

## Introduction

- The Need for Housing
- Town-owned Property - a unique opportunity
- Site Location
- Public Survey Results

## Mix of Housing Options

- Apartments
- Townhouse
- Duplex
- Single Family

## Context & Connectivity

### Network of Streets

- Entry Street
- Neighborhood Street(s)
- Alleys
- Green Street

### Diversity of Open Space

- Parks & Trails Network

### Phasing Plan

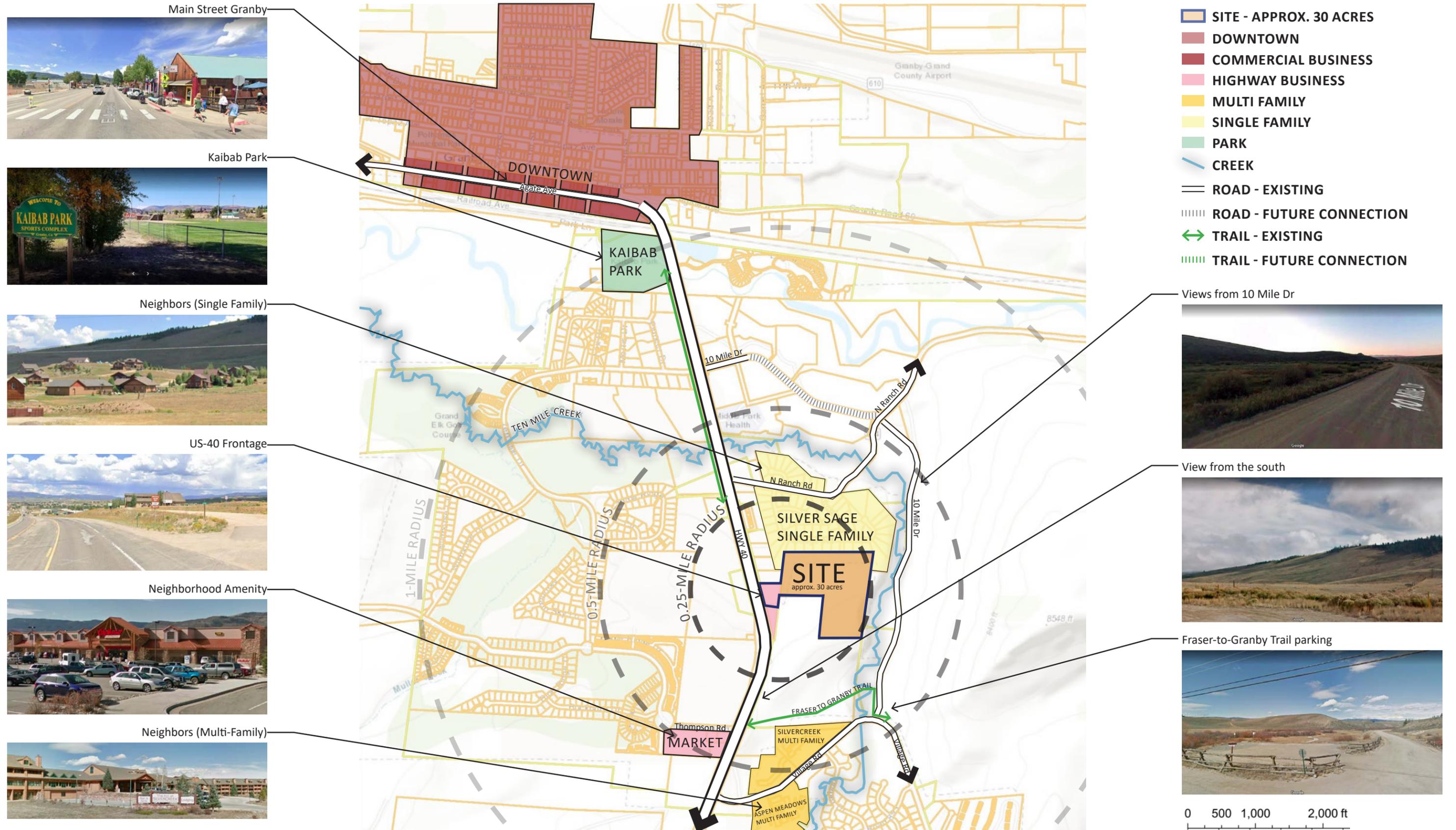
### Preliminary Utility Layout

### Snow Stacking Plan

### AMI Categories

### Next Steps





Main Street Granby



Kaibab Park



Neighbors (Single Family)



US-40 Frontage



Neighborhood Amenity



Neighbors (Multi-Family)

- SITE - APPROX. 30 ACRES
- DOWNTOWN
- COMMERCIAL BUSINESS
- HIGHWAY BUSINESS
- MULTI FAMILY
- SINGLE FAMILY
- PARK
- CREEK
- ROAD - EXISTING
- ROAD - FUTURE CONNECTION
- TRAIL - EXISTING
- TRAIL - FUTURE CONNECTION



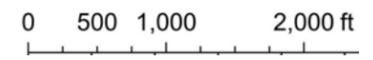
Views from 10 Mile Dr



View from the south

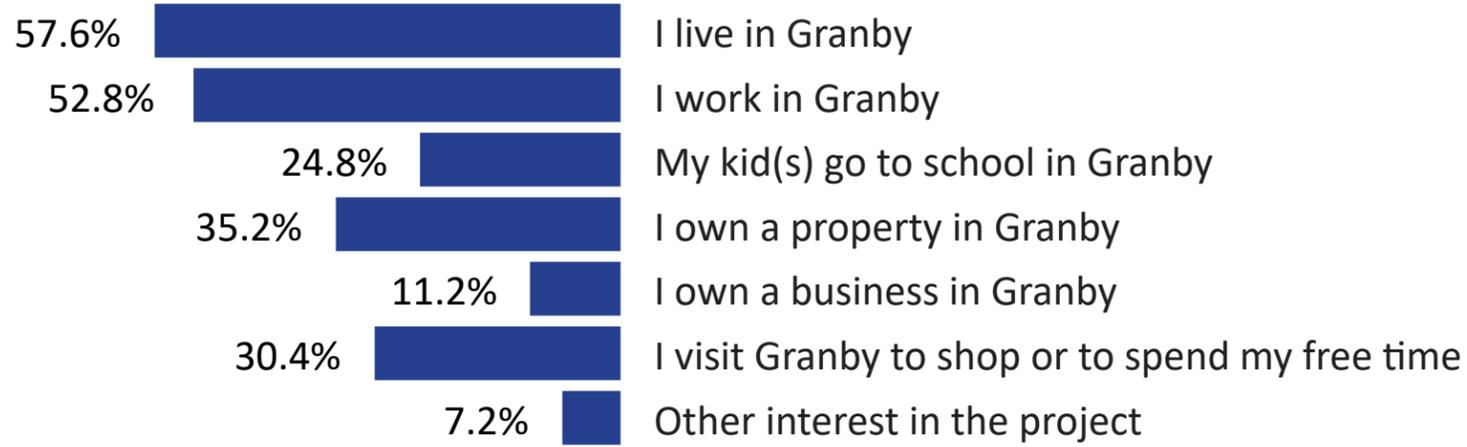


Fraser-to-Granby Trail parking

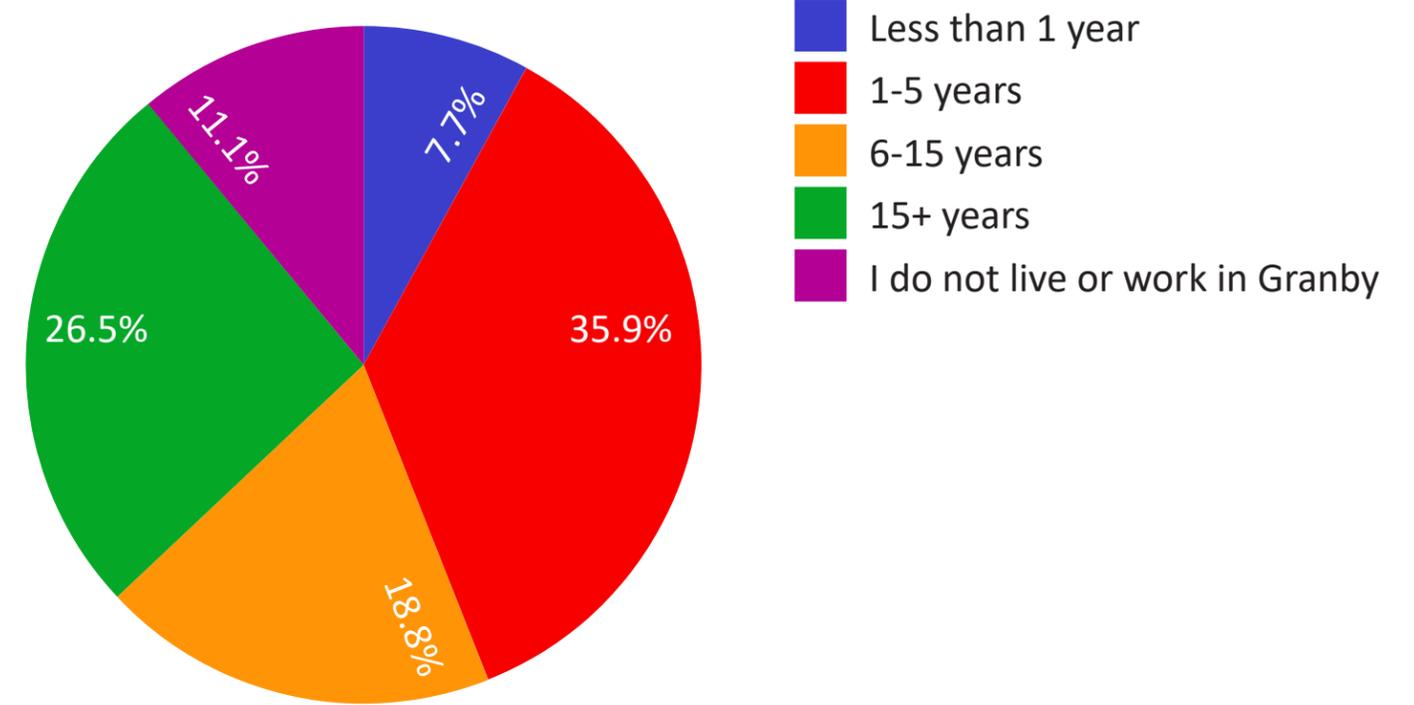


Who participated? Mostly full-time residents and workers in Granby, from a variety of household sizes and incomes.

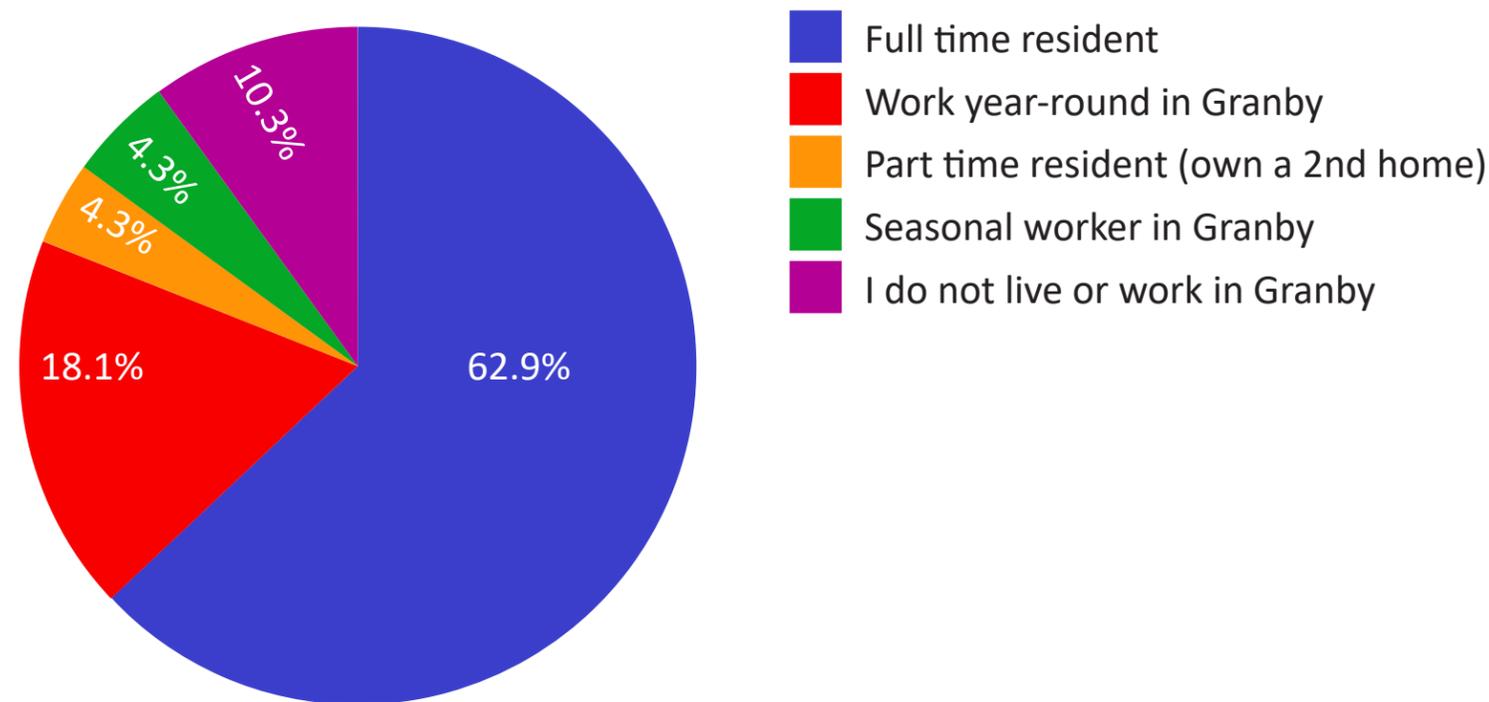
What best describes you?



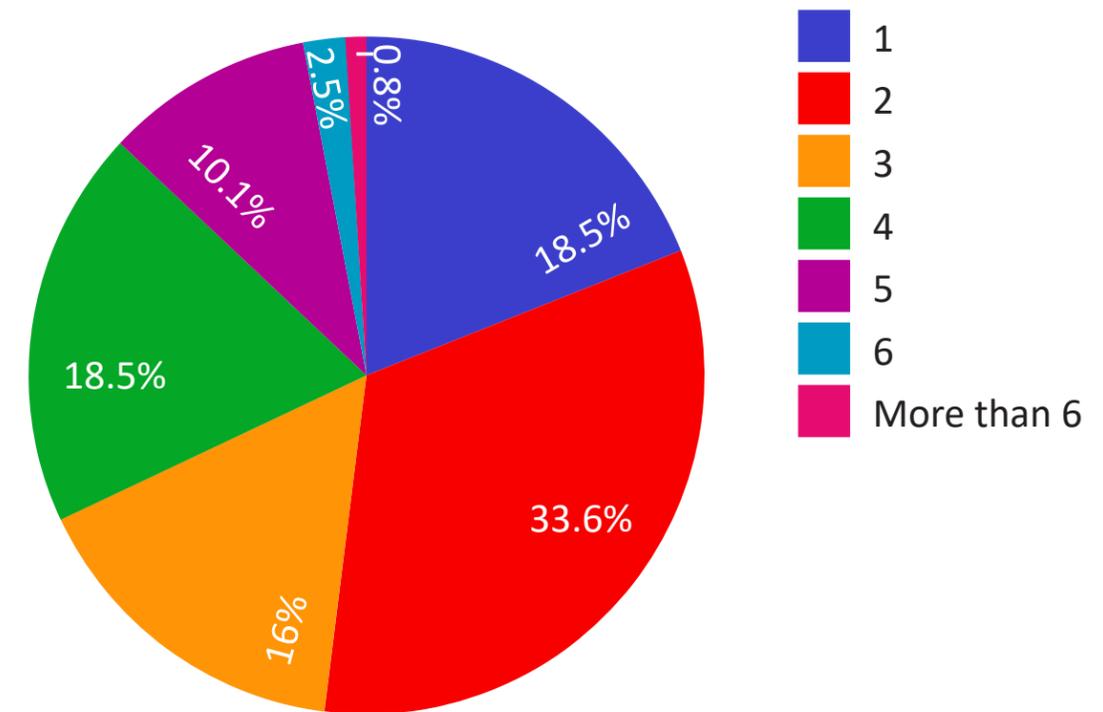
How long have you lived or worked in Granby?



If you live or work in Granby, what best describes you?

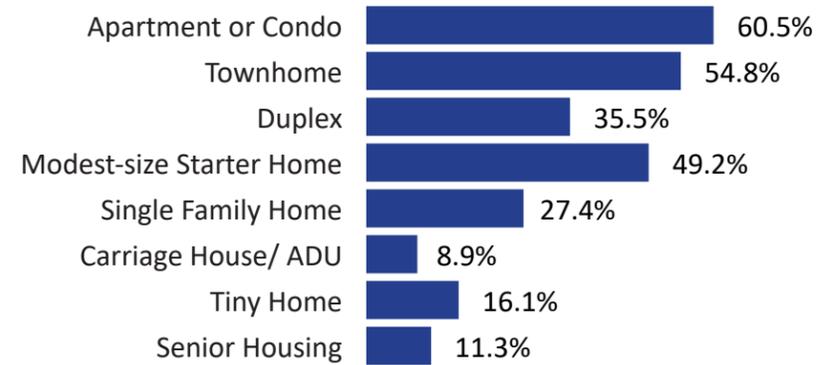


How many people live in your household?



## Residential

Which of these RESIDENTIAL buildings do you feel are most appropriate for the HWY 40 Workforce Housing Site?



### Key takeaways:

Two points of view:

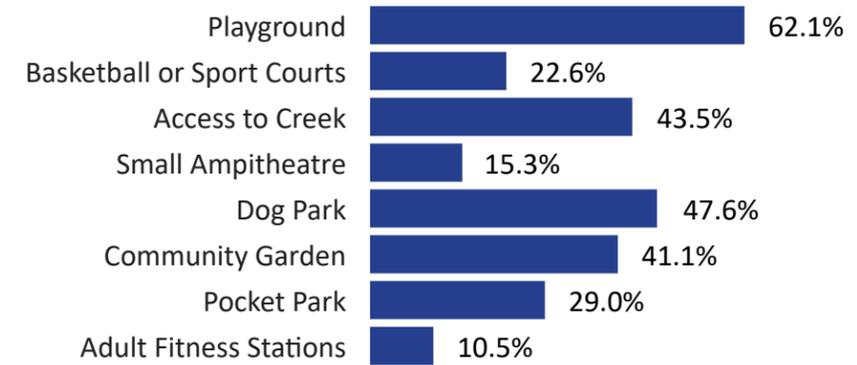
1. *“addressing immediate workforce needs for the critical workers doing the lowest paying jobs”*
2. *“Single family would best serve the workers we desperately need to house in our community (teachers, paramedics, police).”*  
*“Essential, blue collar workers need places they can raise families and put the toys (kayaks, bikes, etc) that make living up here great... Affordable shouldn’t mean substandard.”*

Solution:

*“To attract a workforce I feel you need attractive housing; a mix of small single family homes plus townhomes & apartments. A good workforce is a variety of workers - single, couples & families. Mixed housing would be best (not just one type) to accommodate the many kinds of workers needing housing in our community.”*

## Neighborhood Design Features

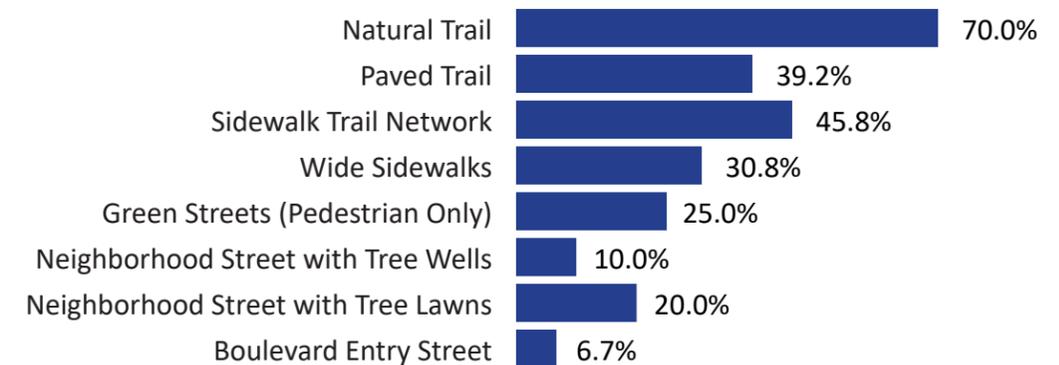
What NEIGHBORHOOD FEATURES do you feel are most appropriate for the HWY 40 Workforce Housing Site?



### Key takeaways:

- *“River access, Dog friendly spaces and just a space to be outdoor is very important. Our community has a ton of pets, and creating an outdoor place for both pets and residents is key to our area.”*
- *“All of these things seem great, but I hope that development will be more focused on affordability for local working folks above all these “features”.”*

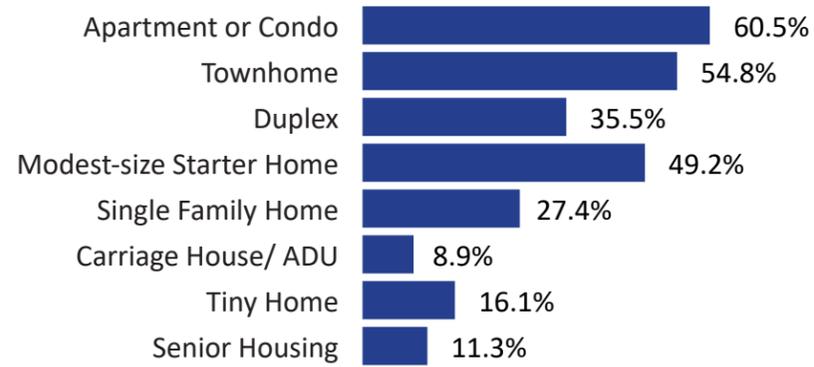
What TRAILS FEATURES do you feel are most appropriate for the HWY 40 Workforce Housing Site?



### Key takeaways:

*Keep it NATURAL in appearance but accessible to all*

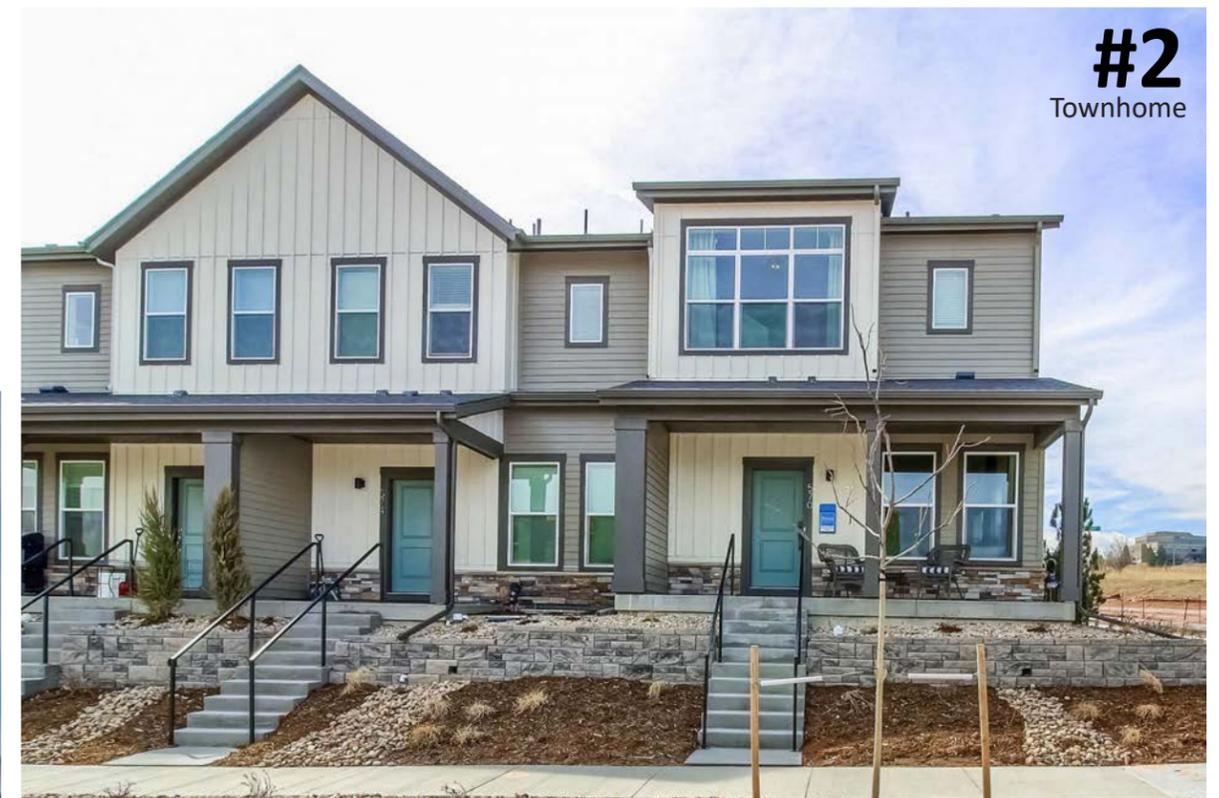
Which of these RESIDENTIAL buildings do you feel are most appropriate for the HWY 40 Workforce Housing Site? (Pick THREE you like best)



PROVIDED	%
APARTMENT	37%
TOWNHOME	29%
DUPLEX	19%
SINGLE FAMILY	15%



**#1 PICK**  
Apartment or Condo



**#2**  
Townhome



**#3** Modest-size Starter Home



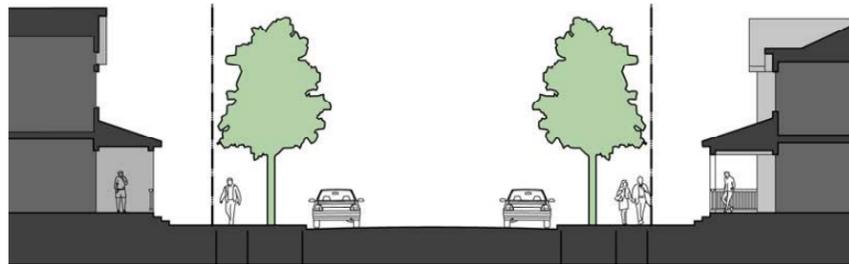
Duplex **#4**

**Housing for All**

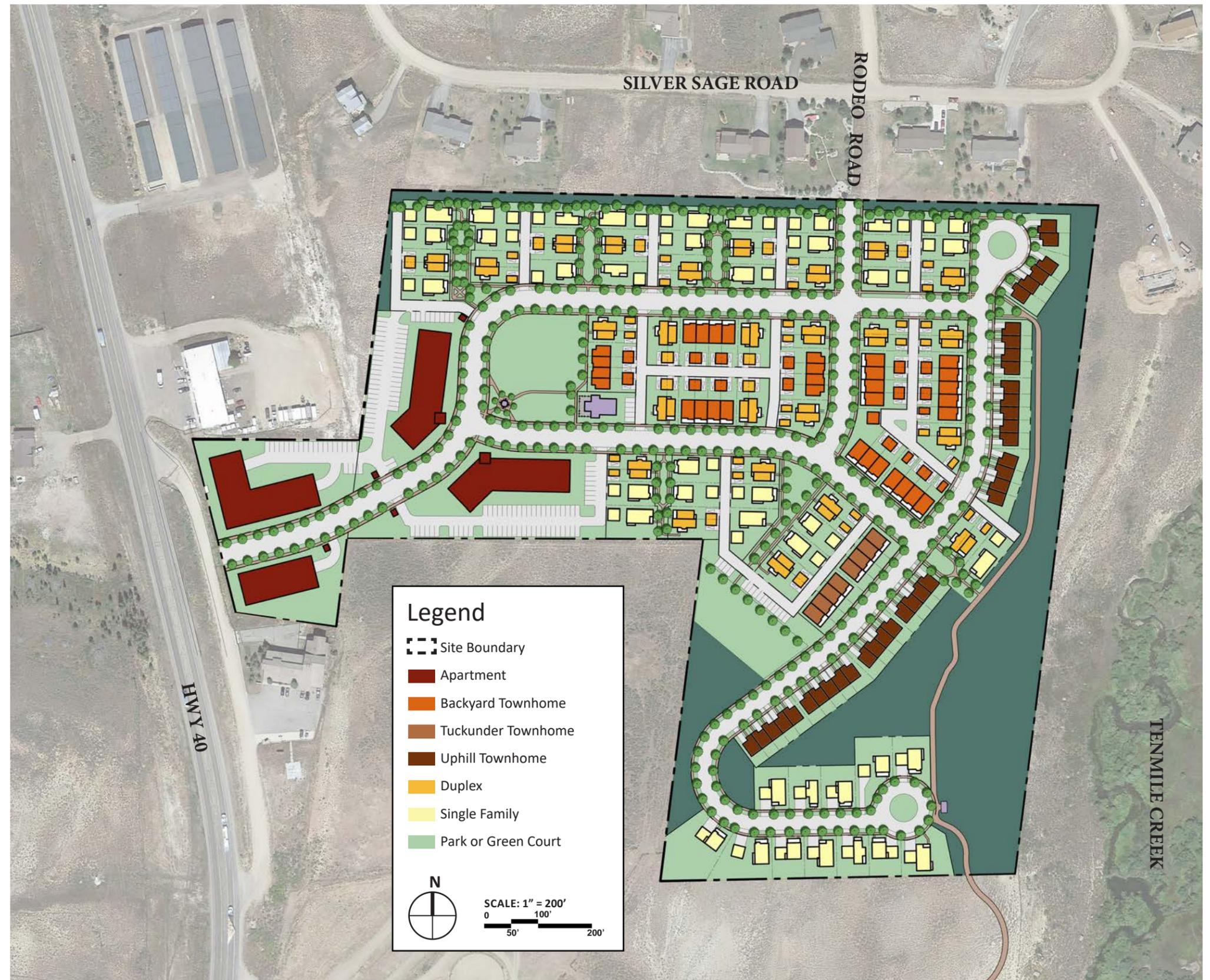
## Mix of Housing Options



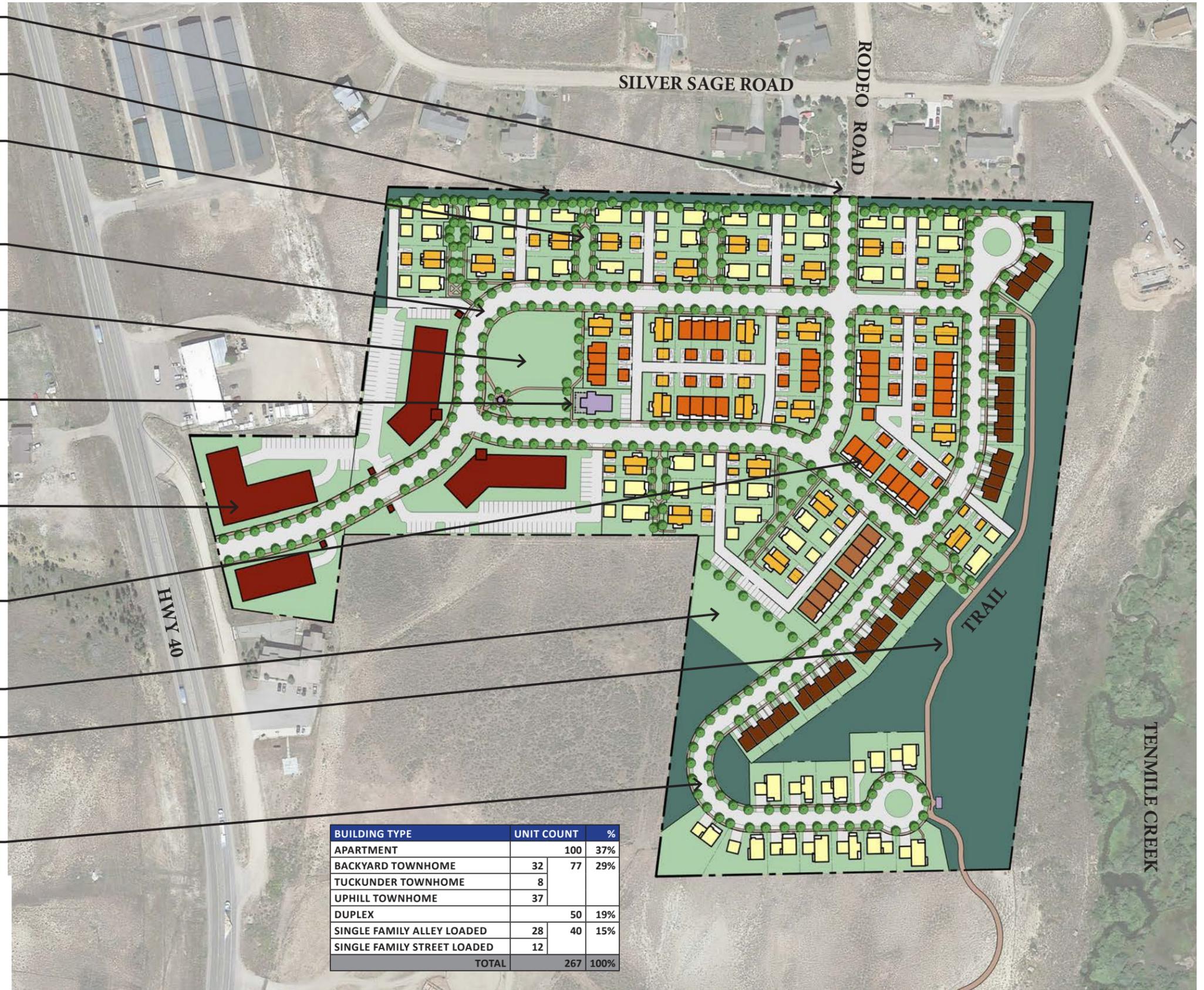
## Network of Streets



## Diversity of Open Spaces

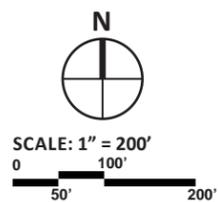


- Secondary access to the site is given from Silver Sage Road at existing Rodeo Road.
- Buildings are setback from the northern property line where a berm and landscaping provide a buffer between the proposed development and existing properties.
- Collections of single family detached homes that front on intimate, common green spaces are located along the northern property line to create a transition in scale and best relate to existing context.
- Residential streets have street trees, sidewalks for walkability, and parallel parking for guests.
- A central park provides open space and recreation for the entire community, and is proximal to the apartments which have the least amount of private outdoor space.
- A special use building can be sited on the common green. This facility could be public in nature and activate the green with its use. A daycare facility is one of many uses that would be suitable for this site.
- The higher density of the apartment units is focused at the main entrance driving most neighborhood traffic to HWY-40.
- Townhomes with detached garages have private backyards and space to store "toys" while providing a higher yield of units over single family homes.
- A dog park may be provided at this edge condition and be made available to the general public.
- An connection to the Fraser-to-Granby Trail to the south is provided at the east edge of the site and has multiple connections to the neighborhood for both residents and the general public.
- The road bends, and single family home lots are designed to meet the highest point of the site at the south end.



BUILDING TYPE	UNIT COUNT	%
APARTMENT	100	37%
BACKYARD TOWNHOME	32	29%
TUCKUNDER TOWNHOME	8	
UPHILL TOWNHOME	37	
DUPLEX	50	19%
SINGLE FAMILY ALLEY LOADED	28	40
SINGLE FAMILY STREET LOADED	12	15%
<b>TOTAL</b>	<b>267</b>	<b>100%</b>

- Apartment
- Duplex
- Backyard Townhome
- Single Family
- Tuckunder Townhome
- Park or Green Court
- Uphill Townhome
- Natural Open Space



**EXISTING ZONING**

**HGB: HIGHWAY GENERAL BUSINESS**  
25 DU/acre allowed x 2 acres = 50 acres

**SV-MU: SOL VISTA - MIXED USE**  
Maximum 250 units allowed under Sol Vista Planning Area 6

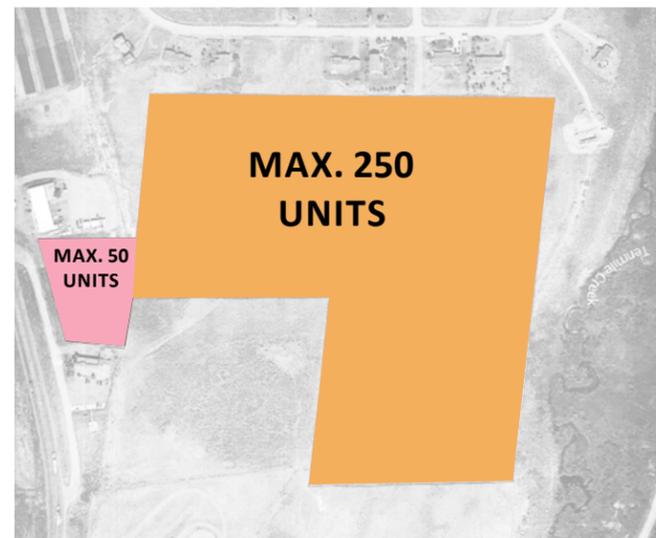
**PROPOSED TRANSECT ZONES**

**O: OPEN SPACE AND RECREATION**

**T3: VILLAGE GARDEN TRANSECT**  
Street Loaded Detached Home Lot  
Alley Loaded Detached Home Lot  
Street loaded Duplex Lot  
Alley loaded Duplex Lot  
8 units/acre

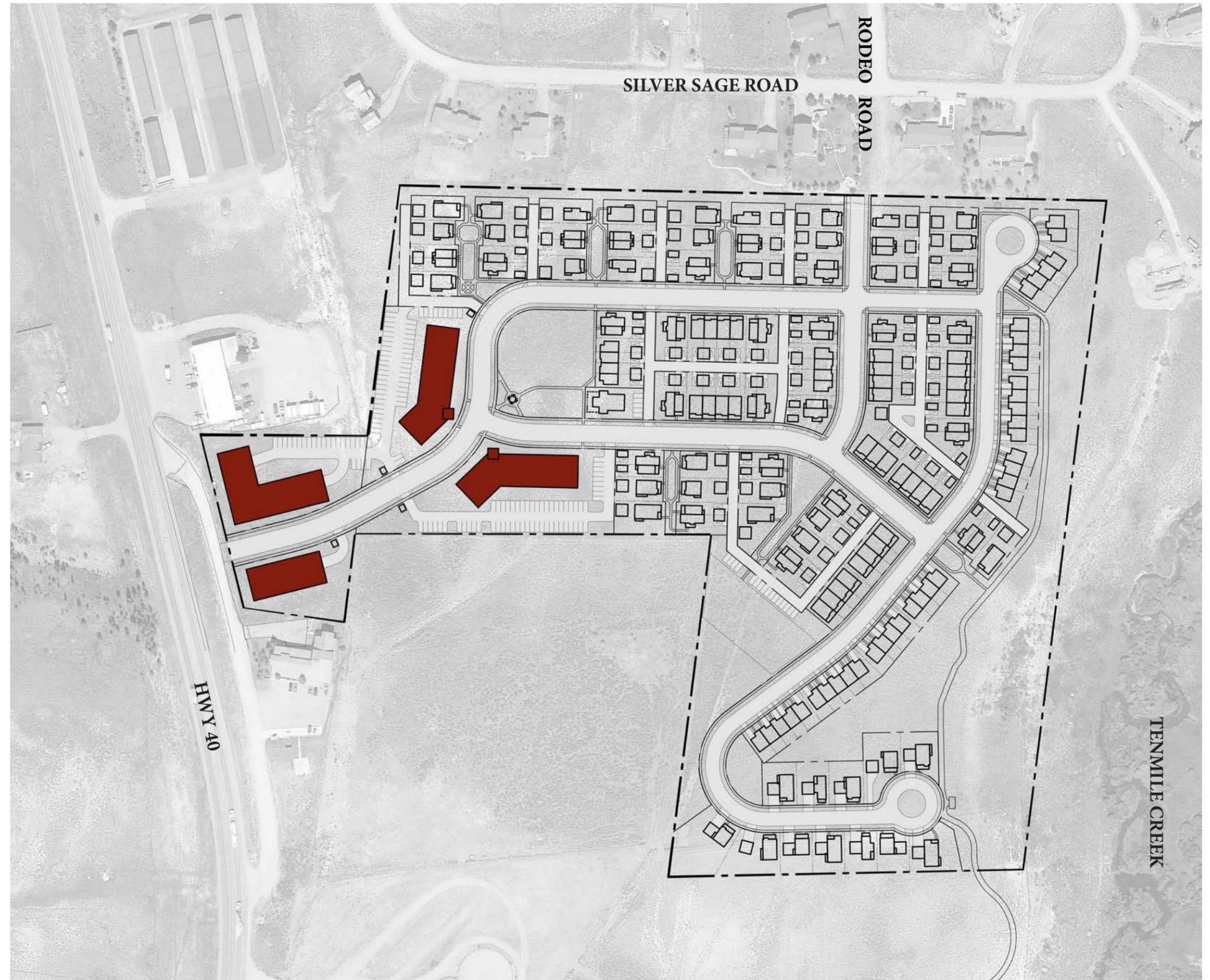
**T4: GENERAL VILLAGE TRANSECT**  
Alley Loaded Detached Home Lot  
Alley Loaded Duplex Lot  
Alley Loaded Townhouse Lot  
Street Loaded Townhouse Lot  
14 units/acre

**T5: VILLAGE CENTER/MAIN STREET TRANSECT**  
Alley Loaded Townhouse Lot  
Apartment Building Lot  
Main Street Building Lot  
25 units/acre



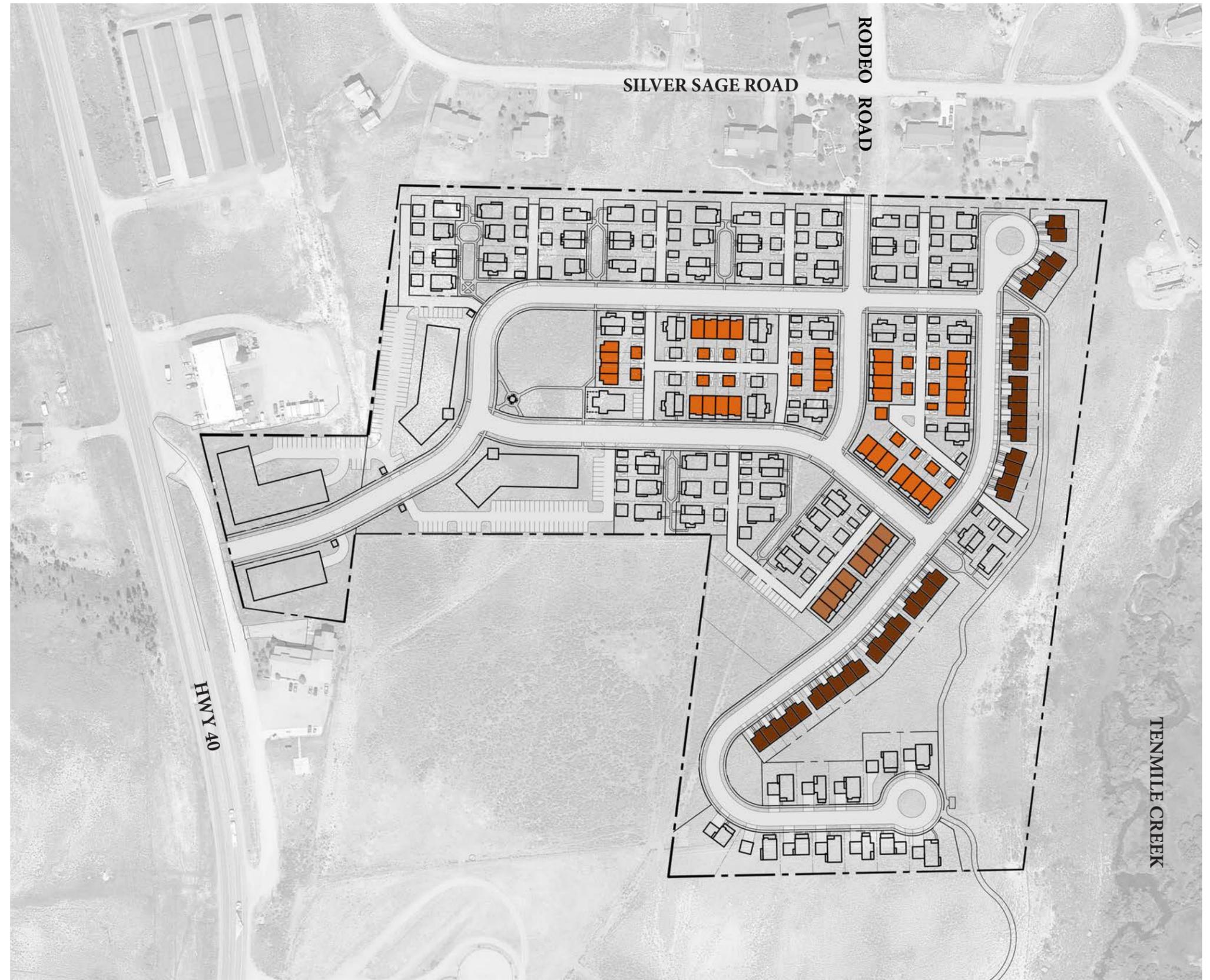
### Apartments

- Rental
- Singles/Couples/Roommates without kids
- Restaurant/Retail/Resort Employees
- 100 Units = 37% of units
- 4 acres x 25 units/acre = 100 units



### Townhomes

- Newlywed/First time home-buyer
- Budding career
- 77 Units = 29% of units



WOLFF LYON ARCHITECTS

TOM LYON, AIA

777 PEARL STREET SUITE 210, BOULDER, CO 80302 / 303.447.2786 / WWW.WLARCH.COM

PEL•ONA ARCHITECTS AND URBANISTS

RONNIE PELUSIO, AIA, LEED AP • KORKUT ONARAN, PH.D., CNU AP

4696 BROADWAY, BOULDER, CO 80304 / 303.443.7876 / WWW.PEL-ONA.COM

**Backyard Townhomes**

Backyard townhomes are alley-loaded with front doors and porches facing a street or green court. These homes have private outdoor yards between the garage and the back of homes. This townhome type works well on flatter lots where the private outdoor spaces are functional and exterior stairs are limited.

32 Units = 12% of units



- ALLEY
- FRONT PORCH
- GREEN OR STREET
- BACKYARD
- ALLEY



**Uphill Townhomes**

Uphill townhomes are street-loaded with garages and front doors facing the street. These buildings are designed to retain earth at their back on sloping sites. The primary living spaces are located above the garage and entrances to these homes may be at split levels. The most public rooms of a home (living room, dining room, kitchen) are at above street level, and private rooms (bedrooms) are on the uppermost floor. Outdoor decks and porches face and animate the street. Backyard with open views to the east.

37 Units = 14% of units



- PRIVATE OUTDOOR DECK
- SPLIT ENTRY
- FRONT LOADED GARAGE
- BUILDING RETAINS GRADE AT REAR



**Tuckunder Townhomes**

Tuckunder townhomes are alley-loaded with front doors and porches facing a street. Garages are attached and are located beneath the primary living spaces. The most public rooms of a home (living room, dining room, kitchen) are at street level, and private rooms (bedrooms) are on the uppermost floor. This configuration allows the building to retain earth on sloping sites. It maintains the meaningful traditional relationships between front doors, porches and sidewalks, while deemphasizing the car. It allows for successful construction of sloping sites.

8 Units = 3% of units

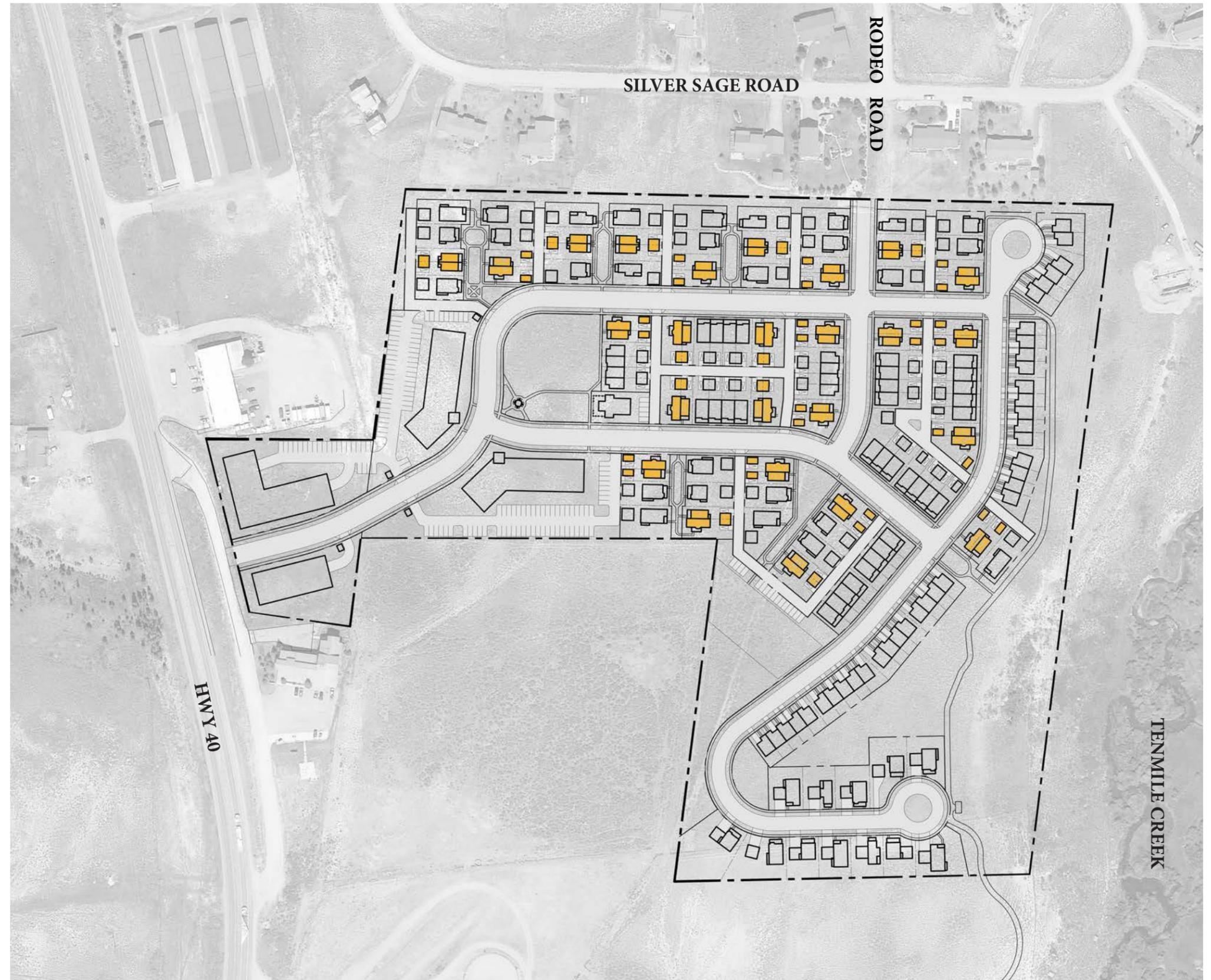


- GARAGE BENEATH BUILDING
- FRONT PORCH AT STREET LEVEL
- BUILDING RETAINS GRADE AT FRONT



### Duplex

Starting a family, needing more space  
Teachers, paramedics, police  
50 Units = 19% of units



### Single Family

Starting a family, needing more space  
Teachers, paramedics, police  
40 Units = 15% of units



**Green Court Single Family Homes**

Single family homes can be arranged around a green court to create intimate outdoor spaces for the entire community. In this configuration, vehicles and garages are located off of alleys while front doors and porches face one another across the green. This planning tool is implemented along the entire edge of the northern property line to better address the neighboring context of single family homes. In addition to the outdoor public amenity, each home has a private outdoor yard, between the garage and the back of house.

28 Units = 10% of units



- FRONT PORCHES FACING GREEN
- GREEN COURT
- PRIMARY STREET
- BACKYARD
- ALLEY



**Corner Duplexes**

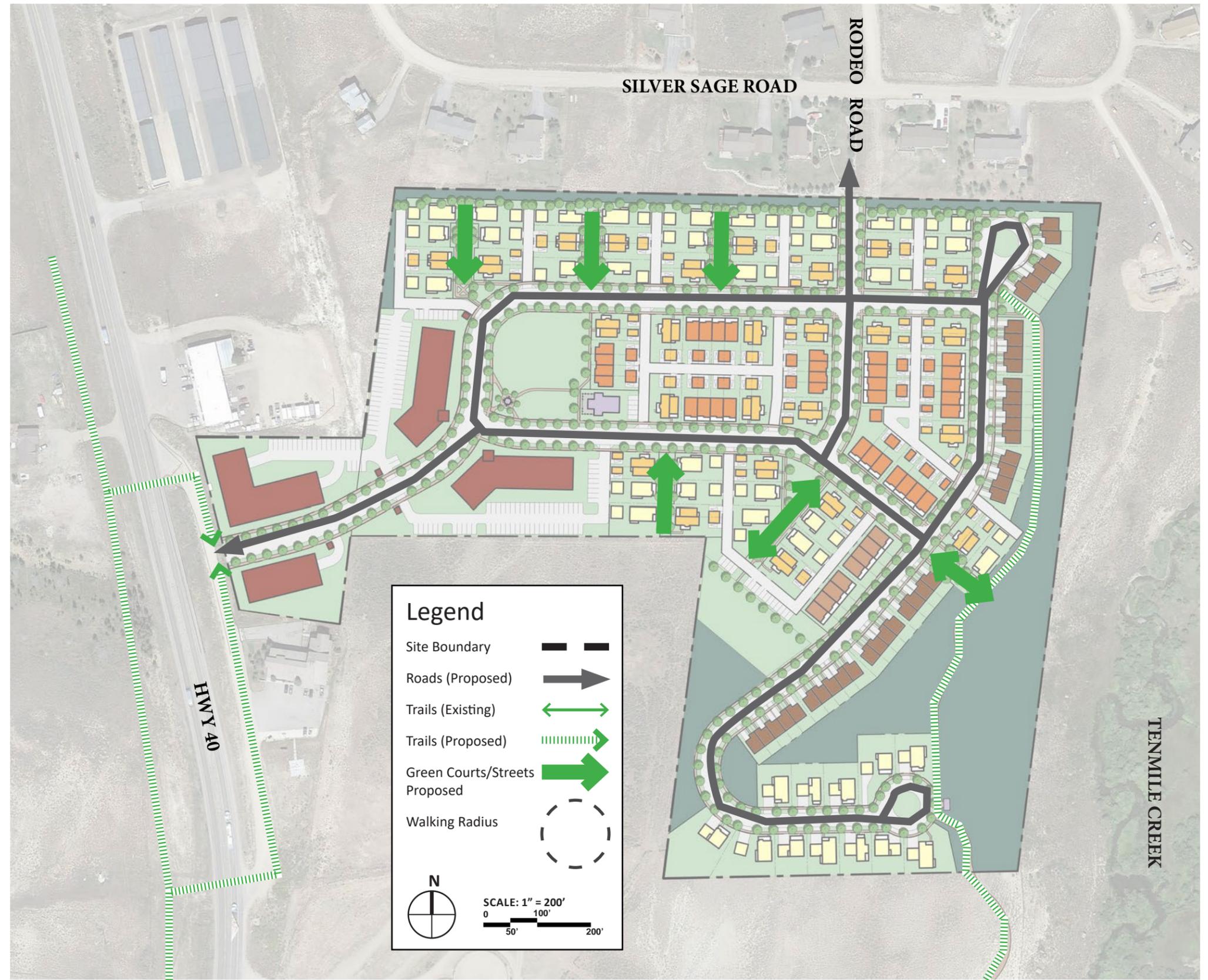
Corner duplexes are located at key intersections. They are designed to have two fronts allowing each unit to face a different street or green. This activates both frontages with porches. Duplexes offer a transition in scale between the surrounding single family homes and townhomes. They create efficiencies of construction and live much like single family homes. Each home has a private outdoor yard between the garage and back of house.

38 Units = 14% of units

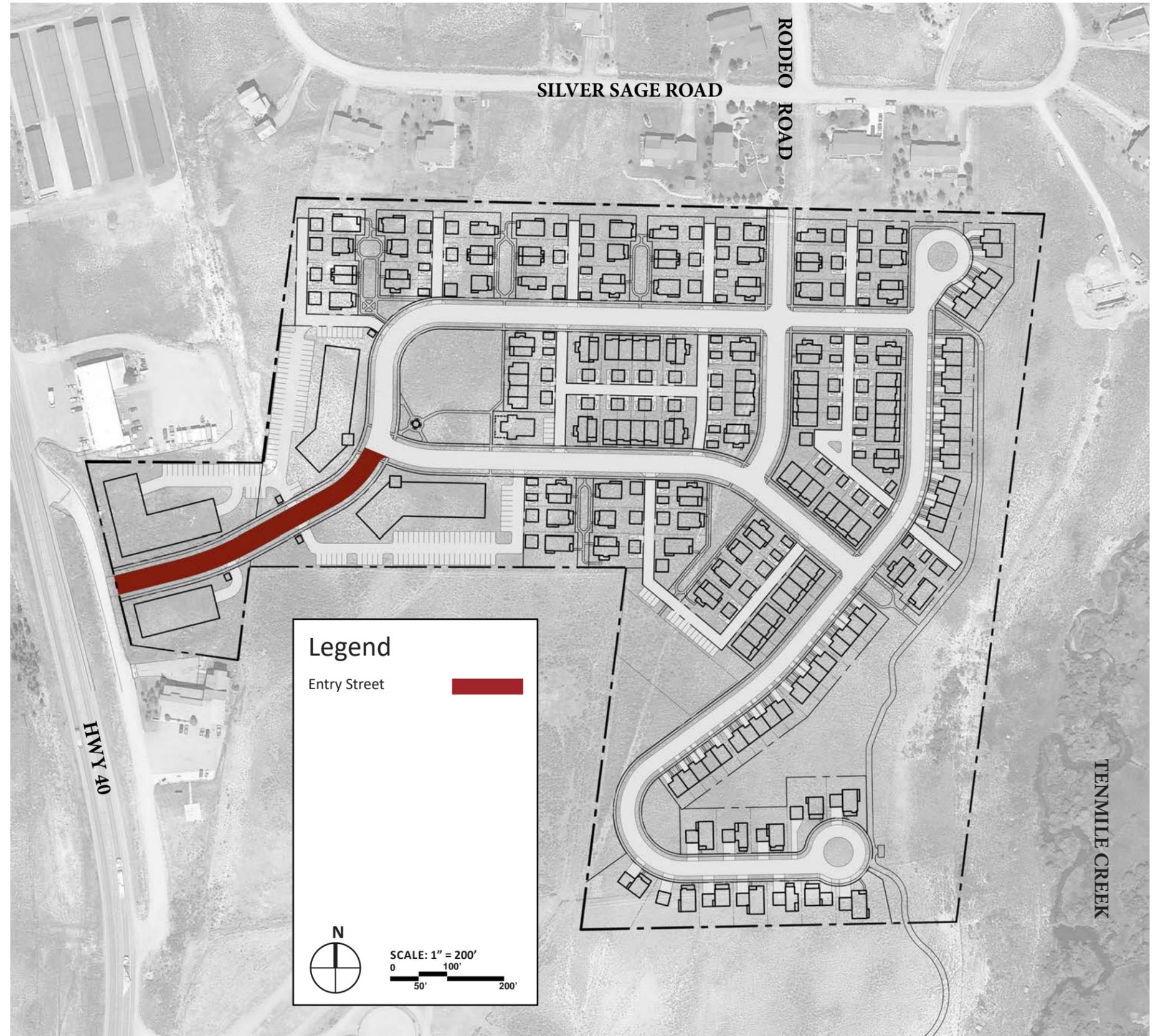
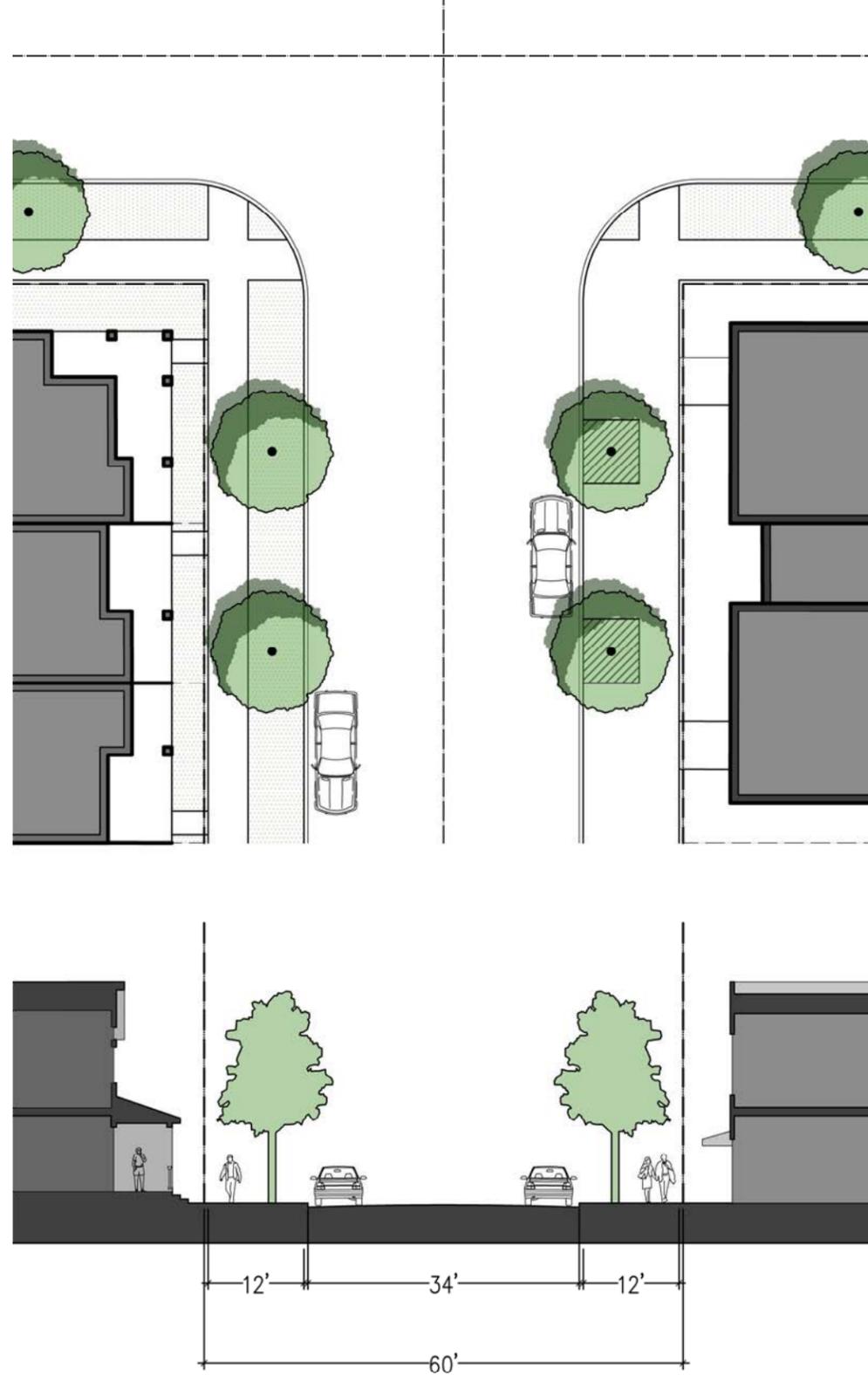


- BACKYARD
- FRONT DOOR FOR UNIT 2 FACING SIDE STREET
- FRONT DOOR FOR UNIT 1

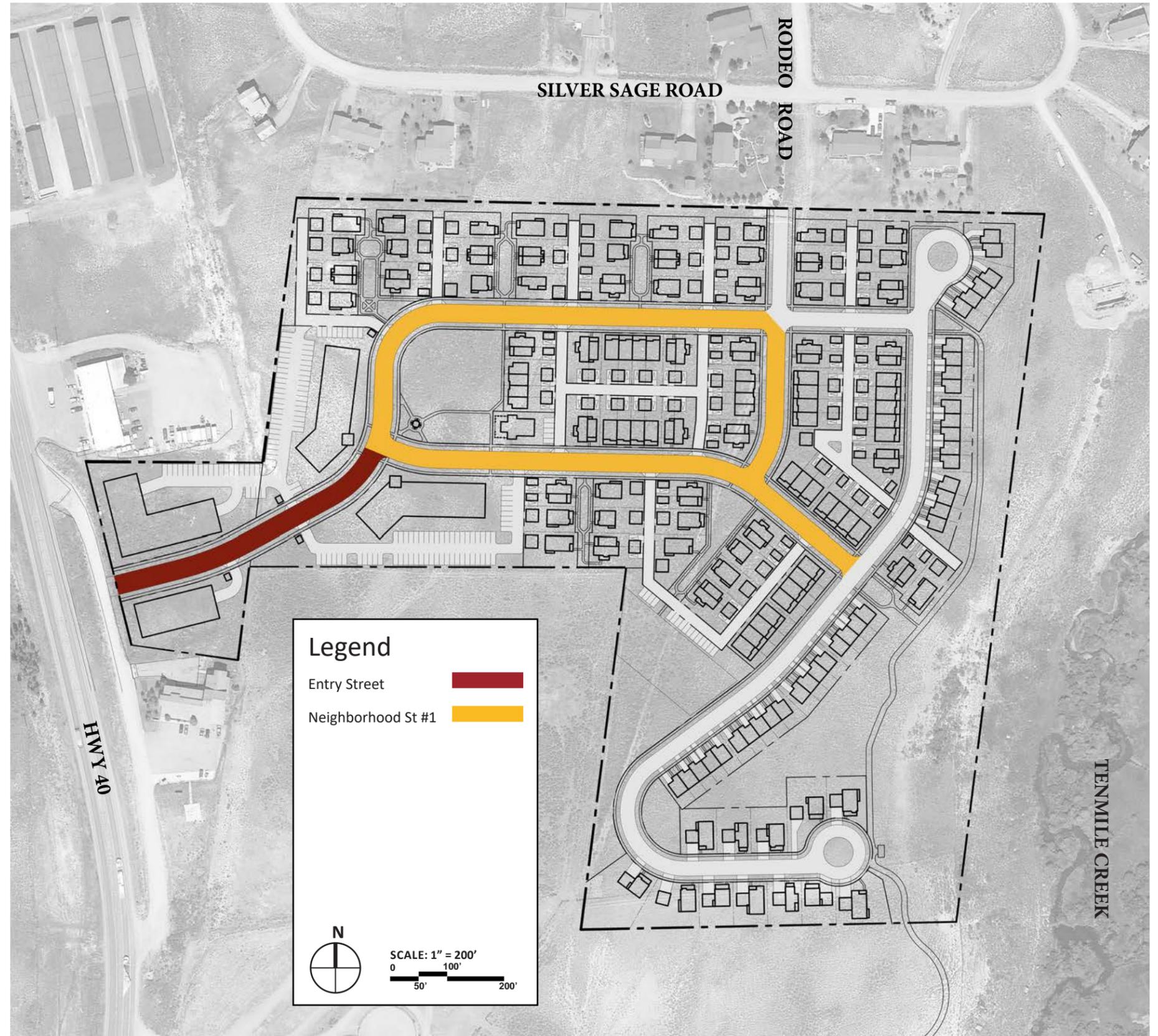
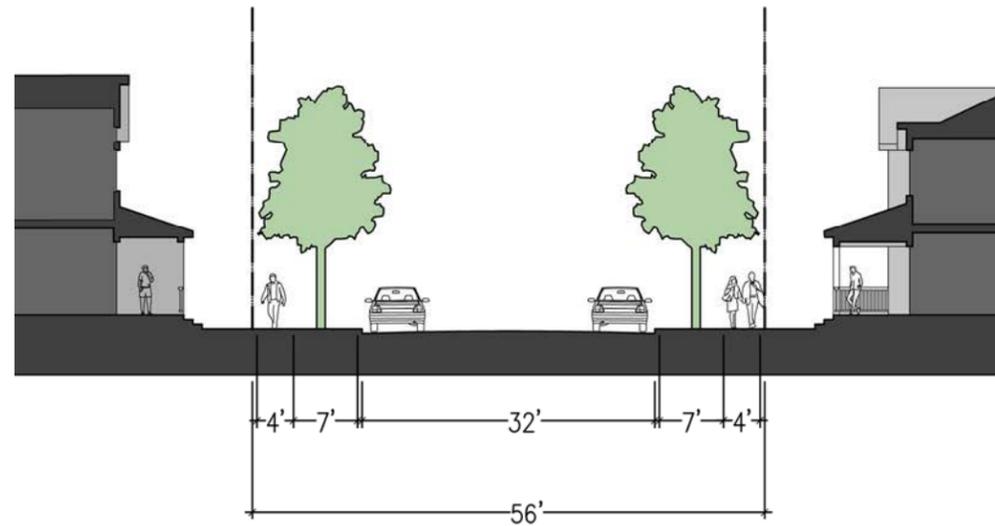
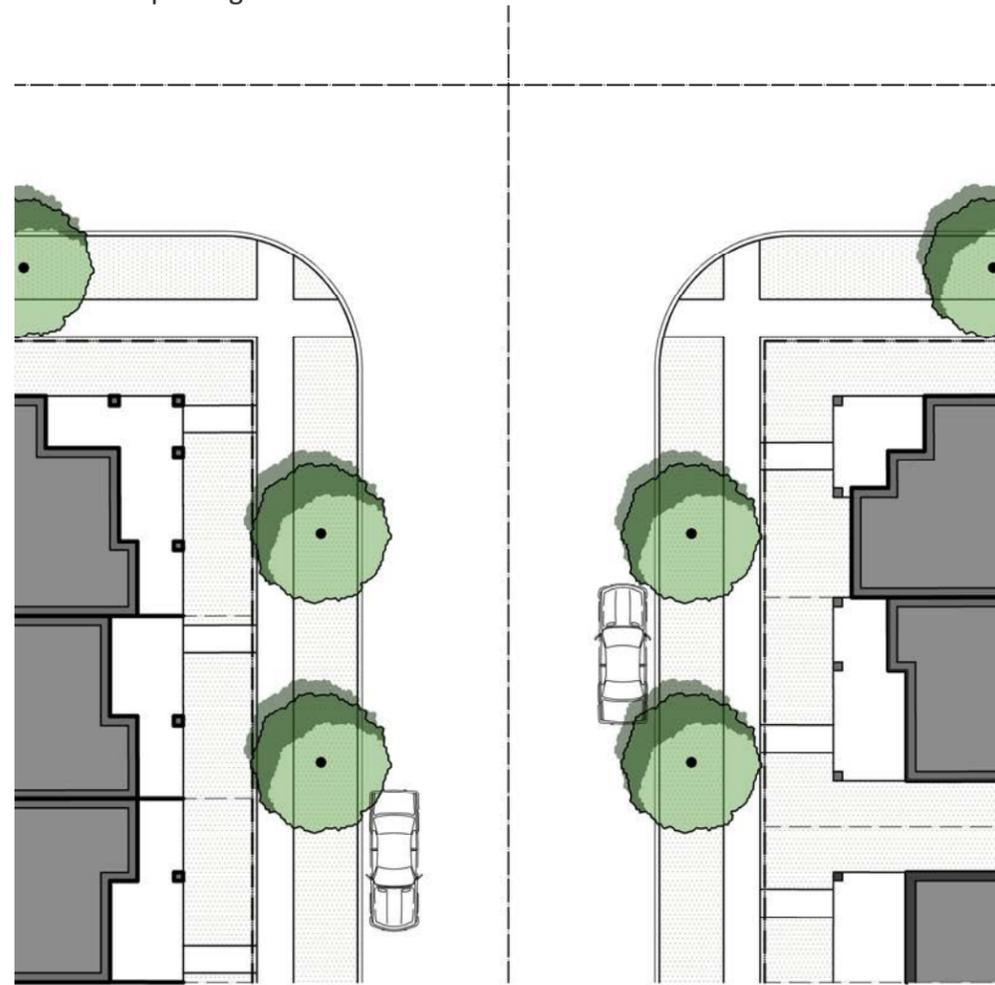


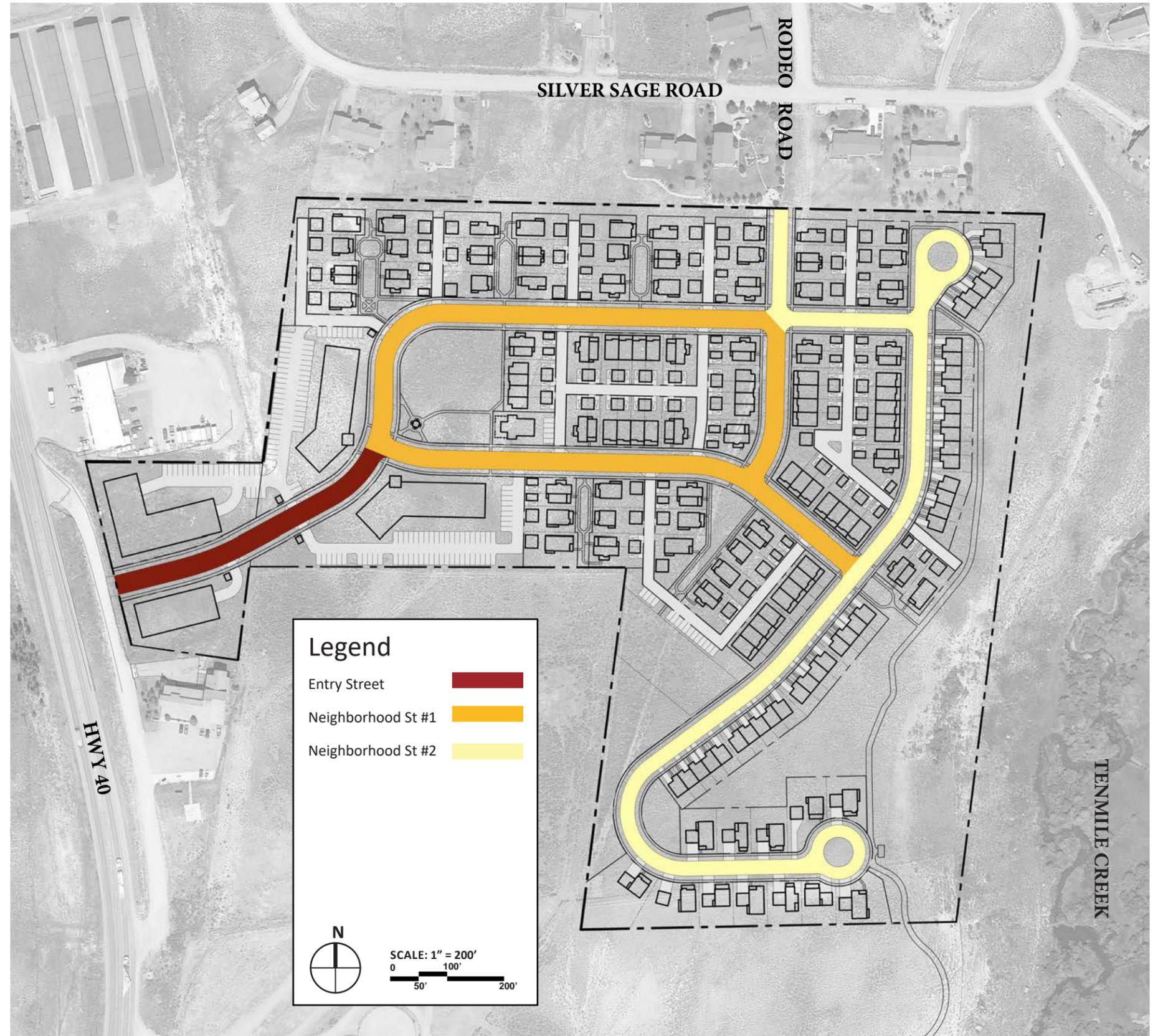
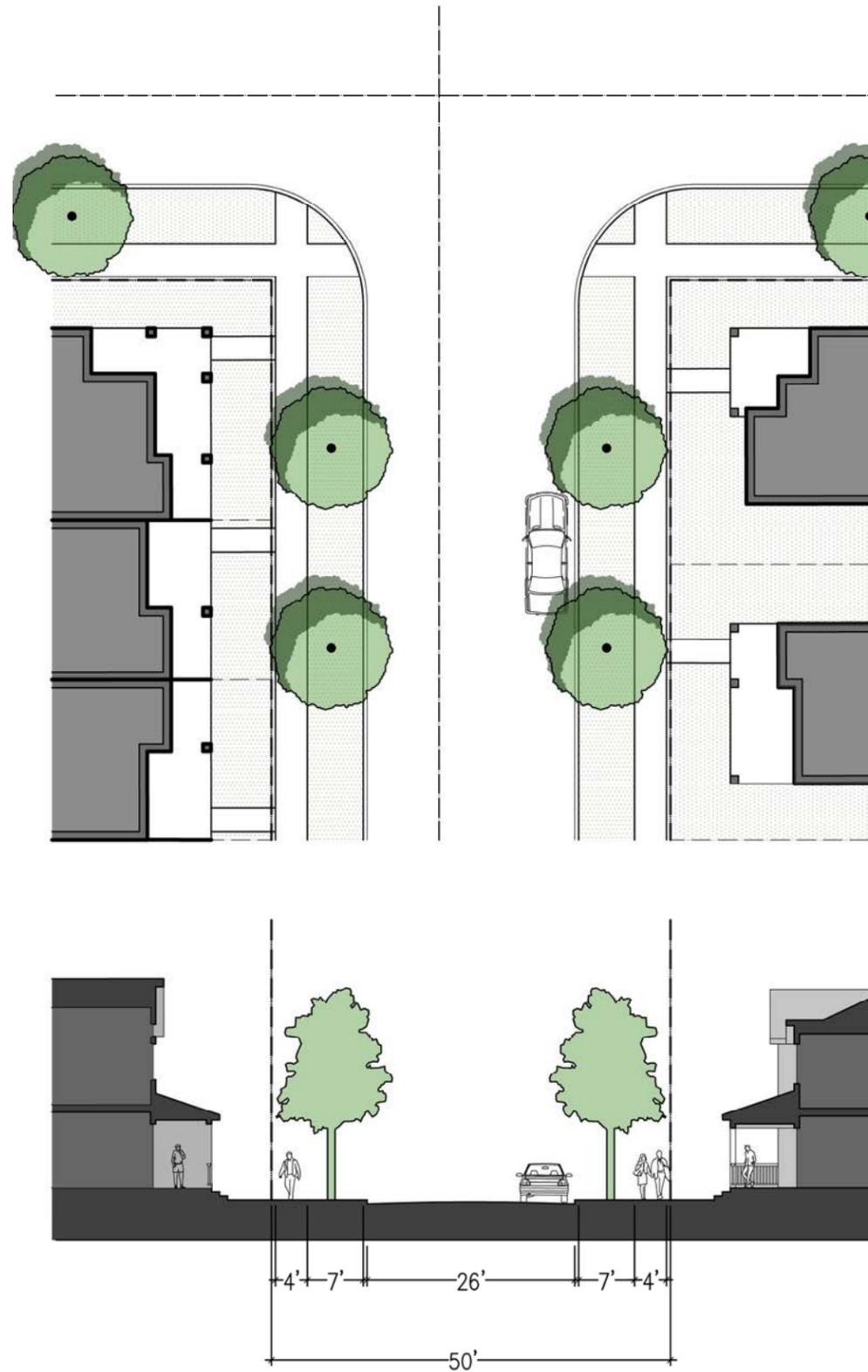


Allows optional tree well for wider sidewalk (shown on right side of section)

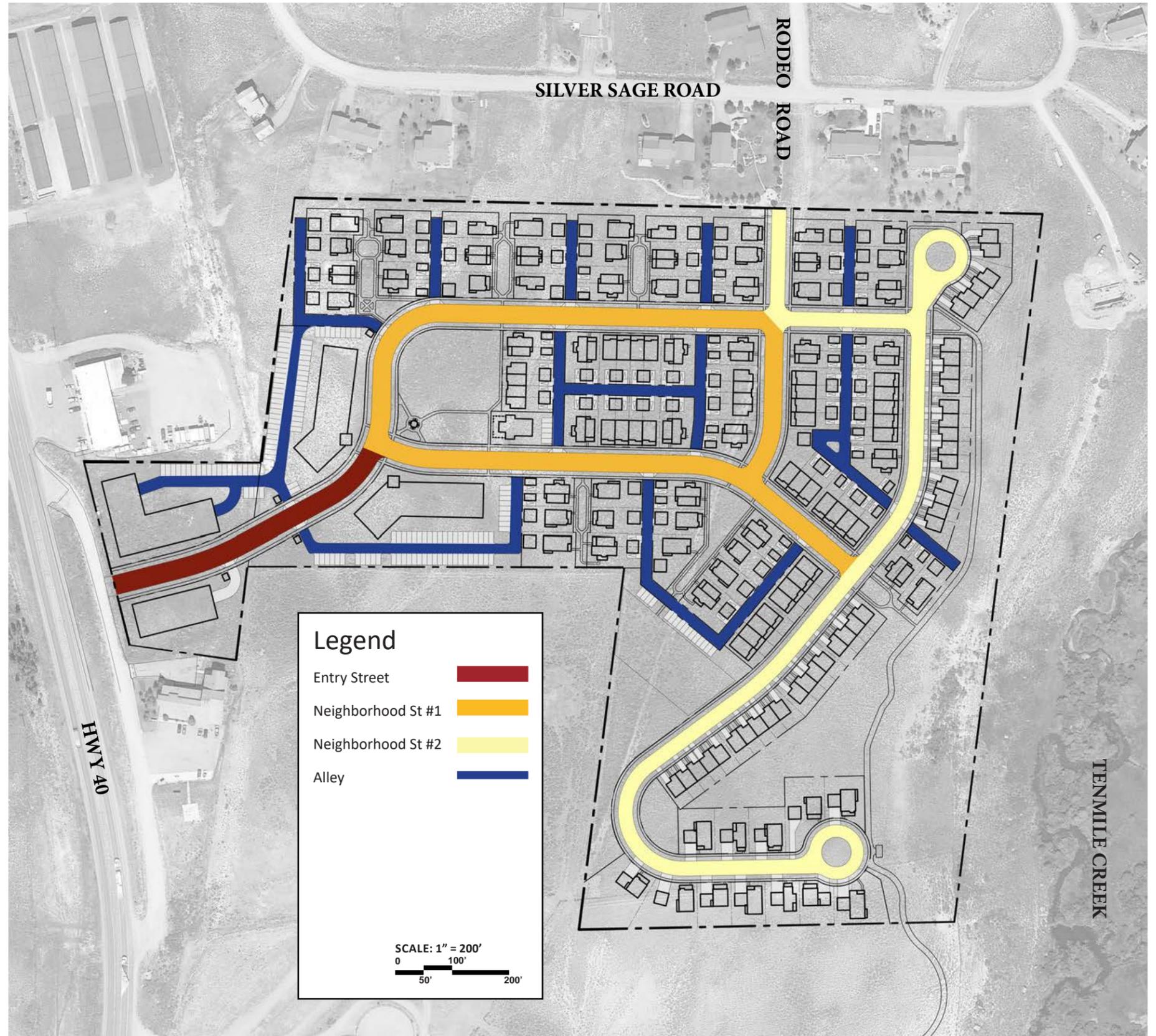
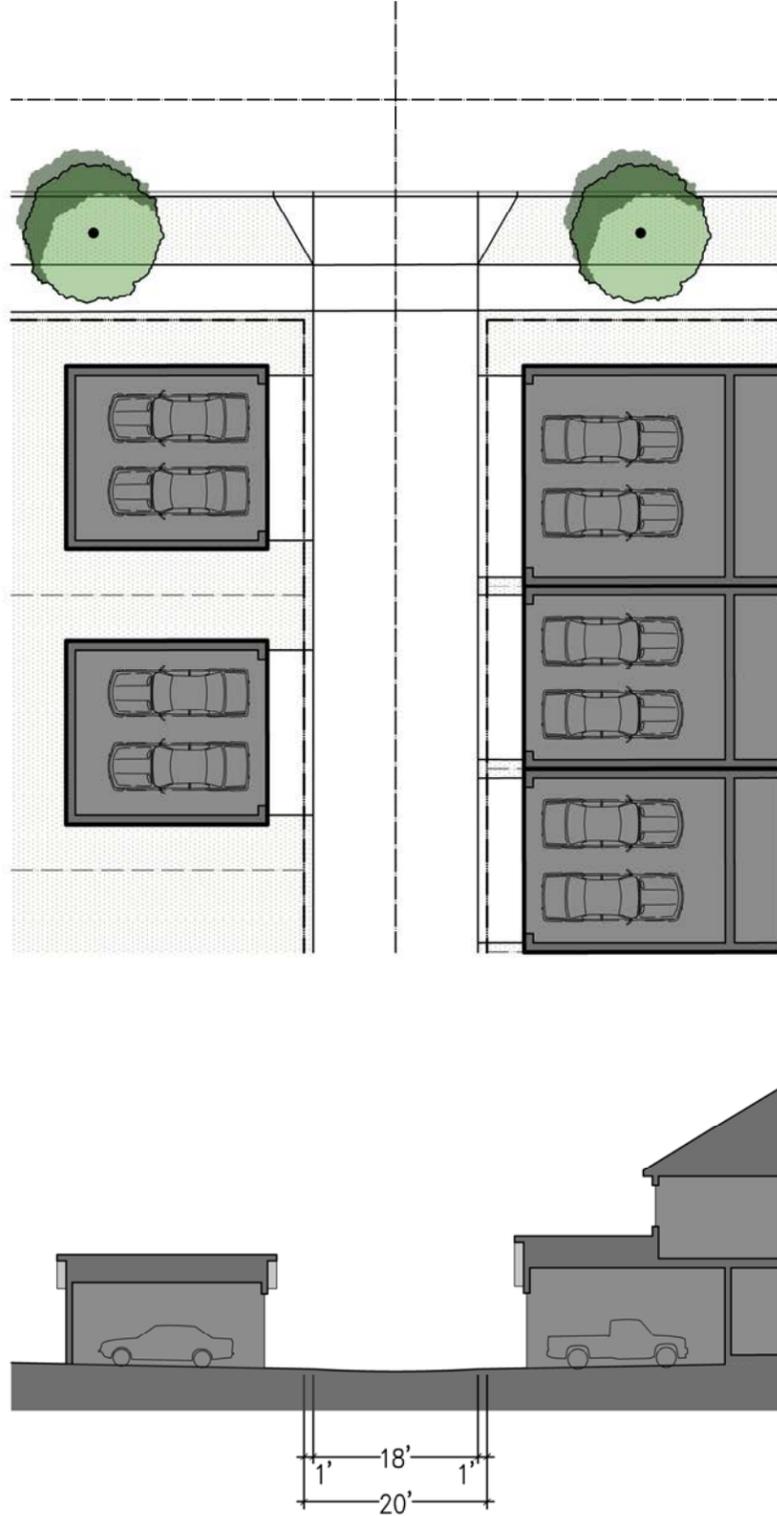


Two-sided parking

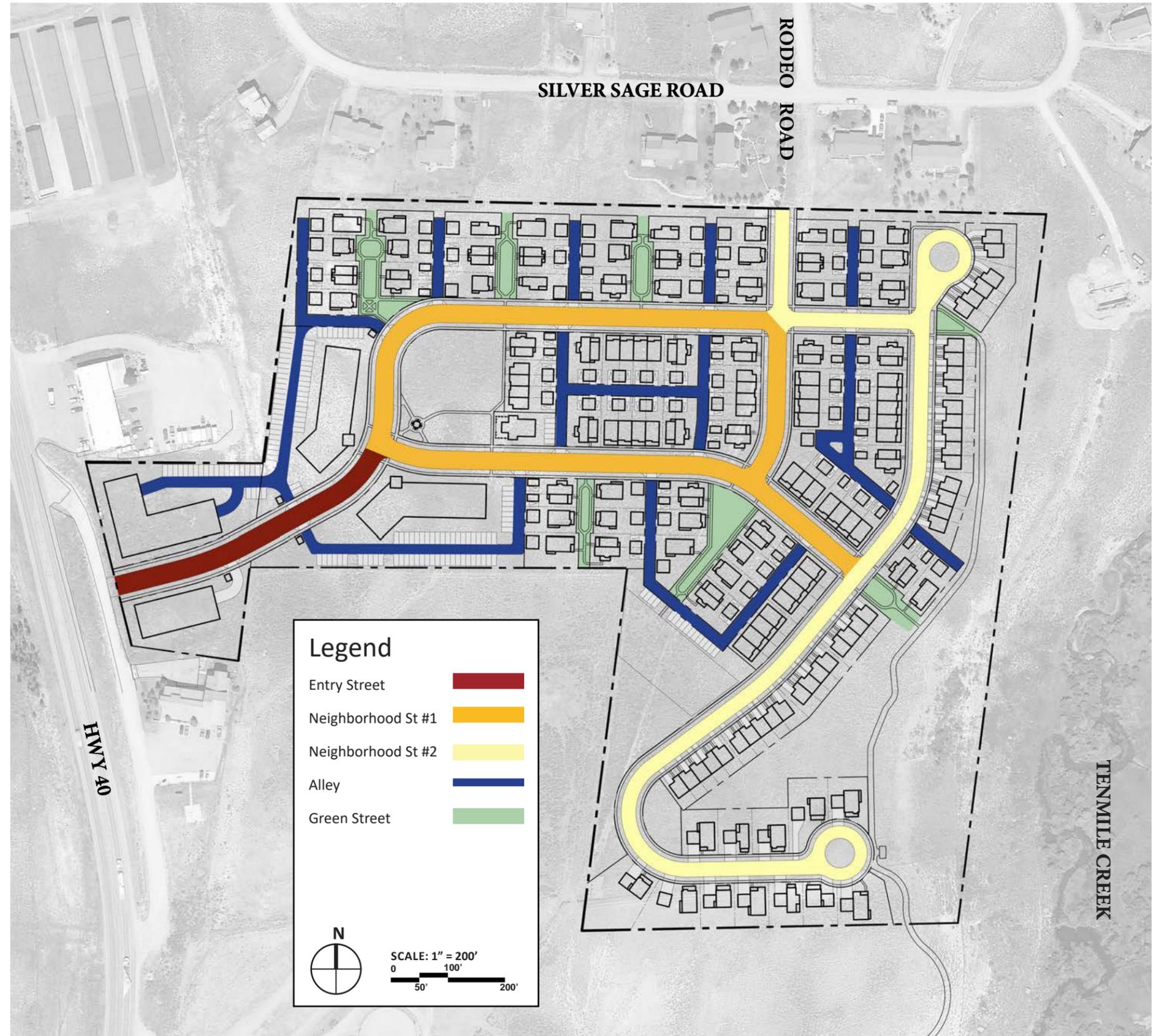
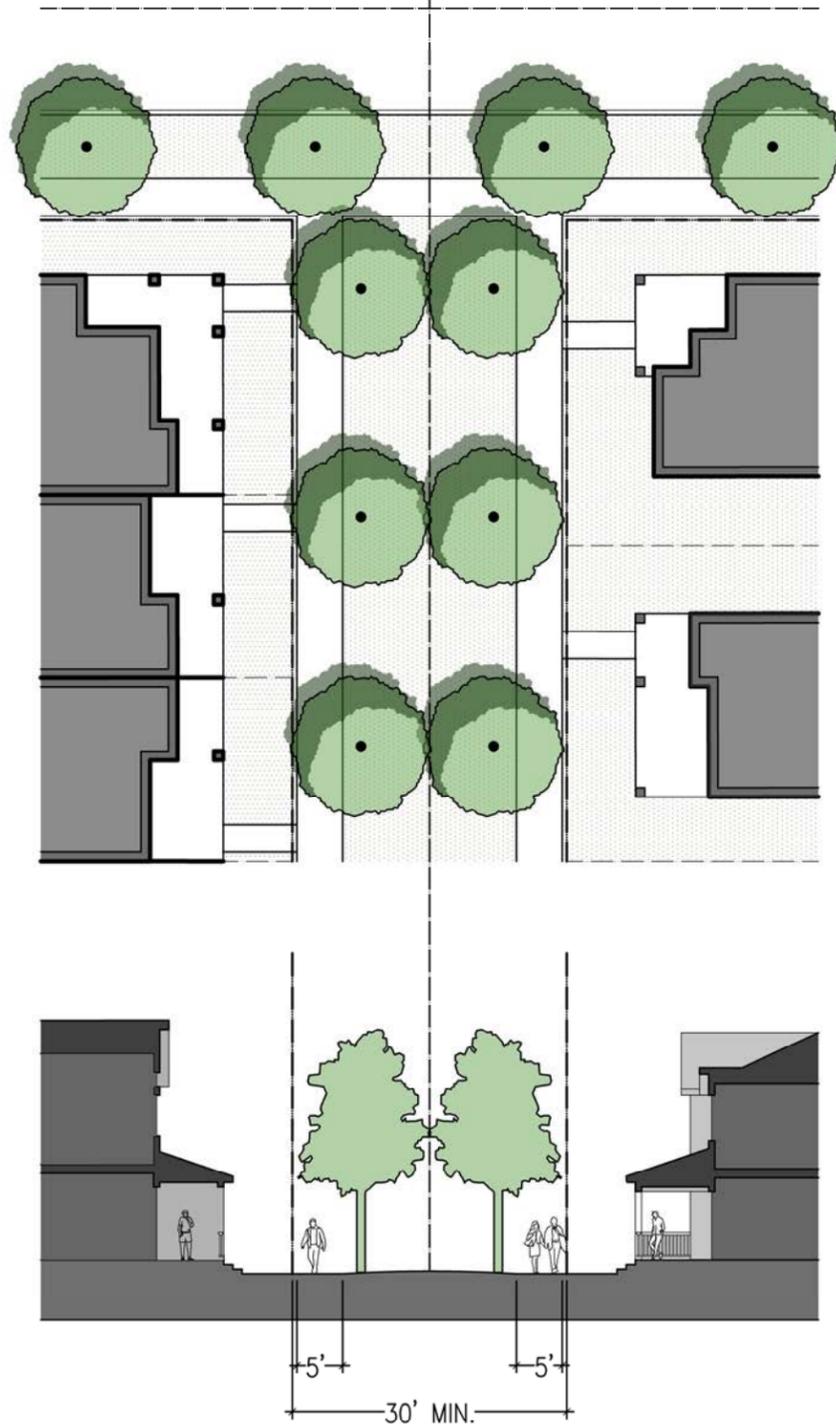




Garages in back allows more pedestrian friendly neighborhood streets



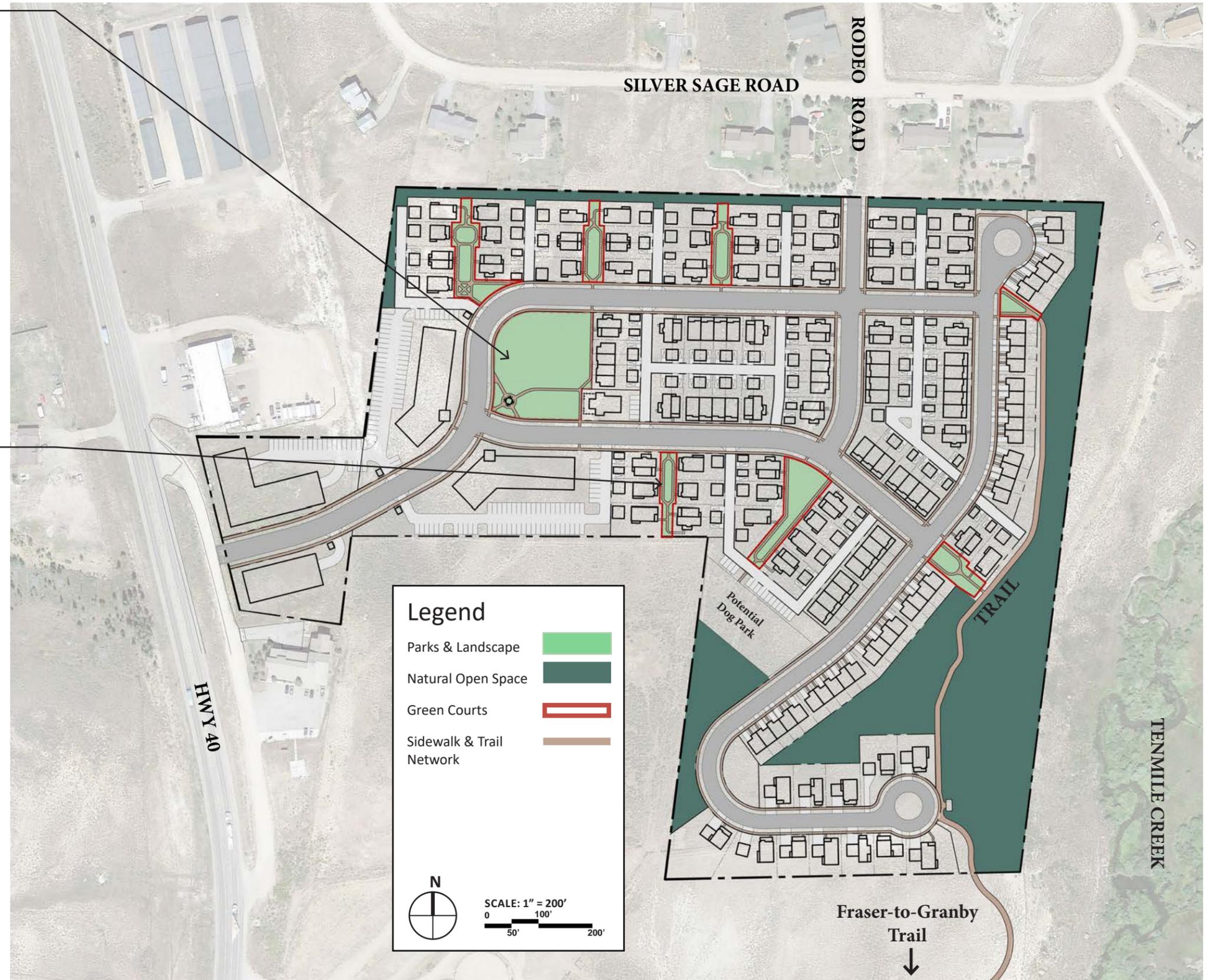
Some homes front on pedestrian-only Green Streets or Green Courts



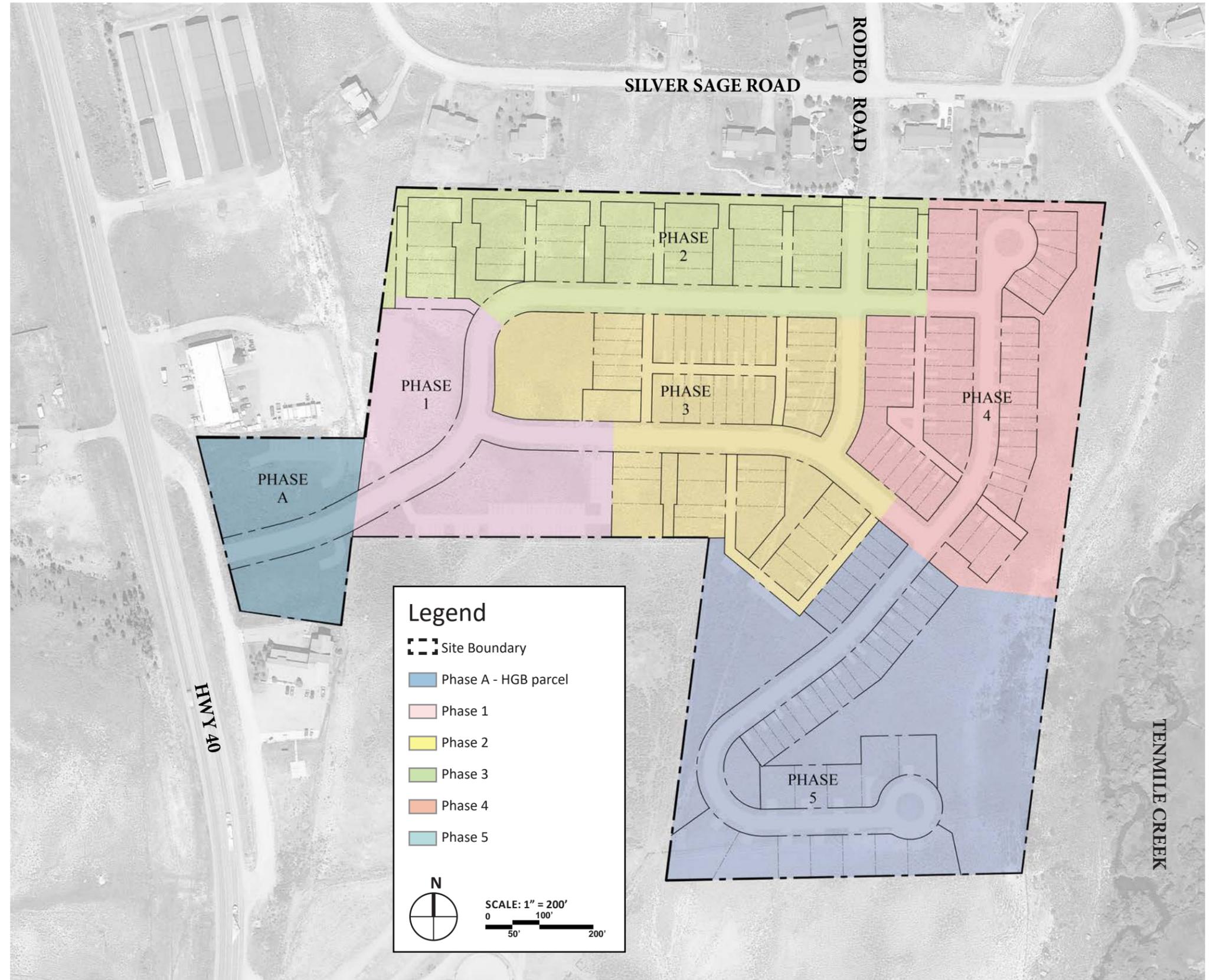
The largest neighborhood park is central to the plan and the street system is organized to place focus on it through its Y-shaped configuration.



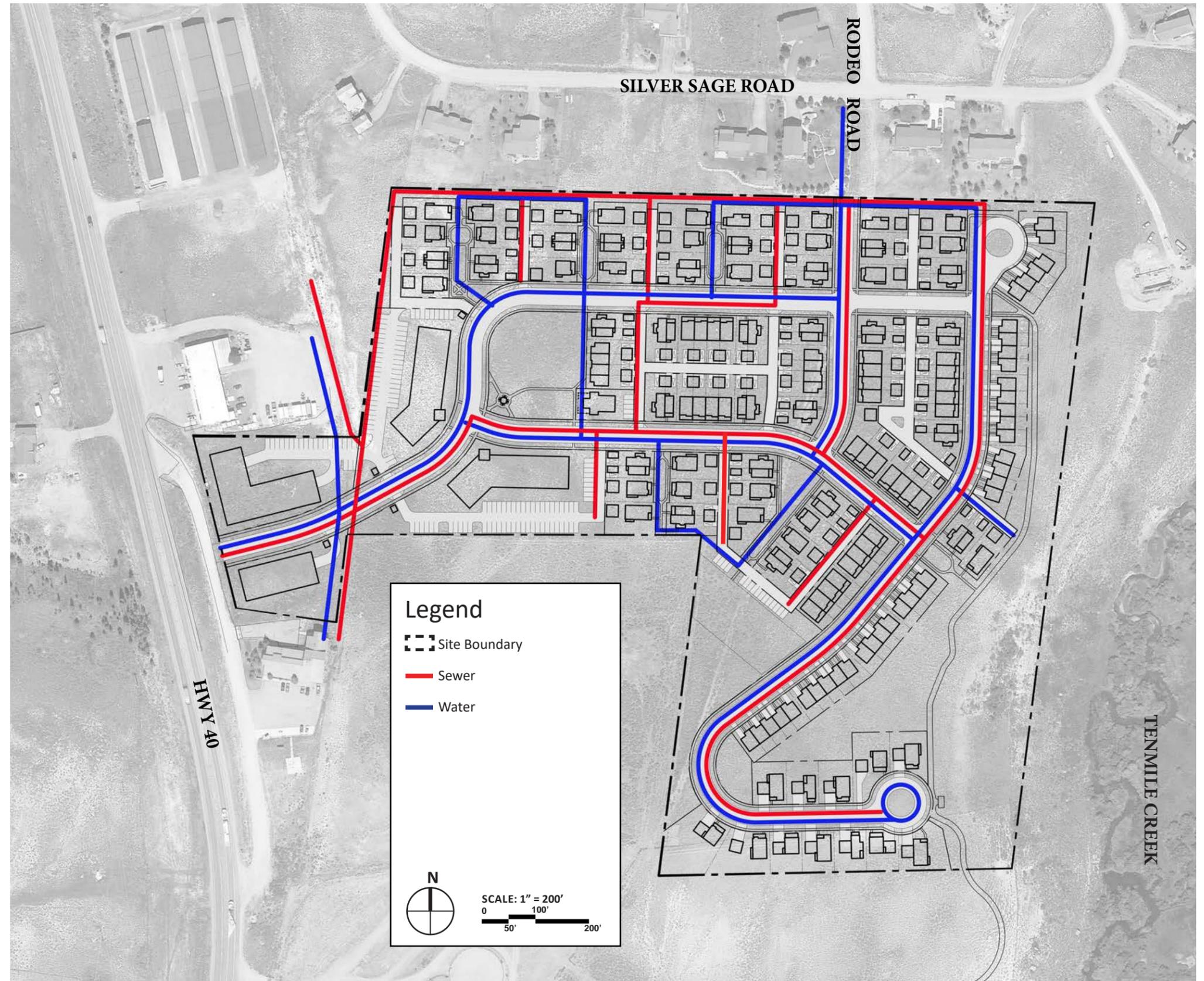
Green Court with connected sidewalks to homes and trails



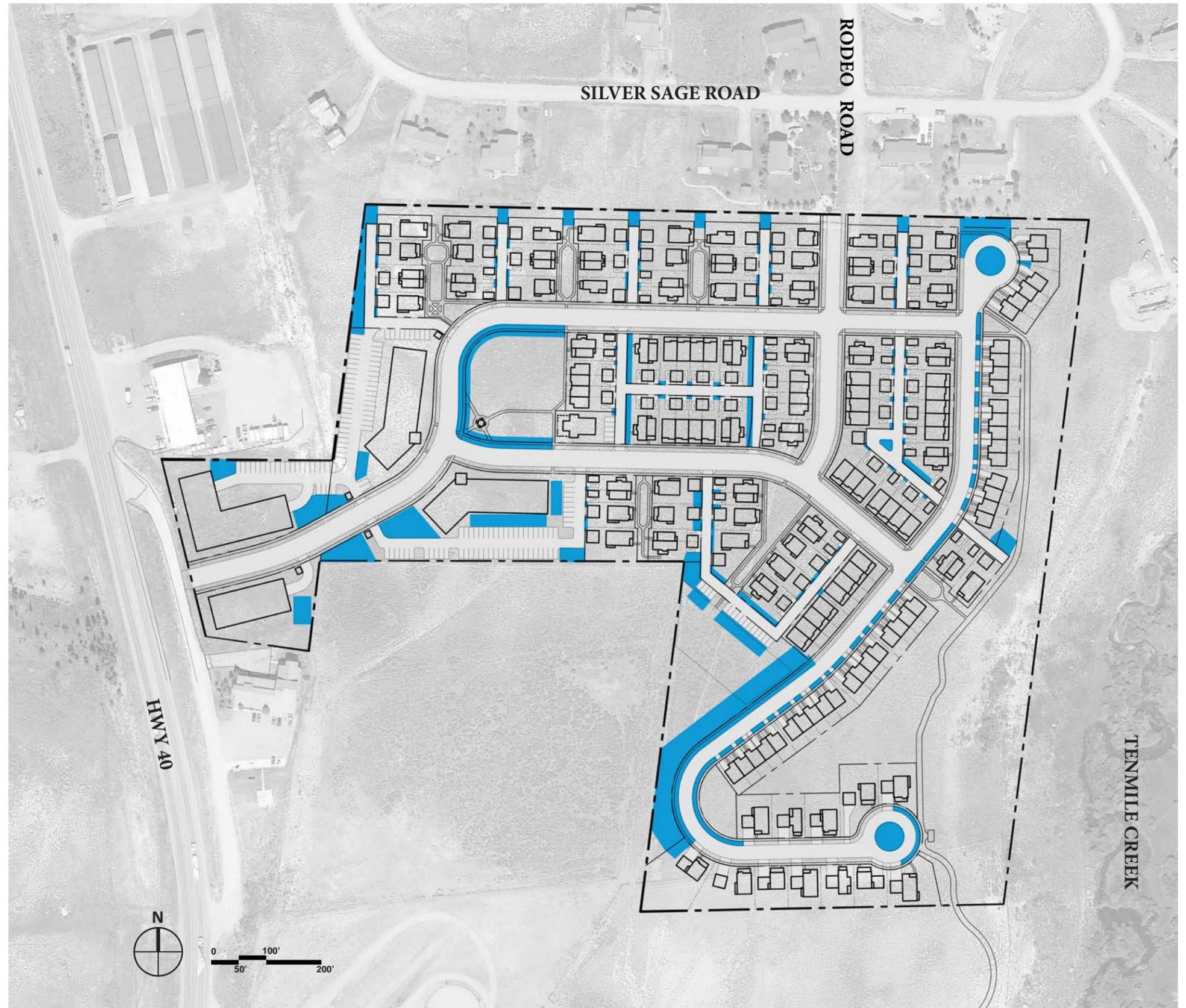
Each phase shall include the full right-of-way and alley necessary to access all lots included in the phase. There is flexibility in the phasing of this site where multiple phases may be built at once or broken into smaller increments. This phasing plan considered utility connections, their required service loops, and emergency vehicle access requirements.



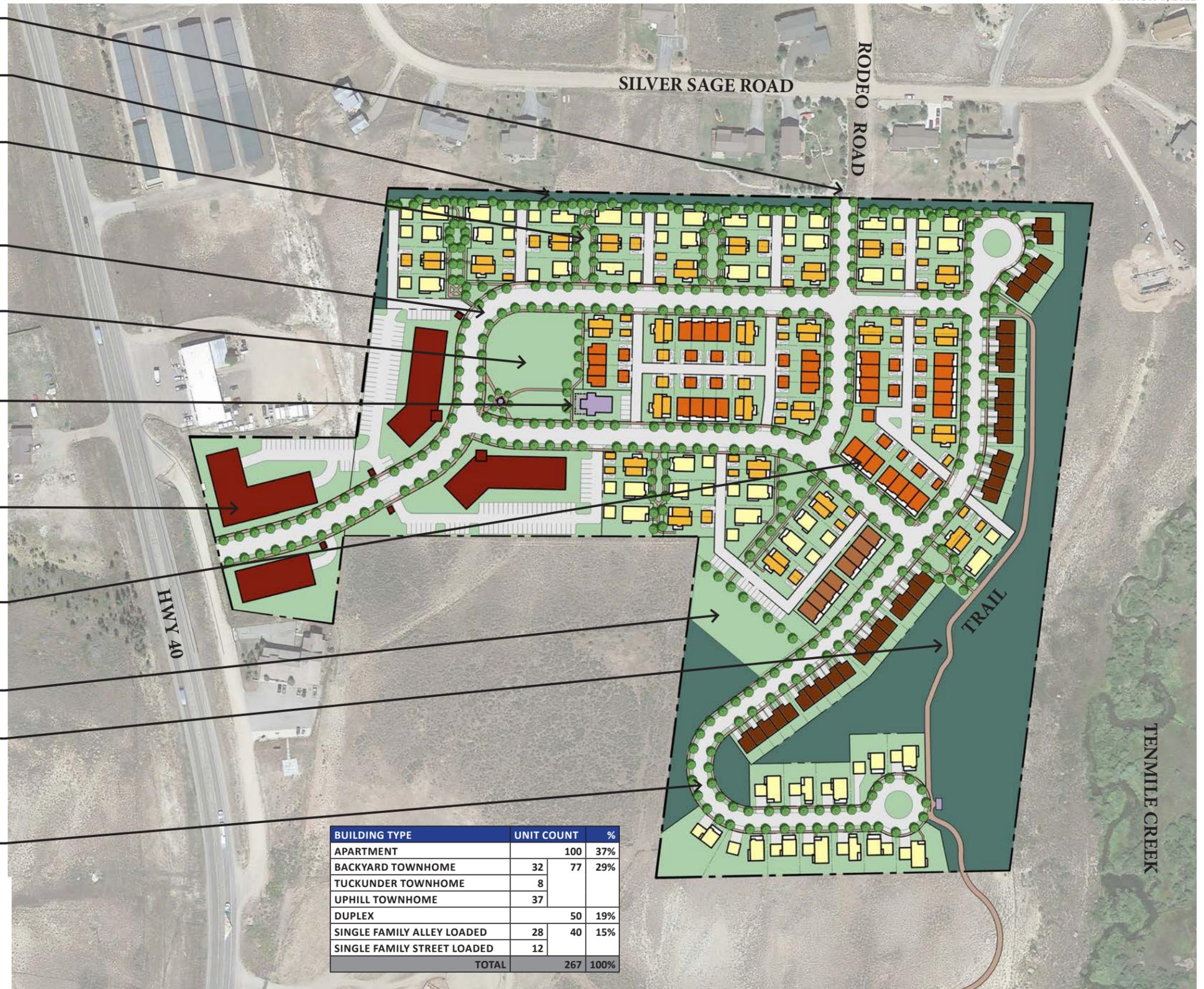
Dry and wet utilities will be split between the front and back of buildings. They are designed to run in the alleys at the rear and green courts in front. Front-loaded lots will be serviced entirely from the street.



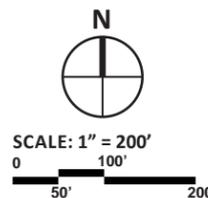
Snow can be stored between garages of detached homes, at the end of alley stubs, and within parking lots. Along the uphill road, snow can be stored along the open space.



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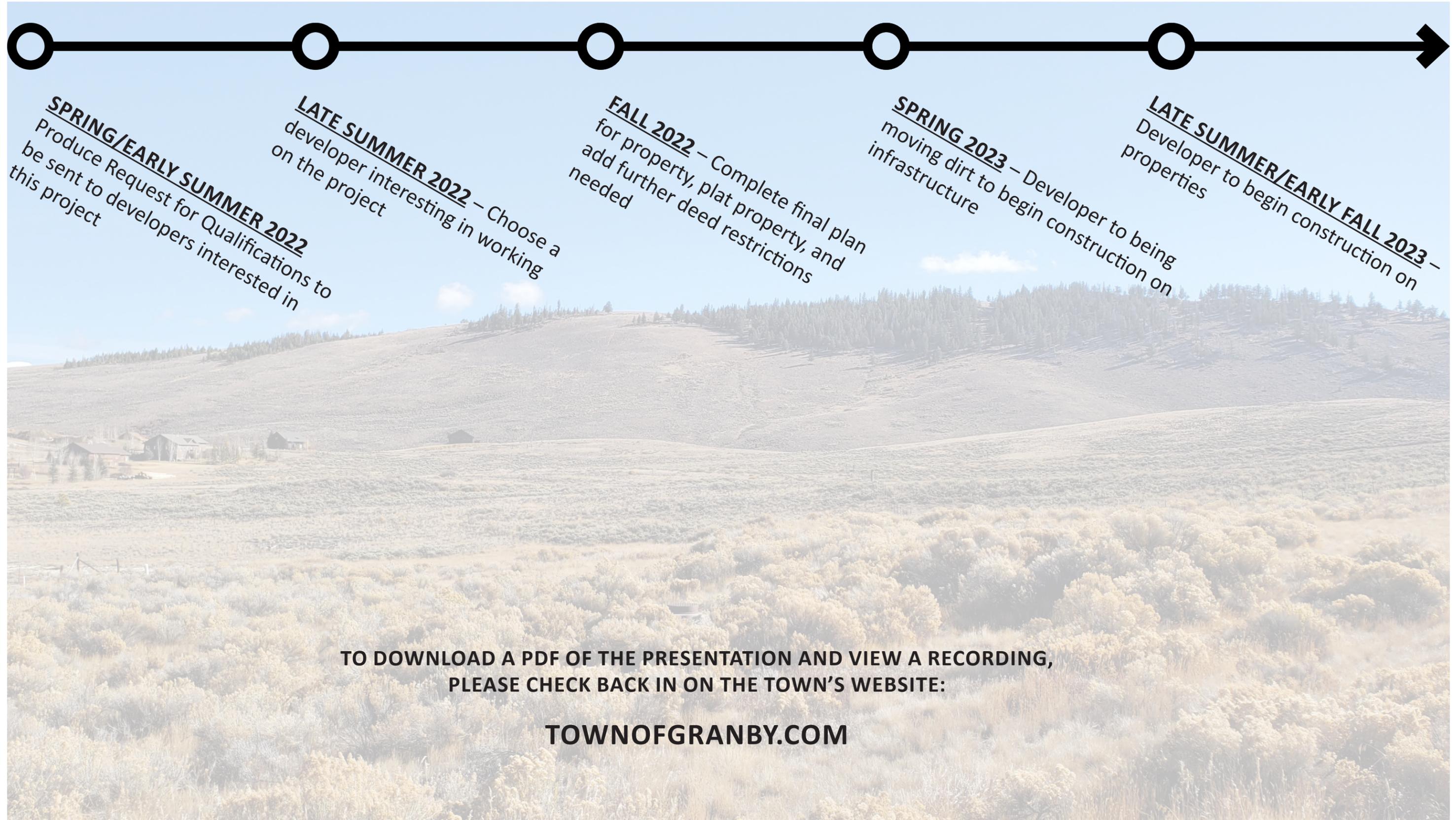
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Currently there is a deed restriction on the property to provide housing for those households that meet a 80% to 120% AMI. The Town is currently working with the new owner of Granby Ranch to expand this AMI restriction to 60% to 180% AMI. Below is a chart that shows **2021 AMI levels based on a family of 4**. The new levels will allow a variety of different households to be able to qualify for both rental and for sale properties. There will be a need for further sales restrictions to be added to the properties during platting process.

AMI LEVEL	HOUSEHOLD INCOME
60%	\$47,280
80%	\$63,040
100%	\$78,800
120%	\$94,560
140%	\$110,320
160%	\$126,080
180%	\$141,840





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