

CITY OF BOULDER
PLANNING BOARD AGENDA ITEM
MEETING DATE: May 12, 2016

AGENDA TITLE: Public hearing and consideration of a Non-Conforming Use Review application, case no. LUR2016-00014 and simple Site Review, case no. LUR2016-00025 for expansion of the Quality Inn Boulder Creek/Basecamp Motel and 33 percent parking reduction with 43 existing parking spaces where 60 are required. The site is located at 2020 Arapahoe Ave. Because this is an existing non-residential use within a residential zoning district (Residential – High 1), the use is considered non-conforming. The applicant requests to expand the exterior patio from 159 square feet to 346 square feet, and convert existing floor area to increase the room count from 47 to 50 rooms that includes the addition of one fully compliant Americans with Disabilities Association (ADA) room. The applicant is requesting Vested Rights per Land Use Code section 9-2-7(b)(1), B.R.C. 1981.

Applicant: Christian Stroebel
Owner: Boulder Motel Group, LLC

REQUESTING DEPARTMENT:

Planning, Housing + Sustainability

David Driskell, Executive Director

Susan Richstone, Deputy Director

Charles Ferro, Development Land Use Review Manager

Elaine McLaughlin, Senior Planner

OBJECTIVE:

1. Hear Staff and Applicant presentations
2. Hold Public Hearing
3. Planning Board discussion
4. Planning Board action to approve, approve with conditions, or deny

Proposal: Request for approval of three motel rooms within existing floor area, expanded deck space and documentation of an existing parking reduction.

Project Name: Quality Inn Boulder Creek/Basecamp Motel

Location: 2020 Arapahoe Avenue

Size of Tract: 33,867 square feet (0.78-acres)

Zoning: Residential – High 1 (RH-1)

Comprehensive Plan: High Density Residential

BACKGROUND:

The project site is located on Arapahoe Avenue near 20th Street within the RH-1 zoning district, which is defined in section 9-5-2(c)(1)(D) of the land use code as “high density residential areas primarily used for a variety of types of attached residential units, including without limitation, apartment buildings, and where complementary uses may be allowed.” The zoning map is provided in **Figure 2**. To the west is a small Snarf Burger Restaurant and to the east is Listen Up Sound Systems retail store; across Arapahoe Avenue is residential. Further to the east is Naropa University and further to the west is Boulder Stained Glass Studio and Rocky Mountain Anglers Fly Fishing retail store. To the north is a mix of residential that includes single family, duplex, triplex and larger multi-family. To the south is University of Colorado Married Student Housing apartments.

The property has operated as a motel use since 1971. City records indicate that there were as many as 48 motel rooms, although the most recent records indicate a maximum permitted of 47 rooms. In the early 1980s, the existing residence on the property was converted to the motel lobby with conference rooms above. The applicant has indicated that when they recently purchased the motel, it had operated for a number of years with 49 rooms. The applicant would like to officially “add add a fully compliant ADA room where a maintenance room exists,” but in line with other motel rooms.

In analyzing the Non-Conforming Use Review, it was found that the applicant also requires application for a Site Review to permit a parking reduction greater than 25 percent per the land use code section 9-2-14, B.R.C. 1981. In this case, 60 spaces required where 43 exist (are proposed) equivalent to a 28 percent parking reduction. Refer to Key Issue 2. The existing buildings are seen in photos in **Figures 3, 4, and 5** on the following page. The site also has non-standard side and rear yard setbacks that would not change with the proposal.

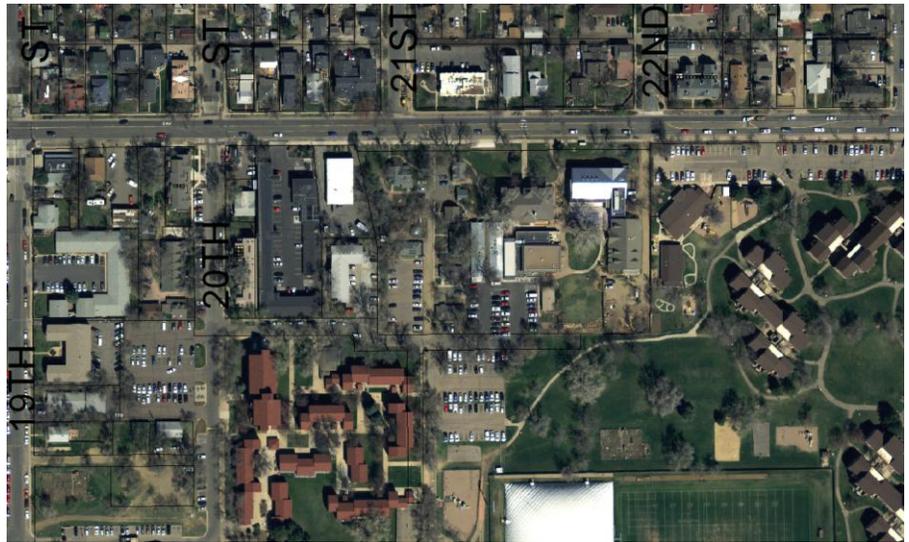


Figure 1: Location of Site



Figure 2: Zoning of Site and Surroundings



Figure 3: Photo of Existing Building Looking South



Figure 4: Photo of Existing Building with Context Looking



Figure 5: Photo of Existing Building with Context Looking

PROPOSED PROJECT:

The applicant is requesting approval of a total of 50 motel rooms where 48 exist today, and where 47 were formally permitted. While there are no plans to expand the floor area of the motel, converting the existing maintenance room and the conference rooms in the residential building is considered expansion of a Non-Conforming Use through Use Review. There is also a related Site Review for the request for a 28 percent parking reduction. The applicant plans several site improvements including building a deck space of 346 square feet where an existing 159 square foot patio is located, also considered expansion of the non-conforming use as well as a “restaurant with an outdoor dining area of 300 square feet or greater within 500 feet of a residential area.” Refer to project plans within [Attachment C](#).

Parking Reduction. The applicant is proposing to maintain an existing parking reduction on the site that would decrease slightly due to the remodel of several existing spaces into three motel rooms. Under the Land Use Code (9-9-6, B.R.C. 1981) parking for motels, hotels and bed and breakfasts require one space per guest room or unit, plus spaces required for nonresidential uses at one space per 300 square feet of floor area. Existing today is an area totaling 4,426 square feet. With the planned remodel, the applicant intends to convert two small conference spaces and a maintenance room (non-residential use floor area) to rooms, thus reducing the floor area of the non-residential uses and the parking demand. The applicant is then proposing to add two parking spaces where the trash/recycling are now are located, moving the trash recycling to a more efficient space behind the building, and therefore the parking reduction is lowered. The existing and proposed parking is summarized in Table 1 below.

**Table 1:
Existing and Proposed Parking**

	Hotel Rooms (1 sp. per room)	Floor Area of Non-Residential Uses (1 sp. per 300 sf.)	Required Parking Spaces	Existing or Proposed Parking Spaces	Percentage
Existing Motel	47	4,426 sf = 14 sp	61 spaces	41 spaces	33 percent
Proposed Remodel	50	3046 sf = 10 sp	60 spaces	43 spaces	28 percent

REVIEW PROCESS:

Because the existing motel is considered a nonconforming use, the development proposal is considered an expansion of a nonconforming use as defined in chapter 9-16, “Definitions,” B.R.C. 1981.

“Expansion of nonconforming use” means any change or modification to a nonconforming use that constitutes:

- (1) *An increase in the occupancy, floor area, required parking, traffic generation, outdoor storage, or visual, noise, or air pollution;*
- (2) *Any change in the operational characteristics which may increase the impacts or create adverse impacts to the surrounding area including, without limitation, the hours of operation, noise, or the number of employees;*
- (3) *The addition of bedrooms to a dwelling unit, except a single-family detached dwelling unit; or*
- (4) *The addition of one or more dwelling units.”*

In this case, the operational characteristics of the motel use and the increase in occupancy is considered the expansion of the non-conforming use. Pursuant to the Land Use Code [section 9-10-3\(c\)\(2\)](#), “Standards for Changes to Nonstandard Buildings, Structures and Lots, and Nonconforming Uses,” B.R.C. 1981, applications for Nonconforming Use Review are reviewed for consistency with the criteria set forth in Land Use Code [subsection 9-](#)

[2-15\(e\) and \(f\)](#), B.R.C. 1981. Generally, the Nonconforming Use Review criteria are focused on decreasing the level of nonconformity of the site, minimizing adverse impacts to surrounding properties, maintaining consistency surrounding uses as well as area character or improving the appearance of the property. There is an existing home on the property that was built in 1900. During the motel remodel in the early 1980s the existing home was altered and connected to the motel. Given the limited extent of the changes to the proposed motel, there is no requirement to apply to landmark the motel site or home.

ANALYSIS OF NON CONFORMING USE REVIEW:

Overall, the project was found to be consistent with the criteria for Use Review set forth in [subsections 9-2-15\(e\) and \(f\)](#), B.R.C. 1981.

(e) “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 project site is zoned Residential - High 1 (RH-1), which is defined as,

“high density residential areas primarily used for a variety of types of attached residential units, including without limitation, apartment buildings, and where complementary uses may be allowed” [section 9-5-2\(c\)\(1\)\(D\)](#), B.R.C. 1981.

The motel is considered a nonconforming use as motel/hotel uses are no longer permitted in the zoning district. The buildings are considered nonstandard because they don't meet the minimum side and rear setback standards: the required side yard setback is 0 or 5', where the existing west side yard setback is 4.3 feet. Similarly, the required rear yard setback is 15 feet where the existing non-standard setback is 4.3 feet. Refer to the analysis under the Use Review Non-Conforming Use Review criterion analysis of (f)(3)(B) below. The property is also considered non-conforming as to parking. However, the related and concurrent Site Review application documents the existing condition and the parking reduction.

- ✓ (2) **Rationale:** The use either:

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

N/A (B) Provides a compatible transition between higher intensity and lower intensity 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

✓ (D) Is an existing legal nonconforming use or a change thereto that is permitted under subsection (f) of this section;

The property is a legal nonconforming use that was established in the 1970s. The site is also nonconforming as to parking and the buildings are nonstandard as to setbacks.

- ✓ (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 "expansion" of the non-conforming use is considered to be compatible with the surrounding area. The properties in the immediate vicinity are varied in use with a number of non-residential uses established adjacent to the site over the years. To the west is a small Snarf Burger Restaurant and to the east is Listen Up Sound Systems retail store; across Arapahoe Avenue is residential. Further to the east is Naropa University and further to the west is Boulder Stained Glass Studio and Rocky Mountain Anglers Fly Fishing retail store. To the north is a mix of residential that includes single family, duplex, triplex and larger multi-family. To the south is University of Colorado Married Student Housing apartments.

Considering the existing variation in use of the area, the proposal to have a maximum of 50 motel rooms where as many as 48 hotel rooms have been permitted, is reasonably compatible with the surrounding properties and will have minimal negative impact on such properties. Staff noted that there have been no direct complaints about parking from hotel guests onto adjacent properties. There are a number of on-street parking spaces that are available at varying times. This is further analyzed within the Site Review Criteria of Key Issue 2.

- ✓ (4) **Infrastructure:** As compared to development permitted under [section 9-6-1](#), "Schedule of Permitted Land Uses," B.R.C. 1981, in the zone, or as compared to the existing level of impact of a nonconforming 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;

The infrastructure required to provide services to the site exist today. No additional infrastructure is required as a result of the proposal.

- ✓ (5) **Character of Area:** The use will not change the predominant character of the surrounding area;

The conversion of existing floor area in the buildings to motel rooms will not change the predominant character of the surrounding area, which is varied with a mix of residential uses, including apartments, duplexes, triplexes and single-family residences along with non-residential uses including retail uses, service uses and Naropa University. Similarly, the neighborhood character is eclectic with varied building sizes, styles and uses: the CU married student housing to the south is comprised of buildings with large footprints as are buildings within the Naropa campus, not unlike the in-line motel rooms on the site.

The conversion of a maintenance room into a motel room, centered within a line of existing motel rooms; and the conversion of conference space into two motel rooms will not change the character of the buildings. Staff finds that the proposal is consistent with the character of the area in terms of use, scale and design.

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, the proposal does not include the conversion of dwelling units.

(f) **“Additional Criteria for Modifications to Nonconforming Uses”:** No application for a change to a nonconforming use shall be granted unless all of the following criteria are met in addition to the criteria set forth above:

✓ (1) **Reasonable Measures Required:** The applicant has undertaken all reasonable measures to reduce or alleviate the effects of the nonconformity upon the surrounding area, including, without limitation, objectionable conditions, glare, adverse visual impacts, noise pollution, air emissions, vehicular traffic, storage of equipment, materials, and refuse, and on-street parking, so that the change will not adversely affect the surrounding area.

The applicant has undertaken several steps to reduce the effects of the non-conforming use (primarily related to the reduced parking) upon the surrounding area. In particular, the applicant is proposing two additional parking spaces than exist today has provided a TDM plan to mitigate potential impacts from an increase in parking from the three rooms planned. Included among the measures to help alleviate additional parking impacts are the following:

- *Guests are encouraged to take alternative transportation from DIA using Green Ride, airport shuttles or RTD bus transit.*
- *Guests that travel in groups are given incentives on the site to arrive in one vehicle*
- *Employees have a bike program incentive and are provided an Ecopass*
- *Employees are also given a B-cycle membership if they use B-cycle for more than 50 percent of their trips to and from work (there is a B-Cycle facility located one block east at Naropa University).*
- *The motel operators have a partnership with Boulder Green Ride that provides a free shuttle service to employees to and from DIA*
- *The applicant provides short and long term bike parking.*

✓ (2) **Reduction in Nonconformity/Improvement of Appearance:** The proposed change or expansion will either reduce the degree of nonconformity of the use or improve the physical appearance of the structure or the site without increasing the degree of nonconformity.

The proposed project includes improvements to the landscaping and the existing patio area to improve the physical appearance of the site and structure. While the existing site has a well-maintained and notable garden presence within the front yard setback along Arapahoe Avenue, as can be seen in the site images of figures 3, 4 & 5, the applicant will augment landscaping by screening parking from Arapahoe Avenue using a planter and trellis on the outdoor staircase. Similarly, the applicant is proposing an amenity deck area adjacent to the motel lobby interior to the site as a gathering space that will improve the appearance of the existing site, as shown below in Figure 6.

Figure 6:

Interior site patio remodel into deck for motel guests' outdoor gathering space (existing above; remodel below)



EXISTING



PROPOSED



Figure 7: Proposed Planter to help Screen Parking Lot

✓ (3) **Compliance With This Title/Exceptions:** The proposed change in use complies with all of the requirements of this title:

n/a (A) **Except for a change of a nonconforming use to another nonconforming use; and**
Not applicable (no change of use).

✓ (B) **Unless a variance to the setback requirements has been granted pursuant to section 9-2-3, "Variances and Interpretations," B.R.C. 1981, or the setback has been varied through the application of the requirements of section 9-2-14, "Site Review," B.R.C. 1981.**

Existing setbacks are non-standard and will not be varied but are documented by this application.

✓ (4) **Cannot Reasonably Be Made Conforming:** The existing building or lot cannot reasonably be utilized or made to conform to the requirements of chapter 9-6, "Use Standards," 9-7, "Form and Bulk Standards," 9-8, "Intensity Standards," or 9-9, "Development Standards," B.R.C. 1981.

The site was fully built out decades ago and to make the site conforming would require removal of existing buildings and a change of use. The parking reduction that is both existing and proposed is non-conforming but through the land use code can only be analyzed through the separate Site Review process.

n/a (5) **No Increase in Floor Area over Ten Percent:** The change or expansion will not result in a cumulative increase in floor area of more than ten percent of the existing floor area.

The floor area will not be increased with this application.

✓ (6) **Approving Authority May Grant Zoning Variances:** The approving authority may grant the variances permitted by subsection 9-2-3(d), B.R.C. 1981, upon finding that the criteria set forth in subsection 9-2-3(h), B.R.C. 1981, have been met.

There are no zoning variances with this application, however, there is a parking reduction analyzed through a parallel Site Review application.

ANALYSIS: SITE REVIEW / PARKING REDUCTION:

Staff finds the application meets the Site Review criteria. **Attachment A** provides the analysis of all of the relevant Site Review criteria. Given the request for a 28 percent parking reduction, findings for the criteria specifically related to the parking reduction are provided as follows.

Additional Criteria for Parking Reductions: The off-street parking requirements of [Section 9-9-6, "Parking Standards," B.R.C. 1981, may be modified as follows:](#)

✓ (i) ***Process: The city manager may grant a parking reduction not to exceed fifty percent of the required parking. The Planning Board or City Council may grant a reduction exceeding fifty percent.***

Because the application is for a non-residential use in a residential zoning district, the approval of the Use Review must be by the Planning Board, therefore, staff is also forwarding a recommendation for the Site Review for the Parking Reduction to the Planning Board as well.

✓ (ii) **Criteria: Upon submission of documentation by the applicant of how the project meets the following criteria, the approving agency may approve proposed modifications to the parking requirements of [Section 9-9-6](#), "Parking Standards," B.R.C. 1981 (see tables 9-1, 9-2, 9-3 and 9-4), if it finds that:**

n/a a. **For residential uses, the probable number of motor vehicles to be owned by occupants of and visitors to dwellings in the project will be adequately accommodated;**

Not Applicable: the application does not include residential uses.

✓ b. **The parking needs of any nonresidential uses will be adequately accommodated through on-street parking or off-street parking;**

The applicant has proposed a Transportation Demand Management Plan (TDM) that provides programs that effectively encourage alternate modes of transportation. Included among the measures to help alleviate additional parking impacts are the following:

- *Guests are encouraged to take alternative transportation from DIA using Green Ride, airport shuttles or RTD bus transit.*
- *Guests that travel in groups are given incentives on the site to arrive in one vehicle*
- *Employees have a bike program incentive and are provided an Ecopass*
- *Employees are also given a B-cycle membership if they use B-cycle for more than 50 percent of their trips to and from work (there is a B-cycle station approximately 250 feet to the east at Naropa University.*
- *The motel operators have a partnership with Boulder Green Ride that provides a free shuttle service to employees to and from DIA*
- *The applicant provides short and long term bike parking.*
- *In addition, there is a condition of approval for EcoPasses for all employees.*

Off-Street Parking. *The applicant also provided a parking study (found in [Attachment C](#)) that indicates the varying periods of parking demand for the hotel. The applicant indicates that out of the 365 days of the year, 100 percent occupancy occurs approximately 61 days per year or 17 percent of the time. In addition, the parking study describes parking demand for the motel as differing from that of a full-service hotel where other amenities such as restaurants, cocktail lounges, meeting/banquet/convention space generates additional demand for parking. The parking study also notes that employee parking peaks during the day when guest parking is at its lowest level and hotel guest parking peaks in the late evening and early morning when employee parking is at its lowest level.*

*While anecdotal, staff also evaluated aerial photos both the City's GIS data and Google Earth taken during different years and seasons, shown in **Figure 8**, that indicates that the parking doesn't appear to be fully occupied in any of the random aerial photos.*

On-Street Parking. While there are no on-street parking spaces on Arapahoe Avenue, it is important to note that within one- to two-blocks of the site, there are approximately 52 on-street parking spaces on the streets surrounding the site. There are 31 parking spaces on 20th Street from Marine Street to the alley north of Arapahoe Avenue. There are another 11 parking spaces on Marine Street behind the hotel. It is important to note that the number of on-street parking spaces north of Arapahoe Avenue are far fewer than those that are south of Arapahoe Avenue as there are just 10 spaces on 20th and 21st Street combined within a ½ block of the motel. Neighbors have articulated concerns that on-street parking spaces may be over-occupied. Staff noted that the peak demand for these on-street spaces appears to be highest when Naropa University, Boulder High School and CU are in session during the day. The daytime use would differ from the evening use when the motel's parking demand is the highest, assuming there is overflow from the motel, which appears to be only 16 percent of the time.



Figure 8: Comparison of Aerial Photos of the Parking Lot over time

It is also important to note that given the central location of the site, there are a number of services, restaurants, and retail in close, walkable proximity to the site including restaurants and retail establishments. The location of the site, along with the available transit and provision of Eco-Passes for employees reduces the demand for parking. Therefore, the request for the parking reduction meets the review criteria.

n/a c. **A mix of residential with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;**

Not applicable, not a mix of residential or office/retail

n/a d. **If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; and**

Not applicable, not a mix of residential or office/retail

e. **If the number of off-street parking spaces is reduced because of the nature of the occupancy, the applicant provides assurances that the nature of the occupancy will not change.**

Through both the Use Review and the Site Review applications, the applicant has affirmed a total of 50 rooms maximum to be provided on the site. A condition of approval requires that any changes to the use – including occupancy – will require a new Use Review approval and, potentially a new Site Review to document any changes to the parking reduction.

IV. PUBLIC NOTIFICATION AND COMMENT

Required public notice was given in the form of written notification mailed to all property owners within 600 feet of the subject site including the Goss Grove Neighborhood Association, and a sign posted on the property for at least 10 days. All notice requirements of section 9-4-3, B.R.C. 1981 have been met. Staff received comments from several nearby property owners and the Goss Grove Neighborhood Association expressing concerns about the requested parking reduction and traffic impacts given existing on-street parking challenges. The applicant also hosted a Good Neighbor Meeting to present the plans and the TDM data to neighbors. However, there was just one neighbor attendee who indicated support for the application. Please refer to [Attachment B](#), *Neighborhood Correspondence Received*, for comments received.

V. STAFF RECOMMENDATION

Staff also recommends that the **Planning Board approve the Site Review application LUR2016-00025 and Use Review application LUR2016-00014 adopting the staff memorandum as findings of fact and subject to the recommended conditions of approval.**

1. The Applicant shall ensure that the **development shall be in compliance with all plans prepared by the Applicant** on May 4, 2016 and the Transportation Demand Management (“TDM”) Plan dated March 18, 2016 on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.
2. At the time of **building permit application** the applicant shall provide a detail for an electric vehicle charging station on the project plans.
3. Prior to issuance of a building permit, the Applicant shall submit a **financial guarantee**, in a form acceptable to the Director of Public Works, in an amount equal to \$3,807 for the cost of providing eco-passes to the employees of the development for three years after the issuance of a certificate of occupancy.
4. The Applicant **shall not expand or modify the approved use**, except pursuant to subsection 9-2-15(h), B.R.C. 1981.

Approved By:



David Driskell, Executive Director
Department of Community Planning and Sustainability

ATTACHMENTS:

- A:** [Staff's Analysis of the Site Review Criteria](#)
- B:** [Neighborhood Correspondence Received](#)
- C:** [Applicant Plans, Written Statement, Parking Study and TDM](#)

CRITERIA FOR REVIEW

No site review application shall be approved unless the approving agency finds that:

(1) Boulder Valley Comprehensive Plan:

√ (A) The proposed site plan is consistent with the land use map and the service area map and, on balance, the policies of the Boulder Valley Comprehensive Plan.

The site is located within the BVCP land use of High Density Residential defined as follows:

“High density (more than 14 units per acre). It is assumed that variations of the density on a small area basis may occur within a particular classification, but an average density will be maintained for that classification.”

The policies of the BVCP also encourage a compact form of development and promote higher density development along multi-modal corridors as is Arapahoe Avenue. Policies within the BVCP also encourage infill redevelopment and a mix of complementary land uses as exists today with the site and surroundings.

n/a (B) The proposed development shall not exceed the maximum density associated with the Boulder Valley Comprehensive Plan residential land use designation. Additionally, if the density of existing residential development within a three-hundred-foot area surrounding the site is at or exceeds the density permitted in the Boulder Valley Comprehensive Plan, then the maximum density permitted on the site shall not exceed the lesser of:

n/a (i) The density permitted in the Boulder Valley Comprehensive Plan, or,

n/a (ii) The maximum number of units that could be placed on the site without waiving or varying any of the requirements of [chapter 9-8](#), "Intensity Standards," B.R.C. 1981.

The non-conforming motel use is located within the High Density Residential 1 land use.

√ (C) The proposed development's success in meeting the broad range of BVCP policies considers the economic feasibility of implementation techniques require to meet other site review criteria.

The proposed expansion of the non-conforming use that results in an on-going parking reduction on the site will include improvements to the site such as a new deck amenity and planters to screen parking. The economic feasibility of these enhancements will help to maintain value and aesthetics over time, in keeping with other site review criteria and BVCP policies.

(2) Site Design: Projects should preserve and enhance the community's unique sense of place through creative design that respects historic character, relationship to the natural environment, multi-modal transportation connectivity and its physical setting. Projects should utilize site design techniques which are consistent with the purpose of site review in subsection (a) of this section and enhance the quality of the project. In determining whether this subsection is met, the approving agency will consider the following factors:

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

√ (i) Useable open space is arranged to be accessible and functional and incorporates quality landscaping, a mixture of sun and shade and places to gather;

The applicant is providing a new deck area that will enhance the open space amenities for the guests. The deck area will have shade at varying times of the day.

n/a (ii) Private open space is provided for each detached residential unit;

Not Applicable, no residential units.

√ (iii) The project provides for the preservation of or mitigation of adverse impacts to natural features, including, without limitation, healthy long-lived trees, significant plant communities, ground and surface water, wetlands, riparian areas, drainage areas and species on the federal Endangered Species List, "Species of Special Concern in Boulder County" designated by Boulder County, or prairie dogs (*Cynomys ludovicianus*), which is a species of local concern, and their habitat;

There are no known special status plant or animal species on the project site, it's a developed site. There is an existing long-lived Catalpa tree in the front yard setback that the applicant is retaining on the site.

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

The site is an existing non-conforming motel use. There is limited open space with the exception of the proposed amenity deck planned within the site as a part of the motel improvements. There is an existing well-landscaped garden area within the front yard setback and right of way adjacent to Arapahoe Avenue which will remain.

n/a (v) Open space designed for active recreational purposes is of a size that it will be functionally useable and located in a safe and convenient proximity to the uses to which it is meant to serve;

The site is an existing non-conforming motel use. There is limited open space with the exception of the proposed amenity deck planned within the site as a part of the motel improvements.

~~n/a~~ (vi) The open space provides a buffer to protect sensitive environmental features and natural areas;

There are no known sensitive environmental features within the site except the long-lived Catalpa tree which will be protected.

and

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

Arapahoe Avenue has been part of the urban fabric of Boulder for decades. The site is served Arapahoe Avenue right-of-way that includes an existing sidewalk that connects to the city-wide walkway system.

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

Not applicable, not a mixed use development

n/a (i) The open space provides for a balance of private and shared areas for the residential uses and common open space that is available for use by both the residential and non-residential uses that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property;

and

√ (ii) The open space provides active areas and passive areas that will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property and are compatible with the surrounding area or an adopted plan for the area.

√ (C) Landscaping

√ (i) **The project provides for aesthetic enhancement and a variety of plant and hard surface materials, and the selection of materials provides for a variety of colors and contrasts and the preservation or use of local native vegetation where appropriate;**

The site is an existing non-conforming motel use. There is limited open space with the exception of the proposed amenity deck planned within the site as a part of the motel improvements. There is an existing well-landscaped garden area within the front yard setback and right of way adjacent to Arapahoe Avenue which will remain.

n/a (ii) **Landscape design attempts to avoid, minimize, or mitigate impacts to important native species, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project;**

There are no know special states plant or animal species within the project site with the exception of the long lived Catalpa tree within the front yard setback that will be retained.

√ (iii) **The project provides significant amounts of plant material sized in excess of the landscaping requirements of [sections 9-9-12](#), "Landscaping and Screening Standards" and [9-9-13](#), "Streetscape Design Standards," B.R.C. 1981;**

Landscape improvements on the site include provision of planters to help screen parking with plants materials in excess of the landscape standards.

√ (iv) **The setbacks, yards, and useable open space along public rights-of-way are landscaped to provide attractive streetscapes, to enhance architectural features, and to contribute to the development of an attractive site plan.**

The site is an existing non-conforming motel use. There is limited open space with the exception of the proposed amenity deck planned within the site as a part of the motel improvements. There is an existing well-landscaped garden area within the front yard setback and right of way adjacent to Arapahoe Avenue which will remain.

√ (D) **Circulation: Circulation, including, without limitation, the transportation system that serves the property, whether public or private and whether constructed by the developer or not:**

√ (i) **High speeds are discouraged or a physical separation between streets and the project is provided;**

The site is an existing non-conforming motel use with a surface parking lot and no through traffic.

√ (ii) **Potential conflicts with vehicles are minimized;**

The site is an existing non-conforming motel use with a surface parking lot and no through traffic.

√ (iii) **Safe and convenient connections are provided that support multi-modal mobility through and between properties, accessible to the public within the project and between the project and the existing and proposed transportation systems, including, without limitation, streets, bikeways, pedestrianways and trails;**

The site is an existing non-conforming motel use with a surface parking lot and no through traffic.

√ (iv) **Alternatives to the automobile are promoted by incorporating site design techniques, land use patterns, and supporting infrastructure that supports and encourages walking, biking, and other alternatives to the single-occupant vehicle;**

The applicant has undertaken several steps to reduce the effects of the non-conforming use (primarily related to the reduced parking) upon the surrounding area. In particular, the applicant is proposing two additional parking spaces than exist today has provided a TDM plan to mitigate potential impacts from an increase in parking from the three rooms planned. Included among the measures to help alleviate additional parking impacts are the following:

- *Guests are encouraged to take alternative transportation from DIA using Green Ride, airport shuttles or RTD bus transit.*
- *Guests that travel in groups are given incentives on the site to arrive in one vehicle*
- *Employees have a bike program incentive and are provided an Ecopass*
- *Employees are also given a B-cycle membership if they use B-cycle for more than 50*

percent of their trips to and from work.

- The motel operators have a partnership with Boulder Green Ride that provides a free shuttle service to employees to and from DIA
- The applicant provides short and long term bike parking.

√ (v) Where practical and beneficial, a significant shift away from single-occupant vehicle use to alternate modes is promoted through the use of travel demand management techniques;

The applicant has undertaken several steps to reduce the effects of the non-conforming use (primarily related to the reduced parking) upon the surrounding area. In particular, the applicant is proposing two additional parking spaces than exist today has provided a TDM plan to mitigate potential impacts from an increase in parking from the three rooms planned. Refer to Criterion "iv" above.

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

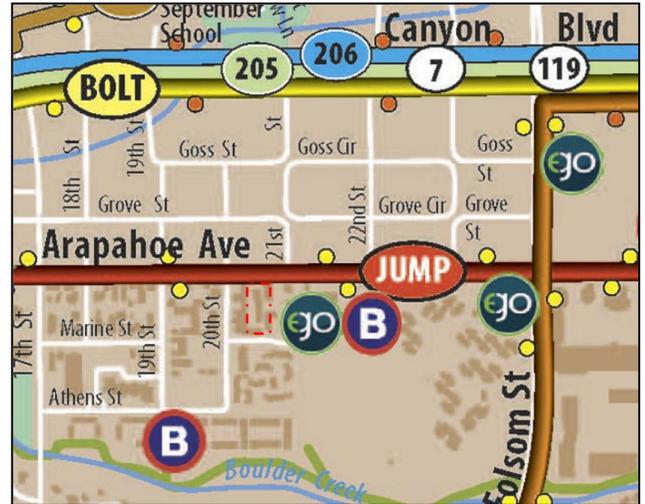
The Arapahoe Avenue sidewalk in front of the motel connects to several bus stops for the JUMP bus and a B-cycle station both within 250 feet of the site.

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

The existing site has an existing parking lot that has reduced numbers of spaces than is required. The applicant will retain the same parking lot and a parking reduction.

√ (viii) The project is designed for the types of traffic expected, including, without limitation, automobiles, bicycles, and pedestrians, and provides safety, separation from living areas, and control of noise and exhaust.

The existing site has an existing parking lot that has reduced numbers of spaces than is required. The applicant will retain the same parking lot and a parking reduction. The applicant is providing additional bike parking both short and long term for guests and employees.



√ (E) Parking

√ (i) The project incorporates into the design of parking areas measures to provide safety, convenience, and separation of pedestrian movements from vehicular movements;

The existing site has an existing parking lot that has sidewalks surrounding the parking with access to motel units.

√ (ii) **The design of parking areas makes efficient use of the land and uses the minimum amount of land necessary to meet the parking needs of the project;**

The existing site has an existing parking lot that has reduced numbers of spaces than is required. The applicant will retain the same parking lot and a parking reduction.

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

The site has an existing parking lot that is internal to the site. The applicant is proposing a planter to assist in screening the parking from the street.

√ (iv) **Parking areas utilize landscaping materials to provide shade in excess of the requirements in Subsection 9-9-6 (d), "Parking Area Design Standards," and Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981.**

The existing site has an existing parking lot that has reduced numbers of spaces than is required. The applicant will retain the same parking lot and a parking reduction. No additional space is available for screening parking areas.

√ (F) ***Building Design, Livability, and Relationship to the Existing or Proposed Surrounding Area***

n/a (i) **The building height, mass, scale, orientation, and configuration are compatible with the existing character of the area or the character established by an adopted plan for the area;**

The building's height, mass, scale and orientation will not change with this application. The site has been a non-conforming motel use for approximately 50 years. Over time, the property owners have improved the site and building's appearance.

n/a (ii) **The height of buildings is in general proportion to the height of existing buildings and the proposed or projected heights of approved buildings or approved plans for the immediate area;**

No floor area addition is proposed. The site has been a non-conforming motel use for approximately 50 years. Over time, the property owners have improved the appearance however, there is no changes planned with additional floor area or building height.

n/a (iii) **The orientation of buildings minimizes shadows on and blocking of views from adjacent properties;**

The height of the two story structure will not change.

n/a (iv) If the character of the area is identifiable, the project is made compatible by the appropriate use of color, materials, landscaping, signs, and lighting;

No floor area addition is proposed. The site has been a non-conforming motel use for approximately 50 years. Over time, the property owners have improved the appearance however, there is no changes planned with additional floor area or building height.

n/a (v) Projects are designed to a human scale and promote a safe and vibrant pedestrian experience through the location of building frontages along public streets, plazas, sidewalks and paths, and through the use of building elements, design details and landscape materials that include, without limitation, the location of entrances and windows, and the creation of transparency and activity at the pedestrian level;

No floor area addition is proposed. The site has been a non-conforming motel use for approximately 50 years. Over time, the property owners have improved the appearance however, there is no changes planned with additional floor area or building height.

n/a (vi) To the extent practical, the project provides public amenities and planned public facilities;

There are no planned public amenities, however there is an existing front yard and public right of way garden that has been well maintained and attractive for years that will remain.

n/a (vii) For residential projects, the project assists the community in producing a variety of housing types, such as multifamily, townhouses and detached single family units, as well as mixed lot sizes, number of bedrooms and sizes of units;

Not applicable, not a residential project.

n/a (viii) For residential projects, noise is minimized between units, between buildings, and from either on-site or off-site external sources through spacing, landscaping, and building materials;

Not applicable, not a residential project.

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

The applicant is illustrating string lights over the deck area. At the time of building permit review the string lights must meet the requirements of the sign section- [9-9-21\(d\)\(14\)\(l\), B.R.C. 1981](#) and the requirements of the outdoor lighting standards- [9-9-16\(d\)\(10\), B.R.C. 1981](#).

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

There is an existing long-lived Catalpa tree that will be retained on the site.

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

There is an existing, large solar array on the rooftop that supports renewable energy and will be required to meet the city's stringent building code standards of the 2012 International Energy Conservation Code plus 30 percent. In addition, there is a condition of approval to add an electric vehicle charging station.

n/a (xii) **Exteriors or buildings present a sense of permanence through the use of authentic materials such as stone, brick, wood, metal or similar products and building material detailing;**

No additional floor area is planned. The interior conversion of conference space and a maintenance room to motel rooms does not necessitate changes to the building's exterior. The building as seen from Arapahoe Avenue has an existing attractive street presence and includes stone, wood and metal. The proposed new deck is planned using wood.

n/a (xiii) **Cut and fill are minimized on the site, the design of buildings conforms to the natural contours of the land, and the site design minimizes erosion, slope instability, landslide, mudflow or subsidence, and minimizes the potential threat to property caused by geological hazards;**

n/a (xiv) **In the urbanizing areas along the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the building and site design provide for a well-defined urban edge; and**

n/a (xv) **In the urbanizing areas located on the major streets shown on the map in Appendix A of this title near the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the buildings and site design establish a sense of entry and arrival to the City by creating a defined urban edge and a transition between rural and urban areas.**

n/a (G) ***Solar Siting and Construction: For the purpose of ensuring the maximum potential for utilization of solar energy in the City, all applicants for residential site reviews shall place streets, lots, open spaces, and buildings so as to maximize the potential for the use of solar energy in accordance with the following solar siting criteria:***

The site has an existing, non-conforming motel use that is not intended to change in floor area or height. Therefore, this is not applicable.

n/a (i) ***Placement of Open Space and Streets: Open space areas are located wherever practical to protect buildings from shading by other buildings within the development or from buildings on adjacent properties. Topography and other natural features and constraints may justify deviations from this criterion.***

n/a (ii) *Lot Layout and Building Siting:* Lots are oriented and buildings are sited in a way which maximizes the solar potential of each principal building. Lots are designed to facilitate siting a structure which is unshaded by other nearby structures. Wherever practical, buildings are sited close to the north lot line to increase yard space to the south for better owner control of shading.

n/a (iii) *Building Form:* The shapes of buildings are designed to maximize utilization of solar energy. Buildings shall meet the solar access protection and solar siting requirements of section 9-9-17, "Solar Access," B.R.C. 1981.

n/a (iv) *Landscaping:* The shading effects of proposed landscaping on adjacent buildings are minimized.

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

n/a (i) The light pole is required for nighttime recreation activities, which are compatible with the surrounding neighborhood, or the light or traffic signal pole is required for safety, or the electrical utility pole is required to serve the needs of the City; and

n/a (ii) The pole is at the minimum height appropriate to accomplish the purposes for which the pole was erected and is designed and constructed so as to minimize light and electromagnetic pollution.

n/a (I) *Land Use Intensity Modifications:*

n/a (i) *Potential Land Use Intensity Modifications:*

(a) The density of a project may be increased in the BR-1 district through a reduction of the lot area requirement or in the Downtown (DT), BR-2, or MU-3 districts through a reduction in the open space requirements.

(b) The open space requirements in all Downtown (DT) districts may be reduced by up to one hundred percent.

(c) The open space per lot requirements for the total amount of open space required on the lot in the BR-2 district may be reduced by up to fifty percent.

(d) Land use intensity may be increased up to 25 percent in the BR-1 district through a reduction of the lot area requirement.

n/a (ii) *Additional Criteria for Land Use Intensity Modifications:* A land use intensity increase will be permitted up to the maximum amount set forth below if the approving agency finds that the criteria in paragraph (h)(1) through subparagraph (h)(2)(H) of this section and following criteria have been met:

(a) *Open Space Needs Met:* The needs of the project's occupants and visitors for high quality and functional useable open space can be met adequately;

(b) *Character of Project and Area:* The open space reduction does not adversely affect the character of the development or the character of the surrounding area; and

(c) *Open Space and Lot Area Reductions:* The specific percentage reduction in open space or lot area requested by the applicant is justified by any one or combination of the following site design features not to exceed the maximum reduction set forth above:

(i) Close proximity to a public mall or park for which the development is specially assessed or to which the project contributes funding of capital improvements beyond that required by the parks and recreation component of the development excise tax set forth in chapter 3-8, "Development Excise Tax," B.R.C. 1981: maximum one hundred percent reduction in all Downtown (DT) districts and ten percent in the BR-1 district;

(ii) Architectural treatment that results in reducing the apparent bulk and mass of the structure or structures and site planning which increases the openness of the site: maximum five percent reduction;

(iii) A common park, recreation, or playground area functionally useable and accessible by the development's occupants for active recreational purposes and sized for the number of inhabitants of the development, maximum five percent reduction; or developed facilities within the project designed to meet the active recreational needs of the occupants: maximum five percent reduction;

(iv) Permanent dedication of the development to use by a unique residential population whose needs for conventional open space are reduced: maximum five percent reduction;

(v) The reduction in open space is part of a development with a mix of residential and non-residential uses within an BR-2 zoning district that, due to the ratio of residential to non-residential uses and because of the size, type, and mix of dwelling units, the need for open space is reduced: maximum reduction fifteen percent; and

(vi) The reduction in open space is part of a development with a mix of residential and non-residential uses within an BR-2 zoning district that provides high quality urban design elements that will meet the needs of anticipated residents, occupants, tenants, and visitors of the property or will accommodate public gatherings, important activities, or events in the life of the community and its people, that may include, without limitation, recreational or cultural amenities, intimate spaces that foster social

interaction, street furniture, landscaping, and hard surface treatments for the open space: maximum reduction 25 percent.

n/a (J) *Additional Criteria for Floor Area Ratio Increase for Buildings in the BR-1 District:*

n/a (i) *Process:* For buildings in the BR-1 district, the floor area ratio ("FAR") permitted under table 8-2, section 9-8-2, "Floor Area Ratio Requirements," B.R.C. 1981, may be increased by the city manager under the criteria set forth in this subparagraph.

n/a (ii) *Maximum FAR Increase:* The maximum FAR increase allowed for buildings thirty-five feet and over in height in the BR-1 district shall be from 2:1 to 4:1.

n/a (iii) *Criteria for the BR-1 District:* The FAR may be increased in the BR-1 district to the extent allowed in subparagraph (h)(2)(J)(ii) of this section if the approving agency finds that the following criteria are met:

(a) Site and building design provide open space exceeding the required useable open space by at least ten percent: an increase in FAR not to exceed 0.25:1.

(b) Site and building design provide private outdoor space for each office unit equal to at least ten percent of the lot area for buildings 25 feet and under and at least 20 percent of the lot area for buildings above 25 feet: an increase in FAR not to exceed 0.25:1.

(c) Site and building design provide a street front facade and an alley facade at a pedestrian scale, including, without limitation, features such as awnings and windows, well-defined building entrances, and other building details: an increase in FAR not to exceed 0.25:1.

(d) For a building containing residential and non-residential uses in which neither use comprises less than 25 percent of the total square footage: an increase in FAR not to exceed 1:1.

(e) The unused portion of the allowed FAR of historic buildings designated as landmarks under chapter 9-11, "Historic Preservation," B.R.C. 1981, may be transferred to other sites in the same zoning district. However, the increase in FAR of a proposed building to which FAR is transferred under this paragraph may not exceed an increase of 0.5:1.

(f) For a building which provides one full level of parking below grade, an increase in FAR not to exceed 0.5:1 may be granted.

(ii) *Criteria: Upon submission of documentation by the applicant of how the project meets the following criteria, the approving agency may approve proposed modifications to the parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981 (see tables 9-1, 9-2, 9-*

3 and 9-4), if it finds that:

n/a a. **For residential uses, the probable number of motor vehicles to be owned by occupants of and visitors to dwellings in the project will be adequately accommodated;**

Not Applicable: the application does not include residential uses.

✓ b. **The parking needs of any nonresidential uses will be adequately accommodated through on-street parking or off-street parking;**

The applicant has proposed a Transportation Demand Management Plan (TDM) that provides programs that effectively encourage alternate modes of transportation. Included among the measures to help alleviate additional parking impacts are the following:

- *Guests are encouraged to take alternative transportation from DIA using Green Ride, airport shuttles or RTD bus transit.*
- *Guests that travel in groups are given incentives on the site to arrive in one vehicle*
- *Employees have a bike program incentive and are provided an Ecopass*
- *Employees are also given a B-cycle membership if they use B-cycle for more than 50 percent of their trips to and from work (there is a B-cycle station approximately 250 feet to the east at Naropa University).*
- *The motel operators have a partnership with Boulder Green Ride that provides a free shuttle service to employees to and from DIA*
- *The applicant provides short and long term bike parking.*

Off-Street Parking. *The applicant also provided a parking study (found in **Attachment C**) that indicates the varying periods of parking demand for the hotel. The applicant indicates that out of the 365 days of the year, 100 percent occupancy occurs approximately 61 days per year or 17 percent of the time. In addition, the parking study describes parking demand for the motel as differing from that of a full-service hotel where other amenities such as restaurants, cocktail lounges, meeting/banquet/convention space generates additional demand for parking. The parking study also notes that employee parking peaks during the day when guest parking is at its lowest level and hotel guest parking peaks in the late evening and early morning when employee parking is at its lowest level.*

*While anecdotal, staff also evaluated aerial photos both the City's GIS data and Google Earth taken during different years and seasons, shown in **Figure 8**, that indicates that the parking doesn't appear to be fully occupied in any of the random aerial photos.*

On-Street Parking. While there are no on-street parking spaces on Arapahoe Avenue, it is important to note that within one- to two-blocks of the site, there are approximately 52 on-street parking spaces on the streets surrounding the site. There are 31 parking spaces on 20st Street from Marine Street to the alley north of Arapahoe Avenue. There are another 11 parking spaces on Marine Street behind the hotel. It is important to note that the number of on-street parking spaces north of Arapahoe Avenue are far fewer than those that are south of Arapahoe Avenue as there are just 10 spaces on 20th and 21st Street combined within a ½ block of the motel. Neighbors have articulated concerns that on-street parking spaces may be over-occupied. Staff noted that the peak demand for these on-street spaces appears to be highest when Naropa University, Boulder High School and CU are in session during the day. The daytime use would differ from the evening use when the motel's parking demand is the highest, assuming there is overflow from the motel, which appears to be only 16 percent of the time.



2016 Aerial: Google Maps 2014 Aerial: City's GIS 2012 Aerial: City's GIS 2010 Aerial: City's GIS

Figure 8: Comparison of Aerial Photos of the Parking Lot over time

It is also important to note that given the central location of the site, there are a number of services, restaurants, and retail in close, walkable proximity to the site including restaurants and retail establishments. The location of the site, along with the available transit and provision of Eco-Passes for employees reduces the demand for parking. Therefore, the request for the parking reduction meets the review criteria.

n/a c. **A mix of residential with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;**

Not applicable, not a mix of residential or office/retail

n/a d. **If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; and**

Not applicable, not a mix of residential or office/retail

- ✓ e. ***If the number of off-street parking spaces is reduced because of the nature of the occupancy, the applicant provides assurances that the nature of the occupancy will not change.***

Through both the Use Review and the Site Review applications, the applicant has affirmed a total of 50 rooms maximum to be provided on the site. A condition of approval requires that any changes to the use – including occupancy – will require a new Use Review approval and, potentially a new Site Review to document any changes to the parking reduction.

-----Original Message-----

From: Brandon Thomas [mailto:~~b@modernreal.com~~]
Sent: Thursday, February 18, 2016 10:33 AM
To: McLaughlin, Elaine
Subject: Case Number: LUR2016-00014 Quality Inn NON-CONFORMING USE REVIEW

To Whom It Concerns,

I am writing to voice my concerns about increasingly densified uses in the Goss-Grove Neighborhood.

I have lived at 16th & Grove since 2007 (almost 10 years, wow!) and I can tell you that the neighborhood requires a delicate balance. There are a lot of competing uses in the area that spill over into the residential areas, whether intentional or not. This spill-over is part of living downtown and I think most of us accept this, to some degree, but there also has to be a limit. I don't think the additional use pressures anticipated by approval of this Use Review and pushed into the neighborhood are acceptable. Even a marginal increase in use has ripple effects that lead to deterioration of quality of life many blocks from the causal epicenter.

I greatly appreciate you listening to my concerns, which I know are shared by by a large portion of my neighbors.

Please feel free to contact me if you have any follow-up questions.

Best,
Brandon

--

Brandon Thomas
Real Estate Broker
Modern Real Estate
Getting You theRE

Direct Phone: 720-352-5633
o: 303-433-3158 x365
CO RE License#: FA.100051438

-----Original Message-----

From: anne hendricks [mailto:~~anhendricks@me.com~~]
Sent: Thursday, February 18, 2016 8:25 AM
To: McLaughlin, Elaine
Subject: Case Number: LUR2016-00014

hi,

i have a second home in the goss/grove neighborhood and am strongly opposed to any move on your part that would increase the number of cars trying to park in the neighborhood. as a seasonal resident, i am not even able to get a parking sticker for my own vehicle, which is very inconvenient ... more cars in the area would just make things worse !!!

anne hendricks



February 19, 2016

Elaine McLaughlin
Case Manager
City of Boulder Planning & Development Services

RE: 2020 Arapahoe Avenue Nonconforming Use Review

Dear Elaine

As representatives of the Goss Grove Neighborhood Association (GGNA) we would like to provide you with some comments on the proposed Nonconforming Use Review for 2020 Arapahoe Avenue, the Quality Inn.

This neighborhood has long been involved in efforts to provide a safe, comfortable, quite, friendly, and varied place to live. One of the ongoing concerns that relates to this proposal is the issue surrounding parking. Please note that this neighborhood has a parking district consisting of 2 hour non-permitted street parking. Most residents in this area do not have off-street parking so that the street parking is full most of the time.

A poll of neighbors was taken over the last few days. Most of the respondents, 83%, are concerned that an insufficiency of parking for this motel will put more undue pressure on the street parking in the Gross Grove neighborhood. Some neighbors north of 2020 Arapahoe, already report oversize vehicles that can't negotiate the parking at the Quality Inn have been parking in the neighborhood.

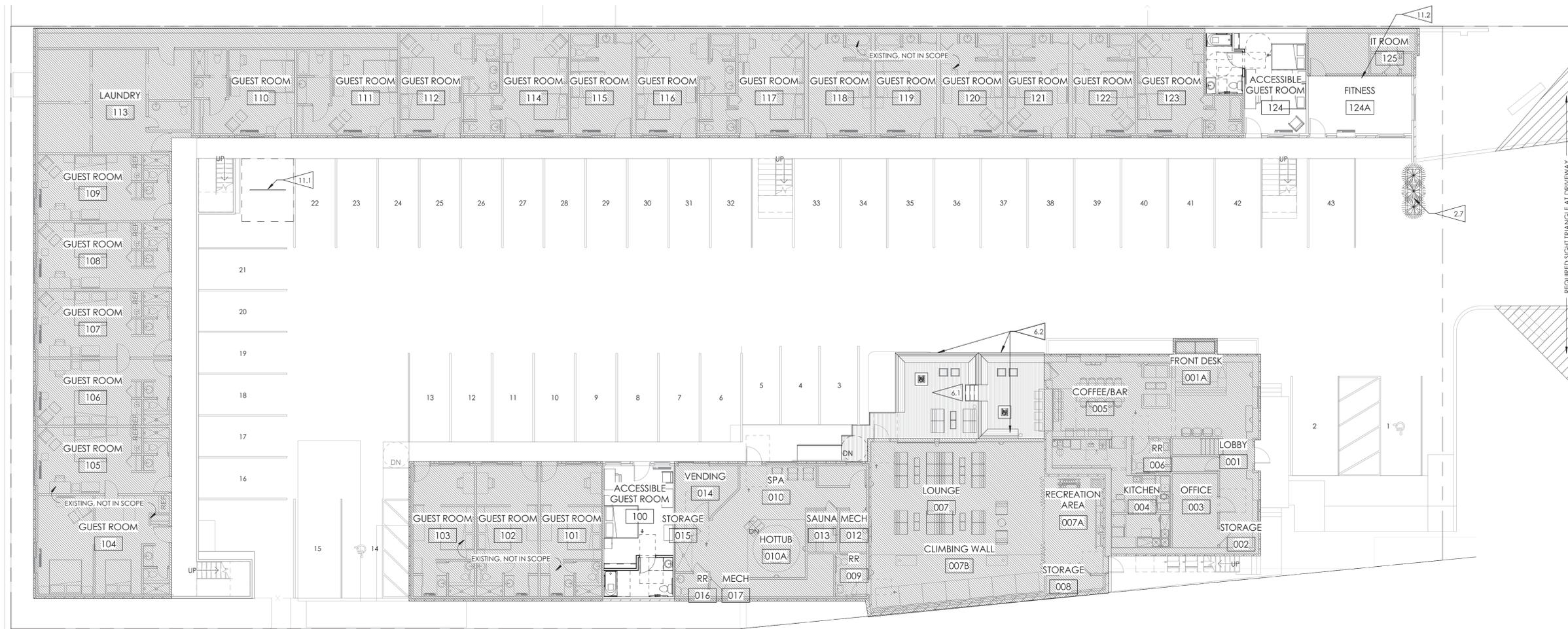
Thank you for the opportunity to comment on this Nonconforming Use Review for 2020 Arapahoe Avenue. The GGNA Board members are available to address any comments or questions you have.

Regards,

Jeffrey Peacock, Michele Bishop, Deb Crowell, Rachael Trinklein



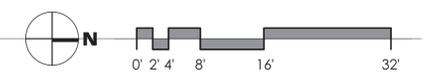
LAND USE REVIEW COMMENT RESPONSE			
DEPARTMENT	COMMENT	CODE REFERENCE	RESPONSE
FLOOD CONTROL	EMERGENCY MANAGEMENT PLAN	9-3-2(i)(3) BRC 1981	EMERGENCY MANAGEMENT PLAN SUBMITTED
LANDSCAPING	PARKING LOT LANDSCAPING	9-9-14 BRC 1981	REQUIRED 5% INTERIOR PARKING LOT LANDSCAPING WOULD FURTHER REDUCE OFF-SITE PARKING. EXCEPTION REQUESTED
	PARKING LOT SCREENING	9-9-14 BRC 1981	3' x 9' PLANTER W/ SKYROCKET JUNIPER ADDED TO PLANS NORTH OF NORTHERNMOST PARKING SPACE. WIDER SCREEN WOULD OBSTRUCT 18' CLEAR DRIVEWAY
	STREET TREES ALONG MARINE ST	9-9-13 BRC 1981	4.3' - 4.5' FROM EXISTING STRUCTURE TO ATTACHED SIDEWALK. EXCEPTION REQUESTED
	OVERALL LOT LANDSCAPING	9-9-12(d)(8) BRC 1981	4015.75 SF OF LOT AREA NOT COVERED BY BUILDING OR REQUIRED PARKING = 3 TREES AND 14 SHRUBS MINIMUM REQUIRED LANDSCAPING
	SIGHT TRIANGLES	9-9-7 BRC 1981	ADDED SIGHT TRIANGLES TO PLANS TO DEMONSTRATE PROPOSED PLANTER WILL NOT OBSTRUCT REQUIRED AREA
LEGAL	DEVELOPMENT AGREEMENT	N/A	WILL PROVIDE UPDATED TITLE COMMITMENT AFTER FINAL APPROVAL
PARKING, BICYCLE	SHORT TERM BICYCLE PARKING	9-9-6(g)(2) & (3) BRC 1981	PLANS UPDATED TO REFERENCED STANDARDS, 8 SPACES PROVIDED
	LONG TERM BICYCLE PARKING	9-9-6(g)(2) & (4) BRC 1981	PLANS UPDATED TO SHOW BICYCLE STORAGE IN FITNESS
PARKING	OFF-STREET PARKING	9-9-6 BRC 1981	REDUCTION TO 43 SPACES PROPOSED WHERE 64 ARE REQUIRED
TRANSPORTATION DEMAND	TRANSPORTATION DEMAND MANAGEMENT PLAN	9-2-14(h) BRC 1981	TDM PLAN REVISED TO PURCHASE ECO-PASSES FOR EMPLOYEES, ADD TRANSIT INFO TO GUEST CHECK-IN PACKET



**BASE CAMP BOULDER
INTERIOR RENOVATION**
2020 ARAPAHOE AVENUE
BOULDER, CO 80302

PROJ. NO. 14-17
DRAWN: KRS
CHECKED: Checker
APPROVED: Approver
DATE: 05.04.2016
REVISIONS
1 06.09.15 PERMIT RESUBMITTAL 1
2 07.28.15 PERMIT COMMENTS

1 LEVEL 1 FLOOR PLAN - PENDING REVIEW
3/32" = 1'-0"



- FLAGNOTES PER SHEET**
- 2.7 NEW 3'-0" x 9'-0" PLANTER W/ SKYROCKET JUNIPER TO SCREEN PARKING FROM STREET.
 - 6.1 NEW EXTERIOR WOOD DECK: NET 346 SF.
 - 6.2 SITE FABRICATED WOOD BENCH/GUARDRAIL.
 - 11.1 BICYCLE RACK TO CONFORM TO WITH SECTION 9-9-6(g)(2) & (3) OF THE BRC 1981 AND TECHNICAL DRAWING 2.52.B OF CITY OF BOULDER DESIGN & CONSTRUCTION STANDARDS.
 - 11.2 VERTICAL 2 BIKE STORAGE SYSTEM.

ISSUED FOR: LAND USE REVIEW
© NEO STUDIO

SCALE: 3/32" = 1'-0"

SHEET TITLE:
LEVEL 1 - PENDING REVIEW

A2.01
Agenda Item 5A Page 29 of 84

BASE CAMP BOULDER
INTERIOR RENOVATION

2020 ARAPAHOE AVENUE
BOULDER, CO 80302

PROJ. NO. 14-17
DRAWN: KRS
CHECKED: Checker
APPROVED: Approver
DATE: 05.04.2016
REVISIONS
1 06.09.15 PERMIT
RESUBMITTAL 1

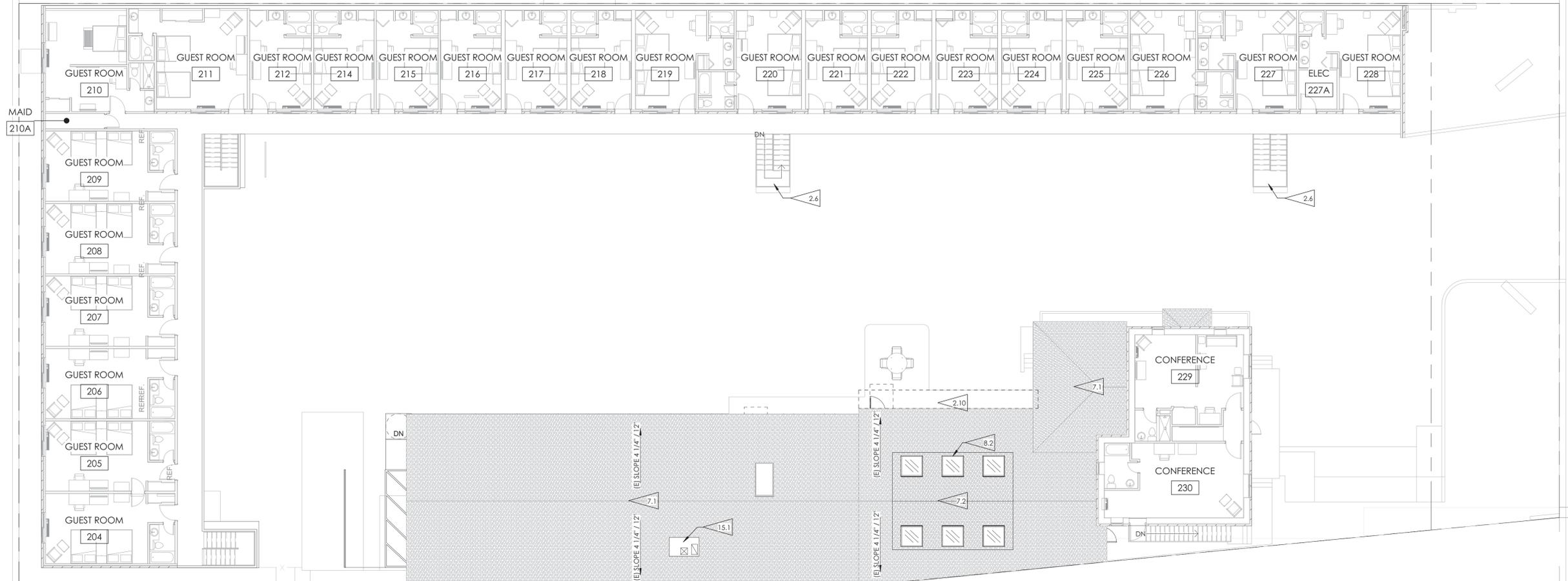
ISSUED
FOR: LAND USE REVIEW

© NEO STUDIO

SCALE: 3/32" = 1'-0"

SHEET TITLE:
LEVEL 2 PLANS

A2.02



1 LEVEL 2 FLOOR PLAN - PREVIOUS PHASE

3/32" = 1'-0"



2 LEVEL 2 FLOOR PLAN - PENDING REVIEW

3/32" = 1'-0"

- FLAGNOTES PER SHEET**
- 2.6 EXISTING STAIR ACCESS TO LEVEL 2 GUEST ROOMS.
 - 2.10 DEMOLISH EXISTING ROOF OVERHANG.
 - 7.1 EXISTING ROOF TO REMAIN.
 - 7.2 DEMOLISHED FULLY RETRACTABLE SKYLIGHT, 470 SF GROSS OPEN AREA; INFILL W/ THREE-TAB ASPHALT SHINGLE ROOF.
 - 8.2 NEW FIXED CURB MOUNTED SKYLIGHT, TYPICAL.
 - 15.1 ROOFTOP UNIT & CURB, RE: MECH.

BASE CAMP BOULDER
INTERIOR RENOVATION
2020 ARAPAHOE AVENUE
BOULDER, CO 80302

PROJ. NO: 14-17
DRAWN: KRS
CHECKED: Checker
APPROVED: Approver
DATE: 05.04.2016
REVISIONS

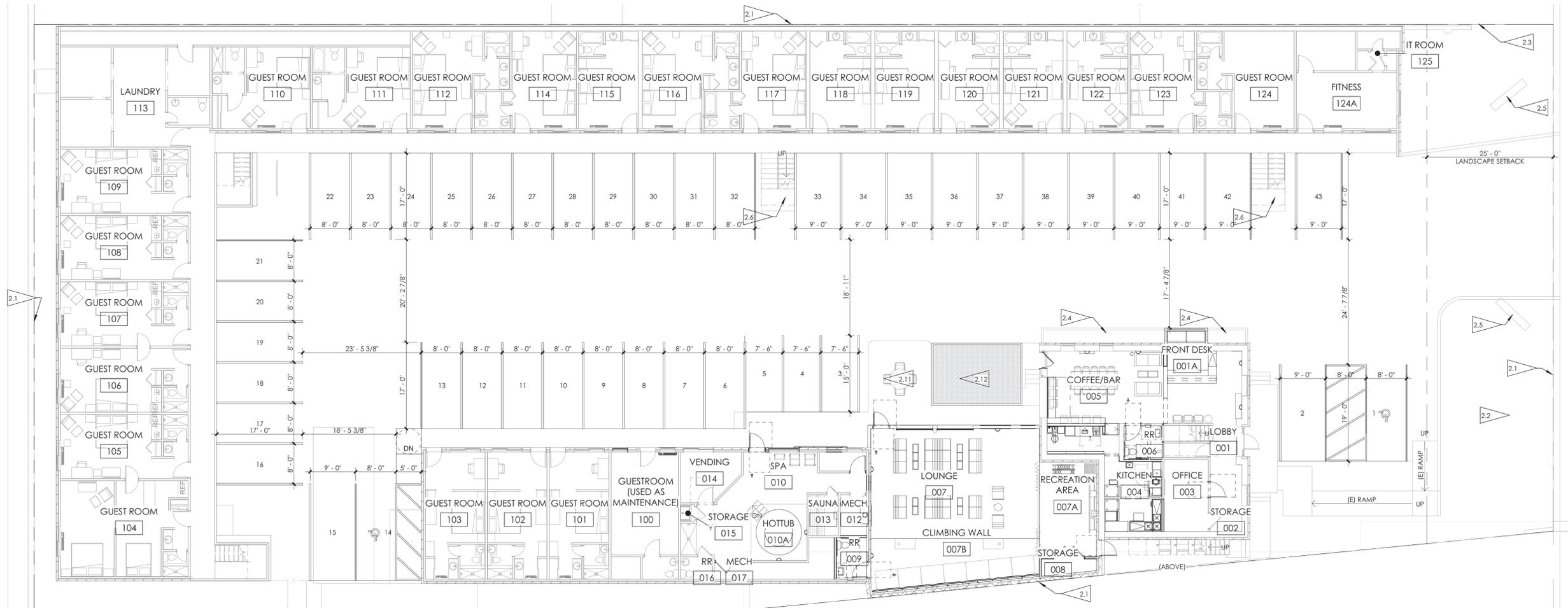
ISSUED FOR: LAND USE REVIEW

© NEO STUDIO

SCALE: 3/32" = 1'-0"

SHEET TITLE:
LEVEL 1 - PREVIOUS
PHASE

AX2.01



1 LEVEL 1 FLOOR PLAN - PREVIOUS PHASE
3/32" = 1'-0"

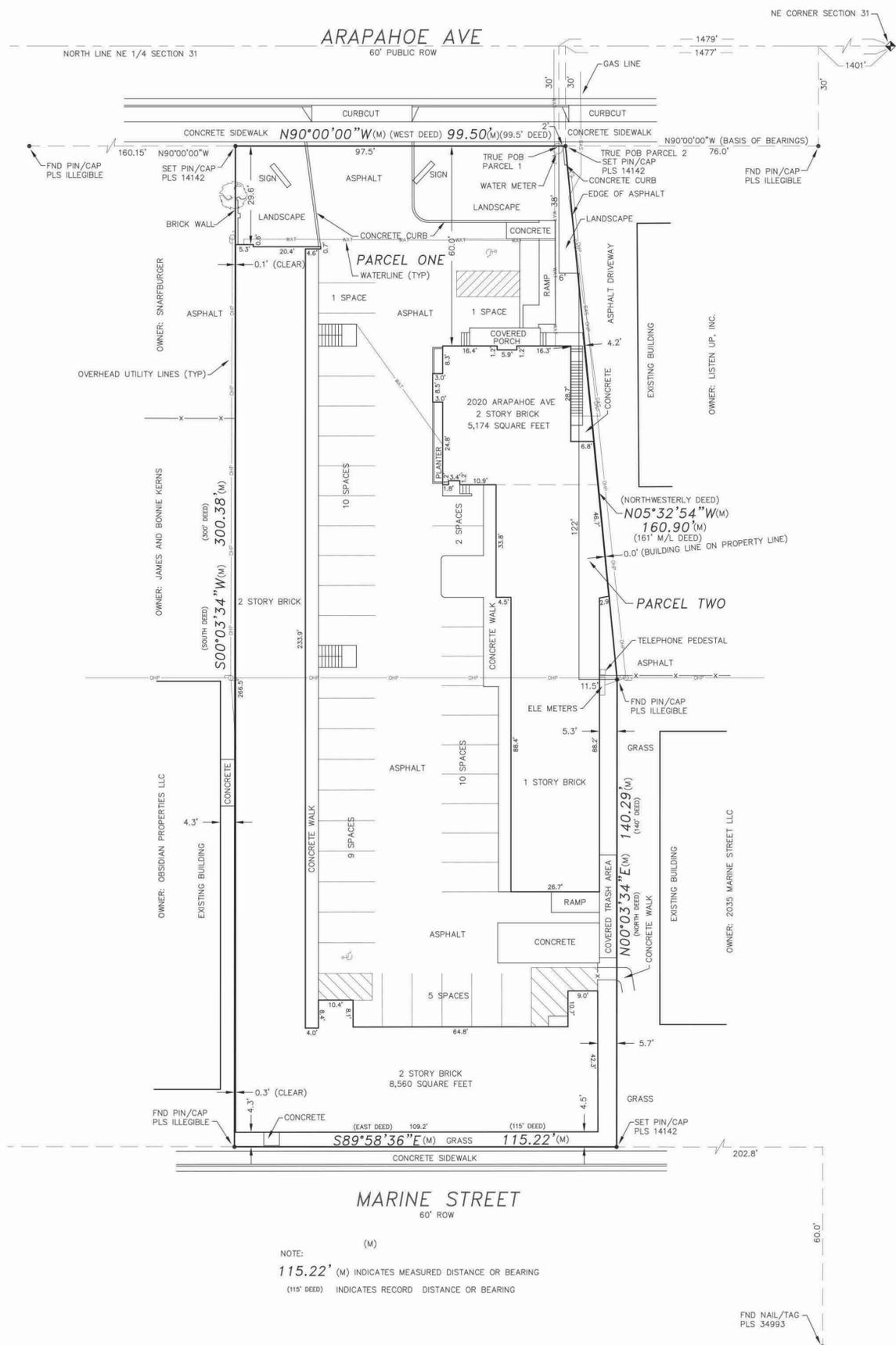
PARKING SCHEDULE		
Type	Comments	Count
BRC ACCESSIBLE	8' x 19' (5' Aisle)	1
BRC VAN ACCESSIBLE	8' x 19' (8' Aisle)	1
BRC REGULAR	9' x 19' - 90°	2
BRC COMPACT	7.5' x 15' - 90°	3
NON-BRC	8' x 17' - 90°	25
NON-BRC	9' x 17' - 90°	11
Grand total:		43

FLAGNOTES PER SHEET

- 2.1 PROPERTY LINE.
- 2.2 EXISTING LANDSCAPE AREA.
- 2.3 EXISTING TREE TO REMAIN.
- 2.4 EXISTING PLANTER TO REMAIN.
- 2.5 EXISTING MONUMENT SIGN.
- 2.6 EXISTING STAIR ACCESS TO LEVEL 2 GUEST ROOMS.
- 2.11 EXISTING 159 SF EXTERIOR DECK.
- 2.12 ROCK GARDEN.

A.L.T.A./A.C.S.M. LAND TITLE SURVEY

A PORTION OF THE NE 1/4 OF SECTION 31, TOWNSHIP 1 NORTH,
RANGE 70 WEST OF THE 6TH P.M. COUNTY OF
BOULDER, STATE OF COLORADO

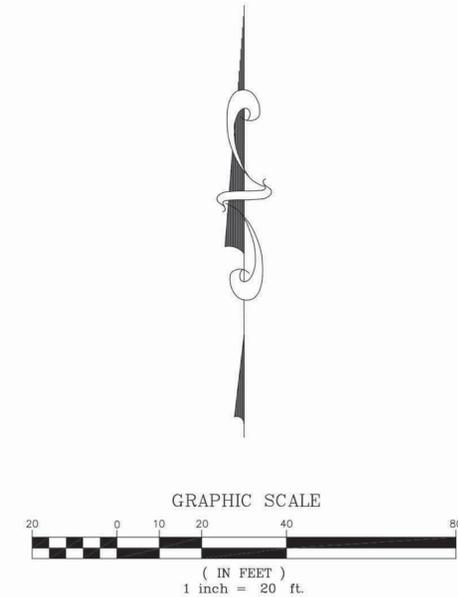


SURVEYOR'S LEGAL DESCRIPTION:

A PARCEL OF LAND LOCATED IN THE NE 1/4 OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF BOULDER, STATE OF COLORADO DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 1477 FEET WEST AND 30 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SECTION 31; THENCE N90°00'00"W ALONG THE SOUTH LINE OF ARAPAHOE AVENUE, A DISTANCE OF 99.50 FEET; THENCE S00°03'34"W, A DISTANCE OF 300.38 FEET TO THE NORTH LINE OF MARINE STREET; THENCE S89°58'36"E ALONG THE NORTH LINE OF SAID MARINE STREET, A DISTANCE OF 115.22 FEET; THENCE N00°03'34"E, A DISTANCE OF 140.29 FEET; THENCE N05°32'54"W, A DISTANCE OF 160.90 FEET TO THE SOUTH LINE OF SAID ARAPAHOE AVENUE AND THE POINT OF BEGINNING.

THE DESCRIBED PARCEL CONTAINS 33,355 SQUARE FEET OR 0.77 ACRES, MORE OR LESS.



SURVEYOR'S CERTIFICATE:

TO:
PACIFIC WESTERN BANK, A CALIFORNIA STATE-CHARTERED BANK AND ITS SUCCESSORS AND/OR ASSIGNS;
BOULDER HOTEL GROUP, LLC, A DELAWARE LIMITED LIABILITY COMPANY;
BASECAMP HOTELS, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY;
SAMANTHA VENTURES I, LLC, A COLORADO LIMITED LIABILITY COMPANY;
FIDELITY NATIONAL TITLE COMPANY;
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 10, 11(a), 11(b), 13, 14, 16, 17, AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 6/21/14.

ROBERT J. RUBINO, PLS 14142



LEGAL DESCRIPTION:

PARCEL ONE:

BEGINNING AT A POINT 1479 FEET WEST AND 30 FEET SOUTH OF THE NORTHEAST CORNER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF BOULDER, STATE OF COLORADO, THE TRUE POINT OF BEGINNING; THENCE WEST ALONG THE SOUTH LINE OF ARAPAHOE AVENUE, A DISTANCE OF 97.5 FEET; THENCE SOUTH A DISTANCE OF 300 FEET TO THE NORTH LINE OF MARINE STREET; THENCE EAST ALONG THE NORTH LINE OF MARINE STREET A DISTANCE OF 115 FEET; THENCE NORTH A DISTANCE OF 140 FEET; THENCE WEST A DISTANCE OF 11.5 FEET; THENCE NORTH A DISTANCE OF 122 FEET; THENCE WEST A DISTANCE OF 6 FEET; THENCE NORTH A DISTANCE OF 38 FEET TO THE POINT OF BEGINNING.

COUNTY OF BOULDER,
STATE OF COLORADO.

AND

PARCEL TWO:

BEGINNING AT A POINT 1401.0 FEET WEST AND 30 FEET SOUTH OF THE NORTHEAST CORNER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF BOULDER, STATE OF COLORADO, THENCE WEST ALONG THE SOUTH LINE OF ARAPAHOE AVENUE, A DISTANCE OF 76 FEET TO THE TRUE POINT OF BEGINNING; THENCE WEST A DISTANCE OF 2 FEET; THENCE SOUTH A DISTANCE OF 38 FEET; THENCE EAST A DISTANCE OF 6 FEET; THENCE SOUTH A DISTANCE OF 122 FEET; THENCE EAST A DISTANCE OF 11-1/2 FEET; THENCE NORTHWESTERLY A DISTANCE OF 161 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

COUNTY OF BOULDER,
STATE OF COLORADO.

GENERAL NOTES:

- NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATE SHOWN HEREON.
- THIS A.L.T.A./A.C.S.M. LAND TITLE SURVEY, AND THE INFORMATION HEREON, MAY NOT BE USED FOR ANY ADDITIONAL OR EXTENDED PURPOSES BEYOND THAT FOR WHICH IT WAS INTENDED AND MAY NOT BE USED BY ANY PARTIES OTHER THAN THOSE TO WHICH IT IS CERTIFIED.
- THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY RUBINO SURVEYING TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD, RIGHT OF WAY OR TITLE OF RECORD. RUBINO SURVEYING RELIED UPON FIDELITY NATIONAL TITLE COMPANY, COMMITMENT NO. 597-F0480575-017-PN8, AMENDMENT NO. 2, EFFECTIVE AUGUST 7, 2014.
- THE BEARINGS ARE BASED ON THE SOUTH ROW LINE OF ARAPAHOE AVE ASSUMED TO BEAR N90°00'00"W BETWEEN MONUMENTS FOUND AND DESCRIBED HEREON.
- THE SUBJECT PROPERTY HAS 38 REGULAR PARKING SPACES AND 2 HANDICAP SPACES FOR A TOTAL OF 40 PARKING SPACES.
- THIS SURVEY IS VALID ONLY IF PRINT HAS SEAL AND SIGNATURE OF SURVEYOR.
- THE DESCRIBED PROPERTY CONTAINS 33,355 SQUARE FEET OR 0.77 ACRES, MORE OR LESS.
- THE SUBJECT PROPERTY IS CURRENTLY ZONED RH-1. AT THE TIME OF THE MOST RECENT SITE PLAN APPROVAL (1/29/92) THE PROPERTY WAS ZONED HR-X. THE PROPERTY USE, PARKING SPACES AND EXISTING BUILDING SETBACKS WERE APPROVED BY THE PUD / SITE PLAN 1/29/91. THE SUBJECT PROPERTY HAS BEEN REZONED IS NOW CONSIDERED "LEGAL NONCONFORMING". SEE PZR REPORT DATED 8/21/14 FOR ADDITIONAL DETAILS.
- THERE IS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
- THERE HAS BEEN RECENT STREET AND SIDEWALK CONSTRUCTION ON ARAPAHOE.
- THERE IS NO OBSERVED EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LAND FILL.
- THERE IS NO OBSERVED EVIDENCE OF WETLAND AREAS.
- DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION AO (DEPTH 1') BY THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT, ON FLOOD INSURANCE RATE MAP NO. 0801300394J, WITH A DATE OF IDENTIFICATION OF DECEMBER 18, 2012, FOR COMMUNITY NUMBER 080024, IN THE CITY OF BOULDER, STATE OF COLORADO, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED.
- BUILDING DIMENSIONS AND SQUARE FOOTAGE'S ARE THE EXTERIOR FOOTPRINT AT GROUND LEVEL.
- THE PROPERTY DESCRIBED HEREON IS THE SAME AS THE PROPERTY DESCRIBED IN FIDELITY NATIONAL TITLE COMPANY COMMITMENT NO. 597-F0480575-017-PN8, EFFECTIVE APRIL 9, 2014 AND THAT ALL EASEMENTS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE SITE OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE SUBJECT PROPERTY.
- THERE ARE NO ENCROACHMENTS.
- TAX PARCEL NO. FOR SUBJECT PROPERTY IS: 146331100008.
- HIGHEST BUILDING ON SITE IS 30' FEET AS MEASURED FROM LOWEST ADJACENT GRADE. MAXIMUM BUILDING HEIGHT PER THE PZR IS 35'.

SCHEDULE B-SECTION 2 TITLE EXCEPTION COMMENTS:

NONE THAT ARE PLOTTABLE

INDEXING STATEMENT:

DEPOSITED THIS _____ DAY OF _____, 2014, AT _____ M., IN BOOK _____ OF THE COUNTY SURVEYOR'S LAND SURVEY PLATS/ RIGHT-OF-WAY SURVEYS AT PAGE _____, RECEPTION NUMBER _____.

REVISIONS	
REVISED	8/27/14
REVISED	8/25/14
DRAWING NO:	14146.DWG
DATE OF SURVEY:	5/14/14
DATE OF DRAWING:	5/15/14
DRAWN BY:	BR
PROJECT NO:	14146

BASE CAMP BOULDER
INTERIOR RENOVATION
 2020 ARAPAHOE AVENUE
 BOULDER, CO 80302

PROJ. NO: 14-17
 DRAWN: KRS
 CHECKED: Checker
 APPROVED: Approver
 DATE: 05.04.2016
 REVISIONS

ISSUED FOR: LAND USE REVIEW

© NEO STUDIO

SCALE:

SHEET TITLE: SURVEY

G2.01

Basecamp Hotels
2020 Arapahoe Avenue // Boulder, CO 80302 // Phone: 415-515-0126
E-Mail: Christian@basecamphotels.com Web: www.basecamphotels.com

Date: 04/25/2016

City of Boulder
Planning & Development Services
1739 Broadway
Boulder, CO 80302

Re : Land use review application for the expansion of a patio and the addition of 3 guestrooms

Please see attached our application for land use review to amend our non-conforming use per the below details.

The Basecamp brand was conceived to provide lodging for people who embrace the outdoors and like to share those experiences with like-minded travelers. We feel this is the perfect location to celebrate the uniqueness of Boulder and its connection to the outdoors through a hotel concept that doesn't exist in the downtown area. A key element of this concept is to provide outdoor spaces with fresh air for our guests to enjoy, something that is missing in the current design of the Quality Inn.

Our hotel has been operating in the neighborhood for over 40 years with no complaints. In fact, our neighbors use our facility to house their guests and friends in the neighborhood, so we are essentially the "spare bedroom" for our community. Naropa University and the University of Colorado are all frequent customers of ours.

1. Expansion of Exterior Patio.

We would like to build-out a patio between the lobby and the lounge / meeting room at the hotel. This patio would be an expansion of an existing outdoor seating area from 154 sq.ft. to 346 sq.ft. This expansion would be in place of the rock garden and existing path of travel. Given the outdoor focused traveler to Boulder, guests are currently gathering in various places at the hotel, often pulling chairs out of their guestrooms to sit on the second floor exterior walkway to mingle and enjoy the outdoors, or they are gathering in the parking lot to meet with fellow travelers or family as the outdoor gathering spaces at the hotel are currently limited to one table seating four people on the patio in front of the

lounge. We would like to use this space to create a defined wooden patio to allow guests to sit in a quieter and safer part of the property. This approach would provide a safer environment for our guests, allow us to better control access and noise levels, and it would greatly enhance the property's appeal in the neighborhood as the patio would be hidden from the view of the street and our neighbors.

As part of this plan we will be replacing the existing retractable roof in the pool / lounge area with non-operable skylights of a smaller square footage during our upcoming renovation, reducing any potential noise issues from the existing retractable roof. The retractable roof is closer to the property line than the new patio and would thus reduce noise. In addition, redirecting guests from the second floor walkways to the ground level will further reduce any potential sound transfer beyond the property line.

At our other Basecamp Hotel in South Lake Tahoe, the exterior patios have a very similar setup in that they are accessed through the lobby and internal to the site. They are mostly appreciated by families traveling together as they provide a safe environment for the adults to meet and the children to mingle.

An outdoor space is vital to our concept of showcasing Boulder as an outdoor focused destination and place to enjoy the outdoors.

Separate from this application we are planning to apply for a Liquor License to provide beer and wine only across our property to showcase Boulder's exciting local brewing industry.

In summary our patio expansion will:

- Will be for guest use only (no intensification of use)
- Better control of guests and limit noise on property (reduce the impact of non-conforming use)
- Not be visible from street (no visual impact of non-conforming use)
- Will be surrounded on all sides by our existing buildings (no other impact of non-conforming use)

2. Increase our room count from 47 rooms to 50

The property has been operating with 49 guestrooms for the past 20 years. During the permitting process for our current renovation, we were informed that the City had a prior document on file showing 47 guestrooms with approval

for a daycare center. Our business license and all documents from other City agencies for the last +/- 15 years provided to us during the sale show 49 guestrooms.

Since the hotel has been operating with 49 guestrooms, the increase from 47-49 rooms will have no actual impact on the intensity of the non-conforming use although it would technically be a small increase to the intensity of our non-conforming use. As the hotel has been operating with 49 guestrooms for so long, we have actual numbers on how many days per year the 48th and 49th guestroom are sold. The 48th room is sold 74 days / year, the 49th room 61 days per year.

The two rooms that we are looking to add to increase our count from 47 to 49 rooms are the two rooms above the lobby (229 and 230 on the plans) which are deemed to be conference rooms per the historical record analysis conducted by City staff. As we are removing 732sq.ft. of what is currently considered "conference" space to replace it with two guestrooms, we are reducing parking requirements based on City code from 2.44 spaces to 2, and hence the project is of the opinion that we would actually be **reducing the intensity of our non-conforming use.**

We are also planning to convert a room that is currently being used as a maintenance room to an ADA compliant guestroom as our existing ADA rooms don't meet code and the only room that could fit an ADA bathroom was this room. The area where the additional room is being added was historically part of a habitable area that was added before 1982 as "THREE UNITS" though at some stage most have been converted to four units. The diagrams below show how we determined that the room we are looking to re-establish as habitable space was in fact historically recognized by the city as habitable space per case number C8754 below.

We believe that the impact will be extremely minimal as we are expecting to sell the 50th and last guestroom approximately 30-40 days per year. Thus, increasing our guestroom count to 50 guestrooms will only cause an additional 30-40 trips per year or approximately one vehicle trip every 10 days.

In summary, increasing the room count from 47 to 50 rooms will:

1. Not expand the sq.ft. of the building
2. Have a minimal impact on the non-conforming use
3. Will increase City TOT revenue.
4. Will increase Property Tax revenue

3. Reduce our official parking requirement from 65.8 to 40.1 spaces

See Parking Study in Exhibit A below and the associated TDM in Exhibit B.

Other responses to City questions (Responses in bold blue letters below):

Responses to final Land Use Review and Comments letter dated (4/12/2016)

1. Flood Control, Jessica Stevens, 303-441-3121

- a. The applicant will be required to submit an emergency management plan in accordance with section 9-3-2(i)(3) of the Boulder Revised Code, 1981 prior to the approval of the site review and non-conforming use review.

Please see the attached Emergency Management Plan (Exhibit G) as submitted with our initial approved project and permit.

2. Landscaping Elizabeth Lokocz, 303-441-3138

a. General

- i. Christian Strobel called Elizabeth Lokocz and while Ms. Lokocz didn't feel we met many of the standards under 9-9-12 B.R.C. 1981, she understood that our lot was extremely tight, so we are requesting variances on the sections of the code that we are unable to meet, including; 9-9-14 BRC 1981, 9-9-13 BRC 1981 and 9-9-12 BRC 1981.
- ii. We believe that 9-9-12(c)(1) "*The strict application of these standards is not possible due to existing physical conditions;*" applies in our case because we have no space for landscaping and that the addition of landscaping would further reduce our parking count which is the subject of this Site and Use review.
- iii. We believe that our existing landscaping on Arapahoe (the only area we have available for landscaping) is very expansive and beautiful compared to others on our street.

- b. Per Ms. Lokocz's request we have now shown our planter on the plans and have moved to screen the final parking space on the north side of the property.

3. Legal Documents Julia Chase, City Attorney's Office, Ph. (303) 441-3020

- a. Our updated title and proof of authorization will be provided upon approval.

4. Parking – Bicycle

- a. We showed 8 outdoor bicycle parking spaces in our original permit application and install as part of this LUR/Site Review. Our planned rack is the Cora Expo 4508 which accommodates 8 bicycles and is on our plan.
- b. We do not believe that a hotel use needs indoor bicycle parking as our guests are able to put their bikes in their rooms and our average length of stay is 1.8 nights so they do not need "long term" bicycle parking. Our staff do not live on property and are on site 8 hours or less per day so do not require long term bicycle parking. See Exhibit H
- c. We also have no space to put a bicycle locker based on our limited unused site area;
- d. We therefore we request a variance on code section 9-9-6(g)(4).

5. Parking

- a. See attached parking study and comments.

6. Transportation Demand Management

- a. Eco Pass will be made available to any employee who requests an Eco Pass. See attached revised TDM Plan.
- b. We have attached an example of our Welcome Packet including our confirmation email, guide to Boulder and transit maps we plan to share with our arriving guests.

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

- a. We are aware that any monetary benefit to our employees as part of the Bike Program is taxable income for the employee and will be treated as such through our payroll and benefits provider Paychex.

Responses to Comments from Pre-Application Meeting (1/14/2016)

1. Improvements to Landscaping

While there is extremely limited area to improve the landscaping on the site, if successful in our Land Use Review, we are planning to add landscaping and screening on the northerly stairwell to better screen our parking from Arapahoe Avenue. We investigated other options and unfortunately they would not be feasible. For example, increasing our landscaping on Arapahoe would result in tearing up the newly rebuilt Arapahoe Avenue which is currently prohibited by the City.

2. 6 vs. 7 rooms on the second floor of the rear building

During our meetings there was a question about whether the addition of rooms above the southerly building resulted in the addition of 6 or 7 rooms. The lower level was permitted for 7 rooms (4 apartments plus 3 filled in

carports). As the plumbing is stacked and the rooms above are built on the existing exterior walls of the lower units, we cannot figure out why records suggest that only 6 rooms were added on the second story. There is no physical evidence to suggest that these were ever 6 rooms, so we think that there was a clerical error here. As the project is not proposing to add rooms in areas that were historically not habitable spaces and as we are not disputing the City's findings about the actual number of documented rooms, we would request that the 7 rooms above the southern building are also formalized during this process per the submitted plans.

Responses to Comments from Land User Review Application (2/19/2016)

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

At time of site plan submittal and in support of section 9-2-14(h)(2)(D)(iv) of the Boulder Revised Code, 1981 (BRC) and the requested parking study, please include a TDM Plan as part of the Parking Study which identifies site design, programs and education that will be implemented to mitigate for the requested parking reduction. Please refer to section 2.03(l) of the City's Design and Construction Standards (DCS) for strategies to support the requested parking reduction.

Parking study attached Exhibit A, TDM Plan attached Exhibit B

2. Flood Control, Jessica Stevens, 303-441-3121

The Boulder Revised Code requires that all new lodging units located within the 100-year floodplain are constructed with the lowest floor a minimum of two feet above the base flood elevation. The application requests the conversion of a maintenance room to an accessible lodging room. The applicant has stated that the room was previously approved as habitable space through case number C8754. The maintenance room is considered a habitable space. However, staff has been unable to locate any evidence that this room was ever intended to be used as a lodging room. The accessible room will need to be relocated and the repurposed for a non-lodging use. **In the various meetings we had, it was explained to us that if we could prove to the City that these spaces were grandfathered in as "habitable spaces" (e.g. Apartments or Lodging Rooms) that they would be grandfathered in from a flood perspective as from a flood perspective they do not differentiate types of habitable space. We understand that you cannot add a habitable space in a 100 year flood plain but we believe that this area was a habitable space since at least 7/20/1971 (The date of the drawing C8754 you provided to us). In meetings, we were even given the example of our Laundry (which was also an apartment building) as an example of where we**

could move our Accessible room to should we not be able to prove that the room in questions had historically been a habitable space. From all the evidence provided we believe that at least since 7/20/1971 (attached below) it does appear to have been a "Unit with Kitchen" in the "Trainer Motel Remodeling", so we believe this clearly suggests that the room in question was permitted as a motel unit with a kitchen.

3. Landscaping Elizabeth Lokocz, 303-441-3138

Please update the plans and perspective to provide a single large planter adjacent to the stairs to help screen the parking lot. Smaller planters desiccate extremely quickly in the CO climate and will require significantly more watering. Call out the proposed vegetation. Note that the perspective should only be submitted if it matches the plans.

Please see attached Landscape Plan in Exhibit C with vegetation and locations called out. We have landscaped every piece of land that is not used by circulation, traffic, buildings or trash. We believe that the new planters do a fine job of screening the parking lot given the limited areas we have for landscaping.

4. Legal Documents Julia Chase, City Attorney's Office, Ph. (303) 441-3020

The Applicant will be required to sign a Development Agreement, if approved. When staff requests, the Applicant shall provide the following:

- a. an updated title commitment current within 30 days; and
- b. Proof of authorization to bind on behalf of the owners

We will sign a development agreement once drafted and acceptable to Owner..

5. Neighborhood Comments Elaine McLaughlin, 303-441-4130

Staff received phone messages from five different neighbors, and one letter to date, all of whom expressed concerns about the planned parking reduction and the lack of available on-street parking. The applicant must host a Good Neighbor Meeting as part of the Use Review and Site Review to help convey the project and parking management plans to the neighbors and receive their input. Note that the meeting can be helpful in clarifying any confusion that may arise from the notion of the "expansion" and the actual parking demand. Staff is recommending a parking study (see below) prior to the meeting to help inform the discussion. Please let staff know available dates, times and venues to host the meeting. Staff recommends meetings not occur on the first or third Tuesdays or Thursdays (typical City Council and Planning Board dates respectively). Note that staff must have a minimum of two weeks prior to the meeting to send out public notification.

We are happy to have a meeting and have requested that the City arrange one for the week of 4/4.

6. Parking Elaine McLaughlin, 303-441-4130 and David Thompson, 303-441-4417

At time of site plan submittal please revise the plans to show the short-term and long-term bicycle parking to be provided on the site consistent with the requirements found in Table 9-8 of the BRC. Currently, there are 43 parking spaces serving the site. However, the application indicates a request for 41 parking spaces, as noted above, staff notes that the location of the trash/recycling enclosure will likely encompass two of the parking spaces. Under the Land Use Code (9-9-6, B.R.C. 1981) parking for motels, hotels and bed and breakfasts require 1 space per guest room or unit, plus required spaces for nonresidential uses at 1 space per 300 square feet of floor area. According to the written statement there is 4,426 square feet of non-residential floor area, this results in a demand of 14 parking spaces (the "rounding rule" for the code requires rounding down when the whole number is above five spaces) along with the 50 required for the 50 requested rooms. With 64 parking spaces required and 41 provided, the requested parking reduction is 36 percent. Even without the addition of two hotel rooms, as proposed, there is an existing parking reduction of 33 percent (64 spaces required where 41 exist today). Parking reduction requests for up to 25 percent can be done administratively. However, for parking reductions over 25 percent an application for a Site Review is required. Please submit the application at this time. The increase in room count does increase the degree of the parking reduction. The table provided by the applicant to determine "actual peak parking demand" is helpful. That table should be used to demonstrate consistency with the Parking Reduction Criteria, as noted below that requires, "the parking needs of any nonresidential uses will be adequately accommodated through on-street parking or off-street parking." Thus, the burden of proof regarding "adequate accommodation" must be made through the analysis of parking demand along with an analysis of on-street parking availability for any overflow scenarios, in a parking study to be completed by a traffic engineer. Staff notes that in a brief review of various aerial and context photos that on-street parking does appear to be constrained for any overflow parking (refer to photos on pages 4 and 5). However, so to, the aerial photos illustrate that the site's parking lot is not filled to capacity in these random examples. Given concerns raised by neighbors regarding constrained parking, as a part of the Site Review request for a parking reduction, the applicant must provide a parking study prepared by a transportation planner or traffic engineer that illustrates available on-street parking. Note that the intent of the study is to demonstrate consistency with the Parking Reduction criteria as follows:

- a. Additional Criteria for Parking Reductions: The off-street parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981, may be modified as follows:

- i. Process: The city manager may grant a parking reduction not to exceed fifty percent of the required parking. The Planning Board or City Council may grant a reduction exceeding fifty percent. (note, because the application is for a non-residential use in a residential zoning district, the determination of the Site Review will be by the Planning Board in this case.)
- ii. Criteria: Upon submission of documentation by the applicant of how the project meets the following criteria, the approving agency may approve proposed modifications to the parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981 (see tables 9-1, 9-2, 9-3 and 9-4), if it finds that:
 - 1. For residential uses, the probable number of motor vehicles to be owned by occupants of and visitors to dwellings in the project will be adequately accommodated;
 - 2. The parking needs of any nonresidential uses will be adequately accommodated through on-street parking or off-street parking;
 - 3. mix of residential with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;
 - 4. If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; and
 - 5. If the number of off-street parking spaces is reduced because of the nature of the occupancy, the applicant provides assurances that the nature of the occupancy will not change.

Please see attached Parking Study, Exhibit A.

- 7. Plan Documents Elaine McLaughlin, 303-441-4130
 - a. Indicate on the project plans where the trash and recycling are proposed. As discussed in the pre-application, they cannot be located in the front yard setback. However, there is no indication in the project plans where they are to be located. **The trash will remain in it's existing location at the back of the property given that the proposed and approved location in the permit set was subsequently rejected.**
 - b. In the written statement the applicant states that the number of parking spaces provided is 43, yet the project plans. and application indicate 41. Please clarify. **There are 43 spaces on site.**
- 8. Provide a more detailed landscape plan that will help to illustrate how the applicant intends to "lessen the degree of non-conformity." This could include the plans for the patio area which would likely enhance the existing setting.

Similarly, the applicant indicated that additional landscaping is “infeasible” however, there does need to be a demonstration that the applicant is improving the appearance of the structure or site. The plans and written statement to date do not yet meet that requirement. **Please see Exhibit C, we have added a 3’ x 9’ planter to screen the parking lot as there was no other area to add landscaping. The City indicated that our existing landscaping was excellent at the front of the property..**

9. Review Process, Elaine McLaughlin, 303-441-4130

The degree of the parking reduction at 33 percent, which exceeds an Administrative Review threshold, necessitates application for Site Review along with Non-Conforming Use Review. Please submit an application at this time.

This document along with all others related to the Site Review have now been submitted.

- a. Criteria for Review: No site review application shall be approved unless the approving agency finds that:
 - i. Boulder Valley Comprehensive Plan:
 - 1. The proposed site plan is consistent with the land use map and the service area map and, on balance, the policies of the Boulder Valley Comprehensive Plan. **NOT A NEW CONSTRUCTION PROJECT OR EXPANSION, THEREFORE NOT APPLICABLE.**
 - 2. The proposed development shall not exceed the maximum density associated with the Boulder Valley Comprehensive Plan residential land use designation. Additionally, if the density of existing residential development within a three-hundred-foot area surrounding the site is at or exceeds the density permitted in the Boulder Valley Comprehensive Plan, then the maximum density permitted on the site shall not exceed the lesser of:
 - a. The density permitted in the Boulder Valley Comprehensive Plan, or
 - b. The maximum number of units that could be placed on the site without waiving or varying any of the requirements of chapter 9-8, "Intensity Standards," B.R.C. 1981.
 - c. The proposed development's success in meeting the broad range of BVCP policies considers the economic feasibility of implementation techniques required to meet other site review criteria.**NOT A NEW CONSTRUCTION PROJECT OR EXPANSION, THEREFORE NOT APPLICABLE.**

- b. Site Design: Projects should preserve and enhance the community's unique sense of place through creative design that respects historic character, relationship to the natural environment, multi-modal transportation connectivity and its physical setting. Projects should utilize site design techniques which are consistent with the purpose of site review in Subsection (a) of this section and enhance the quality of the project. In determining whether this subsection is met, the approving agency will consider the following factors:
- i. Open Space: Open space, including, without limitation, parks, recreation areas and playgrounds:
We are adding a deck that allows people to recreate outdoors. As we are not permitted to make our site accessible to the public it will be for guests only, but we have over 10,000 guests staying with us each year so it will improve their access to Open Space.
 - ii. Useable open space is arranged to be accessible and functional and incorporates quality landscaping, a mixture of sun and shade and places to gather;
Our outdoor space will be accessible and will have quality seating areas for people to enjoy.
 - iii. Private open space is provided for each detached residential unit; NOT APPLICABLE, NO RESIDENTIAL UNITS
 - iv. The project provides for the preservation of or mitigation of adverse impacts to natural features, including, without limitation, healthy long-lived trees, significant plant communities, ground and surface water, wetlands, riparian areas, drainage areas and species on the federal Endangered Species List, "Species of Special Concern in Boulder County" designated by Boulder County, or prairie dogs (*Cynomys ludovicianus*), which is a species of local concern, and their habitat;
We are not removing any trees or open space (other than asphalt and concrete) so we are not affecting any trees or habitats for the *Cynomys ludovicianus*.
 - v. The open space provides a relief to the density, both within the project and from surrounding development;
Our deck provides relief from the asphalt and concrete density on our site. As we are not building new, we are not able to move buildings, but our landscaped area on Arapahoe provides a great green space barrier from the street.
 - vi. Open space designed for active recreational purposes is of a size that it will be functionally useable and located in a safe and convenient proximity to the uses to which it is meant to serve;
We have maximized the space of our open space but are constrained by the site dimensions.
 - vii. The open space provides a buffer to protect sensitive environmental features and natural areas; and NOT APPLICABLE

- viii. If possible, open space is linked to an area- or city-wide system. NOT APPLICABLE THOUGH YOU CAN ACCESS THE BOULDER CREEK PATH FROM THE REAR OF OUR PROPERTY.
- c. Open Space in Mixed Use Developments (Developments That Contain a Mix of Residential and Nonresidential Uses) **NOT APPLICABLE:**
- i. The open space provides for a balance of private and shared areas for the residential uses and common open space that is available for use by both the residential and nonresidential uses that will meet the needs of the anticipated residents, occupants, tenants and visitors of the property; and
 - ii. The open space provides active areas and passive areas that will meet the needs of the anticipated residents, occupants, tenants and visitors of the property and are compatible with the surrounding area or an adopted plan for the area.
- d. Landscaping:
- i. The project provides for aesthetic enhancement and a variety of plant and hard surface materials, and the selection of materials provides for a variety of colors and contrasts and the preservation or use of local native vegetation where appropriate;

By adding the wood texture of the deck in place of asphalt and concrete, we are adding much needed texture in an otherwise black and gray parking lot. In terms of plants we are going with evergreens and perennials (see Exhibit D: Landscaping Plan), we are breaking up the monotony of our existing building and parking lot.
 - ii. Landscape design attempts to avoid, minimize or mitigate impacts on and off site to important native species, healthy, long lived trees, plant communities of special concern, threatened and endangered species and habitat by integrating the existing natural environment into the project;

Our choice of native species and hardscape ensures that we will mitigate the impact on on and offsite plant species.
 - iii. The project provides significant amounts of plant material sized in excess of the landscaping requirements of Sections 9-9-12, "Landscaping and Screening Standards," and 9-9-13, "Streetscape Design Standards," B.R.C. 1981; and **As we are not a new build we cannot meet all the standards, but we have maximized the landscaping and open spaces in every square foot of the property.**
 - iv. The setbacks, yards and useable open space along public rights of way are landscaped to provide attractive streetscapes, to enhance architectural features and to contribute to the development of

an attractive site plan **As we are an existing building, we only have certain areas to alter and we have maximized the landscaping in every area of our project.**

- e. Circulation: Circulation, including, without limitation, the transportation system that serves the property, whether public or private and whether constructed by the developer or not:
- i. High speeds are discouraged or a physical separation between streets and the project is provided; NOT APPLICABLE AS WE ARE NOT CONSTRUCTING ANY NEW CIRCULATION PATHS.
 - ii. Potential conflicts with vehicles are minimized; NOT APPLICABLE AS WE ARE NOT CONSTRUCTING ANY NEW CIRCULATION PATHS.
 - iii. Safe and convenient connections are provided that support multi-modal mobility through and between properties, accessible to the public within the project and between the project and the existing and proposed transportation systems, including, without limitation, streets, bikeways, pedestrianways and trails; **We are maintaining easy access to the Boulder BCycle and bus stops on Arapahoe through our front entrance to the property. As we are not building new we have limited ability to alter the access to the street.**
 - iv. Alternatives to the automobile are promoted by incorporating site design techniques, land use patterns and supporting infrastructure that supports and encourages walking, biking and other alternatives to the single-occupant vehicle; **We have bike parking on site and encourage people to use alternative modes of transport. See our attached TDM Plan (Exhibit B).**
 - v. Where practical and beneficial, a significant shift away from single-occupant vehicle use to alternate modes is promoted through the use of travel demand management techniques; **See our attached TDM Plan (Exhibit B).**
 - vi. On-site facilities for external linkage are provided with other modes of transportation, where applicable; NOT APPLICABLE GIVEN WE ARE NOT ALTERING OUR SITE LAYOUT.
 - vii. The amount of land devoted to the street system is minimized; and NOT APPLICABLE GIVEN WE ARE NOT ALTERING OUR SITE LAYOUT.
 - viii. The project is designed for the types of traffic expected, including, without limitation, automobiles, bicycles and pedestrians, and provides safety, separation from living areas and control of noise and exhaust. **See our attached TDM Plan (Exhibit B).**
- f. Parking:

- i. The project incorporates into the design of parking areas measures to provide safety, convenience and separation of pedestrian movements from vehicular movements; **We have achieved as much as possible given the constraints of the existing site. We believe that the deck we are adding in place of the seating in the parking lot will provide significantly better separation from people and the traffic circulation. With the lack of deck, guests frequently take chairs out of their room and sit in the parking lot on a sunny day. Our guest serving deck will eliminate this need and hence greatly improve the convenience, separation and safety of our site.**
 - ii. The design of parking areas makes efficient use of the land and uses the minimum amount of land necessary to meet the parking needs of the project; **Yes. There is no waster square foot of parking.**
 - iii. Parking areas and lighting are designed to reduce the visual impact on the project, adjacent properties and adjacent streets; and **Yes.**
 - iv. Parking areas utilize landscaping materials to provide shade in excess of the requirements in Subsection 9-9-6(d), and Section 9-9-14, "Parking Lot Landscaping Standards," B.R.C. 1981. **As we have no ability to build extra shade we are limited by our existing buildings.**
- g. Building Design, Livability and Relationship to the Existing or Proposed Surrounding Area: **NOT APPLICABLE AS WE ARE NOT CONSTRUCTING ANY BUILDINGS.**
- i. The building height, mass, scale, orientation, architecture and configuration are compatible with the existing character of the area or the character established by adopted design guidelines or plans for the area;
 - ii. The height of buildings is in general proportion to the height of existing buildings and the proposed or projected heights of approved buildings or approved plans or design guidelines for the immediate area;
 - iii. The orientation of buildings minimizes shadows on and blocking of views from adjacent properties;
 - iv. If the character of the area is identifiable, the project is made compatible by the appropriate use of color, materials, landscaping, signs and lighting;
 - v. Projects are designed to a human scale and promote a safe and vibrant pedestrian experience through the location of building frontages along public streets, plazas, sidewalks and paths, and through the use of building elements, design details and landscape materials that include, without limitation, the location of entrances and windows, and the creation of transparency and activity at the pedestrian level;
 - vi. To the extent practical, the project provides public amenities and planned public facilities;

- vii. For residential projects, the project assists the community in producing a variety of housing types, such as multifamily, townhouses and detached single family units, as well as mixed lot sizes, number of bedrooms and sizes of units;
 - viii. For residential projects, noise is minimized between units, between buildings and from either on-site or off-site external sources through spacing, landscaping and building materials;
 - ix. A lighting plan is provided which augments security, energy conservation, safety and aesthetics;
 - x. The project incorporates the natural environment into the design and avoids, minimizes or mitigates impacts to natural systems;
 - xi. Buildings minimize or mitigate energy use; support on-site renewable energy generation and/or energy management systems; construction wastes are minimized; the project mitigates urban heat island effects; and the project reasonably mitigates or minimizes water use and impacts on water quality;
 - xii. Exteriors of buildings present a sense of permanence through the use of authentic materials such as stone, brick, wood, metal or similar products and building material detailing;
 - xiii. Cut and fill are minimized on the site, the design of buildings conforms to the natural contours of the land, and the site design minimizes erosion, slope instability, landslide, mudflow or subsidence, and minimizes the potential threat to property caused by geological hazards;
 - xiv. In the urbanizing areas along the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the building and site design provide for a well-defined urban edge; and
 - xv. In the urbanizing areas located on the major streets shown on the map in Appendix A to this title near the Boulder Valley Comprehensive Plan boundaries between Area II and Area III, the buildings and site design establish a sense of entry and arrival to the City by creating a defined urban edge and a transition between rural and urban areas.
- h. **Solar Siting and Construction:** For the purpose of ensuring the maximum potential for utilization of solar energy in the City, all applicants for residential site reviews shall place streets, lots, open spaces and buildings so as to maximize the potential for the use of solar energy in accordance with the following solar siting criteria: **NOT APPLICABLE AS WE ARE NOT ADDING ANY STRUCTURES, BUT IT SHOULD BE NOTED THAT WE HAVE BEEN PIONEERS IN SOLAR CAPTURE WITH A LARGE SOLAR ARAY ON OUR ROOFTOP THAT CONTRIBUTES SIGIFICANT RENEWABLE ENERGY TO OUR PROJECT.**
- i. **Placement of Open Space and Streets:** Open space areas are located wherever practical to protect buildings from shading by other buildings within the development or from buildings on adjacent

properties. Topography and other natural features and constraints may justify deviations from this criterion.

- ii. Lot Layout and Building Siting: Lots are oriented and buildings are sited in a way which maximizes the solar potential of each principal building. Lots are designed to facilitate siting a structure which is unshaded by other nearby structures. Wherever practical, buildings are sited close to the north lot line to increase yard space to the south for better owner control of shading.
- iii. Building Form: The shapes of buildings are designed to maximize utilization of solar energy. Buildings shall meet the solar access protection and solar siting requirements of Section 9-9-17, "Solar Access," B.R.C. 1981.
- iv. Landscaping: The shading effects of proposed landscaping on adjacent buildings are minimized.
- i. **NOT APPLICABLE:** Additional Criteria for Poles Above the Permitted Height: No site review application for a pole above the permitted height will be approved unless the approving agency finds all of the following:
 - i. The light pole is required for nighttime recreation activities which are compatible with the surrounding neighborhood, light or traffic signal pole is required for safety or the electrical utility pole is required to serve the needs of the City; and
 - ii. The pole is at the minimum height appropriate to accomplish the purposes for which the pole was erected and is designed and constructed so as to minimize light and electromagnetic pollution.
- j. **NOT APPLICABLE** Land Use Intensity Modifications:
 - i. Potential Land Use Intensity Modifications:
 1. NOT APPLICABLE The density of a project may be increased in the BR-1 district through a reduction of the lot area requirement or in the Downtown (DT), BR-2 or MU-3 districts through a reduction in the open space requirements.
 2. NOT APPLICABLE The open space requirements in all Downtown (DT) districts may be reduced by up to one hundred percent.
 3. NOT APPLICABLE The open space per lot requirements for the total amount of open space required on the lot in the BR-2 district may be reduced by up to fifty percent.
 4. NOT APPLICABLE Land use intensity may be increased up to twenty-five percent in the BR-1 district through a reduction of the lot area requirement.
 - ii. **NOT APPLICABLE** Additional Criteria for Land Use Intensity Modifications: A land use intensity increase will be permitted up to the maximum amount set forth below if the approving agency

finds that the criteria in paragraph (h)(1) through Subparagraph (h)(2)(H) of this section and following criteria have been met:

1. Open Space Needs Met: The needs of the project's occupants and visitors for high quality and functional useable open space can be met adequately
2. Character of Project and Area: The open space reduction does not adversely affect the character of the development or the character of the surrounding area; and
3. Open Space and Lot Area Reductions: The specific percentage reduction in open space or lot area requested by the applicant is justified by any one or combination of the following site design features not to exceed the maximum reduction set forth above:
 - a. Close proximity to a public mall or park for which the development is specially assessed or to which the project contributes funding of capital improvements beyond that required by the parks and recreation component of the development excise tax set forth in chapter 3-8, "Development Excise Tax," B.R.C. 1981: maximum one hundred percent reduction in all Downtown (DT) districts and ten percent in the BR-1 district;
 - b. Architectural treatment that results in reducing the apparent bulk and mass of the structure or structures and site planning which increases the openness of the site: maximum five percent reduction;
 - c. A common park, recreation or playground area functionally useable and accessible by the development's occupants for active recreational purposes and sized for the number of inhabitants of the development, maximum five percent reduction; or developed facilities within the project designed to meet the active recreational needs of the occupants: maximum five percent reduction;
 - d. Permanent dedication of the development to use by a unique residential population whose needs for conventional open space are reduced: maximum five percent reduction;
 - e. The reduction in open space is part of a development with a mix of residential and nonresidential uses within a BR-2 zoning district that, due to the ratio of residential to nonresidential uses and because of the size, type and mix of dwelling units, the need for open space is reduced: maximum fifteen percent reduction; and

- f. The reduction in open space is part of a development with a mix of residential and nonresidential uses within a BR-2 zoning district that provides high quality urban design elements that will meet the needs of anticipated residents, occupants, tenants and visitors of the property or will accommodate public gatherings, important activities or events in the life of the community and its people, that may include, without limitation, recreational or cultural amenities, intimate spaces that foster social interaction, street furniture, landscaping and hard surface treatments for the open space: maximum twenty-five percent reduction.
 - 4. Additional Criteria for Floor Area Ratio Increase for Buildings in the BR-1 District:
 - a. Process: For buildings in the BR-1 district, the floor area ratio ("FAR") permitted under Table 8-2, Section 9-8-2, "Floor Area Ratio Requirements," B.R.C. 1981, may be increased by the city manager under the criteria set forth in this subparagraph.
 - b. Maximum FAR Increase: The maximum FAR increase allowed for buildings thirty-five feet and over in height in the BR-1 district shall be from 2:1 to 4:1.
- iii. Criteria for the BR-1 District: The FAR may be increased in the BR-1 district to the extent allowed in subparagraph (h)(2)(J)(ii) of this section if the approving agency finds that the following criteria are met:
 - 1. Site and building design provide open space exceeding the required useable open space by at least ten percent: an increase in FAR not to exceed 0.25:1.
 - 2. Site and building design provide private outdoor space for each office unit equal to at least ten percent of the lot area for buildings twenty-five feet and under and at least twenty percent of the lot area for buildings above twenty-five feet: an increase in FAR not to exceed 0.25:1.
 - 3. Site and building design provide a street front facade and an alley facade at a pedestrian scale, including, without limitation, features such as awnings and windows, well-defined building entrances and other building details: an increase in FAR not to exceed 0.25:1.
 - 4. For a building containing residential and nonresidential uses in which neither use comprises less than twenty-five percent of the total square footage: an increase in FAR not to exceed 1:1.
 - 5. The unused portion of the allowed FAR of historic buildings designated as landmarks under chapter 9-11, "Historic Preservation," B.R.C. 1981, may be transferred to other sites

in the same zoning district. However, the increase in FAR of a proposed building to which FAR is transferred under this subparagraph may not exceed an increase of 0.5:1.

6. For a building which provides one full level of parking below grade, an increase in FAR not to exceed 0.5:1 may be granted.

- k. Additional Criteria for Parking Reductions: The off-street parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981, may be modified as follows:
 - i. Process: The city manager may grant a parking reduction not to exceed fifty percent of the required parking. The planning board or city council may grant a reduction exceeding fifty percent.
 - ii. Criteria: Upon submission of documentation by the applicant of how the project meets the following criteria, the approving agency may approve proposed modifications to the parking requirements of Section 9-9-6, "Parking Standards," B.R.C. 1981 (see tables 9-1, 9-2, 9-3 and 9-4), if it finds that:
 - 1. NOT APPLICABLE For residential uses, the probable number of motor vehicles to be owned by occupants of and visitors to dwellings in the project will be adequately accommodated;
 - 2. The parking needs of any nonresidential uses will be adequately accommodated through on-street parking or off-street parking; **See Exhibit A: Parking Study**
 - 3. NOT APPLICABLE A mix of residential with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;
 - 4. NOT APPLICABLE If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; and
 - 5. NOT APPLICABLE If the number of off-street parking spaces is reduced because of the nature of the occupancy, the applicant provides assurances that the nature of the occupancy will not change.
- l. Additional Criteria for Off-Site Parking: The parking required under Section 9-9-6, "Parking Standards," B.R.C. 1981, may be located on a separate lot if the following conditions are met:
 - i. NOT APPLICABLE The lots are held in common ownership; **Just one lot, but yes, it is one ownership group.**
 - ii. NOT APPLICABLE The separate lot is in the same zoning district and located within three hundred feet of the lot that it serves; and

- iii. NOT APPLICABLE The property used for off-site parking under this subparagraph continues under common ownership or control.

Sincerely,

A handwritten signature in blue ink that reads "Christian Strobel". The signature is written in a cursive, flowing style.

Christian Strobel
Founder
Basecamp Hotels

Exhibit A: Parking Study

Exhibit B: Travel Demand Management Plan

Exhibit C: Landscaping Plan and Images

Planter obscuring the Parking:

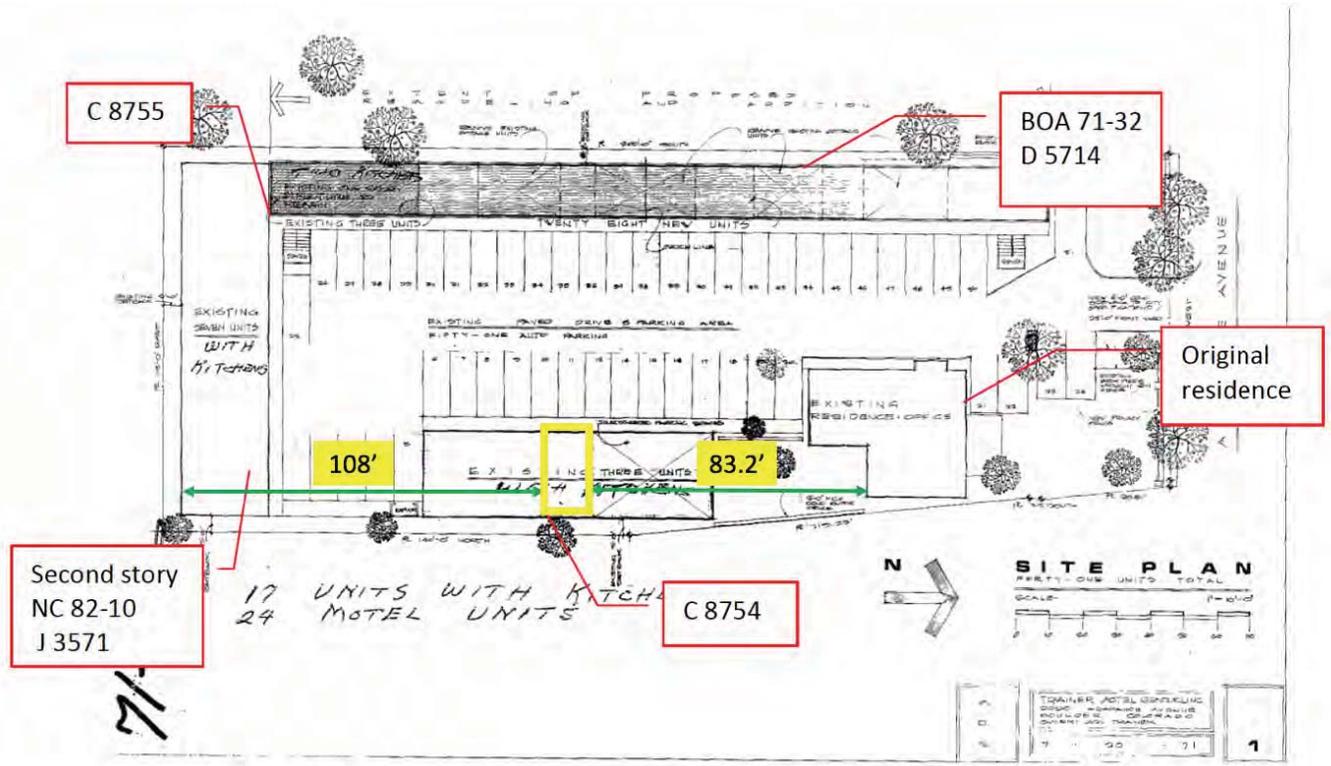


Exhibit C: Wooden Deck



Exhibit D: Typical Welcome Packet, including Transit Maps and Transportation Suggestions

Exhibit E: City Records



Proposed additional ADA room:



Exhibit F: Existing Openings in Pool Area





Exhibit G: Existing outdoor seating near lounge

People often use this space as overflow or when it is nice out regardless of it's designated use.



Exhibit H: Image of Patio at Existing Basecamp Hotel in South Lake Tahoe, CA.



Exhibit E: Images from Basecamp Hotel in South Lake Tahoe





Exhibit G: Emergency Management Plan

Emergency Evacuation Plan Template

Canyon creeks can flood quickly with little warning. Emergency Management Plans help protect people, minimize interruptions of services, protect buildings and assets from damage and prevent environmental contamination due to flood events. This Emergency Evacuation Plan is a key component of an Emergency Management Plan to help you plan for a flood event and successfully evacuate if needed.

In addition to this Emergency Evacuation Plan, the following items should be considered:

- What is the flood risk in the area?
- What resources will be needed to continue operations after a flood event?
- How can important documents and data be protected or backed-up?
- How can you minimize damages to your facility?
- What training is needed to help people know how best to respond during a flood emergency?
- Are chemicals or other hazardous substances stored in locations that are safe from flooding?
- Where are the best locations to post the evacuation route?
- Where should the Emergency Management Plan be kept for quick reference?
- How can you ensure that the plan is periodically reviewed and kept up to date?

Visit www.boulderfloodinfo.net for guidelines on how to prepare your Emergency Management Plan and to learn more about the flood risk in Boulder.

Please note that if an Emergency Management Plan is required for your facility as part of a floodplain development permit application, it must be certified by a Colorado-registered professional engineer or Certified Facilities Manager.

For more information on the City of Boulder's floodplain regulations and floodplain development permits, please contact the Planning and Development Services Center at 303-441-1880 or plandevlop@bouldercolorado.gov.

Emergency Evacuation Plan

Facility Information:

Name **BOULDER QUALITY INN / BASECAMP BOULDER**

Address **2020 ARAPAHOE AVENUE**

BOULDER, CO. 80302

Phone Numbers **303.449.7550**

Emergency Contact:

Name **JENNIFER TORREZ**

Title **GENERAL MANAGER**

Phone Numbers **O: 303.449.7550 C: 303.908.4131**

Situational Awareness:

**GENERAL MANAGER,
RECEPTION DESK MANAGER**

Who is responsible for monitoring weather conditions? **WHEN GM OFFSITE**

How does your facility stay informed about severe weather? (check all that apply)

Weather Radio Television Internet Nation Weather Service Alerts

Other: <http://www.boulderoem.com/> MONITOR CITY OF BOULDER EMERGENCY ALERT SYSTEM

Plan Activation:

What actions will be taken in response to the following situations?

- Severe weather forecast **INCREASE FREQUENCY OF WEATHER CHECKS TO ONCE EVERY 2HRS**
- Flood watch (flooding probable) **NOTIFY GUESTS OF POTENTIAL EMERGENCY AND HAND OUT EVACUATION PLAN LITERATURE**
- Flood warning (flooding imminent) **NOTIFY GUEST TO GATHER @ MUSTER POINT**
- Other emergency alerts
 - Outdoor warning sirens **NOTIFY GUEST TO GATHER @ MUSTER POINT**
 - Contact by an emergency notification system **NOTIFY GUEST TO GATHER @ MUSTER POINT**
 - University of Colorado Campus Alerts **NOTIFY GUESTS OF POTENTIAL EMERGENCY**
 - Other emergency alerts (please specify) _____

Emergency Evacuation Plan

Roles and Responsibilities:

Role/Responsibility	Name/Position	Phone	e-mail
Evacuation Team Leader	JENNIFER TORREZ/ GM	303.908.4131	JTORREZ@QUALITYINNBOULDER.COM
Notifications to persons within your facility	FRONT DESK STAFF	303.449.7550	
Notifications to persons outside your facility	JENNIFER TORREZ/GM		
Arranging transportation	MANAGER ON DUTY/JENNIFER TORREZ		
Securing the facility prior to evacuation	JESSE/BUILDING ENGINEER		
Bringing any needed supplies	JESSE/BUILDING ENGINEER		
Taking role at the evacuation site	FRONT DESK STAFF		

Notifications:

Who will be notified of the evacuation? (check all that apply)

- Employees
 Students/Residents
 Visitors
 Emergency Management
 Family members
 Other: _____

Attach contact information for all persons to be notified of the evacuation.

Communications Protocols:

People within your facility will be notified of the evacuation using the following (check all that apply):

- Verbal announcements
 Intercom
 E-mail
 Phone
 Text message
 Other: _____

People outside your facility will be notified of the evacuation using the following (check all that apply):

- Radio announcement
 E-mail
 Phone
 Text message
 Other: _____

Emergency Evacuation Plan

Evacuation Route and Location:

People should assemble at the following location for accounting by the staff evacuation team: @ 2008 PINE ST, BOULDER, CO. 80302
IF ADEQUATE TIME IS AVAILABLE, ALL GUEST AND STAFF ARE TO EVACUATE THE FACILITY TO WHITTIER ELEMENTARY

IF THE MOD DETERMINES THAT ADEQUATE TIME IS NOT AVAILBLE ALL 2ND LEVEL GUESTS TO REMAIN IN THEIR ROOMS

ALL 1ST LEVEL GUESTS TO GATHER IN HOTEL LOBBY

SEE ATTACHED MAP FOR EVACUATION ROUTE TO WHITTIER ELEMENTARY

- Attach a copy of the emergency evacuation route map to this plan.
- Post copies of the emergency evacuation route map at highly visible locations throughout the facility and on the inside of the doors to all lodging units.

Facility Considerations:

Pre-evacuation preparations (if time allows):

- Collect important documents/items
- Turn off utilities
- Lock doors
- Move items susceptible to flooding to higher locations (such as on top of tables or to upper floors)
- Other: VERIFY ALL 1ST LEVEL GUEST ROOMS HAVE BEEN EVACUATED
- Other: _____
- Other: _____

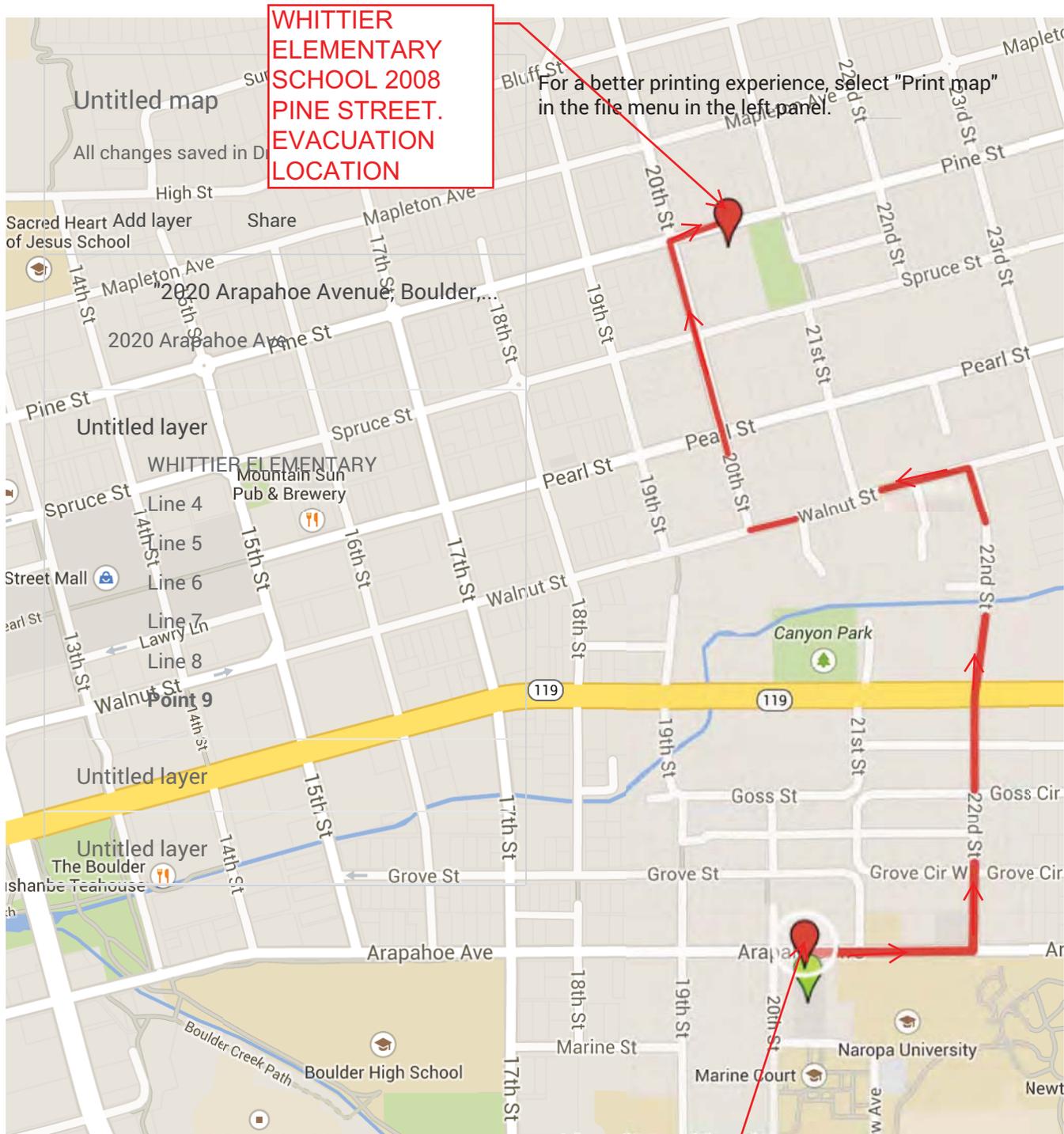
Transportation:

Describe any special transportation needs:

TRANSPORTAION BY GUEST VEHICLES

Certification:

This plan was prepared by: _____ Date: _____



**WHITTIER
ELEMENTARY
SCHOOL 2008
PINE STREET.
EVACUATION
LOCATION**

For a better printing experience, select "Print map" in the file menu in the left panel.

**BASECAMP HOTEL
LOCATION - 2020
ARAPAHOE AVENUE**

**BASECAMP HOTEL:
EVACUATION MAP. NOTE EVACUATE
TO THIS LOCATION IF DIRECTED BY
STAFF. IN EVENT OF FLOOD
EMERGENCY ALL 1ST LEVEL GUESTS
TO MUSTER IN HOTEL LOBBY. ALL
2ND LEVEL GUESTS TO REMAIN IN
ROOMS**

Exhibit H: Examples of Bicycles in Room



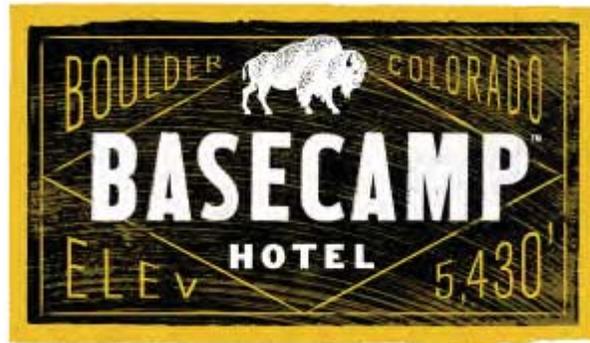
Exhibit I: Examples of Guest Confirmations and Packet

RESERVATION CONFIRMATION

Dear Guest,

We're pleased to confirm your upcoming stay at the Basecamp Hotel Boulder in Boulder, CO. Below is information about your stay to help you prepare for your trip.

See you soon!



Name:

Confirmation Number:

Reservation Status: Reserved

Check In:

Check Out:

Number of Rooms:

Basecamp Hotel Boulder

2020 Arapahoe Ave,

Boulder, CO, US, 80302

+1 (303) 449-7550

Please note: We appreciate your patience during our summer renovations. We will still make your stay a great one. Guests must contact hotel prior to arrival for authorization if credit card is under another name. All payment cards will be authorized on the day of arrival by 4:00 PM for one night stay plus tax. At check-in your card will be authorized for the full amount of the stay plus a \$50.00 USD deposit. Must be 21 years or older to rent a room. Pet accommodation: \$15.00 per stay, \$100.00 deposit required. Pet limit: 2 per room, maximum 65 pounds. Pets may not be left unattended in guest rooms unless kept in kennel.



At Basecamp Boulder we care about our impact on the world and our community, fortunately there are many ways to get to Boulder without driving yourself:

Let someone else do the driving

Fortunately, there are many alternatives to get to Boulder from DIA and the Denver area. Please visit www.greenrideboulder.com for a shared shuttle or www.rtd-denver.com for information on public transportation.

Not a fan of these methods? Contact the hotel directly for more suggestions on what may fit your needs.

Bringing a Group Along for the Ride?

Should you choose that driving yourself is more your style and you are coming to Basecamp in a group we will offer a toast if you come with fewer cars than the number of rooms you booked. We will offer you 2 free drinks at our bar for every extra room. For example, if your group has three people arriving in one car for 3 rooms, you will get 4 free drinks. It always makes sense to car share!

B-Cycle: The best way to get around Boulder when you are here, other than walking, is Boulder's B-Cycle bike share program, we have a station less than a block away and more information can be found at boulder.bcycle.com.

EXPLORING BOULDER



THERE IS SO MUCH TO DO IN BOULDER YEAR-ROUND! HERE ARE SOME OF OUR FAVORITE ACTIVITIES BROKEN OUT BY SEASON.

WINTER SPORTS

Eldora Mountain Resort ★
40 min drive
2861 Eldora Ski Road #140
Nederland, CO 80466,
(303)-440-8700
eldora.com

Arapahoe Basin 1hr 30 min drive
28194 US Hwy 6,
Keystone, CO 80435,
1-888-ARAPAHOE,
arapahoebasin.com

Loveland Ski Area
1 hr 40 min drive
Exit 216 Interstate 70,
Georgetown, CO 80444,
(303) 571-5580,
http://skiloveland.com/

Keystone Ski Resort: 1 hr 40 min drive.
21996 US-6, Dillon, CO 80435,
(970) 496-4500,
keystoneskiresort.com

Winter Park Resort: 1hr 40 min drive
85 Parsenn Road, Winter Park,
(970) 726-5514,
winterparkresort.com

CROSS COUNTRY SKIING

Caribou Ranch: 50 min drive
Caribou Rd, Nederland,
CO 80466, (303) 678-6200,
www.bouldercounty.org

Betasso Preserve 20 min drive
377 Betasso Rd, Boulder,
CO 80302, (303) 678-6200,
bouldercounty.org

Walker Ranch: 35 min drive ★
Walker Ranch, Boulder,
CO 80302, (303) 678-6200,
bouldercounty.org

Bald Mountain 20 min drive
Bald Mountain Scenic Area, Boulder,
CO 80302, (303) 678-6200,
bouldercounty.org

SNOWSHOEING

Bald Mountain 20 min drive
Bald Mountain Scenic Area,
Boulder. (303) 678-6200,
www.bouldercounty.org/os/parks/
Pages/baldmountain.aspx



BIKE RENTALS
Full Cycle Boulder
1795 Pearl St.
Boulder, CO 80302
(303) 440-1002

OUTDOOR GEAR
REI Boulder
1789 28th St,
Boulder, CO 80301
(303) 583-9970

MOUNTAIN BIKING

Valmont Bike Park (Easy)
Valmont Rd, Boulder, CO 80301,
Mountain Biking: Free 42-acre,
natural surface cycling terrain park.
bouldercounty.org/parks-rec/valmont-bike-park 5 min drive

Marshall Mesa (Easy) ★
10.3 miles, 960' elevation
fantastic Flatiron views. Starts
at Marshall Mesa trailhead.
mtbproject.com/trail/520343/
marshall-mesa-doudy-draw-loops
10 min drive

Betasso Loop (Intermediate)
7.4 miles 829' elevation. Accessible
via bike directly from Boulder.
377 Betasso Rd, Boulder, CO 80302
mtbproject.com/trail/46286/betaso-preserve 20 min drive

Sugarloaf/Gordon Gulch
(Intermediate) 13.5 miles 1590'
elevation. Stop to hike up Sugarloaf
Mtn for one of Boulder's best views.
Starts at Sugarloaf Mtn Rd.
mtbproject.com/trail/1362740/sugarloaf-to-gordon-gulch-loop
20 min drive

Walker Ranch Loop (Intermediate)
7.7 miles 890' elevation, Walker
Ranch, Boulder, CO 80302, takes you
right by South Boulder Creek and
world class trout-fishing.
protrails.com/trail/79/boulder-denver-golden-fort-collins-lyons-walker-ranch-loop 35 min drive

FISHING

Rocky Mountain Anglers
Local guided fly-fishing tours.
1904 Arapahoe Ave, Boulder,
CO 80302, (303) 447-2400

A SYMBOL OF BOULDER. The Flatirons are iconic rock formations to the west of Boulder. They are redish from the iron in the rock. The Flatirons were known as the "Chautauqua Slabs" around 1900 and The Crags around 1906. There are two stories regarding the origin of the current name: one based on the rocks resemblance to old-fashioned clothes irons and the other based on resemblance to the Flatiron Building in NYC completed in 1902.



ROAD BIKING

Boulder Creek Bike Path (Easy)
The Boulder Creek path is about 5.5 miles long and runs from Boulder Canyon on the west end to Stazio Ballfields on the east end. The path runs directly behind our hotel and will give you the chance to see all of Boulder life on one trail.

Lee Hill Road Climb (Intermediate)
17.3 miles 1,650' elevation.
Starts at the Greenbriar Restaurant in Boulder 10 min drive

Flagstaff Hill Climb (Difficult) ★
10 miles 2,142' elevation. Spectacular views of Boulder and the Rockies once you reach the top. Start at Chautauqua Park. 5 min drive,

KAYAKING

Eben G. Fine Water park
½ mile slalom course with purpose built obstacles and a few exciting drops and slides, including the Widow-maker 5 min drive

WATER SPORTS

tubing Boulder Creek
Runs directly behind hotel, Tube Rentals: 1201 Arapahoe Ave (3 min walk), Start at Ebin G. Fine Park and go as far as 55th. Just walk the path back! Keep an eye out for rope swings around Folsom and near Ebin G Fine Park.

ROCK CLIMBING

Boulder Rock Club 5 min drive
Boulder's best indoor climbing gym, offering top-rope/bouldering/autobelays and yoga! \$19/day. boulderrockclub.com

Elephant Butresses 15 min drive
Up Canyon on the right; moderate trad routes ranging from 5.8 - 5.11

Animal World 25 min drive
Up Canyon. Park at Boulderado, expert sport routes ranging from 5.11 - 5.12+.

BOULDERS TALLEST

Shown in feet

Longs Peak 14,255'	Kiowa Peak 13,276'
Mount Meeker 13,911'	Mount Audubon 13,223'
Arapahoe Peak 13,502'	Bear Peak 8,461'
S. Arapahoe Peak 13,397'	Green Mountain 8,144'

11 // BOULDER ANIMALS & PLANTS

01 American Bison <i>Bison bison</i>	02 Prairie Rattlesnake <i>Crotalus viridis</i>	03 Rainbow Trout <i>Oncorhynchus mykiss</i>
04 Great Horned Owl <i>Bubo virginianus</i>	05 Colorado Blue Columbine <i>Aquilegia caerulea</i>	06 Black Bear <i>Ursus americanus</i>

TREES OF THE ROCKY MOUNTAINS

01 Rocky Mtn Juniper <i>Juniperus scopulorum</i> 5-35 ft	02 Quaking Aspen <i>Populus tremuloides</i> 20-80 ft	03 Limber Pine <i>Pinus flexilis</i> 60-85 ft	04 Silver Maple <i>Acer saccharinum</i> 49-100 ft
-----------------------------------------------------------------------	-------------------------------------------------------------------	------------------------------------------------------------	----------------------------------------------------------------

12 // ROOM TYPES & OCCUPANCY

STANDARD KING STANDARD QUEEN	QUEEN QUEEN JUNIOR SUITE FAMILY SUITE
---------------------------------	---------------------------------------------

Standard King // A cozy, spacious room with a luxurious king bed for you to rest your head after a long day out and about.

Queen Queen // Two luxurious queen beds, unique amenities, plenty of room for your family and friends, and a design that inspires you to get outdoors. Ideal if you want to share a great room but not a bed.

Junior Suite // This spacious room marries a King Bed and a separate seating area with sofa bed. Perfect for families with younger kids who want to share a room.

Family Suite // Two room suite with bedroom features a luxurious king bed and an adjacent living room has a sofa bed and kitchenette (with fridge, microwave and wet bar).

Indie // If a room is labeled "Indie" it is typically on the ground floor and has a microwave and mini fridge in it. Great for the more independent traveler.

Pet Friendly // These rooms are available for people with pets (<50lbs). Dog beds and bowls are available upon request.

SPECIALTY ROOMS

Great Indoors // Sleep under the stars in pioneer fashion. This room features four twin beds around a 'campfire' with 'views' of the plains and Colorado mountains. Sleep 'outside' with all the amenities of a hotel room. Oh and this room has a projector screen to watch re-runs of Bonanza (or anything else you like using Apple TV and Google Chrome).

ADDITIONAL ROOM TYPES

Our fitness area has 2 state of the art Peleton spinning bikes which allow you to take spin classes from around the world, and yoga facilities that let you practice with YogaGlo instructors. We also have free weights & mats available for general exercise.

13 // BASECAMP - BUILT FOR EXPLORING



the front desk and sit by the fire like you did (or should have done) when you were 7 years old. S'mores + fire (+ wine) = good conversation.

Questions Welcome // The staff at

Basecamp take pride in giving you advice on anything, ask them, they'll appreciate it (and the answers may just make your trip)!

Leave your cell phone behind ** // Don't panic! It will be there when you get back and a day without a cell phone may be just the ticket to unplugging. ** Please remember to take it home with you.

Take a Hike // It's amazing how a hike can change your perspective and clear your mind, some people think best in the shower, but most people think better on a hike. Our minds are cluttered and a vacation should be a spring cleaning for the mind.

Unleash your inner child // Life gets too serious sometimes, so get your friends, grab a s'mores kit from

Basecamp merchandise available for purchase in the lobby.



Please respect our habitat and other Boulder visitors! Don't litter, stay on trails to avoid walking on plants, and if you bring a picnic, carry out your trash.

HIKING

South Arapahoe Peak (Strenuous)
Begins at 4th of July Trailhead, Takes you past Colorado's largest glacier, 10 miles round trip with a 2,603' elevation gain. Make sure you prepare for the 12,700' elevation at the top. 50 min drive

Green Mountain (Moderate)
Starts at Gregory Canyon trailhead 5.5 miles round trip with a 2,300' elevation gain. Green mountain towers over Boulder. If you can make it to the top a peak-to-peak finder will help you identify the mountains laid out before you. 10 min drive

Mount Sanitas (Moderate) ★
5 miles west of 4th on Mapleton. 2 hr moderate hike with 1,343' elevation gain to incredible views of Boulder. 10 min drive

Chautauqua Park (Moderate)
900 Baseline Rd, Boulder, CO 80302. Hike up the majestic Flatirons that Boulder is so famous for, or take a trip to Royal Arch. 5 min drive,

Shadow Canyon (Strenuous)
begins at the South Mesa Trailhead near Eldorado Springs. 6.5 strenuous miles but worth the view! This hike will take you to the top of both South

Boulder Peak and Bear Peak the large mountain towering over Boulder just left of Green Mountain. 15 min drive

Flagstaff Mountain 20 mins to the top, take Baseline rd. towards the mountains and continue all the way up the mountain. Look for Lost Gulch on your right, pull in and enjoy spectacular views of the Rockies!

Boulder Falls 11 miles west on Canyon. Referred to as the "Yosemite of Boulder Canyon" make sure to snap a photo with your face in "Picture Rock." 15 min drive

Farmers Market (Easy)
Arapahoe & 13th. Saturday's (8-2) Apr-Nov. Wednesday's (4-8) May-Oct. From locally grown veggies to wild Alaskan Salmon, best food in the world! 5 min walk,

Valmont Disc Golf
Airport Rd, Boulder, CO 80301 dgcoursereview.com/course. 5 min drive,

TRAIL RUNNING

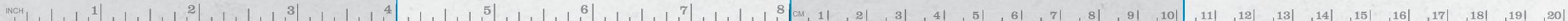
Mesa Trail 1850 Table Mesa Drive, Boulder, CO, 80305. Starts at NCAR and runs North and South along the Front Range with beautiful views of the Flatirons. 10 min drive

14 // ABOUT BASECAMP

Basecamp Hotels was born with the goal of bringing the spirit of exploration back into the hotel industry. Our mission is to take under-appreciated buildings in great destinations and infuse them with soul to give an alternative option on the hotel landscape. We are as much about connecting with the people who stay here and staff who work here as we are about the great beds, amenities, art and cool design touches. Basecamp Hotels strive to be the perfect launchpad for adventure at any of our locations.

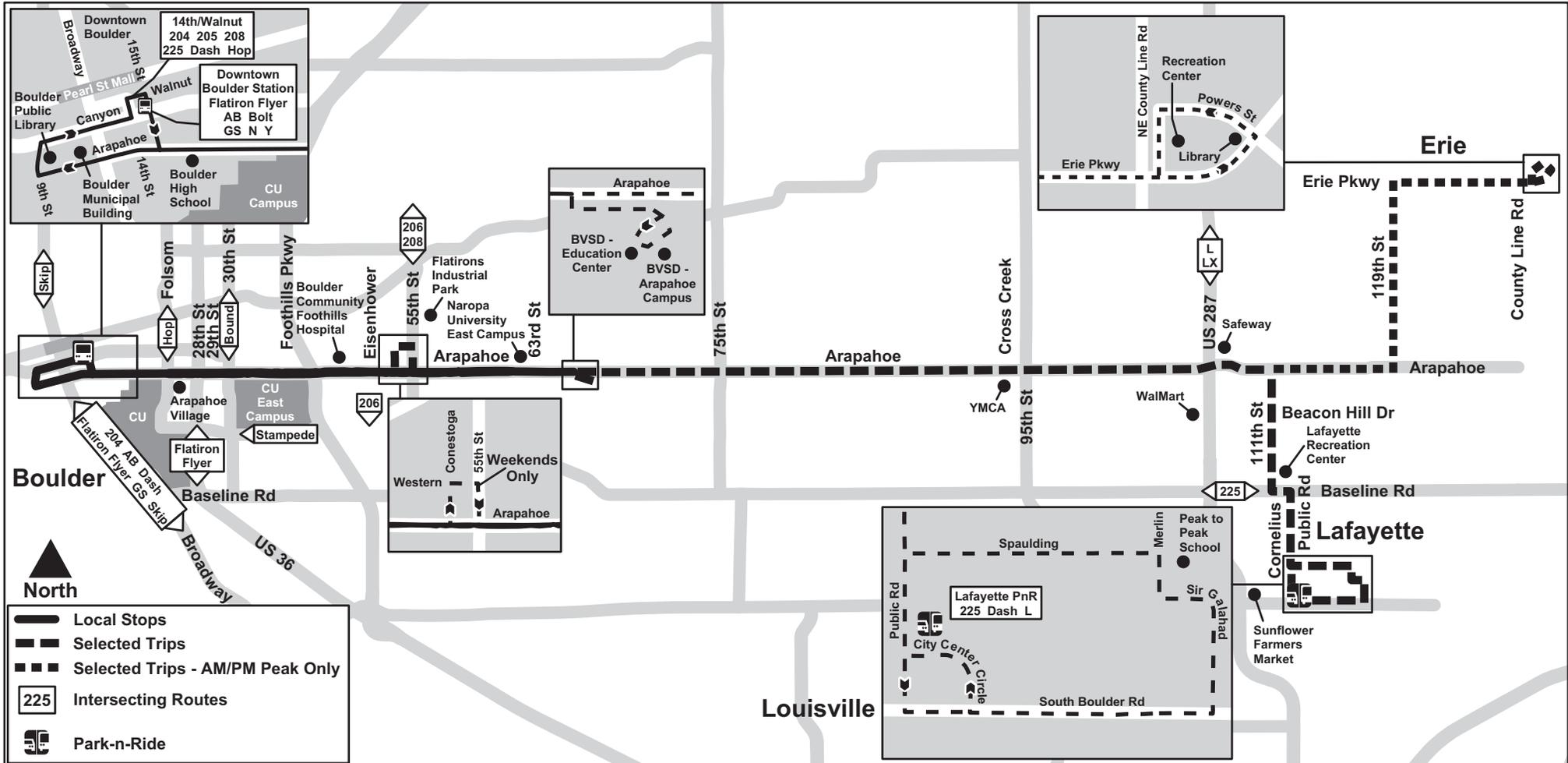


 BASECAMP BOULDER 2020 Arapahoe Avenue, Boulder, CO 80302 303-449-7550 basecampboulder.com
 BASECAMP TAHOE CITY 955 North Lake Boulevard, Tahoe City, CA 96145 530-583-3305 basecampthoecity.com
 BASECAMP TAHOE SOUTH 4143 Cedar Avenue, South Lake Tahoe, CA 96150 530-208-0180 basecampthoesouth.com

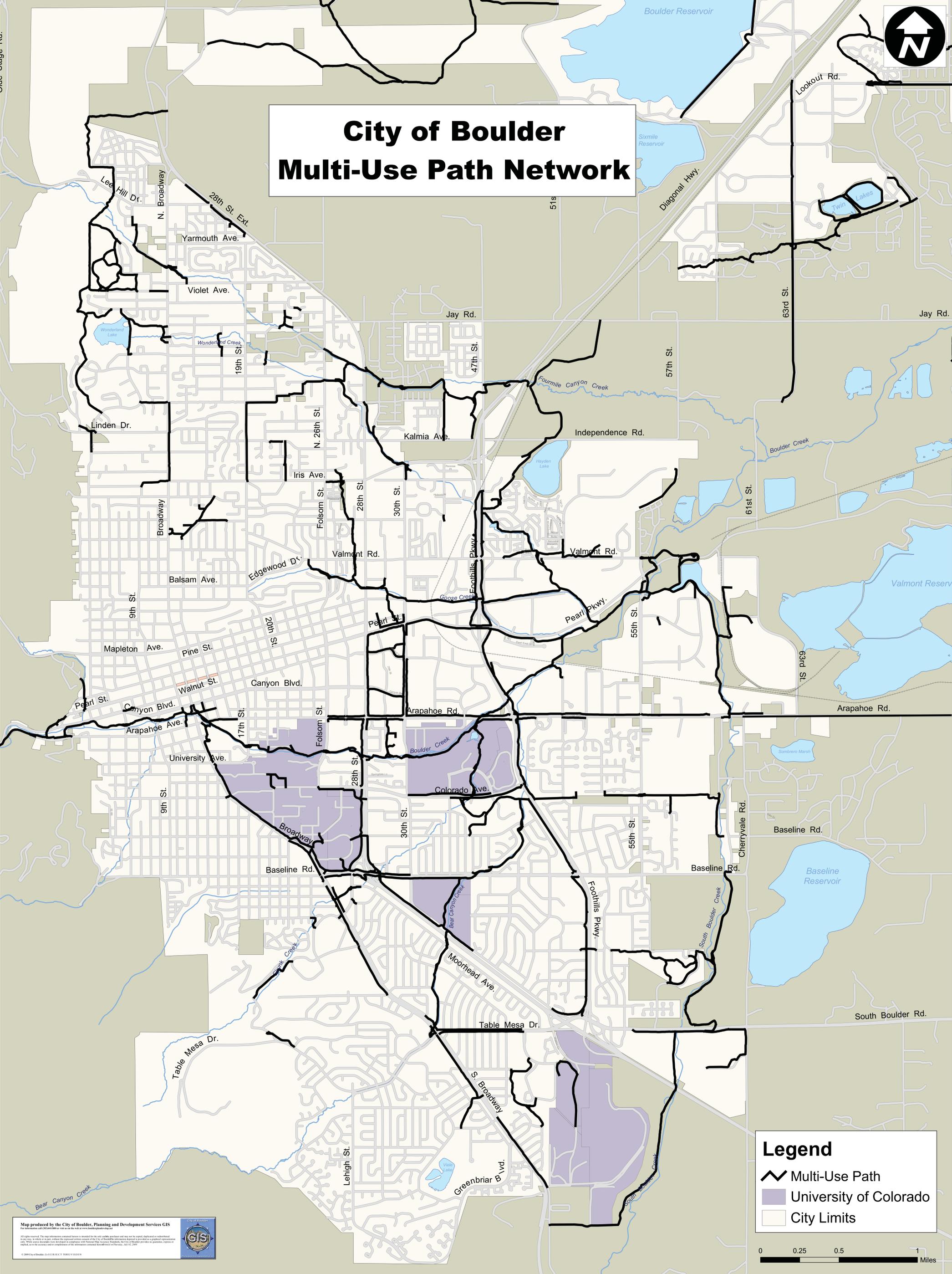


Route Jump Boulder/Lafayette via Arapahoe/Erie

Effective: 3 January 2016
Map Revised: 3 January 2016



City of Boulder Multi-Use Path Network



Legend

-  Multi-Use Path
-  University of Colorado
-  City Limits



Map produced by the City of Boulder, Planning and Development Services GIS
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March 18, 2016

Mr. Christian Strobel
Managing Member
BASECAMP HOTELS
4143 Cedar Avenue
South Lake Tahoe, CA 96150

**Re: Quality Inn and Suites Parking Study
Boulder, CO**

Dear Mr. Strobel:

DESMAN, a national parking consulting firm with an office in Denver, is pleased to provide you with this letter report assessing current and future parking needs and the adequacy of the parking supply for the Quality Inn and Suites in Boulder, CO. The Quality Inn and Suites, located at 2020 Arapahoe Avenue, currently has 47 guest rooms and 43 parking spaces. BASECAMP HOTELS, the owner of the hotel, desires to add three more guest rooms to the hotel, bringing the total number of rooms up to 50. The City of Boulder has indicated that the hotel currently does not have enough parking by code and has asked the owner to hire a parking professional to assess the parking situation.

The Quality Inn and Suites is considered a business hotel, which typically provide sleeping accommodations, a breakfast buffet bar and little or no meeting space. The other spaces in business hotels, such as reception, office, vending, spa, laundry, restrooms, kitchen, and buffet bar are considered auxiliary spaces intended for use by hotel guests and employees only and do not generate additional demand for parking. Other examples of business hotels include Marriott Courtyards, Fairfield Inns and Hampton Inns. Full-service hotels, on the other hand, have restaurants, cocktail lounges, and meeting/banquet/convention space that do generate additional demand for parking. The Institute of Transportation Engineers (ITE) in *Parking Generation, 3rd Edition* indicates average peak parking demand for 0.91 spaces per room for full-service hotels. The 85th percentile parking demand is 1.14 spaces per room. The 85th percentile is defined as the point at which 85% of the values fall at or below and 15% percent of the values are above it.

The average peak demand for business hotels is 0.64 spaces per room, and the 85th percentile demand is 0.71 spaces per room. The peak hour for parking is typically 11:00 PM at business hotels. The ITE ratios for business hotels are well below the city's requirement of one space per guest room or unit, plus required parking spaces for nonresidential uses at one space per 300 square feet of floor area. For 47 rooms the use of the 85th percentile ratio (0.71) results in the demand for 34 parking spaces. The use of this ratio for 50 rooms results in the demand for 36 parking spaces.

DESMAN personnel counted the number of vehicles parked at the Quality Inn and Suites at 11:00 PM on Wednesday, March 9, 2016 and at 7:00 AM and 8:00 AM the following morning. There were 34 rooms

occupied at 11:00 PM and 36 rooms occupied overnight with two later check-ins. At 11:00 PM there were only 16 vehicles parked, which represents an occupancy level of 37% for 43 parking spaces. There were 19 vehicles parked at 7:00 AM and 16 vehicles parked at 8:00 AM, which represent parking occupancy levels of 44% and 37%, respectively. The observed peak demand for 19 spaces at 7:00 AM represents a parking demand ratio of 0.528 for 36 occupied rooms. Applying this ratio to 50 occupied rooms results in the demand for only 27 parking spaces.

The Urban Land Institute (ULI) in *Shared Parking* presents the following time-of-day variations in parking demand for business hotel guests and employees on weekdays. According to ULI, weekdays are busier than weekends for business hotels and the opposite is true for resort hotels. As seen below, hotel employee parking peaks during the day when hotel guest parking is at its lowest level and hotel guest parking peaks in the late evening and early morning when hotel employee parking is at its lowest level.

Time-of-Day Variations in Parking

Hour	Hotel Guests	Hotel Employees
6:00 AM	95%	5%
7:00 AM	90%	30%
8:00 AM	80%	90%
9:00 AM	70%	90%
10:00 AM	60%	100%
11:00 AM	60%	100%
12:00 PM	55%	100%
1:00 PM	55%	100%
2:00 PM	60%	100%
3:00 PM	60%	100%
4:00 PM	65%	90%
5:00 PM	70%	75%
6:00 PM	75%	60%
7:00 PM	75%	55%
8:00 PM	80%	55%
9:00 PM	85%	55%
10:00 PM	95%	45%
11:00 PM	100%	45%
12:00 PM	100%	30%

Presented on the following page is the estimated parking demand for hotel guests and employees with the use of the ULI time-of-day variations and given the city’s parking requirement of one space per room for 50 rooms at the hotel. The distribution of the demand for 50 parking spaces is 80% guests and 20% employees based on base parking ratios presented in *Shared Parking*. The peak hour for parking is 11:00 PM when there is the estimated demand for 45 spaces (40 guest spaces plus five employee spaces).

However, this level of demand anticipates 100% automobile use, which is not the case at the Quality Inn and Suites in Boulder.

Estimated Parking Demand by Hour

Hour	Hotel Guests	Hotel Employees	Total
6:00 AM	38	1	39
7:00 AM	36	3	39
8:00 AM	32	9	41
9:00 AM	28	9	37
10:00 AM	24	10	34
11:00 AM	24	10	34
12:00 PM	22	10	32
1:00 PM	22	10	32
2:00 PM	24	10	34
3:00 PM	24	10	34
4:00 PM	26	9	35
5:00 PM	28	8	36
6:00 PM	30	6	36
7:00 PM	30	6	36
8:00 PM	32	6	38
9:00 PM	34	6	40
10:00 PM	38	5	43
11:00 PM	40	5	45
12:00 PM	40	3	43

The hotel has surveyed guests on travel modes and it is reported that 19% of their guests arrive by Greenride, an airport shuttle, and 5% arrive by Uber or taxi. The 24% travel mode reduction results in the adjusted demand for approximately 30 guest spaces ($40 \times 0.76 = 30.4$). Boulder County commute to work statistics from the US Census from 2010-2014, shown on the following page, indicate that 17.5% of workers arrived to work by alternative modes of transportation, including public transportation, walking, bicycling, taxi and other means. The 17.5% travel mode reduction results in the demand for approximately four employee spaces ($5 \times 0.825 = 4.1$). As indicated below, the combined demand for parking with travel mode reductions is 35 spaces, which equates to 0.70 spaces per room for 50 rooms.

	ULI Demand	Travel Mode Adjustment	Design- Day Demand
Guests	40	0.760	30.4
Employees	5	0.825	4.1
Total:	45		34.5
Rounded Up:			35.0

Boulder County Commute to Work Statistics (US Census, 2010-2014)

Year	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>Average</u>
Number of Workers	158,990	156,493	155,455	152,263	150,237	
Work at Home	(17,180)	(17,582)	(17,117)	(15,904)	(14,856)	
Commuters	141,810	138,911	138,338	136,359	135,381	138,160
Drove Alone	103,115	100,947	101,897	99,569	99,407	
Carpooled	13,381	12,934	12,525	13,264	13,204	
Arrive by Vehicle	116,496	113,881	114,422	112,833	112,611	114,049
% Arrive by Vehicle	82.1%	82.0%	82.7%	82.7%	83.2%	82.5%
Public Transportation	8,604	8,487	8,248	8,349	8,022	
Walked	7,836	7,438	6,995	6,815	6,703	
Other Means	8,874	9,105	8,673	8,362	8,045	
Arrive by Alternative Modes	25,314	25,030	23,916	23,526	22,770	24,111
% Arrive by Alternative Modes	17.9%	18.0%	17.3%	17.3%	16.8%	17.5%

The 0.70 parking ratio compares very favorably with the 85th percentile ITE ratio of 0.71 and should represent “design day” parking demand. Parking facilities and systems are generally not sized for the absolute busiest day of the year, which would result in a significant number of parking spaces available every other day. Nor should a parking system be designed for a median day, which would result in a shortage of parking spaces 50% of the time. The activity level represented by the 85th percentile in the range from the slowest to busiest day is generally considered an appropriate design day. The 43 parking spaces represent a parking ratio of 0.86 spaces per room for 50 rooms.

An important concept in the analysis of the adequacy of parking is the “effective” supply. A parking system operates at optimum efficiency if its use is a little less than the actual parking capacity. The utilization at which optimum efficiency is reached ranges from 85% to 95% of the actual capacity. Given the small size of the lot and that there are no assigned (reserved) spaces, I am very comfortable with inflating the 85th percentile demand with travel mode reductions by 10% to account for this operating cushion for more efficient operations on the very busiest days. The recommended parking supply with the operating cushion is 39 spaces (35 x 1.10 = 38.5 = 39 spaces), although it is anticipated this many spaces will rarely, if ever, be used at the hotel.

The results of this analysis indicate that the existing parking supply of 43 spaces represents more than adequate parking for the Quality Inn and Suites in Boulder with 50 guest rooms. The parking supply could even be reduced by a few spaces and the parking lot will operate at optimum efficiency on the very busiest days.

I appreciate the opportunity to assist you on this project, and please do not hesitate to contact me if you have questions regarding the contents in this letter report.

Respectfully submitted,
DESMAN, Inc.



Scot D. Martin
Senior Planner

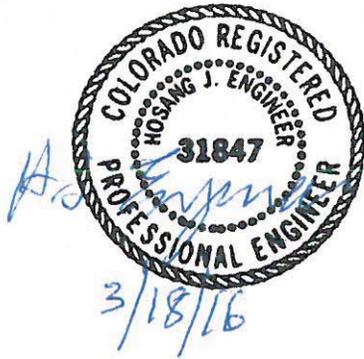


Exhibit B: Travel Demand Management Plan

Travel Demand Management Plan
Basecamp Hotel
2020 Arapahoe Avenue, Boulder, CO 80302

At Basecamp Boulder we have a significant TDM program to encourage alternative modes of transport, see details below:

Guests

1. **Confirmation email communication (sent to all 13k guests who make reservations)**
An email outlining public transportation options with the following language:
"At Basecamp we encourage you to find alternatives to the stress and impact of driving your own vehicle. Fortunately, there are many alternatives to get to Boulder from DIA and the Denver area, please visit greenrideboulder.com/ for a shared shuttle or rtd-denver.com for information on public transportation"
2. **2 Rooms 1 Car**
As many guests travel in groups, we plan to offer 2 free drinks at our Bar (subject to approvals and liquor license) to any guests who arrive with one car but have more than one room. This encourages our guests for example to reserve just one car at DIA rather than 2. As soon as we have our license we plan to add this to the confirmation email to all guests also with the language below:
"Car Share – We Share: If you are coming to Basecamp in a group and come with fewer cars than the number of rooms you booked, then we will offer you 2 free drinks at our bar for every extra room. E.g. if you are three people arriving in one car for 3 rooms, you will get 4 free drinks. It always makes sense to car share!"

Employees

1. **Employee Bike Program**
We pay \$500 per year to employees who bike at least 4 out of 5 shifts per week.
2. **Employee Bus Pass**
We are on a major bus route with 4 stops within a block served by the JUMP routes. We pay for our employees Local RTD monthly pass, if they use the bus (and come without a car 4 out of 5 shifts in the month)
3. **B-Cycle Subsidy**
We pay 100% of an employees B-Cycle membership should they use B-Cycle for more than 50% of their trips to and from work (as evidenced by a print out from their B-Cycle account).
4. **Green Ride**
As a partner of Boulder Green Ride, Green Ride offers free shuttle services to our employees to and from DIA and any stop along the way.

Physical

1. **Bike Racks**
We provide bicycle racks for employee bicycles, encouraging them to use their bicycle due to ease of storage/parking.

