

MEMORANDUM

TO: Planning Board
FROM: Elaine McLaughlin, Case Manager
DATE: October 21, 2016
SUBJECT: **Call Up Item:** Use Review for a residential use in an industrial zoning district. Proposed are a total of 70 residential units along with on-site amenities.
ADDRESS: 3289 Airport Road
PROJECT NAME: VeloPark Apartments
CASE NUMBER: LUR2016-00020

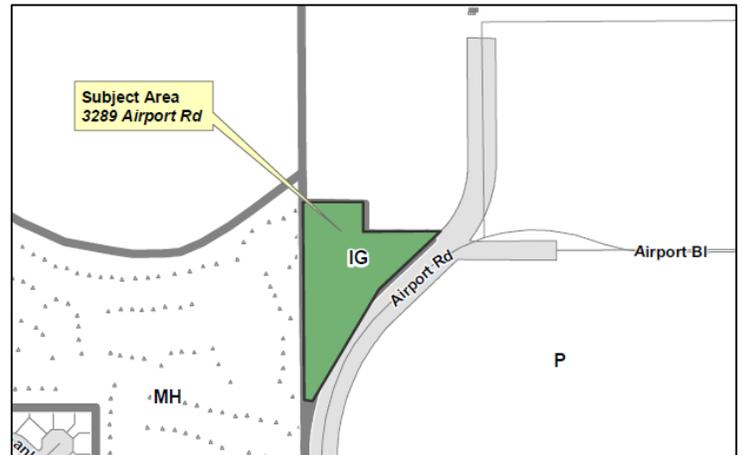
Background

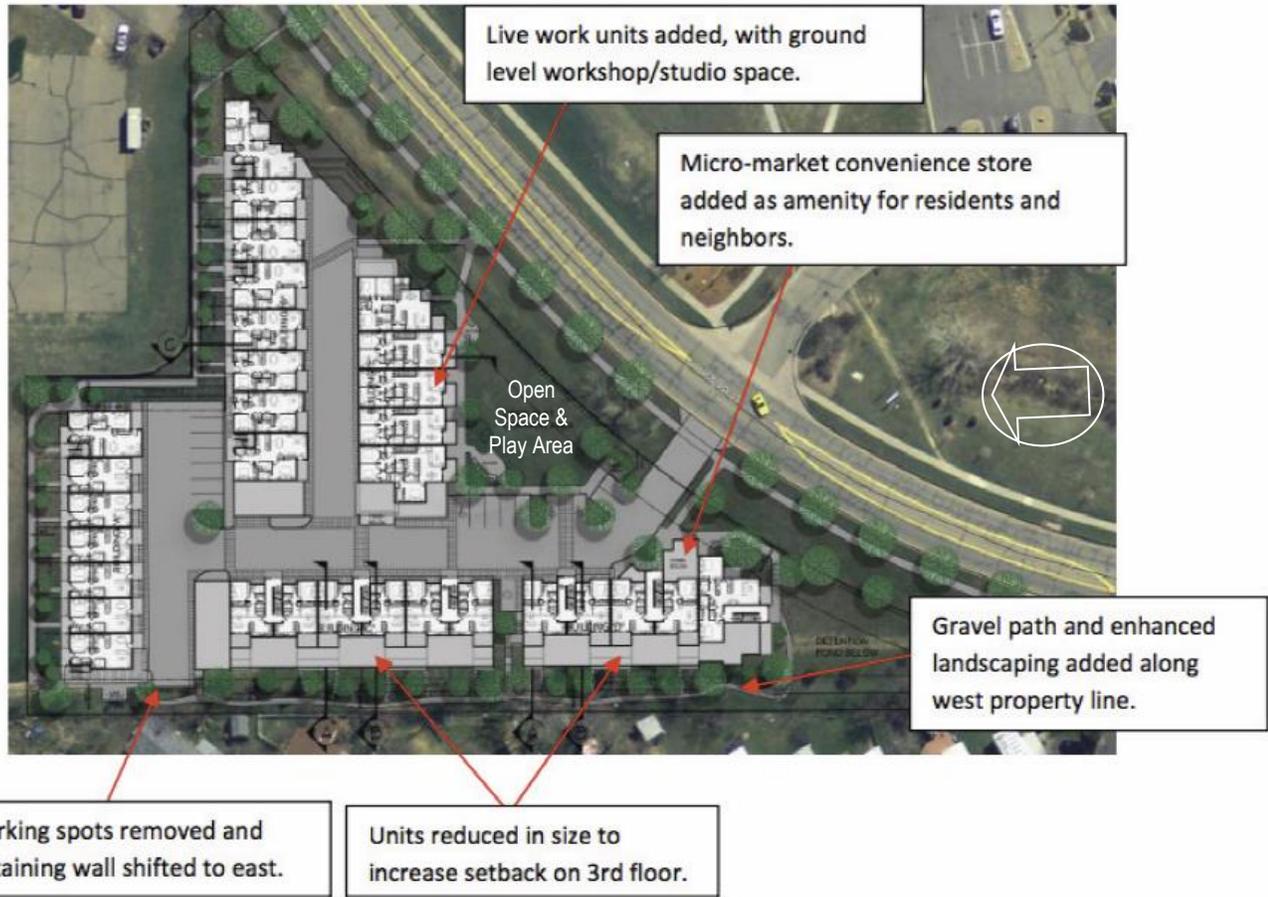
The triangular shaped, 2.7-acre project site is located approximately one quarter mile north of Valmont Road in northeast Boulder within the Industrial - General (IG) zoning district. The site is undeveloped. The land use code section 9-6-1, B.R.C. 1981 requires that residential uses within industrial zoning districts must be evaluated in a Use Review process.

Contextually, the surrounding uses to the north include an industrial hanger building that currently houses a drone technology facility for agricultural uses; further to the north and east is the Boulder Municipal Airport (the site is located outside of any Airport Overlay Zone). Directly east of the site is the Boulder County Jail along with the Boulder County Public Health Addiction Recovery Center. To the northwest is the Hayden Lake, a man-made reservoir which is owned by Boulder & Left Hand Ditch Company where water is stored and then released later in the season into Boulder & Left Hand Ditch. To the west is the Vista Village Mobile Home Park and the Valmont City Park is located approximately one-quarter mile to the south. The context is illustrated to the right.

Proposed Project

The applicant is proposing five buildings: four of the buildings are proposed as stacked flats of one, two and three- bedroom units with tuck under parking. The fifth building is planned as five live/work units. The average unit size is 848 square feet. There are several amenity spaces planned within the apartment complex including a small "micro market" to serve the residents; a dog and bike washing facility; a bike repair room outfitted with tools and a workbench; and a co-working space with multiple Wi-Fi enabled work stations and a private conference room. The center of the site has a small open space area that opens to the live work units and provides a variety of seating and sun/shade options. There is also a walking path that circumnavigates the site and connects to the detached walkway planned along Airport Road.



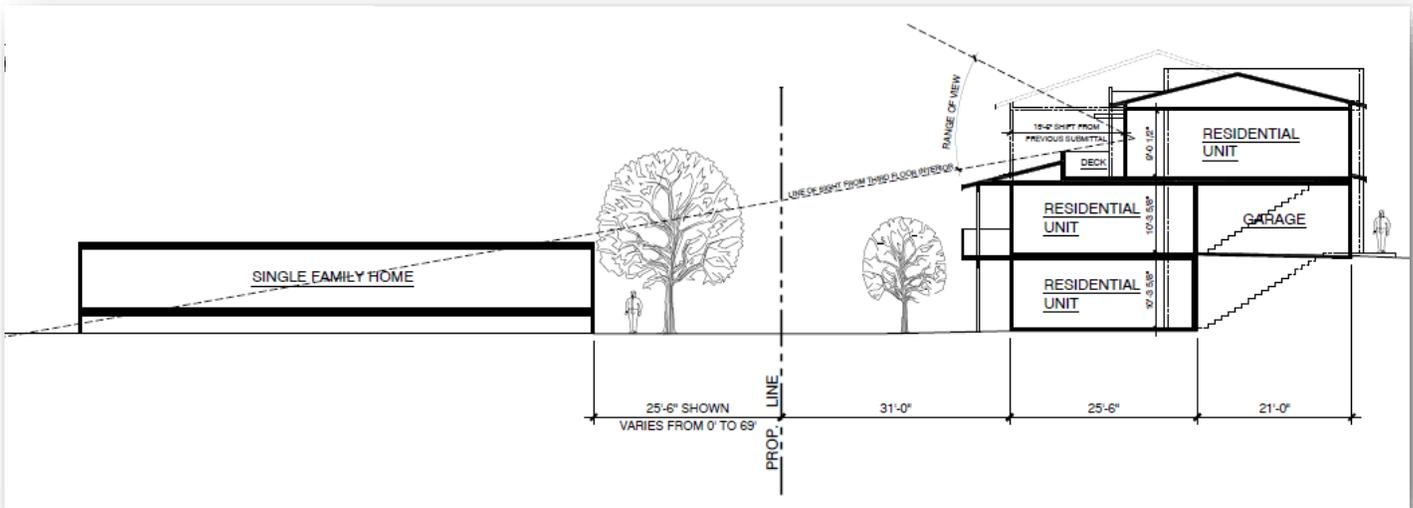


Analysis

The application was found to meet the Use Review Criteria and the criteria for a Residential Use within an Industrial Zoning District (refer to [Attachment B](#) for the consistency analysis). The Use Review criteria relates primarily to compatibility in the context and transitioning from higher intensity to lower intensity uses. As noted in the analysis, the proposed two- to three-story apartment use can serve as a transition from both the uses on the east and north (the existing Boulder County Jail and the industrial manufacturing facility respectively) to the existing residential to the west. Similarly, the well-designed residential use is arguably a lower intensity use than could be built by right on the Industrial – General (IG) zoned site such as: a brewery <15,000 sf; an animal kennel; a building material sales <15,000 sf; an auto parking garage; a vehicle sales facility; a vehicle service station; cleaning and laundry plants; or other industrial and manufacturing uses. In addition, to help transition the new buildings planned at three stories, to the single story mobile home park to the west, the applicant designed the building to set back the third story of units on the west side of the. The

applicant is also proposing a landscape screen between the proposed project and the existing residential to serve as a transition between the two residential uses and help maintain greater sense of privacy from the back yards of the existing residential.

Public Comment. Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the subject property and a sign posted on the property for at least 10 days. All notice requirements of [section 9-4-3, "Public Notice Requirements,"](#) B.R.C. 1981 have been met. Staff received a number of emails, provided in [Attachment C](#). On April 11, 2016, the applicant hosted a Good Neighbor Meeting at staff's request. There were approximately 15 attendees, mostly residents of the Vista Village Mobile Home Park to the west of the site. At the time, concerns included traffic and overflow parking, along with concerns about privacy for residents of Vista Ridge who back up to the site. As a result, the applicant redesigned the nearest buildings to set back the third story units, and to step the building down with the topography. The applicant also worked with adjoining neighbors to proposing screening along the west property line.



With regard to traffic, the trip generation analysis provided by the applicant indicated that the project would likely generate morning peak-hour traffic, which generally occurs for one hour between 6:30 and 8:30 a.m., of approximately six vehicles entering the site and about 23 vehicles exiting the site. During the afternoon peak hour, which generally occurs for one hour between 4:00 and 6:40 p.m., about 22 vehicles would enter and about 12 vehicles would exit the site. The neighbors noted that on bike event days at Valmont Park, there is congestion and parking along Airport Road which makes ingress/egress to the Vista Village Mobile Home Park challenging. However, the proposed project would not affect the existing bike event traffic. The applicant also met at Vista Village with several neighbors to go over changes. They also met on-site and walked the perimeter with several neighbors to look at screening options. The minutes of the meetings are provided in [Attachment C](#).

Conclusion. The proposal was *approved* by staff on October 21, 2016 and the decision may be called up before Planning Board on or before **Nov. 4, 2016** and there is one Planning Board hearing scheduled during the required 14 day call-up period on **Nov. 3, 2016**. Questions about the project or decision should be directed to the Case Manager, Elaine McLaughlin at (303) 441-4130 or at the following email address: mclaughline@bouldercolorado.gov.

Attachments

- A. Signed Disposition
- B. Use Review Criteria
- C. Neighbor Comments and Meeting Notes
- D. Project Plans/Written Statement



**CITY OF BOULDER
Planning and Development Services**

1739 Broadway, Third Floor P.O. Box 791, Boulder, CO 80306-0791
Phone: 303-441-1880 fax: 303-441-3241 email plandevelop@bouldercolorado.gov
www.boulderplandevelop.net

**CITY OF BOULDER PLANNING DEPARTMENT
NOTICE OF DISPOSITION**

You are hereby advised that the following action was taken by the Planning Department based on the standards and criteria of the Land Use Regulations as set forth in Chapter 9-2, B.R.C. 1981, as applied to the proposed development.

DECISION: **Approved with Conditions**
PROJECT NAME: **CITY PARK FLATS (aka VeloPark) APARTMENTS**
DESCRIPTION: **Use Review for a 70 unit residential project in an Industrial General zoning district developed in five buildings.**
LOCATION: **3289 AIRPORT Road**
COOR: **N06W01**
LEGAL DESCRIPTION: **Lot 1C, Airport South Replat C,
City of Boulder, County of Boulder, State of Colorado**
APPLICANT: **KYLE MCDANIEL**
OWNER: **Airport Adventures LLC**
APPLICATION: **Use Review, LUR2016-00020**
ZONING: **IG**
CASE MANAGER: **Elaine McLaughlin**
VESTED PROPERTY RIGHT: **NO; the owner has waived the opportunity to create such right under Section 9-2-19,
B.R.C. 1981.**

FOR CONDITIONS OF APPROVAL, SEE THE FOLLOWING PAGES OF THIS DISPOSITION.

Approved On: OCT. 21, 2016
Date
By: [Signature]
David Driskell, Executive Director

This decision may be appealed to the Planning Board by filing an appeal letter with the Planning Department within two weeks of the decision date. If no such appeal is filed, the decision shall be deemed final fourteen days after the date above mentioned.

Appeal to Planning Board expires: NOV. 4, 2016

Final Approval Date: NOV. 7, 2016

IN ORDER FOR A BUILDING PERMIT APPLICATION TO BE PROCESSED FOR THIS PROJECT, A SIGNED DEVELOPMENT AGREEMENT AND FINAL PLANS FOR CITY SIGNATURE MUST BE SUBMITTED TO THE PLANNING DEPARTMENT WITH DISPOSITION CONDITIONS AS APPROVED SHOWN ON THE FINAL PLANS. IF THE DEVELOPMENT AGREEMENT IS NOT SIGNED WITHIN NINETY (90) DAYS OF THE FINAL DECISION DATE, THE PLANNING DEPARTMENT APPROVAL AUTOMATICALLY EXPIRES.

Pursuant to Section 9-2-12 of the Land Use Regulations (Boulder Revised Code, 1981), the applicant must begin and substantially complete the approved development within three years from the date of final approval. Failure to "substantially complete" (as defined in Section 9-2-12) the development within three years shall cause this development approval to expire.

Address: 3289 Airport Road

CONDITIONS OF APPROVAL

1. The Applicant shall be responsible for ensuring that the **development shall be in compliance with all approved plans prepared by the Applicant** on 8/11/2016 on file in the City of Boulder Planning Department except to the extent that the development may be modified by these conditions of approval.
2. The Applicant **shall not expand or modify the approved use**, except pursuant to subsection 9-2-15(h), B.R.C. 1981.
3. Prior to a building permit application, **the property owner shall sign a declaration of use**, including all of the conditions for continued use, to be recorded in the office of the Boulder County Clerk and Recorder to serve as actual and constructive notice to potential purchasers and tenants of the owner's property status as a residential use within an industrial zoning district classification.
4. Prior to the issuance of a certificate of occupancy, **the Applicant shall provide to the City written certification that sound abatement and attenuation measures were incorporated in the construction and design** in compliance with the requirements of Section 9-6-3(g)(9), "Construction Standards for Noise and Mitigation, B.R.C. 1981, and as recommended by a professional engineer.

VI. Conditions on Case

Use Review Criteria for Review: No use review application will be approved unless the approving agency finds all of the following:

 √ (1) **Consistency with Zoning and Non-Conformity:** The use is consistent with the purpose of the zoning district as set forth in **Section 9-5-2(c)**, "Zoning Districts Purposes," B.R.C. 1981, except in the case of a non-conforming use;

The property is zoned Industrial – General (IG) defined in the city’s Land Use Code as “General industrial areas where a wide range of light industrial uses, including research and manufacturing operations and service industrial uses, are located. Residential uses and other complementary uses may be allowed in appropriate locations.” Given the context, away from the airport and adjacent to other residential, this location is considered a good location for residential uses.

 √ (2) **Rationale: The use either:**

 √ (A) **Provides direct service or convenience to or reduces adverse impacts to the surrounding uses or neighborhood;**

The provision of a micro-market neighborhood amenity at the project entrance to include coffee and locally sourced baked goods would serve as a convenience to the surrounding uses and neighborhood.

 √ (B) **Provides a compatible transition between higher intensity and lower intensity uses;**

An attached residential apartment use can serve as a transition from the existing Boulder County Jail on the east and the industrial manufacturing (drone) facility on the north to the existing residential to the west. Similarly, a well-designed residential use is arguably a lower intensity use than those that could be built by right on the Industrial – General site such as: a brewery <15,000 sf; animal kennel; building material sales <15,000 sf; auto parking garage; vehicle sales; vehicle service; cleaning and laundry plants; or other manufacturing uses.

In addition, to help transition from a three story building to the single story mobile home park, the applicant redesigned the building to set back the third story of units on the western property. The applicant is also proposing a landscape screen between the proposed project and the existing residential to serve as a transition between the two residential uses.

 n/a (C) **Is necessary to foster a specific city policy, as expressed in the Boulder Valley Comprehensive Plan, including, without limitation, historic preservation, moderate income housing, residential and non-residential mixed uses in appropriate locations, and group living arrangements for special populations; or**

not applicable

 n/a (D) **Is an existing legal non-conforming use or a change thereto that is permitted under subsection (f) of this section;**

not applicable

 √ 3) **Compatibility:** The location, size, design, and operating characteristics of the proposed development or change to an existing development are such that the use will be reasonably compatible with and have minimal negative impact on the use of nearby properties or for residential uses in industrial zoning districts, the proposed

development reasonably mitigates the potential negative impacts from nearby properties;

The proposed attached residential, is located between existing residential; industrial uses; and the county jail. As such it is considered a compatible use in the context. Similarly, the size of the buildings at three stories and a maximum 35 feet, is in keeping with the anticipated height of the area where up to a 40 height for industrial buildings is permitted by right. The proposed development as a residential use in an industrial zoning district mitigates potential negative impacts from the nearby industrial property to the north by providing landscape screening. In addition, reference the following consistency analysis for the criteria for Residential Development in Industrial Zoning Districts [section 9-6-3(g), B.R.C. 1981].

√ **(4) Infrastructure:** As compared to development permitted under [Section 9-6-1](#), "Schedule of Permitted Uses of Land," B.R.C. 1981, in the zone, or as compared to the existing level of impact of a non-conforming use, the proposed development will not significantly adversely affect the infrastructure of the surrounding area, including, without limitation, water, wastewater, and storm drainage utilities and streets;

There is existing infrastructure available to serve the site that is zoned industrial but will be residential.

√ **(5) Character of Area:** The use will not change the predominant character of the surrounding area or the character established by adopted design guidelines or plans for the area; and

The predominate character of the surrounding area is varied: from residential on the west, to industrial on the north and east. While the site is undeveloped today and the appearance will change with the proposed development, the attractively designed buildings will upgrade the existing setting.

n/a **(6) Conversion of Dwelling Units to Non-Residential Uses:** There shall be a presumption against approving the conversion of dwelling units in the residential zoning districts set forth in [Subsection 9-5-2\(c\)\(1\)\(a\)](#), B.R.C. 1981, to non-residential uses that are allowed pursuant to a use review, or through the change of one non-conforming use to another non-conforming use. The presumption against such a conversion may be overcome by a finding that the use to be approved serves another compelling social, human services, governmental, or recreational need in the community including, without limitation, a use for a day care center, park, religious assembly, social service use, benevolent organization use, art or craft studio space, museum, or an educational use.

Not applicable: not a conversion of dwelling units to non-residential uses.

Criteria
Met

Criteria
Not Met

Residential Development in Industrial Zoning District Criteria

n/a

(g) Residential Development in Industrial Zoning Districts: The following standards and criteria apply to any residential development including attached or detached dwelling units, custodial care units, residential care units, congregate care units, boarding and rooming houses, cooperative housing units, fraternities, sororities, dormitories and hostels proposed to be constructed in the IG or the IM zoning district classifications:

(1) Application Requirements: An applicant for a dwelling unit in an IG or IM zoning district shall apply on forms provided by the city manager showing how and in what manner the standards and criteria of this subsection have been met. In addition to any information required by sections [9-2-2](#), "Administrative Review Procedures," and [9-2-15](#), "Use Review," B.R.C. 1981, the applicant shall provide the following information:

√

(A) Environmental Assessment: A report that addresses each of the items required by the American Society for Testing and Materials Standards (ASTM) E-1527 and E-1528. The report shall be current and with a completion date within five years of the date of application.

The applicant prepared a Phase I assessment and the results have identified no environmental concerns for the site.

√

(B) Contiguity Map: A map that demonstrates that the proposed residential development meets the contiguity requirements of paragraph (g)(2) of this section.

The applicant provided a contiguity map that demonstrates requirements.

√

(2) Location Within the Industrial Districts: Dwelling units within the IG or IM zoning district classifications may be constructed if located on a parcel that has not less than one-sixth of the perimeter of the parcel contiguous with the residential use that includes one or more dwelling units or contiguous to a residential zone or to a City- or county-owned park or open space. Contiguity shall not be affected by the existence of a platted street or alley, a public or private right of way or a public or private transportation right of way or area. If a parcel meets this standard, the approving authority shall presume that the standard in paragraph [9-2-15\(e\)\(5\)](#), B.R.C. 1981, has been met.

The site has one-sixth of the perimeter of the parcel contiguous with the residential use that includes is the Vista Village Mobile Home Park.

n/a

(3) Requirement for Certain Residential Uses: The following uses shall also meet the requirement for such uses in sections [9-6-2](#) through [9-6-9](#), B.R.C. 1981: custodial care units, residential care units, congregate care units and cooperative housing units.

Not applicable

Criteria
Met

Criteria
Not Met

n/a

(4) **Residential and Nonresidential Uses Within a Project:** If residential uses are to be placed on the property, the entire property shall be used exclusively for residential purposes except as otherwise provided in this paragraph. Nonresidential uses are permitted, provided that site design is approved pursuant to the site review criteria in [section 9-2-14, "Site Review," B.R.C. 1981](#), in order to ensure that the site design and building layout will result in compatibility among uses or to mitigate potential impacts between such uses.

Not applicable – there is a small retail space along with a dog and bike washing area and a co-working space that are all intended as accessory uses to the apartments, and not within separate buildings.

√

(5) **Limited Retail Uses Permitted:** Convenience store, personal service or restaurant uses may be permitted as accessory uses to a residential development permitted by this subsection if all of the following standards are met:

(A) Each convenience store, personal service or restaurant use does not exceed two thousand five hundred square feet in floor area, and in the case of restaurants, such restaurants shall close no later than 11:00 p.m. unless otherwise approved in a city review process.

The applicant is illustrating a "micro market" to be provided for residents of the property

√

(B) The total amount of floor area used for all of the convenience store, personal service or restaurant uses does not exceed five percent of the total residential floor area of the development.

Floor area for the "micro market" is planned at 800 square feet where there is a total residential floor area of _____

n/a

(C) The uses are permitted only if development is located no closer than one thousand three hundred twenty feet from another property that is described as a business district in [section 9-5-2, "Zoning Districts," B.R.C. 1981](#), or another convenience store, personal service or restaurant use in another development created pursuant to this subsection.

√

(6) **Bulk and Density Requirements:** All residential development shall be subject to the bulk and density standards set forth in [section 9-7-1, "Schedule of Form and Bulk Standards," B.R.C. 1981](#), and the landscaping for the underlying zoning district, except as modified by the following:

(A) **Lot Size:** The minimum lot size shall be at least two acres. Projects over five acres shall also be required to complete a site review pursuant to [section 9-2-14, "Site Review," B.R.C. 1981](#).

The size of the lot is 2.6 acres.

Criteria Met	Criteria Not Met
n/a	<p>(B) Side Yard Adjacent to a Street: The minimum side yard landscaped setback from a street for all buildings that contain residential uses shall be twenty feet.</p> <p><i>The Site Yard Adjacent to a street is along the south property line, and the setback is approximately 195 feet – with the buildings separated from the property line by a required detention pond located in the lowest corner of the site.</i></p>
n/a	<p>(C) Interior Side Yard: The minimum side yard setback from an interior lot line for all principal buildings and uses shall be twenty feet. If an existing building is converted to residential uses, the side yard setback may be reduced to twelve feet for the existing portion of the building.</p> <p><i>The interior Site Yard Setback is along the west property line and the principal buildings have a range from 20 to approximately 26 feet.</i></p>
n/a	<p>(D) Floor Area Ratios: The floor area regulations for the underlying zoning district classification shall only apply to the nonresidential floor area on the site.</p> <p><i>Not applicable, no non-residential floor area.</i></p>
√	<p>(E) Open Space: If the site is not located within the service area of a neighborhood park, as identified in the Parks and Recreation Master Plan, a minimum of forty percent of the required usable open space shall be configured as a common contiguous area that will provide for the active and passive recreational needs of the residents.</p> <p><i>The site is located within the service area of a neighborhood park as identified in the Parks and Recreation Master Plan, with the Valmont City Park located ¼ mile to the south.</i></p>
√	<p>(7) Buffers From Adjacent Land Uses: The applicant shall provide visual screening, which may include, without limitation, walls, fences, topographic changes, horizontal separation or plantings for those areas that are adjacent to loading docks, truck or other delivery vehicle ingress or egress areas, dumpsters or other recycling vessels and outdoor storage areas.</p> <p><i>At the time of building permit application, the applicant shall provide visual screening for the northeast corner of the site, for buffering from the adjacent property to the north a portion of which has a loading area that is not screened from this site.</i></p>
	<p>(8) Environmental Suitability: The applicant shall demonstrate that the proposed use will not be affected by any adverse health or safety impacts associated with potential on-site pollution or contamination beyond that which is customarily acceptable for land that is used for residential purposes. This shall be demonstrated through the use of the environmental assessment required to be submitted with the application. If such environmental assessment identifies any potential adverse health or safety impacts on future residents of the site, the applicant shall also be required to submit further assessments that demonstrate that such concerns are not</p>

<u>Criteria Met</u>	<u>Criteria Not Met</u>	
<u>√</u>	<u> </u>	<p>present or submit a plan for the mitigation measures that are necessary to alleviate any adverse impacts to public health, safety and welfare.</p> <p><i>The applicant prepared a Phase I assessment and the results have identified no environmental concerns for the site.</i></p>
<u>√</u>	<u> </u>	<p>(9) Construction Standards for Noise Mitigation: The applicant shall utilize construction standards that will achieve an interior day-night average noise level of no more than forty-five decibels, anticipating potential exterior day-night average industrial noise levels of seventy-three decibels measured at the property line. Such standards shall be in compliance with chapter 10-5, "Building Code," B.R.C. 1981. Noise shall be measured in a manner that is consistent with the federal Housing and Urban Development's standards in sections 24 CFR §§ 51.100 to 106 for the "measure of external noise environments," or similar standard adopted by the city manager in the event that such rule is repealed. The applicant shall provide written certification prior to the issuance of a certificate of occupancy that the sound abatement and attenuation measures were incorporated in the construction and site design as recommended by a professional engineer.</p> <p><i>To be completed prior to issuance of a building permit.</i></p>
<u>√</u>	<u> </u>	<p>(10) Declaration of Use Required: Before receiving a building permit, all owners shall sign a declaration of use, including all the conditions for continued use, to be recorded in the office of the Boulder County Clerk and Recorder to serve as actual and constructive notice to potential purchasers and tenants of the owner's property status as a residential use within an industrial zoning district classification.</p> <p><i>A condition of approval is added to the notice of disposition that will require the declaration of use.</i></p>
<u>n/a</u>	<u> </u>	<p>(11) Modification of Standards: The approving authority is authorized to modify the standards set forth in section 9-2-14, "Site Review," B.R.C. 1981, or paragraphs (g)(6), (g)(7), (g)(8) and (g)(9) of this section, upon finding that:</p> <p>(A) The strict application of these standards is not possible due to existing physical conditions;</p> <p>(B) The modification is consistent with the purpose of the section; and</p> <p>(C) The modification is the minimum modification that would afford relief and would be the least modification of the applicable provisions of this chapter.</p> <p>The city manager shall require that a person requesting a modification supply the information necessary to substantiate the reasons for the requested modification.</p> <p><i>No modifications are proposed</i></p>

----- Forwarded message -----

From: **Renee Hummel** <renee.hummel@yahoo.com>
Date: Wednesday, August 10, 2016
Subject: 3289 Airport Rd proposed development updates
To: Kyle McDaniel <kmkylemcdaniel@gmail.com>
Cc: Cynthia Holappa <cynthiaholappa@gmail.com>

Dear Kyle,

I appreciate that you and your team have done so much in consideration of the residents of Vista Village. Naturally, no one wants a development next door when they've been used to peaceful open space. Personally, I'm not looking forward to construction noise and the change in view. But change happens. The only sure way to keep vacant land from being developed is to own it oneself.

I believe your care and attention in the process has been exemplary and that many people are grateful for the opportunity to be heard and to have their feedback incorporated into your planning to the degree that is possible. It pains me to see some of the comments in the letter replied.

Perhaps you sent it to me because of my past interest, or because of my role as | Vista Village HOA. If the latter, please know that I stepped down from that position Board of Directors, as of the end of July. I am copying Cynthia Holappa, our new reply.

Warm regards,

Renée Hummel

From: Kyle McDaniel <kmkylemcdaniel@gmail.com>
To: judyb.found@yahoo.com
Cc: "McLaughlin, Elaine" <mclaughline@bouldercolorado.gov>; Lisa Morzel / City Council <morzell@bouldercolorado.gov>; Danica Powell <danicas@gmail.com>; Daniel Rotner <dan@rhaparch.com>; Ryan Hanneman <ryan@rhaparch.com>; renee.hummel@yahoo.com
Sent: Tuesday, August 9, 2016 5:38 PM
Subject: Re: 3289 Airport Rd proposed development updates

Hi Judy:

Thank you for your email today. I wanted to respond to each of your points, so that we can continue to work together on improving the project, and to avoid any misunderstandings.

First, I am glad you appreciate the change in the parking scheme to remove cars from near your home. It was not an insubstantial change, and required quite a bit of re-design over the whole site. To your point about car headlights shining into your home, we will screen the low retaining wall near the west property line so that car lights do not shine into your home.

Second, I fully understand your concern for the existing trees, and I am happy to do a walking tour with a landscape architect, an arborist, and perhaps even the City's landscape planner. We have no desire to remove healthy trees, and if it is possible, we will preserve them. If the trees are diseased, damaged, or not likely to survive construction activity, we would like to work with you on choosing replacement trees, shrubs, and other plantings that will renew this area, and provide equivalent habitats and screening.

Third, I am sorry that you are not interested in the micro-market convenience store. We included it solely in response to the neighbors' request for such a neighborhood amenity. To clarify, it is not an "automated food outlet"; it is a fully stocked (and if necessary, fully staffed) convenience store which will carry basic everyday necessities, as well as many local brands of natural foods, including Spruce Confections, Justin's Nut Butter, and other local Boulder brands. Our hope is that this will be not only a convenience for our residents and residents of Vista Village, but will also reduce the need for car trips to other stores several miles away.

Fourth, I understand that you do not agree with the number of units we are proposing. However, we are not requesting any variances or increases in density on the site, and have worked very hard on making our project as compatible as possible with both the residential neighborhood to our west, and the industrial neighborhood to our east. Rather than creating fewer, more expensive, and over-sized units which will serve fewer residents, we have designed modestly sized units to serve more individuals and families. We have increased third floor setbacks and moved density to the middle of our site in direct response to your earlier concerns about the facade of our western buildings. None of our traffic will go through Vista Village, but instead will be carried on Airport Rd., which was designed for heavier traffic flows, and through a signalized intersection at Valmont Rd., which already has turn lanes in place. In addition, our traffic will run counter to most Airport Rd. business traffic, with residents leaving the area in the morning and returning in the evening, rather than vice versa. We have completed traffic impact studies and have a traffic demand management plan in place, and will have unbundled parking on site, all in order to minimize the use of cars by our residents.

Fifth, I am sorry that you feel the gravel path is an "affront." In fact, it was another change which was in direct response to other neighbors' requests for a low impact pedestrian connection between our sites, and to the north and the south. We have spent a great deal of time and effort working on the 26' wide landscaped interface between our project and Vista Village, and we incorporated the gravel path when neighbors brought up the potential for skateboarding noise on a concrete sidewalk. Our first floor units will all have fenced private yards, just as each of the mobile homes has, so this will not be a "public park" overrun with foot and dog traffic. We have intentionally placed our common gathering area close to the center of our site, so that any impacts would be borne solely by our own residents.

Sixth, regarding the height of our buildings, we feel we have made every effort to reduce the visual impact of the third floor. Removing the top floor units would not only be an unnoticeable change from Vista Village, given the current setbacks, but given the sloping grade, it would also create very odd one story facades on the eastern side of those buildings. We are below the code requirements for height on all our buildings, and are not proposing any variances, which is in marked contrast to many other new developments in Boulder.

Seventh, we are aware of the impact of the airport, and its potential for noise will of course be made known to our residents. However, we are out of the airport influence zone, and are well to the south of the east/west runways. We are happy to look at planting more trees along the north property line, but I am not sure why the presence of the airport is a rationale for reducing the number of units. There are hundreds of homes in Vista Village, and removing some of those units would not mitigate airplane noise.

Finally, and perhaps most importantly, your allegation that "it has been said at the Neighborhood meetings that people who live in mobile home parks should expect less than ideal conditions, and living next to airports and other busy, noisy places is expected more often than not" is not only incorrect and unfair, but is in its own way, deeply insulting to our design and development team. No one in our group has ever voiced such a comment or held such an attitude. Claiming that "it has been said" is a cheap way to incite ill will and divisiveness. I cannot image how our team is "taking advantage" of anyone in Vista Village, when in fact, we have committed substantial time, effort, and money to revising and refining the project over the past 5 months, primarily in response to comments and requests from the residents of Vista Village.

We intend to continue to work with the residents of Vista Village to improve this project as much possible, and I hope that unsubstantiated claims like this will have no place in that process.

Sincerely,

Kyle McDaniel

On Tue, Aug 9, 2016 at 1:23 PM, <judyb.found@yahoo.com> wrote:

Dear Elaine McLaughlin, Lisa Morzel, and Kyle McDaniel,

In response to Kyle's letter and attachment of July 22nd, and the discussions at the most recent neighborhood meeting prior to that, I am writing to you in the sincere hope that you will reconsider several points and make some alterations to these buildings and plans.

I believe that the two parking spaces at the west end of the driveway that points directly at my house have been moved. I appreciate that very much, but find it unacceptable that car headlights will still be

directed into 3 main rooms in my home: a main bedroom, bath and dining room, according to the way the layout looks to me. There will be a window installed in that bath within the next few months, it has just been delayed in recent weeks, or you would have seen it. There are no trees or wall at that drive to allow for sunlight. which is mandatory, as I understand it. But there will still be traffic in and out of that end of the drive.

I am very upset that there are no provisions to keep and care for the existing trees that were planted 25 - 30 years ago. The City and/ or the Airport had them planted, then failed to provide adequate watering and care for them all these years. They are survivors, and are well established. Many times I have watered them from my own sprinklers when we have had fire danger and drought, and have mowed under them every spring and summer, rather than allow waist-high grass and weeds to grow, which has been the case this summer. Also leaving the lower branches in place has provided shade and sound buffering, and shelter for small animals. They provide fantastic shade for my yard and house, and are used all year for shelter and food by at least a dozen bird species, including hawks and large owls. Some are here year-round and others are migratory, and of course, squirrels make use of them. It may be the case that the City considers Russian olive trees to be 'trash' trees, but these are fine trees, and badly need some care and pruning for damaged and dead branches, but leaving lower branches in place. There are at least 5 Russian olives and 5 or 6 evergreens that line my lot and just past it - the most of any yard that this abominable project borders of all the lots in Vista Village - and I am outraged that you consider it acceptable to take them all down. There are 2 evergreens that show signs of distress recently by dropping needles, but so does the similar very large long-needle pine in my yard. It drops a large amount of needles at times of drought stress, plus an annual drop. I hope these do not have pine beetles, but need professional advice on that. These trees are one of the best features of my location, plus a valuable sound barrier to traffic on Airport Road and Airport air traffic noise. They would be even more critical for sound protection and buffering from the 80 to 100 or more new neighbors you expect to allow to live next to me. Please hear me on this matter and allow them to stay and be cared for. Old trees are hard to come by and are never replaced the same. I respectfully ask to 'grandfather' them in to the space.

I request a scheduled time to walk this lot and do some measuring and accounting for these trees and others along that property line. Kyle McDaniel has indicated he would be willing to do this and take these concerns into account and hopefully make some physical changes.

I do not care for the automated convenience food outlet. I will find no value in it, and would rather decrease the number of tenants and units you plan to build.

In fact, I request to significantly decrease the number of units. I do not believe that Boulder needs to be developed with block style apartments and crowded little houses in every available space. I am privileged to have been born and raised here, and find that more and more projects like these, created by various developers and the City Council, are making Boulder's assets, streets and facilities overcrowded, and are taking away our Blue Line and other features that have always made Boulder unique and special. The traffic is becoming so much more congested than ever, and will continue to get worse as so many streets are not designed to handle thousands more vehicles in the city. The impact of this overrun development is completely detrimental to the quality of life we have here, in my view.

I appreciate a crushed gravel path in lieu of pavement or concrete, but it is another affront to have it just on the other side of my fence, in fact, in the place of these beloved trees, putting people, children

and pets directly outside my private yard. You are taking away the quiet and privacy in this side of our cul-de-sac, allowing more foot traffic and dogs to further ruin what I and my neighbors find valuable here. I am completely opposed to this path the way it has developed. I never volunteered to live next to a busy public park, and that is what this is becoming. Please remove it, or move it adjacent to the apartments.

Not to broadcast the fact, but as a single woman living alone, I find privacy more important than others may feel is needed. I do not want dozens more people potentially aware of my comings and goings.

The height of these buildings takes away the openness and cuts out the sunrises and views of the sky, and the artificial lighting will interfere with the night sky darkness. Again, ruining a valuable amenity of this space. Please drop the height of them, again, building fewer units, without an additional floor, to reduce the overall height on this side of the project. I thank you for setting back the upper floors to cut off the direct line of sight into my home and yard and living spaces, and those of my neighbors.

It is my understanding that the apartment tenants will be required to acknowledge they will be living directly next to an airport. I question if you are fully aware of the use of this Airport, including the frequent helicopter traffic in relationship to the Boulder Community Health hospital directly south-southwest of us. This Airport is the staging ground for many of their maintenance and flight requirements, as well as for emergency services during times of crises, wild fires and other service needs. I question if adequate sound testing has been performed during those exercises and during the general use of the airport and maintenance on engines, planes and small jets. There must be equipment available and arrangements could be made to coordinate tests during those times, I believe, should that be given the priority it deserves. It may be of use to determine a more accurate picture of the impact on the new tenants, but also more reason to scale the number of units back, and plant more trees along the north property line as an additional buffer. And back to the row of trees along my lot, again, they provide a tremendous buffer for the Airport noise!

It has been said at the Neighborhood meetings that people who live in mobile home parks should expect less than ideal conditions, and living next to airports and other busy, noisy places is expected more often than not. Myself and my neighbors enjoy a small but quiet and agreeable, more affordable part of Boulder, and are not 'less than' residents of this City. Most of us have chosen to live here for many, many reasons and by various circumstances that find us here, but we are a community who care about what we have. I find the ways we are taken advantage of in this proposed development are deeply insulting and egregious.

Thank you very much for your time and efforts to have changed the plans from the originals. I request that you give my concerns and what I have voiced further serious consideration for implementation, and will be willing to work with me.

Sincerely,

Judy Bashor

From: Cynthia <nutrilicious2016@gmail.com>
Date: Wed, Aug 17, 2016 at 1:03 PM
Subject: Re: 3289 Airport Rd proposed development updates
To: Renee Hummel <renee.hummel@yahoo.com>
Cc: Kyle McDaniel <kmkylemcdaniel@gmail.com>

Hi Kyle and Renee -

Yes, the HOA has agreed not to take a stance on this issue.

Thank you, Kyle, for your respectful, kind, and informative replies to the residents of Vista Village. We appreciate, too, how available and receptive you have been.

It means much that you are listening and addressing our concerns.

With appreciation,

Cynthia Holappa

VV HOA, President

#30

Airport

Community Meeting| April 11, 2016

Q: Infrastructure – how will you address the following; Sewer connection, Antiquated/aging infrastructure in Vista Village.

A: All the infrastructure will come off of Airport Road and will be new.

Q: Floodplain – is the property in the floodplain? There was flooding on the western edge of property. Vista Village owners are required to pay flood insurance.

A: The property is not in the floodplain. Will double check.

Q: What about the ditch? didn't pick up debris after they cleaned out the Boulder Ditch

A: We're not sure what the Ditch Company's responsibilities are along Airport Rd.

Q: Transportation/Traffic.

- People park on airport road during events. Bike park traffic and impacts to neighborhood. People park along Airport Road – there aren't "no parking" signs". During special events, they put up cones and constrict traffic. Nobody follows rules. Most significant traffic concern was the bike park events during the Summer season.
- Airport Road is a dead end road/box canyon – what happens in emergency? President arrives, fire?
- High travel speeds – don't obey speed limit. Would like to know actual speed that people are traveling.

A: Traffic study will be required. David Thompson with the City of Boulder will determine what is required in the traffic study. Will look at the requirements of the existing traffic signal and turning movements. Can do Speed studies, capacity studies. Residential traffic is off peak to the traffic that is currently on Airport Road (employment traffic) and will be going the opposite direction. City measures traffic in Level of Services (LOS A-D). Has to be above D, and require mitigation if it worsens. Can include weekend or special event on traffic counts to provide data to community and City.

Q: Land Uses

- What is the proposed mix of units?
- Would like to see live/work units to reduce traffic impacts and Boulder doesn't have very much Live/Work.
- How will you accomplish your affordable housing requirement? Live/Work – could you trade off garages?
- Could you include a coffee shop, small industrial space, retail or deli?

A: Haven't decided whether it will be Rental or for sale. Will serve middle class incomes. 1, 2, 3, bedroom units = 850 SF average. Although FAR is not capped, we've limited size of units to make more affordable. For rent would mean cash in lieu. For sale – affordable units on site=14 unit requirement. We're open to incorporating other uses on the site, but think it could create traffic and parking issues.

Q: Concerns about the height adjacent to single story homes. Impacts privacy and quality of life. 3 story balconies facing home homes. Not compatible.

A: Will look at stepping back 3rd floor on units and creating compatible interface. Provided landscape and fencing examples for transition/buffer between uses. Private yards at grade for west facing apartments have low fences for more separation from the neighbors. Sections show 20'-50' of separation between mobile homes and proposed buildings.

Other Comments:

- Other Impacts. Noise from sirens. Noise from airport. Forest fires/flooding
A: Acknowledged .
- Sale of Land?
A: Property was purchased after being marketed to the public on MLS (actual days on market was 113 days).
- Wildlife Geese – migration?
A: We'd guess that Hayden Lake is probably the real draw for the geese, rather than our property.
- Play areas for children?
A: There is a playground directly adjacent to the mobile homes that border our western side. There are also many acres of public parks in close proximity to Vista Village and our site.
- If the property is going to be fenced along the west property line, can the fence be installed prior to development?
A: Possibly, pending final site layout and utility easements in this area.

VeloPark - Project Walk with Neighbors on September 7, 2016

Project Team: Sandi Gibson, outsideLA, Danica Powell, Trestle Strategy Group

Vista Village Neighbors: Sunny Brown, Judy Bashor, Jim Yenson, Randall Schroth



The Project Team and Vista Village Neighbors met at 5pm on Wednesday, September 7th to discuss the edge/buffers of the proposed development to understand how this would relate to Vista Village, the neighborhood located directly to the west. As a group, we walked the western edge of the site to measure out where the setbacks and buildings will be located in relation to their existing homes and property line and look at existing and proposed vegetation, utility easements, property lines, and setbacks. We had the site plans on a large tablet to review the details, setbacks and property lines.

During our walk, we discussed the following:

- The neighbors would like to preserve as much of the existing vegetation as possible to protect their privacy and views out their windows as well as have access to an informal pedestrian path. This informal walk is currently used by the VV Neighbors, and is located on the VeloPark project site. This path does not connect to any other existing paths/sidewalks, but is used to access the private properties located north of the site, including city owned airport property and Hayden Lake, which is a private lake owned by the Left Hand Ditch Company. Some pruning and limbing-up of existing vegetation would be required to make the trail passable.
- The neighbors would like the Russian Olives to remain because they provide a buffer along their edge, and the birds love them. We are aware that the City typically doesn't allow these trees, as they are a state listed invasive species, but we said we would work with the City since to see what can be accommodated, especially as many of them are in the future utility easement (which contains Vista Village utilities).
- The Project Team identified the future 10' utility easement along the western edge (which will accommodate existing Vista Village dry utilities). This easement will provide a buffer between the two properties (no structures, no yards, etc), and create a space for a simple trail, as requested by the neighbors.
- With a 25-foot tape, we measured the setbacks and distances between existing and proposed structures, which helped understand the dimensions on the site plans.
- We identified the location of the detention area, which would create a large open space along the southern end of the property.
- We discussed revisions to the path/sidewalk connection along the north to reduce impacts to the neighbors located adjacent to the proposed project.
- One neighbor was concerned about headlight glare as it currently occurs from cars exiting MHP site and heading west. With the new buildings, this glare should be reduced/eliminated.
- The Project Team explained that in the next stage of design and engineering, we will conduct detailed surveying to locate the dry utilities are within the future easement and the exact location of existing trees. Once we have that information we will work to preserve existing vegetation to the extent possible.
- The Project Team will be strategic about what type and where new trees are planted in order to reduce impacts from the neighbors' windows into the proposed project and maximize the efficacy of the buffer/setback area.
- The Project Team is committed to continuing to work with the neighbors on these details once we get to that level of design/engineering.



VeloPark



LIVE

In a thoughtfully designed, modestly sized one, two, or three bedroom home.

WORK

At home, in a spacious on-site studio, or in a co-working space provided for residents.

RIDE

To the bike park, to a store, into downtown Boulder, or out on the roads for a day of cycling.

Airport Adventures LLC

Owner/Developer

RHAP Architecture

Architect

Trestle Strategy Group

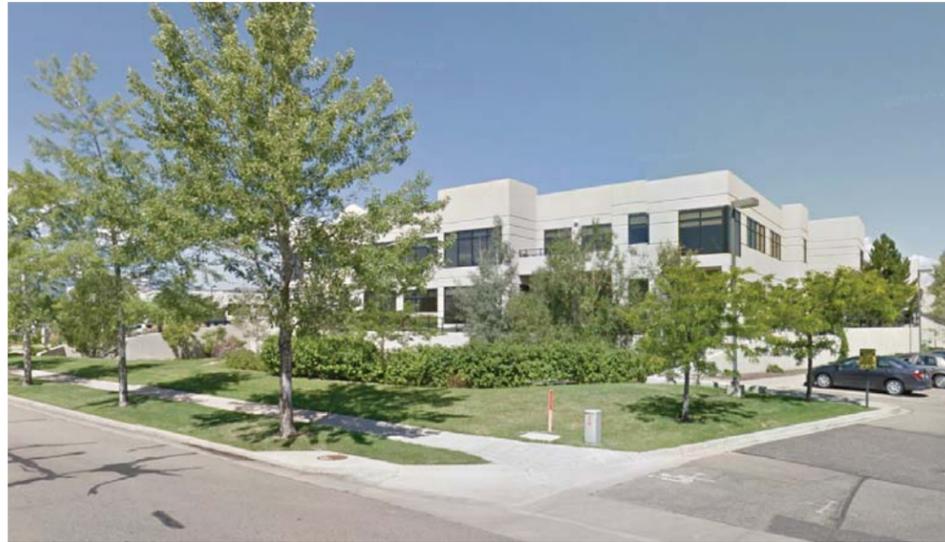
Entitlement Consultant

The Sanitas Group

Civil Engineer

Sandi Gibson

Landscape Architect



The land was acquired in April 2016, with initial plans to construct a “use by right” 55,000 square foot industrial building, up to 40’ of height, with associated surface parking. However, after examining Section 9.6 of the Land Use code, which allows residential uses in industrial zones under certain specific conditions, the project team determined that the parcel could meet all the requirements, without the need for any variances, and so began exploring the option of providing housing. The resulting project includes 70 residential units with 5 live/work units, coworking space, and a micro-market convenience store. Unbundled parking is provided at the code requirements and includes 70 garage spaces (1 per unit).



Multiple site and circulation plans were evaluated during the initial project design phase, including positioning the driveway between the adjacent Vista Village MHP and the proposed residential units. In order to create the most appealing views into the project, minimize impacts to the neighbors, and reduce overall circulation and paving, the circulation was instead placed interior to the site with the units facing west and north. This orientation ensured the project did not “turn its back” on the neighbors and created a desirable interface and buffer between the two residential uses. Given the unique sloping topography of the site, the buildings also could now be stacked and incorporated into the grade so that from many vantage points, they appear to be two story structures, with garages tucked into the sloping grades.



Although there is no FAR limit on residential units in this zone, we elected to include modestly sized one, two, and three bedroom units averaging 848 SF. The intent was to provide units affordable to middle income earners, by virtue of their size and their surrounding context on Airport Road. Based on the findings of the Middle Income Housing Study commissioned by the City of Boulder, there is a high need for such units, in order to reduce commuting and to combat spiraling rents and home prices. The addition of Live/Work units to the core of the site will activate Airport Road, provide innovative opportunities for sustainable living, and support small home businesses.

Existing site and neighborhood conditions

Key Elements

 A Bicycle Community

 The Outdoors

 Industrious Living

 Collaborative Infill

VeloPark is an innovative, diverse mixed-use housing development, which will activate and enliven a 2.6 acre parcel of vacant, industrial zoned land at 3289 Airport Road. The property is ideally situated next to an existing residential neighborhood (Vista Village MHP) and in close proximity to the Valmont Bike and Dog Parks and Boulder Airport. The proposed use reduces the adverse impact of the commercial and industrial buildings to the east on the residential neighborhoods to the west. The buildings will also buffer the existing neighborhood housing from Airport Rd. traffic, and will enhance the existing vacant land with substantial landscaping and trees along Airport Rd. VeloPark provides a compatible transition between large scale County and private industrial buildings to the east, and small scale residential units to the west.

We are excited to propose a project that meets the provisions written into the Land Use Code in 2004, which encourage residential uses in industrial zones to create new housing, expanding options for middle income earners to live and work in Boulder.

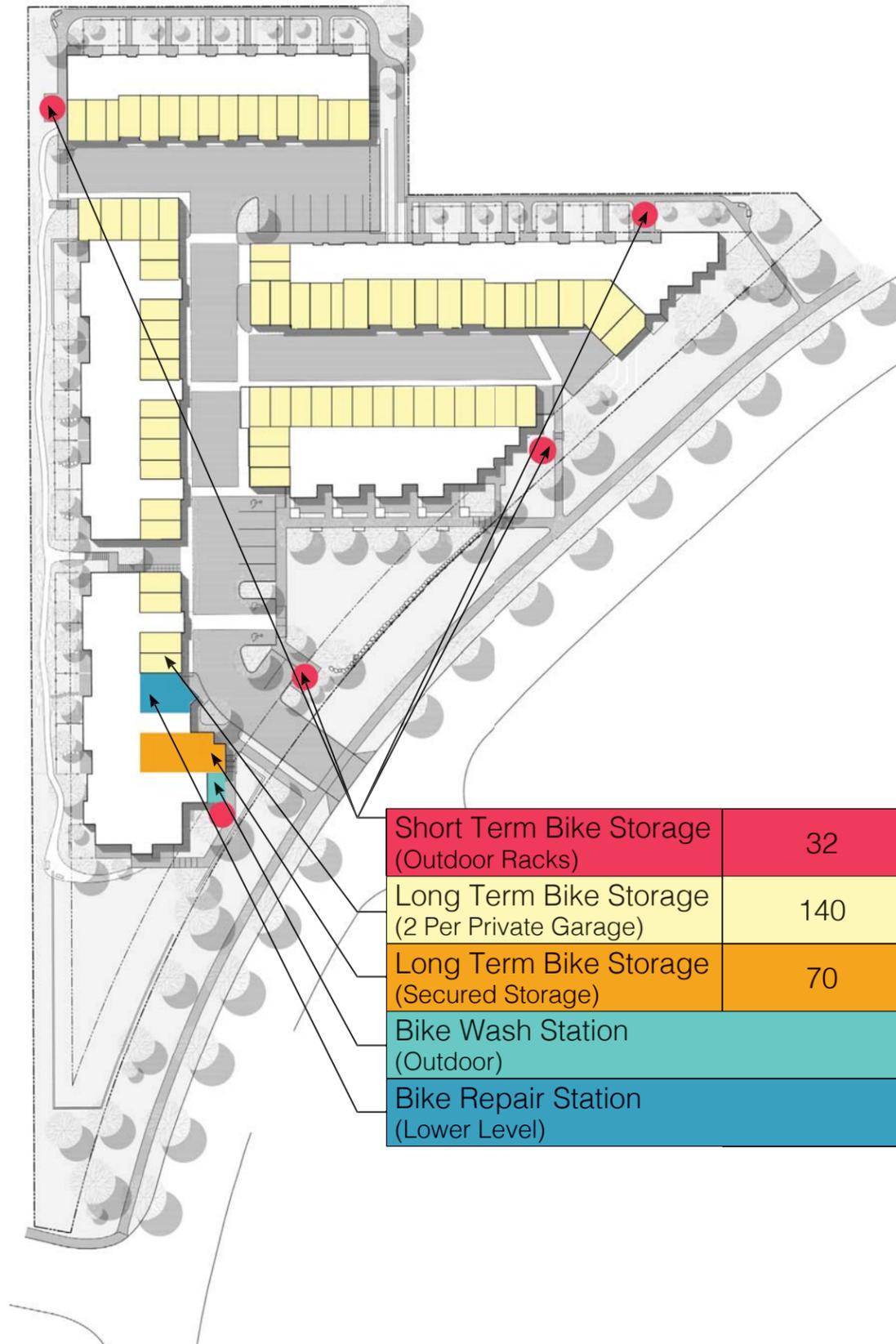
The project has undergone extensive review with City staff and with neighbors, who have all played a significant role in the design of the project. This collaborative process included multiple iterations of building and site layouts, each of which refined the design, layout, and use of the project. We had two meetings with our neighbors at which we received valuable feedback that was incorporated into the project design. We are grateful for the input received from the neighbors and City staff, as the resulting project is an attractive, modern community, which is also compatible with the surrounding residential and industrial uses.

Project Goals

- Respect adjacent residential development through thoughtful massing, setbacks, buffers and building breaks.
- Provide community amenities to support both VeloPark and adjacent residents.
- Create high functioning open space to support the live/work and community environment envisioned for VeloPark, while creating buffers and pedestrian circulation for the neighborhood.
- Support City policy and goals through the provision of workforce housing.
- Improve the City's job/housing balance in order to reduce the amount of commercial growth, create less expensive housing, and mitigate the impacts of traffic congestion.
- Create a livable and "industrious" residential neighborhood that provides a different type of living environment than is currently offered in the City.

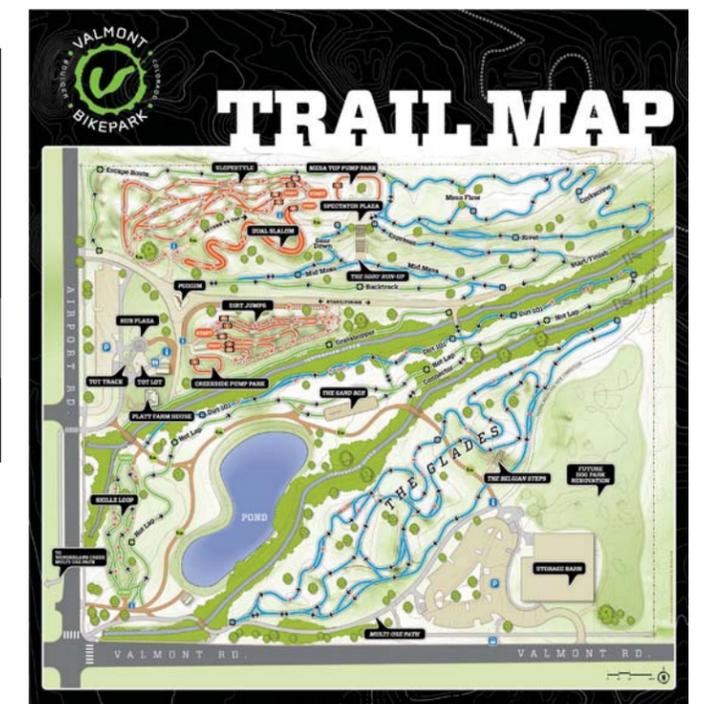


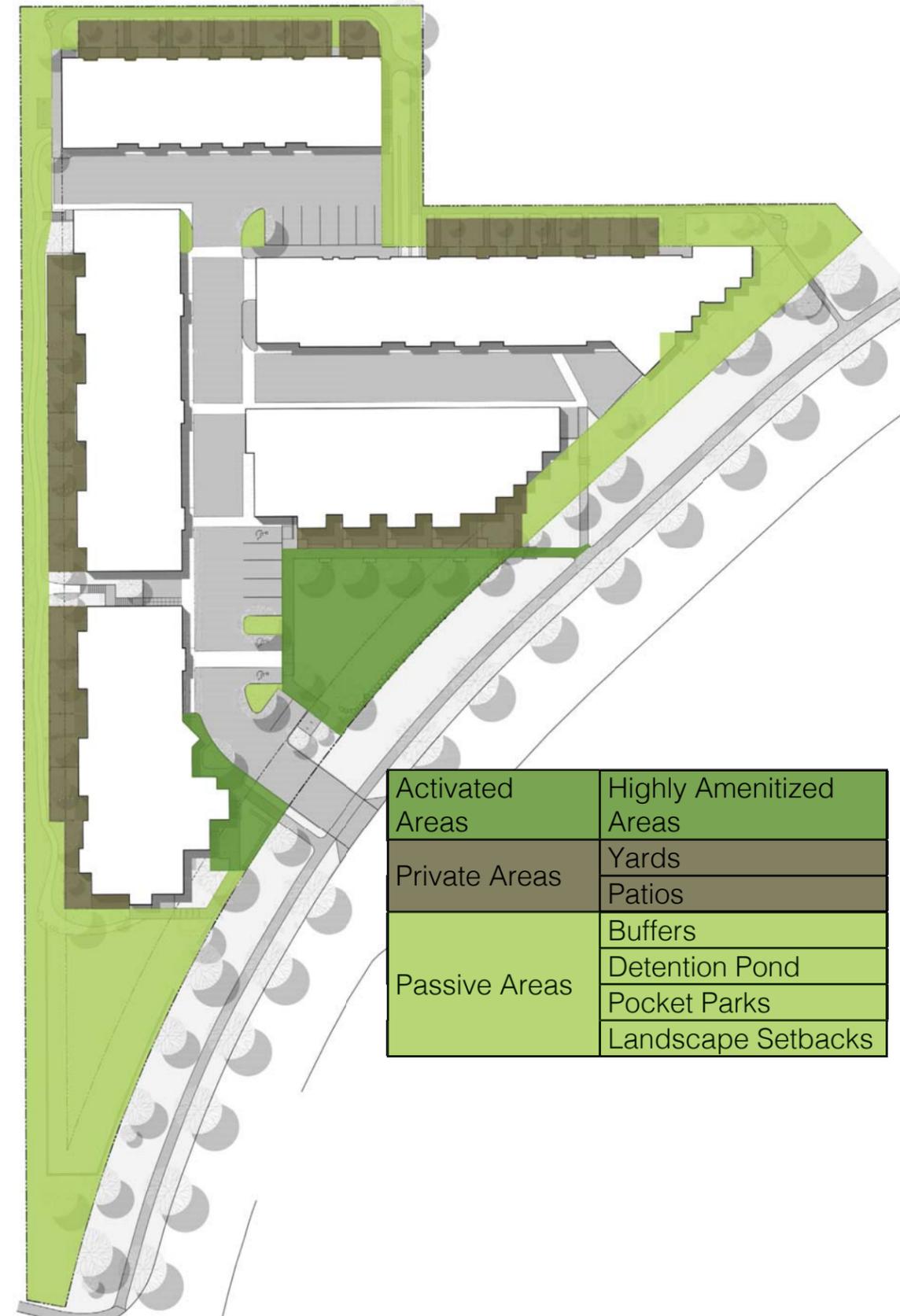
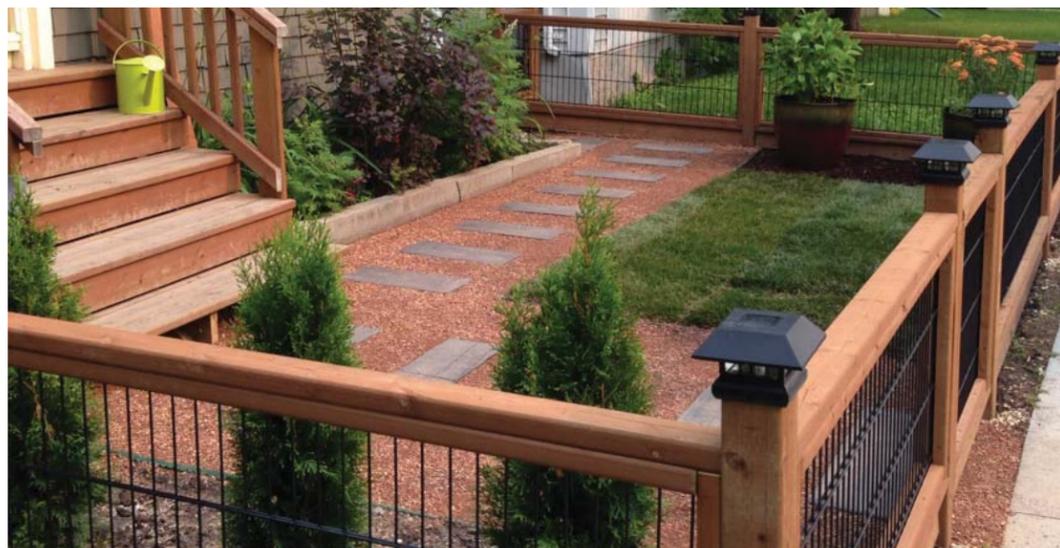
A Bicycle Community



VeloPark is a Live/Work/Ride community that thrives and capitalizes on the City's love of bikes and extensive trail network.

In addition to garages for each residential unit, additional dedicated, secure long-term bike storage, bike wash station, and a well equipped bike repair room are provided on site. Given the proximity to Valmont Bike Park, and the immediate connections to bike paths, most residents are expected to use bikes not only for recreation, but also for every-day commuting.

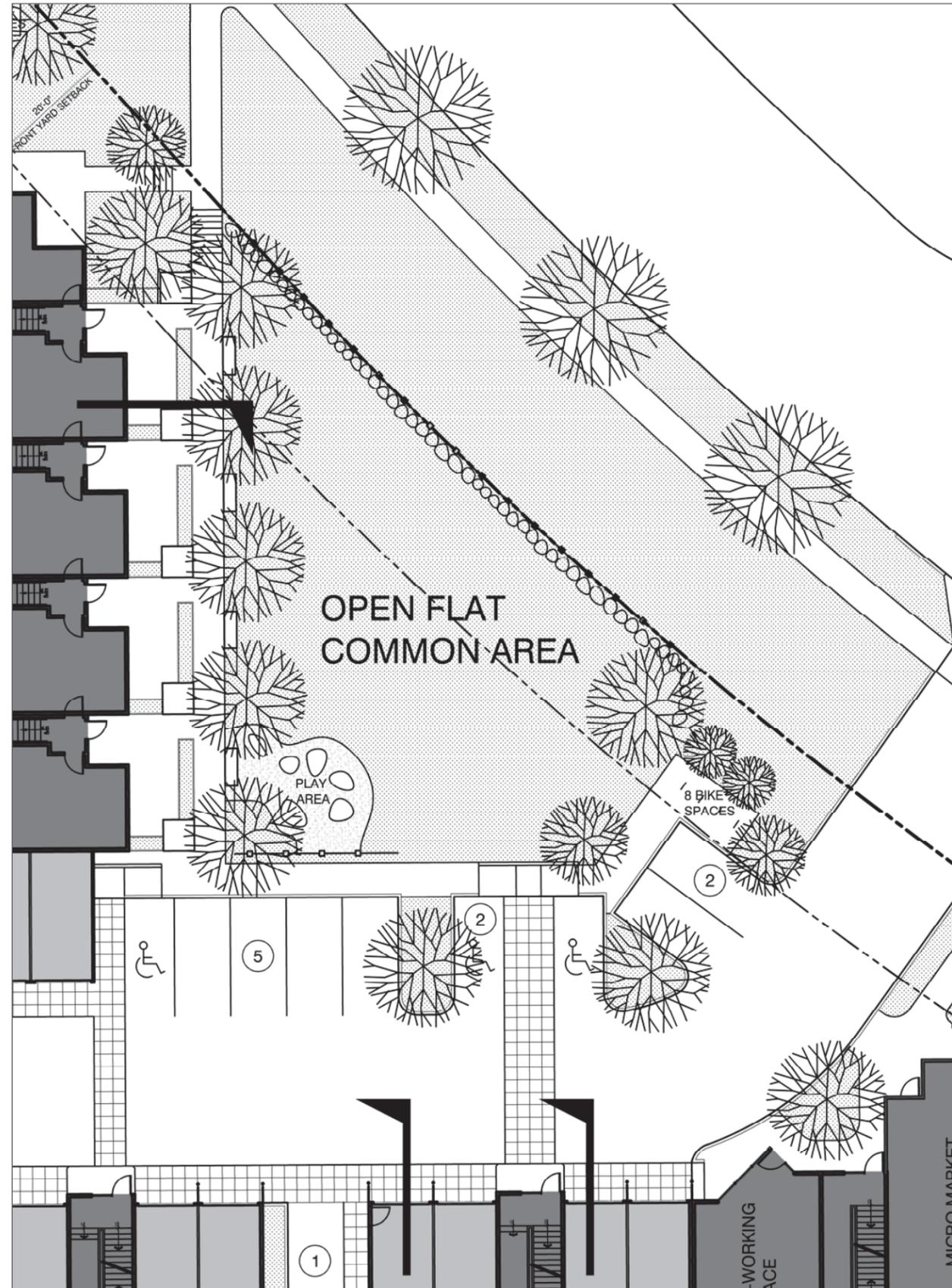




45% Open Space

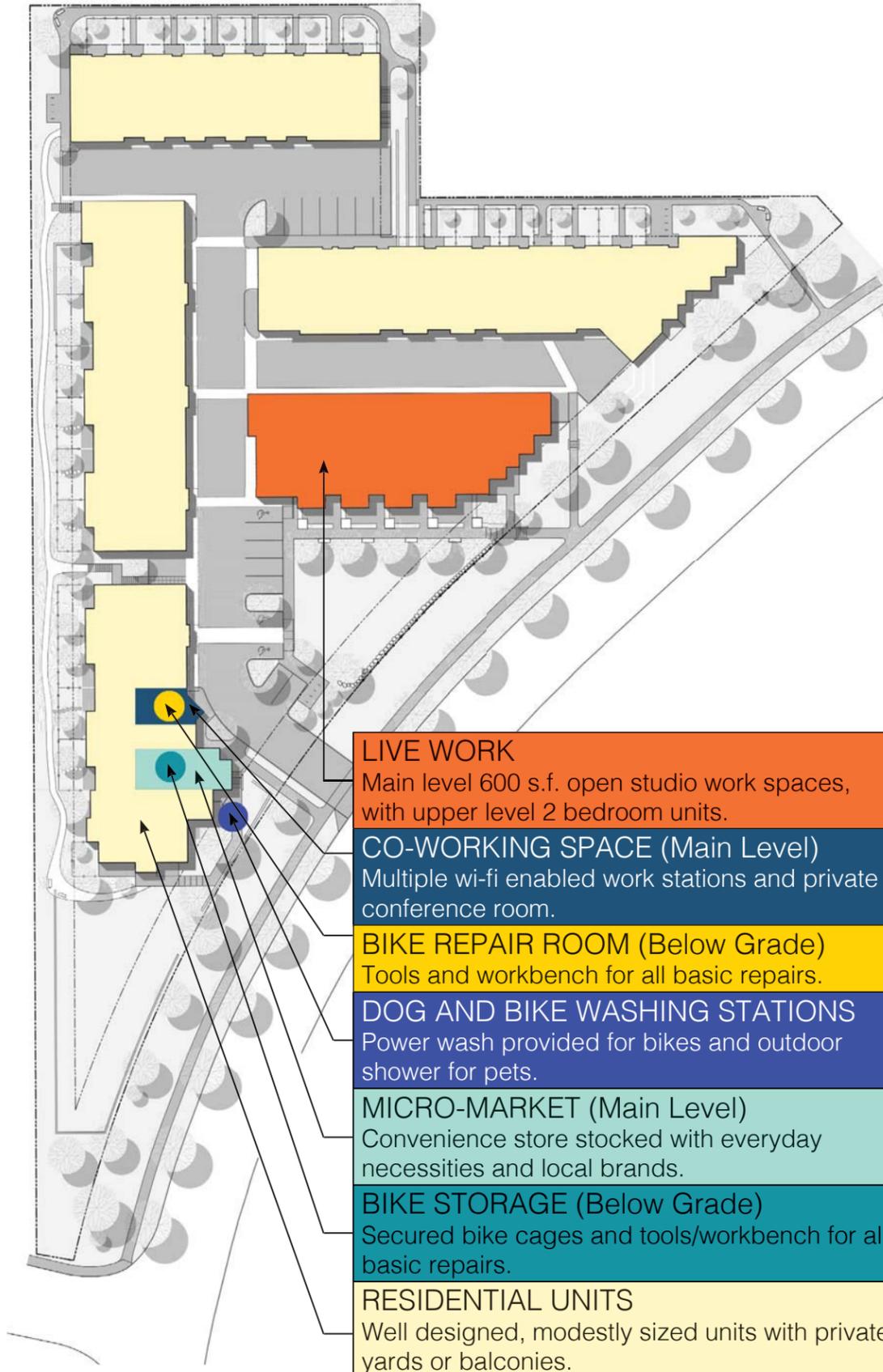
VeloPark transforms a vacant parcel of land by adding low profile housing surrounded by green space. Ample 20+ foot landscape setbacks surround the residential units and create a green buffer of trees, grasses, and perennials.

- Common spaces with modern seating and gardens are provided outside the live/work units to foster opportunities for working outdoors, and to encourage interactive social encounters.
- A meandering gravel path has been thoughtfully designed to connect to more formal sidewalks and link together several informal gathering areas around the perimeter of the site.
- The site's open space and landscaping has been adjusted to increase privacy from Airport Rd. by adding a low protective berm and plantings.
- All ground level units include private yard areas, with low fencing and attractive plantings.



Natural Playscape

- Natural features integrated into central community space
- Activated for live/work users, children and families
- Climbing rocks for children to scramble, jump, climb, and balance
- Central location is safely buffered from Valmont Road and separated from parking by low fence
- Complements playground of Valmont Bike Park

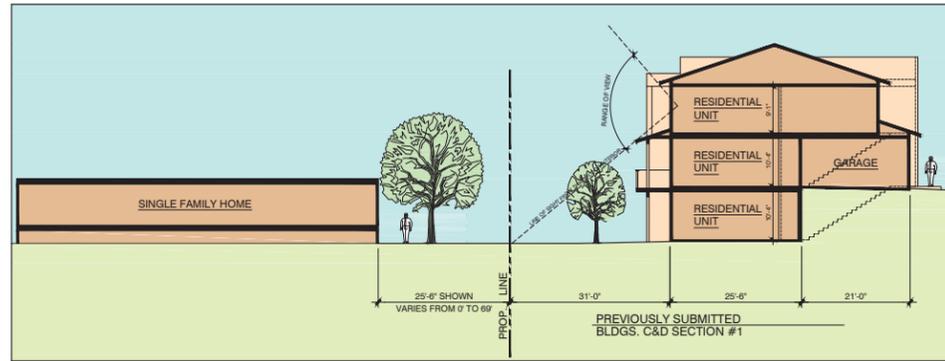


Residential		
1-Bedroom	41	59%
2-Bedroom	21	30%
3-Bedroom	3	4%
2-Bedroom Live/Work Units	3	4%
3-Bedroom Live/Work Units	2	3%

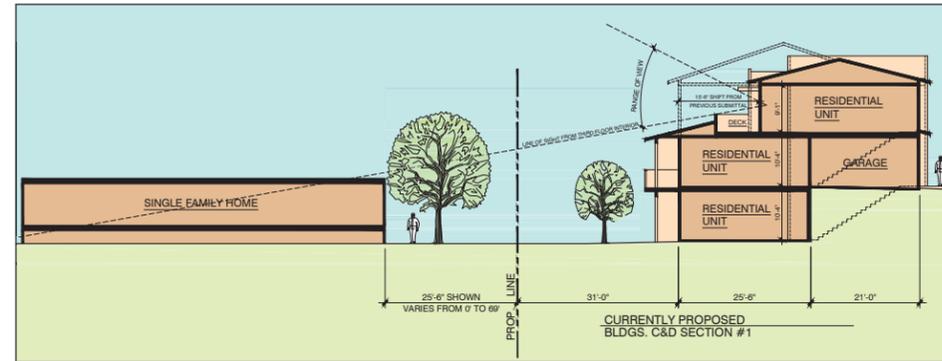
With housing shortages reaching critical proportions across the City, we focused our design and planning on providing housing to support the industrious lifestyle of moderate income earners of Boulder. The opportunity to live, work, and ride was the inspiration for the architectural style and choice of amenities at VeloPark.

- Residential units have been carefully designed to be large enough for comfortable living, but small enough to maintain affordability. Averaging around 850 s.f., these one, two, or three bedroom homes include private yards on the ground level, balconies on the upper levels, and spectacular views of the foothills to the south and west.
- Live-work units are located in the central building on the site. The 600 square foot work spaces on the first floor open to common outdoor open space areas with retractable clear glass doors, allowing residents to have workshops, studios, and small home businesses below their living space.
- In order to reduce the need to commute to a separate office, a large co-working conference/support space has been created near the site entrance, adjacent to the micro-market. This will provide open work stations for residents to support on-site collaboration, as well as a private conference room for business meetings. This space can also be used for community events, small birthday parties and other gatherings.
- A micro-market convenience store has been provided as a neighborhood amenity, stocking basic necessities, food, drinks, and coffee. The store will be open to the public during business hours, and VeloPark residents will have 24 hour key card access. This market will reduce the need for short car trips to other stores for small item purchases.
- A dog and bike washing station is included on the lower level just beneath the micro-market store. A secure bike storage and repair room, in the basement level underneath the co-working space, provides a safe option to store bicycles, as well as a workbench and tools to make minor repairs before heading out on a ride.

The proposed use provides a compatible transition between large scale County and private industrial buildings to the east, and small scale residential units to the west. In collaboration with the City and our future neighbors, we made multiple improvements to the project.



Previously Submitted Buildings C & D

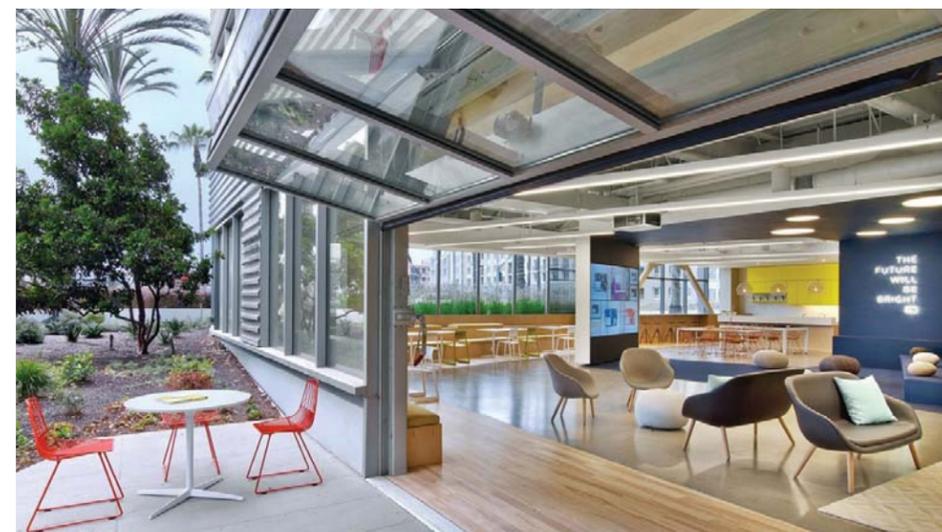


Currently Proposed Buildings C & D

All of the third floor 2 bedroom units on the western facing buildings were reduced in size to 1 bedroom, and the setbacks from the west increased between 12-20'. Density was transferred to the central portion of the site, changing a one-story central building into two-story live/work units. The change in setbacks and careful arrangement of buildings on the sloping grade creates the appearance of two-story facades from almost all sides of the site.



This small retail market will provide coffee, snacks, and basic living goods, reducing the need to travel by car to stores more than a mile away and creating an activated space at the entrance to the project.



Through thoughtful commercial architectural elements, including storefront glass, roll up commercial garage doors, transparent work spaces, and activated modern outdoor landscape design, this site will support the industrial vibe of the area and will create a compatible transition to the residential neighborhood to the west.



VeloPark



LIVE

WORK

RIDE

PROJECT TEAM:

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 jason@blcsurveyors.com

VELO PARK
SITE / LEVEL 1 PLAN
 SCALE: 1"=20'-0"

8-31-2016



711 Walnut Street,
 Carriage House
 Boulder, CO 80302
 720-530-5901

A1

SHEET INDEX:

ARCHITECTURAL

- A1 SITE / LEVEL ONE PLAN
- A1.1 VICINITY MAP (PREVIOUSLY SUBMITTED)
- A1.2 GRADE LEVEL CONTEXT MAP / AERIAL OVERLAY (PREVIOUSLY SUBMITTED)
- A2 SITE / WALKOUT LEVEL PLAN
- A3 SITE / LEVEL TWO PLAN & OPEN SPACE EXHIBIT
- A4 SITE / LEVEL THREE PLAN
- A5 BEFORE AND AFTER SITE SECTIONS & UNIT PLANS
- A6 BEFORE AND AFTER SITE SECTIONS & UNIT PLANS
- A7 BEFORE AND AFTER SITE SECTIONS & UNIT PLANS
- A8 UNIT PLANS
- A9 RENDERED 3D VIEWS
- A10 RENDERED 3D VIEWS

CIVIL

- C1.0 PRELIMINARY UTILITY PLAN
- C2.0 PRELIMINARY GRADING PLAN
- C3.0 PRELIMINARY ACCESS PLAN

SURVEYOR

- SITE SURVEY (PREVIOUSLY SUBMITTED)

BUILDING "A"	
1 BEDROOM UNITS	11
2 BEDROOM UNITS	3
3 BEDROOM UNITS	0
TOTAL UNITS	14
GARAGES	14 GARAGES

BUILDING "B"	
1 BEDROOM UNITS	0
2 BEDROOM UNITS	15
3 BEDROOM UNITS	2
TOTAL UNITS	17
GARAGES	18 GARAGES (INCL. 1 HC)

BUILDING "C"	
1 BEDROOM UNITS	18
2 BEDROOM UNITS	0
3 BEDROOM UNITS	0
TOTAL UNITS	18
GARAGES	17 GARAGES

BUILDING "D"	
1 BEDROOM UNITS	12
2 BEDROOM UNITS	3
3 BEDROOM UNITS	1
TOTAL UNITS	16
GARAGES	0 GARAGES

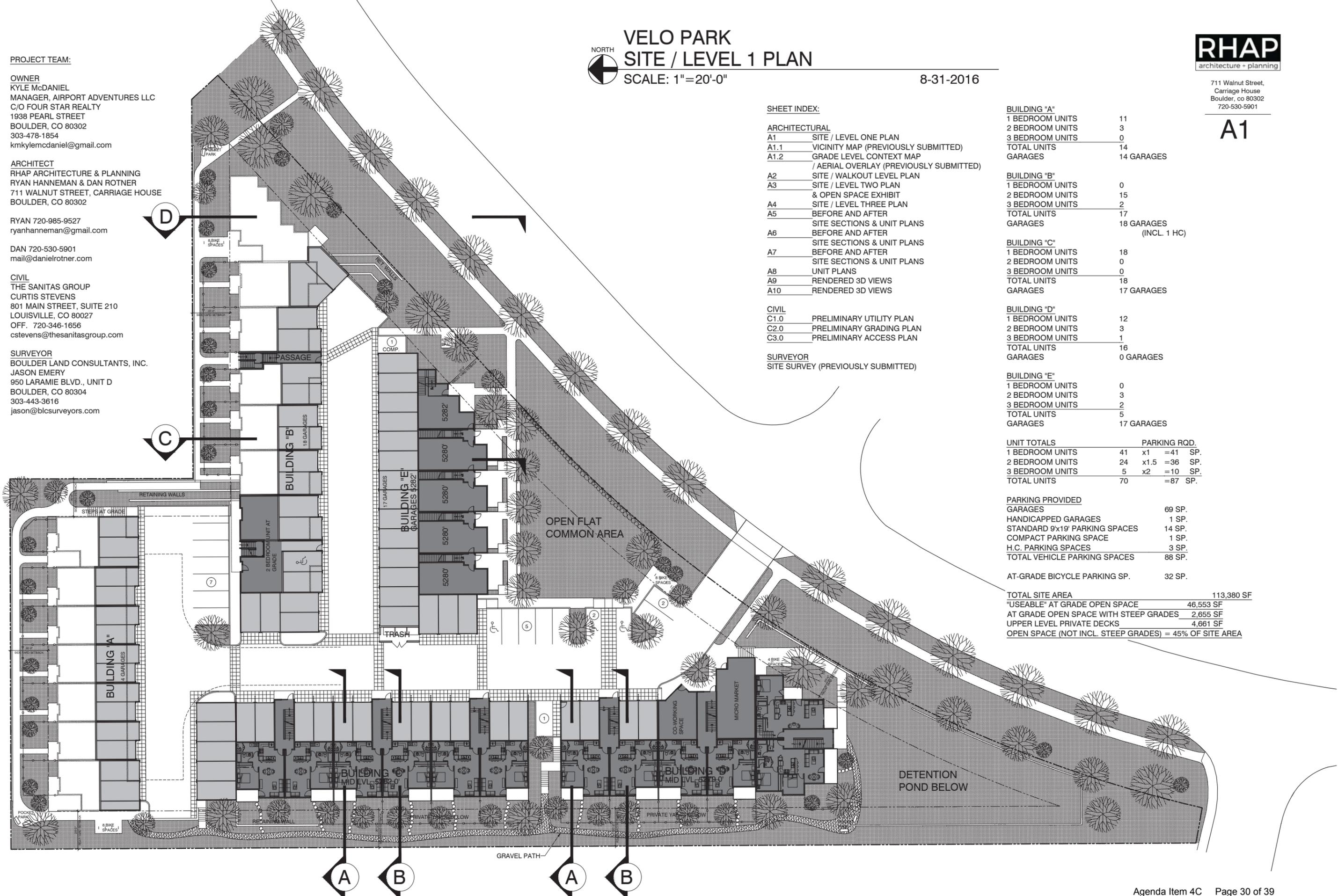
BUILDING "E"	
1 BEDROOM UNITS	0
2 BEDROOM UNITS	3
3 BEDROOM UNITS	2
TOTAL UNITS	5
GARAGES	17 GARAGES

UNIT TOTALS		PARKING REQ.
1 BEDROOM UNITS	41	x1 = 41 SP.
2 BEDROOM UNITS	24	x1.5 = 36 SP.
3 BEDROOM UNITS	5	x2 = 10 SP.
TOTAL UNITS	70	= 87 SP.

PARKING PROVIDED	
GARAGES	69 SP.
HANDICAPPED GARAGES	1 SP.
STANDARD 9'x19' PARKING SPACES	14 SP.
COMPACT PARKING SPACE	1 SP.
H.C. PARKING SPACES	3 SP.
TOTAL VEHICLE PARKING SPACES	88 SP.

AT-GRADE BICYCLE PARKING SP. 32 SP.

TOTAL SITE AREA	113,380 SF
"USEABLE" AT GRADE OPEN SPACE	46,553 SF
AT GRADE OPEN SPACE WITH STEEP GRADES	2,655 SF
UPPER LEVEL PRIVATE DECKS	4,661 SF
OPEN SPACE (NOT INCL. STEEP GRADES) = 45% OF SITE AREA	



VELO PARK
SITE / WALKOUT LEVEL PLAN

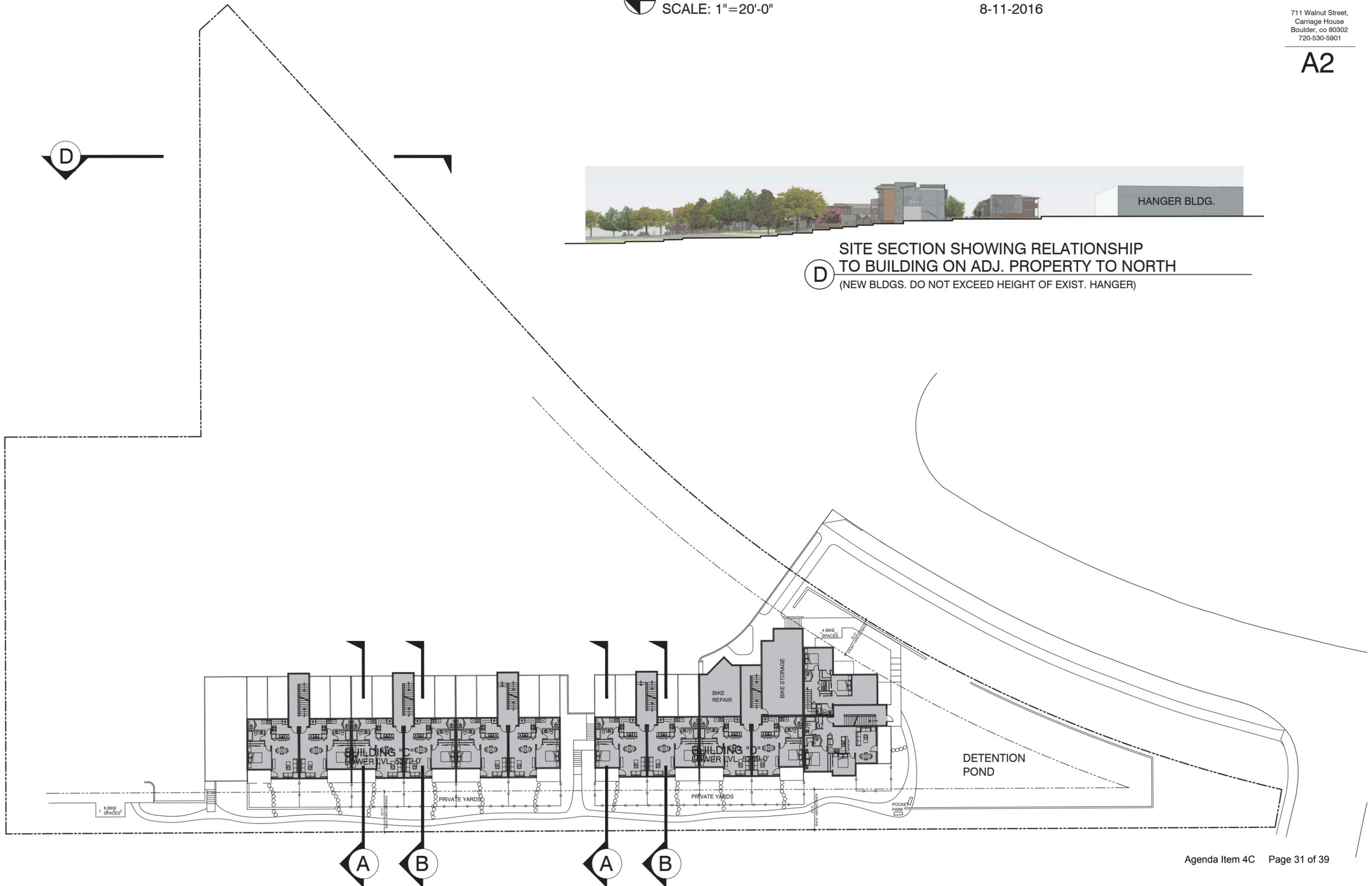


SCALE: 1"=20'-0"

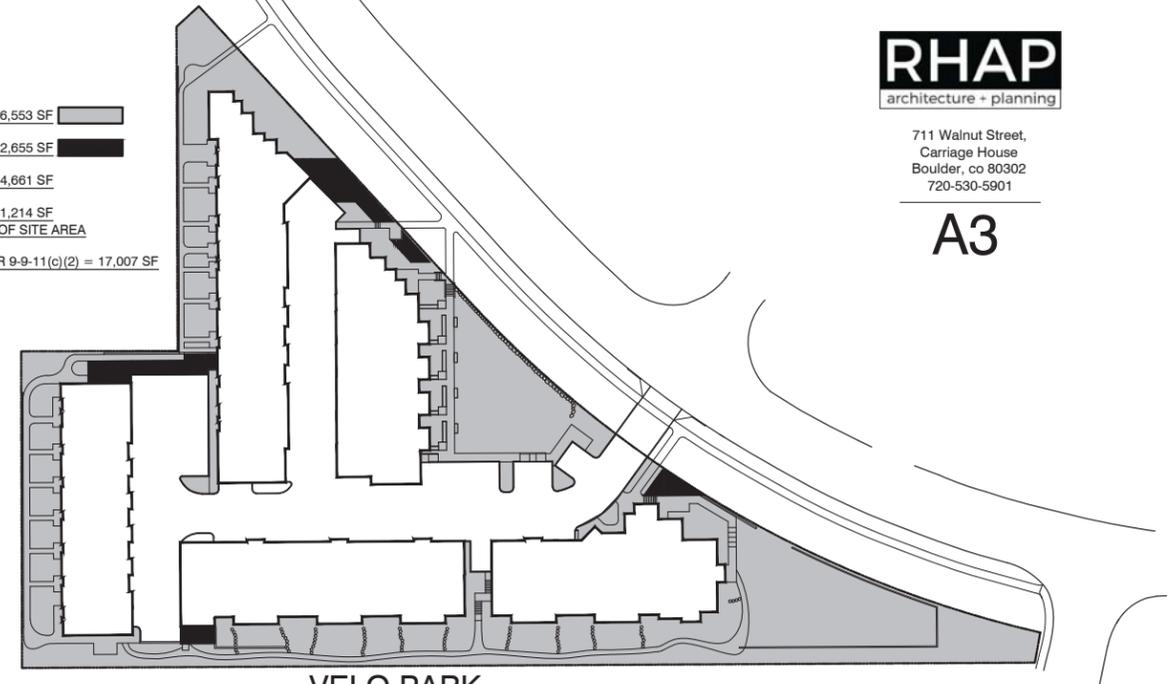
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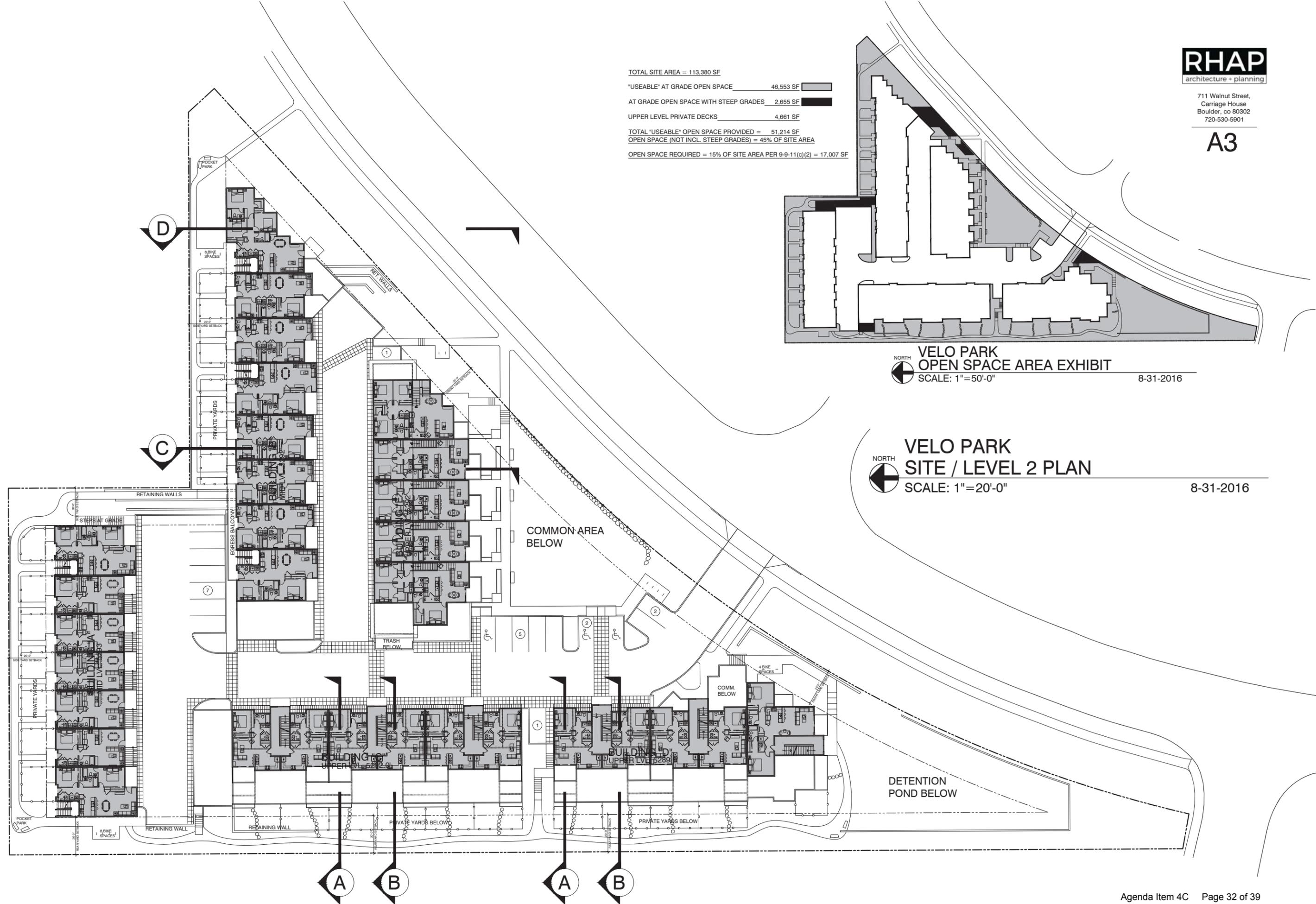
D SITE SECTION SHOWING RELATIONSHIP
TO BUILDING ON ADJ. PROPERTY TO NORTH
(NEW BLDGS. DO NOT EXCEED HEIGHT OF EXIST. HANGER)



TOTAL SITE AREA = 113,380 SF
 "USEABLE" AT GRADE OPEN SPACE 46,553 SF
 AT GRADE OPEN SPACE WITH STEEP GRADES 2,655 SF
 UPPER LEVEL PRIVATE DECKS 4,661 SF
 TOTAL "USEABLE" OPEN SPACE PROVIDED = 51,214 SF
 OPEN SPACE (NOT INCL. STEEP GRADES) = 45% OF SITE AREA
 OPEN SPACE REQUIRED = 15% OF SITE AREA PER 9-9-11(c)(2) = 17,007 SF



**VELO PARK
OPEN SPACE AREA EXHIBIT**
 NORTH
 SCALE: 1" = 50'-0"
 8-31-2016



**VELO PARK
SITE / LEVEL 2 PLAN**
 NORTH
 SCALE: 1" = 20'-0"
 8-31-2016

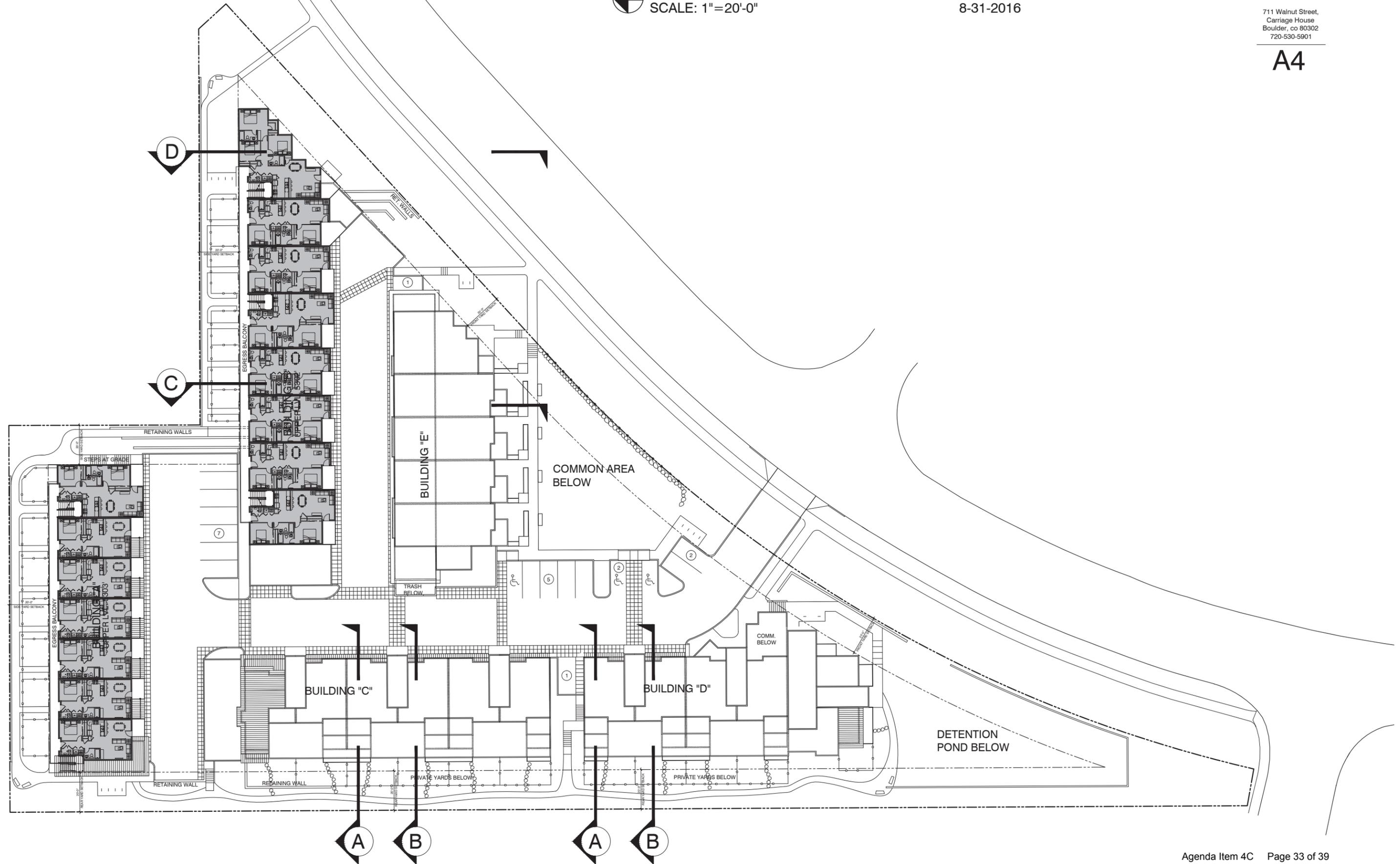
NORTH
VELO PARK
SITE / LEVEL 3 PLAN
SCALE: 1"=20'-0"

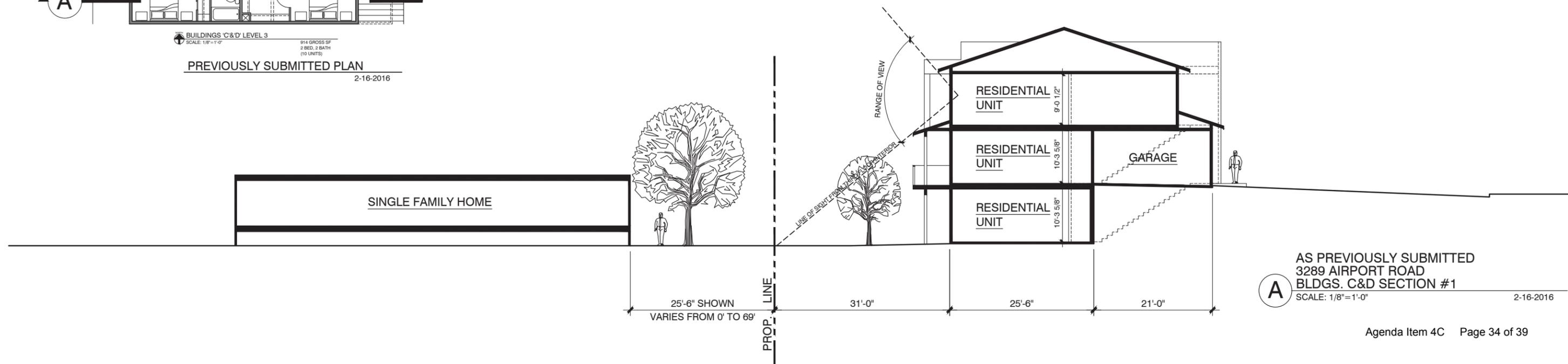
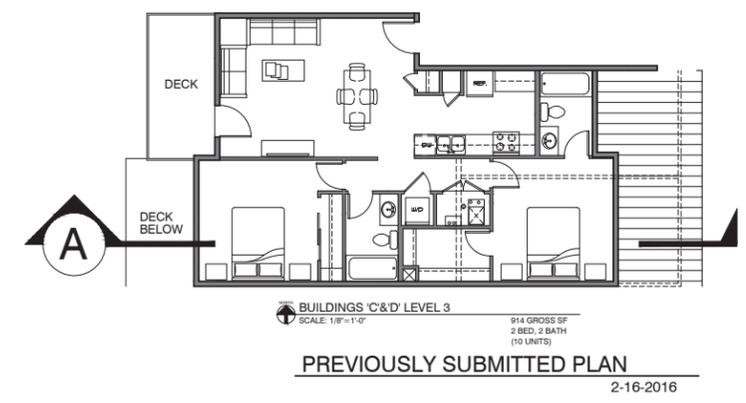
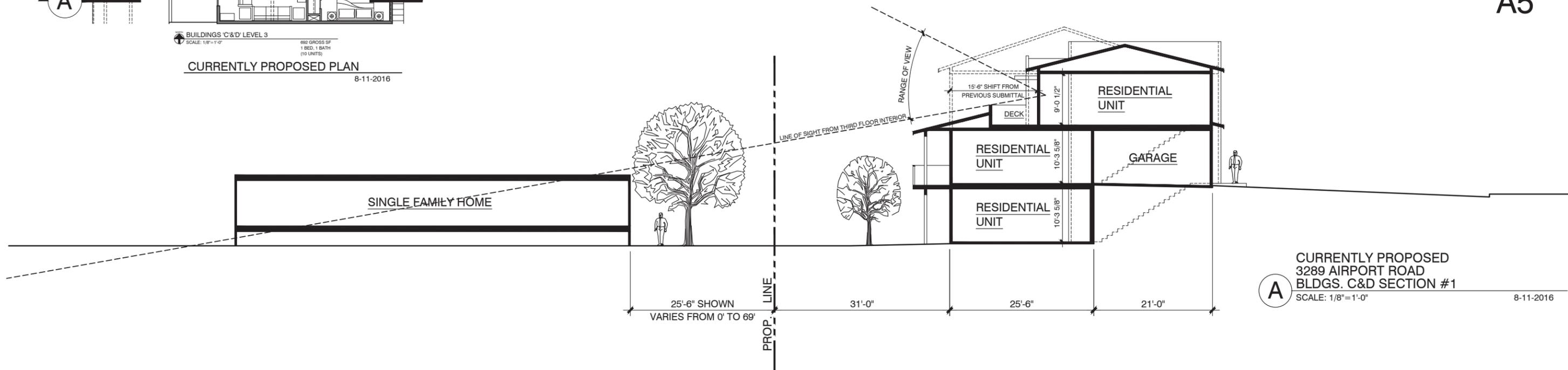
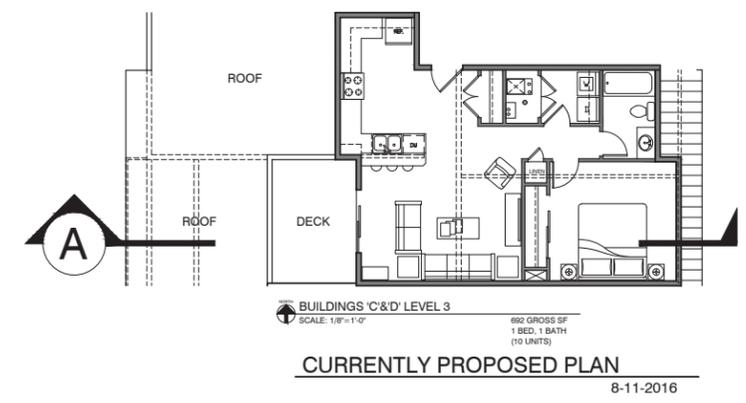
8-31-2016

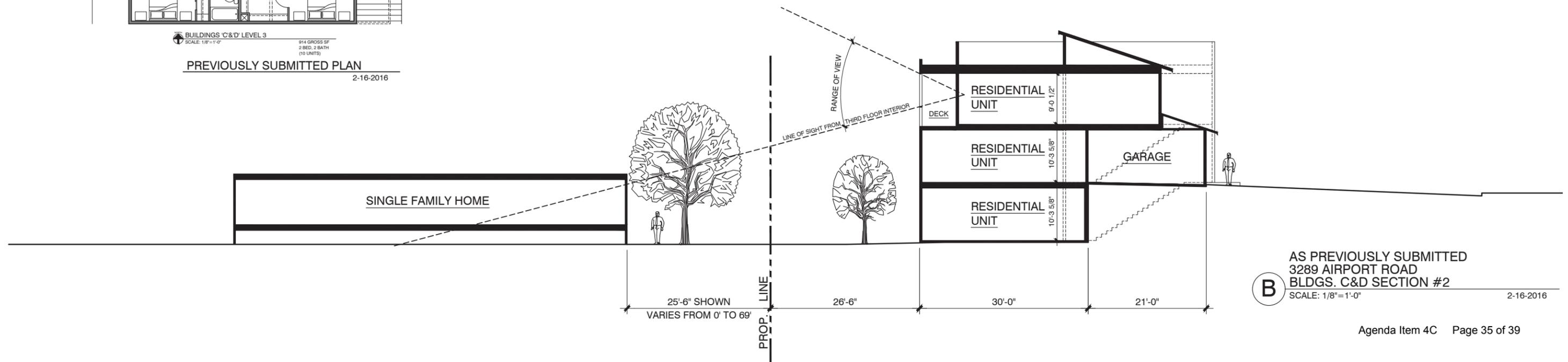
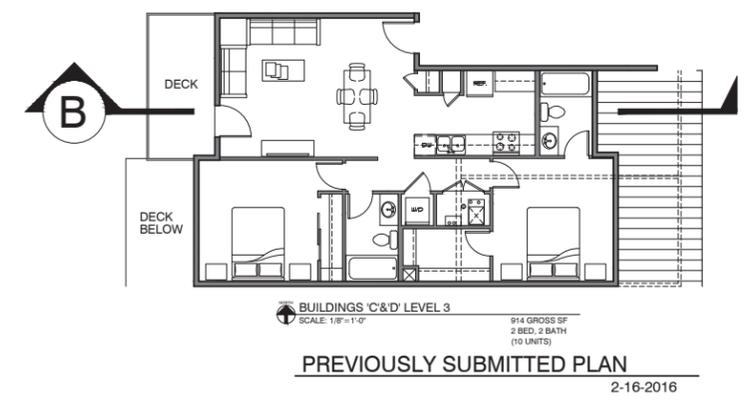
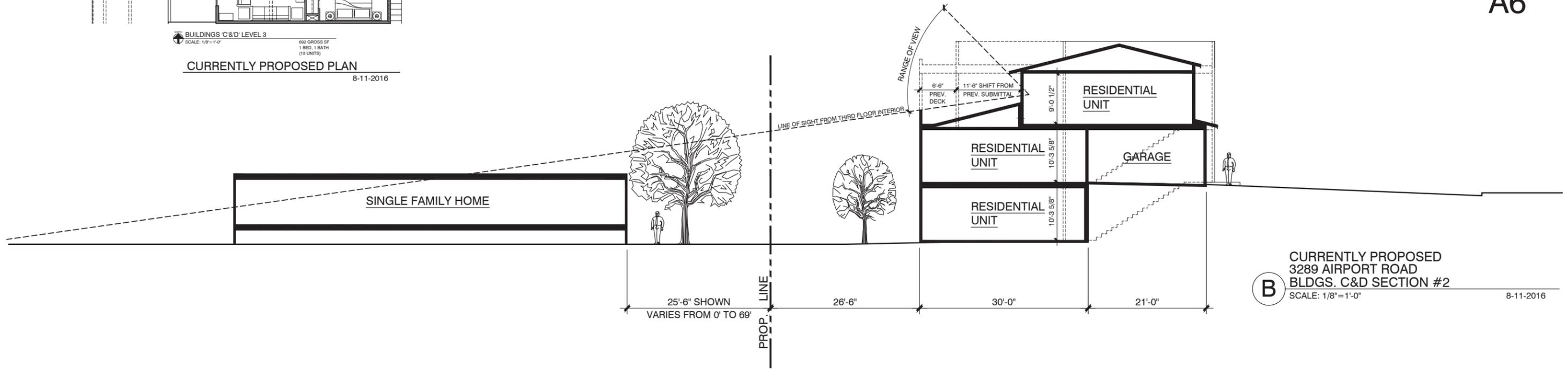
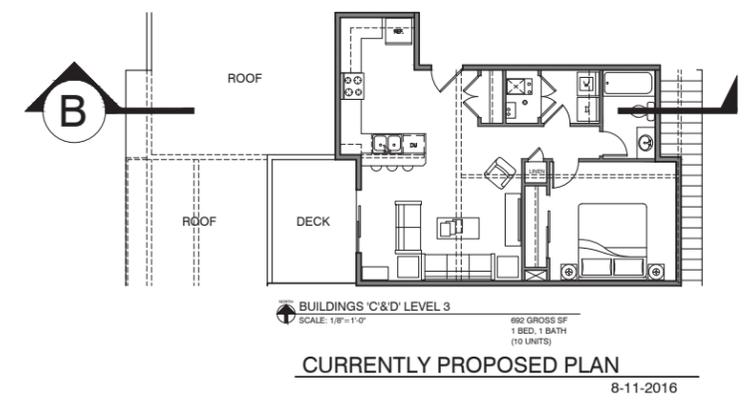
RHAP
architecture + planning

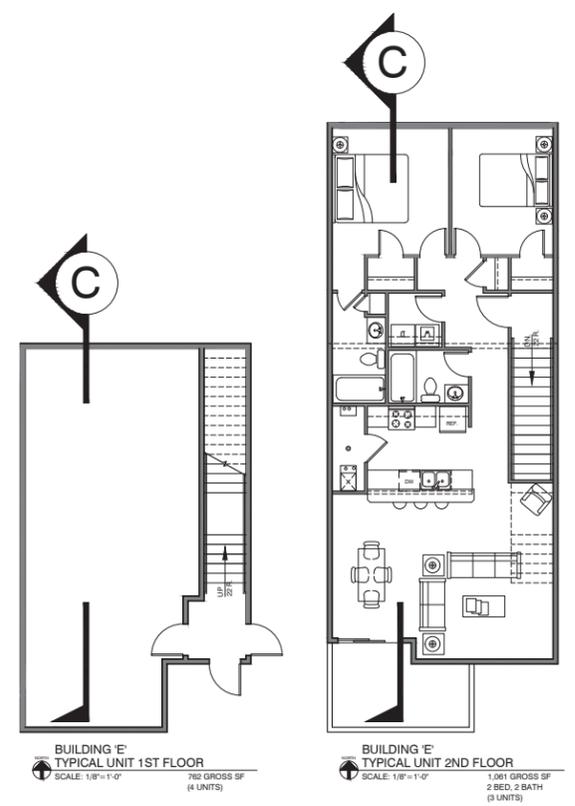
711 Walnut Street,
Carriage House
Boulder, CO 80302
720-530-5901

A4

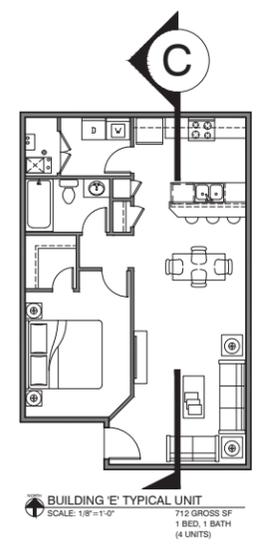
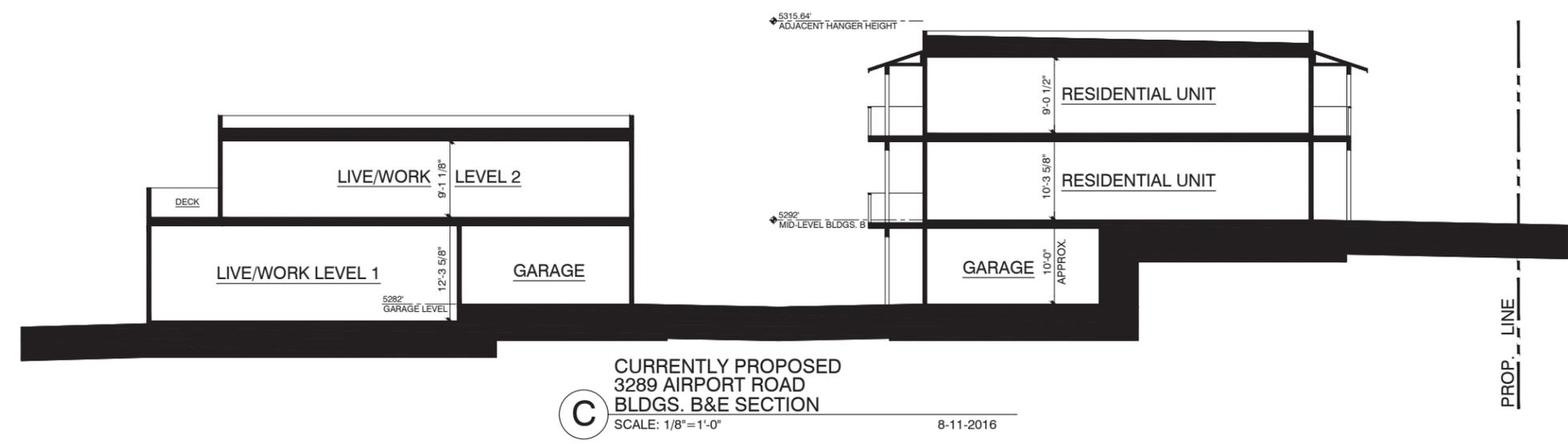




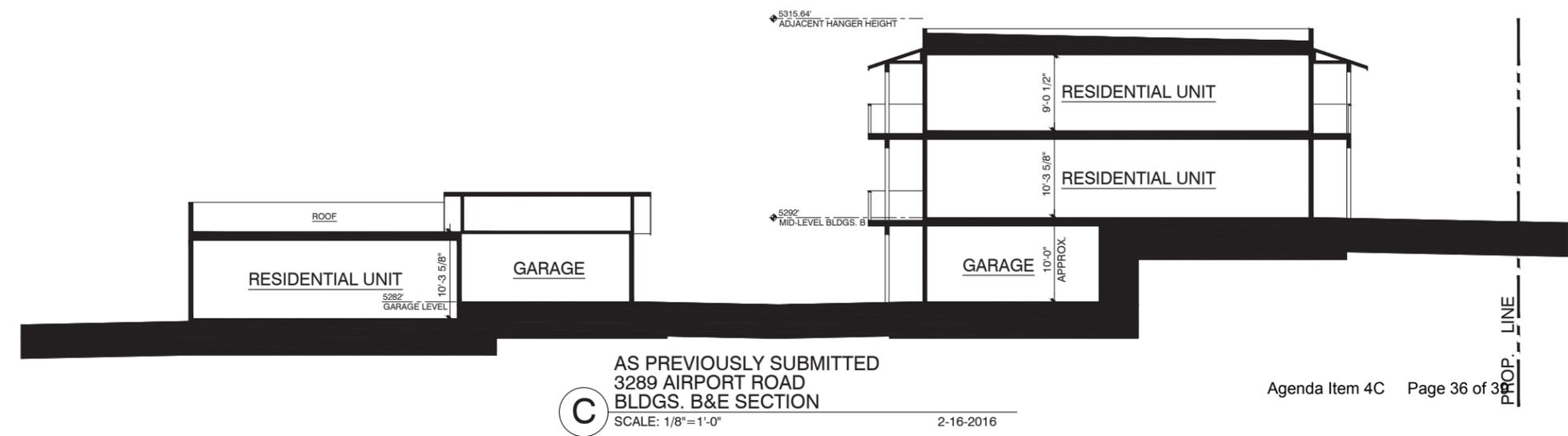


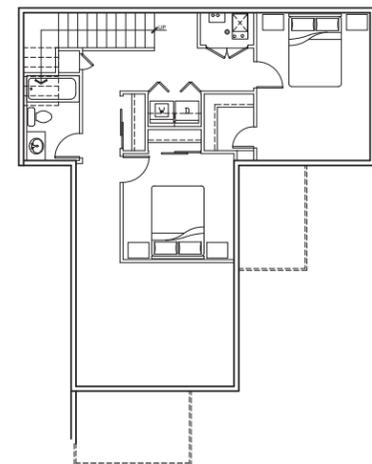


CURRENTLY PROPOSED PLAN
8-11-2016

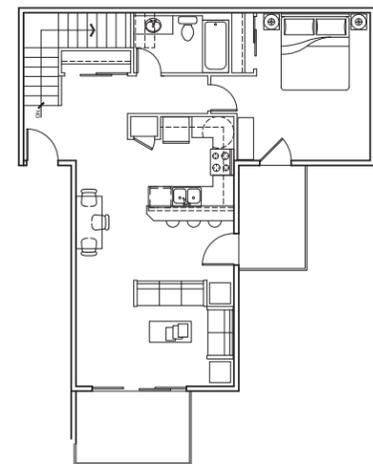


PREVIOUSLY SUBMITTED PLAN
2-16-2016

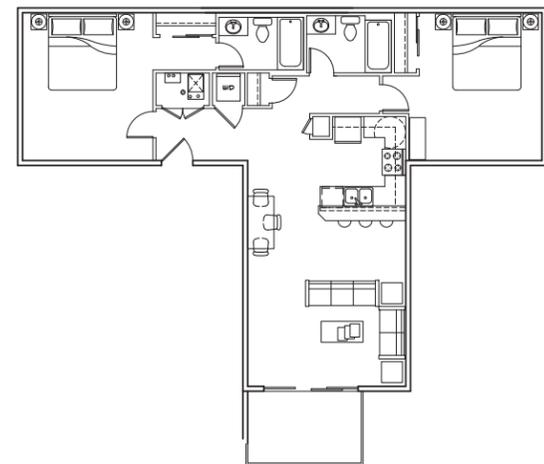




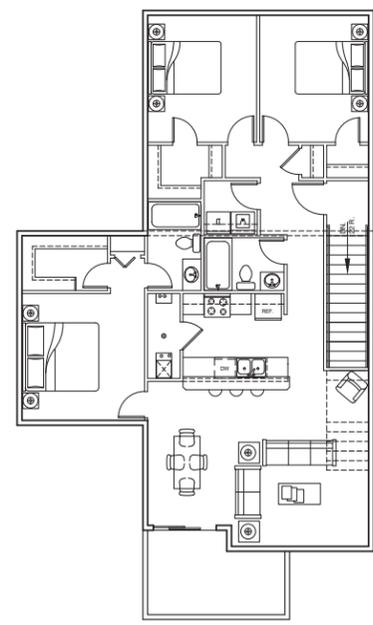
LOWER LEVEL
BUILDING D' SOUTHEAST UNIT
SCALE: 1/8"=1'-0"



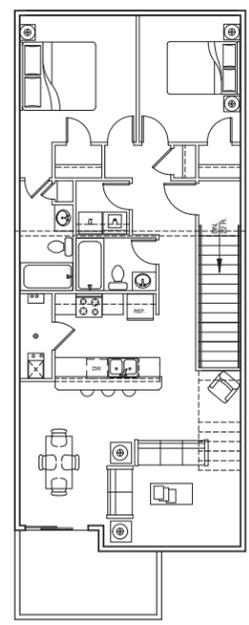
UPPER LEVEL
BUILDING D' SOUTHEAST UNIT
SCALE: 1/8"=1'-0"
1,647 GROSS SF
3 BED, 2 BATH
(1 UNIT)



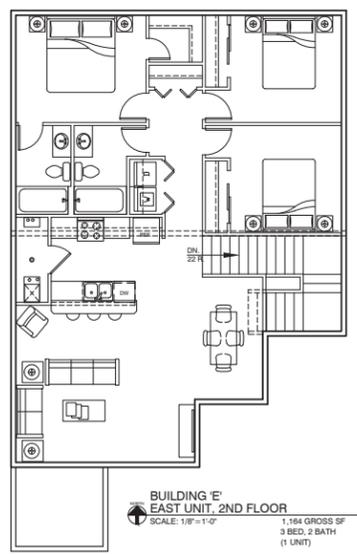
BUILDING D' LEVEL 3 SOUTH UNIT
SCALE: 1/8"=1'-0"
1,102 GROSS SF
2 BED, 2 BATH
(1 UNIT)



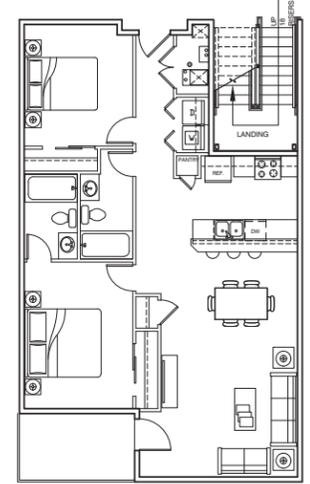
BUILDING E'
2ND FLOOR, WEST UNIT
SCALE: 1/8"=1'-0"
1,283 GROSS SF
3 BED, 2 BATH
(1 UNIT)



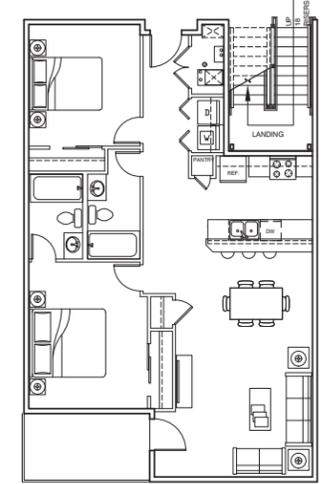
BUILDING E'
TYPICAL UNIT 2ND FLOOR
SCALE: 1/8"=1'-0"
1,061 GROSS SF
2 BED, 2 BATH
(3 UNITS)



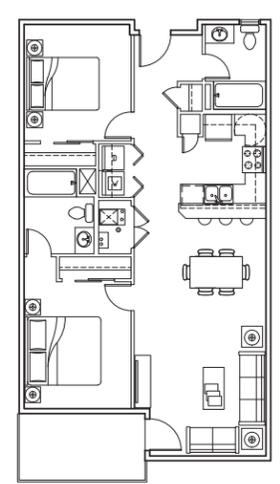
BUILDING E'
EAST UNIT, 2ND FLOOR
SCALE: 1/8"=1'-0"
1,164 GROSS SF
3 BED, 2 BATH
(1 UNIT)



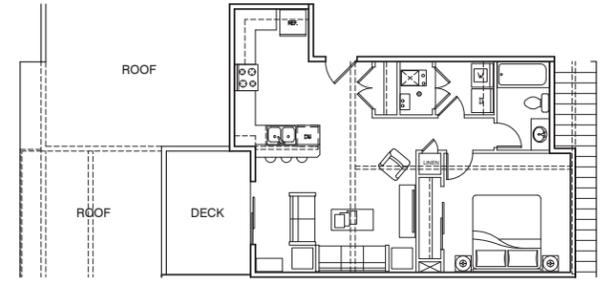
BUILDING A' LEVELS 2&3 2BED AT STAIRS
SCALE: 1/8"=1'-0"
1,005 GROSS SF
2 BED, 2 BATH
(3 UNITS)



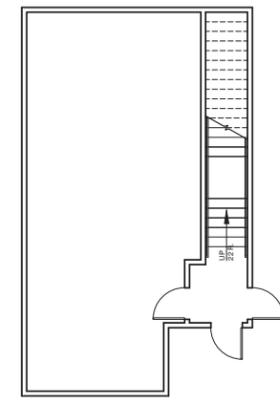
BUILDING B' LEVELS 2&3 2BED AT STAIRS
SCALE: 1/8"=1'-0"
1,043 GROSS SF
2 BED, 2 BATH
(4 UNITS)



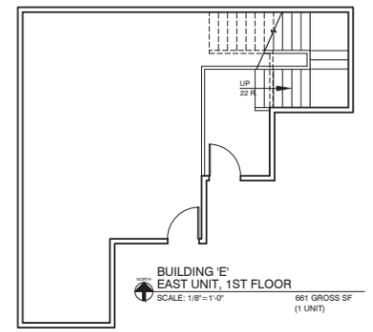
BUILDING B' LEVELS 2&3 2BED
SCALE: 1/8"=1'-0"
948 GROSS SF
2 BED, 2 BATH
(10 UNITS)



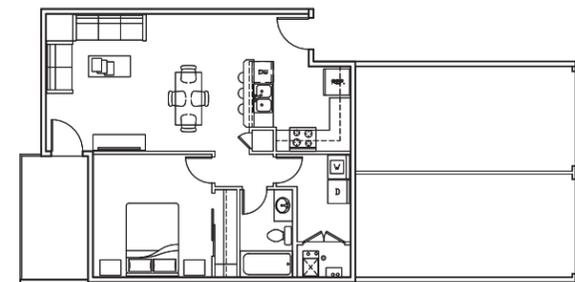
BUILDINGS C&D' LEVEL 3
SCALE: 1/8"=1'-0"
892 GROSS SF
1 BED, 1 BATH
(10 UNITS)



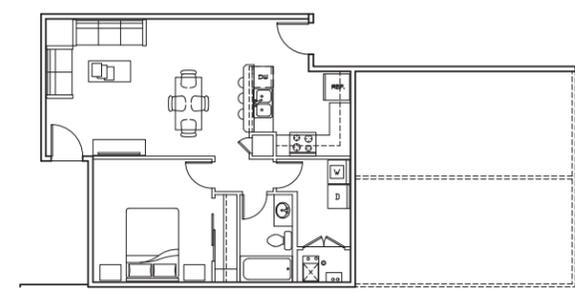
BUILDING E'
TYPICAL UNIT 1ST FLOOR
SCALE: 1/8"=1'-0"
762 GROSS SF
(4 UNITS)



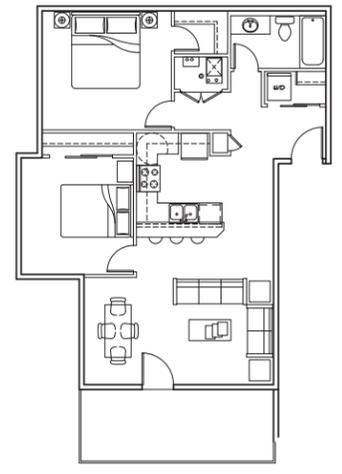
BUILDING E'
EAST UNIT, 1ST FLOOR
SCALE: 1/8"=1'-0"
861 GROSS SF
(1 UNIT)



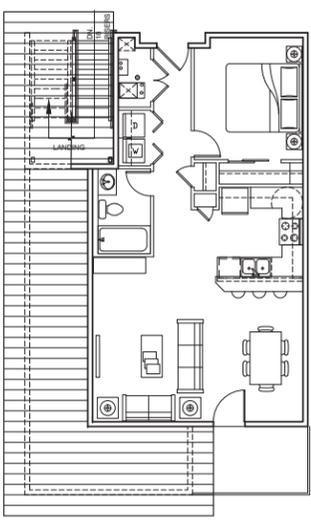
BUILDINGS C&D' LEVEL 2
SCALE: 1/8"=1'-0"
706 GROSS SF
1 BED, 1 BATH
(10 UNITS)



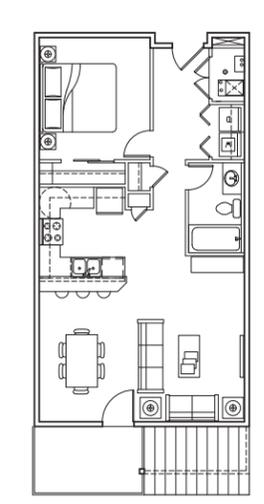
BUILDINGS C&D' LEVEL 1
SCALE: 1/8"=1'-0"
706 GROSS SF
1 BED, 1 BATH
(10 UNITS)



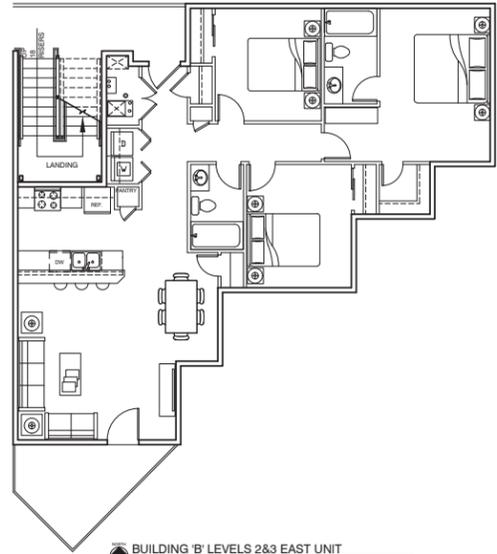
BUILDING D' LEVELS 1&2 SOUTHWEST UNIT
SCALE: 1/8"=1'-0"
897 GROSS SF
2 BED, 1 BATH
(2 UNITS)



BUILDING A' LEVEL 3 WEST UNIT
SCALE: 1/8"=1'-0"
751 GROSS SF
1 BED, 1 BATH
(1 UNIT)



BUILDING A' LEVELS 2&3 1BED
SCALE: 1/8"=1'-0"
794 GROSS SF
1 BED, 1 BATH
(10 UNITS)



BUILDING B' LEVELS 2&3 EAST UNIT
SCALE: 1/8"=1'-0"
1,219 GROSS SF
3 BED, 2 BATH
(2 UNITS)

VELO PARK, UNIT PLANS



COMMON AREA FROM SOUTHEAST



BUILDING 'D' FROM ENTRY DRIVE



VIEW FROM SOUTH



SOUTHWEST CORNER OF BUILDING 'D'



VIEW FROM SOUTHEAST



VIEW FROM COMMON AREA LOOKING NORTH



BUILDING 'C' FROM NORTHWEST



BUILDING 'D' FROM SOUTHWEST