking. The proposed street network on the site is not conducive to through traffic or high speeds.

✓ (ii) Potential conflicts with vehicles are minimized;

Vehicular conflicts are minimized by the use narrow streets within the development and an emphasis on alley loaded homes on the north side of the site. Vehicular conflicts are minimized on the south side of the site through minimal curb cuts along the streetscape. Curb extensions on 10th Street and Zamia Avenue serve to slow motorists. In addition, the multi-use path has been brought through the south end of the site to avoid bicycle/car conflicts where the path crosses Yellow Pine Ave. The site design is such that automobiles are physically separated from and made subordinate to bicyclists and pedestrians.

✓ (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 site design includes frequent pedestrian connections for use by pedestrians and bicyclists, which connect to the existing multi-modal network. The following connections are planned:

- *Walkable “woonerf” style alley serves as a north-south connection between the formal park and Lee Hill Drive;*
- *Multi-use path is continued along the west side of the site;*
- *East-west pedestrian connection on the north end of the site to connect woonerf to 8th Street and 10th Street;*
- *Path on south side of the site connecting the multi-use path to the park and open space to the south;*
- *Meandering path running east-west to connect formal park to informal open space and 10th Street.*

The planned connections provide easy accessibility to the Four Mile Canyon Creek path to the south, Foothills Community Park to the southwest, and restaurants, retail, services located along Broadway. The planned connections, coupled with the detached sidewalks within the development, support multi-modal mobility on the site.

✓ (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 project contains a number of elements that support and encourage walking and biking. The design includes frequent and convenient connections for pedestrians and bicyclists (see above). Bicyclists and pedestrians have the most direct route of travel through the site. In addition, a 10-foot wide multi-use path is provided on the east side of the site, which connects to several bicycle routes to the north and

the Four Mile Canyon Creek path to the south. This connection promotes walking and biking from the site with convenient accessibility to the transit routes and commercial and retail services on the Broadway corridor.

- (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 submitted a Transportation Demand Management (TDM) plan, which has been reviewed and approved. While a significant shift away from single-occupant vehicles for a single family dwelling development may not be entirely practical or realistic, the applicant is committing to providing Neighborhood EcoPasses to residents of the development and providing information on available transit to encourage residents to benefit from the frequent bus service that exists within walking and biking distance.

- (vi) On-site facilities for external linkage are provided with other modes of transportation, where applicable;

See (iv) above.

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

The amount of land devoted to the street system is the minimum necessary to accommodate two new required public rights-of-way and the woonerf alley to pull garages to the rear.

- (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 and scaled to accommodate all modes of travel. Low vehicular traffic is expected and the project will emulate a typical neighborhood feel with front porches and units oriented to streets. The number of curb cuts has been minimized to reduce vehicular conflicts. A detached sidewalk with tree lawn and on-street parking provide separation for the pedestrian. Due to frequent path connections bicyclists and pedestrians have the most direct route of travel through the site.

(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;

One- and two-car garages on the north side of the site will be primarily accessed from the woonerf alley. Alley access on this portion of the site reduces curb cuts, enhancing the pedestrian experience on 8th Street and 10th Street. Attached garages on the southern portion of the site are accessed from driveways. Shared access drives have been used along Yellow Pine Avenue to reduce curb cuts and maximize available on-street parking. Pedestrians are protected from on-street parking areas by a tree lawn. Parking is generally shifted away from sidewalks and the frontages of lots in a manner that creates separation of pedestrian movements.

- ✓ (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;

No parking lots are proposed. Most parking is confined to garages and confined to areas not visible from the streetscape. On the southern portion of the site some parking may be provided on driveways. This does not present a superfluous amount of parking and enables the project to accommodate parking without increasing congestion on the streets.

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

As stated above, parking has been designed to reduce visual impact by confining most parking areas away from the streetscapes. The attached garages that face the street are setback from the front facade of the home. No lighting is expected to create adverse visual impacts. Any lighting installations on single family dwellings will be subject to the Outdoor Lighting requirements of section 9-9-16, B.R.C.

- ✓ (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 landscape plan includes the provision of trees in the alley to enhance the visual appearance of the alley and to soften the visibility of service and parking related areas.

✓ (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 proposed project represents a modestly-scaled infill development that is compatible with the surrounding area. The majority of the homes are proposed as human-scaled two story structures. The single family homes are modestly sized and will range from approximately 1,200 square feet to 2,900 square feet in above-grade floor area. The building orientation follows a traditional pattern, which is dictated by the required dedication of two new public rights-of-way within the development (10th Street and Zamia Avenue). The architecture of the homes is neo-traditional with gable roofs with a contemporary touch and is compatible with the emerging character of North Boulder. Houses and porches face the street. As discussed in the key issues section, the proposed homes meet the design guidelines of [the North Boulder Subcommunity Plan](#). The houses are positioned so that front doors and front yards face the street, garage doors are setback and do not dominate the front façade, and there is a variety of building designs that include human scale features.

- ✓ (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;

Heights for the homes will range from under 29 feet to 35 feet. Building heights are limited to the 35-foot in height per the regulations in the RL-2 zoning district. The majority of the homes are proposed to be 2-stories in height, which is consistent and harmonious with the adjacent neighborhoods. Basements above 2 feet above grade could potentially qualify buildings as three-story, but would otherwise appear as two-story in design. Three of the homes are proposed to be 3-stories in height,

excluding a basement, and require modifications to the solar access standards. These homes are proposed to be located on the interior of the site and allow the applicant to provide a variety of building forms.

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

The larger lots on the south side are oriented north-south to match the homes located across Yellow Pine Avenue. On the northern side of the site, where the lots are smaller, the homes are generally arranged in an east-west configuration to help avoid shadowing and allow for solar on the roofs. Homes on 28 of the 31 lots within the project would be compliant with the solar access regulations and as stated above, and would include limited building heights on smaller lots as to avoid shadowing impacts and blocked views. The applicant is requesting modifications to the solar access standards on three lots to allow shading by proposed homes to a greater degree than the adjacent lot would be shaded by a solar fence twenty-five feet in height. However, there are no shadows projected in the deepest part of the winter that would encroach on the rooftop, the area protected under Solar Access Area II.

- ✓ (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 stated above, buildings are neo-traditional in design with front porches, gable roofs, and principal orientation to the street with garages either setback from the front façade or accessed from the woonerf alley. The architecture of immediate surrounding neighborhoods consists of large traditional style single family homes most representative of construction in the 1990s and early 2000s. The proposed architectural character utilizes varied roof pitches and layout features consistent with that of the surrounding neighborhoods. While the proposed development is more contemporary in nature, the project is compatible with the area in terms of colors, materials, and building orientation. The design is consistent with the developing character of new residential areas of North Boulder. The project has detached tree lawns which also compliment this character.

- ✓ (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;

As stated above, the project will promote a safe and vibrant pedestrian experience with detached sidewalks and buffering tree lawns along the public rights-of-way associated with the development. Homes would front directly to these spaces with attractive front porches and entries, as required by the design guidelines, making the development inviting and attractive. A pedestrian level of detailing, such as railings, porch detailing and other architectural elements, will be given prominence. Various secondary pedestrian pathways cross through the development and the internal woonerf design creates a human scaled public thoroughfare.

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

The project includes the dedication of two public rights-of-way and the construction of a multi-use path connection on the north side of the site. The 10th Street connection from Lee Hill Drive to Yellow Pine

Avenue significantly benefits the local street network. The development supports the planned sidewalks, utilities, streets, bike paths and street trees contemplated in the area's planning.

- ✓ (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;

One of the primary goals of the North Boulder Plan is that the subcommunity contains a diversity of housing types, sizes, and costs. The Lee Hill Road Area section states, "It is imperative that the project contain a mix of residential densities with a diversity of housing types" (page 11). While the project does not include a variety of housing types, the project provides smaller homes in comparison to the larger single family houses that surround it, providing a diversity of housing types. In this case compatibility with the surrounding neighborhood's scale and intensity is at odds with the provision of duplex or tri-plex units. There are a variety of housing and lot sizes that contribute to providing homeowners a variety of choice.

- ✓ (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 units are single family homes, and individual yards, setbacks, and landscaping provide sound buffers throughout the project. As a relatively dense project, units would be located closer than a typical single family development. However, with a minimum of 10 feet between units, noise would be minimized.

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

Final lighting will be evaluated at the Technical Documents review process. Each single family home building permit will include a requirement to include lighting fixtures that comply with the Outdoor Lighting Ordinance.

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

Due to past industrial uses, the site does not contain natural systems that could be disturbed by redevelopment. As can be seen on the landscape plan, the design incorporates a host of natural features and a variety of natural area types, ranging from programmed to informal. This will allow the residents to connect with nature within the development on a day to day basis. Grading is required for site preparation, drainage diversion, and road construction, but otherwise, would be minimal. No negative impacts to the environment would occur or hazards created as a result of the grading.

- ✓ (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.

In general, buildings are oriented to take advantage of renewable energy systems and will be required at the building permit stage to demonstrate compliance with the city's green points program. All homes have either significant south or east facing roofs and the project is designed to support solar panels on the roofs. The homes will be prewired and pre-engineered to support "plug and play" panels to be

added later. The buildings will be designed to meet 2012 IECC standards and to exceed the standard set by 20%. The majority of the construction waste will be recycled during construction. An emphasis on alternate modes of transportation and less emphasis on the automobile will greatly assist in reduced energy use.

- ✓ (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 design includes the use of cement board lap siding and hardcoat stucco as the primary siding materials with the use of accent materials like standing seam metal roofing accents, brick, wood porches, and metal railings. A pedestrian level of detailing, such as railings, porch detailing and other architectural elements, will be given prominence. The proposed building architecture, while more contemporary in nature, draws from a similar building material palette as the surrounding development, where cement or fiber board lap siding, brick and stucco are prevalent.

- ✓ (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;

The subject property contains a gradual downward slope from Lee Hill Drive to Yellow Pine Ave. The overall slope will be maintained and little cut and fill is needed. The design of the homes conforms to the slope and takes advantage of solar access with significant south or east facing roofs. See civil plans for current and proposed contours

- N/A (xiv) 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 (xv) 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.

- ✓ (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:

- ✓ (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 proposed street pattern is an extension of the existing grid into the site. Lots, too, match the development pattern of the area. Buildings are oriented to take advantage of solar energy systems and have either significant south or east facing roofs. Setbacks between homes and reduced building heights allow for optimal solar access on the majority of homes. As discussed in the key issues section, the applicant is requesting modifications to the solar access standards for three lots to allow shading to a greater degree than the solar access regulations would allow.

- ✓ (ii) *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.

See above. The setbacks and positioning of buildings on the site is conducive to solar access for the majority of buildings on the site. The project is designed for all homes to have either significant south or east facing roofs for panels. See key issues section for more information regarding requested modifications to the solar access standards.

- ✓ (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.

As stated above, building forms are conducive to solar panel installation. The homes will be prewired and pre-engineered to support "plug and play" panels and all homes have either significant south or east facing roofs for panels. As indicated in the memo and in the solar analysis provided by the applicant, the shading of the adjacent lots is contained to the side yard setback and a portion of the building wall faces. There are no shadows projected in the deepest part of the winter that would encroach on the rooftop, the area protected under Solar Access Area II. Solar panels could effectively be installed on the rooftops.

- ✓ (iv) *Landscaping:* The shading effects of proposed landscaping on adjacent buildings are minimized.

There are no identified conditions where proposed plantings could negatively affect solar access of buildings in the future.

N/A (H) **Additional Criteria for Poles Above the Permitted Height:** No site review application for a pole above the permitted height will be approved unless the approving agency finds all of the following:

N/A (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

N/A (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.

N/A (I) **Land Use Intensity Modifications**

N/A (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.

N/A (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:

N/A (J) *Additional Criteria for Floor Area Ratio Increase for Buildings in the BR-1 District*

N/A (K) *Additional Criteria for Parking Reductions:* The off-street parking requirements of section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981, may be modified as follows:

N/A (L) *Additional Criteria for Off-Site Parking:* 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:

From: Bruce Goldstein [mailto:brugomail@yahoo.com]
Sent: Monday, June 03, 2013 1:14 PM
To: Walbert, Sloane
Subject: RE: meeting

Hi Sloane,

Just wanted to check in on the roads issue in North Briar in relation to the Thistle/Coburn proposal – are there any new conversations/developments that you can share? HOA folks here have asked me to follow-up, since they are very concerned about the short and long-term implications of restricted access to/from/through the new development, traffic impacts on existing roads (esp. Yellow Pine, in the absence of Zamia and 10th St. through connections), and evacuation/emergency vehicle access concerns.

Bruce

BRUCE GOLDSTEIN
Associate Professor
Environmental Design and Environmental Studies
Faculty Research Associate, Institute for Behavioral Science
University of Colorado Boulder
720-346-4957 (c)
Academic Website: <http://goo.gl/M07L0>
brugo@colorado.edu

From: Kathy Dessau
To: Denise Maslanka; Walbert, Sloane
Subject: Re: 820 Lee Hill
Date: Friday, June 07, 2013 3:41:27 PM

Dear Sloane,

I wanted to voice our opinion at 748 Yellow Pine Ave. regarding the project at 820 Lee Hill. While the developers have nicely addressed the fewer curb cuts on Yellow Pine and also adding the bike path, and removing one house on Yellow Pine, the development still adds a fair amount of traffic going through the rather circuitous routes in the neighborhood. Emergency vehicles, moving vans, etc, have a difficult time going around the islands, making the turns etc...

Living close to the Yellow Pine and 7th corner, we have seen our share of close calls at the turn and even our neighbors mail box taken out when it was icy and a vehicle missed the 7th and Yellow Pine turn. With kids there, etc. and the increased traffic, it is a tragic accident waiting to happen by adding eight more homes and no other access.

Please if we can add the 10th street access or an alleyway (probably less desirable to the developer), this would greatly alleviate the turning on icy roads, near misses with cyclists, kids and other cars that we see all too often and with fewer cars.

Thanks,

Kathy Dessau
748 Yellow Pine Ave.

From: Bruce Goldstein
To: Walbert, Sloane
Subject: RE: meeting
Date: Sunday, June 09, 2013 5:02:01 PM

Hi Sloane,

Thanks for the response, that's really helpful.

We just had an HOA meeting, and I was appointed HOA board representative to the city on planning matters. My receiving this position might have had something to do with not being able to attend the first hour of the meeting – not being there is a sure fire means to be volunteered for things ;-).

So the neighborhood has a few questions, particularly about the road network, and would like to see if we can get some answers this week, so we can have participate effectively in reviewing the site review application by the June 21 deadline. Do you think it might be possible to talk by phone early this week? If you are too busy this week I can also send along questions via email, although the issues people might be quicker to address in an phone exchange.

Bruce

BRUCE GOLDSTEIN
Associate Professor
Environmental Design and Environmental Studies
Faculty Research Associate, Institute for Behavioral Science
University of Colorado Boulder
720-346-4957 (c)
Academic Website: <http://goo.gl/M07L0>
brugo@colorado.edu

NORTH BOULDER ALLIANCE
P.O. Box 2063, Boulder, CO 80306
Tel: (303) 444-5757
Preserving the integrity of our community as it grows

June 10, 2012

Members of the Boulder Planning Board and Staff:

The North Boulder Alliance is writing to express our opinion about the site plan submitted for the 820 Lee Hill development in North Boulder. The North Boulder Alliance is a community organization focused on issues of importance

to our residents, workers, and businesses. By providing a collective voice, we are working to ensure that our families are safe and that our community continues to thrive.

Our principal concern about the proposed development is that there are insufficient roadways provided for in the site plan. Specifically, we request that you consider adding a connection between the proposed 10th and Zamia intersection and Yellow Pine.

Inadequate connectivity with the existing street system will exacerbate existing problems with circuitous access to homes on Yellow Pine, increase demand for the current inadequate on-street parking, and add to the existing difficulty of the single emergency access and evacuation route.

Extending 10th Street to connect with Yellow Pine and running an alley behind the new Yellow Pine homes would provide easier, safer, and more direct access to both existing and new homes. It would also fulfill the North Boulder Subcommunity Plan's emphasis on connectivity as a means of dispersing vehicle traffic, and provide for access for the new homes on Yellow Pine, as well as additional on-street parking options. In addition, this connection would reduce through traffic on 8th Street, and provide faster access for emergency vehicles and an additional evacuation route in the event of wildfire in this high-hazard zone.

More generally, while we support the contribution that this high-density, small-home development will make to the city's goal of providing more workforce housing, we ask the Planning Board to be willing to require modifications that benefit both existing and new residents, even if they add to the developer's cost. Historically, the city has imposed a disproportionate share of burdens on the North Boulder community in its efforts to meet city-wide goals, most notably in the areas of affordable and homeless housing and other social service delivery. At the same time, the city has provided few benefits to North Boulder, in the form of parks, libraries, and other amenities. While we support the city's goal of creating more workforce housing, we believe that the developer of this site should not be exempted from the requirement to comply with all of the principles of the North Boulder Subcommunity Plan, including compatibility with existing development, street connectivity, and alley access.

Thank you for your consideration.

The North Boulder Alliance
<http://www.northboulderalliance.com/>

From: Bob Burnham & Gail Promboin
To: Walbert, Sloane
Subject: 820 Lee Hill Site Plan Comments
Date: Monday, June 10, 2013 8:55:39 AM
Attachments: Comments on Site Plan Submission.docx

Hi, Sloane:

Please see our comments on the site plan package submitted for 820 Lee Hill. I noticed it's not yet posted on the planning department web site and hope that will happen soon so that people can access it and comment by June 21.

If there's anything we can clarify or you have questions, please feel free to call us at 303-442-0467.

Gail Promboin and Bob Burnham

944 Yellow Pine

June 10, 2012

Members of the Boulder Planning Board and Staff:

We have lived at 944 Yellow Pine Avenue since 1999. We write in response to the site plan submission for the proposed development at 820 Lee Hill.

We note a few positive changes from the original concept plan:

- There is one less house.
- The home size range has moved somewhat upward, thereby increasing the revenue potential for the developer and reducing the contrast with the surrounding residential areas.
- The multi-use path is now aligned with its continuation on the south side of Yellow Pine, addressing a safety concern. (However, without signage on both the multi-use path and the street to warn bicyclists and drivers of crossing traffic, the hazard will increase.)
- There are fewer curb cuts on Yellow Pine. (However, the shared driveways result in less off-street parking capacity in the driveways.)

But the most serious deficiencies in the original plan remain unaddressed – inadequate connectivity with the existing street system and exacerbation of existing problems with circuitous access to homes on Yellow Pine, increased demand for the current inadequate on-street parking, and difficult emergency access and evacuation routes.

To access existing and new homes on Yellow Pine, drivers must turn from Lee Hill to 8th Street, take a right on Zamia Avenue, take a left on 7th Street, take a left on Yellow Pine and navigate around two traffic islands. Each turn is frequently rendered blind by parked vehicles or made dangerous by oncoming drivers who cut the corner, and the islands are often at least partially obstructed by parked vehicles, making it necessary to drive on the wrong side of the street. The developer makes a big deal about matching the existing driveway pattern on the south side of Yellow Pine, which is already problematic, especially due to mailbox placement. Instead of repeating the design mistakes of North Briar, wouldn't it be better to learn from them and do a better job with the new development? The existing configuration adds about 0.2 unnecessary miles to every trip in or out for 8-10 existing homes and eight proposed homes, resulting in higher than necessary vehicle emissions.

Extending 10th Street to connect with Yellow Pine and running an alley behind the new Yellow Pine homes would have the following benefits:

1. Easier, safer, and more direct access to both existing and new homes.
2. Fulfillment of the North Boulder Subcommunity Plan's emphasis on connectivity as a means of dispersing vehicle traffic. Yes, it means more pavement, but surely the City recognized that when it made connectivity a priority and understood that the trade-off was worth the safety and quality of life benefits.
3. Compliance with the North Boulder Subcommunity Plan goal of using alley access for homes where possible in order to avoid garages facing the street. The developer clearly recognizes the benefit as alley access is proposed in the northern part of the site. Like that alley, an alley behind the Yellow Pine homes could be woonef, thus minimizing the pavement.
4. Avoiding the necessity for two new homes on Yellow Pine to back their cars out into the narrow space in front of the traffic island.

5. Reducing emissions from vehicles residing at existing and new homes on Yellow Pine.
6. Providing faster access for emergency vehicles and an additional evacuation route in the event of wildfire in this high-hazard zone. (Note that the 2002 fire required middle-of-the-night evacuations with 10 minutes' notice to homes near Wonderland Lake. We shudder to think what would happen in a similar situation here.)
7. Eliminating the need for shared driveways, which can be awkward and would most certainly reduce the potential for off-street parking.
8. Avoid reduction in the already limited on-street parking available on Yellow Pine.
9. Reducing traffic on 8th Street, making it more feasible for the developer to provide on-street parking on the east side. Currently on-street parking is only permitted on the west side, which already makes two-way traffic difficult and often makes the turn onto Zamia Avenue a blind one. Without action to reduce traffic on 8th Street, the City would really need to ban on-street parking entirely.

Please don't allow the developer to make a bad situation worse. By proposing somewhat larger homes than in the initial concept plan, the developer will be able to generate more revenue from home sales than originally planned. Therefore, the Planning Board should not be reluctant to require modifications that benefit both existing and new residents, even if they add to the developer's cost. The developer should be required to step up to comply with all of the principles of the North Boulder Subcommunity plan, including street connectivity and alley access.

Thank you for your consideration.

Robert Burnham and Gail Promboin
 944 Yellow Pine Avenue

*Jun 13, 2013
 820 Lee Hill Drive Site Review
 Zoning Residential Low (RL-2)
 Subject Area 820 Lee Hill Dr.*

I have concern about the density and the access to Lee Hill from Broadway. Also, the access to Lee Hill Dr. (820) from the new low housing development. - (Low RL-2)

*Thanks,
 Patricia Palacios
 4869 10th St.
 Boulder, Colorado
 80304*

RECEIVED
 JUN 17 2013

From: JUDY WAHLBERG
To: Walbert, Sloane
Cc: andy@allisonmgmt.com; nbehoa@hotmail.com
Subject: 820 Lee Hill Project
Date: Friday, June 14, 2013 11:46:01 AM

June 14, 2013

Dear Planning Board,

I have just purchased the home at 789 Zamia Ave. We are very pleased with everything and are finding the neighborhood extraordinary. This is a very quiet and caring neighborhood.

I would like to address three issues that I am very, very worried about.

- (1) The first is the traffic flow from Yellow Pine to 8th street.
- (2) The second is the parking on 8th street.
- (3) And the last one is the general rather unattractive homes that will be built.

(1) During the time I have lived here (two months) I am very cognizant of the danger from some of the cars as they come around the corner from Zamia onto 8th. This corner has the potential with more traffic to become a dangerous corner. Many people from the other side of Lee Hill walk down 8th street to the path leading to Yellow Pine and onto Open Space. There are many children both walking and biking. I am afraid of the increase in traffic and what it will do to the quality and safety of this neighborhood. Right now it is relatively safe although there are inherent dangers in the corner I have mentioned. There is a blind spot as one drives around Zamia onto 8th. This problem could be alleviated by extending 10th Street to Yellow Pine. I urge the board to extend 10th Street to Yellow Pine. I think this is very fair and would increase neighborhood safety.

(2) The second concern is the parking on 8th street. I do not want to lose my ability to park next to my driveway - an ability I now have. I think bringing more traffic and parking devalues my home. I believe seeing cars lined up on 8th street would bring a whole new feeling to the neighborhood. And even though the alley or back garages and places for the second car will be there, in reality, I doubt they will be used that much. It is just too easy to park on the street. There will be seven homes facing our three homes on 8th street. I urge the planning board to keep the integrity of this neighborhood. It would be heart breaking for me to feel the proposed high density of the project encroach on our special neighborhood.

(3) And lastly, I truly believe the proposed new houses are very unattractive. I do not have an expertise in the knowledge of the quality of materials, but it seems the houses are on par with the lower end Holiday project rather than some of the more solid upper end homes by Thistle. My home is going to look over at the long side of one of the homes. It really looks awful to me.

I urge the planning board to be sensitive to our needs. I am not against the project. I deeply wish that the three concerns I have mentioned be acted upon as I have mentioned them.

Sincerely,
Dr. Bill Wahlberg and Judy Wahlberg

From: Dohrmann, Russell and Gail
To: Walbert, Sloane
Subject: Comments on 820 Lee Hill Dr Site Review Documents
Date: Saturday, June 15, 2013 2:42:24 PM
Ref: 820 Lee Hill Dr. Site Review

Dear Sloane,

After reading the 820 Lee Hill Dr developer's "Response to General Criteria for Site Review" application dated June 3rd, 2013 I offer several comments.

Integral Part of Neighborhood: The developer asserts that the 820 Lee Hill Dr development is designed to be an integral part of the neighborhood. The site plan presented shows that this development will remain an 'enclave' without street connectivity to the rest of the surrounding neighborhood.

Generalities: The assertions presented by the developer are very 'sales pitch' oriented. The developer's assertions need to be backed up by data to be properly and fully evaluated.

Underground utilities: What are the additional costs associated with under grounding the utilities along Lee Hill between 10th and 8th? (Will the utilities within the development be above or below ground?) What is the impact on home cost for the market rate homes. Is it significant (greater than 2%)? Under grounding of the utilities along Lee Hill Dr is not just an aesthetic concern, but a safety concern. Three years ago the utility pole at the corner of 8th and Lee Hill Dr. was knocked to the ground by high winds. Other poles were damaged, power lines were on the ground, the fence along Lee Hill Dr. was damaged, and one lane of Lee Hill was closed for up to 24 hours while repairs were made. Some utility poles along Lee Hill Dr. still lean to the south. Utility poles present a hazard to automobile and pedestrian traffic due to the potential for accidents and falling ice and snow. The development is stated to be pedestrian friendly and to discourage auto use, Yet the developer has apparently not considered the safety impacts on pedestrians of keeping the utilities above ground.

Traffic: The developer has stated that the site plan integrates well with the existing street grid. In fact it does not. This development places an undue burden on existing city streets (8th St., Zamia Ave, 7th St., and Yellow Pine) from both traffic and safety standpoints. No data on these impacts is provided by the developer except to assert that the site plan will discourage the use of automobiles. Does the city have data, or traffic studies, that estimate the impact of this development? Is there data from other similar developments to show that developments of this type actually reduce dependence on the automobile? Requiring the developer of 820 Lee Hill Dr. to put 10th St. through to Yellow Pine not only lessens this burden, but provides for multiple access/egress points for fire, police, ambulance, and emergency evacuations. It would provide an alternate route for people living along Yellow Pine. It would also be more consistent with the City of Boulder's North Boulder Sub-community plan.

Thank you for your consideration of these concerns. You may forward these to the Planning Board as appropriate.

Submitted by,
Russell Dohrmann
7 year resident of 781 Zamia Ct. (SW corner of 8th St, and Lee Hill Dr.)

From: Neal Zaun
To: Walbert, Sloane
Subject: Comments Concerning the 820 Lee Hill Site Development

Date: Sunday, June 16, 2013 8:19:15 PM

June 16, 2013

Dear Members of the Boulder Planning Board and Staff:

These comments are based on our review of the documents "820 Lee Hill-Site Review Drawing Set_20130603" & "820 Lee Hill Response to General Criteria for Site Review Application" (Both - 6/3/2013). They were submitted by Allison Management / Thistle Communities and Coburn Architecture.

We have lived at 755 Zamia Ave. for over seventeen years and are the original owners of the property.

A few of the item that we like with the planned development are the use of undergrounding overhead utility lines and the units having front porches. Also, compared to some previous plans a few houses have been added with a little larger size that will better fit in with the existing neighborhood.

Our main concerns involve transportation and parking issues. For example they plan to address parking issues with "Single car garages, the use of existing streets, an alley where appropriate, and street parking greatly reduce the amount of land dedicated to parking." Looking at the plans on page SR-2 it shows indentations along 8th St. for parking. If they are planning to use the existing pines (See LP-2) along 8th there is only about 3 ft from the cement to the trees at present. This is not enough room unless they extend the protrusions out into the present street. If they did this there would not be enough room in the street if there is a vehicle parked on the other side. Besides at present there is no parking on the east side of 8th. With all the vehicles from Yellow Pine, 7th St and Zamia Ave the congestion would be large.

To alleviate this problem there are a couple of things that can be done.

1. To reduce the traffic on 8th St. the planned 10th St. should be connected to Yellow Pine. I find this would be a big improvement for both alleviating traffic on 8th and will make for a shorter and more efficient route out for the people on Yellow Pine.

2. Another option or additional option is for each unit to have a parking pad. To be realistic almost ever house will have two cars whether they use public transportation or not. In addition the builder says that the project is made compatible using "The colors, materials and lighting will be comparable or better than what is around the project." Yet the drawings (Page SR-4) show the use of Cement Board Siding & Trim which certainly not comparable or better. More than this each unit has multiple siding materials rather than one or two as used on most neighbor units.

Thank you for considering our comments. We would appreciate being put on a email contact list to be kept informed on the project, nzaun120@gmail.com .

Sharron & Neal Zaun
755 Zamia Ave.

From: Bob Burnham & Gail Promboin
To: Walbert, Sloane
Subject: 820 Lee Hill
Date: Sunday, June 16, 2013 1:07:23 PM

Hi Sloane:

I'm going to send you some photos I have taken that illustrate the existing traffic and circulation challenges in North Briar, which will be exacerbated by the proposed new homes, street layout, and curb cuts. There aren't a lot of them, but I will send them in two or three batches, so that you don't have to guess which one illustrates what.

Gail Promboin
944 Yellow Pine

From: Bob Burnham & Gail Promboin
To: Walbert, Sloane
Subject: 820 Lee Hill: Parking problems on Yellow Pine
Date: Sunday, June 16, 2013 1:35:26 PM
Hi, Sloane:

Here are some photos that illustrate on-street parking problems on Yellow Pine, with the existing number and placement of driveways and the rural mailboxes. They were all taken last week during the day. Most of the vehicles belong to people who do not live in the neighborhood and the line-up is pretty typical. The vehicles belong to people like painters, plumbers, carpenters, baby sitters, landscape maintenance people, house cleaners, and pick-up or delivery vehicles. At night, the situation is similar, but it's guests and residents whose garages are too full of other stuff to park their cars inside.

The first photo shows 5 vehicles parked on the north side of Yellow Pine (there were actually 6, but my skills as a photographer are limited) exactly where the developer of 820 Lee Hill would like to place 6 curb cuts and the relocated multi-use path.

The second photo shows the same line-up but also shows the painter's van on the south side of the street which is blocking a mailbox and partially blocking a driveway.

The third photo is what greeted me when I tried to leave to do an errand: a big UHaul blocking the side of my driveway where I back out of the garage and also blocking our neighbor's mailbox. It also shows the line-up of parked cars on the north side of the street that severely constrained any possibility of swinging wide beyond the truck. It was also impossible to see if people from any of the 4 houses that live further down Yellow Pine might be on their way out as well. Fortunately, I was able to find the driver of the truck and she moved it.

Didn't my poppies look great?

Gail Promboin
944 Yellow Pine Ave.



From: Bob Burnham & Gail Promboin
To: Walbert, Sloane
Subject: 820 Lee Hill: Traffic and parking problems on 8th Street
Date: Sunday, June 16, 2013 1:18:14 PM

Sloane:

This photo was taken recently as I turned from Lee Hill onto 8th Street. As you see, there's a boat parked on the west side of 8th. Try to imagine two-way traffic on 8th Street with that (or the RV that used to park there, or even just a big van or pickup truck) obstruction. Now try to imagine it with cars parked chock-a-block on the east side of 8th. Consider, too, that when you swing out to go around the boat, it has made the corner with Zamia a blind one and you have no way of knowing if someone is about to turn from Zamia onto 8th and hit you head-on.

Currently, this short stretch of 8th Street is the primary point of access to the neighborhood for 32 homes, except for the tiny number of trips that come from or go to the west on Lee Hill. Add the traffic generated by the 8 proposed homes on Yellow Pine, some proportion of the 10 proposed homes on Zamia, and an unknown number of visitors headed for the park.

In other words, we already have a hazardous situation and, without another street connection from Lee Hill to Yellow Pine, it will get much worse.

Gail Promboin
944 Yellow Pine Ave



From: Bob Burnham & Gail Promboin
To: Walbert, Sloane
Subject: 820 Lee Hill: impact on circulation near traffic islands on Yellow Pine
Date: Sunday, June 16, 2013 1:36:09 PM

Hi, Sloane:

This is the last one, but it illustrates how parked vehicles often constrict the space available for vehicles driving around the traffic islands. Add the vehicles residing at or visiting the 8 additional homes on Yellow Pine and remove most of the parking on the north side and this will only get worse and more dangerous.

Thank you for your consideration.

Gail Promboin
944 Yellow Pine Ave



From: Bob Burnham & Gail Promboin
To: Walbert, Sloane
Subject: 820 Lee Hill: one more photo
Date: Monday, June 17, 2013 8:37:10 AM
Attachments: ATT00001.c

This morning the Western Disposal touch had to retract its mirrors and make several attempts before it cleared the narrow space between a parked truck and the traffic island.

Gail Promboin
944 Yellow Pine



From: Dohrmann, Russell and Gail
To: Walbert, Sloane
Subject: Utility Pole Potential Conflicts with 820 Lee Hill Plans
Date: Monday, June 17, 2013 5:17:19 PM

Dear Sloane,

Walking down Lee Hill Dr from 8th St. toward Broadway it suddenly struck me that if the utilities along Lee Hill Dr. are not put underground as part of the 820 Lee Hill Dr. development that there appears to be conflicts with the current location of 3 utility poles. Three photos are included to show this potential conflict.

1. The utility pole at 8th and Lee Hill could potentially block access to the multi-use path proposed as part of the site plan.
2. The utility pole(s) as seen from the corner of 10th and Lee Hill Dr. looking due south shows a utility pole directly in the middle of the developer's proposed 10th St.
3. There is a utility pole that is approximately 1/2 way between the eastern and western border of the 820 Lee Hill Dr. development. This would be approximately where the woonerf would intersect with Lee Hill Dr.

Photos of each of these locations are attached. Thank you for your consideration.

Russell Dohrmann





From: Jan Nance
To: Walbert, Sloane
Subject: 820 Lee Hill site review
Date: Tuesday, June 18, 2013 9:59:41 AM

Dear Ms. Walbert:

We are most concerned about the very tiny houses that are planned for 8th Street. We believe that they will definitely have a great impact on our property values as they look like something out of a cartoon. Houses that are 12 feet wide with very little property surrounding them, no garages and an alley in the rear for parking are detrimental to the area. They certainly don't enhance the current neighborhood where houses routinely sell for close to (and above) one million dollars.

We feel that 10th street should also go through so that traffic on 8th street will be reduced.

Another very big concern is parking. Just because cars are discouraged does not mean they won't be there and I see parking on 8th Street (and Zamia Court) to be a huge problem. There are a lot of children playing in the cul-de-sac and with cars parked all over they will be a great risk of being injured.

I do hope the city planning council will think seriously about these issues.

Thank you for your consideration of our neighborhood.

Janet and Robert Nance
720 Zamia Court
Boulder, Colorado 80304

From: Bob Burnham & Gail Promboin
To: Walbert, Sloane

Subject: 820 Lee Hill

Date: Thursday, June 20, 2013 12:40:47 PM

You have received any number of cogent, well reasoned concerns regarding the developer's present site plan. Please add my emotional, unneighborly screed.

How can you in good conscience let any developer compromise the city's master plan and the safety and livability of an entire subdivision to squeeze in a few extra houses onto what should obviously be a street (10th), and alley (behind the houses facing Yellow Pine Ave.) and additional off street parking? The developer is intending to create a neighborhood nightmare for the profits from the sale of a couple additional houses. Our new neighbors deserve better and so do we.

I hope you will put the neighborhood ahead of the developer's profits when finalizing this site plan.

Thank you,

Robert J. Burnham
944 Yellow Pine Ave.

From: Tom Miller

To: Walbert, Sloane

Subject: comment on fire training center site off Lee Hill

Date: Thursday, June 20, 2013 12:09:59 PM

Please consider making the access from 10th street off Lee Hill into the new development able to accommodate autos instead of just as a multiuse trail. I believe that access would reduce traffic internal to the current neighborhood as new residents would not need to travel along 8th street to reach their homes.

Thank you for your consideration.

Tom Miller
4775 6th street
Boulder, CO 80304

From: Bruce Goldstein

To: Walbert, Sloane

Subject: Comments on 820 Lee Hill Site

Date: Thursday, June 20, 2013 12:06:43 PM

Attachments: Comments provided to Sloane Walbert on 820 Lee Hill Site Plan.docx

Hi Sloane,

I attach my letter on the site plan – thanks! Please confirm receipt.

Bruce

BRUCE GOLDSTEIN

Associate Professor
Environmental Design and Environmental Studies
Faculty Research Associate, Institute for Behavioral Science
Outreach and Education Coordinator for Sustainability Initiatives
University of Colorado Boulder
720-346-4957 (c)
Academic Website: <http://goo.gl/M07L0>
brugo@colorado.edu

Dear Sloane,

This letter is a response to the proposed site plan for 820 Lee Hill Rd. I am a homeowner in the North Briar community adjacent to the proposed development, and also a member of the HOA Board. The North Briar HOA members have asked me to take particular responsibility for informing the neighborhood about important planning issues, and interfacing with planning staff and decision makers in order to provide an effective neighborhood. I also am a faculty member in the CU Denver Planning Program and CU Boulder Environmental Design Program.

Our HOA has engaged with this proposed development since we heard about the proposed county sale of the 820 Lee Hill site to the Allison/Thistle/Coburn development partnership. A group of us were asked to take the lead on representing our interests with the developers and city. Given that Thistle is principally a developer of affordable and “workforce” housing – a goal we support in principle - and that this is a market-rate development, we have sought to ensure that these objectives are not achieved by imposing adverse impacts on North Briar. We set out to see if we could engage the developers in a productive dialogue, while also preparing to convey neighborhood concerns to the city’s planning staff and planning board through the avenues available for community participation.

Over the past six months we have met with the development team three times, and presented our concerns to the planning board during preliminary site review. While the developers have been unwilling to engage in a participatory design process and their dense and somewhat insular site design has not substantially changed over that time, they have been willing to engage in conversation, and we feel that our engagement has had some beneficial impact on the development proposal. Yet many of the issues that we raised during preliminary site review (appended below) still remain substantially unaddressed, including on-street parking, access to homes on Yellow Pine, scale and neighborhood compatibility, neighborhood integration, and brownfield remediation.

The single most important issue that remains unresolved is improving connectivity with the existing street system. Specifically, the key issue is whether to build a road connection between Yellow Pine and Zamia/10th St., along the northeast edge of the site. The developer has proposed a kind of meandering vegetated path along that thin section of the property, and the options open to the city include asking the developer to put a road connection there, dedicating the property for road construction when the adjacent eastern property develops, or allowing the developer to develop the vegetated path as requested, precluding a road connection.

After discussions with neighbors, planning experts, and city staff, I have concluded that building this 10th St. connection would be a real and substantial improvement on the developer’s proposed plan in terms of reducing impact on the existing neighborhood, especially if it has enough width to accommodate on-street parking. The virtues of a 10th street connection include:

- a. By creating connectivity through the new development from both 8th (through Zamia) and 10th (from Lee Hill), a 10th street connection would enable homeowners along Yellow Pine to access Lee Hill more directly, increasing neighborhood street safety, reducing the traffic burden on the existing neighborhood, balancing the traffic flow

through both existing and new portions of the neighborhood, and reducing vehicle use (by a small amount). These are all goals of the existing subcommunity plan.

b. A 10th street connection would provide us an alternative emergency entry/exit point for fire/emergencies.

c. A 10th street connection would reduce the prospects that a future 10th St. connection along the edge of the open space to the north – which is included in the subcommunity plan and may be required by planning staff when the eastern properties are redeveloped– would be routed solely into Yellow Pine, which could pass significant traffic past many of our homes.

d. If it is wide enough, a 10th street connection could include on-street parking as well as direct access for two of the new homes, which will reduce congestion along Yellow Pine.

I urge you to require the developer to build this connecting road from Yellow Pine to Lee Hill, and make it wide enough to accommodate on-street parking.

Thank you for the opportunity to participate in the planning process – our neighborhood appreciates your willingness to communicate with us and provide us with information that we have needed.

Regards,

Bruce Goldstein
4669 7th St. Boulder CO 80304
720-346-4957

From: Denise Maslanka
To: Walbert, Sloane
Subject: 820 Lee Hill project
Date: Thursday, June 20, 2013 3:04:17 PM
Attachments: 820LeeHillMaslanka.docx

Hey Sloane... here are my comments... please confirm receipt! Thanks!

Denise M. Maslanka, ABR, CDPE, SFR
Broker Associate
Accredited Buyer Representative
Certified Distressed Property Expert
Short Sale and Foreclosure Resource
RE/MAX Hall of Fame
RE/MAX of Boulder, Inc.
2425 Canyon Blvd, Suite 110
Boulder, CO 80302
303.478.4299 Cell
303.441.5676 Office
303.449.8554 Fax
<http://www.denisem.com>

June 16, 2013

820 Lee Hill Drive Project

To Whom It May Concern:
Boulder Planning Department:
Boulder City Council:

I am glad there is a future beyond the Boulder County Road Maintenance Department and the Fire Training Center. This proposed project should be more cohesive and sustainable with the existing Northbriar Estates neighborhood based on the site plan dated 06.03.13. According to what I see on the site plan, the proposed project appears to be its own island. My main concerns are the proposed project does not provide within the project for additional traffic it will generate, but instead sends it to the already burdened Yellow Pine and 8th Streets. I think it is important to add the 10th Street connection to Yellow Pine. The project also lacks off-street and on-street parking to accommodate residents' and visitors' vehicles.

Traffic concerns and relating issues:

1. By not connecting 10th Street to Yellow Pine, all homeowners on Yellow Pine will be forced to use Yellow Pine and 8th Street to enter and exit the proposed project. From the locations of Lee Hill Road and approximately where 10th Street would join and Yellow Pine Ave and 10th Street, the distance is approximately one half mile. There are 8 proposed homes along Yellow Pine and approximately 12 homes in Northbriar that all snake around ½ mile just to get out and back into the neighborhood. That is 20 homes with approximately 2 vehicles or more (mopeds & motorcycles included) driving this route 4-5 times a day. That is approximately 160 trips in and out of the neighborhood from this location. That is approximately 160 miles per day of added mileage, emissions, etc., which is not sustainable in my opinion. That calculates to 58,000 miles per year of fuel, emissions, etc!
2. There are 9 added homes on 8th Street including the three homes on the corner of 8th and Zamia. These homes will also use 8th Street to enter and exit the neighborhood. With this amount of trips in and out of the neighborhood, there will be an overload of traffic at the intersection of 8th and Lee Hill Road. I can imagine a line of cars at this corner waiting for the downhill Lee Hill traffic to get out in the morning for all to go to work. This already happens!
3. Delivery trucks, trash trucks, contractors' vehicles, etc. through Northbriar will also add to congestion on these streets.
4. The proposed project only has one new street to enter the development although there appears to be two. One is only for outbound traffic to turn east. This again will put a burden on 8th Street and even 6th Street.
5. The new development should have garages in the back of all the homes and a way for them to exit with an alleyway or the addition of 10th Street if garage driveways remain on Yellow Pine Avenue.
6. The entry into the proposed project at 8th Street and Zamia is narrowed down at the corner from the normal street width to half the width, detouring entry into the new development. This is another example of the island effect as to make entry into the neighborhood difficult and keep all traffic on 8th Street.
7. People currently speed downhill on Yellow Pine to get east near 10th. With additional traffic and the pedestrian walkway crossing Yellow Pine will become a very dangerous street.

These reasons are why 10th Street should be connected to Yellow Pine.

Parking

1. There are approximately 6 on-street parking spaces on the south /Northbriar side of Yellow Pine Avenue. There will be approximately 7 on-street parking spaces on the north side /proposed project side of Yellow Pine. There will be 20 homes in this vicinity. Where will all the cars park?

2. Where will the new homes on 8th Street park? In Northbriar Estates, along 8th Street?

The developer and his design team have mentioned that this proposed project is sustainable and they have open space requirements to adhere to in order for this development to proceed in the fashion they see fit. In my opinion it might be sustainable within its own boundaries but it is not sustainable once the new owner's cars leave their driveway. The open space requirement is based on the purchase price of the raw land and density of the proposed project. The land owner, Boulder County, has put a very high price on a small piece of land which forces the number of dwellings and density to make this a viable and profitable project for the developer. The developer and Boulder County need to renegotiate the price to make this project work for all involved including the neighboring subdivision, Northbriar Estates. Northbriar Estates should not bear all the impact of the proposed project because the County has set such a high price for the land, thus motivating the developer to resist providing street connectivity.

Denise Maslanka
770 Yellow Pine Ave
Boulder, Co 80304

From: John Moore
To: Walbert, Sloane
Subject: Concerns about the development at 820 Lee Hill
Date: Friday, June 21, 2013 11:26:15 AM

Dear Sloan (and Boulder Planning department)

I am pleased to see a development underway at the fire-training center and county lots on Lee Hill and will support a sensible development of this area - there are some concerns I have after reviewing the plans that I would like to echo concerns some of my neighbors who have sent some thoroughly researched comments to as well.

Neighborhood Access: the current plans seem to direct all traffic through the existing will cause more traffic on what is already a convoluted route (90' turn from Yellow Pine to 7th, 90' turn onto Zamia, 90' turn onto 8th, 90' turn onto lee hill. With many young children in the neighborhood - including mine - this is a concern both for drivers and parents

Neighborhood Parking: I frequently walk, and occasionally drive, over to Boulder Uptown for coffee or dinner and see the impassible streets created by the parking situation there. It is unrealistic to plan for single car parking in a family neighborhood, which would force much of the overflow back into the existing North Briar neighborhood. Remember that we are a very active community and most people will have multiple bikes/skis/kayaks that will crowd even one car out into the street.

Please ensure that this neighborhood has adequate, independent access to Lee Hill, and sufficient parking to accommodate a busy family neighborhood.

Regards,
- John Moore
4647 7th St
Boulder, CO 80304

From: John Moore
To: Walbert, Sloane
Subject: Re: Concerns about the development at 820 Lee Hill
Date: Friday, June 21, 2013 4:08:54 PM

Thank you Sloan - I had one more idea while i was driving this afternoon.

This would be in the category of 'making people happy with something that needs to be done anyways'

Could we request an expedited demolition of the existing fire training tower / building? Even taking the top story or two off would eliminate the eyesore of a charred building as the tallest structure in North Boulder. From almost anywhere in North Briar, looking east (say at one of our beautiful sunrises) we have smokestained ruin that looks more like it belongs in Beirut or Damascus.

Perhaps the fire crews could have one last training exercise there on how to safely tear down a ruined building? Maybe a film crew would like to destroy something?

Regards,
-John

From: Louie McKee
To: Walbert, Sloane
Subject: 820 Yellow Pine
Date: Friday, June 21, 2013 3:10:49 PM
Attachments: 820 Yellow Pine.doc

Hi Sloane,

Please find my comments regarding 820 Yellow Pine.

Regards,
Louie McKee, Resident 836 Yellow Pine

June 21, 2012

To: Boulder Planning Board and Staff

Our family, my wife Lucy and our 2 children, Lilly and Bridget, have lived at 836 Yellow Pine since 2001. We are the second owners of our home and, while we were generally aware of future plans to develop 820 Lee Hill, we could not have imagined that a prospective development would have such a profound impact on our neighborhood, especially those living on Yellow Pine Avenue. While I'm not aware of any generally accepted ethos or creed in the construction industry, "do no harm" to existing neighborhoods would seem to be a fair and minimal standard. In my opinion, the developer has failed to abide by any reasonable standard or code of conduct.

While the developer touts the benefits and accommodations they have created for the residents of 820 Lee Hill, nowhere in their written statement did I see the word or a consideration for efforts that should be made to mitigate the deleterious impacts the development will have for those long standing residents living on the south side of Yellow Pine. For example, while the developer highlights the fact that each unit/home will have a one-car garage, it is not realistic to assume that the occupants will be one-car families. Thus, up to eight or more additional cars will likely use Yellow Pine as their de facto parking space. Given the fact that Yellow Pine already has width and, in general, "flow" deficiencies, the additional on street parking is not "neighborly" or well thought out.

Perhaps more upsetting and pernicious is the over 30% increase in traffic that residents of Yellow Pine and most of our neighborhood will experience by having Yellow Pine become the circuitous southerly ingress and egress of the development. For a sundry of (I would have thought) obvious reasons, I am not sure why the city or the developer would allow or find attractive such an unnecessary, dangerous, inconvenient and ill-conceived plan. The solution is to require the developer to create an alley/woonerf that allows for internal access to the newly extended 10th street. In consideration for this requirement, let the developer build larger market rate homes and the city can then serve all of their constituents- including the existing residents of North Briar Estates.

As a result of the development as planned, the combination of increased traffic and on-street parking will combine to make the windy connection of streets within North Briar a very dangerous pathway for the more than 20 kids who live and play on 8th Street, Zamia, 7th Street and Yellow Pine. While I don't encourage my children to "play in traffic", that's exactly what they will be doing if Yellow Pine becomes the southerly entrance to the project.

In conclusion, while the developer's plan may be in accord with the letter of the zoning regulations, I would argue that the city planners have a responsibility to strike a balance between the developer's profit and the impact the project will have on our 20 year old neighborhood. If nothing else, reasonable attempts should be made to mitigate the negative impacts of the development that are not frivolous but that will have significant repercussions on our neighborhood and in our standard of living.

Respectfully,
Louie McKee

From: Noel Culberson
To: Walbert, Sloane
Subject: Comments on 820 Lee Hill
Date: Friday, June 21, 2013 2:45:59 PM

I would like to voice my support for two aspects of the 820 Lee Hill site plan.

1. Connecting the bike path from Yellow Pine directly north to the park is a good addition. This will help integrate the neighborhoods and is a safer and more natural flow for bikes on the path.
2. I do not think that 10th Street should connect all the way south to Yellow Pine. Open-space, parks, bike paths and pedestrian paths are much more pleasant and beneficial to a neighborhood than another asphalt street. Keeping a park at that location will also provide a natural buffer between a residential neighborhood and the eventual redevelopment of the industrial space to the east. The park could be landscaped so that emergency vehicles could drive through it. That would help alleviate concerns about emergency vehicle access to Yellow Pine.

My concerns include the lack of parking spaces for that many additional homes. Also, the entry and exit of cars into and out of the neighborhood onto Lee Hill will be congested and dangerous. There needs to be a dedicated turn lane from Lee Hill into the neighborhood.

Thank you for organizing neighborhood comments on the site plan.

Noel Culberson
810 Yellow Pine

From: Holly Harding
To: Walbert, Sloane
Subject: 820 Lee Hill site
Date: Friday, June 21, 2013 5:00:57 PM

Dear Sloane,

I live at 721 Yellow Pine Avenue, next to where the CDOT and Fire training sites are to be developed. My husband and I welcome a new development in the location, yet have a few concerns regarding the current site plan dated June 3, 2013. It seems to make sense that 10th St. be a through street to ease the flow of traffic from Lee Hill. Traffic from new neighbors, garbage trucks, delivery trucks, and additional visitors. There are many children who reside on Yellow Pine Avenue at this time and their safety is of great concern to us. Also, the bike path connects through Yellow Pine Ave. and by adding 10th St as a through street to the new neighborhood to be developed, it would continue to provide a safe route for the many who cycle through this section of our neighborhood. For the amount of homes that currently exist on Yellow Pine Ave, having only 1 entrance/exit seems to be fine. However, with more drivers, potentially more children playing in the neighborhood, it seems that making 10th ST a through street should be a of high consideration.

Thank you for your time,
Holly Harding
721 Yellow Pine Ave
Boulder, CO 80304

From: Bob Burnham & Gail Promboin
To: Walbert, Sloane
Cc: Bruce Goldstein; Louie McKee; Neil Lubar; nzaun120@gmail.com; Noel Culberson; John Moore; denise@boulderco.com; Russ Dohrmann; Kathy Dessau; hollytharding@gmail.com
Subject: Parking, Trash, and Recycling at 820 Lee Hill
Date: Sunday, June 23, 2013 7:12:22 PM

Hi, Sloane:

I know this comes after the review package you sent the developer on Friday, but would you please include these thoughts in the next go-around? My Sunday walk alerted me to some questions that I don't believe have been addressed yet.

I was walking today in a few neighborhoods where the homes have one-car garages. I would note that on a quiet Sunday morning nearly all the on-street spaces at the Foothills development just south of us were occupied. This development serves a similar "workforce" population as that targeted by the developers of 820 Lee Hill. In another neighborhood where

the homes are also small and have one-car garages, many of the front yards had been converted to paved angled parking spaces. I also noticed that nearly all the trash, recycling, and compost carts were stored outside -- mostly in front of the homes, which is a violation of city ordinance.

That got me thinking about how trash, recycling, and composting will be handled at 820 Lee Hill. I know from personal experience that, unless it is a pretty roomy one-car garage, there isn't room for a car **and** the three required carts. I know this because I have to park my car a little over the middle of our two-car garage in order to accommodate the carts and still be able to walk from the car into the house. Fortunately, the only other vehicles in our garage are two-wheeled and can accommodate my "poaching." But where will the residents of 820 Lee Hill store their three carts per household, where will they put them out on collection day, and how will the trash hauler pick them up? I guess the "woonerf" could function as an alley for the homes on 8th and 10th Streets, where residents could store their carts and the hauler could collect them, as I notice in the city trash ordinance that "officially recognized" alleys can be used for that purpose. (It's hard, however, to see how that same area could count toward "open space" if it's officially recognized as an alley.) If it's not an "officially recognized" alley, how will residents wheel their bins from their rear garages to the street in front on collection day? And what about the homes on Zamia and Yellow Pine? Will they be forced to violate city ordinance and store their carts in full view of the street or will the one-car garages be impossible to use as garages? If the latter, how can the garages count as "off-street parking?" Does Boulder code even specify the minimum size of a garage to be large enough to accommodate an average-size vehicle **and** the three required carts? (At the risk of beating a dead horse, running an alley behind the homes on Yellow Pine would enable residents and the trash hauler to comply with the trash ordinance without making it impossible to put a car in their garages.)

While the city ordinance appears to permit outdoor storage of trash, recycling, and composting carts as long as they are not clearly visible from the street, it's quite unwise to do so at the urban-wildlife interface where we live. Mountain lions, coyotes, deer, raccoons, skunks, and even a stray bear have been known to frequent the neighborhood and outdoor storage of these carts makes it even more appealing for them. Not a great idea.

Can you please make sure that the next review of the developers plans addresses these questions? Both our future neighbors and the existing residents have an interest in making sure that the site plan provides adequately for space for residents to properly store their trash, recycling, and composting bins.

Thanks for your consideration.

Gail Promboin
944 Yellow Pine Avenue

From: Kathy Dessau
To: Walbert, Sloane
Cc: Holly Harding; John Moore; Bruce Goldstein; Bob Burnham & Gail Promboin; Dohrmann, Russell and Gail; Louie McKee; Noel Culberson; Denise Maslanka; Tom Miller; Jan Nance; Neal Zaun; JUDY WAHLBERG; Neil Lubar
Subject: Re: Review Comments - 820 Lee Hill Drive
Date: Saturday, June 22, 2013 1:37:54 PM

Hi Sloane,
Thanks for the PDF. I was talking with a neighbor and was reminded of two more issues that we've noticed since living in NBE since 2000.

1) As Gail has mentioned 8th by Lee Hill is very crowded and in the summers has had water trucks loading up from the hydrants. The turn from 8th to Zamia is often tricky with these trucks.

2) I have heard from the residents of Dakota Ridge that they have to be careful of the traffic turning out of 8th on to Lee Hill. Personally I have experienced "near misses" when someone pulling out from Fountain has almost hit us once we are on Lee Hill (and this has happened more than once). It would seem that adding 10th Street would ease this traffic issue. In addition, I have also experienced where I have almost hit a pedestrian or been a pedestrian and almost been hit on 8th by Lee Hill. For some reason the visibility, the weird angle etc, make this road tricky for safety. By adding even more cars that would go in and out of this tricky intersection, it increase the likelihood that an accident might occur.

Thanks again for your attention to our concerns.

Kathy Dessau
748 Yellow Pine Ave.

From: Bob Groneberg
To: Walbert, Sloane
Subject: 820 Lee Hill Dr. Site Review Comment
Date: Friday, June 21, 2013 11:07:06 PM

Dear Sloane-

We appreciate the opportunity to comment on the plans submitted for development at 820 Lee Hill Dr.

Our position is to keep the proposed greenway on the eastern boundary of the development and not to extend 10th Street to Yellow Pine.

We have lived in this neighborhood on Yellow Pine for 12 years and do not see traffic as a major problem. For example, we have never had to wait at 8th Street to turn on to Lee Hill. The addition of 8 households on Yellow Pine will increase traffic, but that will be inevitable. Traveling west or potentially east to a new 10th will require new and existing households on Yellow Pine to get out of the neighborhood one way or another. The distance will be about the same either way.

On street parking is a concern. We expect that garages may often be used for storage rather than car parking. The shared driveway should be made so that each household can park at least one car in front of their garage to limit the amount of on street parking.

Thank you-
Bob and Elizabeth Groneberg
958 Yellow Pine Ave

From: Bruce Goldstein
To: Walbert, Sloane
Subject: RE: 820 Lee Hill
Date: Saturday, August 24, 2013 7:59:10 AM

Thanks for the filing, Sloane,

Looking at the revised plan, what immediately strikes me is the bizarreness of having two tiny parks - each about 8000 square feet - separated by a couple houses. It seems to render both inviable for many of the functions desirable in a residential park. By comparison, the pocket parks in Dakota (see attached photo labeled "Dakota") are sizable, and permit a variety of uses - by residents account, these Dakota Ridge parks are the soul of the community.

The park adjacent to 10th street seems poorly sited, since it abuts 10th street and a commercial space/parking lot. See second attached photo labeled "proposed park". Spatially, it's inconvenient and away from the neighborhood center. Also, it seems inconsistent with Andy and his development team's earlier assertion that the neighborhood park should be at the center of their new community.

I understand the development must meet an open space requirement (they are now just above it) and think a consolidated park would serve the neighborhood better. Is this something that we could examine - does it fall within the scope of your next round of comments?

Apropos, my son is conducting a neighborhood survey of desired uses for the park, which we'll forward to you in about a week. Planning is a family gene!

Bruce

BRUCE GOLDSTEIN
Associate Professor
Environmental Design and Environmental Studies
Faculty Research Associate, Institute for Behavioral Science
Outreach and Education Coordinator for Sustainability Initiatives
University of Colorado Boulder
720-346-4957 (c)
brugo@colorado.edu



From: Bruce Goldstein
To: Walbert, Sloane
Cc: Bob Burnham & Gail Promboin

Subject: RE: 820 Lee Hill

Date: Monday, August 26, 2013 8:48:01 PM

Thanks Sloane,

If the engineer suggests that a drainage feature is necessary in that spot (as opposed to being possible at the other park site), I wonder whether you could ask them how much space is necessary to meet the minimum requirements. I ask because in the previous site plan, the amount of space set aside at that location was about 1/3 as large as what it is now. I'm thinking, if a smaller space is possible to accommodate drainage, the park space further west might be enlarged.

Thanks!

Bruce

BRUCE GOLDSTEIN

Associate Professor

Environmental Design and Environmental Studies

Faculty Research Associate, Institute for Behavioral Science

Outreach and Education Coordinator for Sustainability Initiatives

University of Colorado Boulder

720-346-4957 (c)

brugo@colorado.edu

From: Bruce Goldstein

To: Walbert, Sloane

Cc: Bob Burnham & Gail Promboin

Subject: RE: 820 Lee Hill

Date: Wednesday, August 28, 2013 4:10:09 PM

Hi Sloane,

A number of neighbors have expressed their concern about the open space plan to me - both in terms of park functionality and the risk of creating a homeless hangout in the neighborhood, given the location of that southeast parcel. We are curious about how to appropriately respond. Part of our hesitation is over the issue of the drainage requirements that you raised, which may constrain our options. Is there any way you could provide some initial feedback in time for us to get our opinion (and possibly professional support for an alternative) to you before you return comments to the developer?

Also, can you advise on the next stage of the process? Is planning board review optional, or mandatory? I've heard different things over time. Will we have an opportunity to speak then - and, under these circumstances, does the board often request additional modifications?

Also, under what circumstances does the development move forward for full council review?

Thanks!

Bruce

BRUCE GOLDSTEIN
Associate Professor
Environmental Design and Environmental Studies
Faculty Research Associate, Institute for Behavioral Science
Outreach and Education Coordinator for Sustainability Initiatives
University of Colorado Boulder
720-346-4957 (c)
brugo@colorado.edu

From: Bob Burnham & Gail Promboin
To: Walbert, Sloane; boulderplanningboard
Cc: Bruce Goldstein; Elizabeth Groneberg; John Moore; Julene Thom; Kathy Dessau; Louie McKee; denise@boulderco.com; Neil Lubar; Noel Culberson; nzaun120@aol.com; bsaless@earthnet.net; chesley.mccoll@gmail.com; Nicolett Miller; Russ Dohrmann; Nancy Hunt; Julie Byrt; North Briar HOA
Subject: 820 Lee Hill August Site Plan Submission
Date: Friday, August 30, 2013 4:52:17 PM
Attachments: Comments on August site plan.docx

Dear Sloane:

We have attached our comments on the Thistle/Allison/Coburn August 19 site plan for 820 Lee Hill Drive. We note for the benefit of the neighbors we copied that your deadline for including comments in the Planning Board package is Friday, September 6 at noon. Thank you for your help in this process to date; we hope you and your colleagues and the board are still listening. The invitation to walk you around the neighborhood still stands.

Sincerely,
Gail Promboin and Bob Burnham

August 30, 2013

Dear Planning and Development Department team and Planning Board members:

We have reviewed the August 19 version of the site plan for 820 Lee Hill. Thanks in large measure to your actions, it is a marked improvement over the previous site plan.

First and foremost, connecting 10th Street to Yellow Pine will improve access and safety for existing and new residents. Thank you for listening.

Secondly, adding two-car garages to some of the homes will relieve some of the pressure on the very limited on-street parking. However, it is fantasy to expect that the in-line two-car garages in six of the Yellow Pine homes will actually be used for two cars, like the side-by-side garages in several homes on 8th and 10th Streets, but they at least increase the odds of one car being garaged and not parked on the street. It is worth noting that if you required alley access to the rear of the homes on Yellow Pine, such as that provided to homes on 8th and 10th Streets, it would be more possible to provide side-by-side two car garages.

As with many changes, the site plan revisions addressed some problems, but created a new one. The large open area at the southeast corner of the site is likely to become a hangout and camping area for vagrants. Anyone who lives in this area can tell you that any unpatrolled open space is used by vagrants to drink, get high, camp out, litter, and engage in other offensive behavior. Take a walk or ride near dusk along the Four Mile Canyon Creek multi-use path south of Yellow Pine and you will see the likely future for this corner of the development. Proximity to the Shelter's morning services is already blighting the surrounding neighborhoods; please don't provide an inviting new spot to make it worse. Unlike the park in the center of the new neighborhood, there are few or no windows that face it and it is screened by a berm and trees. We understand the site must provide for drainage detention, but must it all be in one spot that is so large? Can it be made uninviting to vagrants by planting uncomfortable vegetation? Can you require that it be posted "no trespassing?" Can you require the developers to make it less isolated from the homes?

The new site plan included new information on architectural design and we have some reactions. First, the color scheme stands in sharp contrast to the muted earth tones of North Briar to the south and west and Dakota Ridge to the north. If the color palette is going to be similar to that on Rosewood, currently being built by the same development team, we find it quite muddy and unattractive. Second, the homes are so narrow and close together that, like the ones at Rosewood, some of them look like two story Tuff Sheds. It is not clear if the developers are still seeking side yard setback variances, but you should deny them as there ought to be some limit on how tightly the homes can be crammed together.

Again, thank you for your help so far in requiring changes that have improved the site plan. Please continue to hold the developers' feet to the fire to result in a development that both new and existing residents can enjoy living with. The developers can do better, but it is clear they won't without you pushing them.

Sincerely,

Gail Promboin and Bob Burnham
944 Yellow Pine Avenue

From: Bruce Goldstein
To: Walbert, Sloane
Cc: "Bob Burnham & Gail Promboin"
Subject: RE: 820 Lee Hill Review Process
Date: Friday, August 30, 2013 10:24:20 AM

Thanks Sloane, I appreciate it.

Folks here in North Briar have been discussing the possibility of hiring an open space designer to advise us on the neighborhood parks spaces, after hearing back from Andy Allison that he and his development team are uninterested in discussing this issue with us. We'll wait to hear from you on the engineering analysis before proceeding with this.

Bruce

BRUCE GOLDSTEIN
Associate Professor
Environmental Design and Environmental Studies
Faculty Research Associate, Institute for Behavioral Science
Outreach and Education Coordinator for Sustainability Initiatives

University of Colorado Boulder
720-346-4957 (c)
brugo@colorado.edu

From: Neal Zaun
To: Walbert, Sloane
Subject: Comments Concerning the 820 Lee Hill Site Plan
Date: Tuesday, September 03, 2013 3:40:53 PM
Attachments: Comments Concerning 820 Lee Hill - 9-2-13.docx

Dear Sloane:

We have attached our comments concerning 820 Lee Hill Project submitted by Thistle and appreciate the staff reviewing them.

Sincerely,
Neal & Sharron Zaun
755 Zamia Ave.

Sept. 2, 2013

Dear Boulder Planning Board and Staff:

These are my comments concerning the site plan for 820 Lee Hill, dated Aug 19, 2013.

A big improvement from previous plans is connecting 10th Street to Yellow Pine. This will make for a more efficient flow of traffic, with a shorter distance traveled and less congestion. I also see that some of the homes have two car garages, which should help with street parking. Maybe all the homes should have two car garages.

The biggest problem I find is that the transition from both North Briar Estates (NBE) and Dakota Ridge to 820 Lee Hill is large. While I do not expect the builder to build homes the size of the NBE or Dakota Ridge I think the building materials and colors should be similar. Also think that if the builder is asking for a side yard variance, it should be denied. The homes are already too close together.

I appreciate your considering my comments for the next review cycle.

Sincerely,

Neal & Sharron Zaun
755 Zamia Avenue

From: Bruce Goldstein
To: Walbert, Sloane
Cc: "Bob Burnham & Gail Promboin"
Subject: RE: Update

Date: Tuesday, September 03, 2013 12:57:02 PM

Hi Sloane,

Yes, this “informal space” has become an issue, both for positive (desire for more programmed rather than “informal” space in a neighborhood that doesn’t have any gathering spaces) and negative reasons (isolation of this space from the existing community, high probability that this isolated eastern space will attract homeless, since it will be the closest park site to the 160-bed shelter and 10th street will provide a new point of access to the open space).

We’d like to explore other design options – especially one that would unite the new and old part of the community, to counteract the current design, which creates strong divisions between the two parts of the neighborhood. We are in touch with an open space design consultant, but would prefer to work with city staff – is it possible to arrange a meeting with your parks or open space – oriented staff?

Bruce

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Outreach and Education Coordinator for Sustainability Initiatives
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From: Bob Burnham & Gail Promboin
To: Bruce Goldstein
Cc: Walbert, Sloane
Subject: Re: Update
Date: Tuesday, September 03, 2013 1:51:54 PM

I second Bruce's comment about the risk of this space becoming a magnet for the homeless. A retaining wall makes it even worse. Take a look at what the Shell station at Broadway and Rosewood had to do to the wall around its planting box to get rid of the guys who sat on it all day -- install a picket fence on top!

Gail Promboin

From: Bob Burnham & Gail Promboin
To: Walbert, Sloane; Bruce Goldstein
Subject: She'll station
Date: Wednesday, September 04, 2013 11:32:23 AM
Attachments: ATT00001.c

Here's what I described in my previous email. Before the fence, there were vagrants sitting there all day.

Gail



From: Bruce Goldstein
To: "Bob Burnham & Gail Promboin"
Cc: Walbert, Sloane
Subject: RE: Update
Date: Wednesday, September 04, 2013 8:20:12 AM

Hi Sloane,

You mentioned below the absence of concern about the eastern "informal space" during our first meeting - please see the two attached images, which contrasts the original site plan to the revised. In the original, the eastern edge was 1/2 of the size, and just designed to accommodate the water retention pond. In the revised, it is doubled in size, and expanded substantially. Hence our new concern about this site - it's a new issue, raised by the requirement to have more open space on the property.

Our neighborhood is eager to see more open space in this design – the feeling is that the site plan is already too dense, with spillover impacts such as the inadequate garage space that Gail has raised. However, we feel that the addition of park space on the east is not appropriate, for the reasons we've sited, principally that (1) it does nothing to unite the new development with the existing neighborhood, in a development plan that creates an enclave rather than an integrated community, 2) these two little park spaces are not functional as community meeting and recreation spaces - they are two small and divided, and (3) the isolated and unusable eastern park space may attract homeless people into the community.

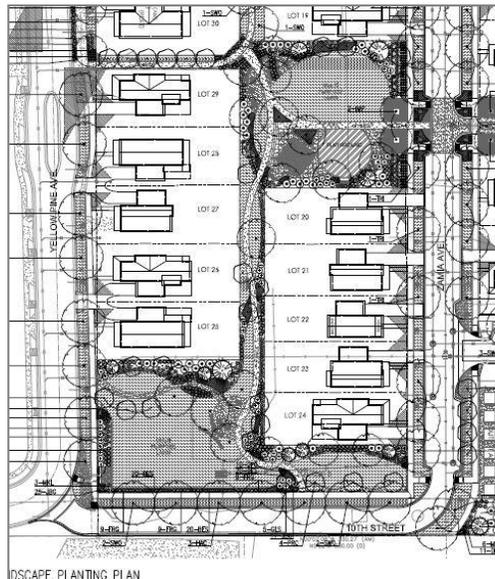
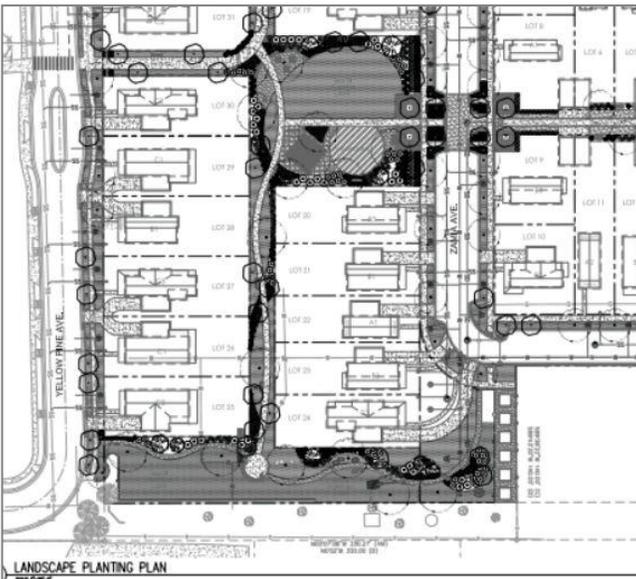
We'd like to revisit this issue, but have been rebuffed by the development team, which overall has shown little willingness to address our concerns collaboratively.

We are in touch with a park designer from the well-known design group Root House Studio, who is willing to partner with us on considering alternative designs that may yield a greater community benefit - we are especially interested in breaking up the solid and dense row of houses along Yellow Pine with a park that spans Yellow Pine to Zamia, and thus unites the community and is more functional overall.

Given that you are sending comments back on Friday, can we explore ways to keep this option alive? Are there colleagues on your staff who we could consult with on this issue?

Bruce

BRUCE GOLDSTEIN
Associate Professor
Environmental Design and Environmental Studies
Faculty Research Associate, Institute for Behavioral Science
Outreach and Education Coordinator for Sustainability Initiatives
University of Colorado Boulder
720-346-4957 (c)
brugo@colorado.edu



From: Bruce Goldstein
To: Walbert, Sloane
Subject: RE: Review Comments - Revised Plans for 820 Lee Hill Drive
Date: Friday, September 06, 2013 7:35:36 PM

Sloane,

Just read the comments. Thanks for responding to our concerns.

Just to add some food for thought, in addition to Jane Jacobs “eyes on” observation about streets, she also said that parks do not act on neighborhoods, but neighborhoods do act on parks – and so a park will succeed if it is in the area of significant foot traffic. The location of that eastern park element is in the area of least foot traffic in the whole development. I think Jane is on the neighborhood’s side on this one ;-)

Bruce

BRUCE GOLDSTEIN

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Environmental Design and Environmental Studies
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brugo@colorado.edu

From: Goldstein, Bruce
To: Walbert, Sloane
Cc: "Bob Burnham & Gail Promboin (burnboin@msn.com)"
Subject: 820 Lee Hill
Date: Tuesday, September 10, 2013 11:52:09 AM

Hi Sloane,

Gail and I and perhaps a few other folks are meeting informally with our parks design advisor this Thursday, and thought you might like to join us – we are meeting at 6PM at my house, in North Briar.

Also, we thought we might take a walk down to the site with you and look at the site lines to that eastern park parcel – we feel that perhaps you and your colleagues don't appreciate how isolated that site is, and how little "eyes-on" it potentially has, given the ways the homes and windows are configured in that area.

Finally, it would be great to talk with you about the variances issue. We feel that the extraordinary number of variances requested may constitute, in effect, a re-zoning of the property, and would like to hear the staff perspective on this request.

Thanks!

Bruce

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From: Bob Burnham & Gail Promboin
To: Walbert, Sloane
Cc: Bruce Goldstein
Subject: 820 Lee Hill
Date: Monday, September 16, 2013 8:27:32 PM

Sloane:

You might want to have your engineers take a closer look at the drainage plan. The topography up here has been altered, maybe permanently, by the flood. Very few homes in North Briar are dry. I am fortunate to live in one of them; Bruce is not. I hope you came through OK. The offer to walk you around the neighborhood, so that you can see for yourself how utterly inaccurate the analysis of sight lines is, still stands.

I have additional comments on the staff analysis but am not sure when would be the appropriate time to submit them. Can you please advise?

Gail Promboin

From: Goldstein, Bruce
To: Walbert, Sloane
Subject: Update
Date: Wednesday, September 25, 2013 3:35:48 PM

Hi Sloane,

The Northbriar neighborhood suffered disproportionately from the flood – about 1/3 of the houses suffered major damage, including mine. So we've been a bit out of touch on 820 Lee Hill! Just wanted to get in touch with you for an update – anything new? Any response from the developer? Any deadlines to keep an eye on? We're meeting next week with our landscape consultant to discuss the park design, and our offer to show you the area still holds.

Given the amount of damage in the neighborhood, I wonder whether special attention might be given to their drainage/flood elements. Despite being above the 100 year flood plain, we were extensively flooded.

Bruce

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From: Bob Burnham & Gail Promboin
To: Walbert, Sloane
Cc: "Goldstein, Bruce"
Subject: Re: Corrected Plans - 820 Lee Hill Drive
Date: Wednesday, October 02, 2013 9:04:22 AM

Thanks, Sloane. The offer still stands to walk the neighborhood and, among other things, show you how completely inaccurate the staff analysis of lines of sight and "eyes on the street" is.

Gail

From: Bob Burnham & Gail Promboin
To: Walbert, Sloane
Cc: Bruce Goldstein
Subject: 820 Lee Hill
Date: Thursday, October 03, 2013 7:32:00 PM

Hi, Sloane:

I just wanted to give you a heads-up about two issues at which you and your colleagues should take a much closer and more critical look before you send the site plan to the Planning Board:

1. Recent "live" stormwater studies (the flood) indicate that, at a minimum, lots 18 and 31 would have been flooded last month. Lots 19 and 30 might have also been in the path of the flood waters. We can show you the path of the flood waters through the area if you would like to visit. Four Mile Canyon Creek now flows in a different channel than it did before and poses a different kind of risk. The drainage through North Briar poses a risk to the 820 Lee Hill development as well as a continuing risk to North Briar.

2. The drawing labeled "Context Plan" is at best misleading and at worst outright deceptive. We have checked some of the measurements and they are incorrect. Even where they are correct, they are misleading. For example, 990 Yellow Pine is marked as having an 8' side yard setback on its west side. It's actually a little more, but what is significant is that the nearest house to the west (mine) is 63' away. That's a good example of where a setback variance is reasonable, but such is not the case for the variances requested by the developer. Why bother having a code if every single lot in a proposed development gets one or more setback variances?

I thought you would appreciate being aware that the information you have been given and the information on which previous analyses have been based is incorrect, misleading, and/or not reflective of current reality.

Gail Promboin
303-442-0467

From: Goldstein, Bruce
To: Walbert, Sloane; "Bob Burnham & Gail Promboin"
Subject: RE: 820 Lee Hill
Date: Friday, October 04, 2013 5:04:53 PM

Sloane,

Thanks for your latest response, to Gail's note. I have a few observations:

1. You note that our neighborhood is in an area where higher density is called for in two planning documents. I wonder whether you could point out the relevant sections of these two documents? To me, the logic your advancing is that the subcommunity plan and comp plan mandate greater density in our single family neighborhood than is permissible by right, so that the planning staff only have a choice to either allow the requested variances or promote multi-family dwellings. This

seems odd to me – especially since this area is all single family homes, and the developers themselves have shown little interest in multifamily housing. Isn't another alternative to simply eliminate a few houses in order to abide by the existing zoning?

2. I've taken my tape measure out and measured the distance between some of the setbacks distances in the context plan document. I've found gross inaccuracies – up to 50% underestimates. Any sense of why this may be? Did the development team provide any methodology on that submission? If its meant to measure actual distances between homes, its full of mistakes whether deliberate or unintentional I cannot say. If the developer submitted material that represents permissible distances – and the actual distances are wider – isn't this distinction important for your analysis for comparability? What's your read on this, and how can we resolve this issue before staff makes a recommendation?

3. There is no question that the open space is an important amenity – we are in agreement on that. What we disagree on is the location of the park space - we believe the park should be relocated, to reduce flood risk, enhance community integration, and reduce the risk of uses that are incompatible with the neighborhood. We'd appreciate it if you took the flooding risk on the west side of the property seriously now – not at some later date. The western edge was completely inundated during the flood by overland flow – resulting in major home damage, the largest impact on any house in the entire neighborhood. We believe that this risk – which we were unaware of earlier – makes a much stronger case for putting the park on the western edge (between the Eighth and Zamia intersection and Yellow Pine). If this issue is left for later consideration – during building permitting – the opportunity to make this change may be lost.

Again, I really appreciate your responsiveness on these issues.

Bruce

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Faculty Research Associate, Institute for Behavioral Science
Outreach and Education Coordinator for Sustainability Initiatives
University of Colorado Boulder
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From: Bob Burnham & Gail Promboin
To: Walbert, Sloane
Cc: Bruce Goldstein
Subject: Setback Variances
Date: Saturday, October 05, 2013 1:52:21 PM

Sloane:

I'm having a little difficulty interpreting the table on SR-2 where requested variances are listed. Front and rear variance requests are listed separately. For the list of lots where side lot variances are requested, it is not clear whether they are requested for BOTH sides or just one. Can you help me interpret this correctly?

Thank you.
Gail Promboin

From: Bob Burnham & Gail Promboin
To: Walbert, Sloane; boulderplanningboard
Cc: Bruce Goldstein
Subject: North Briar Comments on 820 Lee Hill Drive Site Plan
Date: Thursday, October 10, 2013 9:00:52 AM
Attachments: October comments on 820 Lee Hill final.docx

To: Planning Board Members and Planning and Development Staff
Please see the attached letter and exhibits regarding the last two site plan submittals by the developers of 820 Lee Hill. You will note that the letter is signed by 75 owners and residents of 38 homes in North Briar, which abuts the property to the west and south.

Thank you for your consideration,
Gail Promboin on behalf of 75 North Briar neighbors

October 10, 2013

Dear Planning Board Members:

We the residents of the North Briar neighborhood, which borders the 820 Lee Hill property on the west and south, continue to have serious concerns about the compatibility of the proposed 820 Lee Hill development with our neighborhood. We welcome the replacement of industrial use by homes and neighbors, but want to be sure that we, the developer, and the City do the best we can to integrate the new neighborhood with the old and enhance North Briar as a desirable place for us all to live. While we acknowledge that the August and September site plan submissions contain some improvements from previous versions, we believe that the following three critical issues remain to be addressed before the city approves this development:

1. Requested modifications to land use regulations

At least one setback (distance from lot line to structure) variance is requested for all 31 proposed lots, as well as variances regarding solar access requirements and counting land within public rights of way toward the open space required for the RL-2 medium density zoning. To grant all of these variances would challenge the legitimacy of Boulder's land use code and ignore the reasons this zoning was adopted in the first place. Side yard setbacks help to reduce the risk of fire spreading from one home to another; reducing them in this high hazard zone is reckless. Planning staff has referred to the Comprehensive Plan and North Boulder Subcommunity Plan as promoting higher density in this area; yet this goal was achieved years ago by changing the zoning on this site from "Residential-Estate" to "RL-2," which is less dense than the areas to its immediate south and north. Neither plan justifies granting one or more setback variances to every lot, which would result in a visible density that contrasts uncomfortably with the surroundings, and compound the problems with parking congestion that this development may introduce.

Planning staff has already indicated that these variance requests require further justification, and in response, the 10/1 "Context Plan" submitted by the developer purports to show that similar narrow spacing between homes exists in North Briar. However, we have found that this submission is both inaccurate and misleading. Please see Appendix 1, which shows that ALL of the existing side setbacks that the developer claims are at or below the 10 foot variance they are requesting are under-estimated, from 50% to an astounding 800% less than the actual distance between our houses. In addition, these comparisons are also misleading because the zoning on the 820 Lee Hill site requires lower density than

the areas to the north and south where they allege there to be smaller setbacks. There is simply no good rationale for ignoring the applicable provisions of the land use code through what amounts to a rezoning of the entire site. We recommend that the requested variances be denied to enhance safety and preserve compatibility with the existing neighborhood.

2. Location and configuration of park and other open spaces

From our first encounter with this development plan, we have been concerned with its insularity -- the way that it creates a neighborhood within a neighborhood, with all public spaces and paths effectively closed off to our families. We feel that this will enhance a division between our community and the new residents, which serves no one's interest. In earlier communications, North Briar residents expressed particular disappointment in the developer's insistence that the park space be located so as to be closed off to the surrounding neighborhood, rather than serving as a transitional feature and integrating the new development into the existing residential fabric. The developer rebuffed our suggestions, citing the need for the park to have high visibility from surrounding homes as a safety feature. Yet the August/September revisions created an even larger but unprogrammed site to the SE that is even less likely to be used intensively by residents. This area has almost no visibility from surrounding homes and has a high likelihood of exacerbating the problem that the community has faced with disorderly conduct and littering by the 200+ homeless people who are housed in the Shelter and the new chronically homeless housing facility that the city approved for placement next to our neighborhood. Please see Appendix 2 for a detailed rebuttal of staff's inaccurate visibility analysis. We have sent repeated invitations to planning staff to ground truth their visibility analysis, but have received no response.

In light of these concerns and the recent flood, which would have severely damaged homes on lots 18 and 31 on the southwest side of the property (and perhaps lots 19 and 30 as well), we propose that staff and Planning Board revisit this issue and consider an alternative to the developer's configuration. Relocating the park and much of the large open area from the southeast corner to the southwest part of the site adjacent to the existing multi-use path would offer the following advantages:

- A larger, more coherent open space resource for the new neighborhood that could accommodate a wider range of uses than the two smaller spaces.
- A smoother transition from the existing neighborhood to the new one.
- A valuable flood control/mitigation/storm water management benefit located much closer to real-world storm runoff.
- The addition of visibility by numerous pedestrian and bicycle users of the multi-use path to increase safety and discourage loitering.
- Extend the "greenway" feeling of the segment of the multi-use path to the south, thus benefiting all users of the path.

These modifications could, we believe, be accommodated in a way that offers substantial benefits to the entire neighborhood while posing no financial downside to the developers or our future neighbors.

3. Proposed home designs and materials

As noted in previous communications from various residents, as well as public hearing testimony, the proposed home designs and materials stand in marked contrast to the surrounding areas to the north, west, and south. The new details on materials and color palette submitted by the developer do nothing to persuade us that compatibility with the surrounding area was considered at all.

Thank you for continuing to consider the views of neighbors. We were encouraged that most of you who attended the last Planning Board meeting where you discussed this project both understood our concerns and were sympathetic to our

goal of achieving a unified neighborhood that encompasses both existing and proposed development in a harmonious fashion.

Sincerely,

Vicki Nichols Goldstein and Bruce, Ari, and Melina Goldstein, 4669 7th St.

Gail Promboin and Bob Burnham, 944 Yellow Pine Ave.

F. Joseph and Kerry O. Glynn, 4787 6th St.

Eric and Carolina Shannon, 700 Yellow Pine Ave.

Jon and Jennifer Krigsman, 4817 6th St.

North Briar Comments on 820 Lee Hill Site Plan 10/10/13 pg. 3

Sharron and Neal Zaun, 755 Zamia Ave.

Noel and Shina Culberson, 810 Yellow Pine Ave.

Holly and Nick Cerretani, 4753 6th St.

Russell and Gail Dohrmann, 781 Zamia Ct.

John, Valeria, Dylan, and Michael Moore, 4647 7th St.

Kathy and Dan Dessau, 748 Yellow Pine Ave.

Susan Eastman Walton and Hugh Walton, 4805 6th St.

Denise Maslanka, 770 Yellow Pine Ave.

Bob and Elizabeth Groneberg, 958 Yellow Pine Ave.

Louie and Lucy McKee, 836 Yellow Pine Ave.

Holly and Joe Harding, 721 Yellow Pine Ave.

Julie Byrt, 4825 6th St.

Carl and Nancy Hunt, 950 Yellow Pine Ave.

Karie Koplak, 4818 6th St.

July and Bill Wahlberg, 789 Zamia Ave.

Chris and Erin Ratay, 4810 6th St.

Semay Nelson, 4772 6th St.

Brian, Julene, Caelan, and Bryce Thom, 990 Yellow Pine Ave.

Maggi Friend, 715 Zamia Ct.

Nadia Prescher and Jeremy Stein, 702 Zamia Ct.

Riki and Harry Jones, 771 Yellow Pine Ave.

Ellen and Eric Blockhus, 4758 6th St.

Gigi Keracik (owner), 754 Zamia Ct.

Kaitlin Ko, 754 Zamia Ct.

Jeannine Goode-Allen, 800 Zamia Ave.

Edith Li, 824 Yellow Pine Ave.

Javier, Ines, and Sofia Marti and Pilar Devolx, 4796 6th St.

Linn Wilder and Robert Muir, 4655 7th St.

Neil Lubar and Paola Jacks, 745 Zamia Ct.

Patrice and John Lynch, 4750 6th St.

Don and Rebecca Maschka, 792 Yellow Pine Ave.

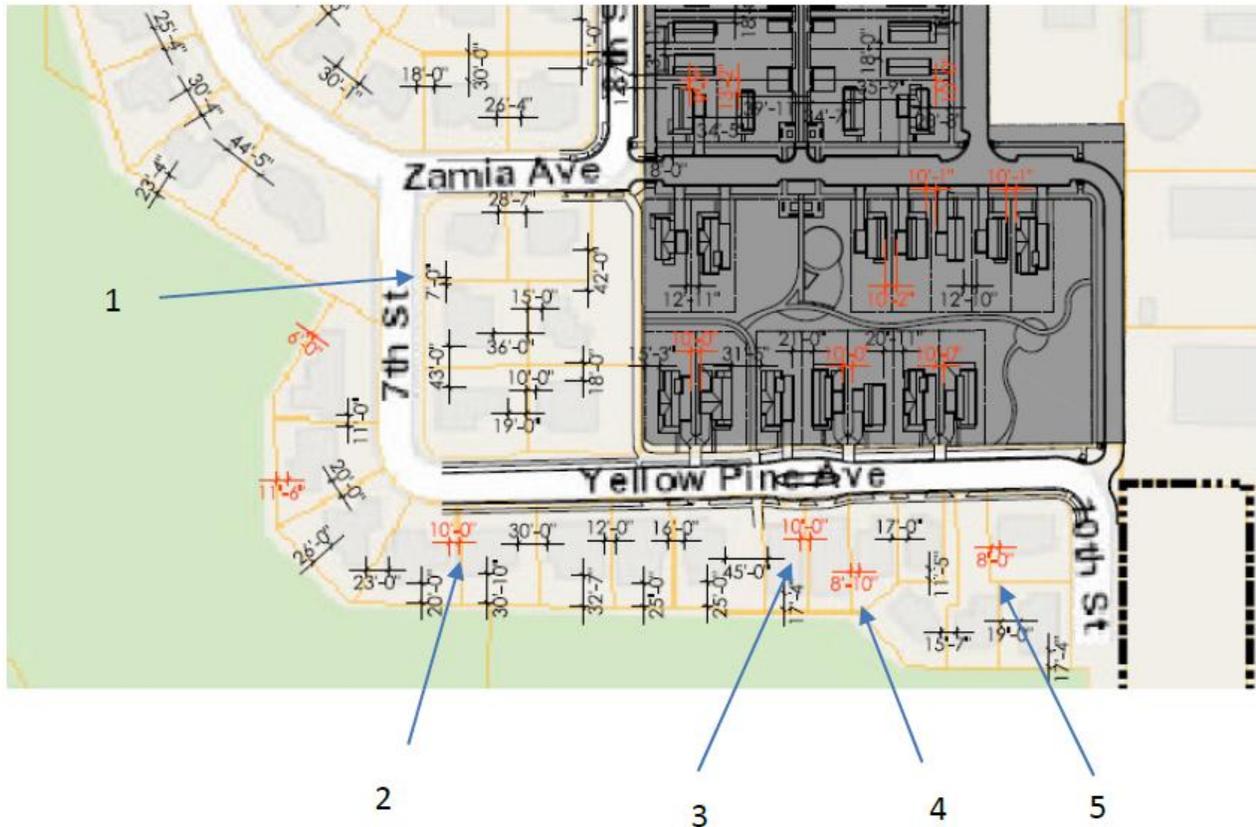
Steve and Pamela Sparough, 780 Zamia Ave.

William and Dorothy Watson, 4791 6th St.

Bruce and Anne Walker, 4784 6th St.

Appendix 1: Ground Truth of Context Setback Study Prepared by Coburn Associates

Closest distance between houses were manually measured, for houses in North Briar that Coburn is asserting are at or below the setback distance in their variance request (10 feet).



1. 28 feet (Coburn estimate is 7 feet)
2. 15 feet (Coburn estimate is 10 feet)
3. 15 feet (Coburn estimate is 10 feet)
4. 15 feet (Coburn estimate is 8 feet 10 inches)
5. 65 feet (Coburn estimate is 8 feet)

Conclusion:

- Existing side setbacks at or below requested 10 foot variance are systematically under-estimated, over a range of 50-800%.

Appendix 2: Analysis of Sight Lines to Open Area in SE Corner of 820 Lee Hill Site Plan

Our concern about this open area becoming a gathering spot for the homeless¹ is real and based on experience in living here. Staff has provided a sight line analysis (page five of the September 6 staff memo) to support their assertion that this site will meet the standard set by planning theorist Jane Jacobs, that “eyes on the street” can make it safe. However, this analysis - apparently conducted without visiting the neighborhood - is wholly inaccurate. None of the five North Briar homes that staff has identified as having “eyes on” this open space have windows from rooms people inhabit while awake facing the area and the few windows that exist are screened by trees or other homes. In detail, moving from east to west:

- 990 Yellow Pine: Has few windows facing north, all of which are obscured by mature trees.
- 958 Yellow Pine: This is a rear lot. One of the two first floor north-facing windows always has a shade pulled for privacy; the other is in the garage. The only north-facing windows on the second floor are at least partially screened by mature trees and are children’s bedrooms; three of the four are clerestory windows and can only be looked through by very tall people.
- 950 Yellow Pine: This rear-lot home cannot see the street from any windows because its view is obscured by 944 Yellow Pine and a mature tree.
- 944 Yellow Pine: The only north facing windows are in a seldom-used guest room and a clerestory window that can only be used by very tall people. While it appears there might be good visibility of the open area from side windows, most of them are not functionally usable for observing the new hangout for vagrants because they always have shades drawn to protect an art collection from sun damage (2) or provide privacy in a toilet (1), would require climbing the kitchen counter and standing in the sink (1), or have furniture in front of it that makes it impossible to see out at the pertinent angle (1). Two windows from dining room provide visibility only if one stands directly at window and stretches to look.
- 848 Yellow Pine: The only north facing window is from a child’s bedroom and is at least partially obscured by a mature tree.
-

As for the five homes in the new development that staff identifies as having visibility, they could only potentially view the highest part of the site, which will slope down and away from them, and the landscape plan indicates that trees will screen their view. Thus, we conclude that there will be no “eyes on the street” that might deter the homeless from occupying this space.

More broadly, we urge planning staff to consider Jane Jacobs’ writing on city parks. Jacobs suggested that successful, functional parks are those under intense use, and that these parks usually possess four common characteristics: a variety of uses, a central location, sunlight, and enclosure. The SE site –located at the edge of the development next to a fence, alley, and industrial space -- will contain few of the features. We urge planning staff to consider instead the possibility of creating a centrally located park that will integrate the neighborhood and be large enough to provide a wide range of potential uses.

¹ This park area will be the nearest accessible open space for the largest concentration of homeless people in the region: the residents at the existing 160 bed homeless shelter at Lee Hill and Broadway, as well as the 31 residents of the chronically homeless facility under construction next door.

From: Bob Burnham & Gail Promboin
To: Walbert, Sloane; boulderplanningboard

Cc: Bruce Goldstein
Subject: Photos that illustrate points in letter regarding 820 Lee Hill
Date: Thursday, October 10, 2013 9:08:20 AM

Sloane:

Here are three photos of the homes in North Briar that face the proposed informal open space in the southeast corner of the 820 Lee Hill site. These photos illustrate that the staff analysis of visibility to the site is inaccurate by a lot.

Gail Promboin



From: Goldstein, Bruce
To: Walbert, Sloane
Subject: RE: 820 Lee Hill
Date: Thursday, October 10, 2013 2:07:21 PM

Thanks Sloane,

You've probably seen the neighborhood letter by now. I think its remarkable that nearly everyone in North Briar has actively signed onto this letter – we are united as a community on these concerns about the insularity and incompatibility of 820 Lee Hill with both our homes and the sense of connection and neighborhood that has allowed us to respond effectively to enormous impact of the flood.

I met with Andy Allison the other day, and discussed the park issue – my son conducted a community survey of desired uses of the park, which confirmed our interest in one large space that would be accessible to the entire neighborhood. While Andy didn't yet seem ready to reconsider the spatial configuration of the park, we did share an interest in trying to get the developer and neighborhood together on our remaining issues, rather than bring the controversy to the Planning Board.

If you or your staff could do anything to facilitate further dialogue, it would be appreciated. Not precluding the relocation of the additional park space that the developer placed in the SE corner in the their revision of the site plan – additional space that has added no additional flood control capacity to the site, but was just done to meet minimal open space requirements – would be an excellent way to encourage further dialogue. Its not “either-or”, we can retain the space for flood protection in the SE, and also have a larger central community park that is open to all, as the North Briar community endorsed in our letter.

Bruce

p.s. Are you aware the section you cite from the subcommunity plan, as far as I can tell, does not refer to this property – it talks about the “Mann property”, to the north?

BRUCE GOLDSTEIN
Associate Professor
Environmental Design and Environmental Studies
Faculty Research Associate, Institute for Behavioral Science
Outreach and Education Coordinator for Sustainability Initiatives
University of Colorado Boulder
720-346-4957 (c)
brugo@colorado.edu

From: Noel Culberson
To: Walbert, Sloane
Subject: 820 Lee Hill comments
Date: Thursday, October 10, 2013 3:08:01 PM

My family and I support and signed the neighborhood letter that addresses some of our concerns about the recent development plans and I wanted to emphasize a couple of points.

I think it is critical to integrate the bike path with the new community park. This will increase the safety of both the bike path and the park as well as better link the new development with the existing nearby neighborhoods. It does not make sense to detour the bike path at 90 degree angles around the outside of the development when a safer and more natural flow would have the path lead to and through the park. Easier access to the park will also lead to more visibility and higher use.

I would also like to emphasize my opposition to allowing setback variances to the majority (if not all) of the properties. Cookie cutter houses packed tightly together are not attractive when compared to the existing homes and are not attractive to potential home buyers. Keeping the homes spaced out as much as possible and as is currently zoned would be a much better fit for this location.

Thanks for your attention to this feedback.

Noel and Shina Culberson
810 Yellow Pine Ave.

**ATTACHMENT D:
DEVELOPMENT REVIEW COMMENTS**

I. INITIAL SUBMITTAL RESPONSE

**CITY OF BOULDER
LAND USE REVIEW RESULTS AND COMMENTS**

DATE OF COMMENTS: **June 21, 2013**
CASE MANAGER: **Sloane Walbert**
PROJECT NAME: **820 LEE HILL DRIVE SITE REVIEW**
LOCATION: **820 LEE HILL DR**
COORDINATES: **N09W07**
REVIEW TYPE: **Site Review**
REVIEW NUMBER: **LUR2013-00033**
APPLICANT: **Coburn Development**
DESCRIPTION: **SITE REVIEW: Request to redevelop an existing 6-acre parcel with 32 single family homes with a mixture of attached and detached garages. The homes are proposed to range from 1,200 to 2,400 square feet in floor area.**

REQUESTED MODIFICATIONS TO THE LAND USE REGULATIONS:

- Section 9-7-1: Minimum front yard landscape setback on Lots 7, 8, 9, 10, 18, 19, 20, 21, 22 , 23, 24, 25, 26, 27, 28, 29, 30, 31 and 32, where 20-feet is required (see plans for specific proposed setbacks).
- Section 9-7-1: Minimum side yard setback from an interior lot line on Lots 1, 2, 3, 4, 5, 6, 7, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, and 32, to permit a minimum of 5 feet with no increased setback based on height.
- Section 9-7-1: Minimum rear yard setback to modify the 20-foot requirement as follows: 10 feet on Lot 10, 10 feet 6 inches on Lots 7 and 9, and 13 feet 3 inches on Lot 8.
- Aggregation of open space across the site as permitted in RL-2 zoning through Site Review.
- Section 9-9-11(f)(4): Request to include landscape areas within the public right-of-way to count for no more than 10% of the required open space.

I. REVIEW FINDINGS

Staff commends efforts to create a more sensitive and compatible site design by locating larger lots on the western and southern sides of the property to appropriately transition to the existing neighborhood and incorporating shared driveway access on Yellow Pine Avenue. As with the previously submitted Concept Plan, staff continues to find the proposal consistent with many of the goals and policies of the Boulder Valley Comprehensive Plan (BVCP), including but not limited to, compact land use form, provision of high quality on-site affordable housing, high quality open space, and neighborhood connectivity. In general, the proposed development addresses the goals and policies expressed in the North Boulder Subcommunity Plan (NBSP) for orienting well designed buildings and porches to the street and incorporating small blocks and narrow streets conducive to all modes of travel. Staff has also evaluated the development using the Site Review criteria found in section 9-2-14(h), B.R.C. 1981 of the Land Use Code.

Staff has found that while there are many criteria that are successfully met, there are several issues that must be addressed. These key issues are summarized below and require submittal of revised plans. Please submit nine copies of the revised plan set directly to a Project Specialist. Please note that while submittals are accepted at any time, they are only distributed on the first and third Mondays of each month.

A tentative Planning Board date of **September 19, 2013** is reserved for the project; however, before progressing to Planning Board, the issues within this document must be addressed. If these remaining issues cannot be resolved in due time prior to Planning Board, the public hearing may need to be rescheduled. Staff would be happy to meet with the applicant to discuss the comments. To set up a meeting, please contact the Case Manager, Sloane Walbert at 303-441-4231 or walberts@bouldercolorado.gov.

II. CITY REQUIREMENTS

Access/Circulation, David Thompson, 303-441-4417

1. Per section 2.02(B) of the City of Boulder Design and Construction Standards (DCS), a Traffic Impact Study (TIS) is required because the Traffic Assessment Letter shows that the residential development threshold of 20 vehicle trips or greater during any single hour is exceeded. Submit the TIS with the next re-submittal.
2. A Transportation Demand Management (TDM) Plan consistent with section 2.03(l) of the DCS and section 9-2-14(h)(2)(D)(iv) and (v) of the Boulder Revised Code (BRC), 1981 is required to be submitted which outlines strategies to mitigate traffic impacts created by the proposed development and implementable measures for promoting alternate modes of travel. Submit the TDM Plan with the next re-submittal.
3. Per Technical Drawing 2.61B of the DCS, an 8-foot landscape area must be provided between the back of curb and the sidewalk along Lee Hill Road. Revise accordingly.
4. Per section 9-2-14(d)(11) of the B.R.C., 1981, the site plan must show the width and limits of the right-of-way dedication along Lee Hill Road to accommodate the 8' landscape area, five foot detached sidewalk and 1' width behind the sidewalk.
5. The proposed 10-foot multi-use path along 8th Street must be extended to the east along Lee Hill Road and terminate at the curb ramp Lee Hill Drive crosswalk in order to provide accessibility to bicyclist between the multi-use path and Lee Hill Drive.
6. The site plan must show the existing 10' multi-use path along Yellow Pine Avenue fronting Lots 31 and 31.
7. The proposed woonerf alley must meet the standards for a city alley described in the DCS or the alley can be a private alley with a dedicated public access easement. Revise accordingly.
8. The mid-block curb ramps shown on 8th Street and 10th Street must be removed.
9. Per previous comment, additional information must be provided on the pavement material being proposed for the Park Link area on Zamia Avenue. Provide the information with the next re-submittal.
10. Per previous comment, the roadway alignment and cross-section elements of Zamia Avenue must be extended and constructed up to the east property line in order to allow for the road's future extension eastward as shown in the North Boulder Sub-community Plan. Revise accordingly.
11. The temporary curb and gutter on the east side of 10th Street must be constructed within the right of way.
12. On sheet LP-1, the sidewalk for the park must not extend beyond the street sidewalk for Zamia.
13. The marked crosswalk shown across Yellow Pine does not exist and must be removed from the plans.
14. Per section 9-9-7 of the B.R.C., 1981, sight triangles must be shown on the landscape plans.
15. Per chapter 5 of the AASHTO Guide for the Development of Bicycle Facilities, sight triangles must be provided where the multi-use path intersects with sidewalks and streets. Revise the landscape plan accordingly.
16. As discussed below, 10th Street must be extended north between Yellow Pine Avenue and Zamia Avenue to provide street connectivity consistent with the North Boulder Sub-Community Plan (see "site design" comments below for more information). The 10th Street roadway cross-section must be a minimum of 45.5' in order to accommodate the cross-section street elements consistent with the development proposal.
17. Per section 2.04(M)(f) of the DCS, the minimum width for a shared driveway must be 12-feet wide. Revise accordingly.
18. Per previous comment, a street light must be installed where 10th Street intersects with Lee Hill Drive. Revise accordingly.

19. A curb ramp must be shown where the multi-use path crosses Yellow Pine Avenue.
20. The right-of-way for Zamia Avenue, 10th Street and Yellow Pine must be revised to accommodate the required 8' wide landscape area discussed in the Landscape Section. Revise accordingly.

Affordable Housing, Beth Roberts, 303-441-1828

Each new residential unit developed on the property is subject to 9-13 B.R.C., 1981, "Inclusionary Housing." The general Inclusionary Housing requirement is that all residential developments must dedicate 20 percent of the total dwelling units as permanently affordable housing. For for-sale housing this requirement may be met through the provision of at least half of the required affordable units on-site. The other half of the requirement may be met by the provision of comparable existing or newly built off-site permanently affordable units, the dedication of land appropriate for affordable housing or by payment of a cash-in-lieu contribution.

Per section 9-13, B.R.C. 1981, and associated regulations, permanently affordable dwelling units must be proportionate in type (such as detached, attached or stacked units) and number of bedrooms to the market rate units. Each development shall have the same proportion of one-, two-, three- and four-bedroom dwelling units in its affordable dwelling units as in its market rate dwelling units. Detached permanently affordable units must have a floor area equal to at least 48 percent of the market-rate units. Permanently affordable dwelling units must be functionally equivalent to market rate units and must meet the "Livability Guidelines and Standards for Permanently Affordable Housing."

Location: The location of those permanently affordable dwelling units to the market-rate dwelling units within each development shall be distributed throughout the development to achieve integration and avoid concentration or segregation of the affordable households, unless a different distribution will result in a greater affordable housing benefit.

The proposed 32 units on site require 6.4 units of affordable housing. In the Preliminary DOC applicant indicates they will provide seven affordable units on-site however, in the written response six affordable units are indicated please clarify. Applicant must indicate the proposed lot numbers and model type for the affordable units.

A Determination of Inclusionary Housing Compliance form and a deed restricting Covenant to secure the permanent affordability of the units must be signed and recorded prior to application for any residential building permit and any applicable cash-in-lieu contribution must be made prior to receipt of a residential building permit. Permanently affordable units must be marketed and constructed concurrent with market-rate units.

Additional information about the Inclusionary Housing program may be found on-line at www.boulderaffordablehomes.com click on "Are You a Developer?"

Building Design, Sloane Walbert, Case Manager, 303-441-4231

Site Review Criteria

1. Provide "typical" elevations for all model types including details on proposed materials.
2. The porch on Lot 1 should wrap the corner to address both 8th Street and Lee Hill Drive in order to frame an active, pedestrian-scale streetscape (similar to Lot 17).
3. Please provide more detail on the side elevations of the homes placed on corner lots (Lots 1, 7, 10, 17, 18, 24, 25, and 32) so that staff can evaluate how these homes address the street/public open space and create interest at the pedestrian-level.
4. Per the Site Review criteria, "the building height, mass, scale, orientation, architecture and configuration are compatible with the existing character of the area." Please submit a color and material board that includes the colors proposed for the homes and samples of the materials (e.g., fiber board) to be used so that staff can evaluate the consistency of the colors and materials with the surrounding area. Pictures of buildings around the development should also be included to show how the colors and materials chosen would appear visually cohesive with the surrounding context.
5. The Site Review criteria speak to utilizing pedestrian scale materials that convey a sense of permanence, including brick, glass, wood and stone, etc. Therefore, stucco finish should be limited to trim or accents on single façades and other materials utilized consistent with the criterion below.

Section 9-2-14(h)(2)(F)(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.”

- As shown in figure 2, consider diversifying the model types and architecture of homes located along 10th Street to create interest and minimize perceived density. Staff appreciates efforts to locate larger models on the interior of the site; however the three larger homes (model B4) located in a row create an imposing presence (see below). The applicant should consider a greater roof pitch on these models to lessen the perceived height and scale.

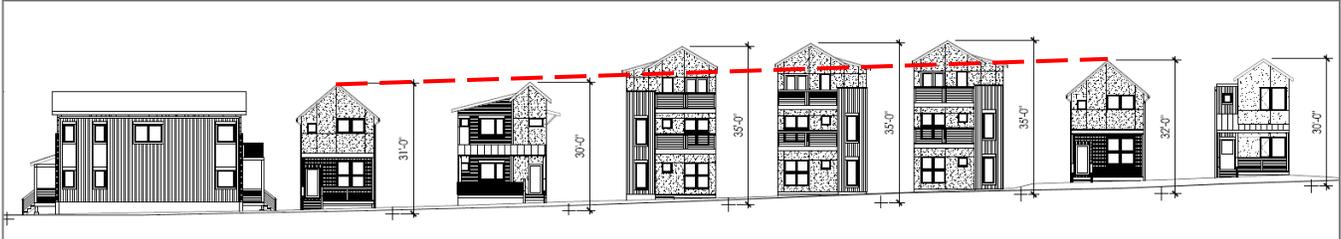


Fig 1. 10th Street – Current Street Elevation



Fig. 2. 10th Street – Alternate Street Elevation

- Staff recommends developing design standards in conjunction with the Site Review to ensure consistency in building design in future development.

North Boulder Subcommunity Plan

The building design of the project is subject to the provisions of the North Boulder Subcommunity Plan.

- In general, it appears the development is consistent with the following guidelines as discussed below:
 - Buildings, front doors, and front yards face the street.
 - Houses are designed so that garage doors do not dominate the front façade.
 - The proposal avoids monotonous building designs and includes human scale features such as porches, varied building elevations, and buildings of varied sizes and styles.
 - Houses are positioned close to the street to create a more pedestrian-friendly atmosphere, front yard setback reductions have been requested for several lots to achieve this effect.
- Per the NBSP, the design of new neighborhoods should consider the scale and positive architectural attributes of adjacent housing. As stated above, please submit a color and material board so that staff can evaluate the consistency of the colors and materials with the surrounding area.
- While houses are designed so that garage doors do not dominate the front façade, the NBSP states that garage doors should be no less than 20-feet behind the principal plane of the front of the house as to deemphasize their appearance. Please address this criterion on the homes with attached garages.
- On Sheet SR-6 “Street Elevations” it does not appear that the homes on Lots 13, 14, 15 have a front porch that addresses the street. Please correct.

Drainage, Scott Kuhna, 303-441-4071

Plans

1. The plans show two storm sewer inlets and an 18-inch storm sewer at the corner of Zamia and 10th Street conveying all of the runoff for the minor and major storm events. While the inlets and pipe may be sized to carry the runoff, it appears that in the event of clogging, flooding in the area could occur. An overflow and channel from this sump condition in the street to the water quality pond needs to be provided.
2. The plans show a sidewalk chase conveying runoff from a swale in the front yards of Lots 13 through 17 to the curb and gutter of 10th Street. Nuisance flows (lawn sprinklers, snowmelt, etc.) may create a hazard in the curb and gutter. It appears that the swale could continue to the south down to Lot 11 where an area inlet could be installed and discharged to the back of the proposed inlet on the west side of the intersection of Zamia and 10th Street.
3. Drainage easements will be required for all front yard and rear yard drainage swales that cross multiple properties. Maintenance responsibilities will remain with the HOA.
4. Additional information/detail is needed for the proposed water quality pond discharge to the curb and gutter of Yellow Pine Avenue.

Report

1. The "Historic Runoff Coefficient & Time of Concentration Calculations" worksheet in the Appendix of the *Preliminary Drainage Report for 820 Lee Hill Drive (Drainage Report)* uses an initial overland time equation on that does not match the equation shown in section 7.05(D) of the City of Boulder *Design and Construction Standards (DCS)*. Revision the *Drainage Report* as necessary.
2. Curb and gutter capacity calculations, alley capacity calculations, and drainage swale calculations are necessary at this time to ensure adequate facilities for storm water runoff are being provided.
3. Page 4 of the *Drainage Report* states that drainage basin O2 will flow offsite undetained, however, the contours shown on Figure 1 in the Appendix of the *Drainage Report* show the runoff from this basin flowing southeast to the Zamia Avenue and the Alley. Revise accordingly.
4. No calculations for the Water Quality Capture Volume (WQCV) are included in the *Drainage Report*. Revisions are required.

Fees, Sloane Walbert, 303-441-4231

Please note that 2013 development review fees include a \$131 hourly rate for reviewer services following the initial city response (these written comments). Please see the P&DS Questions and Answers brochure for more information about the hourly billing system.

Staff is researching the fee requirements contained in the Annexation Agreement dated December 18, 1990, including the payment of a Development Excise Tax (DET) and Flood Control Plant Investment Fee (Storm PIF). More information is forthcoming.

Fire Protection, David Lowrey, 303-441-4356

No issues with the request. I would need more detail drawings for the access in and around the site, including widths and turning radius. It appears that Lot 24 would be required to have a fire sprinkler system installed due to access.

Land Uses, Sloane Walbert, Case Manager, 303-441-4231

North Boulder Subcommunity Plan (NBSP)

One of the primary goals of the North Boulder Plan is that the subcommunity contains a diversity of housing types, sizes, and costs. The Lee Hill Road Area section states, "It is imperative that the project contain a mix of residential densities with a diversity of housing types" (page 11). While the concept does not include a variety of housing types, the proposed single family homes include a variety of sizes and affordable housing is integrated in the development. In this case compatibility with the surrounding neighborhood's scale and intensity may be at odds with the provision of duplex or tri-plex units. However, the applicant could consider duplex or tri-plex units that are designed to integrate into a single family context.

Landscaping, Elizabeth Lokocz, 303-441-3138

Please address the following comments at the next submittal. The proposed development offers many opportunities to continue the street grid and provide a very attractive and walkable extension of the north Boulder community. Additional comments are based on missing information. Contact staff with any questions or concerns.

1. The application as submitted is incomplete. Additional comments should be anticipated when all materials are included. Per 9-2-14(d)(18) submit: *A tree inventory that includes the location, size, species and general health of all trees with a diameter of six inches and over measured fifty-four inches above the ground on the property or in the landscape setback of any property adjacent to the development. The inventory shall indicate which trees will be adversely affected and what if any steps will be taken to mitigate the impact on the trees. The tree inventory shall be prepared by a certified arborist that has a valid contractor license pursuant to chapter 4-28, "Tree Contractor License," B.R.C. The City Forestry Division is also available to assist in evaluating public street trees (303-441-4406).*

The plans indicate that a number of the existing pines on 8th St. will require removal for utility services. Any public street tree requiring removal is subject to mitigation fees per section 6-6-7(c) B.R.C. 1981. Any tree marked for preservation also needs to appear in the Preliminary Grading Plan for coordination purposes. Very limited cut and fill may occur within the dripline of an existing tree. See chapter 3.05 of the DCS for protection requirements. It appears that there's significant grading over all the existing pines. Although detailed grading plans are not typically required until Technical Document Review, sufficient information must be provided now to determine if preservation is likely to be successful. When an inventory is received that details the trees marked for preservation and removal, Forestry staff will provide values for the public trees marked for removal. Mitigation fees for the removal of public street trees are typically due at the time of Technical Document Review or Building Permit submittal.

2. Please revise the streetscape/sidewalk layout to address the minimum dimensions required by Ch. 2 Table 2-13 of the Design and Construction Standards (DCS) and coordinate all new sidewalk requirements as listed in the Access/transportation comments. All of the streets in the project are Residential and are required to have an eight foot detachment per Ch. 2 and large maturing street trees per 9-9-13(b) unless a specific identified conflict exists. The detachment is beneficial even if utility conflicts exist that would prevent large maturing street trees. The current layout with many undersized planting strips does not meet Site Review Criteria 9-2-14(h)(2)(C):

(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

(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.

Coordinate all review comments and address the following site design changes:

- Lee Hill Drive – new sidewalk per access/transportation and eight foot detachment
 - Yellow Pine Ave – new sidewalk per access/transportation and eight foot detachment
 - Zamia Ave – new street with sidewalk per access/transportation and eight foot detachment
 - 10th St – new street with sidewalk per access/transportation and eight foot detachment
3. Per the previous Concept Plan comments, alley trees are required on all new residential developments and must be incorporated into the woonerf design which takes the place of a traditional alley. Per section 9-9-13(c) B.R.C. 1981 alley trees shall be provided at a minimum average of one tree per forty linear feet within ten feet of the pavement or edge of alley. The alley is approximately 300 feet long and requires a minimum of seven trees per side.
 4. Evaluate an alternative utility service design for the Yellow Pine Ave that pairs services or locates them at the edge of pavement areas such that the appropriate number of street trees is provided.
 5. At the next submittal additional information is needed on the proposed tree species and a plant list for all proposed plant selections. Final quantities are not needed until the final approval set. Contact staff to discuss street tree selections prior to submittal if helpful.
 6. The small seating area at the intersection of Zamia Ave and the woonerf appears to have small trees in open planters. Consider locating large maturing trees behind the benches that will not have any canopy conflicts and will shade the proposed benches much faster. The benches at the north end of the park/playground area might also benefit from larger trees. Overall, the woonerf and park are great additions to the design.
 7. Please correct the graphic scale bar on landscape plans.

Legal Documents, Julia Chase, City Attorney's Office, 303-441-3020

Prior to signing the Development Agreement, if approved, the Applicant shall provide the following:

1. An updated title commitment current within 30 days; and
2. Proof of authorization to bind on behalf of the owner, such as corporate minutes/resolution confirming who the current officers are and indicate which officer will be signing if the owner is a corporation or an operating agreement or statement authority if the owner is an LLC.

Neighborhood Comments, Sloane Walbert, Case Manager, 303-441-4231

Several neighborhood comments were received in response to the public notice. These comments are attached to this document. Key neighborhood concerns include:

- One-car garages do not provide enough parking to accommodate residents and visitors.
- Lack of parking, especially given limited on-street parking.
- The use of narrow streets to slow traffic and issues caused by existing traffic islands on Yellow Pine.
- Increased traffic and congestion, especially on Zamia Ave., Yellow Pine Ave., and 8th Street, and related safety hazards.
- Inadequate connectivity with the existing street system and lack of accommodation of additional traffic the project will generate.
- Circuitous route to homes on Yellow Pine Ave. and single emergency access and evacuation routes for these homes.
- Street access to homes on Yellow Pine and associated curb cuts that limit on-street parking.
- Concern about the size of homes, architecture and materials used. Ensuring consistency with exiting neighborhood, including setbacks, home size, density, and design of homes.
- Overall integration of development into surrounding neighborhood.

Most input received from the surrounding neighborhoods was in support of the connection of 10th Street to Yellow Pine Ave. and believe that the connection would alleviate some of their concerns.

Given areas of concern expressed in the neighborhood comments, a good neighbor meeting is recommended. Staff recognizes and commends the applicant's initiative in communicating with the neighborhood early in the process. Please refer to section 9-2-4, B.R.C. 1981 for additional information regarding Good Neighbor Meetings. Please note that there is some lead time required to satisfy the noticing requirements as the public notice is required to be in the news paper at least 10 days prior to the meeting. Additionally, please note that it is the applicant's responsibility to secure a place, time and date for the meeting as well as coordinate with a facilitator. The applicant may consider a professional meeting facilitator. Please contact Clay Fong, Children Youth and Families Division, 303-441-4344, to coordinate. Staff is available to help coordinate meeting logistics with the applicant.

Parking, David Thompson, 303-441-4417

1. Per Table 2-3 of the DCS, a minimum paved street section of 36-feet must be provided for 8th Street unless all the residential homes fronting the west side of 8th Street agree to prohibit on-street parking on their side of the street.
2. The applicant must describe how the proposed on-street parking will be accommodated on the east side of 8th Street given the close proximity of the trees to the street, the slope of the landscape area and the existing low branches. Provide a written statement with the next re-submittal.
3. A minimum pavement section of 36-feet must be provided on Yellow Pine Avenue to allow for on-street parking on both sides of the street. Revise accordingly.

Plan Documents, Sloane Walbert, Case Manager, 303-441-4231

1. Update unit matrix on Sheet SR-1 to include finished and unfinished floor area (including garages) and the number bedrooms and bathrooms. The chart must also include FAR calculations for each lot (see "zoning" comments below).
2. Per "open space" comments below, update the table on Sheet SR-3 to include specific calculations of the amount of open space provided by type.
3. Include a setback matrix for each lot on Sheet SR-2 per "zoning" comments below.

4. Revise the plan documents to include the parcel 30 feet in width along the east property line on the south side of the site, which was absorbed into the subject property when it was purchased by Boulder County.

Review Process, Sloane Walbert, Case Manager, 303-441-4231

The property is located in a Residential - Low 2 (RL-2) zone district. Given the proposed number of units, 32, and the size of the site, roughly six acres, a Site Review is required pursuant to section 9-2-14(b), Table 2-2, "Site Review Threshold Table," B.R.C. 1981.

Site Review is typically a staff level decision with a 14-day Planning Board call-up period. However, staff has the discretion to refer all development review applications directly to the Planning Board for review. Given the level of public interest and amount of change in the area, staff will be referring this Site Review request to Planning Board for a public hearing and decision. The Planning Board hearing on this item is tentatively scheduled for **September 19, 2013**.

Site Design, Sloane Walbert, Case Manager, 303-441-4231

North Boulder Subcommunity Plan

The subject property is within the Lee Hill Road Area of the North Boulder Subcommunity Plan. The project is subject to the Development Guidelines for All Neighborhoods and guidelines specific to the Lee Hill Road Area on page 11 of the NBSP.

1. In general, it appears the development is consistent with the following guidelines as discussed below:
 - Site plan includes tree-lined streets that are pleasant for all modes of travel.
 - Designed so that the fronts of buildings and lots face the street and one another, and backs face one another.
 - Includes well-placed pedestrian and bicycle trails that connect to neighborhood amenities, including parks and trails.
 - The site plan encourages walking, biking, and transit by providing safe, comfortable and convenient connections.
 - Design includes small blocks and narrow streets to better serve pedestrians and to help calm traffic.
 - An alley is used on the north end of the site to reduce curb cuts and sidewalk interruptions.
2. Per the NBSP alleys should be considered in new developments to provide a "service" side to properties. The applicant should consider alley and/or woonerf access to the residences facing Yellow Pine Avenue. However, alley access for these homes may be at odds with compatibility with the neighborhood to the south.
3. The NBSP emphasizes the importance of an integrated network of streets to create more path options for motorists and users of alternate travel modes. The development guidelines for the Lee Hill Area include the provision that new developments should include transportation connections that "fully connect internal streets and provide direct access to Lee Hill Road and Broadway (page 11).

After consideration by several city departments, and as discussed with the applicant, staff has found that connecting 10th Street through the east side of the site to connect to Yellow Pine Avenue will significantly benefit the local street network. It would be necessary to construct Zamia Avenue to the property line. As discussed at our meeting on June 14, 2013, staff is prepared to bring forward legislative solutions that would accommodate the 10th Street connection while balancing the other interests, needs and constraints on the site.

In the NBSP 10th Street is planned as a primary road to extend to the south of 820 Lee Hill Dr. In fact, the east portion of the open space to the south has been reserved for the extension of 10th Street, to be constructed when the adjacent properties develop. The North Boulder Subcommunity Plan calls for a "Village Center" concept near the intersection of Broadway and Violet. The extension of 10th Street was planned to better connect the residential areas to the north (Dakota Ridge, Northbriar, etc.) to the neighborhood center as part of improved overall connectivity in the area.

4. Please provide a context map of the site including the proposed and surrounding building footprints and street grid.

BVCP

The comprehensive plan includes policy 6.12 "Neighborhood Streets Connectivity," which states "neighborhood streets and alleys will be developed in a well connected and fine grained pattern to facilitate public access, to effectively disperse and distribute vehicle traffic and promote bike and pedestrian travel." Staff must find that the proposed street connections are consistent with policies of the BVCP.

Open Space Criteria

Staff commends the applicant's provision of interesting and usable open space, including a formal neighborhood park and informal natural area. Private open space is also planned as back yards, front porches, balconies, and decks. The concept plan includes the addition of 32 dwelling units on the site, which requires at least 192,000 square feet of useable open space at 6,000 square feet per dwelling unit.

1. Per section 9-9-11(e)(4), B.R.C. 1981 of the land use code all areas used as open space must be protected from vehicular encroachment. Per this criterion the woonerf may not be counted as usable open space, unless it is demonstrated that this requirement is met.
2. Paved sidewalks less than five feet in width may not be counted as usable open space. Please remove these areas from open space calculations.
3. Please update the table on Sheet SR-3 to include the specific calculations for the amount of open space provided by type. It must be demonstrated that open space provided on balconies, decks and patio areas are not less than thirty-six square feet in area and not less than forty-eight inches in any dimension. It must also be demonstrated that these areas meet the restrictions in section 9-9-11(i)(8), "Prohibitions," B.R.C. 1981. In particular, balconies, decks and patio areas constructed over an enclosed building in association with a single family detached dwelling unit cannot be counted toward open space requirements. Please note that all porches counted as open space must meet the requirements of section 9-7-4, "Setback Encroachments for Front Porches," B.R.C. 1981.
4. Specifically call out the landscaped areas that are located in the rights of way, which are intended to count toward the usable open space requirement. Such areas shall constitute no more than ten percent of the required useable open space.
5. Considering the large amount of right-of-way requested on the site and the desire for increased density, a request to reduce the open space on the site may be appropriate considering the amount of affordable housing provided on the site and abundant amount of off-site open space in the vicinity of the development (i.e., Foothills Community Park, Four Mile Canyon Creek, and City of Boulder open space). However, modifications to the intensity standards in the RL-2 zone district may not be considered through the Site Review process. Any proposed reduction to the open space requirements would require approval of a special ordinance by City Council.
6. The applicant may wish to consider moving the multi-use path from the interior of the site to the original location shown on the Concept Plan. The amount of open space located within right-of-way and public access easements is limited to ten percent of the required useable open space. Safety hazards caused by the intersection of the multi-use path and Yellow Pine Avenue could be resolved through other means (see "Access/Circulation" comments above).
7. Please address how future development (e.g., footprint expansions/additions) would be considered and how any excess in provided open space would be allocated to each lot. This should be added into a zoning matrix table as requested 'Plan Documents' comments.

Subdivision Standards

The proposed development is subject to the subdivision regulations of chapter 9-12 of the land use code. The following waivers to the subdivision standards have been identified:

1. Lot 16 does not have thirty feet of frontage on a public street and is narrower than thirty feet. Please reorganize lots on this block to provide 30 feet of frontage.
2. Corner lots are not larger than other lots to accommodate setback requirements.

Requested waivers to the subdivision standards will be processed through the subdivision process. Approval of any waivers would be subject to section 9-12-12(b), B.R.C. 1981.

Utilities, Scott Kuhna, 303-441-4071

1. Per sections 5.02 and 6.02 of the *DCS*, there are no “preliminary” or “final” utility report requirements, but only one (1) Utility Report. All of the requirements of sections 5.02 and 6.02 of the *DCS* must be met in the Utility Report at time of Site Review. Revise the title of the report accordingly.
2. Per section 9-12-12 of the *Boulder Revised Code 1981 (B.R.C.)* existing overhead utilities are to be placed underground, unless the subdivider demonstrates that the cost substantially outweighs the visual benefit from doing so. All existing overhead lines need to be addressed accordingly.
3. The Utility Plan shows the wastewater service line for Lot 31 connecting into an existing manhole. Per section 6.08 of the *DCS* wastewater services shall be connected to the main with a tee or wye and connections to manholes shall be avoided.

Zoning, Sloane Walbert, Case Manager, 303-441-4231

1. Building Setbacks
 - a. The site plan includes encroachment into the front, rear, and side yard setbacks on several lots, which would require setback modifications as follows.

Table 1 – Requested Setback Modifications

<i>Section 9-7-1 requirements</i>	<i>Required</i>	<i>Proposed</i>	
Minimum front yard landscaped setback	20'	Lot 7	12'-7 3/4"
		Lot 8	12'-7 5/8"
		Lot 9	12'-7 5/8"
		Lot 10	12'-7 3/4"
		Lot 18	16'-5 1/2"
		Lot 19	16'-11 1/2"
		Lot 20	17'-0 3/8"
		Lot 21	17'-0 3/16"
		Lot 22	17'-10 3/8"
		Lot 23	17'-1"
		Lot 24	17'-10 3/8"
		Lot 25	17'-6"
		Lot 26	17'-7 5/8"
		Lot 27	17'-10 1/4"
		Lot 28	18'-5 1/8"
		Lot 29	18'-2 5/8"
		Lot 30	18'-5 1/2"
Lot 31	18'-6 3/4"		
Lot 32	18'-11 1/2"		

Section 9-7-1 requirements	Required	Proposed		
Minimum side yard setback from an interior lot line	1' per 2' of building height, 5' minimum			
	Lot	Required*	Proposed	
	Lot 1	15'-6"	5' minimum	
	Lot 2	16'-0"	5' minimum	
	Lot 3	14'-6"	5' minimum	
	Lot 4	16'-6"	5' minimum	
	Lot 5	15'-6"	5' minimum	
	Lot 6	15'-6"	5' minimum	
	Lot 7	15'-0"	14'-1 3/4"	
	Lot 11	15'-6"	5' minimum	
	Lot 12	15'-0"	5' minimum	
	Lot 13	17'-6"	5' minimum	
	Lot 14	17'-6"	5' minimum	
	Lot 15	17'-6"	5'-9 3/8"	
	Lot 16	16'-0"	5' minimum	
	Lot 17	14'-6"/15'-0" **	5' minimum	
	Lot 18	15'-6"	5' minimum	
	Lot 19	17'-0"	5' minimum	
	Lot 20	16'-0"	5' minimum	
	Lot 21	16'-0"	5' minimum	
	Lot 22	16'-6"	5' minimum	
	Lot 23	17'-0"	5' minimum	
	Lot 24	16'-6"	5' minimum	
	Lot 25	16'-6"	5' minimum	
	Lot 26	16'-0"	5' minimum	
	Lot 27	14'-6"	5' minimum	
	Lot 28	15'-0"	5' minimum	
	Lot 29	16'-0"	5' minimum	
	Lot 30	15'-0"	5' minimum	
	Lot 31	16'-0"	5' minimum	
	Lot 32	15'-0"	5' minimum	
	Minimum rear yard setback	20'	Lot 7	10'-6"
			Lot 8	13'-3"
Lot 9			10'-6"	
Lot 10			10'-0"	

* Based on model types.

** Clarify height of building on Lot 17.

- b. Please verify that the identified setback modifications are correct and add this information into a setback matrix for each lot on Sheet SR-2

- c. Please confirm how the proposed porches meet the standards porch encroachments in section 9-7-4, B.R.C. 1981.
- d. In general, staff finds that the proposed modifications may be appropriate considering the defined density in the Residential - Low 2 (RL-2) zone district and Low Density Residential land use designation. The development guidelines in the NBSP include a provision that buildings should be placed close to the street to create a more pedestrian friendly atmosphere. To this effect, staff supports the proposed modifications to the front yard setbacks. However, more information is required to demonstrate that the proposed side and rear yard setbacks are consistent with the surrounding context as required by the Site Review criteria. Please provide a basic study of the adjacent developments to demonstrate compatibility with the surrounding neighborhood.

2. Building Heights

- a. The RL-2 zoning district allows buildings up to 35 feet in height. Based on the information submitted no proposed buildings exceed 35-feet in height.
- b. Please provide the location of the low point for each building on the site plan to demonstrate that the accuracy of height measurements.
- c. The height of the home on Lot 17 is not consistent between elevations. Please clarify whether the height is 29 or 30 feet.

3. Intensity Standards

- a. There are no restrictions on minimum lot size, lot area per dwelling unit, or dwelling units per acre in the RL-2 zoning district. However, 6,000 square feet of open space is required per dwelling unit.
- b. Please note that per section 9-8-2(e)(1)(v) of the land use code floor area ratio requirements may be applied to the site should the city find that bulk limiting standards would be necessary to ensure compatibility with the surrounding neighborhoods. Please provide FAR calculations for each house and lot (see "plan documents" above).
- c. Per "plan documents" comments above, please create a plan of how future development will be addressed to ensure that required open space on site is preserved and each lot does not exceed the FAR required in the zone district.

4. Parking

The parking standards in the RL-2 zoning district require a minimum of one off-street parking space per detached dwelling unit. The site plan includes a one-car garage for each house, which fulfills this requirement.

5. Solar Access

The subject property is located in Solar Access Area II, which requires a 25 foot solar fence around the perimeter of the development and between individual lots. The submitted solar analysis assumes a level lot. Please submit a solar analysis that accounts for grade and includes the shadow height at property line (not from grade). This information is necessary to demonstrate that the homes on Lots 13, 14, 15 do not require a solar exception.

6. Signage

The standards in the sign code dealing with sign setbacks from property lines and the spacing between freestanding signs may be varied through the Site Review process; however, any proposed variations to the sign code standards must be specifically referenced in the requested variations to the land use regulations and called out on the plan set in order to be valid following approval of the application. Please provide more information on the entry monuments shown on the landscape plan. A sign is any object or device which is used to advertise, identify, display, direct or attract attention to an object, person, institution organization, business, product, service, event or location.

III. INFORMATIONAL COMMENTS

Access/Circulation, Jeff Hirt, 303-441-4497

The North Boulder Subcommunity Plan shows an off street multi-use path connecting Lee Hill Drive to Yellow Pine Avenue through the subject property. Any modification made to the proposed route will require an amendment to the NBSP. The 1995 Plan also identifies a future road connection (10th Street connection) from Lee Hill Drive to Yellow Pine Avenue that runs along the eastern edge of portions of the subject property. The overall purpose of these routes is for enhanced connectivity in general, but it is also important to note a key related item from the 1995 Plan. The plan recommends a "Village Center" concept on both sides of Broadway at approximately Yarmouth and Broadway. As this Village Center builds out, having efficient multimodal connections from the residential areas on the west side of Broadway will be an important element towards implementing the plan's vision. Any changes to this connection plan may require a plan amendment.

Access/Circulation, David Thompson, 303-441-4417

The applicant is encouraged to eliminate the bike path by-pass alignment shown on the site plan and extend the proposed pedestrian path west to the multi-use path because the bike path is a redundancy of the existing multi-use path.

Addressing, Sloane Walbert, Case Manager, 303-441-4231

The City is required to notify utility companies, the County Assessor's office, emergency services and the US Post Office of proposed addressing for development projects. Please submit a Final Address Plat and list of all proposed addresses as part of the Technical Document Review process.

Area Characteristics and Zoning History, Sloane Walbert, Case Manager, 303-441-4231

The site was used as the Boulder County Fire Training Center from 1974 to 2010. The site has been used as a transportation maintenance facility for the county since 2010. The parcel was annexed as part of the larger North Boulder Annexation Area in 1990. The North Boulder Subcommunity Plan originally recommended that the site become "ER: Estate Residential." However, 1997 Planning Board and City Council approved rezoning the parcel to LR (Low Density Residential) to more closely match the density of adjacent residential uses. See attached checklist for more information on the surrounding area.

Building and Housing Codes, Jim Gery 303-441-3129

1. Please be advised that 2006 IRC Section R302 and Table R302.1 require all exterior walls to be built with a minimum one-hour fire-resistive construction with exposure from both sides when they are within five feet of a property line. Projections between four feet and two feet from a property line must have a minimum of one-hour fire-resistive construction on the underside. No projections are permitted within two feet of a property line. No openings are permitted on exterior walls within three feet of a property line, and openings between three feet and five feet may comprise no more than twenty five percent of wall area. Penetrations within five feet of a property line must comply with Section R317.3.
2. Please be advised that building comments are general in nature and based on the limited information provided for the purposes of this Land Use Review, and in no way constitute a complete or exhaustive review for compliance with any Building, Mechanical, Fuel Gas, Plumbing, Electrical, or Energy Code, accessibility requirements, or the Green Building and Green Points Program; nor may they be construed as approval of any existing or proposed structure for the purposes of a building permit. Documents submitted at the time of building permit application for development or redevelopment will be required to fully demonstrate compliance with the aforementioned Codes and any other applicable laws, Codes and Standards in force at the time.
3. Please also be advised that the comments provided herein are based on the 2006 model Codes as adopted and amended by the City of Boulder. Specifically, the 2006 International Residential Code – IRC, as amended is the governing Code for this type of structure at the present time. The International Code Council releases updated Codes every three years for adoption by jurisdictions. The City elected not to adopt the 2009 series of Codes, but the 2012 Codes will be likely adopted sometime in the relatively near future. If a permit is submitted after the effective date of any new Codes, any new or altered structure must meet the provisions of the adopted and amended Codes in force at the time of building permit application.

Drainage, Scott Kuhna, 303-441-4071

1. A Final Storm Water Report and Plan will be required as part of the Technical Document Review process. All plans and reports shall be prepared in accordance with the City of Boulder *Design and Construction Standards*.

2. All inlet grates in proposed streets, alleys, parking lot travel lanes, bike paths, or sidewalks shall utilize a safety grate approved for bicycle traffic.
3. A construction stormwater discharge permit is required from the State of Colorado for projects disturbing greater than 1-acre. The applicant is advised to contact the Colorado Department of Public Health and Environment.

Fire Protection, Jeff Hirt, 303-441-4497

The North Boulder Subcommunity Plan sets forth wildfire mitigation recommendations for redevelopment sites near the western edge of the subcommunity. The 1995 Plan does not specify what areas are considered “western edge”, but the standards on page 29 warrant consideration (“Wildfire Hazard Mitigation”).

Land Uses, Sloane Walbert, Case Manager, 303-441-4231

The land use designation in the Boulder Valley Comprehensive Plan for the subject property is Low Density Residential.

Redevelopment of the site would include the demolition of eight existing structures, which were predominantly built in the 1980s. Due to past industrial uses, both Phase I and Phase II Environmental Assessments have been done on the site and it was determined that no further action was needed to mitigate potential hazards. The most recent Phase I assessment was completed in February of 2013.

Miscellaneous, Scott Kuhna, 303-441-4071

1. The applicant is notified that any groundwater discharge to the storm sewer system will require both a state permit and a city agreement. The steps for obtaining the proper approvals are as follows:

Step 1 -- Identify applicable Colorado Discharge Permit System requirements for the site.

Step 2 -- Determine any history of site contamination (underground storage tanks, groundwater contamination, industrial activities, landfills, etc.) If there is contamination on the site or in the groundwater, water quality monitoring is required.

Step 3 -- Submit a written request to the city to use the municipal separate storm sewer system (MS4). This submittal should include a copy of the Colorado Department of Public Health and Environment (CDPHE) permit application. The written request should include the location, description of the discharge, and brief discussion of all discharge options (e.g., discharge to MS4, groundwater infiltration, off-site disposal, etc.) The request should be addressed to: City of Boulder, Stormwater Quality, 4049 75th St, Boulder, CO 80301 Fax: 303-413-7364

Step 4 -- The city's Stormwater Quality Office will respond with a DRAFT agreement, which will need to be submitted with the CDPHE permit application. CDPHE will not finalize the discharge permit without permission from the city to use the MS4.

Step 5 -- Submit a copy of the final discharge permit issued by CDPHE back to the City's Stormwater Quality Office so that the MS4 agreement can be finalized.

For further information regarding stormwater quality within the City of Boulder contact the City's Stormwater Quality Office at 303-413-7350. All applicable permits must be in place prior to building permit application.

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- 2. No portion of any structure, including footings and eaves, may encroach into any public right-of-way or easement.

Transit, Jeff Hirt, 303-441-4497

Chapter 8 of the North Boulder Subcommunity Plan recommends improved transit access into the residential areas west of Broadway, north of Violet Avenue. There are not any specific routes or transit stops proposed on the subject property. At minimum, the plan should not preclude any future opportunities for enhanced transit into the surrounding neighborhood.

Utilities, Scott Kuhna, 303-441-4071

1. The applicant is advised that any proposed street trees along the property frontage may conflict with existing utilities, including without limitation: gas, electric, and telecommunications, within and adjacent to the development site. It is the applicant's responsibility to resolve such conflicts with appropriate methods conforming to the Boulder Revised Code 1981, the City of Boulder Design and Construction Standards, and any private/franchise utility specifications.
2. Final utility construction drawings will be required as part of the Technical Document Review process (which must be completed prior to building permit application).
3. Further detail of the ground water barriers used to prevent ground water migration or diversion along the water, wastewater, and storm sewer mains will be required at time of Technical Document Review.
4. The applicant may want to install 1-inch water service taps (with 3/4-inch meters) in the event that upsizing of domestic services is necessary in the future.
5. Maintenance of sand/oil interceptors and all private wastewater and storm sewer lines and structures shall remain the responsibility of the owner.
6. The landscape irrigation system requires a separate water service and meter. A separate water Plant Investment Fee must be paid at time of building permit. Service, meter and tap sizes will be required at time of building permit submittal.
7. The applicant is advised that at the time of building permit application the following requirements will apply:
 - a. The applicant will be required to provide accurate proposed plumbing fixture count forms to determine if the proposed meters and services are adequate for the proposed use.
 - b. Water and wastewater Plant Investment Fees and service line sizing will be evaluated.
 - c. If the buildings will be sprinklered, the approved fire line plans must accompany the fire sprinkler service line connection permit application.
8. All water meters are to be placed in city R.O.W. or a public utility easement, but meters are not to be placed in driveways, sidewalks or behind fences.
9. Trees proposed to be planted shall be located at least 10 feet away from existing or future utility mains and services.

Zoning, Sloane Walbert, Case Manager, 303-441-4231

1. The property is located in a Residential - Low 2 (RL-2) zone district, which is described as "*medium density residential areas primarily used for small-lot residential development, including, without limitation, duplexes, triplexes or townhouses, where each unit generally has direct access at ground level.*" The RL-2 zoning for this property was determined in conformance with the land use designation change in the Boulder Valley Comprehensive Plan (BVCP) to Low Density Residential (average of two to six units per acre).
2. Outdoor Lighting
Please note that development of the lot will require compliance with section 9-9-16, "Outdoor Lighting," B.R.C. 1981.
3. Occupancy of Dwelling Units
Please note the occupancy limits set forth in section 9-8-5.
4. Development Standards
Any lots that exceed 8,000 square feet in area in the RL-2 zone district are subject to compatible development standards, including side yard wall articulation, building coverage and floor area ratio. No lots currently exceed 8,000 square feet in area.

I. RESPONSE TO REVISIONS

CITY OF BOULDER LAND USE REVIEW RESULTS AND COMMENTS

DATE OF COMMENTS: **September 6, 2013**
CASE MANAGER: **Sloane Walbert**
PROJECT NAME: **820 LEE HILL DRIVE SITE REVIEW**
LOCATION: **820 LEE HILL DR**
COORDINATES: **N09W07**
REVIEW TYPE: **Site Review**
REVIEW NUMBER: **LUR2013-00033**
APPLICANT: **Coburn Development**
DESCRIPTION: **SITE REVIEW: Request to redevelop an existing 6-acre parcel with 31 single family homes with a mixture of attached and detached garages. The homes are proposed to range from 1,200 to 2,400 square feet in floor area.**

REQUESTED MODIFICATIONS TO THE LAND USE REGULATIONS (B.R.C. 1981):

- Section 9-7-1: Minimum front yard landscape setback on Lots 7, 8, 9, and 10, where 20-feet is required (see plans for specific proposed setbacks).
- Section 9-7-1: Minimum side yard setback from an interior lot line on Lots 1, 2, 3, 4, 5, 6, 7, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, and 31, to permit a minimum of 5 feet with no increased setback based on height.
- Section 9-7-1: Minimum rear yard setback on Lots 7, 8, 9, and 10, where 20-feet is required (see plans for specific proposed setbacks).
- Section 9-7-1: Minimum front yard setback for accessory buildings on Lots 8 and 9, where 55-feet is required (see plans for specific proposed setbacks).
- Section 9-9-17: Solar access to allow shading by proposed homes on Lots 13, 14, and 15 to a greater degree than the adjacent lot would be shaded by a solar fence twenty-five feet in height.
- Section 9-9-11(f)(4): Request to include landscape areas within the public right-of-way to count for no more than 10% of the required open space.
- Aggregation of open space across the site as permitted in RL-2 zoning through site review.

I. REVIEW FINDINGS

Staff acknowledges the applicant for responding to previous comments and for the changes that have occurred in the site design, including the extension of 10th Street and the incorporation of shared access drives along Yellow Pine. The modifications to the site plan are positive changes that provide for improved connectivity and access along Yellow Pine Ave. Staff continues to find the proposal consistent with many of the goals and policies of the Boulder Valley Comprehensive Plan (BVCP) and the North Boulder Subcommunity Plan (NBSP).

Staff has evaluated the development using the Site Review Criteria found in [section 9-2-14\(h\)](#) of the Land Use Code. Staff has found that while many of the criteria are successfully met, there are several issues that must be addressed, primarily with regard to building and site design. These key issues are summarized below and require submittal of revised plans. Please submit ten copies of the revised plan set directly to a Project Specialist. Please note that while submittals are accepted at any time, they are only distributed on the first and third Mondays of each month.

A tentative Planning Board date of **October 17, 2013** is reserved for the project; however, before progressing to Planning Board, the issues within this document must be addressed. In order to meet deadlines for this meeting all final plans must be submitted to, and affirmed by staff as complete, before September 26, 2013. If these remaining issues cannot be resolved in due time prior to Planning Board, the public hearing may need to be rescheduled.

Staff is happy to meet with the applicant to review the below comments at your convenience.

II. CITY REQUIREMENTS

Access/Circulation, David Thompson, 303-441-4417

8. Per [section 9-2-14\(d\)\(11\)](#), B.R.C. 1981, the site plans must show the areas to be dedicated for right-of-way, public access easements and utility easements. Revise the site plans accordingly.
9. Pursuant to [section 2.04\(M\)\(5\)\(h\)](#) of the City of Boulder Design and Construction Standards, a minimum 15' public access easement must be dedicated for the shared driveways. Revise the site plan.
10. The north right of way line for Zamia Avenue must extend on a straight tangent to the east property line rather than arc as shown in order to allow for the extension of Zamia Ave in the future.
11. Per [section 9-2-14\(d\)\(2\)](#), B.R.C. 1981, the grading plan must show the flow-line to flow-line dimensions for the following roads:
 - 8th Street
 - 9th Street
 - 9th Street at the curb extensions
 - 10th Street
 - Zamia Avenue at the curb extensions.
12. A 1-foot separation must be provided between the back of curb and the right-of-way line along the east side of 9th and 10th Streets in order to allow for the construction of the curb-and-gutter.
13. Staff does not support the use of concrete as a traffic calming element for the park link because it has not been discussed how concrete contributes to the traffic calming element of the park link. The applicant might consider making the park element a raised intersection which would result in lowering the vehicle speeds across the park link.
14. Per previous comment, the sidewalk for the park must not extend beyond the street sidewalk for Zamia.
15. The Grading Plan must provide sufficient detail to evaluate how the new multi-use path connects to the existing multi-use path at the intersection of Zamia and 8th Streets and its impacts to the existing multi-use curb ramp located at the intersection in order to determine if additional right-of-way is needed for the transition.

Affordable Housing, Beth Roberts, 303-441-1828

The proposed 31 units on site require 6.2 units of affordable housing. The applicant has indicated that the inclusionary requirement may be met by providing either on-site affordable units or cash-in-lieu (CIL).

If the requirement is met entirely with CIL, the 2013-2014 cash-in-lieu is calculated as \$157,194 per unit for 3.2 units. For the remaining half that are required on-site, or three (3.1 rounded to 3) units a fifty percent premium would apply. Cash-in-lieu amounts are adjusted annually on the first of July and the amount in place when the payment is made will apply.

The location of those permanently affordable dwelling units to the market-rate dwelling units within each development needs to be distributed throughout the development to achieve integration and avoid concentration or segregation of the affordable households. Applicant needs to propose lot numbers and model type for the affordable units. Housing staff has completed the livability guideline review on the 1,200 sq. ft. units noted as A1 House and A2 House; these unit types meet all livability guideline requirements. A footnote on page SR-2 states that an asterisk denotes permanently affordable housing units. However, only one unit has an asterisk (Lot 17). Please clarify.

A Determination of Inclusionary Housing Compliance form and a deed restricting Covenant to secure the permanent affordability of the units must be signed and recorded prior to application for any residential building permit and any applicable cash-in-lieu contribution must be made prior to receipt of a residential building permit. Permanently affordable units must be marketed and constructed concurrent with market-rate units.

Additional information about the Inclusionary Housing program may be found on-line at www.boulderaffordablehomes.com.

Building Design, Sloane Walbert, Case Manager, 303-441-4231

1. As requested in the previous comments, the porch on Lot 1 should wrap the corner to address both 8th Street and Lee Hill Drive in order to frame an active, pedestrian-scale streetscape (similar to Lot 17). The proposed design for this lot is not consistent between pages. Revise accordingly.
2. As requested in the previous comments, provide more detail on the side elevations of the homes placed on corner lots (Lots 1, 7, 10, 17, 18, 24 and 31) so that staff can evaluate how these homes address the street/public open space

and create interest at the pedestrian-level.

3. As requested in the previous review comments, please submit a color and material board that includes samples of the proposed materials (e.g., fiber board) so that staff can evaluate the proposal against the site review criteria.
4. The building design site review criteria state, "If the character of the area is identifiable, the project is made compatible by the appropriate use of color, materials, landscaping, signs, and lighting." Additionally, the North Boulder Subcommunity Plan states that the design of new neighborhoods should consider the scale and positive architectural attributes of adjacent housing and provide high quality building design with attention to detail. More information is required to demonstrate compliance with these criteria. Please update the contextual information provided to include examples from Dakota Ridge. Call out how the proposed design is compatible with the area in terms of building colors and materials.
5. Thank you for submitting a color matrix. Please clarify which colors will be used as principal colors and which will be used as accent (trim/fascia) colors.
6. The site review criteria speak to utilizing building materials that are at a pedestrian scale, including brick, stone, wood, etc. The materials, as currently proposed, do not appear consistent with this criterion. Utilizing pedestrian scale, timeless, elegant materials will add emphasis to the pedestrian level as well as provide variation in the building form as well. Large expanses of stucco finish should be avoided. The applicant should also consider extending the use of brick along the first story to provide a sense of permanence and quality.
7. The proposed architecture and materials for model type A2.1 do not appear to meet the site review criteria. Variation in the building materials will help breakdown the large expanses of lap siding as well as add variation in the building form. Consideration should be given to utilizing more pedestrian scale materials and architectural detailing.
8. The building design site review criteria state, "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." Overall, the general massing of the proposed buildings is consistent with the surrounding development, being mostly comprised of one and two-story single family detached homes. However, more information is needed to justify the greater massing of the 3-story homes on Lots 13, 14, and 15, including reduced side yard setbacks. See "zoning" comments for more information.

Drainage, Scott Kuhna, 303-441-4071

Per previous comments from city staff, drainage easements will be required for all front yard and rear yard drainage swales that cross multiple properties. Maintenance responsibilities will remain with the HOA. Please include all easements to be dedicated on plans.

Fees, Sloane Walbert, Case Manager, 303-441-4231

Please note that 2013 development review fees include a \$131 hourly rate for reviewer services following the initial review comments. Please see the P&DS Questions and Answers brochure for more information about the hourly billing system.

Landscaping, Elizabeth Lokocz, 303-441-3138

Significant progress has been made towards addressing all standards and comments. Please respond to the following comments.

1. As previously commented, the application, as submitted, is incomplete. Additional comments should be anticipated when all materials are included. Per [section 9-2-14\(d\)\(18\)](#), B.R.C. 1981, please submit the following:

"A tree inventory that includes the location, size, species and general health of all trees with a diameter of six inches and over measured fifty-four inches above the ground on the property or in the landscape setback of any property adjacent to the development. The inventory shall indicate which trees will be adversely affected and what if any steps will be taken to mitigate the impact on the trees. The tree inventory shall be prepared by a certified arborist that has a valid contractor license pursuant to chapter 4-28, "Tree Contractor License."

The City Forestry Division is also available to assist in evaluating public street trees (303-441-4406). Because a tree inventory was not received with the resubmittal package, please contact staff if this is an error. The public trees on 8th Street were assessed by the Forestry Division and do not need to be included in the inventory. There are a handful of existing trees internal to the site that appear to be in good condition and do not appear to be within proposed building envelopes. Their preservation may not be feasible given grading and drainage needs, but insufficient detail has been supplied to determine if the project meets criterion of [section 9-2-14\(h\)\(2\)\(C\)\(ii\)](#), B.R.C. 1981,

“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.”

Please contact staff to discuss this requirement and how to approach any preservation.

2. Regarding the removal and mitigation of the existing Pines on 8th Street, several options exist as the project moves forward. These include:
 - a. An alternative form of mitigation may be presented per [section 6-6-7\(b\)](#) B.R.C. 1981, “*Planting one or more approved trees or plants where the combined value equals or exceeds that which previously existed in terms of species, condition, and size, in a location approved by the city manager.*”. Staff is available to discuss what other mitigation arrangements might be an option for this project.
 - b. The city takes a relative conservative approach to determining tree values using the Trunk Formula Method, but can review and discuss alternative values as determined by an independent Licensed Arborist.
 - c. Any combination of alternative mitigation, fees, etc.

City regulations do not provide an option to waive mitigation within a by-right or site review process.

3. Please dimension the width of all proposed landscape strips for easy coordination, excluding curbs. Additional comments may be provided when staff is able to determine if all previous revisions have been completed.
4. Please label the six proposed small maturing trees adjacent to the new sidewalk connection from 8th Street to Yellow Pine Ave.
5. Tree selections:
 - a. Rather than using two Honeylocust varieties, consider substituting English Oak for the Imperial Honeylocust.
 - b. Accolade Elm seems to be a more reliable variety than Triumph.
 - c. Common Horsechestnut (*Aesculus hippocastanum*), although not a good street tree, would be a great addition to the opens space/park areas.
 - d. The proposed Chanticleer Pear along Lee Hill Drive may be too tall to avoid significant future conflict with the existing overhead utility lines. Please substitute a smaller maturing tree. Russian Hawthorn (*Crataegus ambigua*) is a great underutilized small tree. Other non or minimally fruiting Crabapples would also be acceptable.
6. At a minimum, complete the quantity column for all proposed trees for the next submittal and all quantities for the final approval set.
7. Consider including some deliberate pedestrian breaks or connections between the private rear yards and Woonerf. These connections could be relatively informal, such as a sandstone or concrete paver set in the planting beds, but should facilitate easier movement between the two areas.

Legal Documents, Julia Chase, City Attorney’s Office, 303-441-3020

Prior to signing the Development Agreement, if approved, the Applicant shall provide the following:

3. An updated title commitment current within 30 days; and
4. Proof of authorization to bind on behalf of the owner, such as corporate minutes/resolution confirming who the current officers are and indicate which officer will be signing if the owner is a corporation or an operating agreement or statement authority if the owner is an LLC.

Neighborhood Comments, Sloane Walbert, Case Manager, 303-441-4231

Several neighborhood comments were received in response to the revised plans. These comments are attached to this document. Overall, neighborhood feedback was appreciative of the changes that had been made, including the connection of 10th Street to Yellow Pine Ave. However, there are remaining neighborhood concerns that include the following:

- Provision of the two small parks is not functional for the surrounding neighborhood. Applicant should consider consolidating the park space;
- Expanded informal open space with water quality and detention pond is not functional and could become a

gathering place for vagrants;

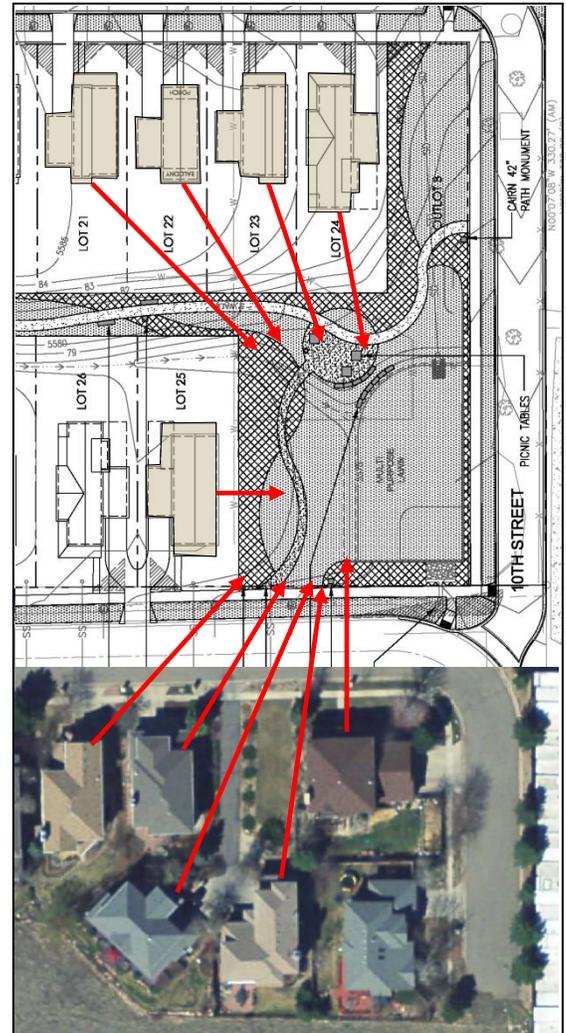
- Perceived density, the proposed homes are too close together;
- Color scheme, architecture, and building materials are not compatible with surrounding neighborhood;
- One-car garages do not provide enough parking to accommodate residents and visitors;
- Small garages do not provide enough storage for trash, recycling, and composting carts.

Staff Response

While staff appreciates neighborhood concerns regarding informal open space, staff believes that the proposed open space design meets the standards for usable open space in section 9-9-11; the site review criteria in section 9-2-14; and the goals and policies expressed in the North Boulder Subcommunity Plan (NBSP). Per the land use code, the purpose of open space is “to provide indoor and outdoor areas for passive and active uses...and to enhance the environment of a development or building.” Open space can be used to provide interesting and usable places, both public and private, active and passive. Staff believes the informal open space creates an interface with the existing neighborhood to the south and provides a relief to the density. The space also provides important passive open space for residents, a place for walking the dog, sitting and casual play. The design will incorporate quality landscaping and utilizes the water quality and detention on the site, which would otherwise be wasted space.

In “The Death and Life of Great American Cities,” the author and urban planning activist Jane Jacobs explained that “eyes on the street” make public spaces secure. Despite being located on the edge of the development, the space will be visible by at least 10 homes as well as a new roadway linkage. The fences used on the lots bordering the open space will be low and open and no screening is planned for the informal open space, consistent with the North Boulder Subcommunity Plan. Due to the visibility of the informal open space, the area will be viewed as “defensible space” by surrounding neighbors, which will keep the space secure.

In the revised plans the Applicant should provide elevations of the homes surrounding the informal open space to demonstrate the visibility of the space and where need be, provide additional windows to on elevations that face the open space.



Plan Documents, Sloane Walbert, Case Manager, 303-441-4231

5. Provide an updated survey that includes the parcel to the east that was acquired by Boulder County, labeled as emergency access easement on the previously submitted survey.
6. Include the area of Outlot B, Northbriar Estates Subdivision, and associated access and utility easement, on all plans.
7. Please split the maximum allowable floor area and calculated FAR for each lot into separate columns in the unit matrix on Sheet SR-2. In addition, include the square footage of garages in the floor area calculations. The maximum allowable floor area should be based on the maximum FAR for each lot (reference [Table 8-3](#), B.R.C. 1981). This chart will be used to guide future development and to ensure that each lot does not exceed the maximum FAR for the zone district. Please increase the size of the chart to improve readability, if possible.
8. The color matrix on page SR-7 refers to the Yarmouth development. Please revise accordingly.
9. The design of the porch on Lot 1 is not consistent between pages. Please revise accordingly.

10. Include a row on the open space summary table for the area of building footprints, as was included in the first submittal.
11. Please split out the area of the multi-use path trail connection through the site as a separate row on the open space summary table. This area will not be counted toward the allowable 10% of open space in the right-of-way.
12. Include footnote on open space summary table that balconies, decks, or patio areas constructed over an enclosed building are not to be counted as usable open space, per [section 9-9-11\(i\)\(8\)\(B\)](#), B.R.C. 1981.
13. The percentage of open space for private porches and balconies on the open space summary table still refers to previous requirement of 192,000 square feet. Please revise accordingly.
14. Page C1.0 (Preliminary Grading and Drainage Plan) labels the north-south street connection as both 9th and 10th Street. Please revise accordingly.

Review Process, Sloane Walbert, Case Manager, 303-441-4231

The property is located in a Residential - Low 2 (RL-2) zone district. Given the proposed number of units, 32, and the size of the site, roughly six acres, a site review is required pursuant to [section 9-2-14\(b\)](#), Table 2-2, "Site Review Threshold Table," B.R.C. 1981.

Site review is typically a staff level decision with a 14-day Planning Board call-up period. However, staff has the discretion to refer all development review applications directly to the Planning Board for review. Given the level of public interest and amount of change in the area, staff will be referring this site review request to Planning Board for a public hearing and decision. The Planning Board hearing on this item is tentatively scheduled for **October 17, 2013**.

Site Design, Sloane Walbert, Case Manager, 303-441-4231

1. More information is required to demonstrate that the proposed side and rear yard setbacks are consistent with the surrounding context, as required by the site review criteria. Please provide a basic study of the adjacent developments to demonstrate compatibility with the surrounding neighborhood. See "zoning" comments below for more information.
2. The required public access easements for share driveways may not be counted toward usable open space, beyond the permitted ten percent for the site. See "access" comments for more information.

Utilities, Scott Kuhna, 303-441-4071

Per [section 9-12-12\(a\)\(3\)](#), B.R.C. 1981, existing overhead utilities are to be placed underground, unless the subdivider demonstrates that the cost substantially outweighs the visual benefit from doing so. The applicant has stated that they are working with Xcel on an estimate and staff awaits their determination.

Zoning, Sloane Walbert, Case Manager, 303-441-4231

7. Solar Access

- a. The subject property is located in Solar Access Area II, which requires a 25 foot solar fence around the perimeter of the development and between individual lots. The submitted solar analysis shows that the proposed homes on Lots 13, 14, 15 require a solar exception. The applicant must provide responses to the review criteria for solar exceptions in [section 9-9-17\(f\)\(6\)](#). In addition, please revise the solar analysis to show actual shadow lengths, not adjusted lengths. Clarify where the shading from Lots 13, 14, and 15 will fall on the adjacent homes, i.e. will the shadows cover the entire south facing wall or roof? Also, provide information on proposed ceiling height and roof pitch on the proposed homes to justify the solar exception.
- b. The building design Site Review Criteria state that the orientation of buildings minimizes shadows on and blocking of views from adjacent properties. Per this criterion, the applicant must either revise the lot spacing, model choice, and proposed building height to meet solar access and site review criteria or demonstrate compliance with the solar exception criteria.

8. Setbacks

- a. In general, staff finds that the proposed setback modifications may be appropriate considering the defined density in the Residential - Low 2 (RL-2) zone district and Low Density Residential land use designation. The NBSP development guidelines include a provision that buildings should be placed close to the street to create a more pedestrian friendly atmosphere. To this effect, staff supports the proposed modifications to the front yard setbacks. However, more information is required to demonstrate that the proposed side and rear yard setbacks

are consistent with the surrounding context as required by the site review criteria. The applicant must include a basic study of the adjacent developments to demonstrate compatibility with the surrounding neighborhood. A context map of the site including the proposed and surrounding building footprints would be useful in this endeavor and assist staff in making findings for consistency with the criteria and guidelines.

- b. The building design site review criteria state that noise must be minimized between buildings for residential projects through spacing, landscaping, and building materials. The applicant should consider revising lot spacing to meet this criterion or demonstrate to staff in the response to comments, how this criterion would be met.

III. INFORMATIONAL COMMENTS

Access/Circulation, Jeff Hirt, 303-441-4497

The North Boulder Subcommunity Plan (1995 Plan) shows an off street multi-use path connecting Lee Hill Drive to Yellow Pine Avenue through the subject property. The 10-foot walk/bike path on the west edge of the property satisfies this 1995 Plan requirement as it connects with the existing connection that is aligned with 8th Street. The 1995 Plan also requires a north-south road connection from Lee Hill Road. The site plan satisfies this requirement with the 10th Street connection on the east edge of the property from Lee Hill Rd. to Yellow Pine Ave.

Access/Circulation, David Thompson, 303-441-4417

The applicant is encouraged to provide a radius curve for the sidewalk at the intersection of Zamia Ave and 10 Street in order to eliminate pedestrians cutting the corner.

Addressing, Sloane Walbert, Case Manager, 303-441-4231

The City is required to notify utility companies, the County Assessor's office, emergency services and the US Post Office of proposed addressing for development projects. Please submit a Final Address Plat and list of all proposed addresses as part of the Technical Document Review process.

Area Characteristics and Zoning History, Sloane Walbert, Case Manager, 303-441-4231

The site was used as the Boulder County Fire Training Center from 1974 to 2010. The site has been used as a transportation maintenance facility for the county since 2010. The parcel was annexed as part of the larger North Boulder Annexation Area in 1990. The North Boulder Subcommunity Plan originally recommended that the site become "ER: Estate Residential." However, 1997 Planning Board and City Council approved rezoning the parcel to LR (Low Density Residential) to more closely match the density of adjacent residential uses.

Building Design, Sloane Walbert, Case Manager, 303-441-4231

1. Staff recommends developing design standards at time of Technical Document Review to ensure consistency in building design in future development.
2. In general, the development is consistent with the following design guidelines in the North Boulder Subcommunity Plan (NBSP):
 - Buildings, front doors, and front yards face the street.
 - Houses are designed so that garage doors do not dominate the front façade.
 - The proposal avoids monotonous building designs and includes human scale features such as porches, varied building elevations, and buildings of varied sizes and styles.
 - Houses are positioned close to the street to create a more pedestrian-friendly atmosphere, front yard setback reductions have been requested for several lots to achieve this effect.
3. The NBSP states that garage doors should be no less than 20-feet behind the principal plane of the front of the house as to deemphasize their appearance. The applicant has provided justification that the proposed garages facing the street are narrow one-car garages on narrow lots. The garages are attached to small- and medium-sized homes. Proposed houses are designed so that garage doors do not dominate the front façade.

Building and Housing Codes, Jim Gery 303-441-3129

4. Please be advised that 2006 IRC Section R302 and Table R302.1 require all exterior walls to be built with a minimum one-hour fire-resistive construction with exposure from both sides when they are within five feet of a property line. Projections between four feet and two feet from a property line must have a minimum of one-hour fire-resistive construction on the underside. No projections are permitted within two feet of a property line. No openings are

permitted on exterior walls within three feet of a property line, and openings between three feet and five feet may comprise no more than twenty five percent of wall area. Penetrations within five feet of a property line must comply with Section R317.3.

5. Please be advised that building comments are general in nature and based on the limited information provided for the purposes of this Land Use Review, and in no way constitute a complete or exhaustive review for compliance with any Building, Mechanical, Fuel Gas, Plumbing, Electrical, or Energy Code, accessibility requirements, or the Green Building and Green Points Program; nor may they be construed as approval of any existing or proposed structure for the purposes of a building permit. Documents submitted at the time of building permit application for development or redevelopment will be required to fully demonstrate compliance with the aforementioned Codes and any other applicable laws, Codes and Standards in force at the time.
6. Please also be advised that the comments provided herein are based on the 2006 model Codes as adopted and amended by the City of Boulder. Specifically, the 2006 International Residential Code – IRC, as amended is the governing Code for this type of structure at the present time. The International Code Council releases updated Codes every three years for adoption by jurisdictions. The City elected not to adopt the 2009 series of Codes, but the 2012 Codes will be likely adopted sometime in the relatively near future. If a permit is submitted after the effective date of any new Codes, any new or altered structure must meet the provisions of the adopted and amended Codes in force at the time of building permit application.

Drainage, Scott Kuhna, 303-441-4071

4. A Final Storm Water Report and Plan will be required as part of the Technical Document Review process. All plans and reports shall be prepared in accordance with the City of Boulder *Design and Construction Standards*.
5. All inlet grates in proposed streets, alleys, parking lot travel lanes, bike paths, or sidewalks shall utilize a safety grate approved for bicycle traffic.
6. A construction stormwater discharge permit is required from the State of Colorado for projects disturbing greater than 1-acre. The applicant is advised to contact the Colorado Department of Public Health and Environment.

Fire Protection, David Lowrey, 303-441-4356

No issues with the request. I would need more detail drawings for the access in and around the site, including widths and turning radius. It appears that Lot 24 would be required to have a fire sprinkler system installed due to access.

Fire Protection, Jeff Hirt, 303-441-4497

The North Boulder Subcommunity Plan sets forth wildfire mitigation recommendations for redevelopment sites near the western edge of the subcommunity. The 1995 Plan does not specify what areas are considered “western edge”, but the standards on page 29 warrant consideration (“Wildfire Hazard Mitigation”).

Land Uses, Sloane Walbert, Case Manager, 303-441-4231

1. The land use designation in the Boulder Valley Comprehensive Plan for the subject property is Low Density Residential.
2. Redevelopment of the site would include the demolition of eight existing structures, which were predominantly built in the 1980s. Due to past industrial uses, both Phase I and Phase II Environmental Assessments have been done on the site and it was determined that no further action was needed to mitigate potential hazards. The most recent Phase I assessment was completed in February of 2013.
3. One of the primary goals of the North Boulder Plan is that the subcommunity contains a diversity of housing types, sizes, and costs. The Lee Hill Road Area section states, “It is imperative that the project contain a mix of residential densities with a diversity of housing types” (page 11). While the concept does not include a variety of housing types, the proposed single family homes include a variety of sizes and affordable housing is integrated in the development. In this case compatibility with the surrounding neighborhood’s scale and intensity may be at odds with the provision of duplex or tri-plex units.

Miscellaneous, Scott Kuhna, 303-441-4071

3. The applicant is notified that any groundwater discharge to the storm sewer system will require both a state permit and a city agreement. The steps for obtaining the proper approvals are as follows:

Step 1 -- Identify applicable Colorado Discharge Permit System requirements for the site.

Step 2 -- Determine any history of site contamination (underground storage tanks, groundwater contamination, industrial activities, landfills, etc.) If there is contamination on the site or in the groundwater, water quality monitoring is required.

Step 3 -- Submit a written request to the city to use the municipal separate storm sewer system (MS4). This submittal should include a copy of the Colorado Department of Public Health and Environment (CDPHE) permit application. The written request should include the location, description of the discharge, and brief discussion of all discharge options (e.g., discharge to MS4, groundwater infiltration, off-site disposal, etc.) The request should be addressed to: City of Boulder, Stormwater Quality, 4049 75th St, Boulder, CO 80301 Fax: 303-413-7364

Step 4 -- The city's Stormwater Quality Office will respond with a DRAFT agreement, which will need to be submitted with the CDPHE permit application. CDPHE will not finalize the discharge permit without permission from the city to use the MS4.

Step 5 -- Submit a copy of the final discharge permit issued by CDPHE back to the City's Stormwater Quality Office so that the MS4 agreement can be finalized.

For further information regarding stormwater quality within the City of Boulder contact the City's Stormwater Quality Office at 303-413-7350. All applicable permits must be in place prior to building permit application.

4. No portion of any structure, including footings and eaves, may encroach into any public right-of-way or easement.

Site Design, Sloane Walbert, Case Manager, 303-441-4231

North Boulder Subcommunity Plan

The subject property is within the Lee Hill Road Area of the North Boulder Subcommunity Plan. The project is subject to the Development Guidelines for All Neighborhoods and guidelines specific to the Lee Hill Road Area on page 11 of the NBSP.

1. In general, the development is consistent with the following guidelines as discussed below:
 - Site plan includes tree-lined streets that are pleasant for all modes of travel.
 - Designed so that the fronts of buildings and lots face the street and one another, and backs face one another.
 - Includes well-placed pedestrian and bicycle trails that connect to neighborhood amenities, including parks and trails.
 - The site plan encourages walking, biking, and transit by providing safe, comfortable and convenient connections.
 - Design includes small blocks and narrow streets to better serve pedestrians and to help calm traffic.
 - An alley is used on the north end of the site to reduce curb cuts and sidewalk interruptions.
2. Per the NBSP alleys should be considered in new developments to provide a "service" side to properties. The applicant should consider alley and/or woonerf access to the residences facing Yellow Pine Avenue. However, it has been determined that alley access for these homes would be at odds with compatibility with the neighborhood to the south and would limit usable open space on the site.

Open Space Criteria

Staff commends the applicant's provision of interesting and usable open space, including a formal neighborhood park and informal natural area. Private open space is also planned as back yards, front porches, balconies, and decks. The concept plan includes the addition of 31 dwelling units on the site, which requires at least 186,000 square feet of useable open space at 6,000 square feet per dwelling unit.

At time of Technical Document review the applicant must address how future development (e.g., footprint expansions/additions) would be considered and how any excess in provided open space would be allocated to each lot.

Subdivision Standards

The proposed development is subject to the subdivision regulations of chapter 9-12 of the land use code. The following waivers to the subdivision standards have been identified:

3. Corner lots are not larger than other lots to accommodate setback requirements.

Requested waivers to the subdivision standards will be processed through the subdivision process. Approval of any waivers would be subject to [section 9-12-12\(b\)](#), B.R.C. 1981.

Transit, Jeff Hirt, 303-441-4497

Chapter 8 of the North Boulder Subcommunity Plan recommends improved transit access into the residential areas west of Broadway, north of Violet Avenue. There are not any specific routes or transit stops proposed on the subject property. At minimum, the plan should not preclude any future opportunities for enhanced transit into the surrounding neighborhood.

Utilities, Scott Kuhna, 303-441-4071

10. The applicant is advised that any proposed street trees along the property frontage may conflict with existing utilities, including without limitation: gas, electric, and telecommunications, within and adjacent to the development site. It is the applicant's responsibility to resolve such conflicts with appropriate methods conforming to the Boulder Revised Code 1981, the City of Boulder Design and Construction Standards, and any private/franchise utility specifications.
11. Final utility construction drawings will be required as part of the Technical Document Review process (which must be completed prior to building permit application).
12. Further detail of the ground water barriers used to prevent ground water migration or diversion along the water, wastewater, and storm sewer mains will be required at time of Technical Document Review.
13. The applicant may want to install 1-inch water service taps (with 3/4-inch meters) in the event that upsizing of domestic services is necessary in the future.
14. Maintenance of sand/oil interceptors and all private wastewater and storm sewer lines and structures shall remain the responsibility of the owner.
15. The landscape irrigation system requires a separate water service and meter. A separate water Plant Investment Fee must be paid at time of building permit. Service, meter and tap sizes will be required at time of building permit submittal.
16. The applicant is advised that at the time of building permit application the following requirements will apply:
 - d. The applicant will be required to provide accurate proposed plumbing fixture count forms to determine if the proposed meters and services are adequate for the proposed use.
 - e. Water and wastewater Plant Investment Fees and service line sizing will be evaluated.
 - f. If the buildings will be sprinklered, the approved fire line plans must accompany the fire sprinkler service line connection permit application.
17. All water meters are to be placed in city right-of-way or a public utility easement, but meters are not to be placed in driveways, sidewalks or behind fences.
18. Trees proposed to be planted shall be located at least 10 feet away from existing or future utility mains and services.

Zoning, Sloane Walbert, Case Manager, 303-441-4231

5. The property is located in a Residential - Low 2 (RL-2) zone district, which is described as "*medium density residential areas primarily used for small-lot residential development, including, without limitation, duplexes, triplexes or townhouses, where each unit generally has direct access at ground level.*" The RL-2 zoning for this property was determined in conformance with the land use designation change in the Boulder Valley Comprehensive Plan (BVCP) to Low Density Residential (average of two to six units per acre).
6. Intensity Standards
There are no restrictions on minimum lot size, lot area per dwelling unit, or dwelling units per acre in the RL-2 zoning district. However, 6,000 square feet of open space is required per dwelling unit.
7. Outdoor Lighting
Please note that development of the lot will require compliance with [section 9-9-16](#), "Outdoor Lighting," B.R.C. 1981.
8. Occupancy of Dwelling Units
Please note the occupancy limits set forth in [section 9-8-5](#).
9. Parking
The parking standards in the RL-2 zoning district require a minimum of one off-street parking space per detached dwelling unit. The site plan includes a one-car garage for each house, which fulfills this requirement.
10. Development Standards
Any lots that exceed 8,000 square feet in area in the RL-2 zone district are subject to compatible development standards, including side yard wall articulation, building coverage and floor area ratio. No lots currently exceed 8,000

square feet in area.

11. Signage

The applicant has not indicated on the plans that they are seeking a variance to the sign code. As such, proposed monument signs must meet all applicable regulations for freestanding signs in residential zone districts.