

Introduction

Based upon the development review comments received last May, and in light of economic realities as well as the emergence of some vociferous neighborhood opposition to the prior plan from an adjacent property owner, we made the decision to explore our other design options that would be less controversial and would not require a special ordinance or zoning change. The plan revisions being submitted herewith now conform closely to the in-place zoning for the site and are fully in alignment with the North Boulder Subcommunity Plan. We have planned the entire site in a single phase, thereby eliminating any uncertainty about what might be proposed in the future for Blocks 3 and 4. The only variances requested are relatively minor, administrative matters to help us to meet other Site Review criteria, to address existing site conditions, and/or to improve the quality of the design in accordance with City standards and recognized design principles. In order to conform to the existing zoning, the focus of the project has now shifted to providing a variety of housing types in a lower density, smaller scale development pattern, with limited, smaller non-residential uses provided at the corners along Broadway. The housing units are diverse in size and type with a mix of densities and styles, and are intended to address Boulder's urgent need for middle income, workforce housing. No permanently affordable housing will be provided on site; rather, we will fulfill the Inclusionary Housing obligation 100% by payment of cash-in lieu.

Summary of Revisions

We have retained many key design elements of the prior plan that received positive reception from staff and the Planning Board at Concept Review, as well as key architectural features that received positive reception at the Design Advisory Board. In particular, the street layout, block sections and connections plan are largely unchanged. Buildings still address the street, with off-street parking located interior to the site and largely screened from view. Pedestrian access and permeability are emphasized throughout the site, and the Southern Paseo running the length of the site between Broadway and 14th Street has been retained and enhanced. The Armory "Mess Hall" building will still be retained and repurposed as the common facilities/amenity building for the project, housing the leasing office, maintenance storage, storage facilities for residents, bicycle storage, dog washing station, exercise room and common meeting room. An outdoor pool/Jacuzzi area is located to the north of the Mess Hall Building.

In the MU-1 portion of the site, which comprises approximately the western 75% of the property, the buildings have all been reduced to a maximum of two stories and 35 feet in height (measured in accordance with the City's unique measurement formula that results in significantly lower actual heights), and no building is greater than 15,000 square feet total. The total Floor Area Ratio has been reduced to comply with the zoning maximum of 0.6:1. Non-residential spaces are provided at ground level at the corners of Lee Hill and Broadway and Zamia and Broadway, with small outdoor plaza areas adjacent and scaled to correspond to the relatively small size of the non-residential spaces. Per the zoning, these spaces could house restaurants, coffee shops, bakeries, personal service uses and/or office uses. Because there will be limited market demand for non-residential uses without an anchor or critical mass of commercial, and due to fact that the MU-1 zoning requires primarily residential uses and prohibits retail uses, the amount of non-residential space provided is intentionally limited, and is consistent in size and character with the Main Street North development located immediately to the south of the property and sharing the same zoning. The remainder of the MU-1 portion of the site would offer a mix of studio, 1-bedroom and 2-bedroom housing units in a variety of

formats. Many units will have outside entries and are designed to address the street in the style of townhouse or rowhouse units. These units would be rental units initially but are also designed to permit conversion to owner-occupied condominiums in the future. Building design is varied to create the look of a neighborhood that developed over time rather than a single project.

In the RMX-2 portion of the site, which comprises approximately the eastern 25% of the property, the zoning permits up to three stories and supports somewhat larger homes. The density has been limited to the by-right 10 dwelling units per acre, and we are not requesting any bonus density. This revision reflects a mix of townhomes, duplexes and rowhomes in the RMX-2 portion of the site that are generally larger and more geared to larger families, with primarily 3 and 4 bedrooms per unit. These would likely be for-sale, owner-occupied homes from the outset. The detention/water quality area is still located in the southeasterly corner of the site and will be landscaped so that it can function as open space and provide a connection to the Holiday Neighborhood Park located on the opposite side of 14th Street. Again, buildings are designed to address the street or the open space areas, with parking and garage entrances located on the interior of the site and largely screened from view. Architecture of the homes is varied and designed to be compatible with the adjacent Holiday neighborhood to the east.

Variances Requested

In order to meet the Site Review criteria and provide the highest quality project possible, there are few, minor variances being requested, identified as follows:

- **Parking Reduction:** A 21% parking reduction is requested from the 375 spaces required by code to 299 parking spaces. It should be noted that in addition to the off-street spaces, the project proposed to add 83 on-street parking spaces which are not included in the parking calculation.
- **Civil Engineering Variances:** Per table 2-9: Maximum street grades of section 2.07.e.2, maximum street grade street grades at intersection approaches should not exceed 4% for a minimum of 50 feet.

Variance: *At the intersection of Zamia and 14th Street the slope of the road will be 4% for the first 20-feet and then increase to 4.95% for the remaining 30-feet. There is approximately 17.7 feet of fall across the length of Zamia Street. This variance is needed in order to meet city slope and vertical curve requirements within the right-of-way through the rest of the site.*

Per section 2.07.e.3: Design control for vertical curves control for sag and crest vertical curves (based on a design speed of 30 mph) shall meet the specifications shown in Table 2-10 Vertical Curve Design Control.

Variance: *Design control for vertical curves shall be based on American Association of State Highway and Transportation Officials (AASHTO) design standards rather than City of Boulder standards. At this time it is anticipated that design speeds for the site will be 25 miles per hour rather than the 30 miles per hour the City of Boulder code is based on.*



DEVELOPER:

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CONSULTANT:

LUR2015 - 00012
 SITE REVIEW SUBMITTAL
ARMORY COMMUNITY
 BOULDER, COLORADO

DATE:	REVISION:
02-02-2015	SITE REVIEW SUBMITTAL 1
04-20-2015	SITE REVIEW SUBMITTAL 2
02-01-2016	SITE REVIEW SUBMITTAL 3

SHEET NAME:

PROJECT NARRATIVE

SHEET NUMBER: