

October 15, 2021

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## PROJECT NARRATIVE

### RE: PS21-0196 – Substantial Conformance Application – Steamboat Basecamp

Per Steamboat Springs City Council Resolution No. 2021-36, the Steamboat Basecamp project (DPVC-21-06) was approved on August 24, 2021. This Substantial Conformance Application proposes a minor change to the approved Development Plan (described in item 2 below) in addition to a proposed phasing plan to split the Project into two phases, Phase 1a and Phase 1b. Phase 1a would be primarily the Commercial portion of the Project located in the “Existing to Remain” structure, and Phase 1b would be the Residential portion located within the footprint of the former printing press that is slated for full demolition and new construction.

By phasing this Project, the Applicant will be able to begin renovations to the “Existing to Remain” portion of the building this winter, several months prior to the remainder of the Project, which cannot begin until more favorable weather exists this Spring. This will allow the Applicant to begin operating the commercial portion of the project sooner and begin establishing the “place-making” of the site, building excitement from the community, and creating jobs and expediting/increasing the tax revenue for the city from these businesses much sooner than originally anticipated.

Included in this submission is a proposed phasing plan, indicating how the Applicant proposes to phase the project, with Phase 1a being primarily the Commercial uses, and Phase 1b being the Residential. With an early winter start to Phase 1a, the Applicant anticipates its completion within six (6) months, or mid-Summer 2022, with Phase 1b beginning in April 2022 and completing approximately 16-18 months later. As seen in our phasing plan, both existing access points to the site will be available when Phase 1a is complete, keeping the findings of our Traffic Study intact (and more conservative) with just Phase 1a in operation. Parking will be more than adequate for Phase 1a upon completion, with a total of 60 spaces, well over what was required in our original Parking study for these uses.

Per Section 413.A (Phasing) of the City Community Development Code, the Applicant feels this request is consistent with the purpose to ensure that development occurs in an efficient and orderly manner with consideration of the importance of certain improvements to the community and the project itself. The applicant is also addressing the standards listed in 413.C.1 as follows:

***The City may approve development and installation, construction, or reconstruction of public and private improvements in phases subject to the following:***

**a. Each phase shall be a self-contained project consisting of all private and public improvements necessary to serve the phase.**

While Applicant fully intends to begin construction on Phase 1b before Phase 1a is even completed, the site is well positioned and oriented to be bifurcated such that each phase is able to “stand alone”. With the use of secure construction fencing immediately adjacent to the Shield Dr. site entrance and

appropriate signage, Phase 1a can operate and serve the community safely and effectively while Phase 1b is under construction. The applicant will complete the Right-in, Right-out site improvements at the Elk River entrance, the bus stop relocation, parking lot restriping, and all landscaping surrounding the Commercial portion of the building per the phasing plan as part of Phase 1a. Additionally, a temporary trash enclosure will be included within the Phase 1a boundary as shown in the site plan submitted herein, since the trash enclosure's final location will be within the Phase 1b area. Given it is an adaptive reuse of an existing structure, all other improvements needed to serve Phase 1a are already in existence.

**b. Phasing cannot be used to delay construction of public improvements beyond the time of occupancy of the phase being served by the improvements.**

All of the public improvements needed to serve Phase 1a of the project will be completed as part of Phase 1a.

**c. Phasing shall be approved as part of the development review process.**

Since a phasing plan was not contemplated in the approved development plan submittal, it is now being submitted as part of the development review process via the Substantial Conformance process.

**d. Critical improvements shall be constructed in the first phase.**

Per Resolution 2021-36, below is a list of the Critical Improvements for the entire Project, with the Applicant's proposed completion timing/phasing for each:

- a. Road from Elk River Road to Curve Court – **Since the Shield Dr. and Elk River entrances to the site will remain active as part of Phase 1a, the road should not be considered a critical improvement of Phase 1a. The road is required for Phase 1b (because of the parking spaces planned on either side of the road). Therefore, the applicant proposes to complete the Road as part of Phase 1b.**
- b. Right-in, Right-out modifications to driveway onto Elk River Road – **This will be completed as part of Phase 1a.**
- c. Relocation of Transit Stop on Elk River Road - **This will be completed as part of Phase 1a.**
- d. Left turn lanes on US40 – **This is no longer a requirement of the City (reference email from Ben Beall re: CDOT Access Permit and the request to remove the left turn lane striping proposed)**
- e. Grading and drainage infrastructure –**The new grading and drainage infrastructure shown in the approved development plan drawings was required for the five (5)-story new construction portion of the project. Since Phase 1a is an adaptive reuse of an existing building (with the exception of the small addition), applicant will complete as part of Phase 1b.**
- f. Stormwater quality treatment facility – **The stormwater quality treatment facility shown in the approved development plan drawings was required for the five (5)-story new construction portion of the project. Since Phase 1a is an adaptive reuse of an existing building (with the exception of the small addition), applicant will complete the stormwater quality treatment facility as part of Phase 1b.**
- g. Paved driveways and parking areas – **Per the phased site plan submitted herein, the paved driveways and parking areas to serve Phase 1a will be completed as part of Phase 1a, with the remaining areas completed as part of Phase 1b.**

## **Substantial Conformance Criteria for Approval**

Per section 728.D of the City Community Development Code, regarding the Substantial Conformance process, the following Criteria for Approval will be met:

**1. General - The location, design, or phasing of buildings, structures, footprints, parking, access, circulation, loading, entrances, landscaping, amenities, architectural features, building materials, and similar site design and architectural features may be varied upon a finding by the Planning Director that the changes are minor in nature.**

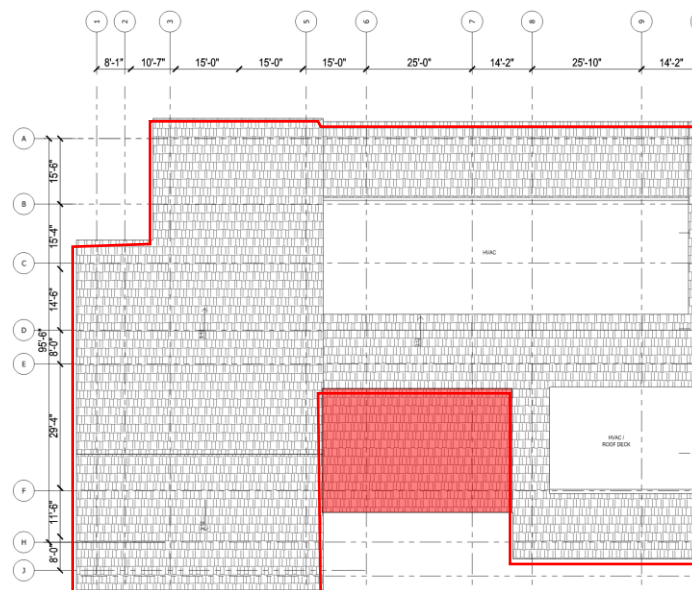
The location, design, structures, footprints, parking, access, loading, entrances, landscaping, amenities, architectural features, and building materials are not being varied, with the exception of one minor change, described in more detail in criteria for approval items 2 below.

This Substantial Conformance application is primarily being submitted to separate the Project into two phases, in order to begin construction for and operation of the commercial spaces sooner than originally anticipated. The layout of the site and project lends itself well to a clean bifurcation of the site into two parts, namely the existing to remain and the new construction, allowing each to operate independently of one another temporarily.

## **2. Buildings and Structures**

- a. The height of buildings and structures shall not vary by more than five percent.**
- b. Roof pitch shall not vary by more than 1/12 slope.**
- c. Transparency of front facades shall not vary by more than five percent.**
- d. Gross floor area shall not vary by more than five percent.**
- e. The area of interior and exterior amenity space shall not vary by more than five percent.**

The Applicant is not proposing any modifications to item 2, except for item 2-b. As part of this Substantial Conformance application, the Applicant is proposing to modify the roof area for the small addition to the proposed fitness space, shown in red in the image below (between col line 5-8 and E-F.5). In the approved development plan this roof was sloped at a pitch to generally match the existing roof pitches on either side, however, the design has evolved to now include a flat roof.



There are several reasons for this change, namely:

- 1) Allows to better accommodate the mechanical equipment (screened per CDC standards) needed for the commercial space in order to avoid having to structurally retrofit the existing mechanical well between column lines B-D/5-9.
- 2) Allows the Applicant to not have to tie into the existing roofing system near column line E, which could prove difficult given its age.
- 3) It solves for the condition at the plan east tie-in location where the new roof would need to perfectly extend the existing slope of the adjacent roof, with little to no construction tolerance, resulting in a visible construction joint(s).
- 4) It presents a clear differentiation of volume, which provides for a clean edge condition. Instead of trying to conceal construction joint lines at the tie-in, the Applicant is able to use this design change as an opportunity to relate the larger 5-story new construction volume to the existing-to-remain portion of the structure, also providing additional variation in form and façade.

Below are perspective views of the roof in question, as currently approved and showing the proposed change to a flat roof:



***As Approved***



***Proposed Flat Roof***

The applicant feels this change creates a better connection between the two existing roof pitches and would have been supportable had it been included in the original submission. Despite not meeting the specific criteria for Substantial Conformance (roof pitch changes less than 1/12), the applicant feels this change is minor in nature and therefore request approval from the Planning Director to implement this change per CDC Section 728.D.1.

### **3. Off-Street Parking**

- a. The number of parking spaces shall not vary by more than five percent.**
- b. The parking lot area shall not vary by more than five percent.**

The number of parking spaces and the parking lot area is proposed to remain the same as originally approved, only in a phased approach. The commercial parking spaces that will be available at the time of Phase 1a's completion (60 spaces) is well over the required amount to operate the commercial spaces once completed, while Phase 1b is under construction.

#### **4. Landscaping**

- a. The amount of landscaped area shall not vary by more than five percent.**
- b. Planting locations shall only vary due to utilities, trails, sidewalks, snow shed, grading, or drainage considerations. Changes in planting locations shall not reduce the effectiveness of the landscaping for the purpose of screening or buffering.**

Landscaping areas and planting locations are proposed to remain in the same quantities and locations as originally approved, the applicant is simply requesting a phased installation of the already approved plantings, with the boundary of each phase as shown on the phased site plan included in this submission.

#### **5. Land Subdivisions**

- a. The total number of lots shall not increase.**
- b. The total number of lots shall not decrease by more than ten percent.**
- c. The gross lot area of individual lots shall not be varied by more than five percent.**
- d. The number and size of pedestrian linkages shall not decrease, and the type of linkages shall not be varied.**
- e. The amount of public land dedication or open space designation shall not increase by more than five percent.**
- f. The amount of public land dedication or open space designation shall not decrease.**
- g. The degree of conformity with City street standards shall not have decreased.**

N/A – none of the above are proposed to change

#### **6. Uses. The gross floor area of approved uses shall not vary by more than 20 percent.**

The gross floor area of the approved uses is not proposed to change, rather, only be phased in Construction.

#### **7. Planned Unit Developments – N/A**

#### **8. TND Regulating Plans – N/A**