



Community Planning & Permitting

Courthouse Annex • 2045 13th Street • Boulder, Colorado 80302 • Tel: 303.441.3930 • Fax: 303.441.4856
Mailing Address: P.O. Box 471 • Boulder, Colorado 80306 • www.bouldercounty.gov

**BOULDER COUNTY PLANNING COMMISSION
PUBLIC HEARING**

May 17, 2023 at 1:30 p.m.

**Boulder County Courthouse, 3rd Floor,
1325 Pearl Street, Boulder
Virtual and in-person**

May 10, 2023

STAFF RECOMMENDATION

STAFF PLANNER: Pete L’Orange, Planner II

Docket SU-21-0013: Butte Blacksmith LLC Repair Garage

Request: Special Use Review to allow for two principal uses (Vehicle Sales/Rental Lot and General Industrial) on the parcel, as well as 2,390-cubic-yards of non-foundational grading, deconstruction of a 2,786-square-foot repair garage, 530-square-foot mobile home, 64-square-foot shed, and 40-square-foot shed, construction of a 9,344-square-foot repair garage, and conversion of an existing 904-square-foot residence to an office use associated with the repair garage on a 1.76-acre parcel.

Location: 6095 Valmont Road, located adjacent to the intersection of Valmont Road and N 61st Street in Section 22, Township 1N, Range 70W.

Zoning: General Industrial (GI)

Applicants: Gary and Debbie Chambers

Property Owner: Butte Blacksmith LLC

Representative: Rosi Dennett, Front Range Land Solutions

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SUMMARY

The applicant requests Special Use Review approval for the redevelopment of the subject parcel for two principal uses: a Vehicle Sales/Rental Lot and General Industrial related to the storage and processing of “junked” vehicles. The proposed Vehicle Sales/Rental Lot use is allowed by right in the General Industrial (GI) Zoning District. The General Industrial use related to the storage and processing of “junked” vehicles is allowed in the General Industrial District through Special Review.

Two (2) principal uses are allowed in the General Industrial Zoning District through the Special Review process. With the recommended conditions of approval, staff finds the request for two principal uses, Vehicle Sales/Rental Lot and General Industrial, can meet the Special Review Criteria in Article 4-601 of the Boulder County Land Use Code (the Code) and recommends the Planning Commission recommend conditional approval of the application to the Board of County Commissioners.

DISCUSSION

The applicant has requested a Special Use/Site Specific Development Plan to allow for use of the parcel for vehicle repair and sales, as well as to store disabled vehicles for salvaging of parts. Per Article 4-503.I of the Code, a Vehicle Sales/Rental Lot use allows for the inclusion of a service center, but it does not include the storage of disabled vehicles. However, the General Industrial use specifically includes activities such as junkyards. As such, staff finds that for the applicant to carry out their proposed activities, approval for both a Vehicle Sale/Rental Lot use and a General Industrial use are required. Per Article 4-112.F.5, no parcel in the General Industrial district can be used for more than one principal use, unless approved through Special Review. The application was originally submitted and referred out as a Limited Impact Special Use/Site Plan Review application (LU-21-0010/SPR-21-0064); the review was changed to a Special Use Review due to the determination that the proposal included two principal uses.

The subject parcel is located at the northwest corner of Valmont Road and N 61st Street. The parcel would have driveways on both Valmont Road and N. 61st Street. However, the N. 61st Street driveway would only be used for ingress to the parcel and would be limited to southbound traffic on N. 61st Street. A “NO LEFT TURN” sign will be installed facing northbound traffic on N. 61st Street as it approaches the access point.

Per the application materials, the subject property would be used for Subaru repairs and sales. The applicant has proposed to deconstruct several existing structures on the parcel, including a 2,786-square-foot repair garage, 530-square-foot mobile home, and two small sheds (see Figure 1 below). The applicant would then construct a new 9,344-square-foot repair garage. An existing 904-square-foot residence on the parcel would be converted to office space. As part of the proposed redevelopment of the parcel, the applicant has also proposed approximately 2,390 cubic yards of non-foundational grading related to improving drainage on the subject parcel.



Figure 1: Subject parcel with existing garage, residence, and manufactured home indicated.

Per the materials submitted by the applicant, the dismantling and processing of used vehicles will account for approximately 25% of the proposed use of the subject property. Used vehicles will be purchased and either repaired for resale or disassembled for parts. The shells and parts would be hauled off-site to a metal recycler. Approximately 80% of the salvaged parts inventory will be sold wholesale and 20% will be sold retail. Parts sold locally from Fort Collins to Denver will be delivered directly. Parts sold outside of the metro area will be shipped. The applicant has proposed that outdoor storage of parts and vehicles to be recycled will be located behind the privacy fence and will not be visible from public roads or adjacent properties.

The proposed new repair garage structure would be located on the northern end of the parcel. This is necessary, in part, to comply with the existing 110-foot supplemental setbacks on both Valmont Road and N. 61st Street. The proposed structure would have a 7,276-square-foot first floor, which would be used for the dismantling and repairs of vehicles. The structure would have a 2,068-square-foot unfinished second floor, used for storage.

Per the applicant, the repair shop would operate from 7:30 A.M. to 5:30 P.M., Monday through Friday, and would be closed on weekends; the Vehicle Sales use would operate from 9:00 A.M. to 6:00 P.M. in the winter and 9:00 A.M. to 6:30 P.M. during the summer, Monday through Friday, and from 10:00 A.M. to 5:00 P.M. on Saturdays. There would be a total of 10 employees: five (5) for vehicle sales and five (5) for vehicle dismantling and repairs.

The Boulder County Comprehensive Plan identifies several important resources on the subject parcel: a High Biodiversity Significance area; the Valmont Dike Natural Landmark Buffer area; and a riparian area (see Figure 2 below). There are also view protection scores on both Valmont Road (score of 1.74) and N. 61st Street (score of 0.64); these view protection scores are discussed under review standard three below.

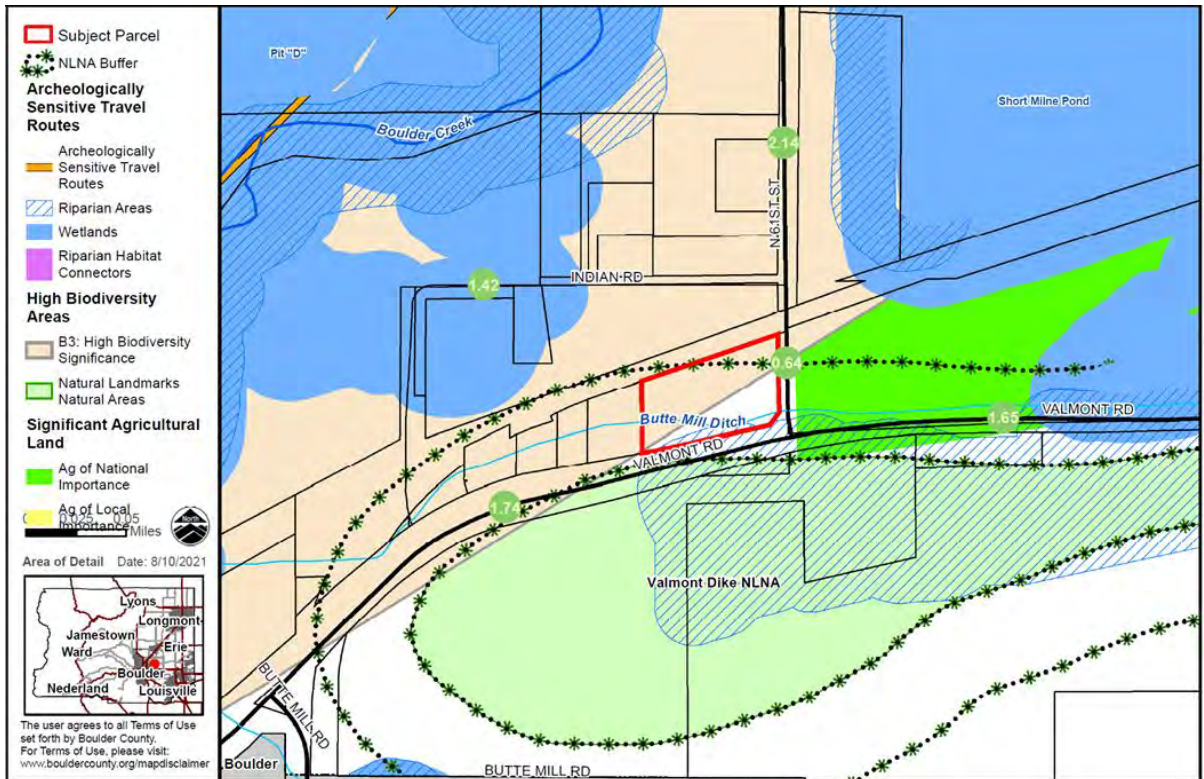


Figure 2: Comprehensive Plan map

As detailed in the criteria review below, staff finds that the proposed Vehicle Sales/Renal Lot us and the General Industrial use can meet the Special Review Criteria in Article 4-601 of the Code, with the recommended conditions of approval.

REFERRALS

This application was referred to the typical agencies, departments, and adjacent property owners. The application was originally referred on August 21, 2021, as a combined Limited Impact Special Review and Site Plan Review docket; the application was referred on October 21, 2021, as a Special Use Review application. All responses received are attached and summarized below.

Boulder County Building Safety and Inspection Team: This team provided standard comments related to accessibility requirements, minimum plumbing fixture counts, and plan reviews.

Boulder County Development Review Team – Access & Engineering: This team noted that the site must meet the Boulder County Multimodal Transportation Standards, including two emergency turn arounds, ADA accessible parking, bicycle parking, and electric vehicle charging station equipment. They determined that the proposal would have a projected Average Daily Trips of 276 vehicle trips, rather than the 102 ADTs stated by the applicant. The team determined, however, that the ADT of 276 still would have no significant impact to the surrounding traffic network. They stated that all construction must be staged on the parcel and noted that an Access Permit will be required. The team also requested the final design for the site including a “right in/right out” configuration for N. 61st Street.

Boulder County Long Range Planning: This team noted that the property is located at a transition between the urban and rural environment just east of the City of Boulder. They noted that under the Boulder Valley Comprehensive Plan policy 1.16, Over Intensive Rural Development, if a proposed use would have an impact of urban intensity, an otherwise permitted use may be found to be over-intensive rural development. They also noted that, since the parcel is zoned General Industrial, which

allows for the proposed uses, the Boulder Valley Comprehensive Plan policy does not preclude development, but does require that the development be done in a way which maintains and preserves the rural character of the area. The Long Range team stated that a number of conditions of approval are likely required because, as proposed, the redevelopment would not be consistent with rural preservation goals of the Boulder Valley Comprehensive Plan. The conditions of approval identified by the Long Range team include: limiting hours of operation; reducing the height of the proposed new garage structure; landscaped buffers along the public rights-of-way, at least 6 (six) to eight (8) feet in width; prohibiting fencing along Valmont Road and N. 61st Street; restrictions on outdoor lighting; and protection of the Butte Mill ditch functions.

Boulder County Parks & Open Space – Natural Resource Planner: The Natural Resource Planner reviewed the application materials and expressed concerns related to the visual impacts of the proposed redevelopment including: the size of the parking lot; the height of the proposed structure; the amount of glazing on the structure; lighting on the site; and the potential for excessive temporary signage on site. They noted that the proposed privacy fence on the northern property line would provide sufficient mitigation for the visual impacts to a potential public trail on the former railroad alignment north of the subject parcel. The Natural Resource Planner recommended several conditions of approval including: county review of the Phase II Environmental assessment; a revegetation plan; locating the proposed trees in the landscaped area in the center of the parcel on the south side of the proposed fence; adding landscaped islands into the vehicles sales parking lot to reduce visual impacts; reducing the proposed building to a single story by eliminating the proposed mezzanine storage area; and burial of the existing overhead power lines internal to the parcel.

Boulder County Public Health: This department reviewed the application materials and stated that a Commercial onsite wastewater treatment system (OWTS) permit will be required; additionally, a Colorado Discharge Permit System will likely be required. The team stated that sufficient building space will be needed to ensure that all maintenance activities and parts storage is indoors and under cover. If stored outdoors, vehicles to be recycled must have routine pollution prevention practices for automotive related industries.

Boulder County Public Works: The Boulder County Engineer reviewed the submitted application materials. They determined that the proposed development qualifies for proprietary detention and treatment facilities under the Boulder County Storm Drainage Criteria Manual. They also stated that Boulder County requires that an Operation and Maintenance (O&M) plan be submitted for the permanent post construction control measure. As a mechanism to ensure adequate long-term operation and maintenance of the permanent control measure, a signed and recorded maintenance agreement between Boulder County and the parties responsible for perpetual maintenance is required. Per the County Engineer, the applicant will be required to have a qualified drainage professional conduct annual inspections of the permanent system to ensure it is functioning as designed. The applicant is required to submit very thorough infiltration data that supports that the system will function as designed and the soils are capable of the rate of infiltration needed by this type of system. A sand/oil separator is required prior to discharge to the underground system due to the use of oil and grease at the site.

Boulder Rural Fire Protection District: This agency reviewed the application materials and noted that the occupancy status and fire suppression requirements may change if the occupancy status changes. They also noted that the Fire Protection District will require codes for any gates or barriers installed. The agency stated that, if the existing residence is less than 50 feet from the new structure, the total square footage might trigger a requirement for sprinklers. They noted that an additional hydrant may be required. The applicant will also need to comply with all appropriate International Fire Code (IFC) requirements for the storage of flammable and combustible liquids, and will be required to install appropriate labels and placards. Finally, the agency had expressed concern that the

butte south of the subject property might interfere with radio communications; the agency conducted a test near the subject property and no interference was found.

Butte Mill Ditch Company: This agency reviewed the application materials and expressed some concerns about potential impacts to the Butte Mill Ditch. They stated that they consider paving a parking lot over the existing ditch pipeline and/ or parking vehicles over it an encroachment on the ditch company's easements. The ditch company also needs adequate access to the site to make repairs with heavy equipment. They noted that at least one or two of the proposed trees appear to be too close to the pipeline and need to be set back adequately as to not interfere with pipeline in the future. The ditch company stated they require a crossing or license agreement for anything that would be encroaching on the ditch company's easement within 30-50 feet. They would also seek a crossing fee and reimbursement of all attorney and engineering costs for such agreement. If there is paving over the pipeline, they would require cleanouts, and the ditch company would not be liable for excavating pavement to repair or replace the pipeline. The company would also like to be assured of adequate access to maintain its infrastructure.

City of Boulder: Multiple City of Boulder departments reviewed the application materials, including: City of Boulder Open Space and Mountain Parks; City of Boulder Planning, Housing and Sustainability (now Planning and Development Services); and City of Boulder Public Works – Transportation and Mobility. The city noted that the subject property is located within the Planning Area for the Boulder Valley Comprehensive Plan (BVCP), a jointly adopted plan by the City of Boulder and Boulder County. The property is designated “Open Space – Other” on the Land Use Map. The “Open Space – Other” designation indicates public and private land designated prior to 1981 that the city and county would like to preserve through various preservation methods. The city departments noted that this property is located within Area III – Rural Preservation of the BVCP, which is “where the city and county intend to preserve existing rural land uses and character.” The city stated that they find the application request to construct a 14,884 square foot building and establish multiple principal uses is inconsistent with the BVCP Land Use Map, Policies 1.15 - Over-Intensive Rural Development and 2.07 – Delineation of Rural Lands. The City Open Space and Mountain Parks (OSMP) department also stated that the Butte Mill Ditch, which serves nearby OSMP properties and other OSMP lands in the ditch's service area, bisects the property and cannot be interrupted or interfered with. They also noted that native plant materials should be used for revegetation and landscaping should be recommended. The city Transportation department noted that there is a proposed multi-use path in the RTD ROW located on the north property line (the former railroad tracks). The department recommended that any adverse effect of the proposed site drainage on the joint City of Boulder/Boulder County multi-use path projects in this area should be considered and that this and any other effects to these paths, and especially the paths' crossing of N. 61st Street be mitigated.

Xcel Energy: This agency reviewed the application materials and stated that the property owner must complete the application process for any new natural gas or electric service, or modification to existing facilities including relocation and/or removal. They also noted that additional easements may need to be acquired by separate document for new facilities.

Adjacent Property Owners: Notices were sent to the 29 property owners within 1,500 feet of the subject property; staff have received 8 public comments, all in opposition. The comments received have cited concerns with noise, light, traffic, and neighborhood character.

Agencies that responded with no conflict: Boulder County Floodplain Management; Boulder County Historic Preservation; and Mile High Flood District.

Agencies that did not respond: County Assessor; Northern Colorado Water Conservation District; History Colorado; CenturyLink; Boulder Airport.

SPECIAL REVIEW CRITERIA

The Community Planning & Permitting staff has reviewed the standards for Special Review approval of a Vehicle Sale/Rental Lot use and a General Industrial use and finds the following:

- (1) ***Complies with the minimum zoning requirements of the zoning district in which the use is to be established, and will also comply with all other applicable requirements,***

The subject property is located in the General Industrial (GI) Zoning District. Any development on the parcel is subject to the setback requirements of the zoning district. In addition, Valmont Road has been designated as a Principal Arterial road, and N. 61st Street has been designated as a Minor Arterial road; as such, both Valmont Road and N. 61st Street have supplemental setbacks of 110 feet from the centerline of the road. The subject parcel is located at the corner of Valmont Road and N. 61st Street and those frontages are subject to those supplemental setback backs (see Figure 3 below).



Figure 3: Subject parcel (indicated in red) with supplemental setbacks (indicated in grey).

The existing structures on the parcel are located within these supplemental setbacks; however, the existing structures were constructed prior to the establishment of the supplemental setbacks. The existing garage structure was originally constructed circa 1900 and expanded in circa 1960; in 1960, Valmont Road was designated as a minor arterial road and did not have a supplemental setback. The residence was constructed circa 1960 and the manufactured home was constructed in 1969; the supplemental setback for minor arterial roads was not established until 1985. As such, all of the existing structures would be considered nonconforming under the current Land Use Code. The existing garage structure and the manufactured home are proposed for deconstruction; the existing residence is proposed to be converted to office space. Article 4-1002 of the Code states that nonconforming structures can continued to be occupied and used, provided the structure is not “altered, repaired, or enlarged in any way which would increase the degree of nonconformity with respect to the setback or height regulations” (4-1002.C). There are no proposed alterations to the residence which would cause an increase in non-conformity.

The new proposed garage structure is located in the northern portion of the subject property (see Figure 4 below). In the General Industrial district, structures must be outside of the following required setbacks: front yard setback of 60 feet from the centerline of the right-of-way; side yard setback of zero (0) or 12 feet; and rear yard setback of 20 feet. Per Article 18-175A of the Code, for unsubdivided parcels located on a corner, all street frontages shall be subject to front yard setbacks. Since the subject parcel is a corner lot, both the southern and eastern portions of the parcels are subject to the front yard setback of 60 feet from the centerline of the right-of-way; staff finds the proposed structure meets this front yard setback. Article 18-175A.B also defines a rear lot line as “The boundary line opposite and parallel to the front line. In the event no lot line is opposite and parallel to the front lot line, there shall be no rear.” Staff has determined that the northern property line is opposite but **not** parallel to the front lot line along Valmont Road; as such, the northern property line is subject to the side yard setback of zero (0) or 12 feet. Staff finds the proposed structure meets this side yard setback. The western lot line, however, is both opposite and parallel to the front lot line along N. 61st Street and is subject to the rear yard setback of 20 feet. Staff finds the proposed structure meets this rear yard setback.

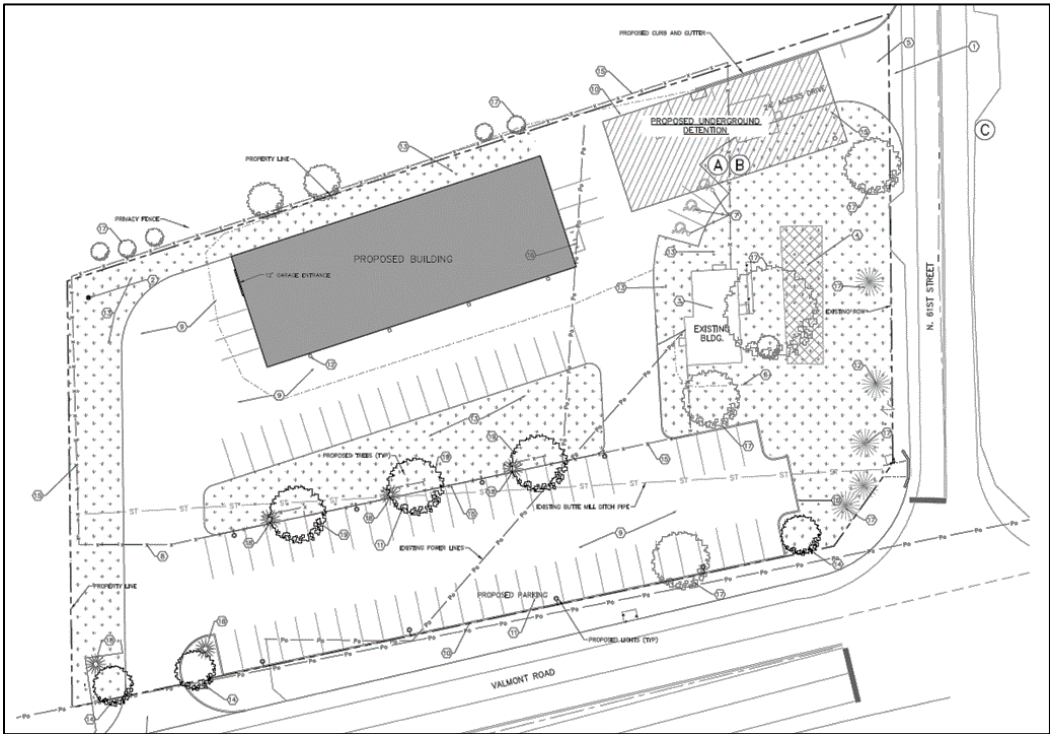


Figure 4: Proposed site plan, with new structure indicated in dark gray.

In addition to the standard zoning district setbacks, the subject parcel is also subject to the supplemental setbacks discussed above (110 feet from the centerlines of Valmont Road and N. 61st Street), as well as a 50-foot ditch setback for the Butte Mill Ditch. The proposed new structure would be located outside of the supplemental setbacks and the ditch setback (see Figure 5 below).

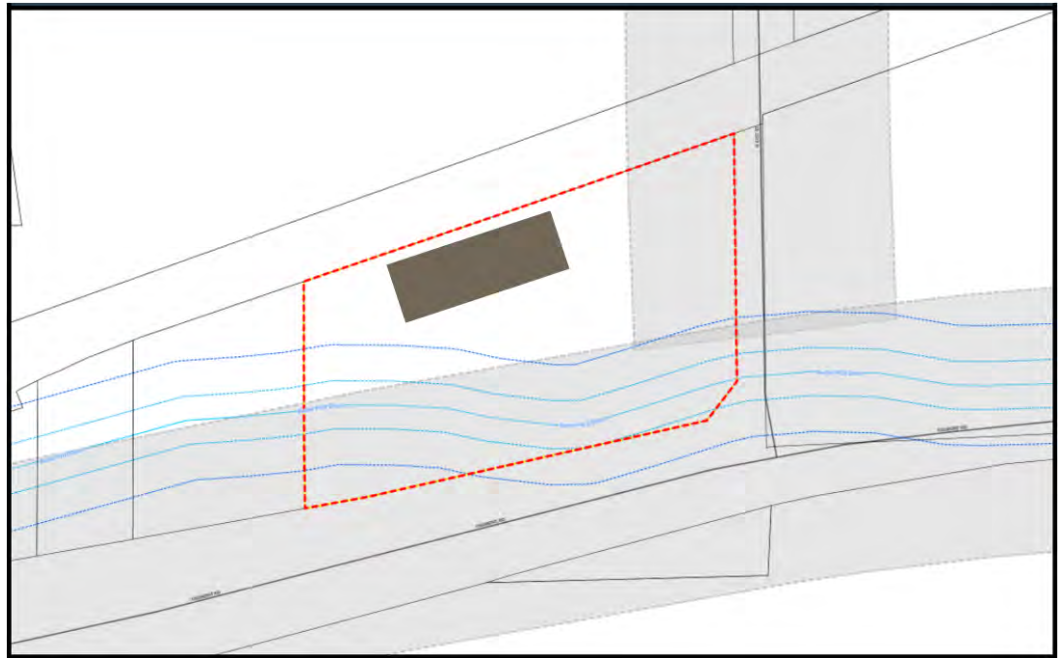


Figure 5: Proposed new structure (indicated in dark gray); the 110-foot supplemental setbacks (indicated in light gray); and the 50-foot ditch setback (indicated in dark blue).

As discussed above, the applicant has proposed to use the parcel for vehicle repair and sales, as well as to store disabled vehicles for salvaging of parts. Per Article 4-503.I of the Code, a Vehicle Sales/Rental Lot use does not include the storage of disabled vehicles. However, the General Industrial use specifically includes activities such as junkyards. As such, staff finds that for the applicant to carry out their proposed activities, approval for both a Vehicle Sales/Rental Lot use and a General Industrial use are required. Both of these uses have specific requirements and provisions under the Land Use Code.

Per Article 4-503.I.3 of the Code, the Vehicle Sales/Rental Lot use is required to provide one (1) parking spot for every 500 square feet of floor area and 1,000 square feet of outdoor display area. Per the application materials submitted, the new garage structure would be 9,344 square feet and the existing residence that will be converted to office space is 904 square feet; this results in a total of floor area of 10,238 square feet, requiring 20.5 parking spaces for the proposed floor area. Additionally, staff has determined the proposed Vehicle Sales/Rental Lot use includes approximately 8,424 square feet of display area, based on the number of proposed parking spots for vehicles for sale; this requires an additional 8.4 parking spots. Total, the Vehicle Sales/Rental Lot use is required to provide 29 parking spots. Per Article 4-506.B.3, the General Industrial use is required to provide one (1) parking spot for every 500 square feet of floor area. As discussed above, this means the General Industrial use requires 20.5 parking spots for the 10,238 square feet of floor area. Between the Vehicle Sales/Rental Lot use and the General Industrial use, a total of 49.5 parking spaces are required. The site plan dated April 19, 2023, shows a total of 80 parking spots. As such, staff finds the parking requirement for both uses is met.

Article 4-516.W.5.c of the Land Use Code requires that any parking lot with 15 or more parking spots provide Electric Vehicle Service Equipment (EVSE), also referred to as charging stations. The plans submitted by the applicant do not indicate any EVSE spaces. Staff recommends as a condition of approval that plans submitted for permitting must demonstrate compliance with the EVSE requirements.

The site plan dated April 19, 2023 does not indicate which parking spots will be used for customer or employee parking. Staff has determined it is necessary for there to be designated parking spots for customers and employees to help ensure that vehicles are not parked in access aisles or travel lanes on site. If customers or employees were to park in access aisles or travel lanes, it would pose a safety hazard as it could impair the ability of emergency services to access the site. As such, staff recommends as a condition of approval that plans submitted for permitting must clearly identify a minimum of 10 parking spots for customer and employee parking; at least four (4) of these must be for customers. All customer and employee parking must be signed for customer or employee use, must remain clear and unencumbered for customer and employee use, and may not be used for parking of vehicles for sale or repair. Required Americans with Disabilities Act (ADA) accessible parking shall not be counted toward the required customer and employee parking. Based on discussions with the applicant, 10 customer and employee parking spaces are sufficient for this proposal, as it is unlikely for there to be more than two (2) or three (3) customers on site at any one time and typically staff would include only one (1) or two (2) salespersons and five (5) repair technicians. Staff recommends as an additional condition of approval that no parking or storage of vehicles shall be allowed in any access aisles or travel lanes.

Additionally, both proposed uses are required to provide one (1) loading space for each 10,000 square feet of floor area. As such, for both uses, a total of four (4) loading spaces are required. The site plan dated April 19, 2023 does not identify specific loading spaces; however there is a sufficient number of the parking spots for the applicant to meet the loading space requirement. To ensure that the required loading spaces are available on site, staff recommends as a condition of approval that the plans submitted for permitting identify the spaces to be reserved as loading spaces, and that those spaces be appropriately signed as loading spaces.

Per Article 4-506.B.5.a, a General Industrial use is required to be granted and maintain all applicable local, state, and federal permits. Staff recommends this be included as a condition of approval.

The redevelopment will also be required to comply with Article 7-1600 of the Code, "Outdoor Lighting." To ensure full compliance with conditions of approval related to mitigating the visual impact of lighting discussed in Criterion 2 below, and to ensure that the lighting on the subject parcel is compliant with Article 7-1600 of the Code, staff recommends as a condition of approval that prior to the issuance of any building permit, the applicant submit a full lighting plan for review and approval by Community Planning & Permitting staff. At a minimum, this lighting plan shall include: incorporation of all conditions of approval related to lighting; a photometric analysis of all existing and proposed lighting related to the redevelopment of the subject parcel; and detailed information and/or manufacturer cut sheets for all existing and proposed lighting fixtures.

As noted in the referral response from Boulder County Public Health, a Commercial Onsite Wastewater Treatment System (OWTS) permit has not been issued for the subject property. The Commercial OWTS permit must be issued before any building permit can be issued; additionally, the OWTS must be installed, inspected, and approved before a Certificate of Occupancy can be issued.

Finally, staff recommends as a condition of approval that all electrical lines interior to the subject parcel be relocated underground as part of the redevelopment of the parcel. Article 7-1200.B.1 of the Code requires that utilities be "located underground throughout the development except in situations or locations where undue hardship result from compliance with this requirement."

Therefore, as conditioned, staff finds this criterion can be met.

- (2) ***Will be compatible with the surrounding area. In determining compatibility, the Board should consider the location of structures and other improvements on the site; the size, height and massing of the structures; the number and arrangement of structures; the design of structures and other site features; the proposed removal or addition of vegetation; the extent of site disturbance, including, but not limited to, any grading and changes to natural topography; and the nature and intensity of the activities that will take place on the site. In determining the surrounding area, the Board should consider the unique location and environment of the proposed use; assess the relevant area that the use is expected to impact; and take note of important features in the area including, but not limited to, scenic vistas, historic townsites and rural communities, mountainous terrain, agricultural lands and activities, sensitive environmental areas, and the characteristics of nearby development and neighborhoods;***

The subject property is located on the north side of Valmont Road and the west side of N. 61st Street. As discussed above, the applicant proposes to use the subject property for both a Vehicle Sales/Rental Lot use and a General Industrial use for the salvage and repair of vehicles; both of these uses are allowed in the General Industrial district. The area surrounding the subject property has a mix of uses, but is primarily residential. Most of the properties immediately north and west of the subject property are single-family residential properties. There are also a small school, a business office structure, and a church to the north and west of the subject property. The property to the east, across N. 61st Street, is an active concrete yard. The property to the southwest, across Valmont Road, is a concrete plant and yard. The subject property has a long history of being used for auto related uses.

In evaluating the proposed uses and structures, staff have determined that in order for it be considered compatible with the surrounding area, there are a number of issues which must be addressed or mitigated.

As discussed above, the applicant has proposed to construct a 9,344-square-foot repair garage; the structure would have a 7,276-square-foot first floor and a 2,068-square-foot second floor. The second story portion of the structure is a little less than 1/3 of the total length of the structure and is located in the middle (see Figure 6 below). The proposed maximum height of the structure would be 26 feet above existing grade. Most of the front façade of the structure would be 12-foot-tall overhead doors. The applicant has proposed that these overhead doors would be a combination of glass and aluminum, made up of four rows of 2-foot-tall panels; the applicant has stated that they plan to have the top three (3) rows be glass and the bottom row aluminum. In the middle of the first floor front elevation, there would be a set of double doors, with two (2) storefront windows on either side and fixed transom windows above the windows and doors. The applicant has proposed a recessed balcony on the second story, above the entrance. This balcony would be accessed via a set of double doors from the second story; there would one (1) small window to either side of the balcony doors. There are a total of six (6) small windows on the first floor of the rear elevation, and three (3) on the second floor. The eastern elevation would have one (1) overhead door, one (1) pedestrian door, and one (1) small window. The western elevation would have two (2) pedestrian doors and one (1) small window. The proposed exterior would be metal or masonry on the first floor and metal on the second floor; it would be white and red in color.

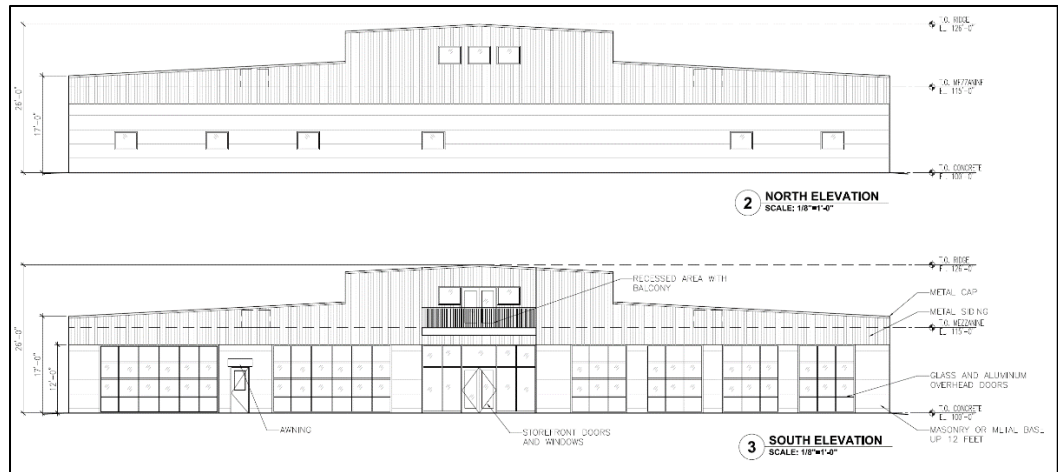


Figure 6: The front (south) and rear (north) elevations of the proposed new structure.

Based on analysis of other structures in the area, staff have determined that the new garage structure as proposed would not be compatible with the surrounding area. Staff have determined that the structure would have significant visual impacts due to the structure's bulk and massing. While there are some taller structures in the area, the majority of structures are only one story and are generally much smaller. As such, staff recommends as a condition of approval that the structure be limited to one story, not to exceed 17 feet above grade at the eastern and western edges and 20 feet above existing grade in the center of the structure. Limiting the maximum height to 20 feet above grade would significantly decrease the visual bulk and massing of the structure (see Figure 7 below).

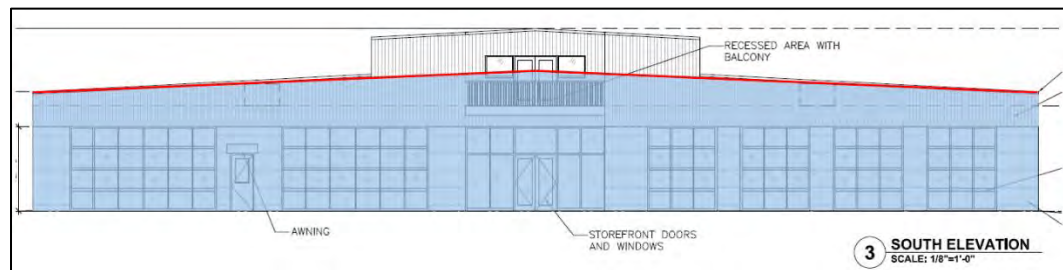


Figure 7: Approximate roofline (indicated in red) and massing of proposed structure (indicated in blue) based on recommended condition of approval superimposed on proposed elevation.

Based on the staff recommendation to limit the new garage structure to a single story, the resulting floor area of the new garage structure would be 7,276 square feet (the area of the first floor of the structure as proposed by the applicant). With the existing 904-square-foot residence, which will be converted into office space, the total resulting floor area on the subject parcel to 8,180 square feet. The total floor areas for the parcels in the area range from 948 square feet to 22,774 square feet. However, given that the parcels in the area range widely in size and contain a mixture of residential, commercial, agricultural, and industrial uses, staff determined that using total floor area to evaluate the compatibility of the size of the proposed redevelopment to the area as whole was not especially useful. Comparing the proposed redevelopment to other non-residential and non-agricultural structures¹ in the area, staff found that the total floor area of those structures range from 2,192 square feet to 15,342 square feet. The total floor area as originally proposed by the applicant, 10,238 square feet, falls within this range. Again however, given the wide range of parcel sizes and structure floor areas, staff determined that this also was not a useful comparison.

¹ The non-residential and non-commercial structures in the area include a school, an office, a church, and the structures on the cement yard, the cement plant, and the former mill site.

Typically, when evaluating a proposal for neighborhood compatibility, staff considers the proposed square footage of the development compared to the square footage of other properties in the area. As discussed above, however, the wide range of uses, square footage, and parcel sizes in the area has created a rather unique situation where a strict comparison of square footage alone did not result in a useful comparison. As such, staff also analyzed the total floor area ratio (total floor area divided by the size of the parcel) for the subject parcel and as well as the surrounding parcels. Staff found that the floor area ratios in the area range from 0.00 to 0.2; the subject parcel currently has a floor area ratio of 0.06. The project as originally proposed by the applicant would have a floor area ratio of 0.13; with the recommended condition of approval limiting the floor area of the new structure to 7,276 square feet, the floor area ratio would be 0.11. There are eight (8) parcels in the area with a floor area ratio of 0.11 or higher; there are only three (3) parcels with a floor area ratio of 0.13 or higher. As such, staff finds that that limiting the total floor area of the new structure to 7,276 square feet and the total floor area on the parcel to 8,180 square feet will help to ensure that the total floor area of the subject parcel after redevelopment would be generally compatible with rest of the area given the total floor area in relation to the size of the parcel.

As discussed above, per the application materials submitted, the proposed structure would have significant amount of glazing (glass) due to the proposed overhead doors and customer entrance. Significant amounts of glazing, especially on southern elevations, can result in reflected sun-glare on to public rights-of-way and other properties. Excessive glazing can also result in increased impacts from indoor lighting at night. As such, staff recommends as a condition of approval that the overall glazing be reduced by requiring the overhead doors to be no more than 50% glazing and removal of the outer windows and transom panels on the doorway into the shop reception area (see Figure 8 below).

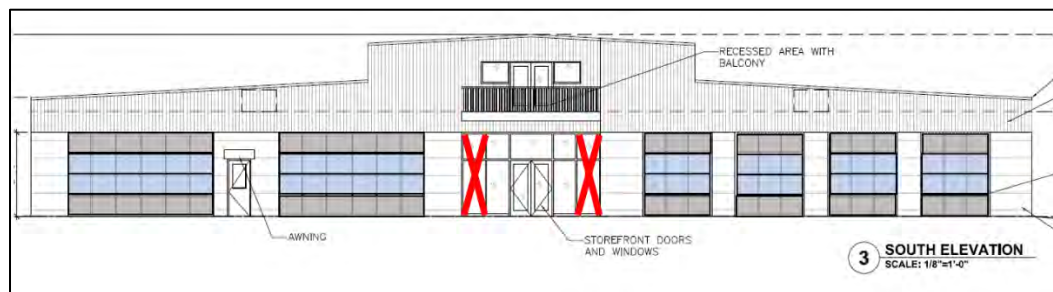


Figure 8: Recommended glazing limits for overhead doors, with glass panels indicated in blue and solid panels indicated in gray. The recommend windows and transom panels to be removed indicated in red.

Per the application materials, the proposed colors for the new structure would be white and red. Staff have determined that a large, bright white building would result in a significant visual impact. Based on discussions with applicant, however, their intent is for the structure to be barn red with white trim (similar to the existing residence on site); staff have fewer concerns about a red building with white trim, but still feel it is appropriate to include a condition of approval that the new structure be muted in color, and that the applicant submit specific proposed colors for review and approval by Community Planning & Permitting prior the issuance of any building permit for the new structure.

In addition to the recommended conditions of approval for the proposed structure, staff have identified several conditions for the overall site which are necessary to ensure the proposal is compatible with the surrounding area.

First, the site plan dated April 19, 2023, shows a proposed parking area on the southern portion of the subject parcel, adjacent to the public right-of-way on Valmont Road. The

subject parcel is the only parcel in the area which does not have any visual screening along Valmont Road. Therefore, in order to both screen the visual impacts of the proposed development and help ensure the parcel is compatible with surrounding neighborhood, staff recommends a condition of approval that the applicant install a landscaped buffer, six (6) to eight (8) feet wide, between the proposed parking area and the public right-of-way along Valmont Road (see Figure 9 below). The applicant’s representative has indicated that installing this landscaped buffer would push the parking area north and might necessitate the removal of an existing tree adjacent to the existing residence; staff recommends an additional condition of approval that, if it is necessary to remove this tree in order to install the landscaped buffer, that the applicant replace the tree with a new tree in the same general area of the parcel. In addition to the visual screening and the need to maintain the rural character of Valmont Road, a buffer is required per the Boulder County Multimodal Transportation Standards, as discussed in Criterion 7 below. As an additional measure to provide visual screening for the parking area, staff recommends as a condition of approval that the applicant install a minimum of two (2) landscaped “islands” in the southern most row of parking spots (see Figure 9 below). These will serve to break up the visual impacts of a large, open parking area.

The subject property is also very visible from N. 61st Street. The proposed new structure is set well back from the N. 61st Street ROW and is screened by a number of existing trees. To ensure that the proposed uses are visually screened from N. 61st Street, staff recommends as a condition of approval that the applicant preserve and maintain the existing trees on the eastern portion of the subject parcel as shown in the site plan dated April 19, 2023.

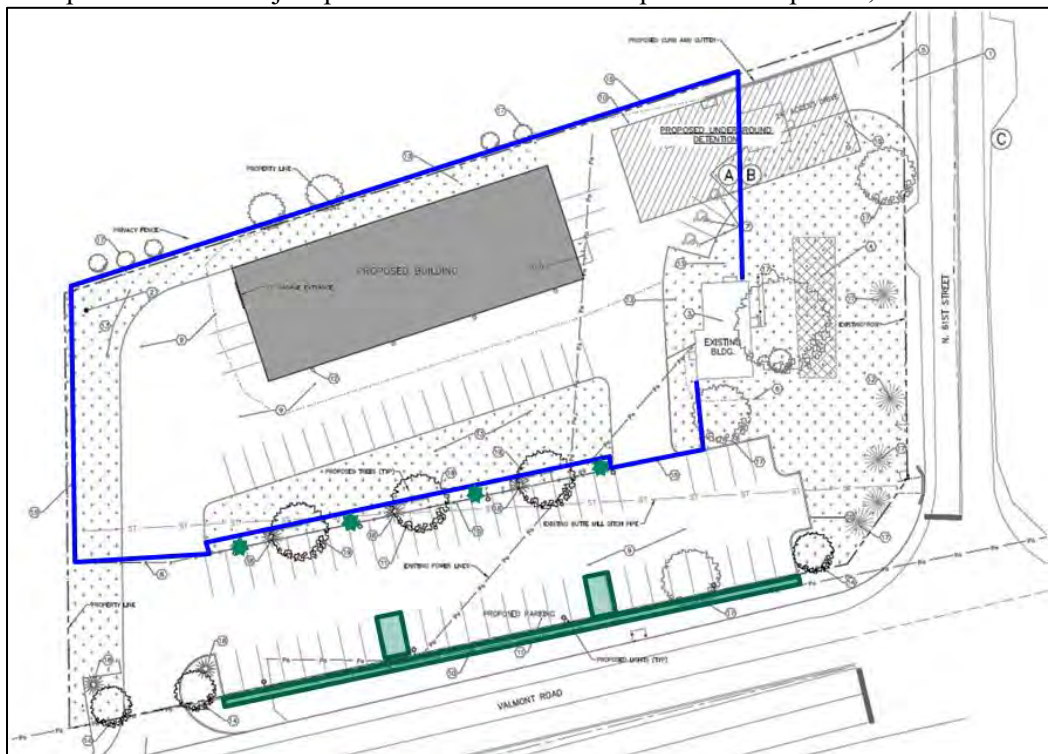


Figure 9: April 19, 2023, site with staff recommended modifications. The proposed privacy fence is indicated in blue; the staff recommended landscaped buffer and parking lot islands indicated in green rectangles; and the staff recommended tree screening placement in green stars.

The April 19, 2023, site plan also shows a proposed privacy fence running along the southern edge of the interior landscaped area in the middle of the site. The fence as proposed will help to shield a significant portion of the parking area from the public right-of-way. However, the placement so the fence as proposed would result in the six (6) proposed trees in the

landscaped area being reduced to three (3) clumps, which would do little to provide landscaped screening. As such, staff recommends as a condition of approval that the applicant install a minimum of seven (7) trees along the southern edge of the interior landscaped area, spaced as evenly as possible; additionally, staff recommends as a condition of approval that the proposed privacy fence be located north of the trees (see Figure 9 above).

As there a significant number of landscape-related conditions of approval recommended, to facilitate the efficient and comprehensive review and management of landscaping on the subject parcel, staff recommend as condition of approval that the applicant submit a full landscaping plan for review and approval by Community Planning & Permitting staff. The landscaping plan shall use native vegetation species and shall incorporate and reflect all conditions of approval related to landscaping and shall include, at a minimum, the following: a site plan showing information on all existing and proposed plantings, including the specific types and species of plantings; plans for ensuring that the new plantings become fully established; and details on how all the plantings on site will be maintained into the future including an inspection and replacement schedule. The approved plan shall be included as an exhibit in the recorded development agreement.

In addition to the visual impacts discussed in Criterion 2 above, staff have also identified potential visual impacts which would result from the proposed exterior lighting on the subject parcel. As discussed above in Criterion 3, the area around the subject property is designated in the Boulder Valley Comprehensive Plan as a Rural Preservation area and staff finds that excessive lighting is not in keeping with this designation. Valmont Road east of 55th Street (within the City of Boulder) generally is not lit at night; the only major light sources are the streetlights at intersections. The applicant has proposed eight (8) pole lights and four (4) wall lights on the proposed structure. Staff finds that the proposed pole lights may be necessary for safety and security on the subject parcel as the for-sale vehicles will be parked on the lot but will not be located behind any fencing. The pole lights as proposed have the potential to negatively impact the adjacent residential property and the area as a whole. The application materials also proposed four (4) wall-mounted light fixtures on the proposed structure. Staff finds that it is not necessary for the wall-mounted fixtures proposed to remain on over-night as the garage structure will be behind the privacy fencing and will be secured. Staff finds that the number and level of pole lights proposed is unnecessary given there is already a streetlight at the corner of Valmont Road and N. 61st Street.

In order to reduce the lighting impacts from the proposed redevelopment, staff recommends the following conditions of approval:

- All exterior lights shall be fully shielded;
- The number of pole lights be limited to four (4), to be located on the south side of the interior landscaped area;
- No pole lights may be located along any of the property lines;
- The applicant shall install a minimum of two (2) additional non-deciduous trees, in addition to the one (1) deciduous tree and one (1) non-deciduous tree shown on the site plan dated April 19, 2023 to be located along the western edge of the property between the street and proposed privacy fence to help shield the adjacent residence from the pole lights;
- The pole lights shall be turned off after 8:00 P.M. nightly;
- The wall-mounted light fixtures be turned off outside of business hours; and
- All lighting interior to the structures on the subject parcel shall be turned off outside of the hours of operation.

Staff recommends as a condition of approval that these conditions be incorporated and reflected in the lighting plan recommended in Criterion 1 above.

Members of the public have expressed concerns that the redevelopment would result in there being a number of disabled, or “junked,” vehicles visible on the parcel. To help prevent any negative visual impacts from these disabled vehicles, staff recommends a condition of approval that all vehicles parked between the proposed privacy fence and Valmont Road and/or N. 61st Street must be fully titled and operable, and that no vehicles being stored on site for repairs or salvaging of parts shall be located outside of the privacy fence.

Finally, concerns were expressed that it is common for vehicle sales lots to have pennants, balloons, streamers, whirligigs, or other similar devices for advertising purposes, and that these sorts of advertising devices can have a significant negative visual impact. The applicant has stated that they have no intention of using similar advertising devices. However, to help ensure that any future owner or operator of the site also does not use these devices, staff recommends a condition of approval that the use of pennants, balloons, streamers, whirligigs, or other similar devices for advertising purposes will not be allowed. Staff recommends a further condition of approval that Electronic Message Center signs will not be allowed. Given the proximity to a number of residential properties, Electronic Message Center signs could have significant negative impacts on the character of the surrounding area. Finally, to ensure that the signage for the subject property is appropriate for the character of the area, staff recommends as a condition of approval that the applicant submit a signage plan for review and approval by Community Planning & Permitting staff.

Therefore, as conditioned, staff finds this criterion can be met.

(3) *Will be in accordance with the Boulder County Comprehensive Plan;*

The subject property is located in an area identified in the Boulder County Comprehensive Plan as an area of High Biodiversity Significance and is located within the buffer area for the Valmont Dike Natural Area; there is also a small portion of the southern boundary of the parcel in a riparian area (see Figure 2 above). Valmont Road and N. 61st Street both have identified viewshed protection scores. Along Valmont Road, the score is 1.65 east of intersection with N. 61st Street and 1.74 west of the intersection; N. 61st Street has a score of 0.64 adjacent the subject parcel and 2.14 north of the former railroad tracks. With the recommended conditions of approval to reduce and mitigate the visual impacts of the proposal in Criterion 2 above, staff finds the proposal would not have any negative impacts related to the viewshed protection scores along Valmont Road and N. 61st Street.

The Comprehensive Plan seeks to strike a balance between the desires of individual property owners and the community as a whole. In reviewing the application materials, staff have identified several specific goals or policies in the Comprehensive Plan which are particularly relevant to this docket.

Agricultural Element, Policy AG 1.04 Development Review states: *“In reviewing applications for new development, Boulder County shall consider potential impacts on existing adjacent agricultural uses and shall use its regulatory authority to mitigate those impacts which would be detrimental to the continuation of existing agricultural operations and activities and the establishment of new agricultural operations and activities. New development should be sited in such a way so as to minimize and/or prevent future conflicts.”*

While the subject parcel is zoned General Industrial, most of the surrounding properties are zoned Agricultural (see Figure 10 below); based on staff’s review of the area, it appears there are only one or two parcels with active agricultural activities. As discussed in Criterion 2

above and Criterion 8 below, the redevelopment as proposed would likely result in significant impacts, specifically related to noise and lighting, which staff finds might be determinantal to agricultural activities now or in the future. Normally, staff would recommend pushing the development farther away from the Agricultural zoned parcels; however, doing so would likely conflict with the supplemental setbacks and would increase the visual impact from the public rights-of-way. As such, staff has determined that, with the conditions of approval recommended in Criterion 2 above and Criteria 7, 8 and 9 below, the potential impacts to any current or future agricultural activities in the area are sufficiently mitigated.

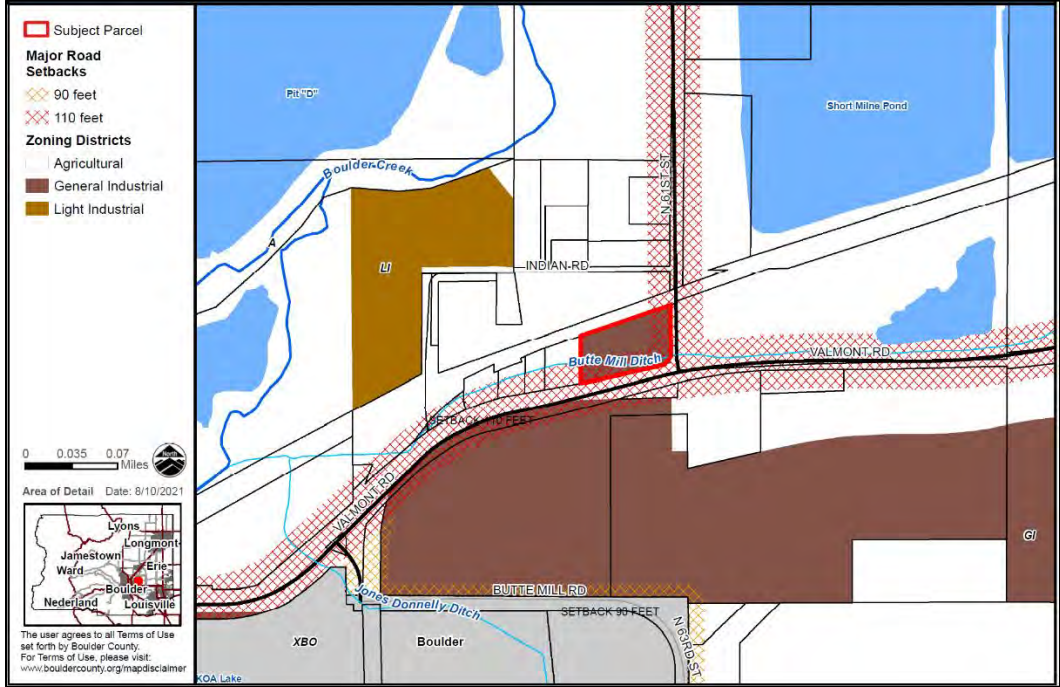


Figure 10: Existing zoning in the area. Subject parcel is indicated in red.

Agricultural Element, Policy AG 1.11 Water Rights states: *“The county shall encourage that water rights historically used for agricultural production remain attached to irrigable lands and shall encourage the preservation of historic ditch systems.”*

As discussed in Criterion 6 below, the Butte Mill Ditch bisects the subject property. And per the referral response from the Butte Mill Ditch Company, the proposed redevelopment has the potential to negatively impact the ditch’s ability to provide irrigation to agricultural lands in Boulder County. As such, conditions of approval will be necessary to ensure the proposed redevelopment is not in conflict with this policy (see discussion in Criterion 6 below).

Economic Element, Policy EC 3.07 Existing Commercial and Industrial Uses stated: *“The county promotes rehabilitation of existing commercial and industrial properties where feasible and where they support the county’s climate action and sustainability goals and policies.”*

The subject parcel has a long history of being used for automotive activities since at least 1949 and for vehicle junking and salvaging since the early 1970s. Staff finds that the proposed redevelopment as conditioned would serve to help rehabilitate and improve the existing conditions on the parcel.

Environmental Resources Element, Policy ER 2.01 Air, Soil, Water, Noise and Light Pollution states: *“Boulder County shall seek to protect overall public and environmental*

health by enforcing regulations concerning air, soil, water, noise and light pollution at the local level in accordance with applicable law.”

As discussed in Criterion 2 above and Criterion 8 below, staff have determined that the uses as proposed have the potential to result in significant noise and light pollution. However, staff has determined that the potential noise and light pollution impacts can be minimized and mitigated through the recommended conditions of approval. Additionally, staff has determined that the recommended conditions of approval for runoff control measures, as discussed in Criterion 8 below, will help to prevent soil pollution which might result from automotive-related activities on the subject parcel.

In addition to the Boulder County Comprehensive Plan, staff evaluated the proposed redevelopment related to the Boulder Valley Comprehensive Plan (BVCP), which has been adopted by both Boulder County and the City of Boulder. Per the BVCP, the subject parcel is located in the Area III – Rural Preservation planning area. This designation is intended to identify those areas of the county where rural land uses and character are to be maintained and preserved. Per the referral response from the City of Boulder, they have found that the redevelopment as proposed would be in conflict with the BVCP Policy 1.16 Over-Intensive Rural Development. This policy reads: “*Criteria to be examined in making an over-intensive determination may include, but are not limited to, traffic, structure size, number of users, hours of operation, outside lighting, water needs and wastewater flows, impacts extending outside of the property boundaries, compatibility with surrounding land uses and the availability or lack of other more appropriate sites for the proposed.*” Staff finds that the redevelopment as proposed would be in conflict with this policy, specifically in regard to hours of operation, outside lighting, impacts extending outside of the property boundaries, and compatibility with surrounding land uses. However, staff also finds that these concerns and areas of impact can be sufficiently minimized and mitigated.

Therefore, with all of the recommended conditions of approval, staff finds this criterion can be met.

- (4) *Will not result in an over-intensive use of land or excessive depletion of natural resources. In evaluating the intensity of the use, the Board should consider the extent of the proposed development in relation to parcel size and the natural landscape/topography; the area of impermeable surface; the amount of blasting, grading or other alteration of the natural topography; the elimination or disruption of agricultural lands; the effect on significant natural areas and environmental resources; the disturbance of plant and animal habitat, and wildlife migration corridors; the relationship of the proposed development to natural hazards; and available mitigation measures such as the preservation of open lands, the addition or restoration of natural features and screening, the reduction or arrangement of structures and land disturbance, and the use of sustainable construction techniques, resource use, and transportation management.***

The proposed redevelopment of the subject parcel would involve a significant amount of site disturbance including grading and earthwork (discussed in Criterion 13 below), but staff have not identified any excessive depletion of natural resource as a result of this proposal. Revegetation of the subject parcel will be necessary. The site plans dated April 19, 2023, indicated that the applicant will use “native seed” in the landscaped areas; however, the applicant has not submitted any specifics on the species to be used. As such, staff recommends as a condition of approval that the applicant submit a full landscape plan for review and approval by Community Planning & Permitting staff, and that full installation of the plan occur prior to any Certificate of Occupancy being issued.

Therefore, as conditioned in this criterion, in Criteria 1 and 2 above, and Criteria 13 below, staff finds this criterion can be met.

(5) *Will not have a material adverse effect on community capital improvement programs;*

There is no indication the proposal will have an adverse effect on community capital improvement programs, and no referral agency has responded with such a concern.

Therefore, staff finds this criterion is met.

(6) *Will not require a level of community facilities and services greater than that which is available;*

Boulder Rural Fire Protection District has noted that they will require access codes for any gates and that the travel lanes must be appropriately sized to accommodate fire vehicles. As such, staff recommends as a condition of approval that the applicant work with the Fire Protection District to ensure the redevelopment complies with their requirements. No other agency responded with any concerns related to this criterion.

The Butte Mill Ditch, which bisects the subject parcel along the southern portion of the property, provides water to a number of agricultural properties. The portion of the ditch located on the subject parcel is encased below ground level. As a named ditch, the Butte Mill Ditch has a supplemental setback, and the Butte Mill Ditch Company holds an easement along the ditch, including where it is encased underground. The ditch company has stated that they consider the paving of a parking lot over the existing ditch pipeline and/or the parking of vehicles over it an encroachment on the ditch company's easement. Per the referral response from the ditch company, they will require a crossing or license agreement for anything that would encroach on the ditch company's easement within 30-50 feet. To ensure that the redevelopment does not jeopardize the ditch's current and future ability to provide adequate water service, and that this criterion can be met, staff recommends as a condition of approval that prior to the recordation of the development agreement, the applicant provide a signed and recorded copy of the agreement required by the ditch company to Community Planning & Permitting.

Therefore, as conditioned, staff finds this criterion can be met.

(7) *Will support a multimodal transportation system and not result in significant negative impacts to the transportation system or traffic hazards;*

The subject property has demonstrated legal access from both Valmont Road and N. 61st Street, Boulder County owned and maintained rights-of-way (ROWs) with Functional Classifications of Principal Arterial and Minor Arterial, respectively. Legal access has been demonstrated via adjacency to these public ROWs.

Per the application materials, the proposed uses would result in approximately 102 Average Daily Trips (ADTs) based on a similar operation the applicant runs at another location. The Boulder County Access & Engineering Team, however, has determined that, based on the most current Institute of Transportation Engineers (ITE) Trip Generation Estimates Manual, the proposal is actually anticipated to have a trip generation of 276 ADTs. The Access & Engineering Team and the County Engineer have determined that 276 ADTs will not result in any significant negative impacts to levels of service for Valmont Road. They did note that it could result in negative impacts along N. 61st Street. As such, they requested that the applicant redesign the N. 61st Street access to the subject parcel to be a "right in/right out

only” access. With this design, vehicles would only be able to turn right from N. 61st Street into the subject parcel, and then turn right onto N. 61st Street exiting the subject parcel. Emergency services would still be able to access the subject parcel from N. 61st Street from either the north- or south-bound lanes. The site plans dated April 19, 2023, show signage indicating the “right in/right out” design, but the Access & Engineering Team has noted that the physical design of the access entrance needs to be redesigned to achieve this. Staff recommends a condition of approval that the site plans submitted for permitting must include the N. 61st Street access redesigned to restrict vehicle movement to the “right in/right out” design.

The Boulder County Multimodal Transportation Standards (the MMTS) sets forth the standards for the planning, design, and construction of transportation facilities. This includes elements such as parking design, aisle sizes, access requirements, bicycle parking, et cetera. The redevelopment of the subject parcel will be required to meet the requirements of the MMTS. Specific elements called out by the Access & Engineering team include ADA accessible parking and bicycle parking. Additionally, section 5.6.2.5 of the MMTS requires “off-street parking areas with more than 6 spaces shall be partially screened from public view by providing either decorative fencing or walls, contoured earth mounds, or suitable landscaping. Fencing or walls shall be a minimum height of 4 feet and shall be at least 50 percent solid in the horizontal plane. Contoured berms shall be completely treated with ground cover to reduce erosion, i.e., grass, cobbles, or rock and shall not exceed 3:1 slope. Landscaping shall include a mix of trees, shrubs, and ground covers and shall be designed to consider ease of maintenance, hardiness, and water requirements.” Staff recommends as a condition of approval that, at building permit, the applicant submit a revised site plan that demonstrates full compliance with the Boulder County Multimodal Transportation Standards; all landscaping required by the MMTS shall be reflected in both the landscaping plan as required in Criterion 2 above and site plans submitted for permitting.

To ensure that construction related to the redevelopment of the subject parcel does not cause negative impacts to traffic and transportation in the area, staff recommends as a condition of approval that all staging and storage of construction equipment and materials shall be located only on the subject parcel.

Therefore, as conditioned in this criterion and Criterion 2 above, staff finds this criterion can be met.

(8) *Will not cause significant air, odor, water, or noise pollution;*

One of the major areas of concern expressed by members of the public is that the proposed business will result in significant levels of noise. The applicant has stated that the repair shop would operate from 7:30 A.M. to 5:30 P.M., Monday through Friday, and would be closed on weekends; the Vehicle Sales use would operate from 9:00 A.M. to 6:00 P.M. in the winter and 9:00 A.M. to 6:30 P.M. during the summer, Monday through Friday, and from 10:00 A.M. to 5:00 P.M. on Saturdays. Staff finds that limiting the hours of operation will sufficiently mitigate the potential noise impacts; staff also finds that the limited hours, with the recommended condition of approval in Criterion 2 above limiting the amount of glazing allowed, will also partially mitigate potential light pollution by limiting what is emitted from the inside of the building. To ensure that future operators of the facility comply with this commitment of record, staff recommends as a condition of approval that hours of operation shall be limited as follows: the repair shop operations would be limited to between 7:30 A.M. to 5:30 P.M., Monday through Friday, and shall be closed on weekends; and the Vehicle Sales use be limited to between 9:00 A.M. to 6:00 P.M., Monday through Friday, from October 15 to March 14, between 9:00 A.M. to 6:30 P.M., Monday through Friday, from

March 15 to October 14, and from 10:00 A.M. to 5:00 P.M. on Saturdays year-round. Additionally, to minimize potential noise impacts, staff recommends as a condition of approval that all repair and/or salvage work being carried out with power tools only occur inside the new garage structure.

As noted by the Boulder County Engineer in their referral response, the proposed redevelopment can qualify for proprietary detention and treatment facilities under the Boulder County Storm Drainage Criteria Manual. The County Engineer also noted a number of items which the applicant will have to comply with related to this proprietary detention and treatment system. Specifically, the applicant will be required to comply with the following: submit an Operation and Maintenance (O&M) plan for the permanent post construction control measure; submit a signed and recorded maintenance agreement between Boulder County and the parties responsible for perpetual maintenance; have a qualified drainage professional conduct annual inspections of the permanent system to ensure it is functioning as designed; and submit very thorough infiltration data that supports that the system will function as designed and the soils are capable of the rate of infiltration needed by this type of system. The County Engineer also noted that a sand/oil separator is required prior to discharge to the underground system due to the use of oil and grease at the site. Staff recommends that the requirements outlined by the Boulder County Engineer be included as conditions of approval.

As discussed in Criterion 1 above, the proposed redevelopment requires a Commercial Onsite Wastewater Treatment System (OWTS). The OWTS permitting and approval process will help ensure that the proposed redevelopment does not result in any pollution from the septic system on the subject parcel.

Additionally, per the Boulder County Public Health referral response, staff recommends as a condition of approval that all vehicles stored on site for repairs or salvage must have routine pollution prevention practices for automotive related industries.

Therefore, as conditioned in this criterion and Criterion 2 above, staff finds this criterion can be met.

(9) *Will be adequately buffered or screened to mitigate any undue visual impacts of the use;*

As discussed in Criterion 2 above, the redevelopment as proposed would have significant visual impacts. With the recommended conditions of approval in Criterion 2 above, staff finds that many of the visual impacts can be sufficiently mitigated.

Therefore, as conditioned here and in Criterion 2 above, staff finds this criterion can be met.

(10) *Will not otherwise be detrimental to the health, safety, or welfare of the present or future inhabitants of Boulder County;*

With the recommended conditions of approval detailed in the previous criteria review, staff finds that the proposal will not be detrimental to the health, safety, or welfare of the inhabitants of Boulder County.

Therefore, with the recommended conditions of approval, staff finds this criterion can be met.

(11) *Will establish an appropriate balance between current and future economic, environmental, and societal needs by minimizing the consumption and inefficient use of energy, materials, minerals, water, land, and other finite resources;*

Staff have not identified any excessive consumption and inefficient use of energy, materials, minerals, water, land, and other finite resources. The site has been used for automotive-related activities since at least the 1940s, so few new environmental impacts are expected as a result of the redevelopment. Rather, the redevelopment of the site, with the recommended conditions of approval, is expected to result in stormwater and other improvement which are anticipated to help the subject property operate better. Staff also finds the redevelopment of a site which has already had significant impacts is preferable to the development of a site which has not already been developed and impacted. Additionally, while not a condition of approval, staff would recommend that the applicant explore and pursue energy efficiency upgrades such as solar panels on the proposed structure's roof.

With the recommended conditions of approval detailed in the previous criteria review, staff finds that the proposed redevelopment can strike an appropriate balance between current and future needs.

Therefore, staff finds this criterion is met.

- (12) ***Will not result in unreasonable risk of harm to people or property – both onsite and in the surrounding area – from natural hazards. Development or activity associated with the use must avoid natural hazards, including those on the subject property and those originating off-site with a reasonable likelihood of affecting the subject property. Natural hazards include, without limitation, expansive soils or claystone, subsiding soils, soil creep areas, or questionable soils where the safe-sustaining power of the soils is in doubt; landslides, mudslides, mudfalls, debris fans, unstable slopes, and rockfalls; flash flooding corridors, alluvial fans, floodways, floodplains, and flood-prone areas; and avalanche corridors; all as identified in the Comprehensive Plan Geologic Hazard and Constraint Areas Map or through the Special Review or Limited Impact Special Review process using the best available information. Best available information includes, without limitation, updated topographic or geologic data, Colorado Geologic Survey landslide or earth/debris flow data, interim floodplain mapping data, and creek planning studies.***

No portions of the subject property contain areas identified as having any natural or geologic hazards or constraints, and the subject property is not located in any identified floodplain.

Therefore, staff finds this criterion is met.

- (13) ***The proposed use shall not alter historic drainage patterns and/or flow rates unless the associated development includes acceptable mitigation measures to compensate for anticipated drainage impacts. The best available information should be used to evaluate these impacts, including without limitation the Boulder County Storm Drainage Criteria Manual, hydrologic evaluations to determine peak flows, floodplain mapping studies, updated topographic data, Colorado Geologic Survey landslide, earth/debris flow data, and creek planning studies, all as applicable given the context of the subject property and the application.***

The applicant has proposed a significant amount of earthwork as part of the proposed development. Specifically, it is anticipated that the project will require approximately 430 cubic yards of cut and 1,960 cubic yards of fill, for a total of 2,390 cubic yards of earthwork. Per the application materials submitted, however, this proposed earthwork is intended to help level portions of the subject parcel and to improve drainage on site. Per the application materials, an underground detention facility will be installed that will be capable of infiltrating the full 100-year detention volume and all runoff will infiltrate into the soil; no outlet structure or pipe to control release from the site will be constructed.

In order to help prevent runoff impacts to adjacent parcels and the public rights-of-way during construction, staff recommends as a condition of approval that silt fencing be installed along the property lines, to remain in place and functional until landscaping of the site is complete. Staff also recommends as a condition of approval that an updated grading and drainage plan be submitted with plans for permitting for review and approval by Community Planning & Permitting staff prior to recordation of the development agreement.

Therefore, as conditioned, staff finds this criterion can be met.

RECOMMENDATION

Staff has determined that the proposed Vehicle Sale/Rental Lot use and General Industrial use can meet all the applicable criteria of the Boulder County Land Use Code for Special Review. Therefore, staff recommend that the Planning Commission recommend to the Board of County Commissioners a ***conditional approval of docket SU-21-0013 Butte Blacksmith LLC Repair Shop*** with the following conditions:

1. The applicant shall provide a Development Agreement for the Vehicles Sales/Rental Lot use and the General Industrial use, for review and approval by County staff, prior to the issuance of a license or permits by the Boulder County Community Planning & Permitting Department and prior to the recordation of said agreement within one year of approval.
2. Plans submitted for permitting must clearly identify a minimum of 10 parking spots for customer and employee parking; at least four (4) of these must be for customers. All customer and employee parking must be signed for customer or employee use, must remain clear and unencumbered for customer and employee use, and may not be used for parking of vehicles for sale or repair. Required Americans with Disabilities Act (ADA) accessible parking shall not be counted toward the required customer and employee parking.
3. No parking or storage of vehicles shall be allowed in any access aisles or travel lanes.
4. Plans submitted for permitting must clearly identify the four (4) spaces to be reserved as loading spaces; these spaces must be appropriately signed as loading spaces.
5. The applicant shall obtain and maintain all necessary local, state, and federal permits including, but not limited to: Stormwater Quality Permit; Onsite Wastewater Treatment System; State of Colorado vehicle sales permit.
6. The new garage structure shall be limited to one story, not to exceed 17 feet above existing grade at the eastern and western edges and 20 feet above existing grade in the center of the structure. Plans submitted for permitting must be revised to demonstrate compliance with these height limits.
7. The new garage structure shall not exceed 7,276 square feet of floor area. Total Floor Area on the site shall be limited to 8,180 square feet.
8. The new garage structure must be muted in color. ***Prior to the issuance of any building permit***, the applicant shall submit specific proposed colors for review and approval by Community Planning & Permitting staff.
9. The overall glazing on the new garage structure shall as shown in the elevations dated April 23, 2021, shall be reduced by limiting the overhead doors to be no more than 50% glazing and by removing of the outer windows and transom panels on the doorway into the shop

reception area. Building elevations submitted for permitting must demonstrate compliance with these reductions in glazing.

10. Plans submitted for permitting must include a landscaped buffer, at least six (6) to eight (8) feet wide, between the proposed parking area and the public right-of-way along Valmont Road.
11. If it is necessary to remove the existing tree immediately south of the existing residence in order to install the landscaped buffer, the applicant shall replace the tree with a new tree in the same general area of the parcel.
12. Plans submitted for permitting must include a minimum of two (2) landscaped “islands,” generally evenly spaced, in the southern most row of parking spots.
13. The applicant shall install a minimum of seven (7) trees along the southern edge of the interior landscaped area, spaced as evenly as possible.
14. The proposed privacy fence must be located north of the trees in the interior landscaped area.
15. The applicant shall preserve and maintain the existing trees on the eastern portion of the subject parcel as shown in the site plan dated April 19, 2023.
16. ***Prior to issuance of any building or grading permit***, the applicant shall submit a full landscaping plan for review and approval by Community Planning & Permitting staff. This landscaping plan shall use native vegetation species and shall incorporate and reflect all conditions of approval related to landscaping and shall include, at a minimum, the following: information on all existing and proposed plantings, including the specific types and species of plantings; plans for ensuring that the new plantings become fully established; and details on how all the plantings on site will be maintained.
17. All vehicles parked between the proposed privacy fence and Valmont Road and/or N. 61st Street must be fully titled and operable.
18. No vehicles being stored on site for repairs or salvaging of parts shall be located outside of the privacy fence.
19. Pennants, balloons, streamers, whirligigs, or other similar devices for advertising purposes are not allowed.
20. Electronic Message Center signs are not allowed.
21. ***Prior to issuance of any permits for signage***, the applicant shall submit a signage plan for review and approval by Community Planning & Permitting staff.
22. ***Prior to the issuance of any building permit***, the applicant shall submit a full revegetation plan for review and approval by Community Planning & Permitting staff.
23. ***Prior to the issuance of any Certificate of Occupancy***, revegetation of the subject property must be completed; if revegetation cannot be completed before final inspection, the applicant shall provide assurance to the county, in the form of a check to be placed in escrow until revegetation is complete. The escrow amount shall be 1.15 times the estimated cost of revegetation, including all materials and labor, as reviewed and approved by Community Planning & Permitting staff.

24. The applicant must work with the Fire Protection District to ensure the redevelopment complies with their requirements.
25. **Prior to the issuance of any building or grading permit**, the applicant shall provide a signed and recorded copy of the crossing or license agreement between the applicant and the Butte Mill Ditch Company to Community Planning & Permitting.
26. All electrical lines interior to the subject parcel must be relocated underground.
27. Plans submitted for permitting must show how the N. 61st Street access will be redesigned to restrict vehicle movement to the “right in/right out” design.
28. **At building permit**, the applicant shall submit a revised site plan that demonstrates full compliance with the Boulder County Multimodal Transportation Standards for county review and approval.
29. Plans submitted for permitting must demonstrate compliance with the EVSE requirements.
30. All staging and storage of construction equipment and materials shall be located only on the subject parcel.
31. The hours of operation shall be limited as follows: the repair shop operations are limited to between 7:30 A.M. to 5:30 P.M., Monday through Friday, and the repair shop shall be closed on weekends; Vehicle sales are limited to between 9:00 A.M. to 6:00 P.M., Monday through Friday, from October 15 to March 14, between 9:00 A.M. to 6:30 P.M., Monday through Friday, from March 15 to October 14, and from 10:00 A.M. to 5:00 P.M. on Saturdays year-round.
32. All repair and/or salvage work being carried out with power tools shall only occur inside the garage structure.
33. **At building permit**, the applicant shall submit an Operation and Maintenance (O&M) plan for review and approval by the County Engineer for the permanent post construction control measures.
34. **At building permit**, the applicant shall submit a signed and recorded maintenance agreement between Boulder County and the parties responsible for perpetual maintenance.
35. The applicant shall have a qualified drainage professional conduct annual inspections of the permanent system to ensure it is functioning as designed; a copy of this annual inspection shall be submitted to the County Engineer.
36. **At building permit**, the applicant shall submit very thorough infiltration data that supports that the system will function as designed and the soils are capable of the rate of infiltration needed by this type of system.
37. The applicant shall install a sand/oil separator as required by the County Engineer prior to discharge to the underground system due to the use of oil and grease at the site.
38. All vehicles stored on site for repairs or salvage must have routine pollution prevention practices for automotive related industries.

39. All exterior lighting fixtures shall be fully shielded.
40. The number of pole lights is limited to four (4), to be located on the south side of the interior landscaped area; no pole lights may be located along any of the property lines.
41. The applicant shall install a minimum of two (2) additional non-deciduous trees, in addition to the one (1) deciduous tree and one (1) non-deciduous tree shown on the site plan dated April 19, 2023, to be located along the western edge of the property between the street and proposed privacy fence to help shield the adjacent residence from the pole lights.
42. All pole lights shall be turned off after 8:00 P.M. nightly
43. All wall-mounted light fixtures shall be turned off outside of business hours.
44. All lighting interior to the structures on the subject parcel shall be turned off outside of the hours of operation.
45. ***Prior to the issuance of any building permit***, the applicant shall submit a full lighting plan for review and approval by Community Planning & Permitting staff. At a minimum, this lighting plan shall include: incorporation of all conditions of approval related to lighting; a photometric analysis of all existing and proposed lighting related to the redevelopment of the subject parcel; and detailed information and/or manufacturer cut sheets for all existing and proposed lighting fixtures.
46. Silt fencing shall be installed along the property lines, to remain in place and functional until revegetation of the site is complete.
47. ***Prior to the issuance of any grading permit***, the applicant shall submit an updated grading and drainage plan based on the required modifications to the site for review and approval by Community Planning & Permitting staff.
48. The applicants shall be subject to the terms, conditions, and commitments of record and in the file for docket **SU-21-0013 Butte Blacksmith LLC Repair Garage**.



Boulder County Land Use Department

Courthouse Annex Building
 2045 13th Street - PO Box 471 - Boulder, Colorado 80302
 Phone: 303-441-3930
 Email: planner@bouldercounty.org
 Web: www.bouldercounty.org/lu
 Office Hours: Mon., Wed., Thurs., Fri. 8 a.m. to 4:30 p.m.
 Tuesday 10 a.m. to 4:30 p.m.

Shaded Areas for Staff Use Only
Intake Stamp

Planning Application Form

The Land Use Department maintains a submittal schedule for accepting applications. Planning applications are accepted on Mondays, by appointment only. Please call 303-441-3930 to schedule a submittal appointment.

Project Number		Project Name	
<input type="checkbox"/> Appeal <input type="checkbox"/> Correction Plat <input type="checkbox"/> Exemption Plat <input type="checkbox"/> Final Plat <input checked="" type="checkbox"/> Limited Impact Special Use <input type="checkbox"/> Limited Impact Special Use Waiver <input type="checkbox"/> Location and Extent	<input type="checkbox"/> Modification of Site Plan Review <input type="checkbox"/> Modification of Special Use <input type="checkbox"/> Preliminary Plan <input type="checkbox"/> Resubdivision (Replat) <input type="checkbox"/> Rezoning	<input type="checkbox"/> Road Name Change <input type="checkbox"/> Road/Easement Vacation <input checked="" type="checkbox"/> Site Plan Review <input type="checkbox"/> Site Plan Review Waiver <input type="checkbox"/> Sketch Plan <input type="checkbox"/> Special Use/SSDP	<input type="checkbox"/> Special Use (Oil & Gas development) <input type="checkbox"/> State Interest Review (1041) <input type="checkbox"/> Subdivision Exemption <input type="checkbox"/> Variance <input type="checkbox"/> Other:
Location(s)/Street Address(es) 6095 VALMONT ROAD AT NORTHWEST CORNER OF VALMONT ROAD AND NORTH 61ST STREET.			
Subdivision Name			
Lot(s)	Block(s)	Section(s) 22	Township(s) 1N
Area In Acres	Existing Zoning GI	Existing Use of Property SALVAGE YARD + USED CAR SALES	Range(s) 70W
Proposed Water Supply WELL		Proposed Sewage Disposal Method SEPTIC	Number of Proposed Lots 1

Applicants:

Applicant/Property Owner BUTTE BLACKSMITH, LLC (GARY + DEBBIE CHAMBERS)		Email GARY@SUPERREPAIR.COM	
Mailing Address 1309 YARMOUTH AVE.			
City BOULDER	State CO	Zip Code 80304	Phone 970-531-2655
Applicant/Property Owner/Agent/Consultant		Email	
Mailing Address			
City	State	Zip Code	Phone
Agent/Consultant ROSI DENNETT, AICP, FRONT RANGE LAND SOLUTIONS		Email ROSIDENNETT@GMAIL.COM	
Mailing Address 210 LINCOLN ST.			
City LONGMONT	State CO	Zip Code 80501	Phone 303-682-9729

Certification (Please refer to the Regulations and Application Submittal Package for complete application requirements.)

I certify that I am signing this Application Form as an owner of record of the property included in the Application. I certify that the information and exhibits I have submitted are true and correct to the best of my knowledge. I understand that all materials required by Boulder County must be submitted prior to having this matter processed. I understand that public hearings or meetings may be required. I understand that I must sign an Agreement of Payment for Application processing fees, and that additional fees or materials may be required as a result of considerations which may arise in the processing of this docket. I understand that the road, school, and park dedications may be required as a condition of approval.

I understand that I am consenting to allow the County Staff involved in this application or their designees to enter onto and inspect the subject property at any reasonable time, without obtaining any prior consent.

All landowners are required to sign application. If additional space is needed, attach additional sheet signed and dated.

Signature of Property Owner <i>[Handwritten Signature]</i>	Printed Name Gary Chambers	Date 1/15/21
Signature of Property Owner	Printed Name	Date

The Land Use Director may waive the landowner signature requirement for good cause, under the applicable provisions of the Land Use Code.

BUTTE BLACKSMITH LLC
Site Plan Review & Limited Impact Special Use

DEVELOPMENT REPORT

June 4, 2021

Applicant/Property Owner:

Gary and Debbie Chambers
Butte Blacksmith LLC
1309 Yarmouth Ave.
Boulder, CO 80304
gary@superrupair.com

Prepared by:

Rosi Dennett, AICP
Front Range Land Solutions
210 Lincoln Street
Longmont, CO 80501
303-682-9729
rosidennett@gmail.com

**Butte Blacksmith LLC
Site Plan Review & Limited Impact Special Use
June 4, 2021**

DEVELOPMENT REPORT

This report is written to correspond to the application submittal requirements in Section 3, the Limited Impact Special Use requirements in Section 4-600 and the Site Plan Review requirements in Section 4-800 of the Boulder County Land Use Code.

Background

Butte Blacksmith LLC is the current owner of the property at 6095 Valmont Road located at the northwest corner of Valmont Road and North 61st Street in the Southeast Quarter of Section 22, Township 1 North, Range 70 West in Boulder County.

The subject property is located within Boulder County's General Industrial zoning district which allows for auto repair and sales use by right. The property consists of approximately 1.7 acres and has a long history of car sales, auto recycling, auto repair, new and used auto parts sales and residential uses.

The existing single-story shop of approximately 2,786 square feet is located in the southwest corner of the property and was built in the early 1900s. The original wood-frame building was used as a blacksmith shop. With the advent of the automobiles, the blacksmith shop became Valmont Garage and several wood-frame/metal additions have been constructed over the years. The automotive repair shop was operated by James Stengel and is documented in a 1949 tax record. In 1971, Charles Christman moved his auto wrecking yard from 30th and Pearl Streets in Boulder to this location, and it was called DC Auto Parts and Sales.

The existing single-story residence of approximately 904 square feet is located in the eastern portion of the property and has been occupied for years as a residence. An existing mobile home of approximately 530 square feet is located in the northeast corner of the property and has also been historically occupied as a residence. Two sheds of 64 square feet and 40 square feet are also onsite.

The subject property is relatively flat with the Butte Mill Ditch traversing the property from west to east in a buried pipe. The northern property line is bordered by the old Union Pacific Railroad right-of-way (now owned by RTD), with North 61st Street on the eastern property line and Valmont Road along the southern property line. The property is surrounded by industrial and residential

uses with Valmont Butte and Martin Marietta Materials' large concrete plant and aggregate business to the south, residential and railroad car storage to the west, RTD and residential to the north, and Boulder Ready Mix's batch plant to the east.

In 2018, a special use application was re-submitted for multiple uses on the subject property after revisions made in response to referral comments in the previously-submitted 2015 special use application. County staff identified concerns primarily with the size of the proposed structure and the lack of detail on the proposed drainage system. The newly proposed footprint of the building has been reduced in size by approximately 3,887 square feet, and a new drainage system with onsite detention has been designed in accordance with County requirements. In addition, the originally-proposed residential use has been removed, and the traffic study (accepted by County Transportation) shows a generation of fewer than 150 vehicle trips per day, so special use review is no longer required.

Proposal Description

This is a request for approval of a site plan review for a Subaru rehab and sales facility as allowed in the General Industrial zoning district. In addition, a limited impact special use is necessary for grading over 500 cubic yards of material necessary to move as part of the grading plan to insure proper drainage. The proposed principal use includes dismantling or repairing wrecked or inoperative Subaru vehicles and recycling and sales of parts and used Subaru's. The existing 904 square foot dwelling will be converted to sales office space as an accessory use to the principal use.

The proposal includes removal of the existing 2,786 square foot shop, the 530 square foot mobile home, a 64 square foot shed and a 40 square foot shed. The construction of a new building with a footprint of 7,276 square feet will be located in the northern portion of the property to house the dismantling and repairing of automobiles. The location of the shop reflects the preferred location by County staff to be setback from the northern property line. An unfinished second floor mezzanine in the new shop for storage will consist of 2,068 square feet. The maximum building height will be 26 feet.

The exterior of the building consists of a combination of masonry and metal siding with design elements that break up the mass of the structure. The exterior color of the building will be white with red trim. The elevation drawings and floor plans of the new building are attached.

A 6 foot-tall privacy fence will screen the car storage area and a portion of the new shop from Valmont Road as shown on the attached site plan. An existing privacy fence borders the western side, and another existing privacy fence borders the northern side of the property.

The previously submitted proposal included a maximum of 17 employees to be located on the property. However, because of the reduction in size of the proposed facilities, the maximum number of employees onsite has been reduced to 10 (five employees for the sales use and five employees for the dismantling and repair use).

Approximately 25% of the proposed use of the subject property will be for the short-term storage and recycling of used Subaru's. Used Subaru's will be purchased and either refurbished for resale or disassembled for parts. The leftover shells and parts are hauled offsite to a metal recycler for the remaining materials. The use is not a salvage yard with long-term storage of inoperable vehicles. It is a recycling business.

Approximately 80% of the recycled Subaru parts inventory will be sold wholesale and 20% will be sold retail. Parts sold locally from Fort Collins to Denver will be delivered directly. Parts sold outside of the metro area will be shipped. The outdoor storage of parts and vehicles to be recycled will be located behind the privacy fence and will not be visible from public roads or adjacent properties.

Construction and development funds are available to complete the proposed improvements in one phase with plans to commence construction immediately upon completion of the required County review processes.

Historical Assessment

Regarding the historical significance of the existing blacksmith shop to be removed, an historical preservationist, John Feinberg of Collaborative Inc, was hired to evaluate the building for historic integrity, existing condition, and estimation of rehabilitation feasibility and costs. His report, dated March 6, 2017 concluded that given the building was originally constructed with a significantly undersized (absent) structural design, that additional construction is of equally poor practice (the slab by example), the additions tacked on being of even worse construction methods and materials, the extensive loss of original material (windows for example), and the critical advanced state of deterioration, the building cannot be reasonably repaired from either an economic perspective or from an historic integrity perspective.

This historical assessment was submitted to County staff and the Historical Preservation Advisory Board for consideration and feedback on the proposal to remove the existing blacksmith shop. A subcommittee of HPAB and Denise Grimm of the County staff visited the site to inspect the structure and review the report findings with the property owner and consultants. On May 4, 2017, HPAB reviewed the findings more formally and agreed the structure was significantly compromised, not feasible to restore, not safe to be in, and missing features to make it architecturally historic. County staff recommended building plans, photo

documentation and an updated site form which have been completed and submitted to the County. In addition, an archaeologist will be onsite during demolition to survey any potential underlying archaeological resources, and an historical marker is proposed with the signage content and location to be reviewed by an HPAB committee.

A public benefit of the structure demolition allows for the existing Valmont Road access to be relocated to the western edge of the property away from the Valmont Road and 61st Street intersection in accordance with feedback from County Transportation staff. With the relocation of the Valmont Road access to the west, County staff concurred that ample space exists for left turn access to the site without hindering the Valmont Road eastbound left turn lane and no additional right-of-way is needed along Valmont Road.

Landscaping

New plantings will be located throughout the property including a mixture of deciduous and evergreen trees and bushes and shrubs as shown on the site plan. Native grass seed will be planted in the undisturbed areas shown on the site plan.

Outdoor Lighting

Outdoor lighting will be minimized to consist of only what is necessary for safety purposes, and all light fixtures will be cutoff, down-casting fixtures in accordance with the County Land Use Code. The locations of wall-mounted and pole-mounted lights are indicated on the site plan, and no light poles will be over 12 feet tall. The attached photometric plan for the previously submitted proposal shows 30 lights, but those have been reduced to 12 lights as shown on the site plan. The lights illuminating the car sales lot will be turned off after hours (open 9 am to 7 pm in summer and 9 am to 6:30 pm in winter), because the lot is fenced and public access closed off after hours. This car lot has no relationship to the brightly lit dealerships located a few blocks west on Pearl Parkway.

Water & Sewer

The site and all structures will be served by a new commercial well permitted by the State Engineer's Office and a County Public Health permitted individual septic system. The new commercial well permit has been approved by the State Engineer and has been constructed in accordance with State requirements.

A new septic system has been preliminarily designed (see attached letter from engineer Ed Glasgow) and will be reviewed and permitted by the County Public Health Department. The new septic system will be located east of the existing house as shown on the site plan. All required permits will be obtained prior to commencement of operations.

Access, Traffic & Parking

The 61st Street access has been relocated to the most northerly point possible to improve alignment with the existing driveway to the east on the Boulder Ready Mix property. Signs will be installed along North 61st Street stating “No Left Turns”. As previously described, the existing access off Valmont Road will be relocated to the western property line.

The traffic analysis and supplemental conducted by Matt Delich and Joe Delich (traffic engineers) indicates the proposed use will have minimal transportation impacts and will generate fewer than 150 average daily trips.

The car sales lot for used Subaru’s will be located along Valmont Road, as shown on the site plan. The sales lot will accommodate up to 52 vehicles, and customer parking will be located adjacent to the sales office on North 61st Street. Customer and employee parking will be accommodated with 18 parking spaces located between the privacy fence and the new building, 5 parking spaces adjacent to the new shop and 3 handicapped parking spaces located north of the existing house. The parking lots and driveways will be paved asphalt. Curb and gutters are also indicated on the site plan.

Drainage and Grading

Existing drainage patterns are shown on the Preliminary Grading, Drainage and Erosion Control Plan prepared by Rocky Ridge Civil Engineering. The site generally slopes from the southwest to northeast at grades between 2% to 6%. The property drains via overland flow into the Union Pacific Railroad right-of-way, ultimately being conveyed into the roadside drainage swale along the west side of 61st Street.

Because of the site constraints, an underground detention facility is proposed that will be capable of infiltrating the full 100-year detention volume. As described in the attached drainage report, all runoff will infiltrate into the soil, and no outlet structure or pipe to control release from the site will be constructed.

The proposed grading will require approximately 430 cubic yards of cut and 1,960 cubic yards of fill for a total of 2,390 cubic yards of material. Even with the excess of fill, no material will be exported from the site.

Section 4-806 Site Plan Review Standards

The proposed structures are in accordance with the County’s Site Plan Review Standards as described in the following text.

1. Neighborhood Definition

The subject property is located outside of a platted subdivision or townsite, so the neighborhood is defined by the area within 1500 feet of the parcel boundaries.

2. Structure Size Compatibility

With the removal of two of the three existing structures (and the two sheds), the net gain of 3,856 square feet of new footprint is compatible with commercial and industrial structures in the Valmont Butte area.

3. Public Services

The proposed structures do not impose a burden on public services.

4. Natural Hazards

According to the County Comprehensive Plan, the property is located within a Minor Geologic Constraint Area with Nominal Geologic Risk. The property is not located within a 100-year floodplain.

5. Wildfire Mitigation

The property is located in the plains portion of the County and is bordered on two sides by public roads.

6. Historic Drainage

The property generally slopes from the southwest to the northeast. An underground detention system has been engineered to ensure no more offsite drainage occurs as all runoff will infiltrate into the soil on this property.

7. Environmental Features

The property has been significantly disturbed for over 50 years, and has no identifiable environmental features.

8. Significant Agricultural Land

The property is not located within the significant Agricultural Land designation of the County Comprehensive Plan.

9. Historical and Archaeological Resources

While the historic assessment of the existing shop concluded the structure was significantly compromised and not feasible to restore, the consultant submitted an updated site form with photos and plans to the County. In addition, an archaeologist will be onsite during demolition to survey any potential underlying archaeological resources. An historical marker is proposed with the signage content and location to be reviewed by an HPAB committee.

10. Visual Impacts

Existing trees along North 61st Street provide screening of the proposed improvements from the public road, and the proposed privacy fence and additional trees south of the new shop will provide screening from Valmont Road. Removal of the existing dilapidated shop and mobile home will improve the aesthetics of the site. Outdoor lighting of the car sales lot will be turned off after hours to minimize visual impacts.

11. Site Disturbance

The property has been significantly disturbed for many years as it has been used in the past as a salvage yard with auto and auto part sales with more than one residential unit.

12. Runoff and Erosion

The drainage report indicates the proposed drainage plan will safely convey runoff from the site into the soil with no adverse effects or impacts on surrounding properties.

13. Natural Landmarks and Natural Areas

The property is located within the buffer area of the Valmont dike Natural Landmark and Natural Area. The new structure is located as far away from Valmont Butte as is physically possible, and as previously stated, the site has been used for many years as a junkyard.

14. Existing Structure Size

Four of the five existing structures will be removed and total 3,420 square feet (2,786 sq.ft. shop, 530 sq.ft. mobile home, 64 sq.ft. shed and 40 sq.ft. shed). The new structure consists of 7,276 sq.ft. on the first floor with an unfinished 2,068 sq.ft. mezzanine for a footprint net gain of only 3,856 sq.ft.

15. Comprehensive Plan and Land Use Code

The proposed improvements are in accordance with County regulations specified in the Comprehensive Plan and Land Use Code as previously described. All necessary permits will be obtained prior to commencement of operations.

Section 4-602 Limited Impact Special Use Standards and Conditions

- (1) **Except as otherwise noted, the use will comply with the minimum zoning requirements of the zoning district in which the use is to be established, and will also comply with all other applicable requirements;**

The proposal will comply with the applicable sections of the County Land Use Code. The proposed uses are allowed in the General Industrial zoning district, and the new structure will meet the bulk requirements (such as setbacks and maximum building height). The existing house is located within the current road setbacks but is in compliance with the County's nonconforming requirements. The existing house is only being converted into office space and does not require remodeling or expansion in square footage.

- (2) **Will be in harmony with the character of the neighborhood and compatible with the surrounding area;**

The proposed use will be in harmony with the mixture of industrial and residential uses along Valmont Road. Boulder Ready Mix is located directly east of the site and generates frequent concrete truck and semi-truck traffic in and out of that location. Martin Marietta owns the property across Valmont Road to the south, and is Boulder's other concrete plant. Valmont Butte to the south of that, is owned by the City of Boulder, and is a superfund site with a long history of contamination by many different companies dating back to the 1800's (primarily by the Allied Fluorspar Mill). The railroad property to the north is owned by RTD and slated for potential Fastracks expansion. The residential property to the west is well-screened by privacy fences and existing mature vegetation. Valmont Road from 28th Street to 75th Street has always been a corridor for commercial businesses, and ten more businesses are located along Valmont Road east of this property. Valmont Road is also a main truck route into Boulder and is heavily used. This property is ideally situated for auto repair, auto sales, and recycling as it has been used this way since 1971 and used for repairing of vehicles; horse drawn, steam powered, and gasoline powered back to the early 1900's. Visual impacts from public

roads will be minimized by screening the recycling business with a privacy fence and trees.

(3) Will be in accordance with the Comprehensive Plan;

The property is located within the Valmont Dike Natural Landmark buffer area, and the Comprehensive Plan identifies the single criterion for consideration of an area for Natural Landmark status is its visual and scenic prominence as a landscape feature. The proposed new structure will be located in the northern portion of the property and away from the Valmont Butte. The recently completed and proposed site improvements will increase the aesthetic value of the property which has been in a somewhat blighted state for many years.

(4) Will not result in an over-intensive use of land or excessive depletion of natural resources;

The proposed use is consistent with the historical industrial use of the property, and the improvements are appropriately sized for properties located within the General Industrial zoning district. Four of the five existing structures will be removed and one structure will be added for a total structure footprint of 8,180 square feet or only 11% of the 1.7 acre property.

(5) Will not have a material adverse effect on community capital improvement programs;

No community capital improvement programs will be affected by this proposal.

(6) Will not require a level of community facilities and services greater than that which is available;

The proposed well and septic service will not require greater community facilities and services, and all necessary permits will be acquired prior to commencement of operations.

(7) Will not result in undue traffic congestion or traffic hazards;

As described in the traffic analysis, the proposed use will not create undue traffic congestion or traffic hazards.

(8) Will not cause significant air, odor, water, or noise pollution;

The existing use does not create significant pollution. All outdoor lighting will be shielded with down-casting fixtures with the car sales lot lighting turned off after hours.

(9) Will not require amendment to the Regional Clean Water Plan;

The proposal will not require an amendment to the Regional Clean Water Plan.

(10) Will be adequately landscaped, buffered, and screened;

As previously stated, the new building is located in the northern portion of the property away from the public roads and behind the existing house. The low profile of the new building also minimizes visual impacts, and new plantings of trees and shrubs will be added throughout the property to break up the mass of the building. In addition, a new 6-foot tall privacy fence located south of the new building will provide screening from Valmont Road.

(11) Will not otherwise be detrimental to the health, safety, or welfare of the present or future inhabitants of Boulder County.

Benefits to present and future residents of the County include additional jobs, increased tax revenue, promotion of recycling activities and provision of much needed services for Subaru owners. The surrounding land owners and general public will appreciate the overall improved appearance of the existing property.

CONSULTANTS

Civil Engineer: Colin Geminden, PE
Rocky Ridge civil Engineering
420 21st Avenue, #101
Longmont, CO 80501
303-651-6626
colin@rockyridgecivil.com

Traffic Engineers: Matt Delich, PE & Joseph Delich, PE
Delich Associates
2272 Glen Haven Drive
Loveland, CO 80538
970-669-2061
matt@delichassoc.com
joseph@delichassoc.com

Planner: Rosi Dennett, AICP
Front Range Land Solutions
210 Lincoln Street
Longmont, CO 80501
303-682-9729
rosidennett@gmail.com

Site Plan Review Fact Sheet

The applicant(s) is/are required to complete each section of this Site Plan Review (SPR) Fact Sheet even if the information is duplicated elsewhere in the SPR application. Completed Fact Sheets reduce the application review time which helps expedite the Director's Determination. Please make duplicates of this SPR Fact Sheet if the project involves more than two structures.

Structure #1 Information

Type of Structure: (e.g. residence, studio, barn, etc.)		Repair Garage			
Total Existing Floor Area: (Finished + Unfinished square feet including garage if attached.)		4,324 sq. ft.		Deconstruction: 3,420 sq. ft.	
Are new floor areas being proposed where demolition will occur? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (include the new floor area square footage in the table below)					
Proposed Floor Area (New Construction Only)				<input type="checkbox"/> Residential <input checked="" type="checkbox"/> Non-Residential	
	Finished	Unfinished	Total	Height (above existing grade)	26'
Basement:	sq. ft.	sq. ft.	sq. ft.	Exterior Wall Material	Metal & Masonry
First Floor:	7,276 sq. ft.		7,276 sq. ft.	Exterior Wall Color	White w/Red
Second Floor:		2,068 sq. ft.	2,068 sq. ft.	Roofing Material	Metal
Garage: <input type="checkbox"/> Detached <input type="checkbox"/> Attached	sq. ft.	sq. ft.	sq. ft.	Roofing Color	White
*Covered Porch:	sq. ft.	sq. ft.	sq. ft.	Total Bedrooms	0
Total:	7,276 sq. ft.	2068 sq. ft.	9,344 sq. ft.		

Project Identification:

Project Name: Butte Blacksmith SU-18-0001
Property Address/Location: 6095 Valmont Rd. Boulder, CO
Current Owner: Butte Blacksmith LLC
Size of Property in Acres: 1.71 AC

Determining Floor Area

Floor Area is measured in terms of square feet. The total square footage is as everything within the exterior face of the exterior walls including garages and basements. **Covered porch area that is attached to the principal structure is not included (see Article 18-131A).** The shaded area on the diagram indicates the area counted as square feet.



Structure #2 Information

Type of Structure: (e.g. residence, studio, barn, etc.)					
Total Existing Floor Area: (Finished + Unfinished square feet including garage if attached.)				Deconstruction:	
		sq. ft.		sq. ft.	
Are new floor areas being proposed where demolition will occur? <input type="checkbox"/> No <input type="checkbox"/> Yes (include the new floor area square footage in the table below)					
Proposed Floor Area (New Construction Only)				<input type="checkbox"/> Residential <input type="checkbox"/> Non-Residential	
	Finished	Unfinished	Total	Height (above existing grade)	
Basement:	sq. ft.	sq. ft.	sq. ft.	Exterior Wall Material	
First Floor:	sq. ft.	sq. ft.	sq. ft.	Exterior Wall Color	
Second Floor:	sq. ft.	sq. ft.	sq. ft.	Roofing Material	
Garage: <input type="checkbox"/> Detached <input type="checkbox"/> Attached	sq. ft.	sq. ft.	sq. ft.	Roofing Color	
*Covered Porch:	sq. ft.	sq. ft.	sq. ft.	Total Bedrooms	
Total:	sq. ft.	sq. ft.	sq. ft.		

Residential vs. Non-Residential Floor Area

Residential Floor Area includes all attached and detached floor area (as defined in Article 18-162) on a parcel, including principal and accessory structures used or customarily used for residential purposes, such as garages, studios, pool houses, home offices and workshops. Gazebos and carports up to a total combined size of 400 square feet are exempt. Barns used for agricultural purposes are not considered residential floor area.

Note: If an existing wall(s) and/or roof(s) are removed and a new wall(s)/roof(s) are constructed, the associated floor area due to the new wall(s)/roof(s) are considered new construction and must be included in the calculation of floor area for the Site Plan Review and shown on this Fact Sheet.

If a Limited Impact Special Review is required, then call 303-441-3930 and ask for a new Pre-Application conference for the Limited Impact Special Review.

*See Article 18-131A for definition of covered porch.

Grading Calculation

Cut and fill calculations are necessary to evaluate the disturbance of a project and to verify whether or not a Limited Impact Special Review is required. Limited Impact Special Review is required when grading for a project involves more than 500 cubic yards (minus normal cut/fill and backfill contained within the foundation footprint).

If grading totals are close to the 500 yard trigger, additional information may be required, such as a grading plan stamped by a Colorado Registered Professional Engineer.

Earth Work and Grading

This worksheet is to help you accurately determine the amount of grading for the property in accordance with the Boulder County Land Use Code. Please fill in all applicable boxes.

Note: Applicant(s) must fill in the shaded boxes even though foundation work does not contribute toward the 500 cubic yard trigger requiring Limited Impact Special Use Review. Also, all areas of earthwork must be represented on the site plan.

Earth Work and Grading Worksheet:

	Cut	Fill	Subtotal
Driveway and Parking Areas	430	1,610	2,390
Berm(s)			
Other Grading		350	
Subtotal	430	1,960	2,390 <small>Box 1</small>

* If the total in Box 1 is greater than 500 cubic yards, then a Limited Impact Special Review is required.

	Cut	Fill	Total
Foundation	0	0	0
Material cut from foundation excavation to be removed from the property			0

Excess Material will be Transported to the Following Location:

Excess Materials Transport Location:
There is an excess of fill. No material will be exported from the site

Narrative

Use this space to describe any special circumstances that you feel the Land Use Office should be aware of when reviewing your application, including discussion regarding any factors (listed in Article 4-806.2.b.i) used to demonstrate that the presumptive size limitation does not adequately address the size compatibility of the proposed development with the defined neighborhood. If more room is needed, feel free to attach a separate sheet.

Is Your Property Gated and Locked?

Note: If county personnel cannot access the property, then it could cause delays in reviewing your application.

Certification

I certify that the information submitted is complete and correct. I agree to clearly identify the property (if not already addressed) and stake the location of the improvements on the site within four days of submitting this application. I understand that the intent of the Site Plan Review process is to address the impacts of location and type of structures, and that modifications may be required. Site work will not be done prior to issuance of a Grading or Building Permit.

Signature <i>Colin Geminden</i>	Print Name Colin Geminden	Date 05/24/21
---------------------------------	---------------------------	---------------

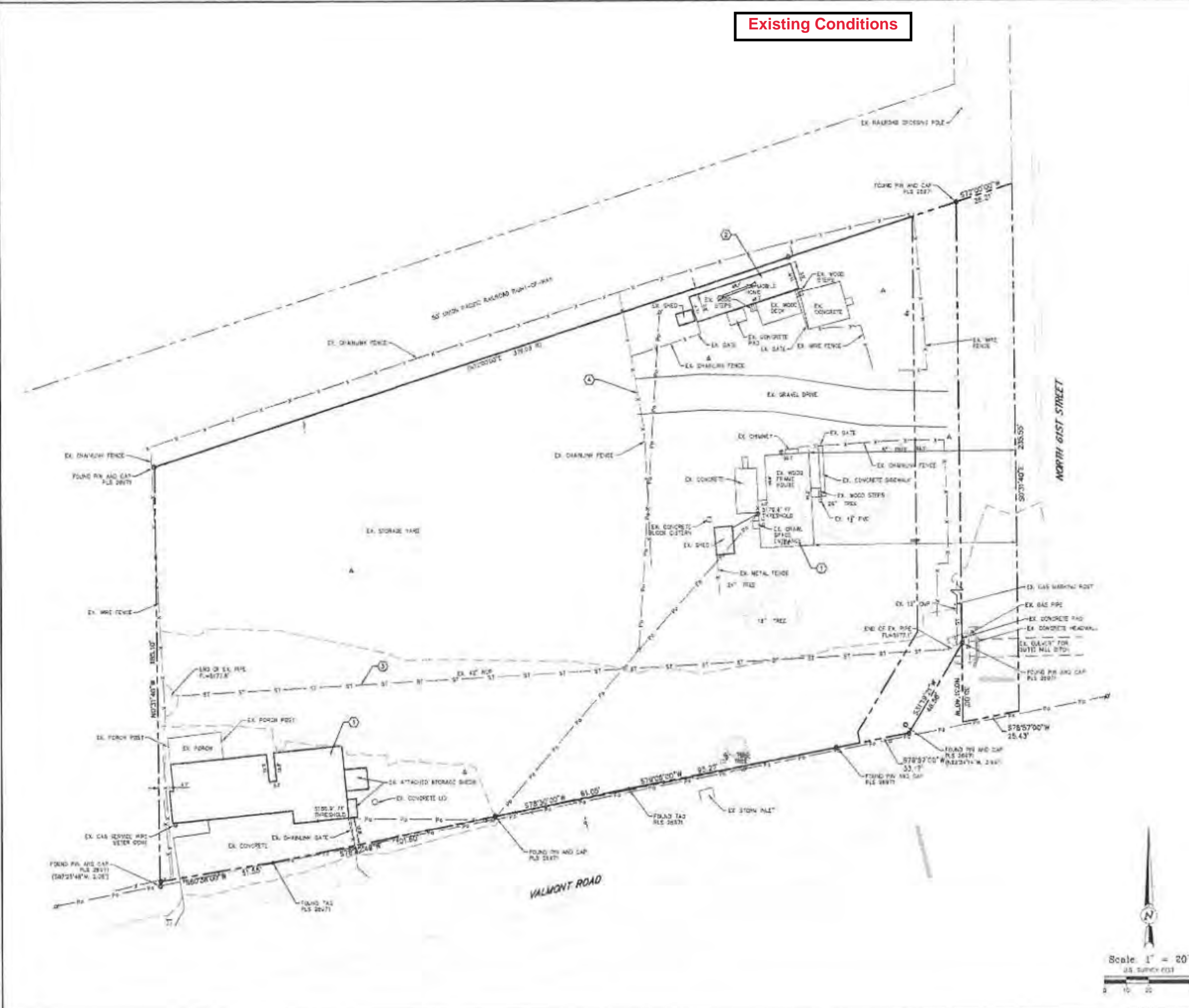
Existing Conditions

LEGEND

- EXISTING DECODABLE INFO
- EXISTING CONTOUR
- EXISTING DRAIN
- EXISTING MOUNTAIN AIR HOSE
- EXISTING ELECTRIC METER
- EXISTING WATER
- EXISTING GAS METER
- △ CONTROL POINT
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING FENCE
- EXISTING OVERHEAD POWER LINE
- EXISTING GAS LINE
- EXISTING COURSE PER LEG SURVEY
- (30470224' N 0.02)
- RECORD OF CALCULATED POSITION TO FOUND MONUMENT

KEYED NOTES

1. EXISTING BUILDING TO REMAIN
2. EXISTING BUILDING TO BE REMOVED
3. EXISTING STORM SEWER TO REMAIN
4. EXISTING FENCE TO BE REMOVED

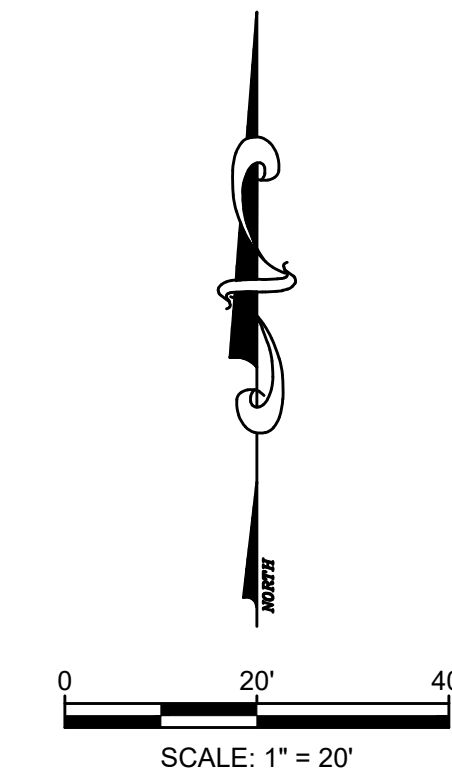
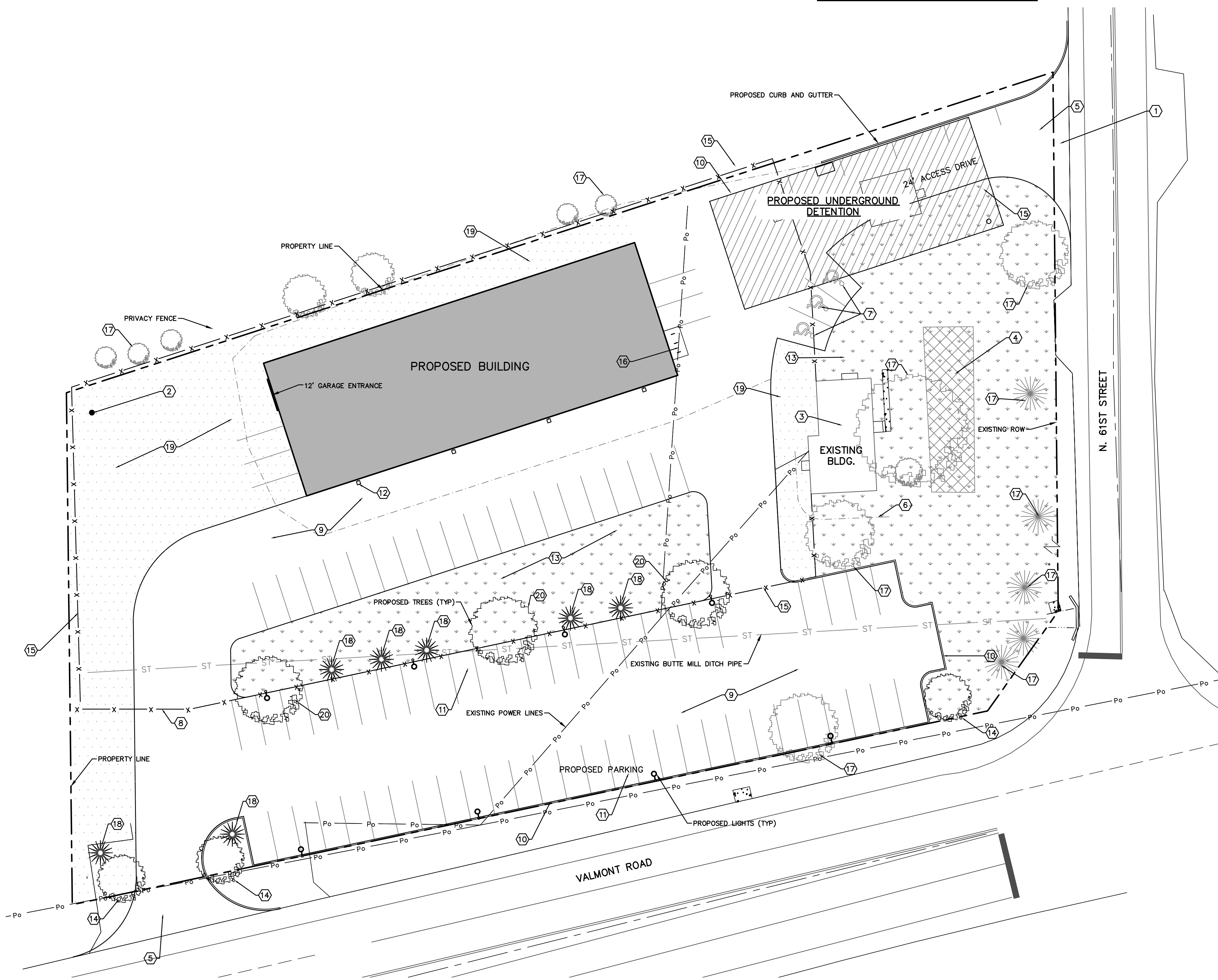


EXISTING CONDITIONS
6095 VALMONT ROAD
BOULDER COUNTY, COLORADO

SCOTT, COX & ASSOCIATES, INC.
 consulting engineers • surveyors
 1930 Main Street • Boulder, Colorado 80501
 (303) 444-5100

Designed by	ASJ	Date	12/12/14	Scale	1"=20'	Project No.	133550-8	Sheet	C101
Drawn by	JAS	Revision		Description		Date		Project No.	
Checked by	CPA	1	00117 COMMENTS			01/27/15	133550		
		2	REVISED PLAN			07/24/17			

Preliminary Site Plan (Outdated) - May 31, 2021



KEYED NOTES ①

1. PROPOSED CONCRETE CROSSSPAN AND CURB RETURN.
2. EXISTING WELL LOCATION.
3. EXISTING BUILDING TO REMAIN.
4. PROPOSED SEPTIC FIELD.
5. PROPOSED DRIVEWAY.
6. PROPOSED GRASS SWALE.
7. PROPOSED ADA PARKING STALLS.
8. PRIVACY GATE.
9. PROPOSED ASPHALT PARKING AND DRIVES.
10. PROPOSED 6" CURB AND GUTTER.
11. PROPOSED PARKING LOT AND BUILDING LIGHTING. ALL LIGHTING ELEMENTS WILL COMPLY WITH ARTICLE 7 OF THE BOULDER COUNTY LAND USE CODE.
12. PROPOSED BUILDING LIGHTING.
13. NATIVE SEED TO BE PLANTED IN UNDISTURBED AREAS
14. 3" CALIPER PONDEROSA TREES
15. PROPOSED FENCE.
16. PROPOSED SHORT-TERM BICYCLE PARKING.
17. EXISTING TREES
18. 5 GALLON GLOBED SPRUCE TREE
19. UNPAVED DIRT AREA
20. 3" CALIPER RED MAPLE TREES



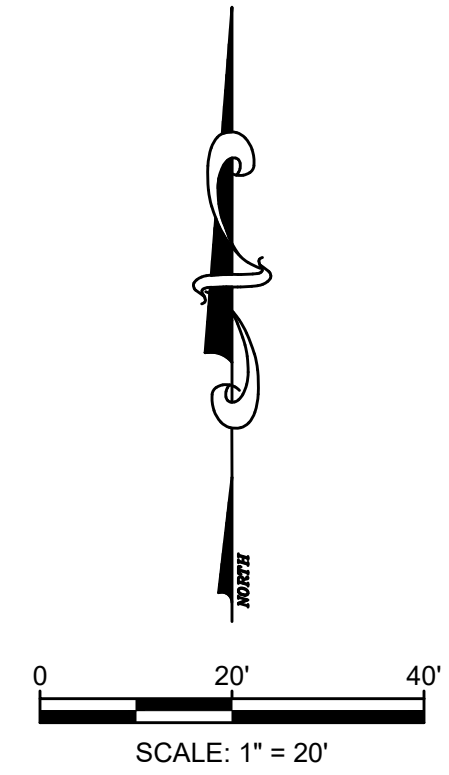
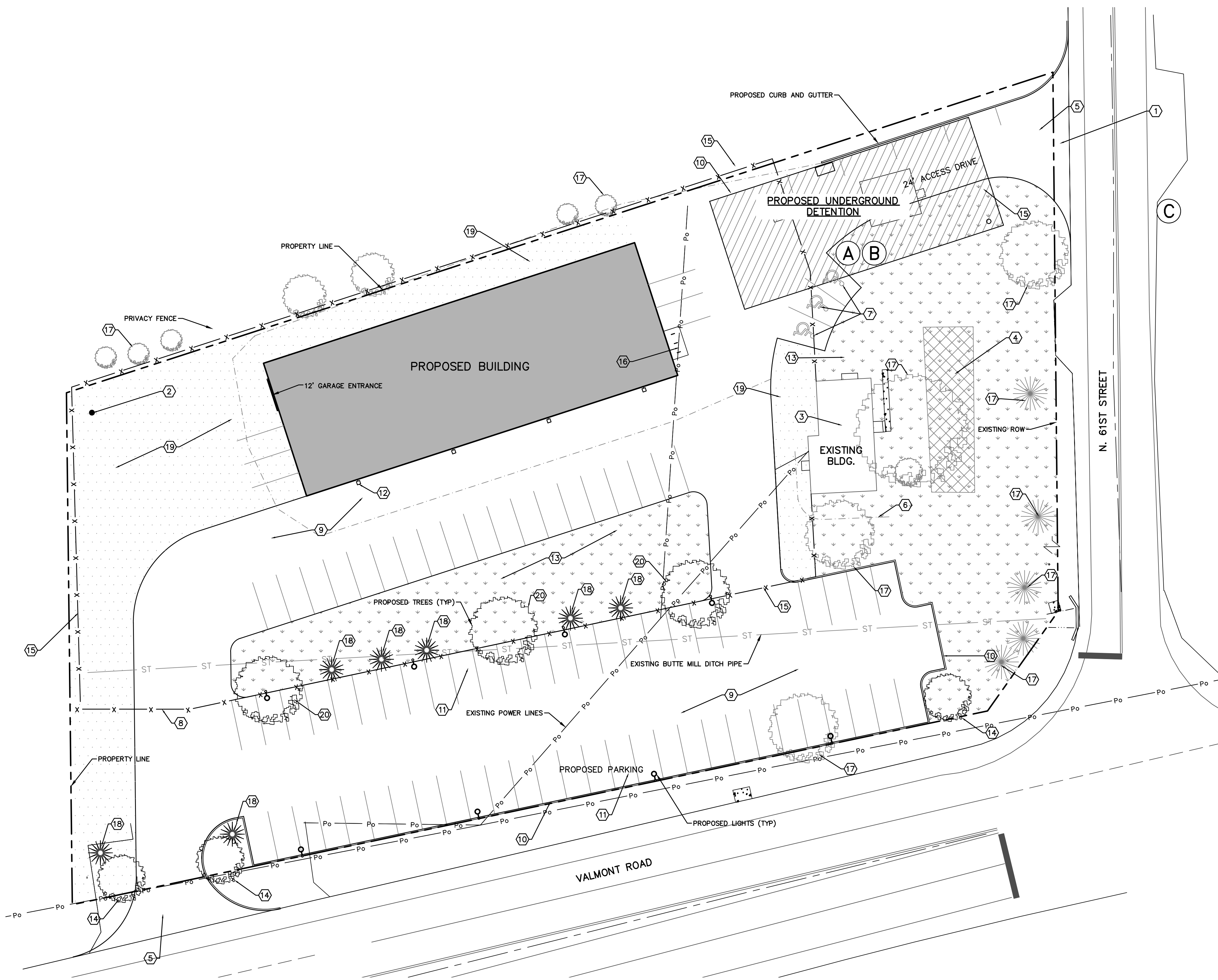
PRELIMINARY
THIS DRAWING IS UNCHECKED
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY

Rocky Ridge Civil Engineering
420 21st Ave, Suite 101
Longmont, CO 80501
303.651.6626
www.rockyridgecivil.com

VALMONT SUBARU REPAIR	CAD NO	8341BASE	JOB NO	834-1
	DATE	05/31/21	PRELIMINARY SITE PLAN	BOULDER COUNTY
SHEET NO	1 OF 2			

Revised Site Plan (Outdated) - October 24, 2022



KEYED NOTES ①

1. PROPOSED CONCRETE CROSSSPAN AND CURB RETURN.
2. EXISTING WELL LOCATION.
3. EXISTING BUILDING TO REMAIN.
4. PROPOSED SEPTIC FIELD.
5. PROPOSED DRIVEWAY.
6. PROPOSED GRASS SWALE.
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18. 5 GALLON GLOBED SPRUCE TREE
19. UNPAVED DIRT AREA
20. 3" CALIPER RED MAPLE TREES

SIGNAGE LEGEND/DETAILS

- WRONG WAY
R5-1a
18"x12"
(A)
- AUTHORIZED VEHICLES ONLY
R5-11
18"x12"
(B)
- (C)**
R3-2
24"x24"



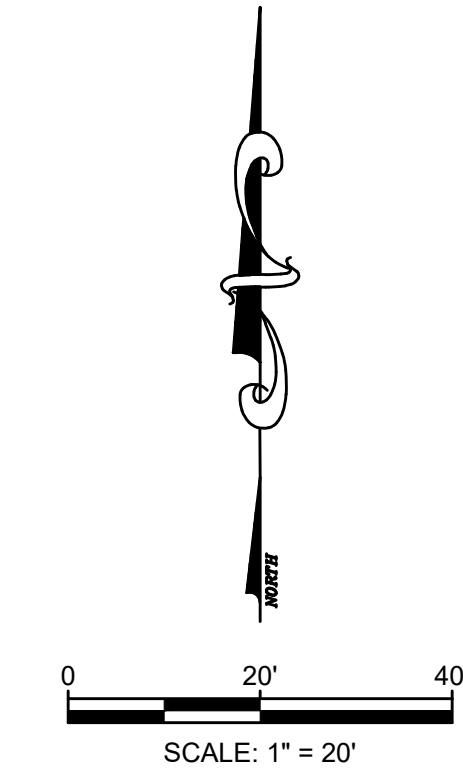
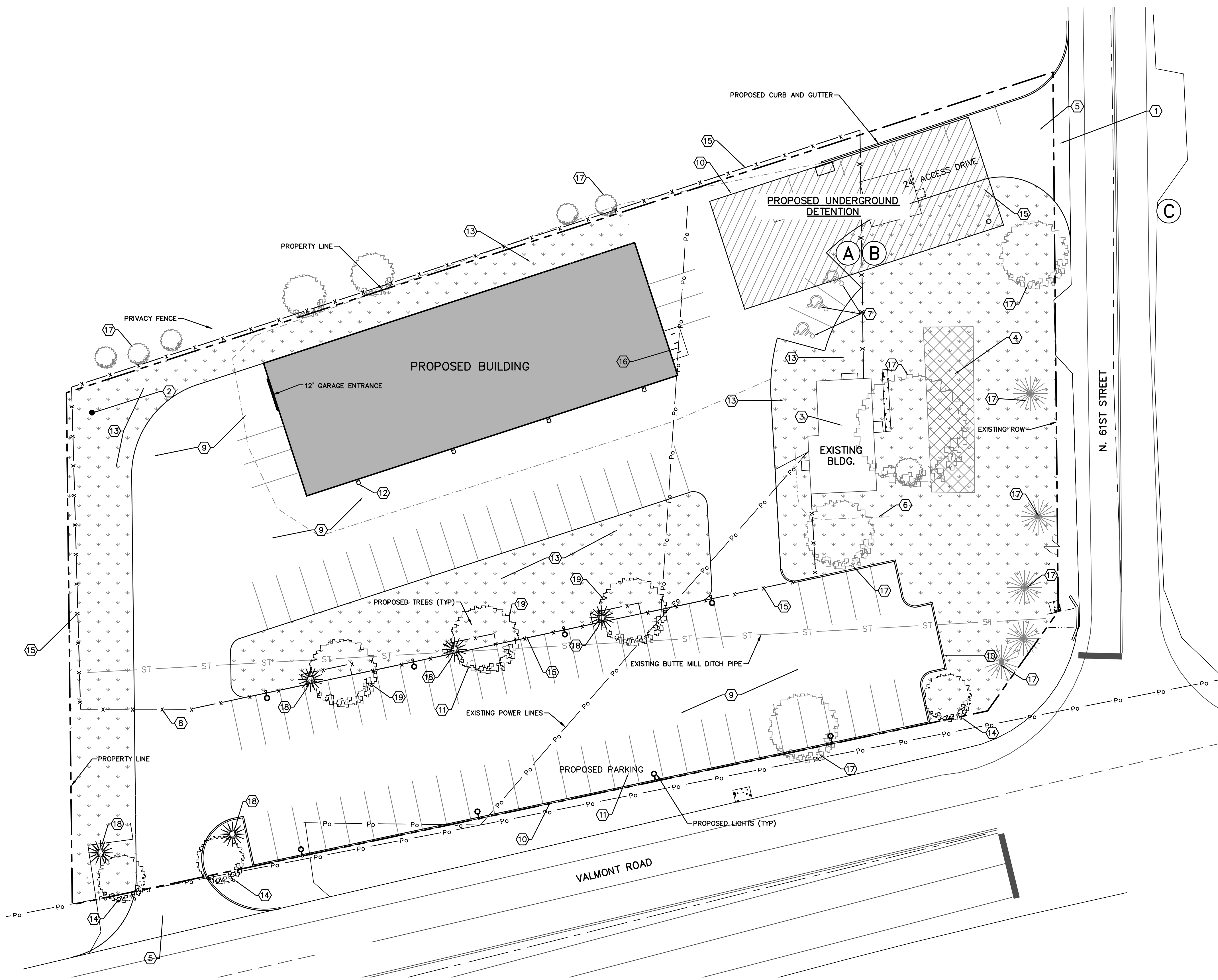
Know what's below.
Call before you dig.

NO.	DATE	DESCRIPTION	BY

Rocky Ridge Civil Engineering
 420 21st Ave, Suite 101
 Longmont, CO 80501
 303.651.6626
 www.rockyridgecivil.com

VALMONT SUBARU REPAIR	JOB NO	834-1
	CAD NO	8341BASE
PRELIMINARY SITE PLAN	DATE	10/24/22
BOULDER COUNTY		

Revised Site Plan (Current) - April 19, 2023



KEYED NOTES ①

1. PROPOSED CONCRETE CROSSSPAN AND CURB RETURN.
2. EXISTING WELL LOCATION.
3. EXISTING BUILDING TO REMAIN.
4. PROPOSED SEPTIC FIELD.
5. PROPOSED DRIVEWAY.
6. PROPOSED GRASS SWALE.
7. PROPOSED ADA PARKING STALLS.
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17. EXISTING TREES
18. 5 GALLON GLOBED SPRUCE TREE
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SIGNAGE LEGEND/DETAILS

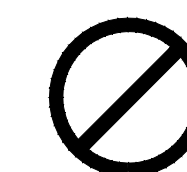
WRONG WAY

R5-1a
18"X12"



AUTHORIZED VEHICLES ONLY

R5-11
18"X12"



R3-2
24"X24"

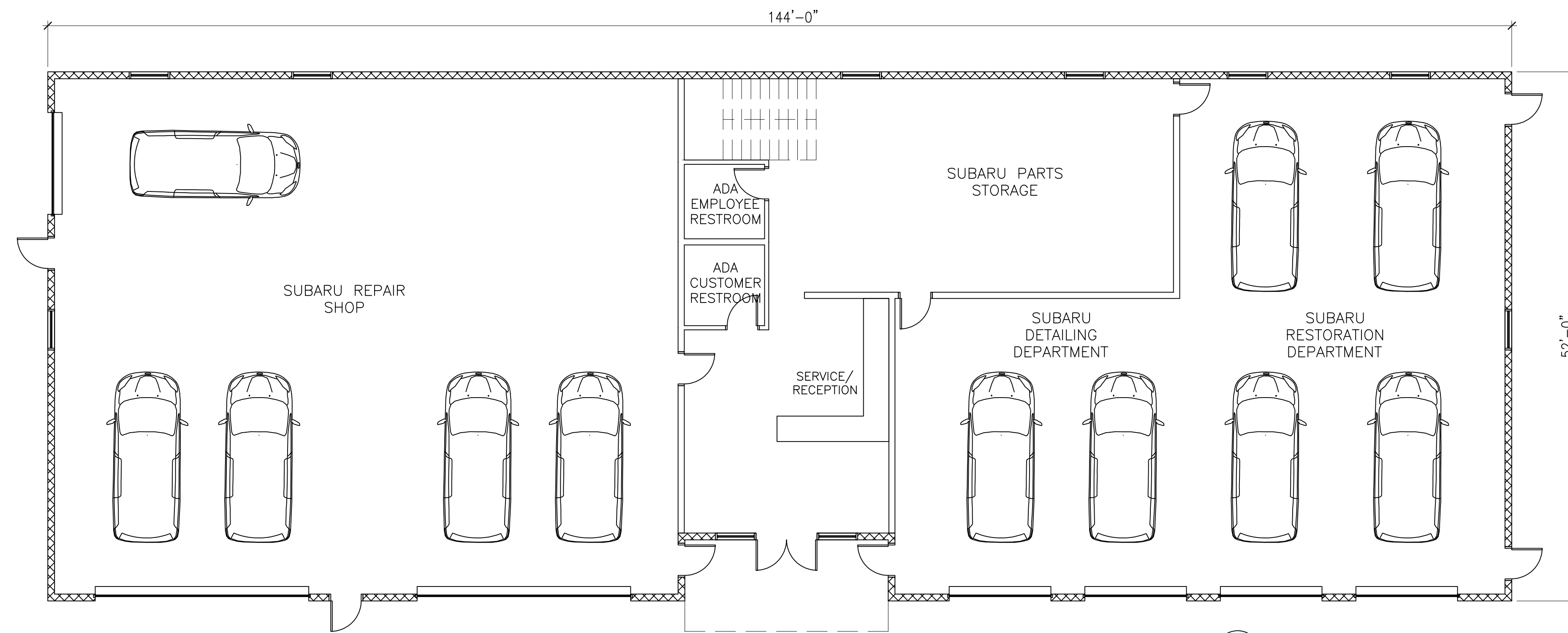


Know what's below.
Call before you dig.

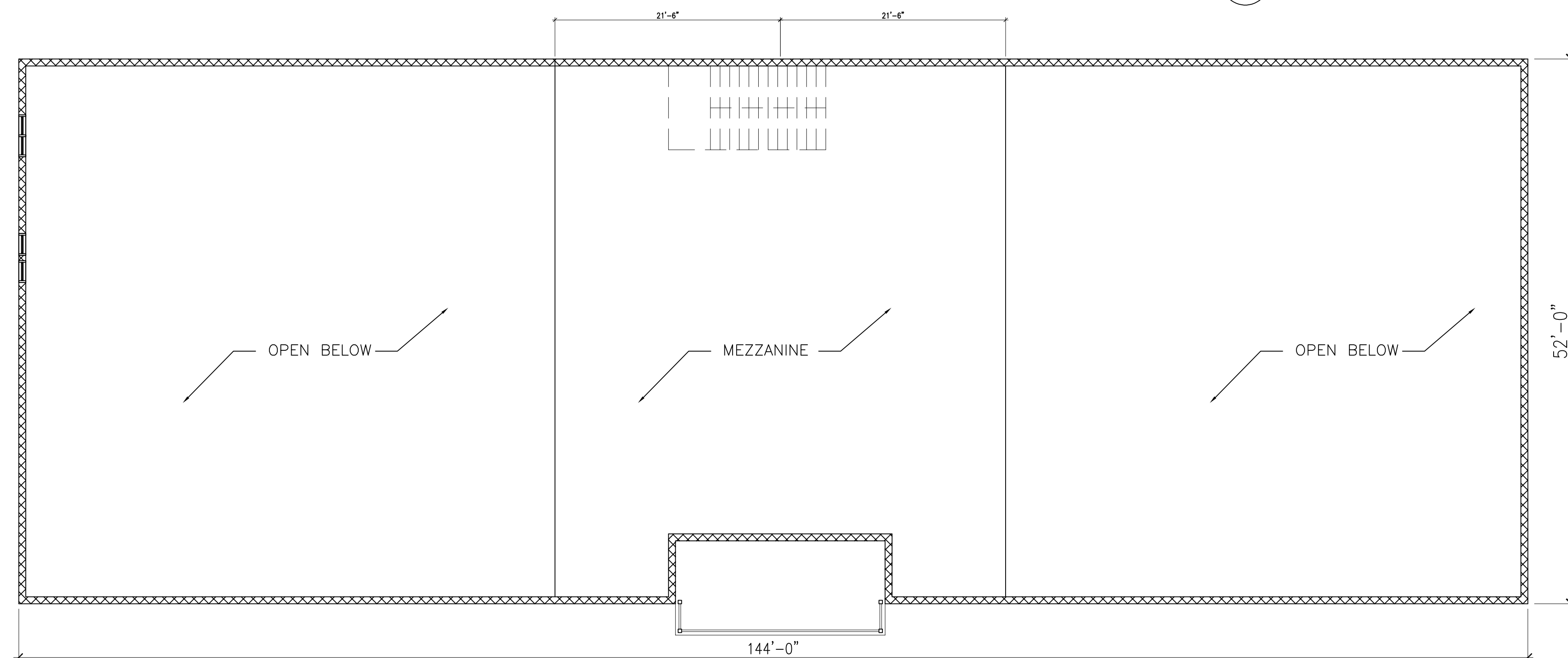
NO.	DATE	DESCRIPTION	BY

Rocky Ridge Civil Engineering
 420 21st Ave, Suite 101
 Longmont, CO 80501
 303.651.6626
 www.rockyridgecivil.com

VALMONT SUBARU REPAIR	JOB NO	834-1
	CAD NO	8341BASE
PRELIMINARY SITE PLAN	DATE	04/19/23
BOULDER COUNTY		



1 MAIN LEVEL FLOOR PLAN
SCALE: 1/8"=1'-0"



2 MEZZANINE LEVEL FLOOR PLAN
SCALE: 1/8"=1'-0"

SUPER RUPAIR
6095 VALMONT ROAD
BOULDER, CO 80301



jigsaw design, LLC
3004 S. Adams Street
Denver, Colorado 80210
info@jigsawdesignllc.com
www.jigsawdesignllc.com

REVIEW 04.23.21

SUR 11.14.17

ISSUED FOR: DATE

PROJECT NO.: 1628

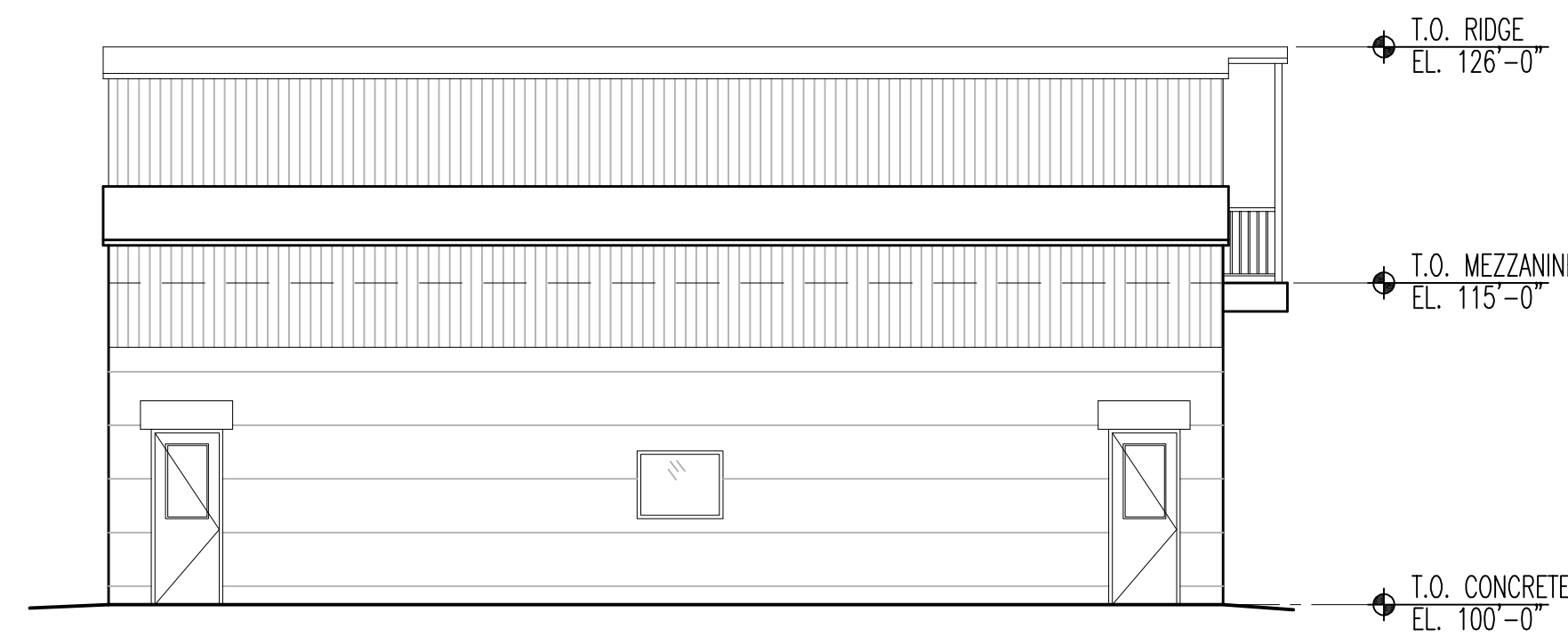
DRAWN BY: MM

REVIEWED BY: MM

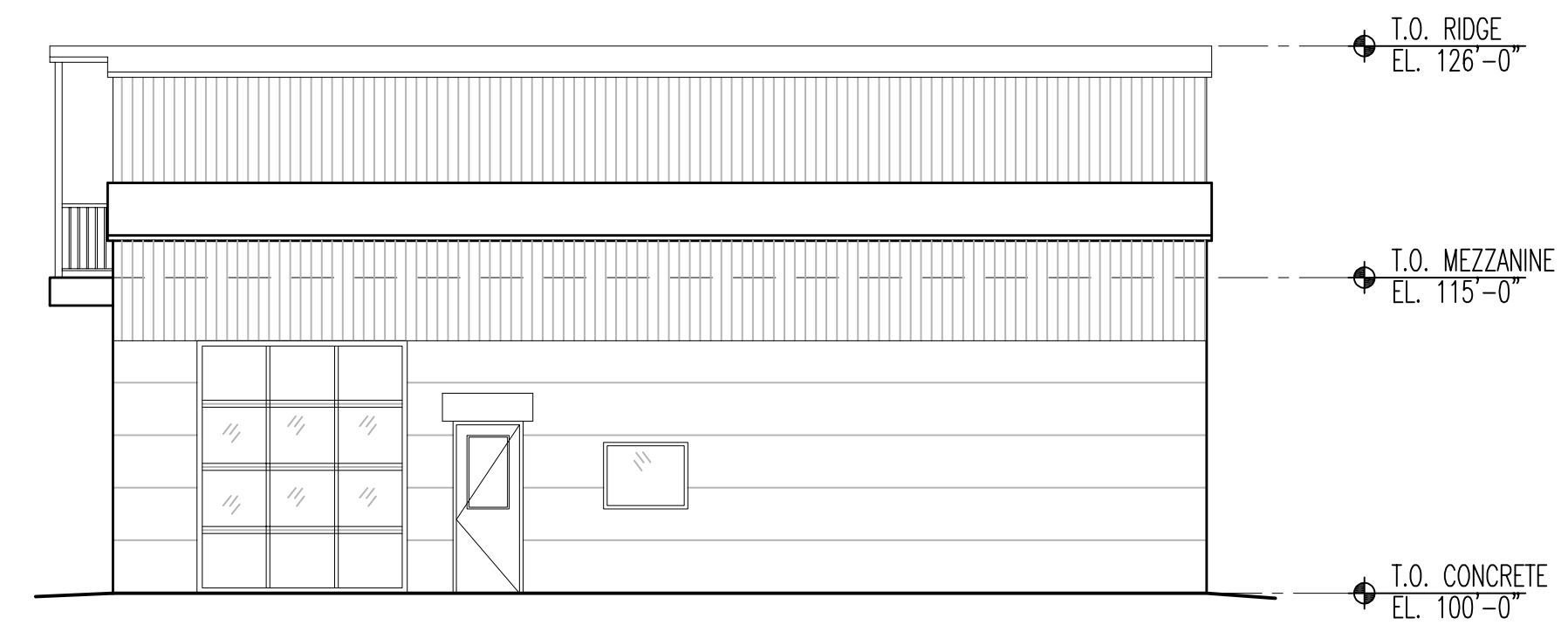
FLOOR PLANS

A2.1

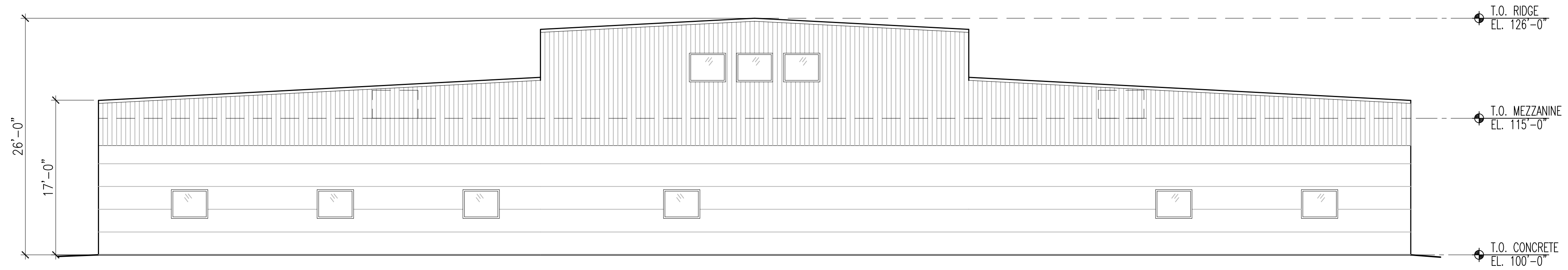
THESE DRAWINGS, SPECIFICATIONS AND THE SEALS HEREON ARE UNLAWFULLY REPRODUCED THEREBY AND SHALL REMAIN THE PROPERTY OF THE ARCHITECTS FIRM, AND MAY BE USED ONLY WITHIN THE JURISDICTION OF THE ARCHITECTS FIRM.



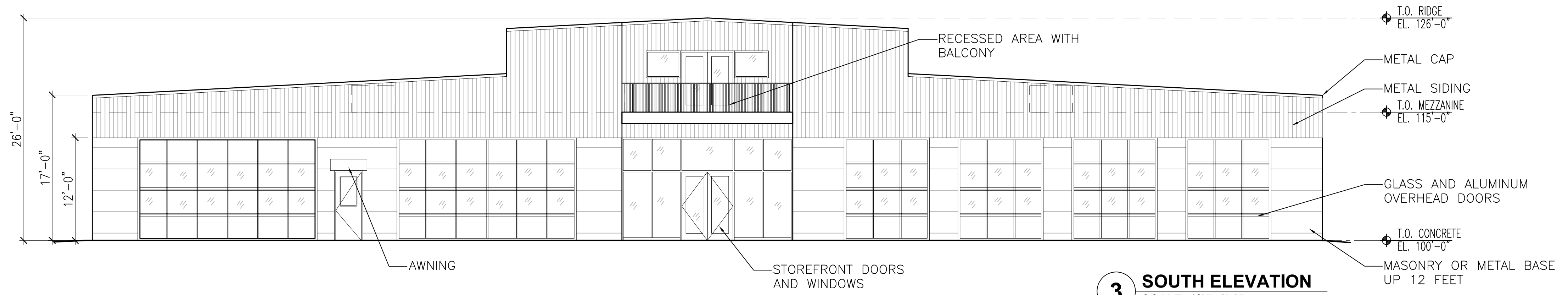
4 WEST ELEVATION
SCALE: 1/8"=1'-0"



1 EAST ELEVATION
SCALE: 1/8"=1'-0"



2 NORTH ELEVATION
SCALE: 1/8"=1'-0"



3 SOUTH ELEVATION
SCALE: 1/8"=1'-0"

SUPER RUPAIR
6095 VALMONT ROAD
BOULDER, CO 80301



jigsaw design, LLC
3004 S. Adams Street
Denver, Colorado 80210
info@jigsawdesignllc.com
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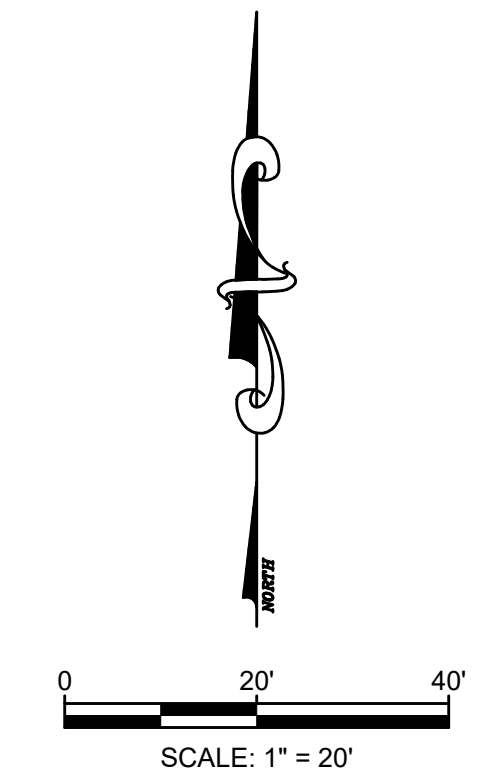
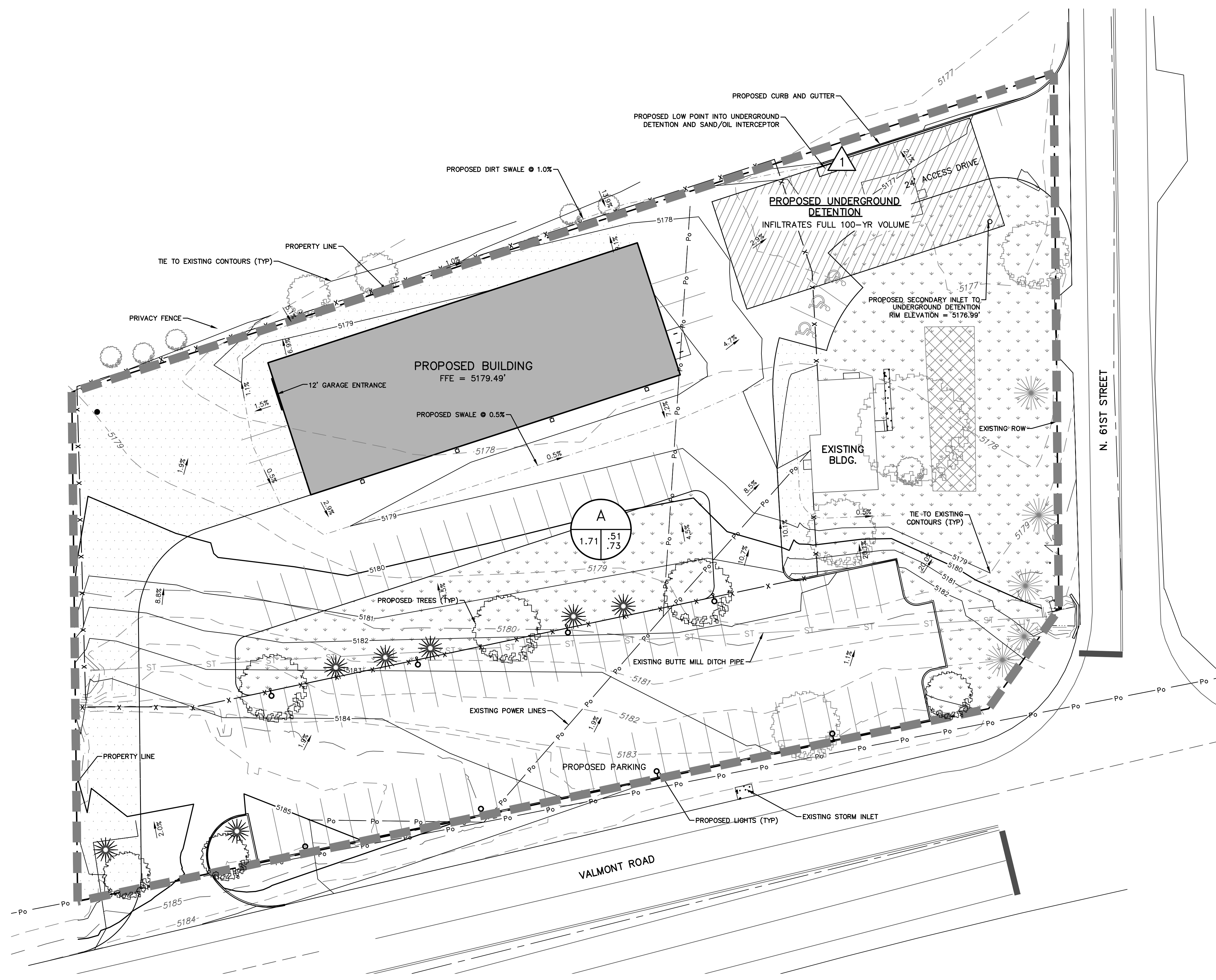
REVIEW	04.23.21
SUR	11.14.17
ISSUED FOR:	DATE
PROJECT NO.:	1628
DRAWN BY:	MM
REVIEWED BY:	MM

FLOOR PLANS

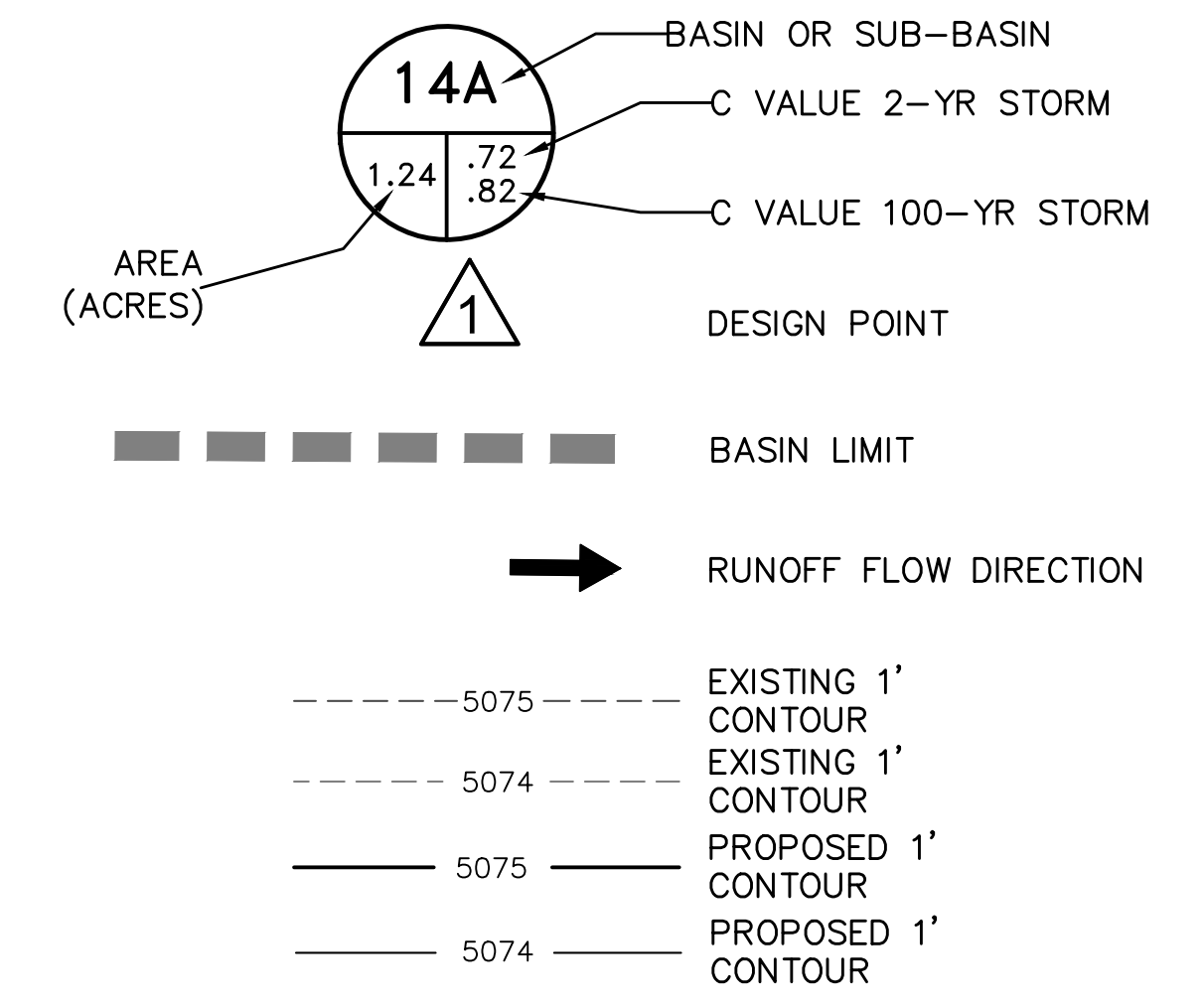
A2.1

THESE DRAWINGS REPRESENTATION AND THE SEAL SIGNIFY AND APPROVED BY THE ARCHITECT. THEY ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

Drainage Plan - October 24, 2022



DRAINAGE LEGEND



- NOTES:**
- EXISTING CONTOURS (DASHED) SHOWN AT 1' INTERVALS.
 - PROPOSED CONTOURS (SOLID) SHOWN AT 1' INTERVALS.
 - ALL ROOF DRAINAGE FROM THE BUILDING WILL BE DIRECTED TO THE FRONT OFF THE BUILDING.

NO.	DATE	DESCRIPTION	BY

Rocky Ridge Civil Engineering
 420 21st Ave, Suite 101
 Longmont, CO 80501
 303.651.6626
 www.rockyridgecivil.com

VALMONT SUBARU REPAIR	JOB NO	834-1
	CAD NO	8341BASE
PRELIMINARY GRADING AND DRAINAGE PLAN	DATE	10/24/22
BOULDER COUNTY		





**Preliminary Drainage Report
Valmont Subaru Repair
Boulder County, Colorado**

Prepared for:

Butte Blacksmith LLC
1309 Yarmouth Avenue,
Boulder, Colorado 80304
970-531-2655

Prepared by:

Rocky Ridge Civil Engineering
420 21st Avenue, Suite 101
Longmont, Colorado, 80501
(303) 651-6626

April 2021

RRCE Job #834-1

Engineer's Certification

"I hereby certify that this report (plan) for the Preliminary Drainage Design of Valmont Subaru Repair, was prepared by me (or under my direct supervision) in accordance with the provisions of Boulder County Drainage Design Standards for the owners thereof."



Registered Professional Engineer
State of Colorado No. 37162

Table of Contents

I. General Location and Description

II. Historical Drainage

III. Drainage Design Criteria

IV. Drainage Facility Design

V. PSC Facility Summary

VI. Conclusion

VII. References

Appendices

A: Figures and Maps

B: Hydrologic Calculations

C: Detention Pond

Map Pocket

Grading & Drainage Plan

Underground Detention Pond Details

I. General Location and Description

Location

This 1.75-acre parcel is located within Boulder County, Colorado. The property is in Section 22, Township 1 North, Range 70 West of the 6th Principal Meridian, County of Boulder, State of Colorado. Valmont Road fronts the south side of the lot while N 61st Streets fronts the east side. An abandoned Union Pacific railroad track runs along the north side and existing residential lots are located on the west side.

Proposed Development

The proposed development will consist of one building that will act as a repair garage for used Subaru vehicles. There will be lots of parking proposed on the site on both paved and unpaved areas. Also proposed is a small amount of curb and gutter around the proposed parking lot fronting Valmont Road. All the drainage will flow to a proposed underground detention facility located on the north side of the site. The east side of the lot will be undisturbed, and the existing building will remain as office space for the repair shop.

Topography and Property Description

The entire site currently consists of approximately 1.75 acres and is hereafter referred to as the “Site” and will be considered the watershed area of the site tributary to the detention facility. The current ground is primarily covered in natural vegetation and there are a few existing buildings with some trees and shrubs. The existing topography presently grades from south to north at 1.0% to 6.0% with a slight slant from west to east towards the railroad tracks. **Appendix A** shows a soils map and vicinity map for the site.

II. Historic Drainage

Major Basin Description

Presently most of the stormwater drains offsite onto the Union Pacific Railroad parcel. Overall slope across the site is 1.0% to 6.0% and the length of the overall basin is about 350 feet. The property lies outside of 100-year flooding according to the Flood Insurance Rate Map community-panel number 08013C0412K, December 7, 2017, which can be found in **Appendix A**.

Offsite Flows

There are no offsite flows flowing onto the site. All flows from the west are directed to an existing ditch pipe that runs across the site west to east. Existing curb and gutter on the north side of Valmont Road keeps offsite flows from entering the site from Valmont Road.

III. Drainage Design Criteria

Boulder County has adopted the Urban Storm Drainage Criteria Manual (USDCM) for all runoff, detention and permanent stormwater quality requirements. The plan in the map pocket at the end of the report shows the specific basins proposed for the site.

The hydrological criteria used for this report was based on the USDCM that is available online. The Rational Method was used to determine the 2 and 100-year peak runoff values and Rainfall Intensity was based upon the new urban drainage runoff spreadsheet which contains multiple locations and the associated rainfall intensity with each. Boulder, Colorado was selected as the location for rainfall intensity values.

Impervious percentages were taken from Figure RO-3 from the UDM (Volume 1). Table RO-5 shows the runoff coefficient values needed for the Rational Formula. Time of concentrations and flow calculation tables are found in **Appendix B**.

Impervious percentages were calculated by weighting them with the various types of surface each contains, such as pavement, landscaping and rooftop. A table showing the c-factors used for the weighted calculations and the final results are included in **Appendix B** for reference. The total weighted impervious percentage for the site was calculated to be 83%.

The volume required for the detention facility was sized using the Urban Drainage spreadsheet UD-Detention which can be found on the UDFCD website which is now called Mile High Flood District. The clayey soil type (Hydrologic Soil Type C), was used in this calculation and the facility was sized using the total area of the site.

Because of site constraints we are proposing an underground detention facility capable of infiltrating the full 100-yr detention volume. There is no outlet structure or outlet pipe to control the release from the site as all runoff will infiltrate into the soil.

IV. Drainage Facility Design

Onsite Basins

There is one onsite basin defined for the project.

Basin A contains the entire site area of 1.75 acres and all flows generated by the basin flow to the proposed underground detention facility. Some flows will be directed to the detention facility via curb and gutter while others will be conveyed via a paved swale. All roof drainage will be directed to the surface in Basin A and conveyed to the underground detention facility located at design point 1. For basin calculations including runoff please refer to **Appendix B**.

Offsite Basins

There are no offsite basins

Underground Detention Facility/Emergency Overflow

For the site, an underground detention facility is being proposed. This facility will provide adequate detention volume for the 100-yr event and will infiltrate the full developed runoff into the ground. The required detention volume is equal to 0.218 ac-ft or 9,496 CF while the volume provided by the detention facility is 9,538 CF. The proposed facility will be constructed with 34" tall chambers surrounded by various rock and gravel. At the main entrance a sand/oil interceptor has been proposed to provide some water quality for the flows before they enter the facility. For design details of the underground facility, refer to the end of the report. The area of the detention facility was sized for the infiltration of the 100-yr event. For detention calculations please see **Appendix D**.

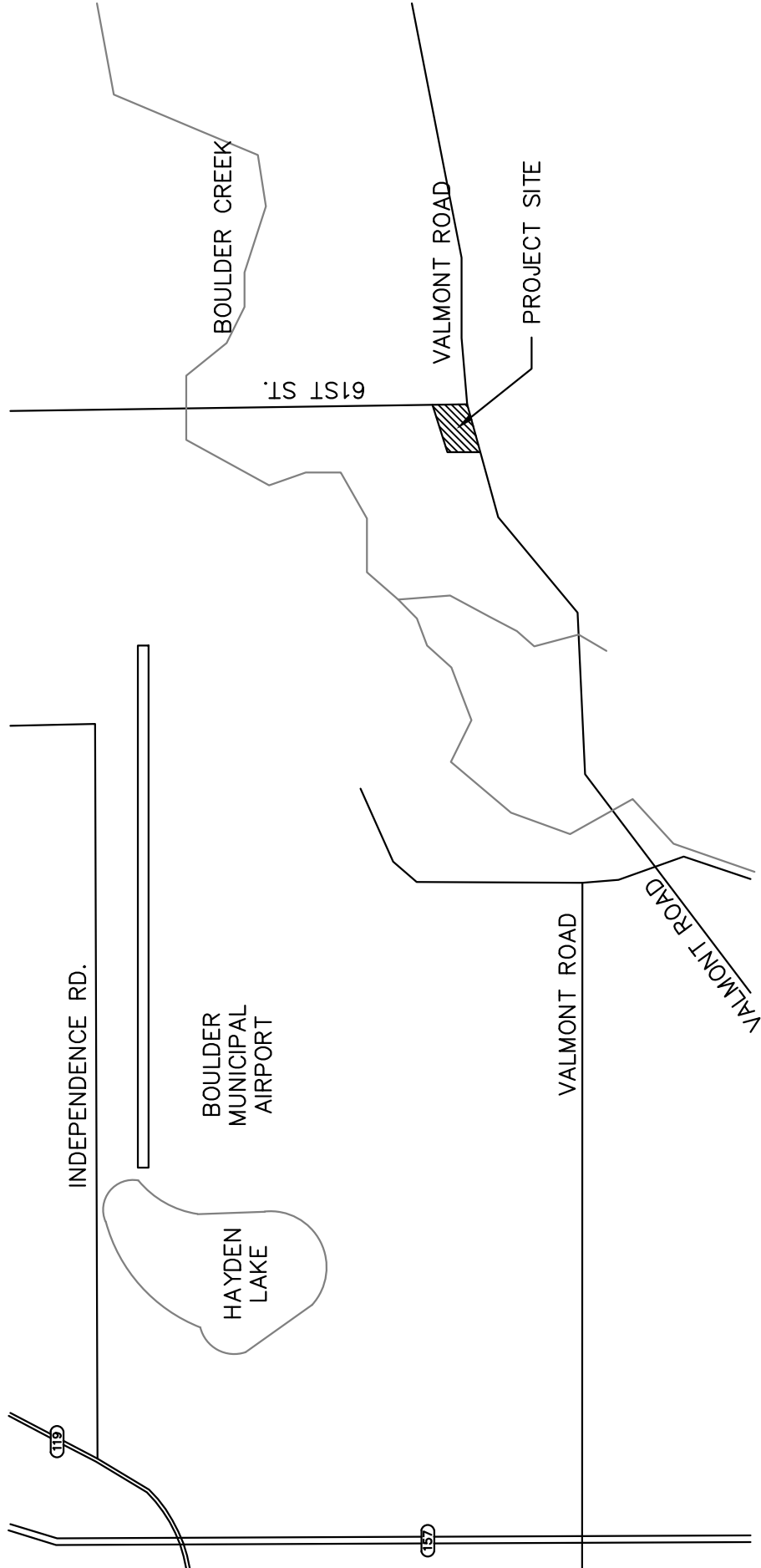
VI. Conclusion

In conclusion, this study has been prepared in accordance with Boulder County Drainage Standards which refer to Mile High Flood Districts Standards or Urban Drainage Flood Control District.

The results of this study indicate that the proposed development will safely convey runoff from the site, into the soil with no adverse effects or impacts on the surrounding developments.

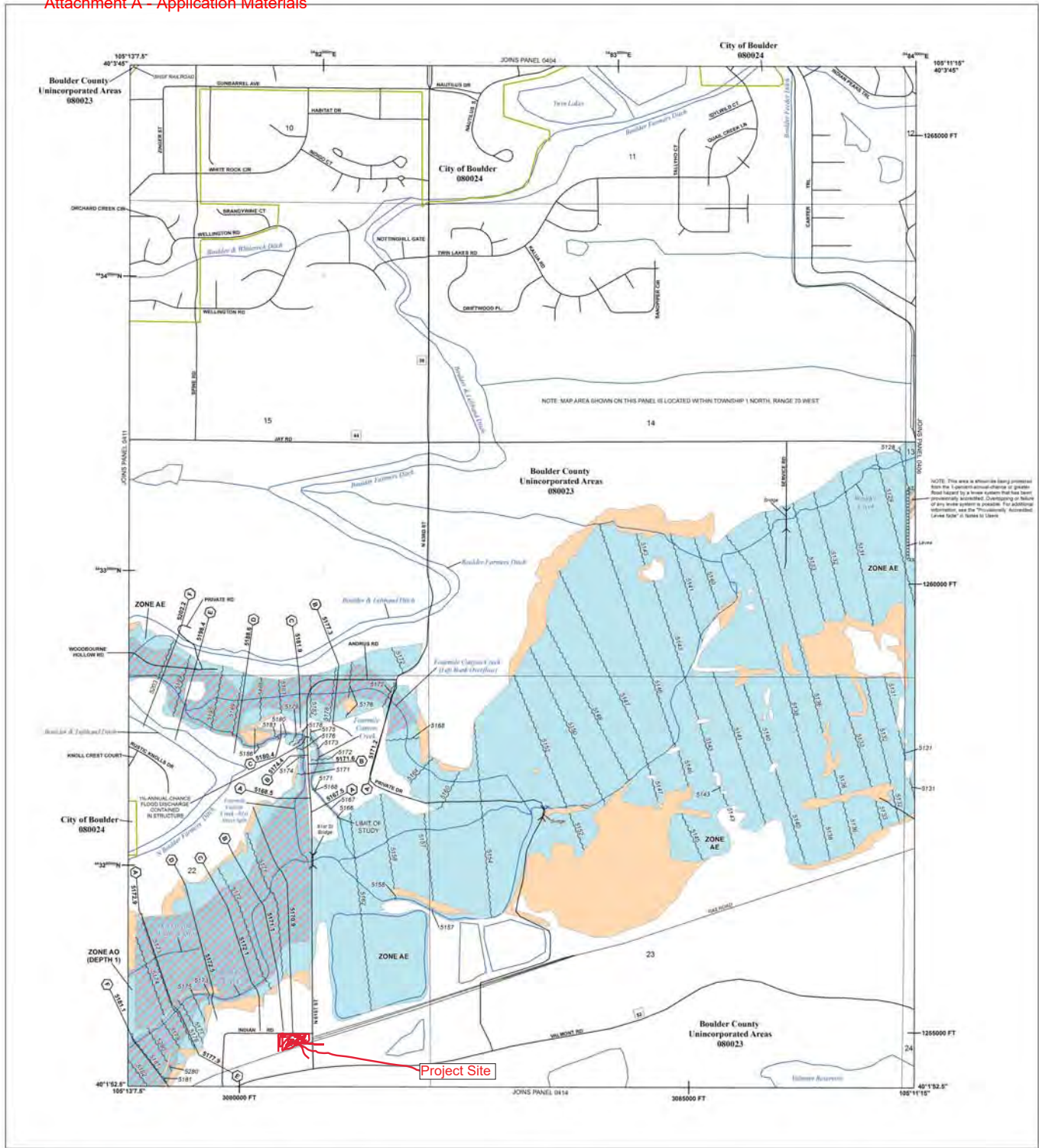
VII. References

Urban Drainage and Flood Control District (UDFCD). Online. Drainage Criteria Manual, Volume 1 & Volume 3.



VICINITY MAP

N.T.S.



FLOOD HAZARD INFORMATION

- SEE FIS REPORT FOR ZONE DESCRIPTIONS AND INDEX MAP
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT [HTTP://MSC.FEMA.GOV](http://MSC.FEMA.GOV)
- Without Base Flood Elevation (BFE) (Zone A, AE, AO)
 - With BFE or Depth (Zone AE, AO, AH, VE, X)
 - Regulatory Floodway
 - 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile (Zone X)
 - Future Conditions 1% Annual Chance Flood Hazard (Zone X)
 - Area with Reduced Flood Risk due to Levee (See Notes, Zone X)
 - Areas of Minimal Flood Hazard (Zone X)
 - Area of Undetermined Flood Hazard (Zone X)
 - Channel, Culvert, or Storm Sewer Accredited or Provisionally Accredited Levee, Dike, or Floodwall
 - Non-accredited Levee, Dike, or Floodwall
 - Cross Sections with 1% Annual Chance Water Surface Elevation (BFE)
 - Coastal Transect
 - Coastal Transect Baseline
 - Profile Baseline
 - Hydrographic Feature
 - Base Flood Elevation Line (BFE)
 - Limit of Study
 - Jurisdiction Boundary

NOTES TO USERS

For information and questions about this map, available products associated with this FIS including National versions of the FIS, visit our website at the National Flood Insurance Program or please call the FEMA Map Information Exchange at 1.877.FEMA.MAP (1.877.366.2671) or visit the FEMA Map Service Center website at www.fema.gov. Available products may include: printed and digital versions of this map, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products are for informational purposes only. For more information on the products available, visit the FEMA Map Service Center website at www.fema.gov.

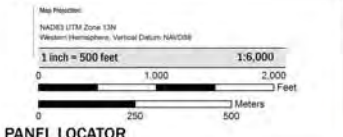
Comments regarding any and all adjacent FIS panels may affect a portion of the adjacent panel as well as the current FIS panel. These may be obtained directly from the Map Service Center at the number listed above.

For comments and accurate map data refer to the Flood Insurance Study report for this jurisdiction. To determine if flood insurance is available in the community, contact your insurance agent or call the National Flood Insurance Program at 1.800.352.8822.

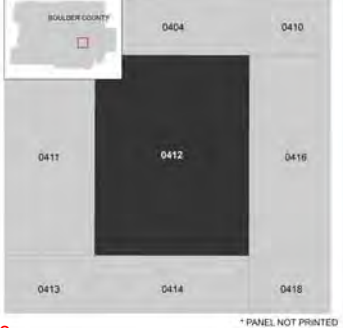
Base map information shown on this FIS panel was provided by the FEMA Map Service Center and the Boulder Area Spatial Data Cooperative (BASDC). Additional input was provided by the Town of Erie and the City of Longmont. These data are current as of 2/2004.

PROVISIONALLY ACCREDITED LEVEE NOTES TO USERS: Check with your local community to obtain more information, such as the elevation level of protection provided (which may exceed the 1 percent annual chance level) and Emergency Action Plans, on the levee system(s) shown as providing protection for areas on this panel. The information shown on this map is not intended to be used as a basis for any legal action. It is not intended to provide the necessary data and documentation or the data and documentation provided indicate the levee system does not comply with Section 55.15 of the NFIP regulations by September 23, 2011 if the community or owner does not provide the necessary data and documentation or the data and documentation provided indicate the levee system does not comply with Section 55.15 requirements. FEMA will revise the flood hazard and risk information for this area in which it participates in the event system. To mitigate flood risk in residential and other areas, property owners and residents are encouraged to consider flood insurance and floodproofing or other protective measures. For more information on flood insurance, interested parties should visit the FEMA website at <http://www.fema.gov/insurance/insurance.asp>.

SCALE



PANEL LOCATOR



FEMA
National Flood Insurance Program

**NATIONAL FLOOD INSURANCE PROGRAM
 FLOOD INSURANCE RATE MAP**

**BOULDER COUNTY, COLORADO
 And Incorporated Areas**

PANEL 412 OF 615

COMMUNITY NUMBER PANEL SUFFIX
 BOULDER COUNTY 080023 0412 K
 BOULDER CITY 080024 0412 K

VERSION NUMBER
 2.3.3.2
 MAP NUMBER
 DB013C0412K
 MAP REVISED
 DECEMBER 7, 2017

C factors & Impervious %

Valmont Subaru Repair

04/19/21

Basin A	AREA (sf)	AREA (AC)	C2	C5	C10	C100	% IMPERV
PERVIOUS DRIVES/WALKS	0	0.00	0.30	0.36	0.43	0.65	40
ROOFS	7276	0.17	0.74	0.77	0.79	0.83	90
PAVED STREETS	54836	1.26	0.83	0.85	0.87	0.89	100
LANDSCAPE	14046	0.32	0.01	0.05	0.15	0.49	2

C2= 0.67
 C5= 0.69
 C10= 0.73
 C100= 0.81

Total Basin Area
 1.75 Acres
Basin Impervious
 81%

Calculation of Peak Runoff using Rational Method

Designer: Colin Cehndren
 Company: Rocky Ridge Civil Engineering
 Date: 04/19/21
 Project: 234-1 Valmont Road
 Location: Boulder County

Version 2.00 released May 2017

Cells of this color are for required user-input
 Cells of this color are for optional override values
 Cells of this color are for calculated results based on overrides

$$t_t = \frac{0.395(1.1 - C_o)\sqrt{L_t}}{S^{0.375}}$$

$$t_t = \frac{L_t}{60K_o S_o} = \frac{L_t}{60V_t}$$

Computed $t_c = t_t + t_r$

$$\text{Regional } t_c = (26 - 17I) + \frac{L_t}{60(14 + 9I)S_o}$$

$t_{c \text{ minimum}} = 5$ (urban)
 $t_{c \text{ minimum}} = 10$ (non-urban)
 Selected $t_c = \max\{t_{c \text{ minimum}}, \min(\text{Computed } t_c, \text{Regional } t_c)\}$

Select IDFCD location for NOAA Atlas 14 Rainfall Depths from the subdown list OR enter your own depths obtained from the NOAA website (click this link)

2-yr	5-yr	10-yr	25-yr	50-yr	100-yr	500-yr
0.77	1.04	1.29	1.69	2.04	2.43	3.48

1-hour rainfall depth, P1 (in) = $\frac{a}{28.50} + \frac{b}{10.00} + \frac{c}{0.765}$

$Q(cfs) = CIA$

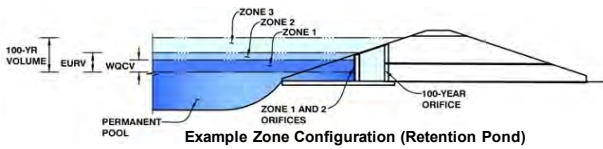
Subcatchment Name	Area (ac)	NRCS Hydrologic Soil Group	Percent Imperviousness	Runoff Coefficient, C							Overland (Initial) Flow Time				Channelized (Travel) Flow Time					Time of Concentration			Rainfall Intensity, I (in/hr)							Peak Flow, Q (cfs)											
				2-yr	5-yr	10-yr	25-yr	50-yr	100-yr	500-yr	Overland Flow Length L _t (ft)	US Elevation (ft) (Optional)	D/S Elevation (ft) (Optional)	Overland Flow Slope S _o (ft/ft)	Overland Flow Time t _t (min)	Channelized Flow Length L _c (ft)	US Elevation (ft) (Optional)	D/S Elevation (ft) (Optional)	Channelized Flow Slope S _c (ft/ft)	NRCS Conveyance Factor K	Channelized Flow Velocity V _c (ft/sec)	Channelized Flow Time t _c (min)	Computed t _c (min)	Regional t _c (min)	Selected t _c (min)	2-yr	5-yr	10-yr	25-yr	50-yr	100-yr	500-yr	2-yr	5-yr	10-yr	25-yr	50-yr	100-yr	500-yr		
A	1.75	C	81.0	0.66	0.70	0.73	0.77	0.79	0.82	0.84	230.00			0.020	8.82	350.00			0.020	20	2.83	2.06	10.88	14.26	10.88	2.02	2.72	3.37	4.42	5.34	6.38	9.10	2.33	3.31	4.29	5.98	7.41	9.07	13.43		

DETENTION BASIN STAGE-STORAGE TABLE BUILDER

MHFD-Detention, Version 4.03 (May 2020)

Project: Valmont Road

Basin ID: All



Example Zone Configuration (Retention Pond)

Watershed Information

Table with 3 columns: Parameter, Value, Unit. Includes: Selected BMP Type (RP), Watershed Area (1.75 acres), Watershed Length (350 ft), Watershed Length to Centroid (230 ft), Watershed Slope (0.020 ft/ft), Watershed Imperviousness (81.00% percent), Percentage Hydrologic Soil Group A (0.0% percent), Percentage Hydrologic Soil Group B (0.0% percent), Percentage Hydrologic Soil Groups C/D (100.0% percent), Target WQCV Drain Time (12.0 hours), Location for 1-hr Rainfall Depths (Boulder - University of Colorado).

After providing required inputs above including 1-hour rainfall depths, click 'Run CUHP' to generate runoff hydrographs using the embedded Colorado Urban Hydrograph Procedure.

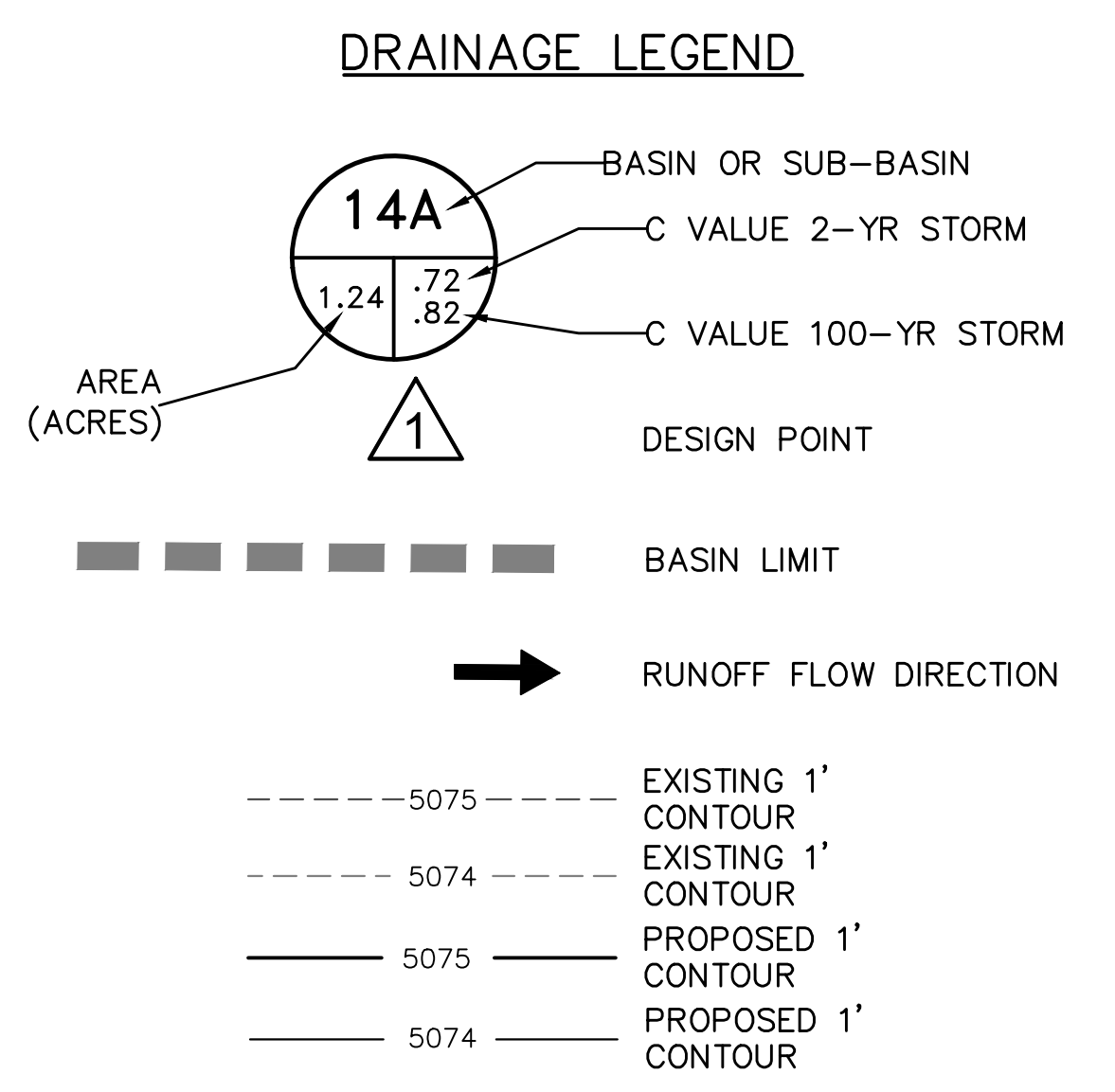
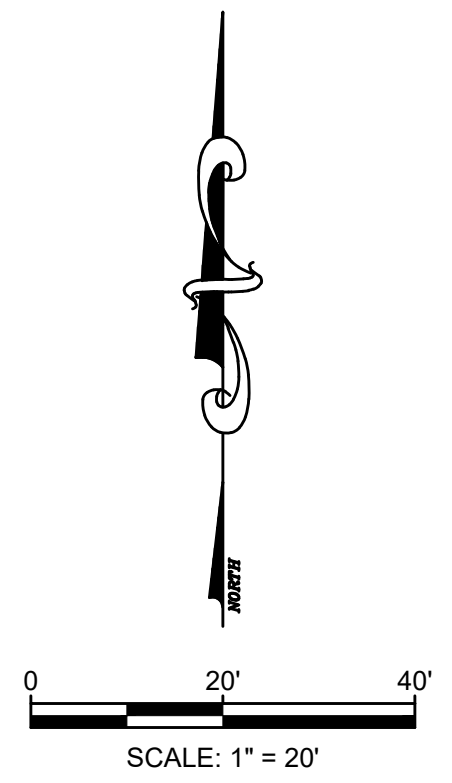
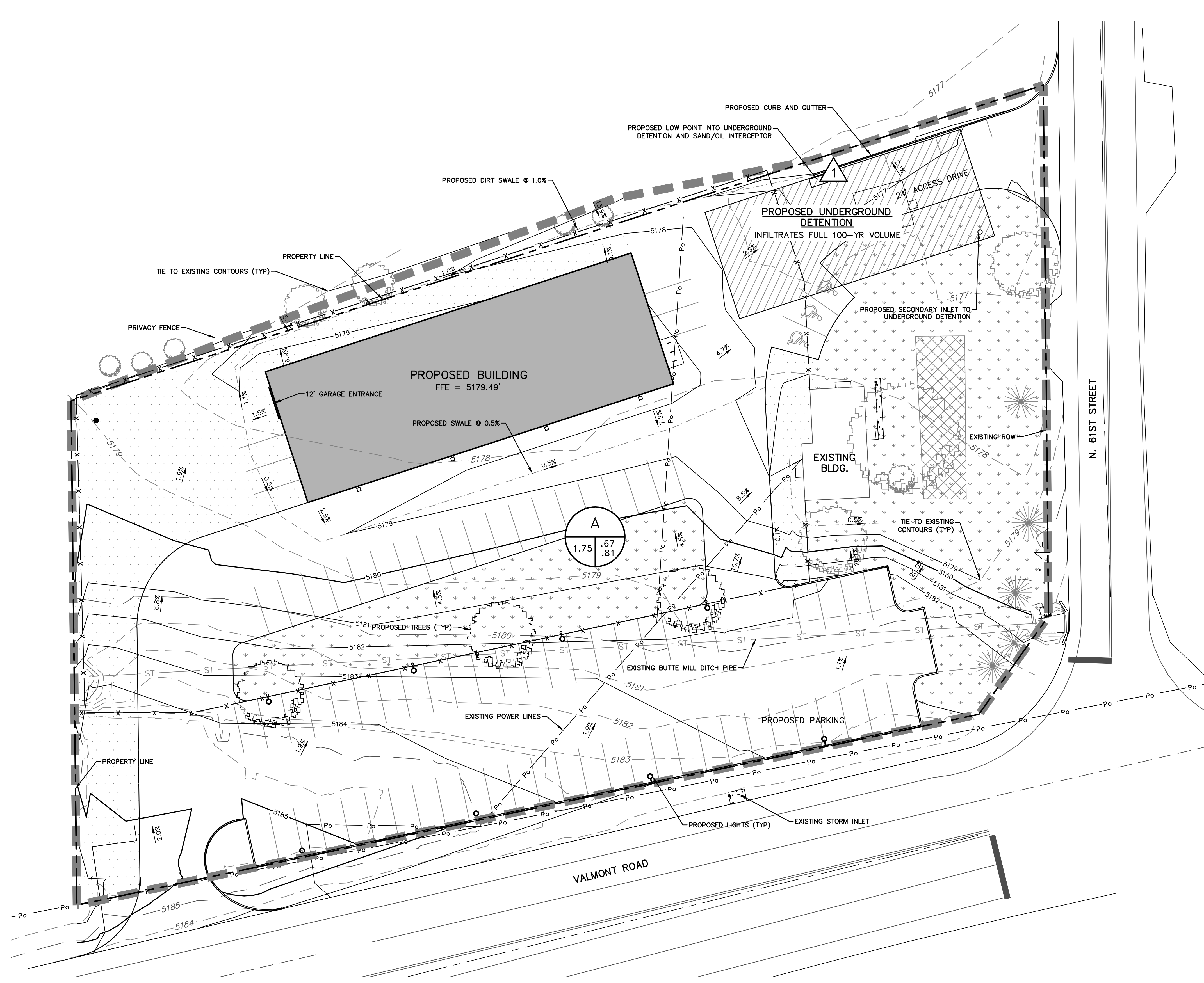
Table with 3 columns: Parameter, Value, Unit. Includes: Water Quality Capture Volume (WQCV) (0.039 acre-feet), Excess Urban Runoff Volume (EURV) (0.139 acre-feet), 2-yr Runoff Volume (P1 = 0.77 in.) (0.080 acre-feet), 5-yr Runoff Volume (P1 = 1.04 in.) (0.114 acre-feet), 10-yr Runoff Volume (P1 = 1.29 in.) (0.149 acre-feet), 25-yr Runoff Volume (P1 = 1.69 in.) (0.208 acre-feet), 50-yr Runoff Volume (P1 = 2.04 in.) (0.259 acre-feet), 100-yr Runoff Volume (P1 = 2.43 in.) (0.318 acre-feet), 500-yr Runoff Volume (P1 = 3.48 in.) (0.473 acre-feet), and Approximate Detention Volumes (2-yr to 100-yr) in acre-feet.

Optional User Overrides table with 3 columns: Parameter, Value, Unit. Includes: Water Quality Capture Volume, Excess Urban Runoff Volume, 2-yr Runoff Volume, 5-yr Runoff Volume, 10-yr Runoff Volume, 25-yr Runoff Volume, 50-yr Runoff Volume, 100-yr Runoff Volume, 500-yr Runoff Volume, and Approximate Detention Volumes (2-yr to 100-yr).

Define Zones and Basin Geometry

Table with 3 columns: Parameter, Value, Unit. Includes: Select Zone 1 Storage Volume (Required), Select Zone 2 Storage Volume (Optional), Select Zone 3 Storage Volume (Optional), Total Detention Basin Volume, Initial Surcharge Volume (ISV), Initial Surcharge Depth (ISD), Total Available Detention Depth (H_tot), Depth of Trickle Channel (H_T), Slope of Trickle Channel (S_T), Slopes of Main Basin Sides (S_main), and Basin Length-to-Width Ratio (R_L/W).

Main Stage-Storage Table with 10 columns: Stage - Storage Description, Stage (ft), Optional Override Stage (ft), Length (ft), Width (ft), Area (ft²), Optional Override Area (ft²), Area (acre), Volume (ft³), Volume (ac-ft). The first row is labeled 'Permanent Pool'.



NOTES:

1. EXISTING CONTOURS (DASHED) SHOWN AT 1' INTERVALS.
2. PROPOSED CONTOURS (SOLID) SHOWN AT 1' INTERVALS.
3. ALL ROOF DRAINAGE FROM THE BUILDING WILL BE DIRECTED TO THE FRONT AND BACK OF THE BUILDING.

NO.	DATE	DESCRIPTION	BY

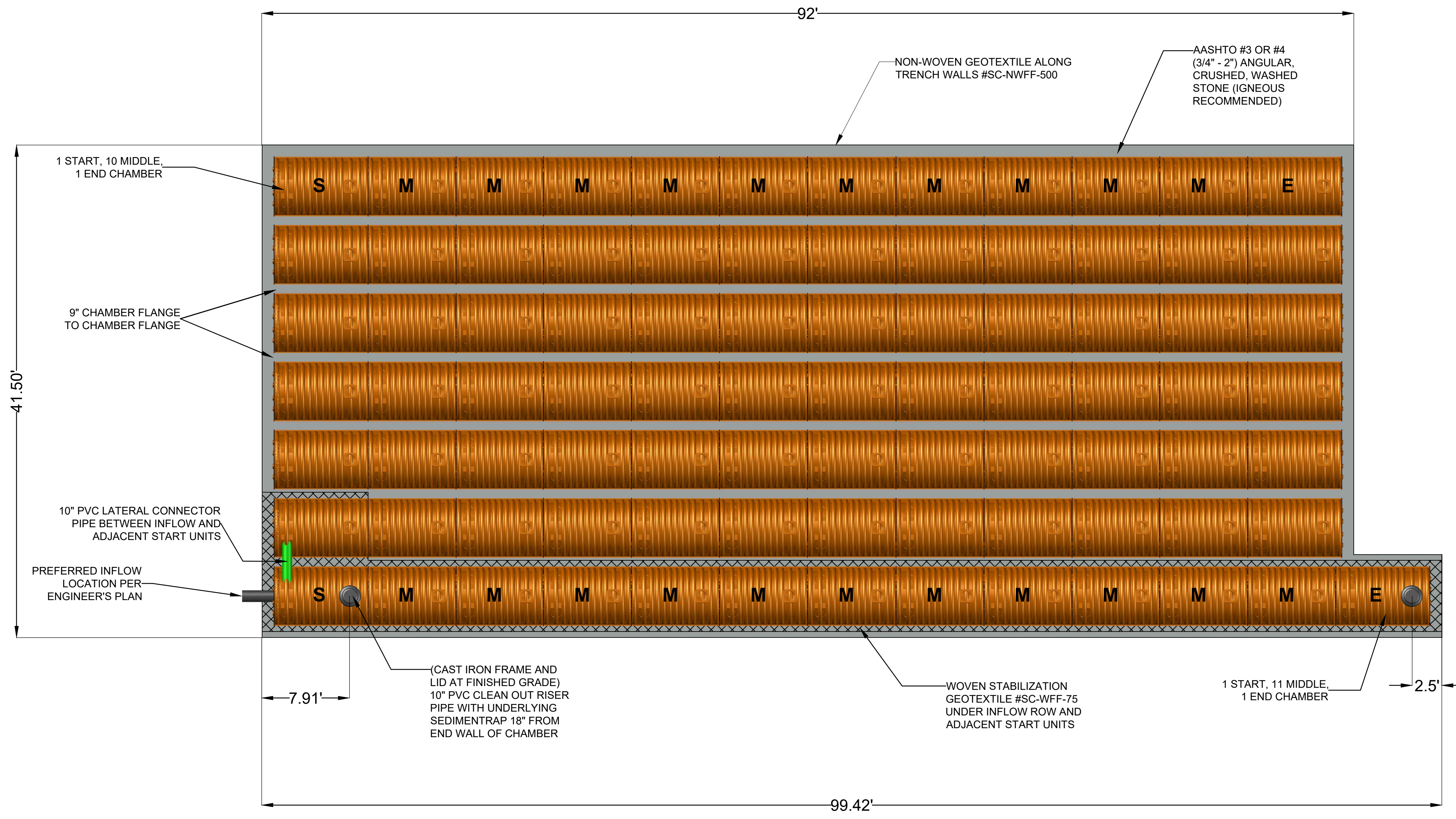
Rocky Ridge Civil Engineering
 420 21st Ave, Suite 101
 Longmont, CO 80501
 303.651.6626
 www.rockyridgecivil.com

VALMONT SUBARU REPAIR	JOB NO	834-1
	CAD NO	8341BASE
DATE	04/19/21	
PRELIMINARY GRADING AND DRAINAGE PLAN		
BOULDER COUNTY		



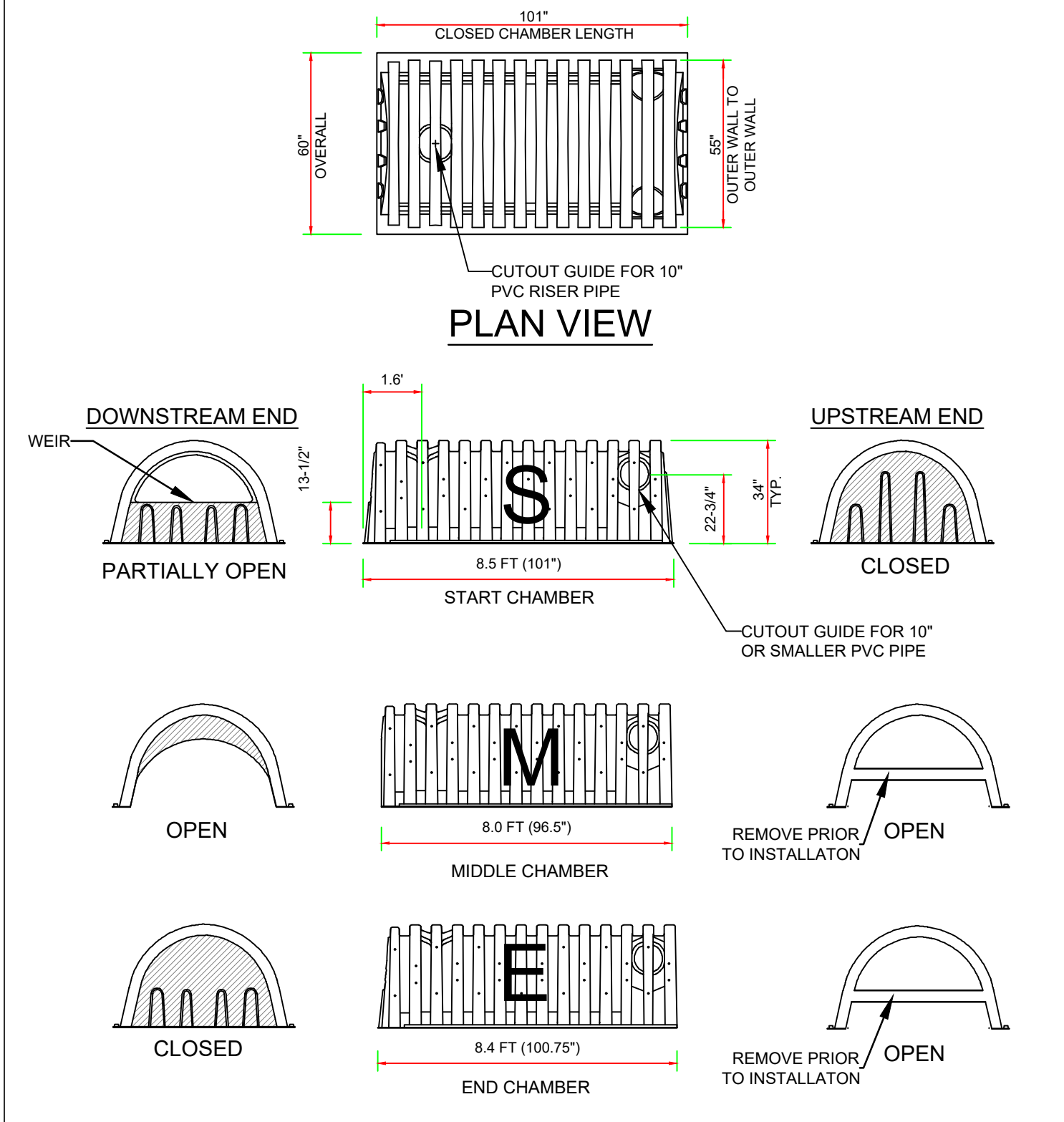
PRELIMINARY
THIS DRAWING IS UNCHECKED
NOT FOR CONSTRUCTION

PLAN VIEW

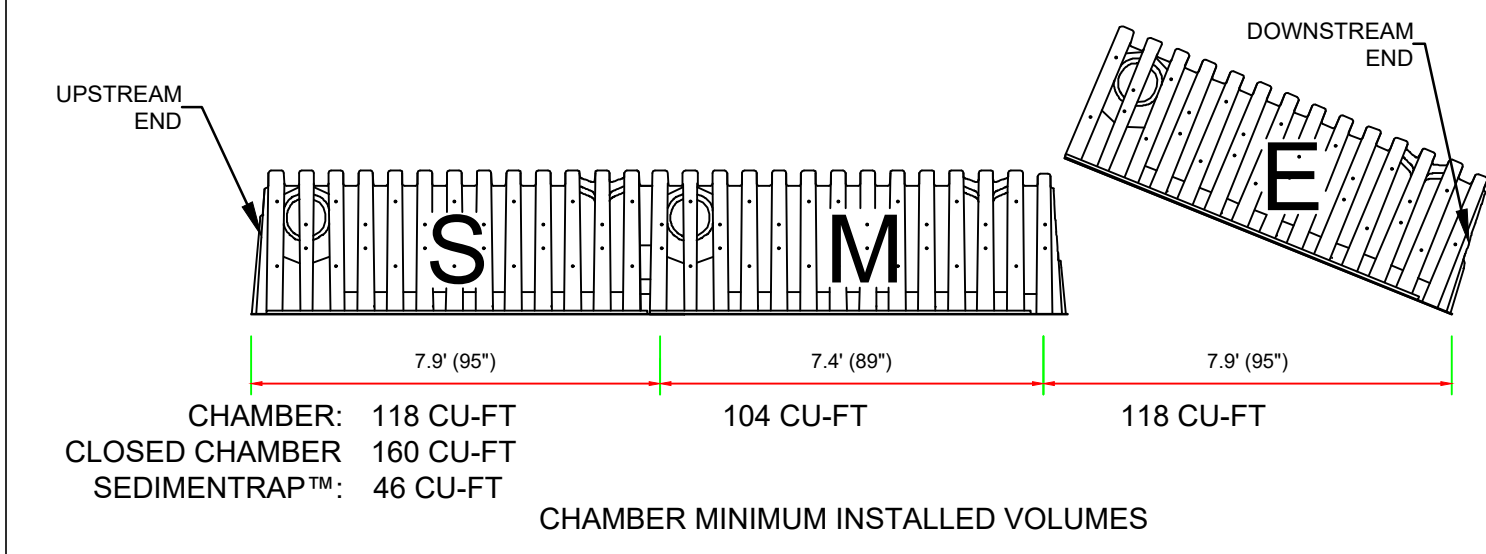


SC-3475W DIMENSIONS

(DIMENSIONS MAY VARY SLIGHTLY)
WEIGHT: 90 LBS EA.

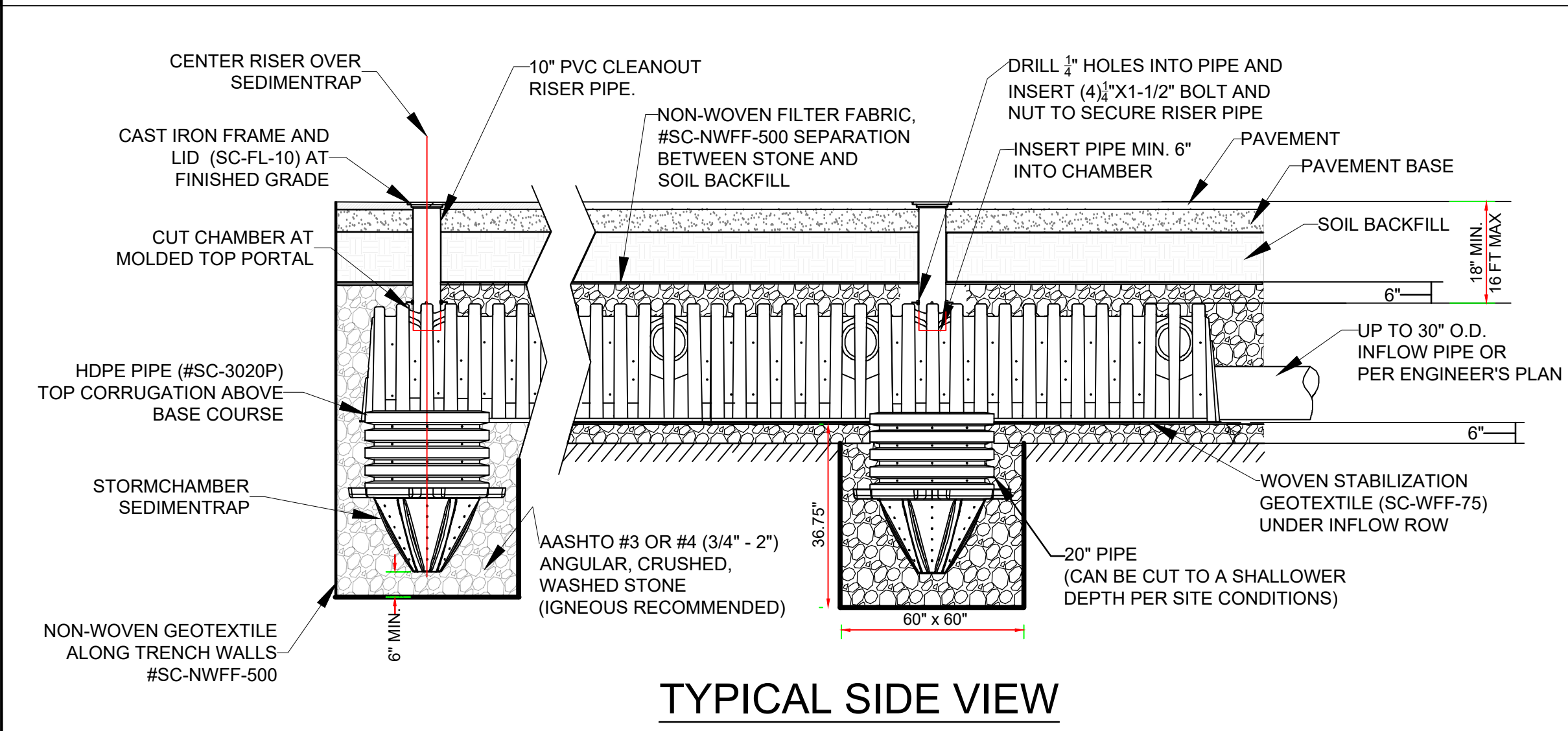


DELIVERY LENGTHS ELEVATION VIEW

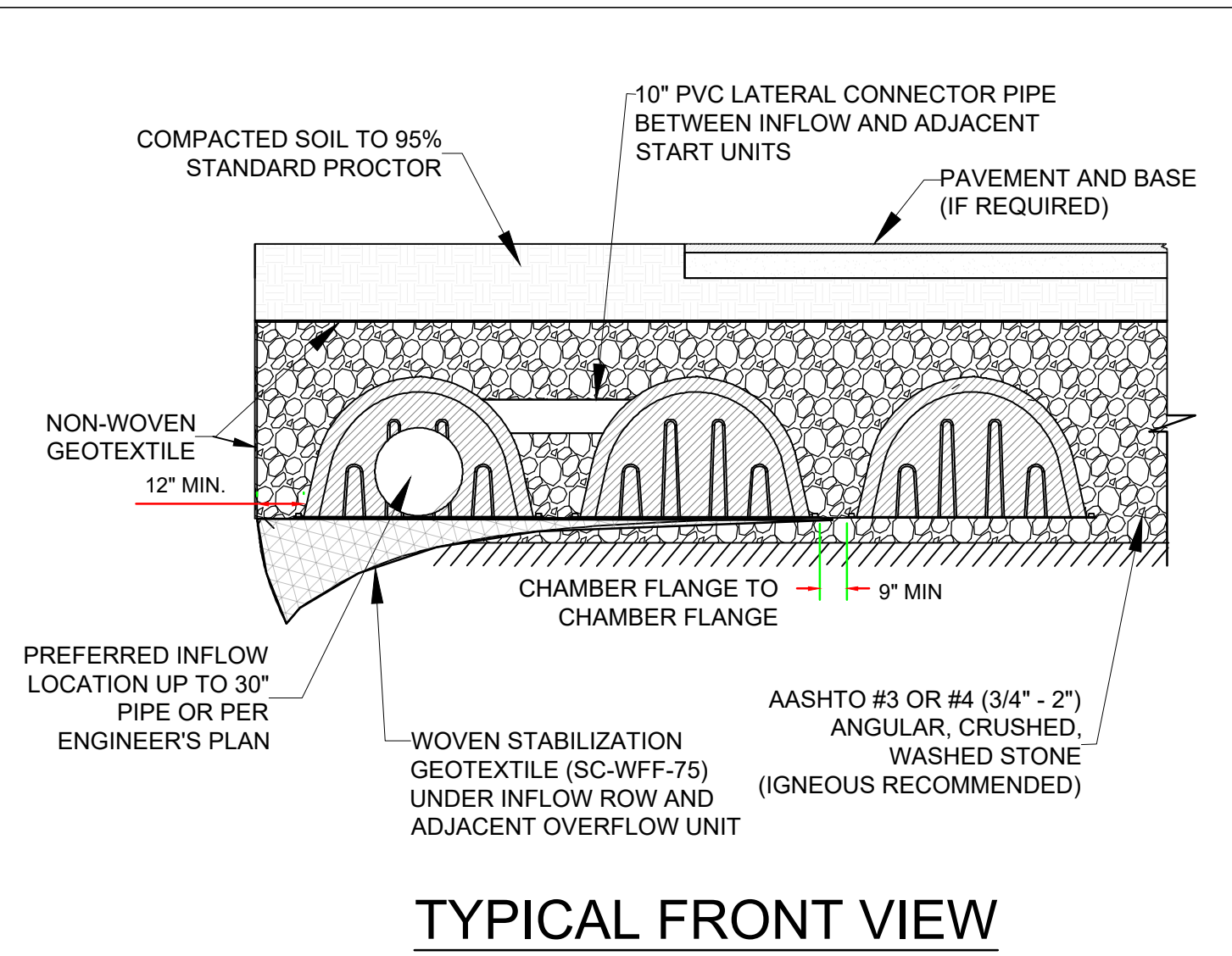


- CHAMBER: 118 CU-FT
CLOSED CHAMBER: 160 CU-FT
SEDIMENTRAP™: 46 CU-FT
CHAMBER MINIMUM INSTALLED VOLUMES
- NOTES:
1. START CHAMBERS (CLOSED AT THE SIDE PORTAL END) ARE PLACED AT THE INFLOW END OF THE ROWS.
2. BEGIN PLACEMENTS WITH START CHAMBERS AND END ROWS WITH END CHAMBERS.
3. PLACE FIRST RIB OF THE NEXT CHAMBER IN THE ROW OVER THE LAST RIB OF THE PREVIOUS CHAMBER.

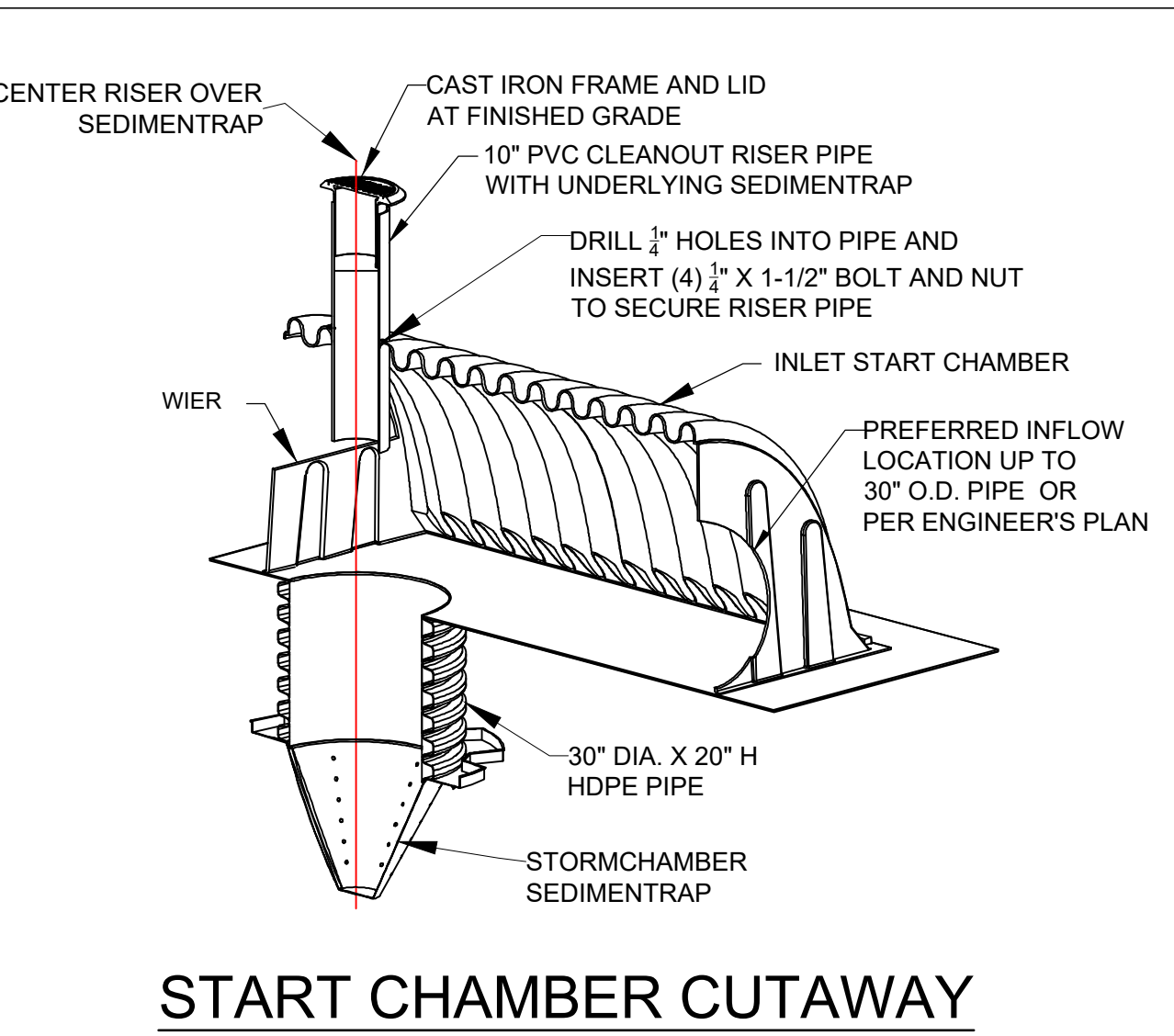
INSTALLED LENGTHS ELEVATION VIEW



TYPICAL SIDE VIEW



TYPICAL FRONT VIEW



START CHAMBER CUTAWAY

MATERIAL LIST

DESCRIPTION	STOCK CODE	QTY	UNITS
CHAMBERS AND ACCESSORIES:			
START CHAMBER	SC-3475W-S-O	7	EACH
MIDDLE CHAMBER	SC-3475W-M-O	71	EACH
END CHAMBER	SC-3475W-E-O	7	EACH
SEDIMENTRAP™	SC-ST	2	EACH
NON-WOVEN GEOTEXTILE	SC-NWFF-500	2	SQ FT
WOVEN STABILIZATION GEOTEXTILE	SC-WFF-75	2	SQ FT
30" X 20" HDPE PIPE FOR SEDIMENTRAP™	SC-3020P	2	EACH
10" CAST IRON FRAME AND LID	SC-FL-10	2	EACH
MATERIALS BY OTHERS:			
10" DIAMETER RISER PIPE	OTHERS	2	EACH
10" DIAMETER LATERAL PIPE	OTHERS	1	EACH
IN-PLACE EXCAVATION (NO BULKING FACTOR)	OTHERS	549.43	CU YD
STONE BACKFILL	OTHERS	333.69	CU YD
1/4" X 1-1/2" NUT AND BOLT	OTHERS	8	EACH
3" SCREWS	OTHERS	8	EACH

PROJECT NAME : SUPER RUPAIR
PROJECT LOCATION : BOULDER COUNTY, CO

PROJECT # 1170
DATE: 11/20/2020
DRAWN BY: ARH



SC-3475W STORMCHAMBER LAYOUT
MEETS OR EXCEEDS ASTM F2922 & ASTM F2787

STORMCHAMBER DESIGN CALCULATOR

Project Name: **SUPER RUPAIR**
 Engineer: **NDS**
 Location: **BOULDER COUNTY, CO**
 Date: **11/20/2020**

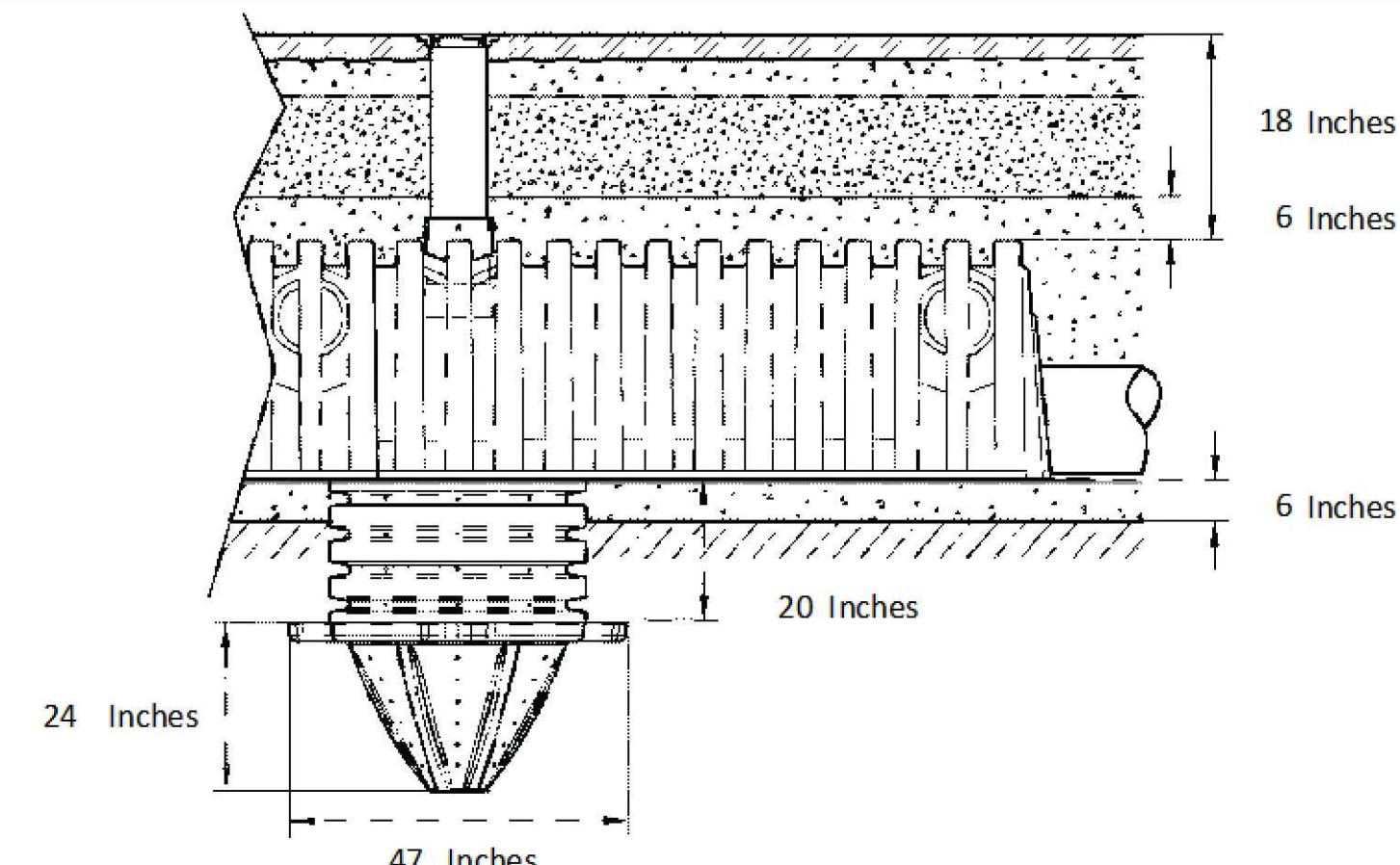
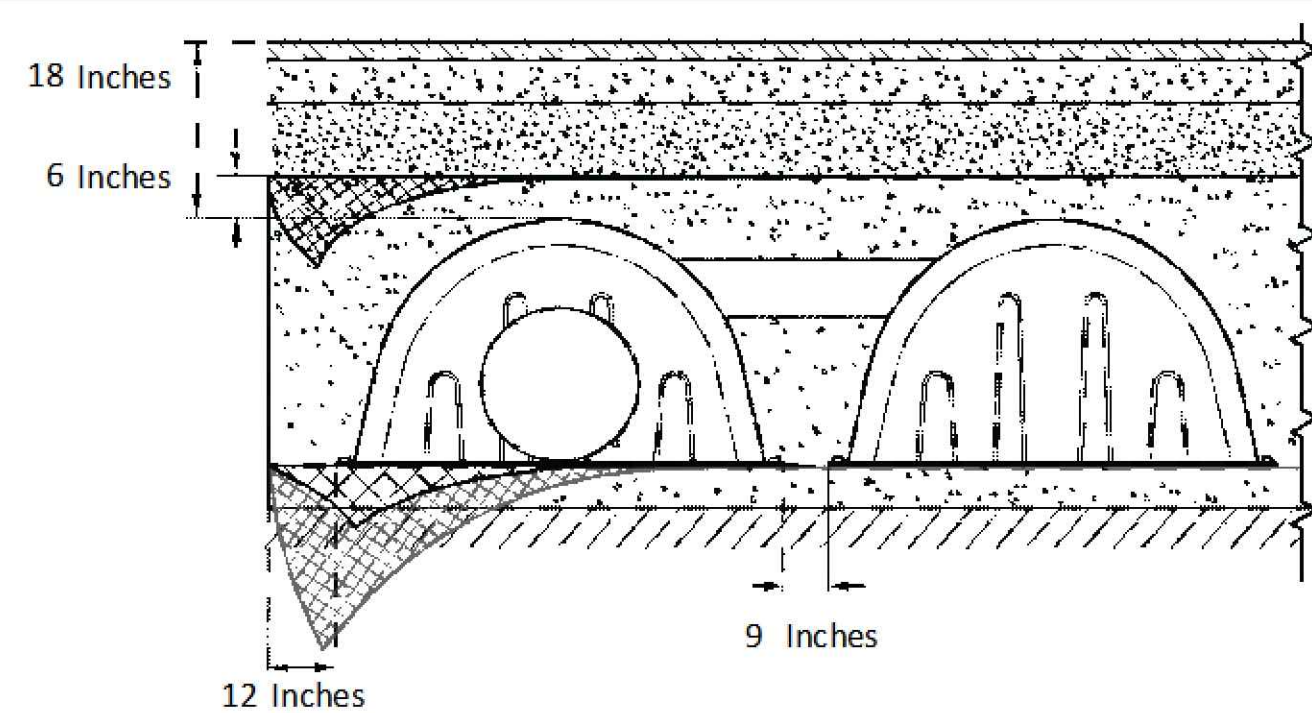
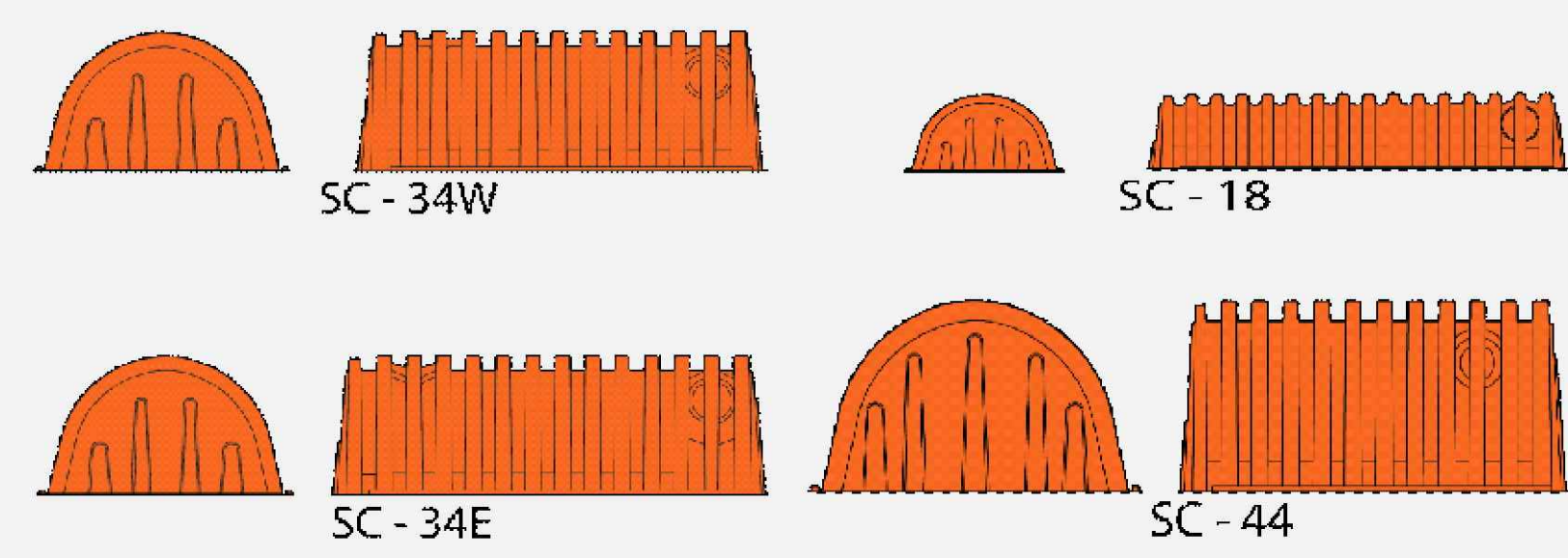


For more information visit ndspro.com, or if you need help call us at (800) 825-4716

Please note, while the SC-44 and SC-18 are available in all locations the SC-34W only ships from the West Coast of the US while the SC-34E only ships from the East Coast of the US.

ENTER SYSTEM PARAMETERS		SYSTEM RESULTS	
Choose Measurement Type	<input type="text" value="Imperial"/>	Installed System Storage Volume	9538.76 Cubic Feet
Required Storage Volume	<input type="text" value="9453"/> ft ³	Minimum Internal Storage of a Chamber	70 Cubic Feet
Choose the Chamber Model	<input type="text" value="SC-34W"/>	Minimum Installed Storage with stone	107.39 Cubic Feet
Choose Design Constraint	<input type="text" value="Width"/>	Total Number of Chambers Required	85
Design Constraint Dimension	<input type="text" value="42"/> ft	<i>Try adjusting the number of rows until you are satisfied with the layout.</i>	
Stone Above Chambers (min. 6 inches; max. 192 inches)	<input type="text" value="6"/> in	SYSTEM LAYOUT	
Stone Below Chambers (min. 6 inches)	<input type="text" value="6"/> in	Layer Length	99.417 ft
Total Cover Over Chambers (min. 18 inches; max. 192 inches)	<input type="text" value="18"/> in	Rows/Chambers	6 Row(s) of 12 Chambers
Stone Void (Industry Standard is 40%)	<input type="text" value="40"/> %	Layer Width	41.5 ft
Desired Number of Layers	<input type="text" value="1"/>	Layer Depth	3.8333 ft
Space Between each Layer (min. 12 Inches)	<input type="text" value="12"/> in	Layer Installed Storage	9538.76 Cubic Feet
Number of Rows Desired	<input type="text" value="7"/>	Total Chambers in Layer	85
Maximum Number of Rows Based on Constraint Dimension	<input type="text" value="7"/>	<hr/>	
Space Between Each Row (min. 9 inches)	<input type="text" value="9"/> in	NO LAYER	
Number of SedimenTraps Desired	<input type="text" value="2"/>	Layer Length	0 ft
Minimum Suggested Number of SedimenTraps (per inflow row)	<input type="text" value="2"/>	Rows/Chambers	0 Row(s) of 0 Chambers
Do you need impervious liner to restrict infiltration?	<input type="text" value="no"/>	Layer Width	0 ft
Number of Inflow Rows	<input type="text" value="1"/>	Layer Installed Storage	0.00 Cubic Feet
		Total Chambers in Layer	0
		<hr/>	
		NO LAYER	
		Layer Length	0 ft
		Rows/Chambers	0 Row(s) of 0 Chambers
		Layer Width	0 ft
		Layer Installed Storage	0 Cubic Feet
		Total Chamber in Layer	0
		<hr/>	
		NO LAYER	
		Layer Length	0 ft
		Rows/Chambers	0 Row(s) of 0 Chambers
		Layer Width	0 ft
		Layer Installed Storage	0 Cubic Meters
		Total Chamber in Layer	0
		<hr/>	
		Minimum Trench Length	99.42 ft
		Minimum Trench Width	41.5 ft
		System Depth	3.83 ft
		Trench Depth	4.83 ft
		Minimum Bed Size Required	3869.92 Square Feet
		<hr/>	
		System Components	
		Minimum Amount of Stone Required	333.69 Cubic Yards
		<small>(3/4" - 2" crushed, washed, ANGULAR stone or concrete only)</small>	
		Volume of Excavation (not including fill)	549.43 Cubic Yards
		Non-woven Filter Fabric Required	789.51 Square Yards
		Stabilization Fabric	2 Pieces
		Impervious Liner	0.00 Square Yards

*Trench depths beyond the range suggested may be achievable.
 For assistance please contact us at (877) 426-9128.*



PROJECT NAME : SUPER RUPAIR
 PROJECT LOCATION : BOULDER COUNTY, CO

PROJECT # 1170
 DATE: 11/20/2020 REVISION:
 DRAWN BY: ARH



**SC-3475W STORMCHAMBER
 CALCULATOR**
 MEETS OR EXCEEDS ASTM F2922 AND ASTM F2787

DELICH ASSOCIATES Traffic & Transportation Engineering
 2272 Glen Haven Drive Loveland, Colorado 80538
 Phone: (970) 669-2061 Fax: (970) 669-5034



MEMORANDUM

TO: Gary Chambers, Butte Blacksmith Subaru
 Rosi Dennett, Front Range Land Solutions
 Anita Riley, Boulder County Transportation Department

FROM: Joseph Delich

DATE: November 17, 2017

SUBJECT: Butte Blacksmith Subaru Trip Generation Analysis
 (File: 1792ME01)



This memorandum addresses the expected trip generation of the proposed Butte Blacksmith Subaru in the northwest quadrant of the Valmont/N. 61st Street intersection. The "Butte Blacksmith Subaru Transportation System Impact Study," (TSIS) dated April 2017 was submitted to Boulder County. There was a concern about the trip generation of the site in the cited TIS. Therefore, data at the existing location was collected. This memorandum addressed the trip generation based on the existing locations data.

The cited TSIS, determined the trip generation based on the Trip Generation, 9th Edition, ITE. Per the cited TSIS, Single family dwelling, as described in Trip Generation, 9th Edition, ITE was used for the personal residence and garage. From the descriptions of the proposed uses at the site, automobile sales, as described in Trip Generation, 9th Edition, ITE best fit the intended use of the 912 square feet of the existing building; and Auto Care Center, as described in Trip Generation, 9th Edition, ITE best fit the intended use of the 8,700 square feet of the proposed building. The proposed building will be built and occupied in a single phase. For analysis purposes, a reasonable year for short range would be 2020. Table 1 shows the calculated daily and peak hour trip generation using the cited reference document. The expected vehicle trip generation is: 320 daily trip ends; 23 morning peak hour trip ends; and 30 afternoon peak hour.

Table 2 shows the number of auto sales and auto care center vehicles over a six-month period. The auto sales data shows an average of 0.55 sold per day. The auto care center shows an average of 32.2 vehicles per day. The existing location has 18 stall/lifts. Therefore, there is an average of 1.79 vehicles/stall/day.

The single family dwelling will continue to generate trip ends per the cited TSIS. Per the cited TSIS, Single family dwelling, as described in Trip Generation, 9th Edition, ITE was used for the personal residence and garage. The expected vehicle trip generation for the single-family residence and garage is: 10 daily trip ends; 1 morning peak hour trip ends; and 1 afternoon peak hour.

To determine the number of trip ends per auto sale, it was estimated that each auto sale would include a test drive of the vehicle. Therefore, each auto sale generates four trip ends. Furthermore, for every auto sale there are 1.2 test drives that did not result in a sale. Based on this data, it was assumed that each auto sale results in approximately 10 daily trip ends $[(4)*(1 \text{ sales} + 1.2 \text{ test drives})]$. To be conservative, it is assumed that one auto is sold per day. This results in 10 daily trip ends per day for the auto sales. The peak hour trip ends are based on the ratio of auto sales daily to peak hour rates shown in the Trip Generation, 9th Edition, ITE.

To determine the number of trip ends per auto care center vehicle, it was estimated that each auto center customer would have someone pick them up when the vehicle is drop-off and bring them back when the vehicle is done. Therefore, each auto care center vehicle generates six trip ends. Based on this data, it was assumed that each auto care stall results in approximately 10.74 daily trip ends/stall $[(6 \text{ trip end})*(1.79 \text{ vehicles/stall/day})]$. The new location will have 6 stalls. This results in 64 daily trip ends for the auto sales. The peak hour trip ends are based on the ratio of auto care center daily to peak hour rates shown in the Trip Generation, 9th Edition, ITE.

Table 3 shows the revised trip generation on a daily and peak hour basis. The revised trip generation of the Butte Blacksmith Subaru development resulted in 116 daily trip ends; 9 morning peak hour trip ends; and 10 afternoon peak hour trip ends. This is a decrease of 322 daily trip ends, 22 morning peak hour trip ends, and 32 afternoon peak hour trip ends.

Based on the existing data, it is concluded that the Butte Blacksmith Subaru will generate significantly less traffic than estimated in the Butte Blacksmith Subaru Transportation System Impact Study. This will have little impact on the Valmont/N. 61st Street intersection level of service, but will improve the level of service at the Site Access intersections.

Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
Personal Residence & Garage												
210	Single-Family	1 D.U.	9.52	10	0.19	0	0.56	1	0.63	1	0.37	0
Automobile Sales & Service												
841	Automobile Sales	0.912 KSF	32.3	30	1.44	1	0.48	1	1.05	1	1.57	1
942	Automobile Care Center	8.7 KSF	32.2*	280	1.49	13	0.76	7	1.49	13	1.62	14
Total Vehicle Trips					320		14		9		15	15
Total Person Trips (1.37 Person/Vehicles)					438		19		12		21	21

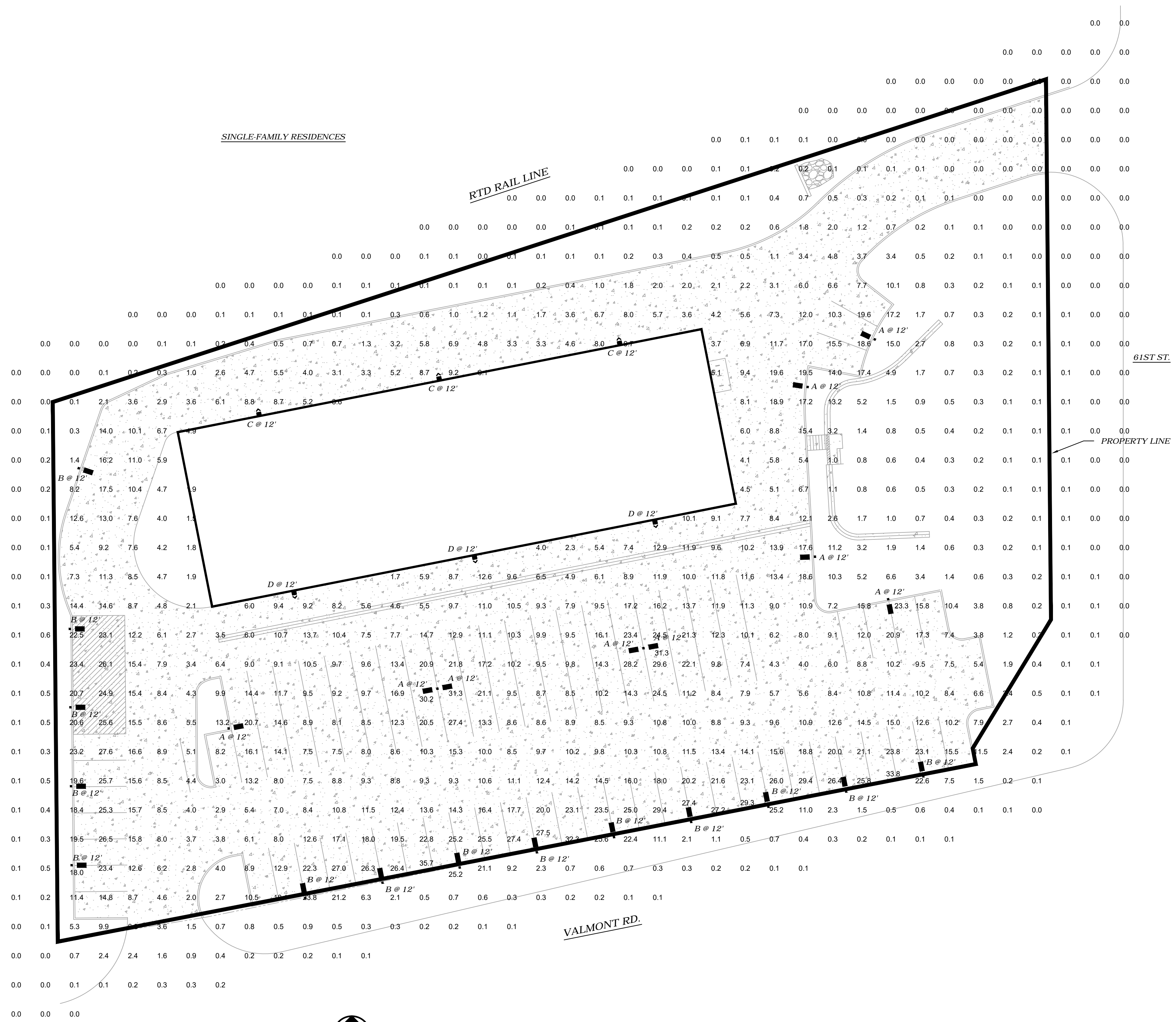
* No average weekday daily trip end rate given for Code 942. Code 841 was used.

Month (2017)	Auto Sales	Auto Care Center
May	11	668
June	13	763
July	17	665
August	15	768
September	15	625
October	20	698
Total	71	4186
Weekly Average	2.73	161
Daily Average	0.55	32.2
Daily Average per stall (18 stalls)		1.79

TABLE 3
Revised Trip Generation Based on Existing Location

Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour				
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out	
Personal Residence & Garage													
210	Single-Family	1 D.U.	9.52	10	0.19	0	0.56	1	0.63	1	0.37	0	
Automobile Sales & Service													
841	Automobile Sales	1 sale/day		10		1		0		0		1	
942	Automobile Care Center	6 stalls		64		3		2		3		3	
Total Vehicle Trips					84		4		3		4		4
Total Person Trips (1.37 Person/Vehicles)					116		5		4		5		5

- GENERAL NOTES**
1. ANY PROPOSED LIGHT FIXTURES INSTALLED ON PRIVATE PROPERTY, ADJACENT TO THE PUBLIC R.O.W., SHALL BE ORIENTED IN SUCH A MANNER OR LIMITED IN LUMEN OUTPUT TO PREVENT GLARE PROBLEMS AND SHALL NOT EXCEED NATIONAL IES LIGHTING STANDARD FOR DISABILITY GLARE.
 2. LIGHTS HAVE BEEN PLACED AS EFFICIENTLY AS POSSIBLE TO MEET THE FOLLOWING CRITERIA:
 - * MAXIMUM MOUNTING HEIGHT OF 12'-0".
 - * MEET IES RECOMMENDED ILLUMINATION LEVELS.
 - * MINIMIZE LIGHTING LEVELS AT AND ACROSS PROPERTY LINES.
 - * MAXIMIZE UNIFORMITY AS MUCH AS POSSIBLE.
 - * MINIMIZE NUMBER OF POLES/LIGHTS PLACED.



SITE PHOTOMETRIC

SCALE: 1" = 20'-0"

BELFAY ENGINEERING P.C.
 Mechanical/Electrical Consulting Engineers
 2811 West 9th Ave. TEL: (303) 892-5980
 Denver, CO 80204 FAX: (303) 892-5979
 email: belfay@belfay.com JOB#

SUPER RUPAIR
 6095 VALMONT ROAD
 BOULDER, CO 80301

jigsaw design
 jigsaw design, LLC
 3004 S. Adams Street
 Denver, Colorado 80210
 info@jigsawdesignllc.com
 www.jigsawdesignllc.com

SUR	03.14.18
ISSUED FOR:	DATE
PROJECT NO.:	1628
DRAWN BY:	
REVIEWED BY:	

SE1

Building Safety & Inspection Services Team

MEMO

TO: Ryan Kacirek, AICP, Planner II
FROM: Michelle Huebner, Plans Examiner Supervisor
DATE: August 16, 2021

RE: Referral Response, LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage: Limited Impact Special Review to allow for 2,390-cubic-yards of non-foundational grading and Site Plan Review (SPR-21-0064) for the deconstruction of a 2,786-square-foot repair garage, 530-square-foot mobile home, 64-square-foot shed, and 40-square-foot shed and for the construction of a 9,334-square-foot repair garage and conversion of the existing 904-square-foot residence to an office use associated with the repair garage on a 1.76-acre parcel.

Location: 6095 Valmont Road

Thank you for the referral. We have the following comments for the applicants:

- 1. Building Permit.** A building permit, plan review, inspection approvals, and a Certificate of Occupancy (“C.O.”) are required for the proposed repair garage. A separate building permit, plan review, inspection approvals, and a Certificate of Occupancy (“C.O.”) are required to convert the dwelling to an office. A deconstruction permit is required to deconstruct; the mobile home and two sheds.

Please refer to the county’s adopted 2015 editions of the International Codes and code amendments, which can be found via the internet under the link:

2015 Building Code Adoption & Amendments, at the following URL:

<https://assets.bouldercounty.org/wp-content/uploads/2017/03/building-code-2015.pdf>

The **International Existing Building Code** (IEBC) will guide the process for the building code analysis for the existing structure that is to be converted to an office.

The Commercial Plan Submittal Checklist: <https://assets.bouldercounty.org/wp-content/uploads/2017/03/b70-commercial-plan-submittal-checklist.pdf>

- 2. Minimum Plumbing Fixtures.** The plumbing fixtures count needs to meet or exceed the requirements of IBC Chapter 29, including the need for accessible restrooms and fixtures.

3. **Accessibility.** Chapter 11 of the IBC and referenced standard ICC A117.1-09 provide for accessibility for persons with disabilities. Any building permit submittals are to include any applicable accessibility requirements, including accessible parking, signage, accessible routes and accessible fixtures and features.
4. **Design Wind and Snow Loads.** The design wind and ground snow loads for the property are 155 mph (Vult) and 40 psf, respectively.
5. **Fire Department.** It appears that the site is served by Boulder Rural Fire Protection District. A separate referral response from the fire department should also be forthcoming. The fire department may have additional requirements in accordance with their International Fire Code (“IFC”) adoption. Also, the Fire Protection District must provide written documentation to Boulder County Building Safety and Inspection Services approving the building permit plans and specifications of projects before the building permit can be issued.
6. **Plan Review.** The items listed above are a general summary of some of the county’s building code requirements. A much more detailed plan review will be performed at the time of building permit application, when full details are available for review, to assure that all applicable minimum building codes requirements are to be met. Our [Residential Plan Check List](#) and other Building Safety publications can be found at: <https://assets.bouldercounty.org/wp-content/uploads/2017/03/b24-residential-plan-check-list.pdf>

If the applicants should have questions or need additional information, we’d be happy to work with them toward solutions that meet minimum building code requirements. Please call (720) 564-2640 or contact us via e-mail at building@bouldercounty.org



Community Planning & Permitting

Courthouse Annex • 2045 13th Street • Boulder, Colorado 80302 • Tel: 303-441-3930
Mailing Address: P.O. Box 471 • Boulder, Colorado 80306 • www.BoulderCounty.org

TO: Pete L'Orange
FROM: Hannah Hippely, AICP
RE: SU-21-0013 Butte Blacksmith 6095 Valmont Road
DATE: May 5th, 2023

After reviewing the provided materials, Long Range Planning would like to provide the following comments:

The property is located east of the City of Boulder municipal boundary where the transition from and urban to rural environment occurs rather abruptly. Within the Boulder Valley Comprehensive Plan (BVCP) the subject property is designated as Area III Rural Preservation. BVCP Policy 1.13 defines Area III as those where the “city and county intend to preserve existing rural land uses and character.” It is the overarching policy of the BVCP that urban uses are located within urban areas and policy 1.16 requires the consideration of if development in Area III is Over-Intensive Rural Development.

1.16 Over Intensive Rural Development

The Area III-Rural Preservation Area is that portion of Area III where rural land uses and character are to be maintained and preserved. A variety of land use activities are permitted by county zoning pursuant to examination through one or more of the review processes enumerated in the Boulder County Land Use Code. A preliminary analysis may conclude that an otherwise permitted land use proposal would have an impact of urban intensity and thus be considered an over-intensive rural development.

The subject property is 1.76 acres and is zoned General Industrial which permits the applicant to propose the use at this location. Thus, the policy does not preclude development in accordance with the Land Use Code but rather requires that development permitted under the Code be done in a way which maintains and preserves rural land uses and character. It is incumbent on the land use review process to ensure the permitted development is done in such a way the maintains the rural character of the area.

The following should be considered in order to preserve the character of the Valmont area where this property sits in a highly visible and prominent intersection. Conditions of approval are likely necessary to achieve these outcomes because as proposed staff does not find it to be consistent with the BVCP rural preservation goals.

- Trips generated by the use should not result in the need for off-site road improvements or changes to the intersection which would impact the character of the area.
- Hours of operation should reflect the nature of the level of overall activity in the area.
- The height of the proposed new structure and the overall amount of development (Floor Area) on the site should be evaluated as the scale development appears inconsistent with the area.
- Landscape or vegetative buffers should be maintained along the roads as these are part of the area character. This has been accomplished along N 61st but it appears that along Valmont Road vehicles park at the right of way edge and there is not a buffer proposed

Matt Jones County Commissioner **Claire Levy** County Commissioner **Marta Loachamin** County Commissioner

between the car sales lot and Valmont Road. The previous junkyard use on this site was well buffered by trees that grew along the ditch and occupied most of the area of the site along Valmont approximately the south 50 feet of the site. These trees no longer exist and the vehicle lot as proposed will be an abrupt change in the rural character to an urban style car sales lot. In urban areas car sales lots are required by development review standards to provide a buffer between the parked vehicles and the right of way to ensure a quality built environment, to ensure those who may be viewing the car do not need to be in the right of way to do so when walking around the vehicle, and to provide a buffer between the users of the right of way (vehicles, pedestrians, cyclists) and the parked vehicles. In this case, the required buffer should reflect the fact that the location is rural and not urban and the required buffer should reflect the character existing along Valmont Road where substantial buffers currently exist. Staff suggests shifting the sales parking lot north on the site approximately 6-8 feet to provide a buffer more consistent with the rural area along Valmont Road. This could be accomplished by reducing the center landscaped island which staff understand to be located behind a privacy fence.

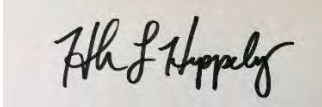
- The use sits immediately east of a residence, sufficient screening and buffering between these uses should be provided through a combination of fencing and tree screening.
- Fencing should not be permitted along Valmont Road or N 61st Street, the existing chain link fence should be removed. The proposed fencing enclosing the northwest area of the site should be a fence style compatible with the area, bare chain link is not appropriate.
- Dark night skies are a significant element and defining feature of rural character and this area. Nighttime lighting on this site, particularly given the adjacent residential development, should be minimal. Parking area lighting should be limited in its installation to a minimal number of fixtures and the use of those lights limited to the hours of operation. A lighting plan which includes a photometric analysis should be provided which demonstrates that no lighting from the site extends beyond the property line. The intensity of the lighting should be examined as car sales lots often use extremely bright lights visible from long distances. Staff understands that over-night lighting is often used as a security measure to prevent theft and vandalism however, more modern technology-based security measures can provide security (cameras, remote monitoring, etc.) without burdening the community with excessive lighting. Staff notes that locating as use such as this in a rural area where risk to property might be high is challenging and an example of why the BCVP and Boulder County Comprehensive (BCCP) plan direct uses that require additional levels of service to urban areas.

Ditches are integral to maintaining agricultural operations throughout the county. The integrity of the ditch operations and future needs of the ditch company should be addressed through an agreement with the ditch company to ensure longevity of the ditch functions and support the Agricultural goals found in the Boulder County Comprehensive Plan.

With appropriate conditions of approval that ensure the use maintains and preserves the rural character of the area staff finds the proposal could be found consistent with the comprehensive plans.

This concludes our comments at this time.

Thank you,

A handwritten signature in black ink on a light gray rectangular background. The signature is written in a cursive style and appears to read "Hannah Hippely".

Hannah Hippely

September 8, 2021

TO: Dana Sparks, Staff Planner; Community Planning & Permitting, Development Review Team - Zoning

FROM: Jennifer Severson, Principal Planner; Community Planning & Permitting, Development Review Team – Access & Engineering

SUBJECT: Docket # LU-21-0010/ SPR-21-0064: Butte Blacksmith LLC Repair Garage
6095 Valmont Road

The Development Review Team – Access & Engineering staff has reviewed the above referenced docket and has the following comments:

1. The subject property is accessed from Valmont Road and N. 61st Street, paved Boulder County owned and maintained rights-of-way (ROWs) with Functional Classification of Principal Arterial and Minor Arterial, respectively. Legal access has been demonstrated via adjacency to these public ROWs.
2. There is no evidence of an existing Access Permit for the subject property. An Access Permit will be issued for each of the access points (Valmont Road and N. 61s Street) at the time of Building Permit review. No special application procedure is necessary, the Access Permits will be issued concurrently with the Building Permit.
3. The applicant submitted a Transportation System Impact Study (TSIS) dated 4/17/2017 and a clarification memo dated 11/17/2017 that included traffic analysis and trip generation estimates using the now-outdated 9th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Estimates Manual. The applicant submitted another memo dated 9/7/2021 that provided two sets of trip generation estimates.
 - a. Based on the 10th Edition (current) ITE Manual, the expected Average Daily Trips (ADT) is 276.
 - b. Based on the applicant’s observations of existing business conditions on the subject property, the expected ADT is 102.
 - c. Staff rejects the 102 ADT trip estimates that are based on the owner-supplied information. Staff accepts the ITE-generated 276 ADT and concurs with the findings of the analysis that no significant impacts to the surrounding transportation network, including the signalized intersection at Valmont Road and N. 61st Street, are expected from the proposed use.
4. During construction, all materials, machinery, dumpsters, and other items shall be staged on the subject property and all worker vehicles must be parked on site. No staging or parking is allowed along Valmont Road or N. 61st Street.

5. It is anticipated the total area of disturbance will exceed 1 acre in size; therefore, a Boulder County Stormwater Quality Permit (SWQP) is required. The SWQP application shall be submitted with any building or grading permit applications and obtained prior to any work beginning on this project. Please contact tdstormwater@bouldercounty.org to discuss SWQP requirements.
6. The plans show the existing access points to N. 61st Street and Valmont Road will be decommissioned, and new access points will be established on those roads in different locations. The new access locations are approved as proposed. The existing access points must be decommissioned prior to closeout of the building permit. The new accesses must be designed and constructed to comply with the [Boulder County Multimodal Transportation Standards](#) (“the Standards”) for commercial accesses, including without limitation:
 - a. Table 5.5.1 – Parcel Access Design Standards (Plains)
 - b. Standard Drawings 11 -13 – Private Access (Commercial)
 - c. Standard Drawing 14 – Access with Roadside Ditch
 - d. Standard Drawing 15 – Access Profiles Detail
 - e. Standard Drawing 16 – Access Grade & Clearance
 - f. Standard Drawing 18 – Access Turnaround
 - g. Standard Drawing 19 – Typical Turnaround & Pullout Locations

The N. 61st Street access must be between 16 and 26 feet in width (see Std Dwg 14 for commercial access without curb & gutter); the Valmont Road access must be between 20 and 30 feet in width (see Std Dwg 13 for commercial access with curb & gutter).

The existing building to be used as an office is within 150 feet of N. 61st Street; therefore, no emergency turnaround is required.

The proposed car repair building is more than 150 feet from either N. 61st Street or Valmont Road. Due to the length of the proposed car repair building, more than one emergency access turnaround is required to comply with the distance and dimension requirements in the Standards. There appears to be adequate clear space on both sides of the building that can serve as informal turnaround areas. Turnaround areas must remain free at all times for access by emergency vehicles. Plans submitted for permit must identify two emergency turnaround areas for the car repair building that demonstrate compliance with Std Dwgs 18 and 19.

7. The application materials propose the installation of a “no left turn” sign on N. 61st Street to restrict left turns by vehicles traveling north on N. 61st Street. Staff is concerned the sign will not be effective to prevent left turns by northbound traffic on N. 61st Street into the subject property. Therefore, the N. 61st Street access must be designed to restrict access to “right in/ right out” movements with appropriate signage to be posted. The “no left turn” sign must be removed from the plans.
8. At the time of building permit application, a revised parking plan must be submitted that includes the following:
 - a. MMTS Section 5.6.4 – Accessible Parking

- b. ADA parking spaces must be labelled on the parking plan and must be sited to provide convenient access to the office and car repair buildings. A total of three ADA spaces is proposed. Staff finds the number of proposed ADA spaces to be adequate for the proposed uses on the property; however, the allocation of those spaces must be as follows: there must be at least 1 ADA space for use by car repair customers and 2 ADA spaces (1 must be van-accessible) for the office building. The ADA spaces must be located conveniently to the entrance to the building they serve.
- c. MMTS Section 5.6.5 – Bicycle Parking; the number of bicycle parking spaces shall be ten percent of the total number of vehicular parking spaces (does not include the vehicle sales lot); bicycle parking must be provided that can accommodate a minimum of 2 bicycles. The applicant should consult with Alexandra Phillips (aphillips@bouldercounty.org), the county’s Bicycle Planner, on the appropriate location and rack style for this site. Bicycle rack location and style shall be approved prior to building permit issuance.
- d. Because the employee and customer parking will result in more than 14 parking spaces, Electric Vehicle Service Equipment (EVSE) must be provided to comply with Land Use Code [Section 4-516.W.5.c](#).

This concludes our comments at this time.

Boulder County Multimodal Transportation Standards

Table 5.5.1 Parcel Access Design Standards

	One-Lane Access		Two-Lane Access	
	Plains	Mountains	Plains	Mountains
# of units	1 - 5		6 - 15	
Travelway Width (8' turnouts 8'x 55' incl. tapers - required every 400')	10'	12'	18'	18'
Surface Course	Per geotechnical report ¹		Per geotechnical report	
ROW/Easement Width (min.)	20' 28' w/turnouts		30'	
Centerline Radius (min.)	40'		40'	
Max. Grade (%)	12	12 or up to 14 for 200' max. ²	12	12 or up to 14 for 200' max.
Max. Grade through curve	6% ³		6%	
Clearance Vertical/ Horizontal	13'-6" / 14'	13'-6" / 16'	13'-6" / 22'	
Roadside Ditches	Designed and constructed to Standard Drawings. See BCSDCM and USDCM for permanent erosion control practices.		Designed and constructed to Standard Drawings. See BCSDCM and USDCM for permanent erosion control practices.	
Slope Stability	Per geotechnical recommendations to design stability and facilitate revegetation ⁴		Per geotechnical recommendations to design stability and facilitate revegetation ⁴	
Signs and Traffic Control Devices	Required signs and traffic control devices must conform with the MUTCD, latest edition		Required signs and traffic control devices must conform with the MUTCD, latest edition	
Culverts	Min. 18" or equiv. capacity RCP or CMP in public ROW per Standard Drawing Cross-culverts outside of ROW sized to maintain historic flow		Min. 18" or equiv. capacity RCP or CMP in public ROW per Standard Drawing Cross-culverts outside of ROW sized to maintain historic flow	
Sight Distances	per AASHTO recommendations		per AASHTO recommendations	
Approach to Highway	90' to centerline of highway with max. 30' variation		90' to centerline of highway with max. 30' variation	
Standard Drawings	11, 12, 13, 14, 15, 16, 17, 18, 19		11, 12, 13, 14, 15, 16, 17, 18, 19	
Overall Design Principles	See Section 5.1		See Section 5.1	

¹ Accesses serving one dwelling unit shall use 4" ABC (Class 6) or other suitable material as approved by the Transportation Department.

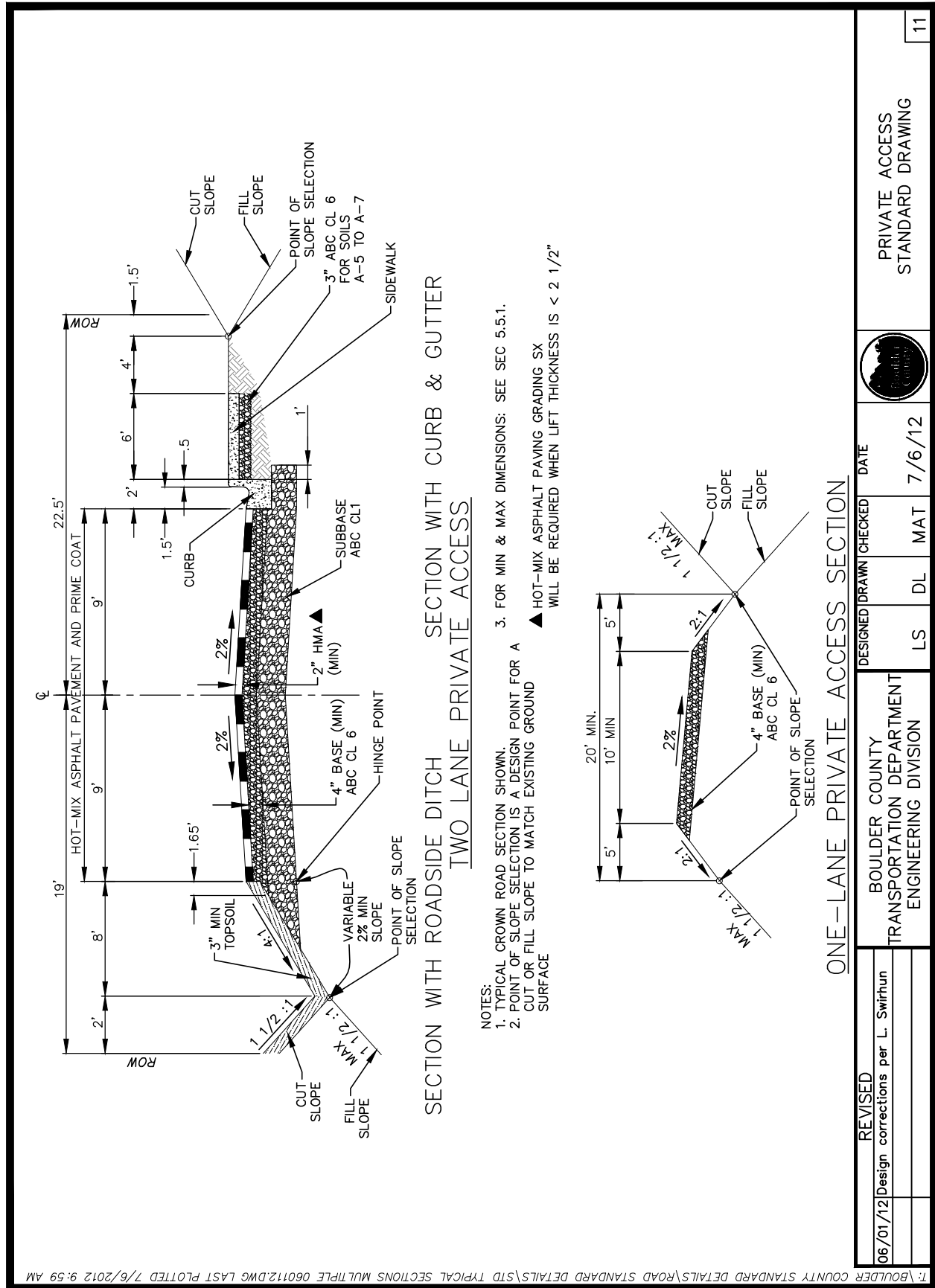
² Accesses serving one dwelling unit may use 16% for 200' max.

³ Accesses serving one dwelling unit may use up to 8% w/ 2' additional width.

⁴ Accesses serving one dwelling unit may use 1 ½ : 1 max. cut and fill slopes or per geotechnical recommendations to design stability and facilitate revegetation.

Boulder County Multimodal Transportation Standards

Standard Drawing 11



Boulder County Multimodal Transportation Standards

Standard Drawing 12

W - FOR MIN. AND MAX. WIDTHS SEE STANDARD DRAWING NO. 13 & 14.
S - MIN. SIDE YARD AS PER ZONING CLASS

D DISTANCE TABLE	
LOCAL ACCESS	50'
COLLECTORS	100'

* COMBINED ACCESS SHALL BE USED WHENEVER POSSIBLE

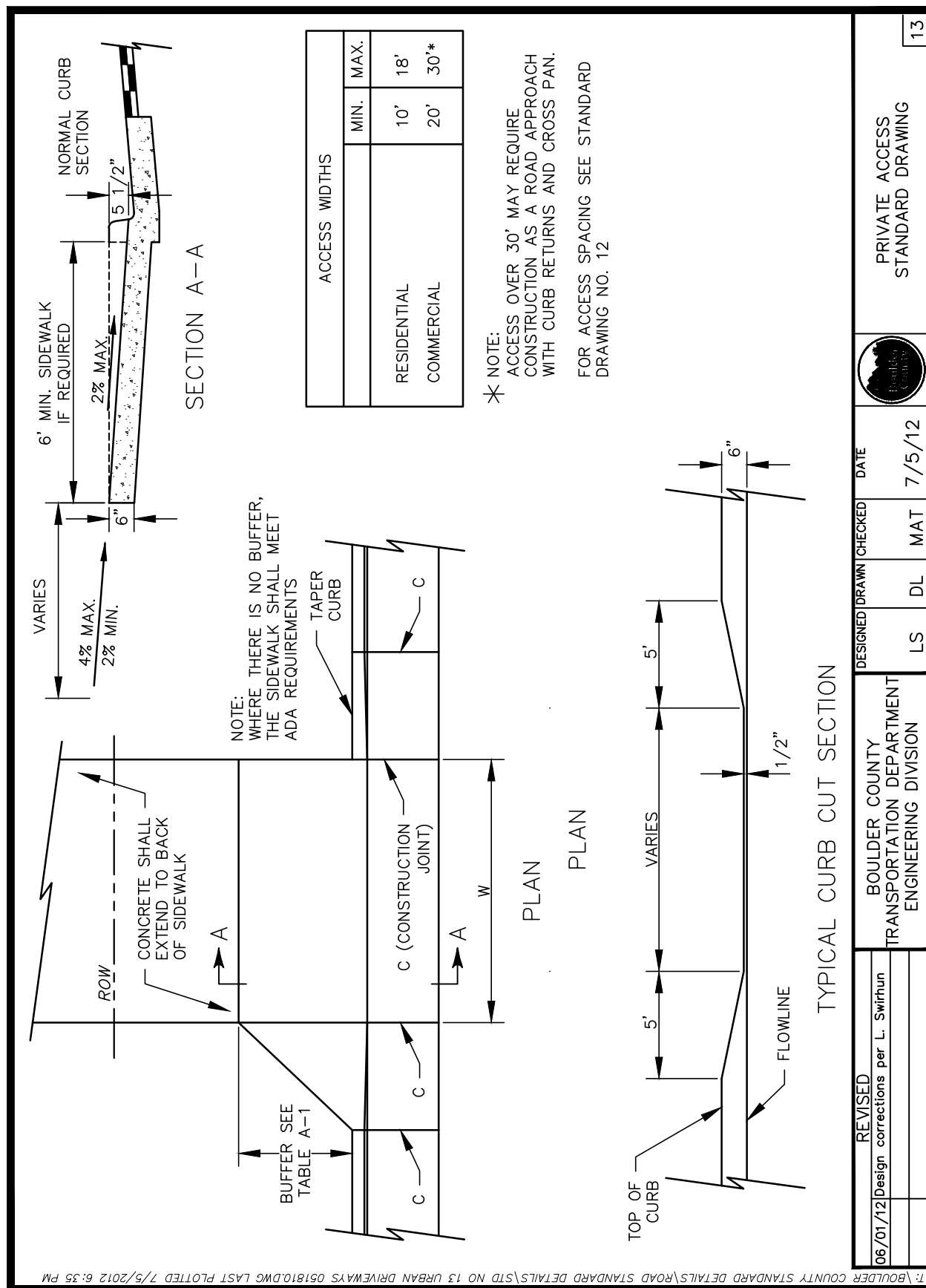
ACCESS ONTO LOCAL AND COLLECTOR STREETS

ACCESS ONTO ARTERIAL STREETS

DESIGNED	DRAWN	CHECKED	DATE	PRIVATE ACCESS STANDARD DRAWING	12
LS	DL	MAT	2/17/12		
BOULDER COUNTY TRANSPORTATION DEPARTMENT ENGINEERING DIVISION					
REVISID 08/31/10 Design corrections per L. Swithun I:\BOULDER COUNTY STANDARD DETAILS\ROAD STANDARD DETAILS\STD NO 12 DRIVEWAY LOCATION & SPACING 051810.DWG LAST PLOTTED 2/17/2012 2:18 PM					

Boulder County Multimodal Transportation Standards

Standard Drawing 13

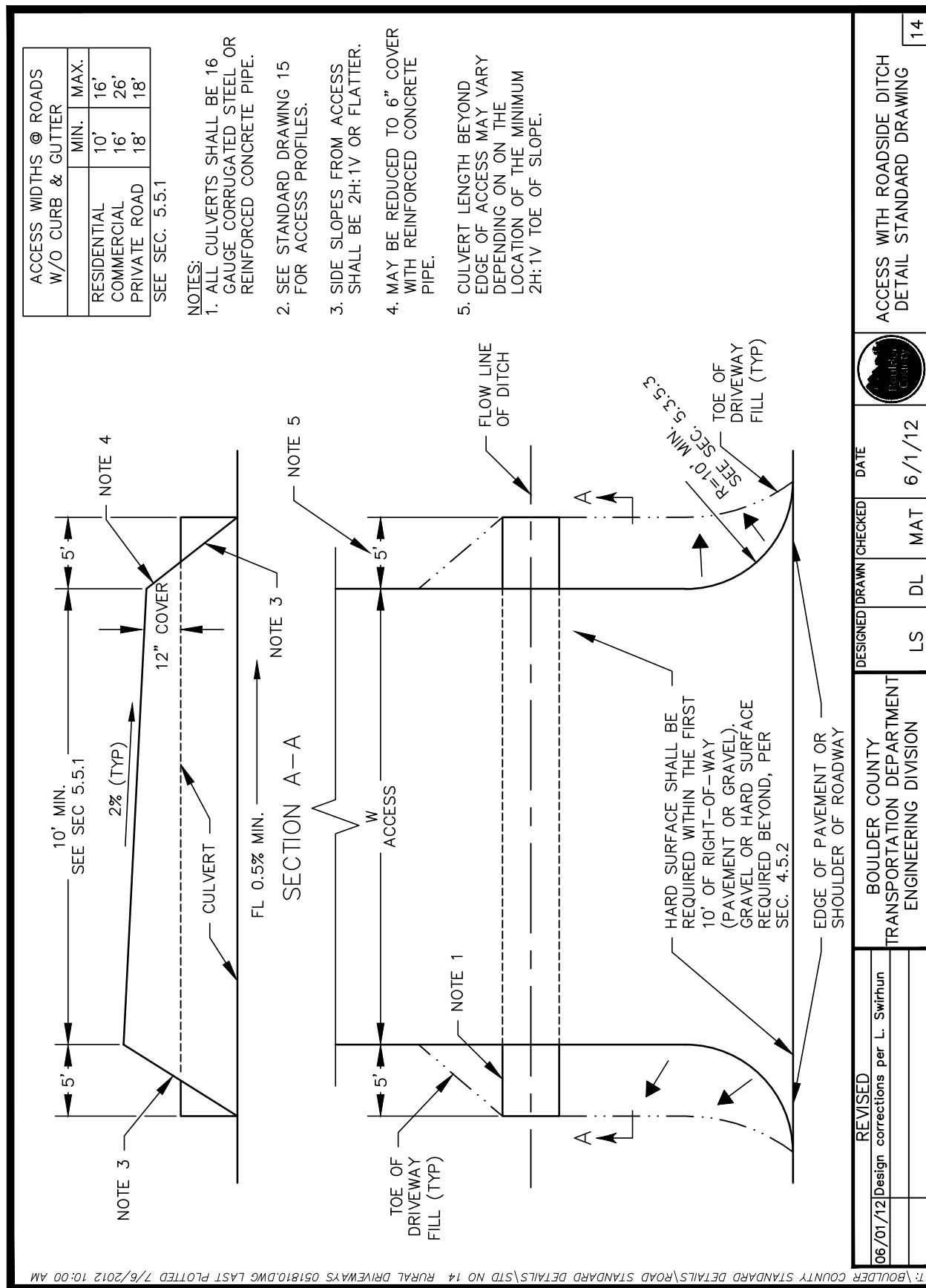


REVISIONS	DESIGNED	DRAWN	CHECKED	DATE
06/01/12 Design corrections per L. Swirhun	LS	DL	MAT	7/5/12
BOULDER COUNTY TRANSPORTATION DEPARTMENT ENGINEERING DIVISION				13
PRIVATE ACCESS STANDARD DRAWING				

\\BOULDER\COUNTY STANDARD DETAILS\ROAD STANDARD DETAILS\STD NO 13 URBAN DRIVEWAYS 061810.DWG LAST PLOTTED 7/5/2012 6:35 PM

Boulder County Multimodal Transportation Standards

Standard Drawing 14

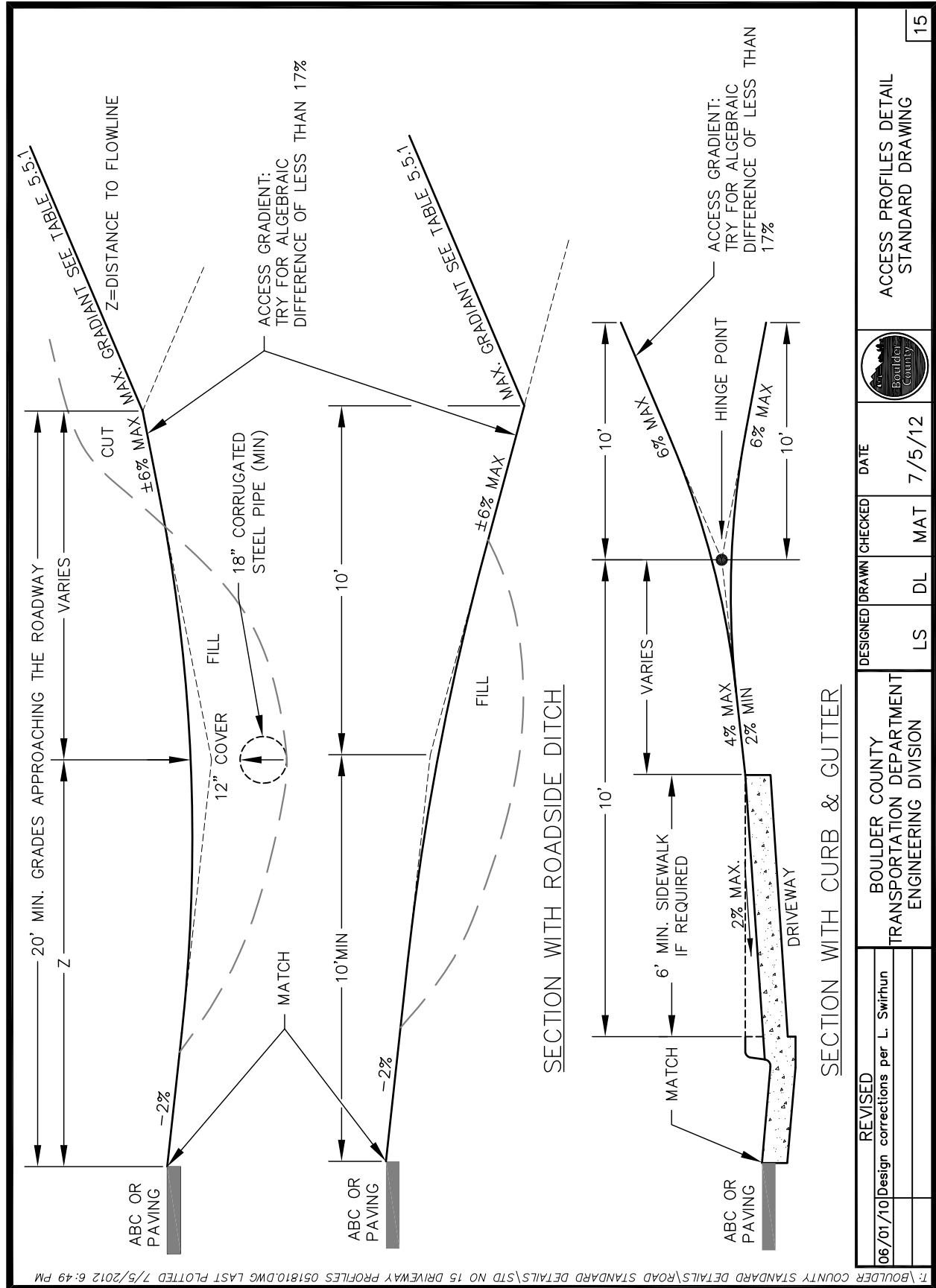


July 1, 2012

06/01/12	DESIGNED	DRAWN	CHECKED	DATE	14
Design corrections per L. Swirhun	LS	DL	MAT	6/1/12	
BOULDER COUNTY TRANSPORTATION DEPARTMENT ENGINEERING DIVISION				ACCESS WITH ROADSIDE DITCH DETAIL STANDARD DRAWING	

Boulder County Multimodal Transportation Standards

Standard Drawing 15

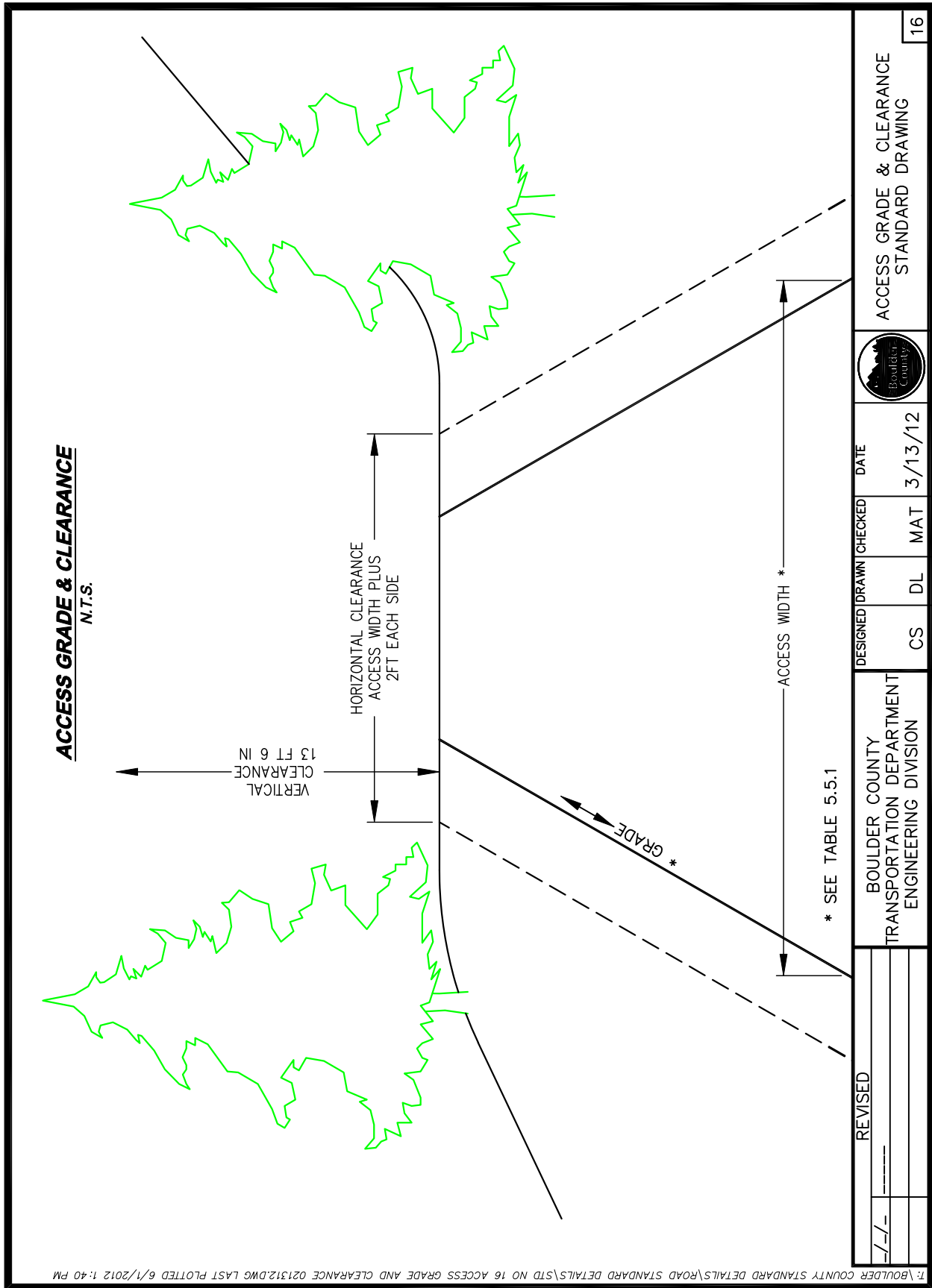


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06/01/10	Design corrections per L. Swirhun	DESIGNED	DRAWN	CHECKED	DATE	ACCESS PROFILES DETAIL STANDARD DRAWING		15
		LS	DL	MAT	7/5/12	Boulder County		
BOULDER COUNTY TRANSPORTATION DEPARTMENT ENGINEERING DIVISION								

Boulder County Multimodal Transportation Standards

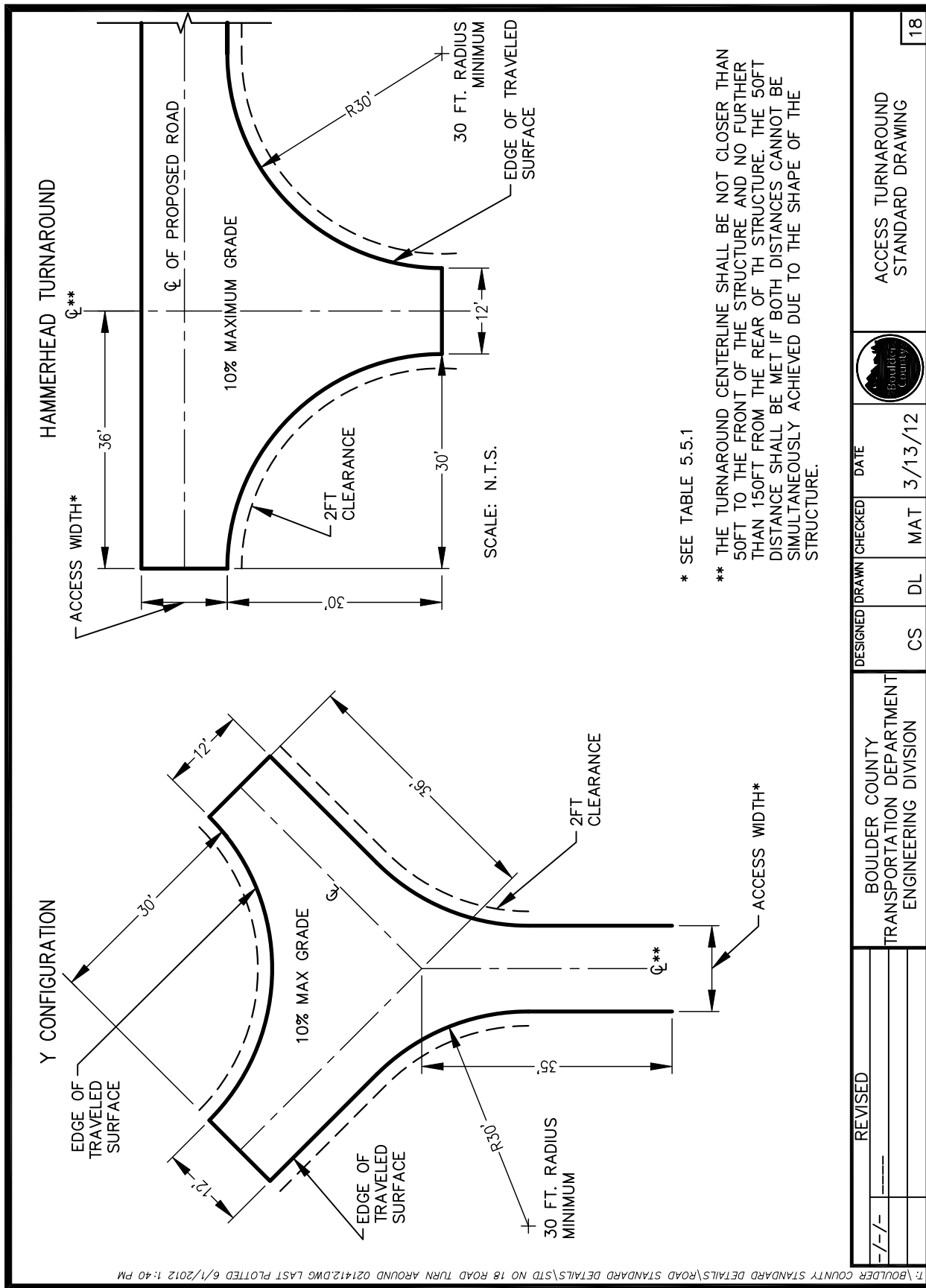
Standard Drawing 16



July 1, 2012

Boulder County Multimodal Transportation Standards

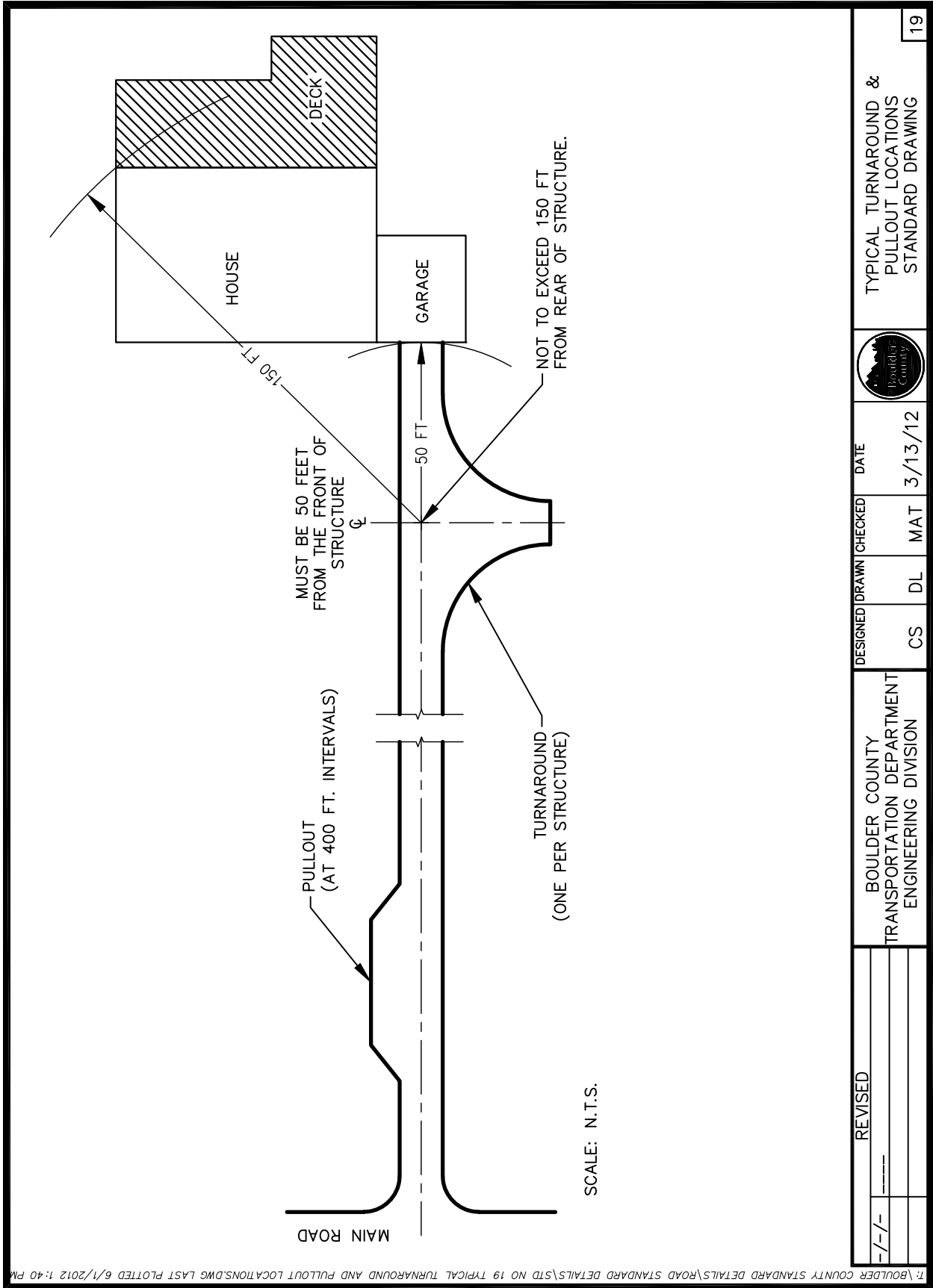
Standard Drawing 18




July 1, 2012

Boulder County Multimodal Transportation Standards

Standard Drawing 19



DESIGNED		DRAWN		CHECKED	DATE		TYPICAL TURNAROUND & PULLOUT LOCATIONS STANDARD DRAWING	19
CS	DL	MAT	3/13/12					
BOULDER COUNTY TRANSPORTATION DEPARTMENT ENGINEERING DIVISION								
REVISED								

I:\BOULDER COUNTY STANDARD DETAILS\ROAD STANDARD DETAILS\STD NO 19 TYPICAL TURNAROUND AND PULLOUT LOCATIONS.DWG LAST PLOTTED 6/1/2012 1:40 PM

November 30, 2021

TO: Dana Sparks, Staff Planner; Community Planning & Permitting, Development Review Team - Zoning

FROM: Jennifer Severson, Principal Planner; Community Planning & Permitting, Development Review Team – Access & Engineering

SUBJECT: Docket # SU-21-0013: Butte Blacksmith LLC Repair Garage – **HOLD REQUEST**

6095 Valmont Road

The Development Review Team – Access & Engineering staff has reviewed the above referenced docket and has the following initial comments:

1. The subject property is accessed from Valmont Road and N. 61st Street, paved Boulder County owned and maintained rights-of-way (ROWs) with Functional Classification of Principal Arterial and Minor Arterial, respectively. Legal access has been demonstrated via adjacency to these public ROWs.
2. There is no evidence of an existing Access Permit for the subject property. An Access Permit will be issued for each of the access points (Valmont Road and N. 61^s Street) at the time of Building Permit review. No special application procedure is necessary, the Access Permits will be issued concurrently with the Building Permit.
3. During construction, all materials, machinery, dumpsters, and other items shall be staged on the subject property and all worker vehicles must be parked on site. No staging or parking is allowed along Valmont Road or N. 61st Street.
4. It is anticipated the total area of disturbance will exceed 1 acre in size; therefore, a Boulder County Stormwater Quality Permit (SWQP) is required. The SWQP application shall be submitted with any building or grading permit applications and obtained prior to any work beginning on this project. Please contact tdstormwater@bouldercounty.org to discuss SWQP requirements.
5. The plans show the existing access points to N. 61st Street and Valmont Road will be decommissioned, and new access points will be established on those roads in different locations. The new access locations are approved as proposed. The existing access points must be decommissioned prior to closeout of the building permit. The new accesses must be designed and constructed to comply with the [Boulder County Multimodal Transportation Standards](#) (“the Standards”) for commercial accesses, including without limitation:
 - a. Table 5.5.1 – Parcel Access Design Standards (Plains)
 - b. Standard Drawings 11 -13 – Private Access (Commercial)
 - c. Standard Drawing 14 – Access with Roadside Ditch

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- f. Standard Drawing 18 – Access Turnaround
- g. Standard Drawing 19 – Typical Turnaround & Pullout Locations

The N. 61st Street access must be between 16 and 26 feet in width (see Std Dwg 14 for commercial access without curb & gutter); the Valmont Road access must be between 20 and 30 feet in width (see Std Dwg 13 for commercial access with curb & gutter).

The existing building to be used as an office is within 150 feet of N. 61st Street; therefore, no emergency turnaround is required.

The proposed car repair building is more than 150 feet from either N. 61st Street or Valmont Road. Due to the length of the proposed car repair building, more than one emergency access turnaround is required to comply with the distance and dimension requirements in the Standards. There appears to be adequate clear space on both sides of the building that can serve as informal turnaround areas. Turnaround areas must remain free at all times for access by emergency vehicles. Plans submitted for permit must identify two emergency turnaround areas for the car repair building that demonstrate compliance with Std Dwgs 18 and 19.

- 6. The application materials propose the installation of a “no left turn” sign on N. 61st Street to restrict left turns by vehicles traveling north on N. 61st Street. Staff is concerned the sign will not be effective to prevent left turns by northbound traffic on N. 61st Street into the subject property. Therefore, the N. 61st Street access must be designed to restrict access to “right in/ right out” movements with appropriate signage to be posted. The “no left turn” sign must be removed from the plans.
- 7. At the time of building permit application, a revised parking plan must be submitted that includes the following:
 - a. MMTS Section 5.6.4 – Accessible Parking
 - b. ADA parking spaces must be labelled on the parking plan and must be sited to provide convenient access to the office and car repair buildings. A total of three ADA spaces is proposed. Staff finds the number of proposed ADA spaces to be adequate for the proposed uses on the property; however, the allocation of those spaces must be as follows: there must be at least 1 ADA space for use by car repair customers and 2 ADA spaces (1 must be van-accessible) for the office building. The ADA spaces must be located conveniently to the entrance to the building they serve.
 - c. MMTS Section 5.6.5 – Bicycle Parking; the number of bicycle parking spaces shall be ten percent of the total number of vehicular parking spaces (does not include the vehicle sales lot); bicycle parking must be provided that can accommodate a minimum of 2 bicycles. The applicant should consult with Alexandra Phillips (aphillips@bouldercounty.org), the county’s Bicycle Planner, on the appropriate location and rack style for this site. Bicycle rack location and style shall be approved prior to building permit issuance.

- d. Because the employee and customer parking will result in more than 14 parking spaces, Electric Vehicle Service Equipment (EVSE) must be provided to comply with Land Use Code [Section 4-516.W.5.c](#).

Staff requests the docket be placed on hold for the following reasons:

8. The applicant previously submitted the following information related to traffic impacts: a Transportation System Impact Study (TSIS) dated 4/17/2017; a clarification memo dated 11/17/2017 that included traffic analysis and trip generation estimates using the now-outdated 9th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Estimates Manual; and, a memo dated 9/7/2021 that provided updated trip generation estimates using the 10th Edition (current) ITE Manual.
 - a. The 9/7/2021 memo provided two sets of trip generation estimates. Staff rejects the 102 Average Daily Trip (ADT) estimate that is based on information provided by the applicant for a car repair and sales business they own at a different location; however, *staff accepts the 10th Edition ITE-generated 276 ADT.*
 - b. The 2017 TSIS and subsequent memos provides existing trip information for the car repair and sales business owned by the applicant at a different location. Staff finds there is not enough data or analysis provided in the previously submitted analysis to determine transportation impacts at the subject property (6095 Valmont Road) for the proposed car repair and sales uses.
 - c. A new TSIS (not just a memo) is required to determine how the proposed uses on the subject property will impact the surrounding transportation network.
 - i. Current conditions must be provided for the subject parcel and surrounding area; the existing conditions at the owner's other car repair and sales business is not applicable to the site at 6095 Valmont Road and should not be included in the analysis.
 - ii. Data and conditions analysis must be provided for the Valmont Road/ N 61st Street intersection (including turning movements) and surrounding transportation network within a 1-mile radius of the subject property (or other distance approved by the County Engineer prior to the study commencing).
 - iii. Please see [Section 4.7](#) in the Standards for more information regarding TSIS requirements.

Additional comments will be provided once staff has reviewed the additional information.

Boulder County Multimodal Transportation Standards

Table 5.5.1 Parcel Access Design Standards

	One-Lane Access		Two-Lane Access	
	Plains	Mountains	Plains	Mountains
# of units	1 - 5		6 - 15	
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Clearance Vertical/ Horizontal	13'-6" / 14'	13'-6" / 16'	13'-6" / 22'	
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Slope Stability	Per geotechnical recommendations to design stability and facilitate revegetation ⁴		Per geotechnical recommendations to design stability and facilitate revegetation ⁴	
Signs and Traffic Control Devices	Required signs and traffic control devices must conform with the MUTCD, latest edition		Required signs and traffic control devices must conform with the MUTCD, latest edition	
Culverts	Min. 18" or equiv. capacity RCP or CMP in public ROW per Standard Drawing Cross-culverts outside of ROW sized to maintain historic flow		Min. 18" or equiv. capacity RCP or CMP in public ROW per Standard Drawing Cross-culverts outside of ROW sized to maintain historic flow	
Sight Distances	per AASHTO recommendations		per AASHTO recommendations	
Approach to Highway	90ft to centerline of highway with max. 30ft variation		90ft to centerline of highway with max. 30ft variation	
Standard Drawings	11, 12, 13, 14, 15, 16, 17, 18, 19		11, 12, 13, 14, 15, 16, 17, 18, 19	
Overall Design Principles	See Section 5.1		See Section 5.1	

¹ Accesses serving one dwelling unit shall use 4" ABC (Class 6) or other suitable material as approved by the Transportation Department.

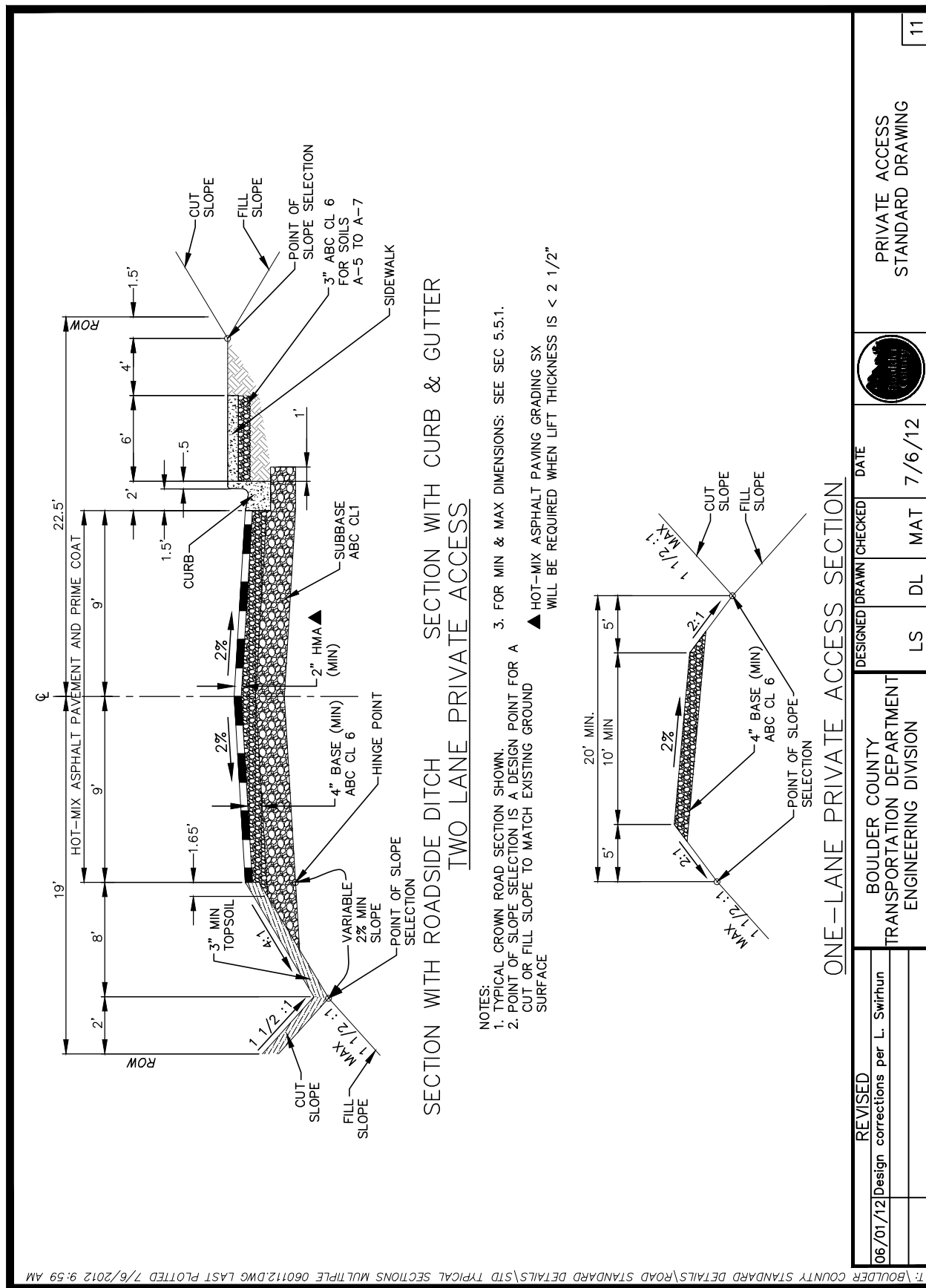
² Accesses serving one dwelling unit may use 16% for 200' max.

³ Accesses serving one dwelling unit may use up to 8% w/ 2' additional width.

⁴ Accesses serving one dwelling unit may use 1 ½ : 1 max. cut and fill slopes or per geotechnical recommendations to design stability and facilitate revegetation.

Boulder County Multimodal Transportation Standards

Standard Drawing 11



Boulder County Multimodal Transportation Standards

Standard Drawing 12

W - FOR MIN. AND MAX. WIDTHS SEE STANDARD DRAWING NO. 13 & 14.
S - MIN. SIDE YARD AS PER ZONING CLASS

D DISTANCE TABLE	
LOCAL ACCESS	50'
COLLECTORS	100'

* COMBINED ACCESS SHALL BE USED WHENEVER POSSIBLE

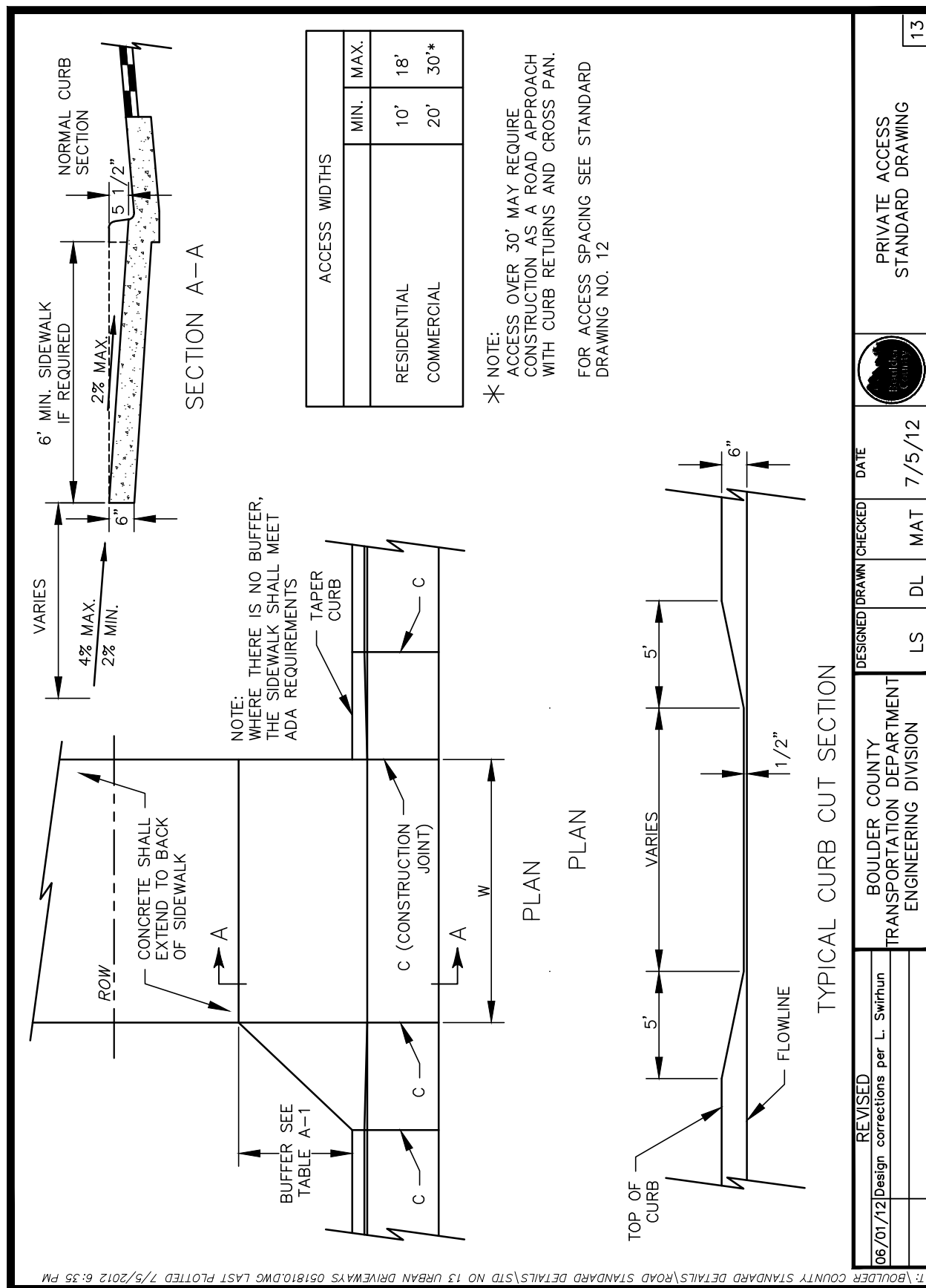
ACCESS ONTO LOCAL AND COLLECTOR STREETS

ACCESS ONTO ARTERIAL STREETS

REVISER	DESIGNED	DRAWN	CHECKED	DATE	
08/31/10 Design corrections per L. Swithun	LS	DL	MAT	2/17/12	PRIVATE ACCESS STANDARD DRAWING
					12

Boulder County Multimodal Transportation Standards

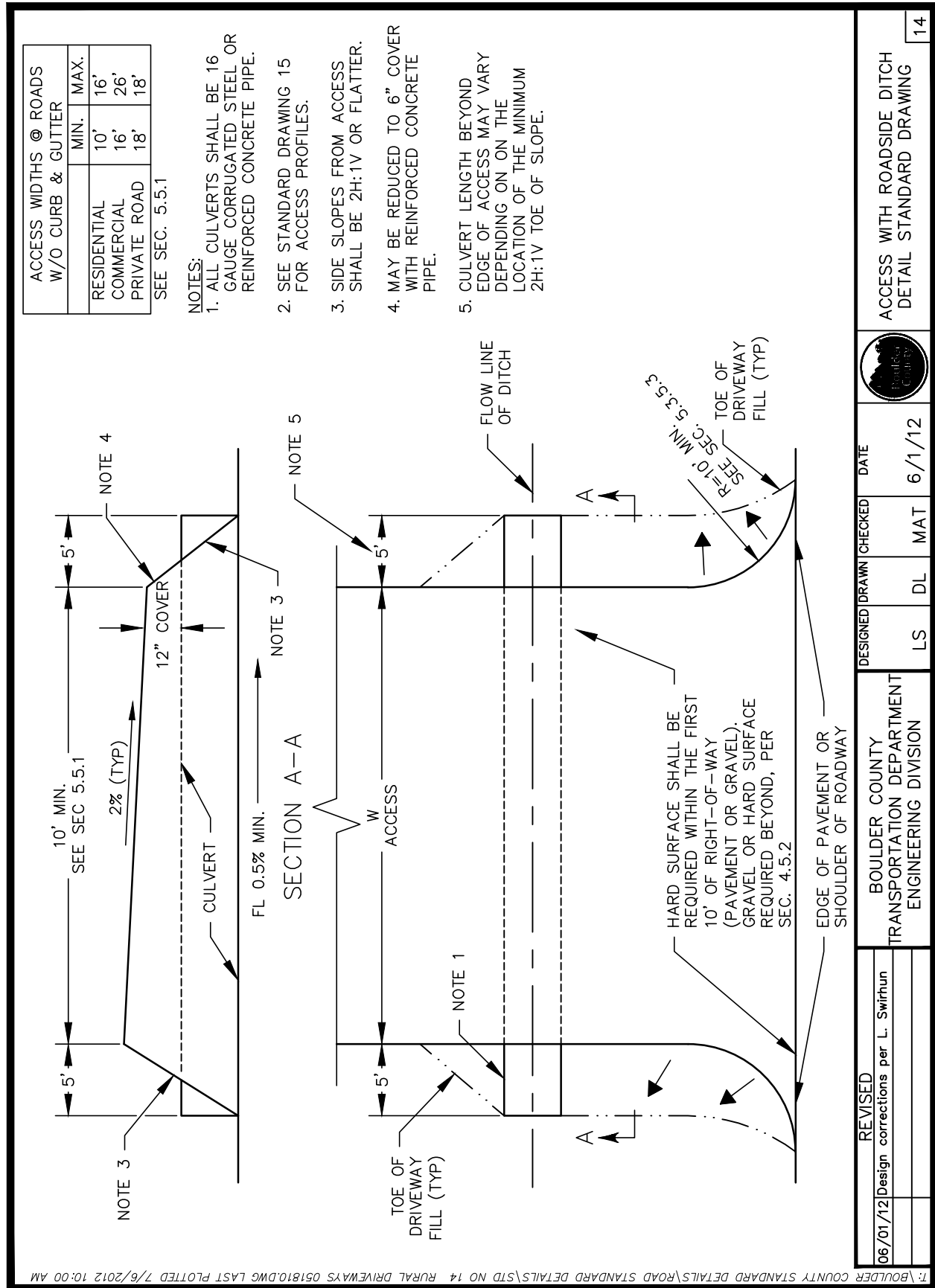
Standard Drawing 13



\\Boulder County Standard Details\Road Standard Details\STD NO 13 URBAN DRIVEWAYS 061810.DWG LAST PLOTTED 7/5/2012 6:35 PM

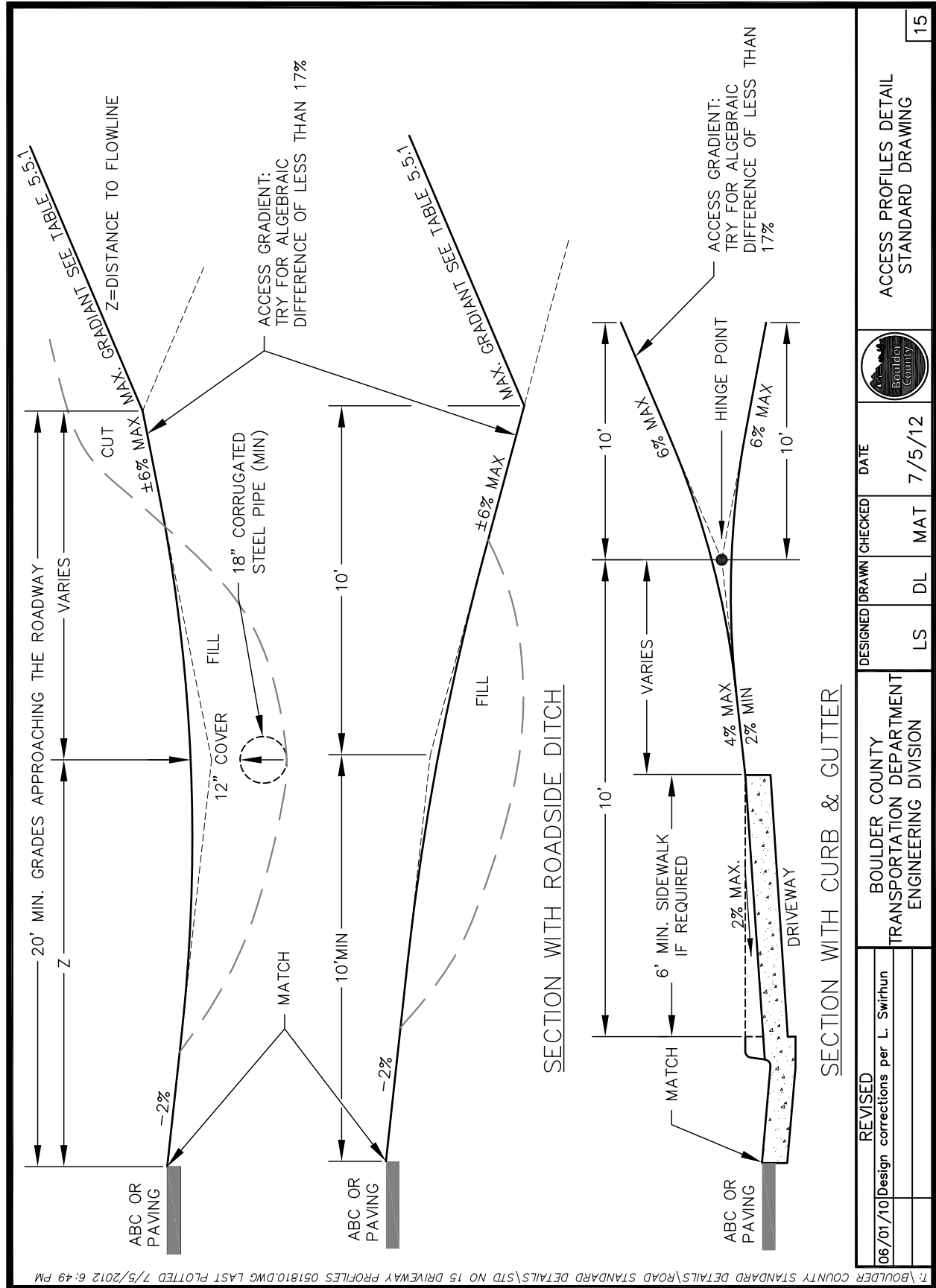
Boulder County Multimodal Transportation Standards

Standard Drawing 14



Boulder County Multimodal Transportation Standards

Standard Drawing 15

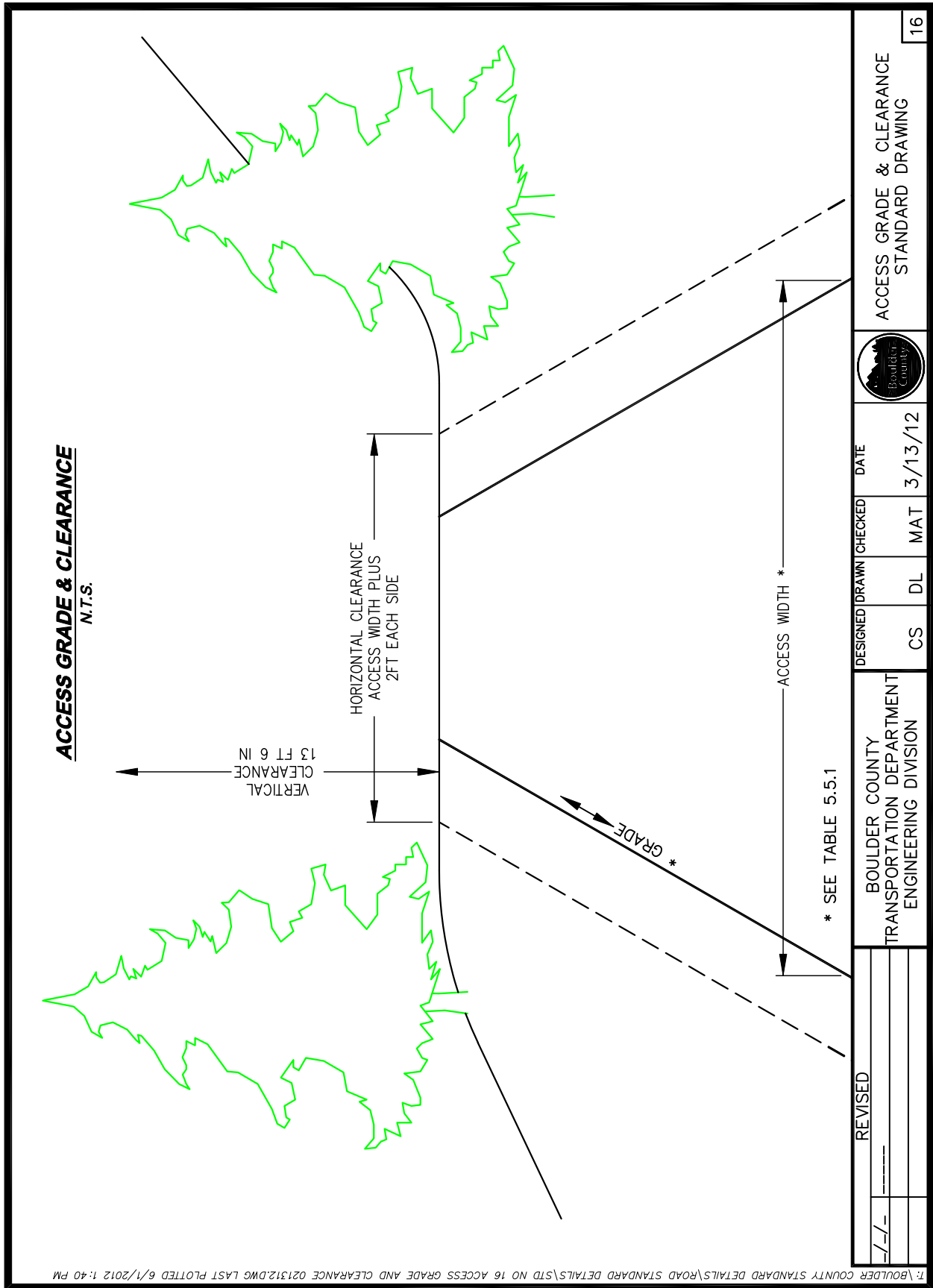


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DESIGNED	DRAWN	CHECKED	DATE
LS	DL	MAT	7/5/12
BOULDER COUNTY TRANSPORTATION DEPARTMENT ENGINEERING DIVISION			15
ACCESS PROFILES DETAIL STANDARD DRAWING			

Boulder County Multimodal Transportation Standards

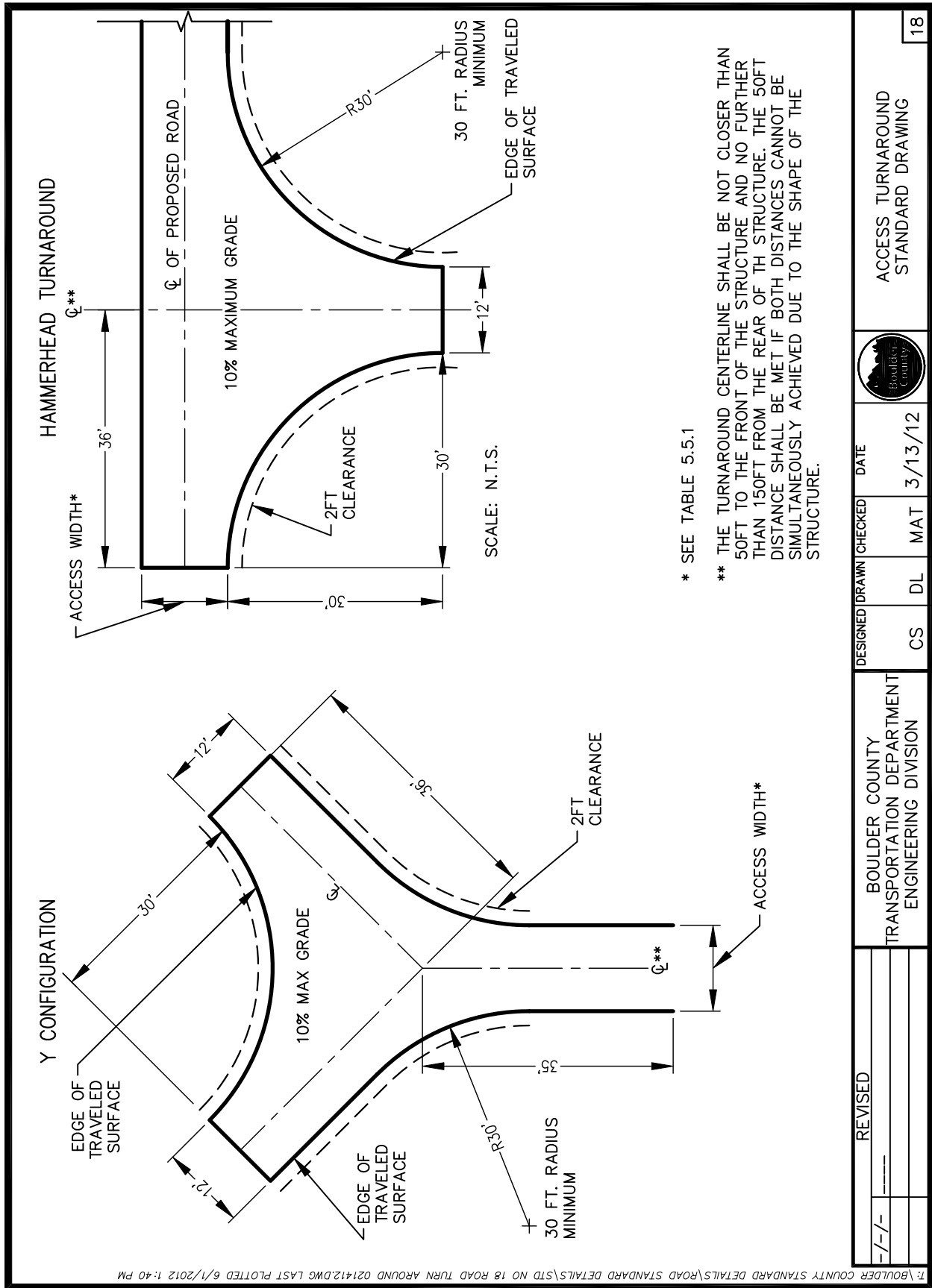
Standard Drawing 16



July 1, 2012

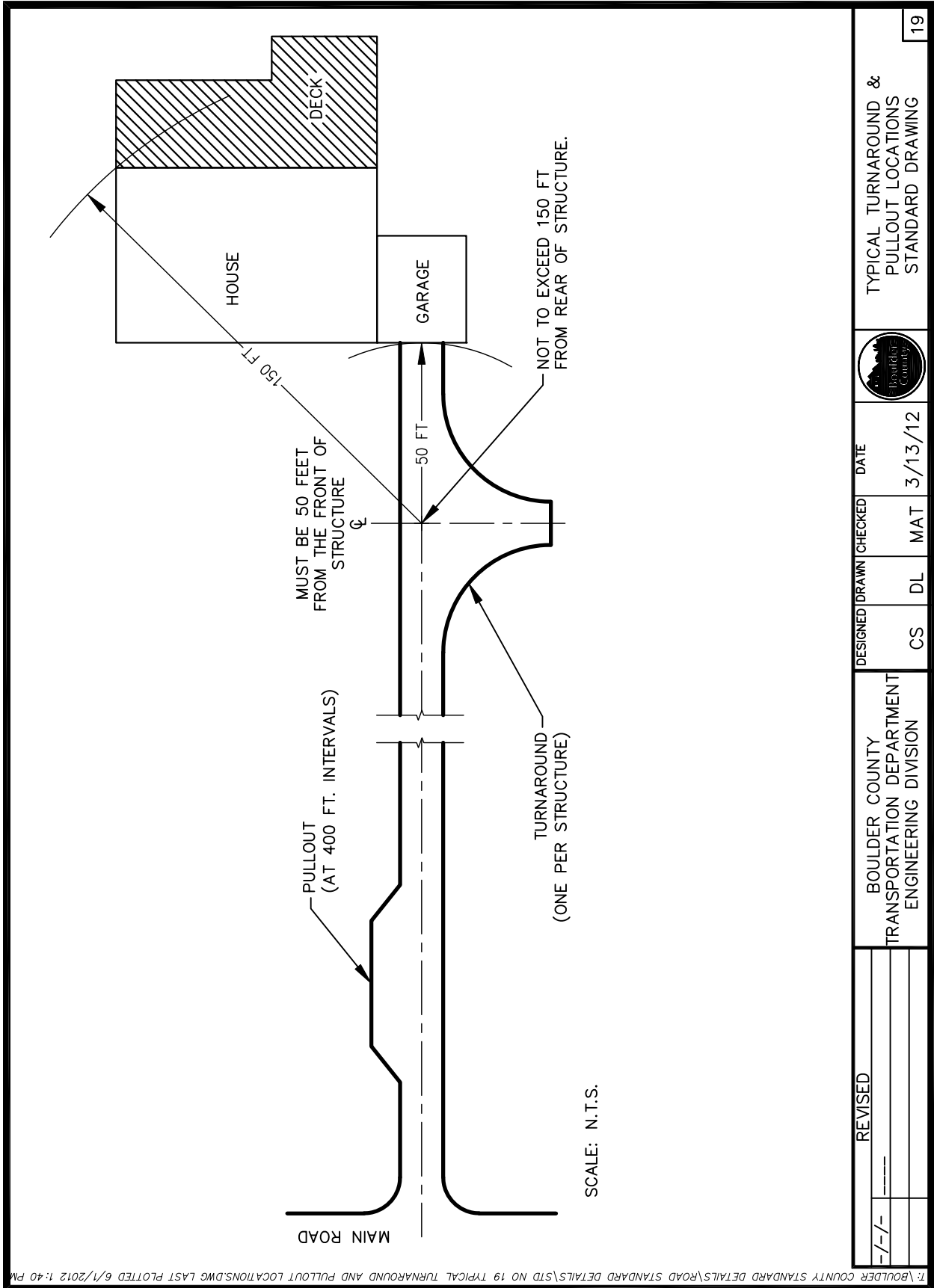
Boulder County Multimodal Transportation Standards


Standard Drawing 18



Boulder County Multimodal Transportation Standards

Standard Drawing 19



DESIGNED		DRAWN		CHECKED	DATE		TYPICAL TURNAROUND & PULLOUT LOCATIONS STANDARD DRAWING	19
CS	DL	MAT	3/13/12					
BOULDER COUNTY TRANSPORTATION DEPARTMENT ENGINEERING DIVISION								
REVISED								

I:\BOULDER COUNTY STANDARD DETAILS\ROAD STANDARD DETAILS\STD NO 19 TYPICAL TURNAROUND AND PULLOUT LOCATIONS.DWG LAST PLOTTED 6/1/2012 1:40 PM

From: [Severson, Jennifer](#)
To: rosidennett@gmail.com; gary@superrupair.com
Cc: [Frederick, Summer](#)
Subject: RE: [EXTERNAL] Butte Blacksmith SU
Date: Tuesday, June 28, 2022 10:55:00 AM
Attachments: [Butte Blacksmith Updated Traffic Study 3.31.22.pdf](#)

Good Morning Rosi,

My apologies for my delay in following up with you about the updated Traffic Study- the Access & Engineering group is short staffed right now. I reviewed the TSIS and we'd like some additional information before the Special Use Review moves forward. Please see below:

1. According to Table 5 in the TSIS, the Long Range (2037) LOS for the movements at the Valmont/ 61st intersection will be mostly LOS 'D' in the mornings. Please recommend signal timing and/or cycle phasing improvements for that intersection to achieve a minimum 'C' LOS for all movements at that intersection.
2. Section IX. Conclusions & Mitigation Recommendations in the TSIS states the "Current operation at the Valmont Road/61st Street, 61st Street/Concrete Plant Access-Site Access, and 61st Street/Indian Road-Church Access intersections is **acceptable** in the morning and afternoon peak hours." What is the basis for an "**acceptable**" LOS?

Please update the attached TSIS with the requested information (vs. responding in an email). You can email the revised TSIS directly to me- please copy Summer so she's aware of your submittal. Let me know if you have any questions.

Regards,

Jennifer Severson, Principal Planner
Development Review Team – Access & Engineering
720-564-2663

From: Rosi Dennett <rosidennett@gmail.com>
Sent: Thursday, June 16, 2022 10:18 AM
To: Frederick, Summer <sfrederick@bouldercounty.org>
Cc: Gary Chambers` <gary@superrupair.com>
Subject: [EXTERNAL] Butte Blacksmith SU

Good morning, Summer.

I'm just checking in to see where we're at on Gary's special use application. It's been a while since we've heard from you. The last email was you were waiting on getting staff feedback on our updated traffic study. Let me know how I can help to speed this along the review process.

Thanks,
Rosi

--

Rosi Dennett, AICP
FRONT RANGE LAND SOLUTIONS
210 Lincoln St
Longmont, CO 80501
303-682-9729

October 6, 2022

TO: Summer Frederick, Planning Division Manager; Community Planning & Permitting, Development Review Team

FROM: Jennifer Severson, Principal Planner; Community Planning & Permitting, Development Review Team – Access & Engineering

SUBJECT: Docket # SU-21-0013: Butte Blacksmith LLC Repair Garage – **HOLD REQUEST #2**

6095 Valmont Road

The Development Review Team – Access & Engineering staff has reviewed the revised TSIS dated March 31, 2022 for the above referenced docket and has the following additional comments:

1. The TSIS analysis indicates the proposed use will generate an estimated 190 Average Daily Trips (ADT), including 16 AM peak hour trip ends and 22 PM peak hour trip ends. Staff does not anticipate the additional traffic will significantly impact the surrounding transportation network.
2. Based on email confirmation from the applicant and the Transportation Engineer who prepared the TSIS (emails attached), the relocated access to N. 61st Street will only provide ingress to the parcel for southbound traffic on N. 61st Street. No egress to N. 61st Street is proposed and no left turn ingress from northbound traffic on N. 61st Street is proposed.
3. Because no traffic will exit the site onto N. 61st Street, staff does not anticipate the proposed use will impact the Level of Service (LOS) of traffic operations at the N. 61st Street/ Valmont Road intersection. Although the proposed use will not impact LOS at the intersection, the county requests the applicant consider dedicating 10 feet along the property frontage on N. 61st Street, either as fee right-of-way or as an easement, to allow for a future turn lane for southbound traffic on N. 61st Street to improve LOS for turning movements at that location. However, the county does not require a dedication at this time.

Staff requests the docket remain on hold for the following reasons:

4. The plans must be updated to show details for the N. 61st Street access, including treatments/ signage to restrict use of the access to only allow ingress to the property by southbound traffic on N. 61st Street. A “NO LEFT TURN” sign must be installed facing northbound traffic on N. 61st Street as it approaches the access point. The access must remain available for use by emergency vehicles as needed.

Additional comments will be provided once staff has reviewed the revised plans.

***COMMENTS 1-5 AND 7 FROM THE REFERRAL LETTER DATED 11/30/2021 (ATTACHED) STILL APPLY.**

From: [Joseph Delich](#)
To: [Rosi Dennett](#); [Severson, Jennifer](#)
Cc: [gary_superrupair.com](#); [Frederick, Summer](#)
Subject: Re: [EXTERNAL] Butte Blacksmith SU
Date: Friday, September 30, 2022 11:29:14 AM

Jennifer,

Yes. The March 2022 TSIS reflects Southbound Ingress only.

Thanks,

Joe

Joseph M. Delich, P.E. PTOE
Delich Associates
Traffic & Transportation Engineering
970-669-2061
joseph@delichassoc.com
www.delichassoc.com

On 9/30/2022 11:22 AM, Rosi Dennett wrote:

Yes, Jennifer, that is correct. We were told by County staff that it had to be that way in a previous review, so that's what we assumed was still the case. That's been a big challenge for us with this application. I think we've gone through at least 6 different County planners and several County public works staff members!

Thanks,
Rosi

On Fri, Sep 30, 2022 at 11:08 AM Severson, Jennifer
<jseverson@bouldercounty.org> wrote:

Thank you for the clarification Gary. Please note: staff is only responsible for reviewing the application information submitted for the current review process (SU-21-0013); these are the same application materials provided for LU-21-0010/ SPR_21-0064. The application materials I reviewed for the current land use review may be different than what you submitted for prior land use reviews, including your 2018 IRFA response, and my comments/ questions now are solely based on the application materials provided for the current land use review.

Rosi, since you are listed as the applicant's agent/ consultant for the current land use review application, can you please confirm that the 61st Street access point will only be used for emergency access to the site and Southbound ingress, and that no egress from the 61st St access is proposed?

Joe, can you please also confirm that is also is your understanding and your March 2022 TSIS reflects that?

Thank you,

Jennifer

Jennifer Severson, Principal Planner

Development Review Team – Access & Engineering

720-564-2663

PLEASE NOTE: my last day with Boulder County will be October 6. Please copy transdevreview@bouldercounty.org on your email response.

From: gary superrupair.com <gary@superrupair.com>
Sent: Friday, September 30, 2022 10:19 AM
To: Severson, Jennifer <jseverson@bouldercounty.org>
Subject: Re: [EXTERNAL] Butte Blacksmith SU

Hi Jennifer, the transportation department requires the Valmont entrance be used for ingress and egress, and that the 61st St. driveway be used only for (southbound) ingress and emergency use only. This was stated in the IRFA packet, dated May 10, 2018. The 61st St driveway will not be used as an exit.

Thank you,

Gary Chambers

From: Severson, Jennifer <jseverson@bouldercounty.org>
Sent: Thursday, September 29, 2022 4:40 PM
To: gary superrupair.com <gary@superrupair.com>
Cc: Rosi Dennett <rosidennett@gmail.com>; Joseph Delich <joseph@delichassoc.com>
Subject: RE: [EXTERNAL] Butte Blacksmith SU

May 1, 2023

TO: Pete L'Orange, Planner II; Community Planning & Permitting, Development Review Team - Zoning

FROM: Anita Riley, Principal Planner; Community Planning & Permitting, Development Review Team – Access & Engineering

SUBJECT: Docket # SU-21-0013: Butte Blacksmith LLC Repair garage – 6095 Valmont Road

The Development Review Team – Access & Engineering staff has reviewed newly submitted materials for the above referenced docket and has the following additional comments:

1. The site plan, dated 4/19/23, indicates signage promoting a right in only movement at the N 61st Street access. However, the access has not been redesigned to ensure this restricted movement. Please verify if further redesign is anticipate.
2. The site plan also indicates parking adjacent to the Valmont Road right-of-way. Section 5.6.2.5 of the Boulder County Multimodal Transportation Standards (Standards) requires the parking to be partially screened by fencing, walls, or suitable landscaping.

At building permit, submit a revised site plan that demonstrate screening for the parking that complies with Section 5.6.2.5 of the Standards.

This concludes our comments at this time.

TO: Summer Frederick, Community Planning & Permitting Department
FROM: Ron West, Natural Resource Planner
DATE: September 6, 2021
SUBJECT: Docket LU-21-0010/SPR-21-0064, Butte Blacksmith LLC

Staff has reviewed the submitted materials, and also reviewed two earlier and similar proposals for the parcel; these are documented in POS referral memos dated August 25, 2015, and March 23, 2018.

Site Conditions

The entire parcel has been disturbed, with a long history of intense past uses, as described in the application. Other than a few horticultural trees, turf grass, and common weed species, there is no vegetation.

County Comprehensive Plan Designations

The parcel has the following designations in the Boulder County Comprehensive Plan, and from other resource inventories.

- Adjacent to Potential Public Trail – on railroad grade to the north, alignment as shown in the Comprehensive Plan
- High Biodiversity Area – Boulder Creek, ranked “B3,” of high significance
- View Protection Corridors – associated with Valmont Road and N. 61st Street
- Major Agricultural Ditch – Butte Mill
- Natural Landmark – Valmont Dike, buffer area only

Discussion

There are still some “unanswered” questions from previous POS reviews. One of staff’s earlier concerns was past site contamination from its use as a junkyard. To staff’s knowledge, the Phase II environmental assessment has not been reviewed by the county, and it is not included in the application materials.

The new state well permit also is not included in the application materials; this well has now been completed. In an earlier application, it stated that the new commercial well cannot be used for outdoor uses or “any other purpose outside the business building structure.” What is the water source for the existing residence/office, and how would landscaping be maintained in the future?

Staff is very concerned about the visual impacts of the proposal. The Average Daily Traffic count for this section of Valmont is almost 11,000 vehicles. This is one of the highest volumes for any of the east-west, “commuter” county roads. In other words, this is a view scape that is seen by tens of thousands of travelers every day.

The proposal for essentially a 52-car parking lot would unavoidably be a huge visual impact to Valmont Road. The “edge” of the development would be right on the property boundary; in other words, there would be no “setback.” Thus, a row of 28 cars, four 12-foot overhead light poles, and a chainlink fence would be right on the county ROW boundary, and merely 12 feet from the edge of pavement on Valmont Road. Finally, staff notes that it is common for a car sales lot to have an abundance of “temporary” signs, banners, flags, and balloons announcing price reductions, etc.

Can the main structure be reduced in height? At 26 feet, what is the purpose of the “mezzanine” part of the structure? There is no indication on the floor plan (the narrative states that it is “unfinished”), but staff notes that it has a balcony. Removal of the mezzanine could potentially lessen the height of the building by 11 feet – a significant change. For the record, the *length* of the building is about 146 feet; staff could not find this figure in the application.

Additionally, the southern façade appears to be almost all glazing; it includes six large, “glass and aluminum” overhead bay doors, with two of them over-sized. Even with a privacy fence on the building’s south side, this wall of windows would be an enormous source of light after sunset, all pointing towards Valmont Road. The narrative states that there are “...design elements that break up the mass of the structure.” What are these?

The narrative also states that, “Visual impacts from public roads will be minimized by screening the recycling business with a privacy fence.” This is only partially correct, and the visual impacts from the car sales lot are not addressed at all.

The eastern façade of the new structure, with yet another overhead bay door, would be readily visible from 61st Street, with an unobstructed view across the underground detention basin. The distance from the road to the eastern façade would be about 150 feet.

Based on the above discussion, staff concludes that the proposal would have a significant negative visual impact on public rights-of-way.

The potential public trail – on the railroad alignment adjacent to the subject parcel – would be somewhat impacted by the proposed large building. However, a six-foot privacy fence on the north side should be sufficient mitigation. The area is in a transitional zone from rural landscapes to the east, to more urban landscapes to the west, and the building would not be completely out of character for any future trail.

An earlier project iteration included a possible EPA Class V injection well. Is this still proposed?

The narrative states that the property across Valmont is owned by Martin Marietta; this only partially correct. The closest, small parcel is owned by Boulder County, while much of the

upper slope, directly across from the proposal, is owned by the City of Boulder.

The Butte Mill Ditch should not be significantly impacted given that it has been almost entirely encased through the site. It is staff's opinion that the Valmont Dike Natural Landmark also would not be impacted, even though the new development would be partially within its buffer area.

The High Biodiversity Area would not be significantly impacted, at least no greater than from the past use of the site. The site is on the very southern edge of the area, and only part of the subject parcel is within its designated boundary.

Drawings

Preliminary Site Plan, Sheet 1 of 2 – The privacy fence does not traverse the entire northern boundary; it should.

Eight parking lot lights are shown for the main lot. Although this is a reduction from previous plans, these would still significantly change the nature of the intersection of Valmont and 61st. Further, there is no reasonable way to enforce the statement that these lights would be turned off “after hours.” Also, in wintertime some normal business hours would still be after sunset.

The preliminary grading plan shows grading over three or four existing trees, that are called out to remain.

Recommendations

- The Phase II assessment must be reviewed by the county.
- A Revegetation Plan is required that includes: native grass species to be used, an explanation of how topsoils will be stockpiled and reused, mapped delineation of all disturbance areas (this includes construction staging and soil stockpiling areas, driveway, utility lines, and septic system), and locations of silt fence or erosion control logs down slope of disturbed areas. New horticultural plantings should emphasize xeriscaping principles (Article 7-200-B-8, Land Use Code).
- Grading calculations show 1530 cubic yards of fill. What will be the source of this fill, and would it be free of contaminants and noxious weed seeds?
- There are three new maple and five spruce trees proposed along the privacy fence. Why are they proposed on the north side of the fence? If planted on the south side they would help to break up the large mass of parked cars in the sales lot. Additionally, the number of parking spaces in the sales lot seems excessive; if vegetated islands are incorporated into the lot, this would also help to mitigate the visual impacts from the large mass of cars.
- What BMPs for vehicle fluids and runoff would be incorporated into the site design?

- The existing chainlink fence along Valmont is not shown on drawings; is it to be removed or not? The narrative states that the car sales lot will be fenced, yet there is no fence on the site plan. Staff therefore assumes the chain link fence will remain.
- The overhead power line, internal to the parcel, should be buried, as a condition of approval.

TO: Dana Sparks, Community Planning & Permitting Department
FROM: Ron West, Natural Resource Planner
DATE: November 8, 2021
SUBJECT: Docket SU-21-0013, Butte Blacksmith LLC Repair Garage

Staff has no further comments beyond those in the latest POS referral memo for LU-21-0010/SPR-21-0064, dated September 6, 2021, as below.

Staff has reviewed the submitted materials, and also reviewed two earlier and similar proposals for the parcel; these are documented in POS referral memos dated August 25, 2015, and March 23, 2018.

Site Conditions

The entire parcel has been disturbed, with a long history of intense past uses, as described in the application. Other than a few horticultural trees, turf grass, and common weed species, there is no vegetation.

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- The overhead power line, internal to the parcel, should be buried, as a condition of approval.

August 19, 2021

TO: Staff Planner, Land Use Department

FROM: Jessica Epstein, Environmental Health Specialist

SUBJECT: LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage project

OWNER: BUTTE BLACKSMITH LLC

PROPERTY ADDRESS: 6095 Valmont Road

SEC-TOWN-RANGE: 22 -1N -70

The Boulder County Public Health (BCPH) – Environmental Health division has reviewed the submittals for the above referenced docket and has the following comments.

Commercial OWTS Application Needed:

1. An onsite wastewater treatment system (OWTS) permit has not been issued by BCPH for this property. The owner or their agent (e.g., contractor) must apply for a Commercial OWTS permit, and the OWTS permit must be issued prior to installation and before a building permit can be obtained. The OWTS components must be installed, inspected and approved before a Certificate of Occupancy or Final Building Inspection approval will be issued by Land Use.
2. Boulder County Public Health must conduct an onsite investigation and review soil conditions and any design plans and specifications prior to OWTS permit issuance. The OWTS absorption field must be located a minimum distance of 100' from all wells, 25' from waterlines, 50' from waterways and 10' from property lines.
3. Floor drains are not recommended and they cannot be connected to an OWTS that utilizes an absorption field. They can only drain to a vault, which must be permitted separately from the rest of the OWTS. Before a floor drain will be approved for installation in any building (e.g., the proposed garage), an OWTS vault permit from BCPH will be required. If there is use of automotive fluids inside the garage or any possibility of oil and grease entering the drain, an oil/grease interceptor should be provided and be designed by a Registered Professional Engineer (RPE).
4. Any OWTS that serves a commercial facility is regulated by the EPA as a Class V injection well. The owner should contact Valois Robinson, of the EPA, at 303-312-6276, for an application and more information. The owner may contact the Colorado Department of Public Health and Environment (CDPHE) at 303-692-3500 to determine the requirements.
5. Setbacks between all buildings and the OWTS serving this property and OWTS serving neighboring properties, must be in accordance with the Boulder County OWTS Regulations, Table 7-1.

Stormwater Quality

1. Please be advised that the type of business described in the Development Report, dated June 4, 2021, likely requires coverage under a Colorado Discharge Permit System (CDPS) general

permit for *Stormwater Discharges Associated with Industrial Activities* (state industrial stormwater discharge permit). Automobile Recyclers are specifically required to have coverage under a state industrial stormwater discharge permit. This includes establishments engaged in the wholesale or retail distribution of used motor vehicle parts (Standard Industrial Classification Code 5015), including establishments dismantling motor vehicles for the purpose of selling parts. Therefore, the following conditions must be met under Section 7 of the Boulder County Public Health Department's Illicit Stormwater Discharge Ordinance (No. 2012-4).

- a. Prior to operating the facility, the applicant must provide documentation that the facility is covered under a Colorado Discharge Permit System (CDPS) state industrial stormwater discharge permit). This documentation should consist of a letter from the Water Quality Control Division of the Colorado Department of Public Health and Environment (CDPHE) that assigns a certification number to the facility, or that explains that permit coverage is not required by CDPHE.

The CDPHE Water Quality Control Division provides information on state stormwater permits and can be contacted at 303-692-3517, with information also available at <https://cdphe.colorado.gov/wq-commerce-and-industry-permitting>.

- b. Prior to operating the facility, please provide an electronic copy of the Stormwater Management Plan (SWMP) prepared in association with the state industrial stormwater discharge permit. Please submit the SWMP electronic copy to scoulson@bouldercounty.org or 3450 Broadway, Boulder, CO 80301, Attn: Scott Coulson, Environmental Health.
2. One of BCPH's main concerns is that pollutant-generating activities and sources (e.g., automobile dismantling and repair) be conducted indoors to prevent stormwater from contacting work areas. Vehicle washing cannot be done outdoors or create an illegal discharge. The Development Report, dated June 4, 2021, Page 4 refers to the "outdoor storage of parts and vehicles to be recycled." Sufficient building space will be needed to ensure that all maintenance activities and parts storage is indoors and under cover. If stored outdoors, vehicles to be recycled must have routine pollution prevention practices for automotive related industries. Example measures include: (a) storing vehicles raised off the ground with the tires intact (to avoid metal corrosion), (b) storing vehicles with the hood down (to prevent residues and dismantled parts from contacting rain and snowmelt), (c) preventive maintenance to avoid automotive fluid leaks, and (d) draining automotive fluids prior to outdoor storage when leaks cannot be prevented. These types of routine pollution prevention practices will need to be incorporated into the Stormwater Management Plan (SWMP).

This concludes comments from the Public Health - Environmental Health division at this time. For additional information on the OWTS application process and regulations, refer to the following website: www.SepticSmart.org. If you have additional questions about OWTS, please do not hesitate to contact Jessica Epstein at (303) 441-1138.

Cc: OWTS file, owner, Land Use Department

August 19, 2021

TO: Staff Planner, Land Use Department

FROM: Jessica Epstein, Environmental Health Specialist

SUBJECT: LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage project

OWNER: BUTTE BLACKSMITH LLC

PROPERTY ADDRESS: 6095 Valmont Road

SEC-TOWN-RANGE: 22 -1N -70

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Commercial OWTS Application Needed:

1. An onsite wastewater treatment system (OWTS) permit has not been issued by BCPH for this property. The owner or their agent (e.g., contractor) must apply for a Commercial OWTS permit, and the OWTS permit must be issued prior to installation and before a building permit can be obtained. The OWTS components must be installed, inspected and approved before a Certificate of Occupancy or Final Building Inspection approval will be issued by Land Use.
2. Boulder County Public Health must conduct an onsite investigation and review soil conditions and any design plans and specifications prior to OWTS permit issuance. The OWTS absorption field must be located a minimum distance of 100' from all wells, 25' from waterlines, 50' from waterways and 10' from property lines.
3. Floor drains are not recommended and they cannot be connected to an OWTS that utilizes an absorption field. They can only drain to a vault, which must be permitted separately from the rest of the OWTS. Before a floor drain will be approved for installation in any building (e.g., the proposed garage), an OWTS vault permit from BCPH will be required. If there is use of automotive fluids inside the garage or any possibility of oil and grease entering the drain, an oil/grease interceptor should be provided and be designed by a Registered Professional Engineer (RPE).
4. Any OWTS that serves a commercial facility is regulated by the EPA as a Class V injection well. The owner should contact Valois Robinson, of the EPA, at 303-312-6276, for an application and more information. The owner may contact the Colorado Department of Public Health and Environment (CDPHE) at 303-692-3500 to determine the requirements.
5. Setbacks between all buildings and the OWTS serving this property and OWTS serving neighboring properties, must be in accordance with the Boulder County OWTS Regulations, Table 7-1.

Stormwater Quality

1. Please be advised that the type of business described in the Development Report, dated June 4, 2021, likely requires coverage under a Colorado Discharge Permit System (CDPS) general

permit for *Stormwater Discharges Associated with Industrial Activities* (state industrial stormwater discharge permit). Automobile Recyclers are specifically required to have coverage under a state industrial stormwater discharge permit. This includes establishments engaged in the wholesale or retail distribution of used motor vehicle parts (Standard Industrial Classification Code 5015), including establishments dismantling motor vehicles for the purpose of selling parts. Therefore, the following conditions must be met under Section 7 of the Boulder County Public Health Department's Illicit Stormwater Discharge Ordinance (No. 2012-4).

- a. Prior to operating the facility, the applicant must provide documentation that the facility is covered under a Colorado Discharge Permit System (CDPS) state industrial stormwater discharge permit). This documentation should consist of a letter from the Water Quality Control Division of the Colorado Department of Public Health and Environment (CDPHE) that assigns a certification number to the facility, or that explains that permit coverage is not required by CDPHE.

The CDPHE Water Quality Control Division provides information on state stormwater permits and can be contacted at 303-692-3517, with information also available at <https://cdphe.colorado.gov/wq-commerce-and-industry-permitting>.


- b. Prior to operating the facility, please provide an electronic copy of the Stormwater Management Plan (SWMP) prepared in association with the state industrial stormwater discharge permit. Please submit the SWMP electronic copy to scoulson@bouldercounty.org or 3450 Broadway, Boulder, CO 80301, Attn: Scott Coulson, Environmental Health.
2. One of BCPH's main concerns is that pollutant-generating activities and sources (e.g., automobile dismantling and repair) be conducted indoors to prevent stormwater from contacting work areas. Vehicle washing cannot be done outdoors or create an illegal discharge. The Development Report, dated June 4, 2021, Page 4 refers to the "outdoor storage of parts and vehicles to be recycled." Sufficient building space will be needed to ensure that all maintenance activities and parts storage is indoors and under cover. If stored outdoors, vehicles to be recycled must have routine pollution prevention practices for automotive related industries. Example measures include: (a) storing vehicles raised off the ground with the tires intact (to avoid metal corrosion), (b) storing vehicles with the hood down (to prevent residues and dismantled parts from contacting rain and snowmelt), (c) preventive maintenance to avoid automotive fluid leaks, and (d) draining automotive fluids prior to outdoor storage when leaks cannot be prevented. These types of routine pollution prevention practices will need to be incorporated into the Stormwater Management Plan (SWMP).

This concludes comments from the Public Health - Environmental Health division at this time. For additional information on the OWTS application process and regulations, refer to the following website: www.SepticSmart.org. If you have additional questions about OWTS, please do not hesitate to contact Jessica Epstein at (303) 441-1138.

Cc: OWTS file, owner, Land Use Department

September 3, 2021

To: Summer Frederick, AICP, Planning Manager
Community Planning and Permitting

From: Mike Thomas, P.E., County Engineer 
Public Works

Subject: Referral Comments for Docket LU-21-0010/SPR-21-0064:
Butte Blacksmith LLC Repair Garage

The Public Works Department has reviewed this docket with respect to drainage and detention requirements and offers the following comments:

1. Per the Boulder County Storm Drainage Criteria Manual, Section 1204.4.3, Proprietary Treatment:

Proprietary treatment facilities may be used to provide permanent water quality if they have been preapproved for use by Boulder County. Proprietary facilities are typically used only for very small peak flow rates, as they become cost ineffective at higher flow rates that are more suited to a water quality basin.

Boulder County considers this facility as qualifying for proprietary detention and treatment facilities.

2. Boulder County requires that an Operation and Maintenance (O&M) plan be submitted for the permanent post construction control measure. The plan shall consist of a single sheet, 22x34" that includes all the necessary information for long-term maintenance of the site, and shall follow the "Guidelines for Preparing an Operation and Maintenance Plan for Post-Construction Controls" found on the SWQP website: <https://www.bouldercounty.org/transportation/permits/stormwater-quality-permit/>
3. As a mechanism to ensure adequate long-term operation and maintenance of the permanent control measure, a signed and recorded maintenance agreement between Boulder County and the parties responsible for perpetual maintenance is required. Boulder County will provide the agreement to the applicant for review and signature and will record the agreement with the office of the Clerk and Recorder.
4. The applicant is required to have a qualified drainage professional conduct annual inspections of the permanent system to ensure it is functioning as designed.

5. The applicant is required to submit very thorough infiltration data that supports that the system will function as designed and the soils are capable of the rate of infiltration needed by this type of system.
6. A sand/oil separator is required prior to discharge to the underground system due to the use of oil and grease at the site.

Let me know if you have any questions.

C: Jennifer Severson, Principal Planner, Community Planning and Permitting

August 13, 2021

To: Ryan Kacirek, AICP, Planner II

From: Virginia Gazzetti, Floodplain Program Planner

Subject: Docket LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage
Request: Limited Impact Special Review to allow for 2,390-cubic-yards of non-foundational grading and Site Plan Review for the deconstruction of a 2,786-square-foot repair garage, 530-square-foot mobile home, 64-square-foot shed, and 40-square-foot shed, and for the conversion of the existing 904-square-foot residence to an office use associated with the repair garage on a 1.76-acre parcel.
Location: 6095 Valmont Rd.

The Community Planning & Permitting Department – Floodplain Management Program has reviewed the above referenced docket and has the following comments:

1. The subject property is located outside of the Floodplain Overlay (FO) District. A Floodplain Development Permit (FDP) is not required for this project.

Please contact Virginia Gazzetti at vgazzetti@bouldercounty.org to discuss this referral.

This concludes our comments at this time.

MEMO TO: Agencies and Adjacent Property Owners
FROM: Ryan Kacirek, AICP, Planner II
DATE: August 12, 2021
RE: Docket LU-21-0010/SPR-21-0064

Docket LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage

Request: Limited Impact Special Review to allow for 2,390-cubic-yards of non-foundational grading and Site Plan Review (SPR-21-0064) for the deconstruction of a 2,786-square-foot repair garage, 530-square-foot mobile home, 64-square-foot shed, and 40-square-foot shed and for the construction of a 9,334-square-foot repair garage and conversion of the existing 904-square-foot residence to an office use associated with the repair garage on a 1.76-acre parcel.

Location: 6095 Valmont Road, located adjacent to and at the intersection of Valmont Road and N 61st Street in Section 22, Township 1N, Range 70W.

Zoning: General Industrial (GI)

Applicants: Gary and Debbie Chambers

Property Owner: Butte Blacksmith LLC

Limited Impact Special Review is required of proposed uses that may have greater impacts on services, neighborhoods, or the environment than those allowed by right under the Boulder County Land Use Code. This process will review conformance of the proposed use with the Boulder County Comprehensive Plan and the Land Use Code.

Site Plan Review by the Boulder County Land Use Director is required for new building/grading/access or floodplain development permits in the plain and mountainous areas of unincorporated Boulder County. The Review considers potential significant impact to the ecosystem, surrounding land uses and infrastructure, and safety concerns due to natural hazards.


This process includes a public hearing before the Board of County Commissioners. Adjacent property owners and holders of liens, mortgages, easements or other rights in the subject property are notified of this hearing. The Community Planning & Permitting staff and County Commissioners value comments from individuals and referral agencies. Please check the appropriate response below or send a letter to the Community Planning & Permitting Department at P.O. Box 471, Boulder, Colorado 80306 or via email to planner@bouldercounty.org. All comments will be made part of the public record and given to the applicant. Only a portion of the submitted documents may have been enclosed; you are welcome to call the Community Planning & Permitting Department at 303-441-3930 or email planner@bouldercounty.org to request more information. If you have any questions regarding this application, please contact me at 303-441-3930 or rkacirek@bouldercounty.org.

Please return responses by **August 27, 2021**.

(Please note that due to circumstances surrounding COVID-19, application timelines and deadlines may need to be modified as explained in the CPP Notice of Emergency Actions issued March 23, 2020 (see <https://boco.org/covid-19-cpp-notice-20200323>).

X We have reviewed the proposal and have no conflicts.

_____ Letter is enclosed.

Signed  PRINTED Name Jessica Fasick
Agency or Address CP&P Historic Review

MEMO TO: Agencies and Adjacent Property Owners
FROM: Ryan Kacirek, AICP, Planner II
DATE: August 12, 2021
RE: Docket LU-21-0010/SPR-21-0064

Docket LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage

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_____ We have reviewed the proposal and have no conflicts.

X Letter is enclosed.

Signed Matt Ashley PRINTED Name Matt Ashley, Property Agent
Agency or Address City of Boulder Open Space and Mountain Parks



City of Boulder Open Space & Mountain Parks

2520 55th St. | Boulder, CO 80301; 303-441-3440

<http://www.osmp.org>

MEMORANDUM

To: Ryan Kacirek, AICP, Planner II, Boulder County Community Planning and Permitting

From: Matt Ashley, Property Agent, City of Boulder Open Space and Mountain Parks
Phil Kleisler, Senior Planner, City of Boulder Planning, Housing and Sustainability
Lindsay Merz, Engineering Project Manager, City of Boulder Public Works-
Transportation and Mobility

Date: August 27, 2021

Re: LU-21-0010/SPR-21-0064
Butte Blacksmith LLC Repair Garage Limited Impact Special Review and Site Plan
Review

Thank you for the opportunity to review the application referenced above. Please consider the following comments regarding this development application:

Boulder Valley Comprehensive Plan related comments:

The Butte Blacksmith property at 6095 Valmont Road is located within the Planning Area for the Boulder Valley Comprehensive Plan (BVCP), a jointly adopted plan by the City of Boulder and Boulder County. The property lies outside the Boulder city limits and is designated “Open Space – Other” on the Land Use Map. The “Open Space – Other” designation indicates public and private land designated prior to 1981 that the city and county would like to preserve through various preservation methods, including but not limited to intergovernmental agreements, dedications, or acquisitions.

This property is also located within Area III – Rural Preservation of the BVCP, which is “where the city and county intend to preserve existing rural land uses and character” (BVCP Policy 1.12). Based on the materials received, the city considers the request to be inconsistent with the BVCP policies. Specifically, the city finds that the application request to construct a 14,884 square foot building and establish multiple principal uses is inconsistent with the BVCP Land Use Map, Policies 1.15 - Over-Intensive Rural Development and 2.07 – Delineation of Rural Lands. The city considers that the expansion of currently permitted uses would be considered over-intensive rural development.

A primary purpose of the Boulder Valley Comprehensive Plan is to maintain and focus urban land uses and development into urban areas. The location of the vehicle sales/service site is far

removed from the urban area of the city where such uses are currently provided and adding such uses outside of the city in an area defined to remain rural in use is inconsistent with the purpose, policies and goals of the BVCP.

While inconsistency with the BVCP as described above is the city's paramount concern; there are other items that city staff would like to highlight with relevance to the subject property and proposed development.

Open Space related comments:

The property's southern boundary is south of and across Valmont Road from City of Boulder Open Space and Mountain Parks (OSMP) land. Should any development of the property advance under this application, we recommend that:

- The Butte Mill Ditch, which serves nearby OSMP properties and other OSMP lands in the ditch's service area, bisects the property and cannot be interrupted or interfered with. Vehicle fluids and drainage off the subject property should not result in run-off being directed into the ditch. No activities will be allowed which block the flow of water in irrigation ditches or that would weaken the ditch banks. No buildings, fences, trails, trees, or other objects that may block access to or along the ditch may be constructed, placed, or planted without prior approval of the ditch company. The applicant and County staff should consult with the ditch company as a referral agency (contact Amy Willhite, President, at (720) 591-5037) or willhitea@bouldercolorado.gov regarding construction activities or land use within or near their easement and any anticipated crossing agreements.
- Use of native plant materials for revegetation and landscaping should be recommended. Non-native plant materials should not be planted, particularly Mediterranean sage, myrtle spurge, purple loosestrife, Russian olive, or any other State of Colorado listed noxious weed species. Development of a plan for replacing the green ash trees on the property should be recommended due to the likelihood that the Emerald Ash Borer will kill green ash trees in this area over the next decade.
- The grading and landscape plans should include a section on weed management.

Transportation Comments:

The City is currently coordinating with Boulder County and the Regional Transportation District (RTD) to construct a multi-use path in the RTD ROW located on the north property line of the subject property. The path is currently planned to be located on the north side of the existing railroad tracks. (See attached plan sheet.)

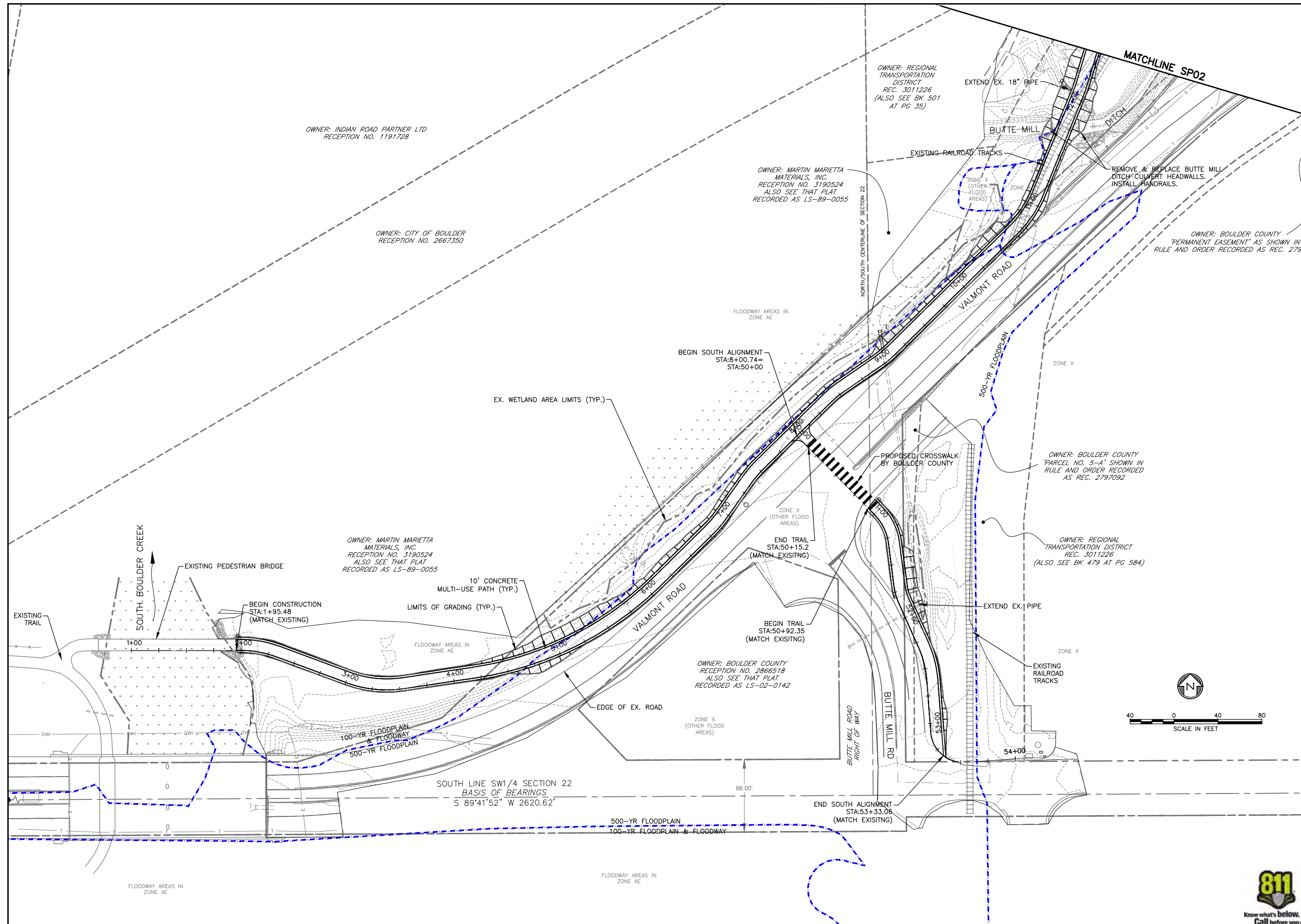
The proposed access for the multi-use path from 61st St. is proposed to be located on the northeast corner of the subject property. The multi-use path will have a crossing of 61st St. somewhere within the RTD ROW located in this general location. This crossing of 61st St. will likely require a median island in 61st St. at the crossing location. The proposed path crossing of 61st St. will connect the planned City of Boulder multi-use path (west of 61st St.) to the proposed Rail to Trail path proposed by Boulder County (the east of 61st St.). Matt Wempe of Boulder County Transportation is managing the Rail to Trail project.

The application materials indicate that existing/proposed drainage uses/will use the swale on the west side of 61st St. Currently there is not a drainage swale on the west side of 61st St. which is

a major impact to the proposed multi-use path project. There is a swale on the east side of 61st St. and so a culvert under 61st St. may be needed. It appears that the applicant is proposing draining the subject property to the northeast and into the RTD ROW. Under current conditions water will pond in this location as there is no drainage swale on the west side of 61st St. This would impact the joint City of Boulder/Boulder County multi-use path project.

- It is recommended that Boulder County Land Use staff consider the adverse effect of the proposed site drainage on the joint City of Boulder/Boulder County multi-use path projects in this area and that this and any other effects to these paths, and especially the paths' crossing of N. 61st St. be mitigated.

Please feel free to contact me if you have any questions or comments about this response.



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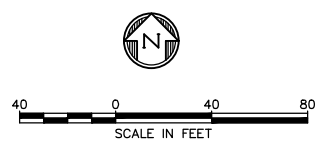
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 Engineers • Surveyors
 1800 38TH STREET
 BOULDER, COLORADO 80301
 CONTACT: STEVE LESLIE, P.E.
 (303) 442-4338
 BOULDER
 COLORADO SPRINGS
 GREELEY

OWNER:

CITY OF BOULDER
 TRANSPORTATION DIVISION
 P.O. BOX 791
 BOULDER, CO 80306
 CONTACT:
 LINDSAY MERZ
 (303) 441-1983

CONSTRUCTION PLANS FOR:
VALMONT MULTI-USE PATH
 SOUTH BOULDER CREEK TO
 61ST STREET
 CITY OF BOULDER, COLORADO

ISSUE	DATE
30% SUBMITTAL	02/24/16
RTD REV.	06/02/17
DESIGNED BY:	SDL
DRAWN BY:	JWL
CHECKED BY:	SDL
FILE NAME:	20889-00_SP01



DRAWING SCALE:
 HORIZONTAL: SEE PLAN
 VERTICAL: N/A

OVERALL SITE PLAN

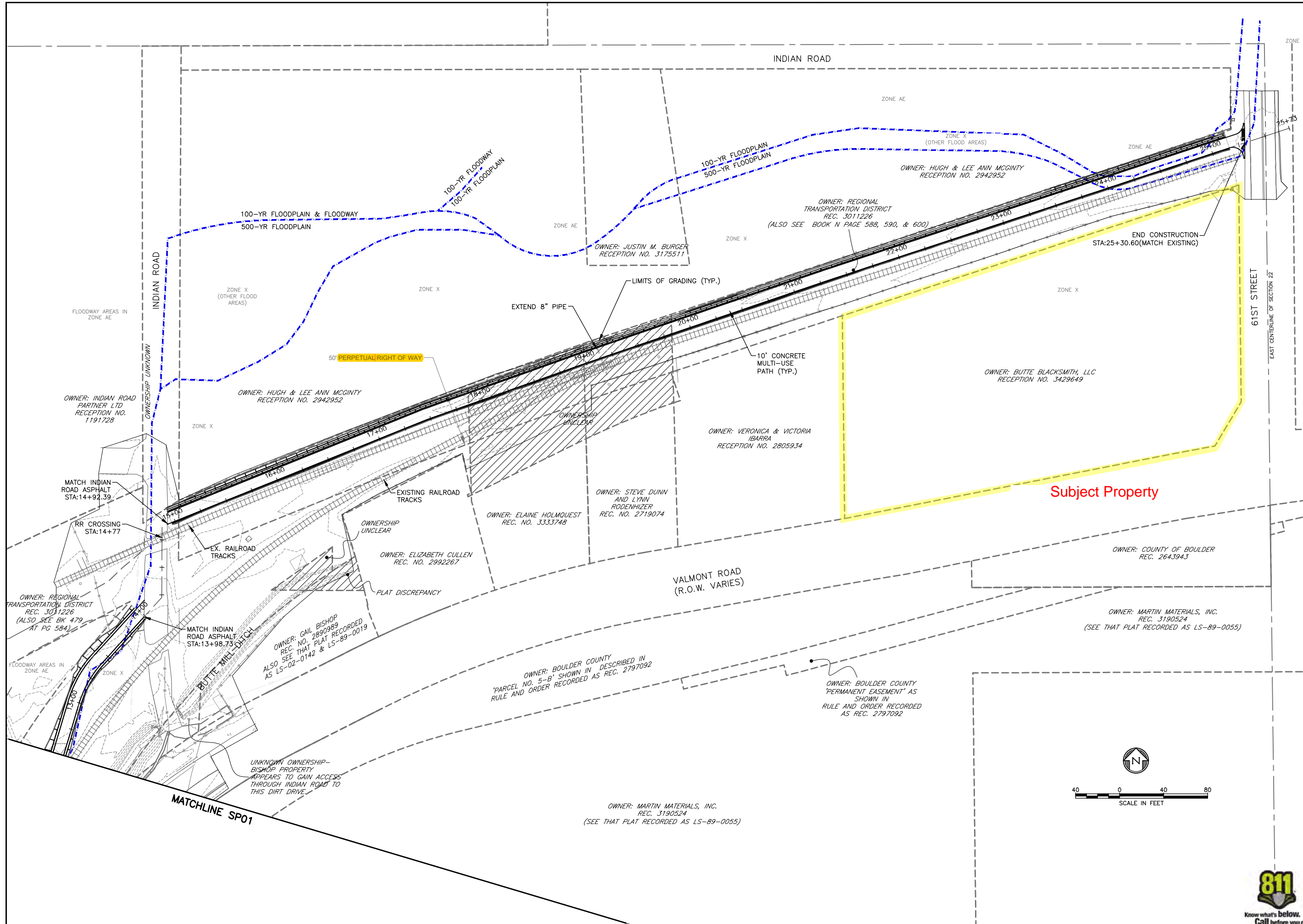
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SP01

SHEET: 5 OF 16



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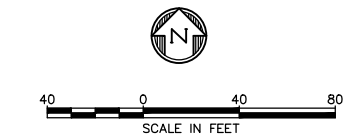
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OVERALL
 SITE
 PLAN

PROJECT NO. 20889-00
 DRAWING NO.
SP02
 SHEET: 6 OF 16



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City of Boulder Open Space & Mountain Parks

2520 55th St. | Boulder, CO 80301; 303-441-3440

<http://www.osmp.org>

MEMORANDUM

To: Dana Sparks, Planner I, Boulder County Community Planning and Permitting

From: Matt Ashley, Property Agent, City of Boulder Open Space and Mountain Parks
Chris Ranglos, City Planner, City of Boulder Planning, Housing and Sustainability
Lindsay Merz, Engineering Project Manager, City of Boulder Public Works-
Transportation and Mobility

Date: November 16, 2021

Re: SU-21-0013
Butte Blacksmith LLC Repair Garage

Thank you for the opportunity to review the application referenced above. Please consider the following comments regarding this development application:

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Transportation Comments:

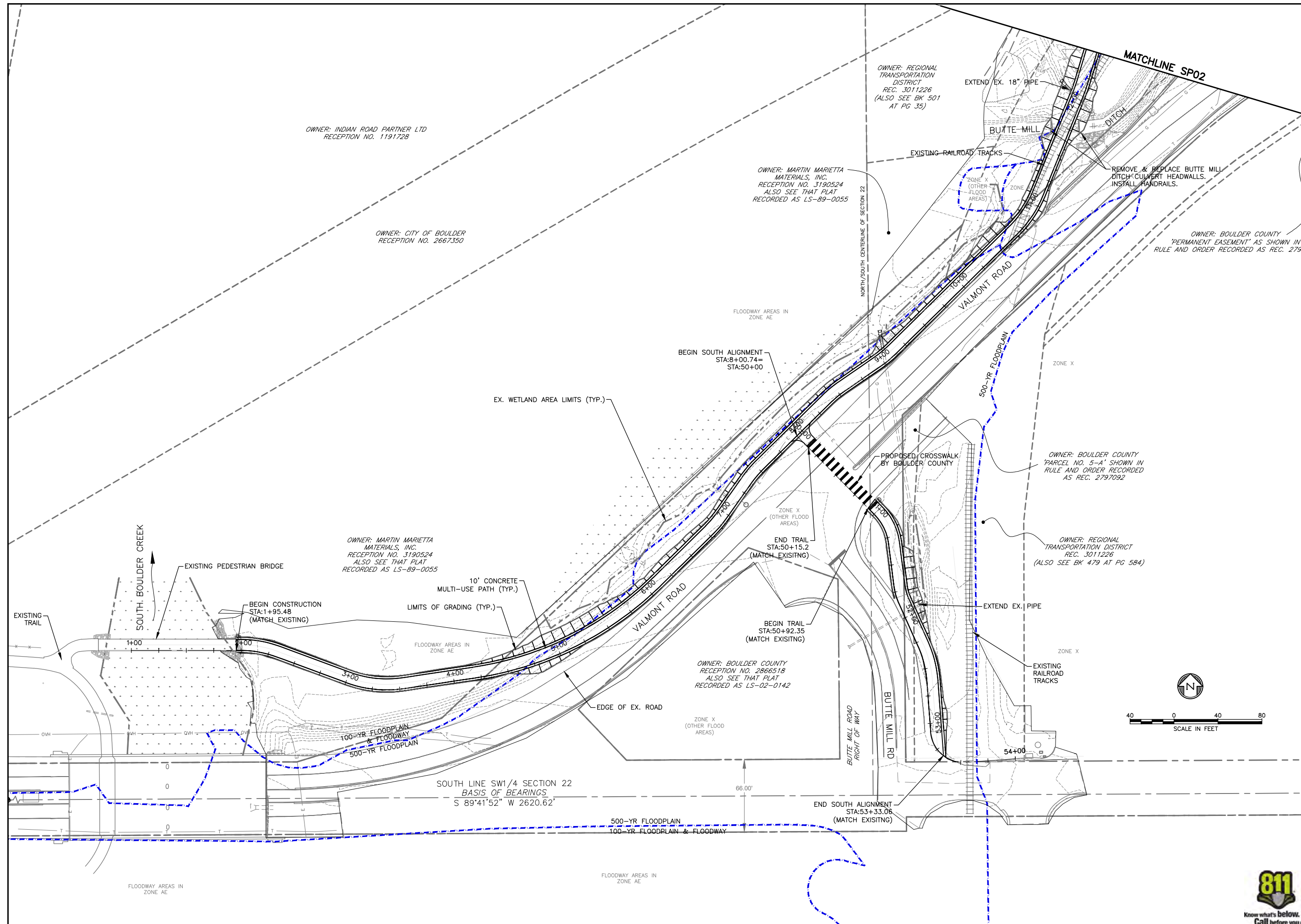
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- It is recommended that Boulder County Land Use staff consider the adverse effect of the proposed site drainage on the joint City of Boulder/Boulder County multi-use path projects in this area and that this and any other effects to these paths, and especially the paths' crossing of N. 61st St. be mitigated.
- Drainage should not be located in the proposed path crossing location of 61st St on either side of the roadway.
- Also, the path will cross 61st Street and a median island and crosswalk/signing will be required that will have to meet the Boulder County standard (attached).
- With the access being located on the NE corner of the lot, please ensure that the median island crossing along with the widening of the roadway (approximately 5 ft each side) can be constructed with the access to the development as shown on their plans. It seems like this may be an issue potentially for cars turning northbound out of the access. Also note that at a 20:1 taper, the widening and transition is 100 ft each side of the median island which will be occurring through the access.

Please feel free to contact any of the listed City of Boulder contacts if you have any questions or comments about this response.



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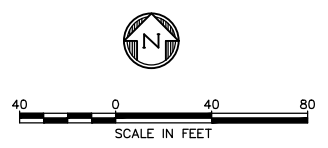
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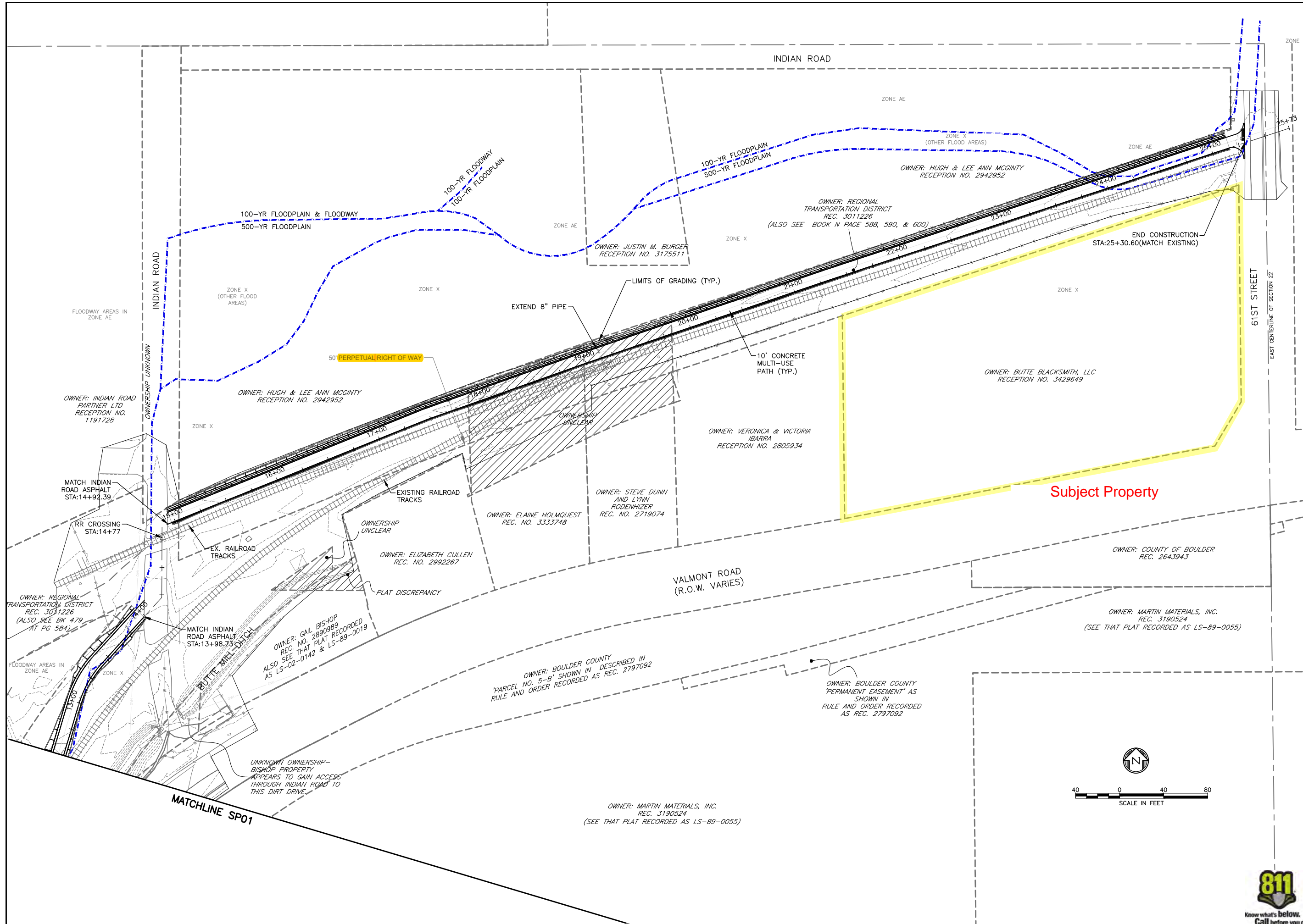
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SHEET: 5 OF 16



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 BOULDER, COLORADO 80301
 CONTACT: STEVE LESLIE, P.E.
 (303) 442-4338
 BOULDER
 COLORADO SPRINGS
 GREELEY

OWNER:

 CITY OF BOULDER
 TRANSPORTATION DIVISION
 P.O. BOX 791
 BOULDER, CO 80306
 CONTACT:
 LINDSAY MERZ
 (303) 441-1983

CONSTRUCTION PLANS FOR:
VALMONT MULTI-USE PATH
 SOUTH BOULDER CREEK TO
 61ST STREET
 CITY OF BOULDER, COLORADO

ISSUE	DATE
30% SUBMITTAL	02/24/16
RTD REV.	06/02/17

DESIGNED BY:	SDL
DRAWN BY:	JWL
CHECKED BY:	SDL
FILE NAME:	20889-00_SP01

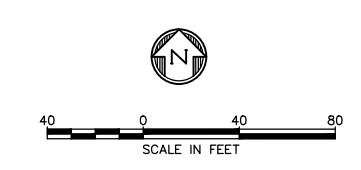
DRAWING SCALE:
 HORIZONTAL: SEE PLAN
 VERTICAL: N/A

OVERALL
 SITE
 PLAN

PROJECT NO. 20889-00
 DRAWING NO.

SP02

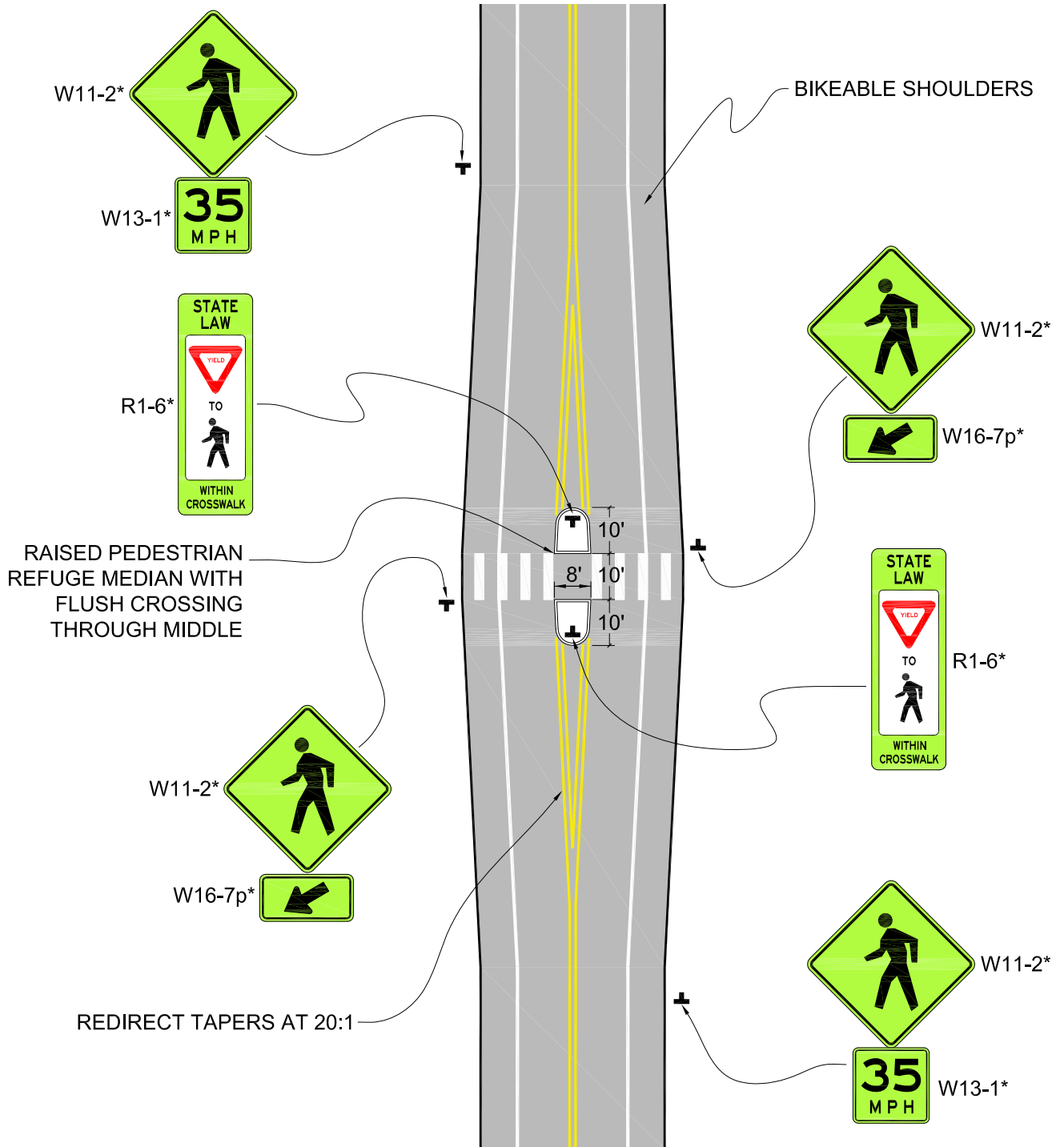
SHEET: 6 OF 16



H:\20889-00\BLWR\Plans\Sheets\20889-00_SP01.dwg, 6/7/2017 12:13:55 PM, skeslie

Boulder County Multimodal Transportation Standards

Standard Drawing 8 - Typical Pedestrian Crossing Treatment (2-Lane Rural Roadway with Speed Limit ≥ 35 mph)



* USE FLUORESCENT YELLOW-GREEN SIGNS

NOTE: STREET LIGHTING AT PEDESRIAN CROSSING RECOMMENDED

From: [Kacirek, Ryan](#)
To: [Sparks, Dana](#)
Subject: Fw: LU-21-0010/SPR21-0064
Date: Saturday, August 28, 2021 11:04:03 AM
Attachments: [image001.jpg](#)

From: Dean Rogers <drogers@brfr.org>
Sent: Friday, August 27, 2021 7:12 PM
To: Kacirek, Ryan <rkacirek@bouldercounty.org>
Subject: [EXTERNAL] LU-21-0010/SPR21-0064

Ryan,

Boulder Rural has the following recommendations regarding the Butte Blacksmith LLC Repair Garage at 6095 Valmont Road.

1. In the supplied information pack, with the information the owner has given, the occupancy status is S-1. If anything deviates from that, it may impact the occupancy status, which in turn will affect the fire suppression requirements.
2. If there will be a change in address number/designation due to the change in driveway access (to 61st, from Valmont), Boulder Rural will be notified.
3. If any gates or barriers are installed, Boulder Rural will need the code.
4. The proposed business is just under the threshold for requiring sprinklers. If the distance between the proposed garage and existing house is less than 50 feet, the aggregate square footage will trigger the need for sprinklers. This is with the owners supplied information. Also, if the facility changes to commercial vehicles, this will change the occupancy status and will require sprinklers.
5. The proposed business will be just under 1000 feet from a hydrant located on Indian Road. Boulder Rural, as the first arriving engine carries 1000 feet of Large Diameter Hose (LDH). This LDH, would be our supply in the event of a fire. Is the owner planning on installing a private hydrant on the property, if this is the case, it would be tremendous help. Even with this, an additional hydrant may be necessary.
6. Amount and storage of all flammable and combustible liquids shall comply with chapter 57 of the IFC.
7. The proposed business shall comply with IFC section 2311.
8. Appropriate labeling and placarding (NFPA 704) will be needed for all flammable/combustible liquids.
9. Appropriate fire lanes and truck access will be needed.
10. There was a concern the bluff would interfere with the radio communications. Upon testing the radios near the site (at the Temple Grandin School) we found no interference in communications.

If I'm missing anything, or if there are any questions, please let me know.

Thanks,

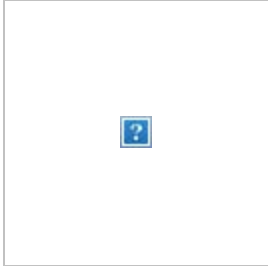
Dean Rogers, Engineer

Boulder Rural Fire Rescue

6230 Lookout Road, Boulder, CO 80301

Office: 303-530-9575 | Cell: 720-498-0019

drogers@brfr.org | www.brfr.org



Sparks, Dana

From: Dean Rogers <drovers@brfr.org>
Sent: Monday, November 15, 2021 6:23 AM
To: Sparks, Dana
Subject: [EXTERNAL] SU-21-0013

Dana,

Boulder Rural recommendations for SU-21-0013, the Butte Blacksmith Repair Garage at 6095 Valmont Road remain the same as they were for LU-21-0010/SPR-21-0064. I sent those initial recommendations to Ryan Kacirek. I have included them below. I expect to meet with the owner of the project to discuss these items, but have not done so yet. If I missed anything, or if there are any questions, please let me know.

Thanks,

1. In the supplied information pack, with the information the owner has given, the occupancy status is S-1. If anything deviates from that, it may impact the occupancy status, which in turn will affect the fire suppression requirements.
2. If there will be a change in address number/designation due to the change in driveway access (to 61st, from Valmont), Boulder Rural will be notified.
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Dean Rogers, Engineer

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drovers@brfr.org | www.brfr.org



BUTTE IRRIGATING AND MILLING COMPANY
2520 55th Street
Boulder, CO 80301

MEMORANDUM

TO: Ryan Kacirek, AICP, Planner II, Boulder County Land Use Department

FROM: Amy Willhite, President, Butte Mill Ditch Company

DATE: 8/25/2021

RE: Docket LU-21-0010/SPR-21-0064, Butte Blacksmith LLC Repair Garage project at 6095 Valmont Road

Thank you for the opportunity to comment on the proposed Butte Blacksmith Repair Garage project at 6095 Valmont Road. I have reviewed the recent proposed site plan and have a couple concerns on behalf of the Butte Mill Ditch Company.

The plan set includes a parking lot over the Butte Mill Ditch. The Butte Mill Ditch runs in a pipeline through the property to be developed. It is an important irrigation ditch providing water to over 35 shareholders downstream of the project location. Potential impacts to the ditch and mitigation were not considered in the proposal.

Currently, the pipeline is situated such that the ditch company has adequate access to complete repairs or maintenance on the line as there is no paving over it. The company would consider paving a parking lot over the ditch pipeline and/ or parking vehicles over it an encroachment of its easements which normally require a 30-50' setback. The ditch company also needs adequate access to the site to make repairs with heavy equipment. Also, at least 1 or 2 of the proposed trees appear to be too close to the pipeline and need to be set back adequately as to not interfere with pipeline in the future.

The ditch company would enter into a crossing or license agreement for anything that would be encroaching on its easement within 30-50 feet. We would seek a crossing fee and reimbursement of all attorney and engineering costs for such agreement. If there is paving over the pipeline, cleanouts are required, and the ditch company is not liable for excavating pavement to repair or replace the pipeline. The company would also like to be assured adequate access to maintain its infrastructure.

We would be happy to discuss an MOU to get our process started and work on a crossing agreement with the owners to protect their and the ditch company's interests.

From: [Charlie Pajares](#)
To: [Kacirek, Ryan](#)
Cc: [Jim Watt](#)
Subject: [EXTERNAL] MHFD Review comments for LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage
Date: Wednesday, August 25, 2021 9:53:06 AM
Attachments: [image011.png](#)
[MHFD-MainLogo-RGB-Color_dc850310-e98b-4e51-9ccb-9e6ba9e6d393.png](#)
[SocialLink Facebook 32x32_dddf4d22-a17b-4b5e-a60e-a0d1c141aee6.png](#)
[SocialLink Instagram 32x32_a5cf709f-423e-42d0-9b21-63116bf8f89c.png](#)
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[SocialLink Twitter 32x32_a6576c8a-bc49-4df2-8e65-1ec629178a82.png](#)
[infiltration.pdf](#)

Mr. Kacirek –

We've completed our review of the referenced project and have no official comments to provide as none of the proposed improvements are maintenance eligible.

We are interested in the proposed detention approach and would like to provide the following courtesy comments:

- Given that the proposed underground detention aims to fully infiltrate runoff, has subsurface exploration been conducted to determine that the underlying soils are appropriate for this infiltration application? I've attached a draft guidance document we're developing should you require some additional information. Please note that this document is in DRAFT version and subject to change.
- The report notes that a new septic system will be constructed near the same area as the underground detention structure. Will there be an interaction between the two systems and is that acceptable?
- If soils are appropriate and the Storm Chambers are constructed, this may be a good site to monitor draw-down in the chambers and long-term function. MHFD can assist the County in doing this should there be interest. We're happy to discuss this further.

Thank you for the opportunity to review this submittal. Please let me or Jim know if you have any immediate questions or concerns.

Charlie A. Pajares, P.E., CFM

Project Engineer

MILE HIGH FLOOD DISTRICT

2480 W. 26th Ave. Suite 156-B | Denver, CO 80211

Office: 303-455-6277 | Direct: 303-253-7972 | www.mhfd.org

Protecting People, Property, and our Environment



Charlie Pajares

Project Engineer

MILE HIGH FLOOD DISTRICT

2480 W. 26th Ave. Suite 156-B | ,

Office: | | www.mhfd.org

Protecting People, Property, and our Environment



Subsurface Exploration

Subsurface exploration provides valuable site characterization for determining the appropriate type of subsurface filtration and infiltration system for a given location. If the location is constrained by shallow bedrock or shallow groundwater, a no infiltration or partial infiltration section or store-and-release SCMs such as extended detention basins may be more suitable than SCMs that rely on infiltration into the subgrade as the primary outlet. Low permeability soils also may present challenges for infiltration-based SCMs; however, when properly designed, partial infiltration-based SCMs with underdrains can still provide significant runoff reduction, even in areas with less permeable soils.

Apply the following guidelines to characterize infiltration capabilities of a site and as an initial step in determining the appropriate type of filtration and infiltration system:

- For initial assessments, drill exploratory borings or excavate exploratory pits to characterize subsurface conditions beneath the subgrade and develop requirements for subgrade preparation. Drill or excavate at least one boring or pit for every 160,000 ft² of site area and at least two borings or pits for sites less than 160,000 ft². The boring or pit should extend to a depth of at least 5 feet into the subgrade below the bottom of the base of the SCM, and borings should extend at least 25 feet below the bottom of the SCM in areas where there is a possibility of encountering potentially expansive soils or bedrock that could affect structures. The borings will identify changes in subsurface conditions spatially and with depth, particularly with respect to physical properties and hydrologic soil groups. Additional borings or pits at various depths may be recommended by the geotechnical engineer in areas where soil types may change, in low-lying areas where subsurface drainage may collect, or where the water table is likely within 8 feet below the planned bottom of the base or top of subgrade of the SCM. Where shallow groundwater is encountered, consider installing temporary monitoring wells in selected borings for monitoring groundwater levels over a one- to two-week period, or longer if significant fluctuations in groundwater level are anticipated.
- Perform laboratory tests on samples obtained from the borings or pits to initially characterize the subgrade and use the information to recommend the possible infiltration section type. For permeable pavements, assess subgrade conditions for supporting traffic loads. Consider the following tests:
 - Moisture content (ASTM D 2216), dry density (ASTM D 2936), Atterberg limits (ASTM D 4318), gradation (ASTM D 6913), and hydrometer analysis (ASTM D 7928) as needed to characterize the hydrologic soil type and engineering index properties of the subgrade soils,
 - Swell-consolidation (ASTM D 4546) for assessing the swell potential of clayey soil or bedrock, and
 - R-value (ASTM D 2844) and/or California bearing ratio (CBR) (ASTM D 1883) for assessing subgrade soils for permeable-pavement traffic loading.

Laboratory hydraulic conductivity tests may also be considered for assessing infiltration rates and hydrologic soil type, although field hydraulic tests generally will provide more accurate results.

A geotechnical engineer should determine the appropriate test method based on the soil type and the intended purpose of the SCM. Field infiltration tests or percolation tests can be considered for initial assessment. However, more definitive testing is necessary for final design of the SCM. Additional guidance follows for initial assessment and final design.

1.1.1 Initial Assessment

For initial assessment, a percolation test method such as that used by the State of Michigan (SEMCOG, 2008) can be performed in open boreholes or pits following exploration to initially assess the range of infiltration rates for the subgrade soils. This is particularly useful for sites where the location of the SCM and the subgrade soil horizon beneath the SCM have not yet been identified and/or exposed by excavation.

Other infiltration testing methods (such as a Turf-Tek infiltrometer or similar device) may be used for preliminary characterization of comparative infiltration rates, or to help determine the most appropriate lower-infiltration area to perform the more definitive ASTM D 3385 or ASTM D 8152 tests discussed below.

1.1.2 Final Design

For final design of the SCM, perform the Modified Philip Dunne infiltrometer test (ASTM D 8152) or double-ring infiltrometer tests (ASTM D 3385). Perform at least one test for every 40,000 ft² and at least two tests for sites less than 40,000 ft². If possible, the tests should be located within the footprint of the planned SCM near the locations of completed borings or pits so the test results can be compared to the subsurface conditions encountered below the subgrade horizon in the borings can be compared. At least one test should be located near the boring or pit showing the most unfavorable subgrade conditions for infiltration. The boring or pit can be that completed as part of the initial assessment, or a boring or pit from supplemental exploration that may be needed for final design. Consult a qualified geotechnical engineer to see if additional exploration is needed.

Selection of the infiltration rate for design should be based on careful assessment of the subgrade conditions, classification of the hydrologic soil groups based on exploration and laboratory testing, and field infiltration testing. Be aware that actual infiltration rates are highly variable dependent on soil type, in-place density, moisture content, and degree of compaction (including over-compaction that can occur during construction), as well as other environmental and construction influences. Actual infiltration rates can differ by an order of magnitude or more from those indicated by infiltration or permeability testing, and a reasonable degree of conservatism is necessary when selecting the design infiltration rate. Because of this and the potential for decay of infiltration rates over the life of a facility, the HSG-based infiltration rates in the *Runoff* Chapter are recommended for design. If site-specific measured infiltration rates differ significantly from the HSG-based rates in the *Runoff* Chapter, the measured rates may be used with a 50% reduction for clogging over time.



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571.3284
donna.l.george@xcelenergy.com

August 27, 2021

Boulder County Community Planning and Permitting
PO Box 471
Boulder, CO 80306

Attn: Samuel Walker

Re: Butte Blacksmith LLC Repair Garage, Case #s SPR-21-0064 and LU-21-0010

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the documentation for **Butte Blacksmith LLC Repair Garage** and has a **conflict**. Please note that the existing electric line as shown abutting the southeast corner of the proposed building must have at least 10-foot minimum radial clearance at all times, per the National Electric Safety Code, including, but not limited to, construction activities and permanent structures.

The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or *modification* to existing facilities including relocation and/or removal via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details.

Additional easements may need to be acquired by separate document for new facilities (i.e. transformers) – be sure to contact the Designer and request that they connect with a Right-of-Way and Permits Agent in this event.

Comment response requested.

Donna George
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com

This docket was originally referred on September 8, 2021 at LU-21-0010/ SPR-21-0064 Butte Blacksmith Repair Garage LLC. The applicant provided comments on the referral responses received from Boulder County Community Planning & Permitting's (CPP) Development Review Team - Access & Engineering, CPP's Natural Resource Planner, Boulder County Public Health, and various agencies at the City of Boulder (provided as one referral response). The referrals from these agencies and the applicant's comments can be found in the following pages.



Community Planning & Permitting

Courthouse Annex • 2045 13th Street • Boulder, Colorado 80302 • Tel: 303-441-3930
Mailing Address: P.O. Box 471 • Boulder, Colorado 80306 • www.BoulderCounty.org

September 8, 2021

TO: Dana Sparks, Staff Planner; Community Planning & Permitting, Development Review Team - Zoning

FROM: Jennifer Severson, Principal Planner; Community Planning & Permitting, Development Review Team – Access & Engineering

SUBJECT: Docket # LU-21-0010/ SPR-21-0064: Butte Blacksmith LLC Repair Garage
6095 Valmont Road

The Development Review Team – Access & Engineering staff has reviewed the above referenced docket and has the following comments:

1. The subject property is accessed from Valmont Road and N. 61st Street, paved Boulder County owned and maintained rights-of-way (ROWs) with Functional Classification of Principal Arterial and Minor Arterial, respectively. Legal access has been demonstrated via adjacency to these public ROWs.
2. There is no evidence of an existing Access Permit for the subject property. An Access Permit will be issued for each of the access points (Valmont Road and N. 61s Street) at the time of Building Permit review. No special application procedure is necessary, the Access Permits will be issued concurrently with the Building Permit.
3. The applicant submitted a Transportation System Impact Study (TSIS) dated 4/17/2017 and a clarification memo dated 11/17/2017 that included traffic analysis and trip generation estimates using the now-outdated 9th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Estimates Manual. The applicant submitted another memo dated 9/7/2021 that provided two sets of trip generation estimates.
 - a. Based on the 10th Edition (current) ITE Manual, the expected Average Daily Trips (ADT) is 276.
 - b. Based on the applicant's observations of existing business conditions on the subject property, the expected ADT is 102.
 - c. Staff rejects the 102 ADT trip estimates that are based on the owner-supplied information. Staff accepts the ITE-generated 276 ADT and concurs with the findings of the analysis that no significant impacts to the surrounding transportation network, including the signalized intersection at Valmont Road and N. 61st Street, are expected from the proposed use.
4. During construction, all materials, machinery, dumpsters, and other items shall be staged on the subject property and all worker vehicles must be parked on site. No staging or parking is allowed along Valmont Road or N. 61st Street.

5. It is anticipated the total area of disturbance will exceed 1 acre in size; therefore, a Boulder County Stormwater Quality Permit (SWQP) is required. The SWQP application shall be submitted with any building or grading permit applications and obtained prior to any work beginning on this project. Please contact tdstormwater@bouldercounty.org to discuss SWQP requirements.
6. The plans show the existing access points to N. 61st Street and Valmont Road will be decommissioned, and new access points will be established on those roads in different locations. The new access locations are approved as proposed. The existing access points must be decommissioned prior to closeout of the building permit. The new accesses must be designed and constructed to comply with the [Boulder County Multimodal Transportation Standards](#) (“the Standards”) for commercial accesses, including without limitation:
 - a. Table 5.5.1 – Parcel Access Design Standards (Plains)
 - b. Standard Drawings 11 -13 – Private Access (Commercial)
 - c. Standard Drawing 14 – Access with Roadside Ditch
 - d. Standard Drawing 15 – Access Profiles Detail
 - e. Standard Drawing 16 – Access Grade & Clearance
 - f. Standard Drawing 18 – Access Turnaround
 - g. Standard Drawing 19 – Typical Turnaround & Pullout Locations

The N. 61st Street access must be between 16 and 26 feet in width (see Std Dwg 14 for commercial access without curb & gutter); the Valmont Road access must be between 20 and 30 feet in width (see Std Dwg 13 for commercial access with curb & gutter).

The existing building to be used as an office is within 150 feet of N. 61st Street; therefore, no emergency turnaround is required.

The proposed car repair building is more than 150 feet from either N. 61st Street or Valmont Road. Due to the length of the proposed car repair building, more than one emergency access turnaround is required to comply with the distance and dimension requirements in the Standards. There appears to be adequate clear space on both sides of the building that can serve as informal turnaround areas. Turnaround areas must remain free at all times for access by emergency vehicles. Plans submitted for permit must identify two emergency turnaround areas for the car repair building that demonstrate compliance with Std Dwgs 18 and 19.

7. The application materials propose the installation of a “no left turn” sign on N. 61st Street to restrict left turns by vehicles traveling north on N. 61st Street. Staff is concerned the sign will not be effective to prevent left turns by northbound traffic on N. 61st Street into the subject property. Therefore, the N. 61st Street access must be designed to restrict access to “right in/ right out” movements with appropriate signage to be posted. The “no left turn” sign must be removed from the plans.
8. At the time of building permit application, a revised parking plan must be submitted that includes the following:
 - a. MMTS Section 5.6.4 – Accessible Parking

- b. ADA parking spaces must be labelled on the parking plan and must be sited to provide convenient access to the office and car repair buildings. A total of three ADA spaces is proposed. Staff finds the number of proposed ADA spaces to be adequate for the proposed uses on the property; however, the allocation of those spaces must be as follows: there must be at least 1 ADA space for use by car repair customers and 2 ADA spaces (1 must be van-accessible) for the office building. The ADA spaces must be located conveniently to the entrance to the building they serve.
- c. MMTS Section 5.6.5 – Bicycle Parking; the number of bicycle parking spaces shall be ten percent of the total number of vehicular parking spaces (does not include the vehicle sales lot); bicycle parking must be provided that can accommodate a minimum of 2 bicycles. The applicant should consult with Alexandra Phillips (aphillips@bouldercounty.org), the county’s Bicycle Planner, on the appropriate location and rack style for this site. Bicycle rack location and style shall be approved prior to building permit issuance.
- d. Because the employee and customer parking will result in more than 14 parking spaces, Electric Vehicle Service Equipment (EVSE) must be provided to comply with Land Use Code [Section 4-516.W.5.c](#).

This concludes our comments at this time.

Applicant's response to Development Review
Team - Access & Engineering's referral response

FROM: Jennifer Severson, Principal Planner; Community Planning & Permitting,
Development Review Team – Access & Engineering

SUBJECT: Docket # LU-21-0010/ SPR-21-0064: Butte Blacksmith LLC Repair Garage
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d. Because the employee and customer parking will result in more than 14 parking spaces, Electric Vehicle Service Equipment (EVSE) must be provided to comply

with Land Use Code Section 4-516.W.5.c.

Comments for the above items;

4. This will be adhered to.

5. A storm-water permit will be obtained.

6. All items will be addressed when applying for a building permit.

7. I will do what is necessary concerning a "NO LEFT TURN" but I don't feel it's necessary to put in a physical barrier. There would be no need for someone to be driving north on 61st Street to get to 6095 Valmont Rd., they would be driving right past the main entrance. No GPS would direct someone to go north on 61st. Many 18 wheeler's turning south from Ready Mix are already driving onto my property to make the turn because the road is narrow there or more likely they are just bad drivers. A barrier in the middle of the road will compound their problem. But like I say, I will do what is necessary.

8. All items will be addressed upon applying for a building permit.



Parks & Open Space

5201 St. Vrain Road • Longmont, CO 80503
 303-678-6200 • POSinfo@bouldercounty.org
 www.BoulderCountyOpenSpace.org

TO: Summer Frederick, Community Planning & Permitting Department
FROM: Ron West, Natural Resource Planner
DATE: September 6, 2021
SUBJECT: Docket LU-21-0010/SPR-21-0064, Butte Blacksmith LLC

Staff has reviewed the submitted materials, and also reviewed two earlier and similar proposals for the parcel; these are documented in POS referral memos dated August 25, 2015, and March 23, 2018.

Site Conditions

The entire parcel has been disturbed, with a long history of intense past uses, as described in the application. Other than a few horticultural trees, turf grass, and common weed species, there is no vegetation.

County Comprehensive Plan Designations

The parcel has the following designations in the Boulder County Comprehensive Plan, and from other resource inventories.

- Adjacent to Potential Public Trail – on railroad grade to the north, alignment as shown in the Comprehensive Plan
- High Biodiversity Area – Boulder Creek, ranked “B3,” of high significance
- View Protection Corridors – associated with Valmont Road and N. 61st Street
- Major Agricultural Ditch – Butte Mill
- Natural Landmark – Valmont Dike, buffer area only

Discussion

There are still some “unanswered” questions from previous POS reviews. One of staff’s earlier concerns was past site contamination from its use as a junkyard. To staff’s knowledge, the Phase II environmental assessment has not been reviewed by the county, and it is not included in the application materials.

The new state well permit also is not included in the application materials; this well has now been completed. In an earlier application, it stated that the new commercial well cannot be used for outdoor uses or “any other purpose outside the business building structure.” What is the water source for the existing residence/office, and how would landscaping be maintained in the future?

Staff is very concerned about the visual impacts of the proposal. The Average Daily Traffic count for this section of Valmont is almost 11,000 vehicles. This is one of the highest volumes for any of the east-west, “commuter” county roads. In other words, this is a view scape that is seen by tens of thousands of travelers every day.

The proposal for essentially a 52-car parking lot would unavoidably be a huge visual impact to Valmont Road. The “edge” of the development would be right on the property boundary; in other words, there would be no “setback.” Thus, a row of 28 cars, four 12-foot overhead light poles, and a chainlink fence would be right on the county ROW boundary, and merely 12 feet from the edge of pavement on Valmont Road. Finally, staff notes that it is common for a car sales lot to have an abundance of “temporary” signs, banners, flags, and balloons announcing price reductions, etc.

Can the main structure be reduced in height? At 26 feet, what is the purpose of the “mezzanine” part of the structure? There is no indication on the floor plan (the narrative states that it is “unfinished”), but staff notes that it has a balcony. Removal of the mezzanine could potentially lessen the height of the building by 11 feet – a significant change. For the record, the *length* of the building is about 146 feet; staff could not find this figure in the application.

Additionally, the southern façade appears to be almost all glazing; it includes six large, “glass and aluminum” overhead bay doors, with two of them over-sized. Even with a privacy fence on the building’s south side, this wall of windows would be an enormous source of light after sunset, all pointing towards Valmont Road. The narrative states that there are “...design elements that break up the mass of the structure.” What are these?

The narrative also states that, “Visual impacts from public roads will be minimized by screening the recycling business with a privacy fence.” This is only partially correct, and the visual impacts from the car sales lot are not addressed at all.

The eastern façade of the new structure, with yet another overhead bay door, would be readily visible from 61st Street, with an unobstructed view across the underground detention basin. The distance from the road to the eastern façade would be about 150 feet.

Based on the above discussion, staff concludes that the proposal would have a significant negative visual impact on public rights-of-way.

The potential public trail – on the railroad alignment adjacent to the subject parcel – would be somewhat impacted by the proposed large building. However, a six-foot privacy fence on the north side should be sufficient mitigation. The area is in a transitional zone from rural landscapes to the east, to more urban landscapes to the west, and the building would not be completely out of character for any future trail.

An earlier project iteration included a possible EPA Class V injection well. Is this still proposed?

The narrative states that the property across Valmont is owned by Martin Marietta; this only partially correct. The closest, small parcel is owned by Boulder County, while much of the

upper slope, directly across from the proposal, is owned by the City of Boulder.

The Butte Mill Ditch should not be significantly impacted given that it has been almost entirely encased through the site. It is staff's opinion that the Valmont Dike Natural Landmark also would not be impacted, even though the new development would be partially within its buffer area.

The High Biodiversity Area would not be significantly impacted, at least no greater than from the past use of the site. The site is on the very southern edge of the area, and only part of the subject parcel is within its designated boundary.

Drawings

Preliminary Site Plan, Sheet 1 of 2 – The privacy fence does not traverse the entire northern boundary; it should.

Eight parking lot lights are shown for the main lot. Although this is a reduction from previous plans, these would still significantly change the nature of the intersection of Valmont and 61st. Further, there is no reasonable way to enforce the statement that these lights would be turned off “after hours.” Also, in wintertime some normal business hours would still be after sunset.

The preliminary grading plan shows grading over three or four existing trees, that are called out to remain.

Recommendations

- The Phase II assessment must be reviewed by the county.
- A Revegetation Plan is required that includes: native grass species to be used, an explanation of how topsoils will be stockpiled and reused, mapped delineation of all disturbance areas (this includes construction staging and soil stockpiling areas, driveway, utility lines, and septic system), and locations of silt fence or erosion control logs down slope of disturbed areas. New horticultural plantings should emphasize xeriscaping principles (Article 7-200-B-8, Land Use Code).
- Grading calculations show 1530 cubic yards of fill. What will be the source of this fill, and would it be free of contaminants and noxious weed seeds?
- There are three new maple and five spruce trees proposed along the privacy fence. Why are they proposed on the north side of the fence? If planted on the south side they would help to break up the large mass of parked cars in the sales lot. Additionally, the number of parking spaces in the sales lot seems excessive; if vegetated islands are incorporated into the lot, this would also help to mitigate the visual impacts from the large mass of cars.
- What BMPs for vehicle fluids and runoff would be incorporated into the site design?

- The existing chainlink fence along Valmont is not shown on drawings; is it to be removed or not? The narrative states that the car sales lot will be fenced, yet there is no fence on the site plan. Staff therefore assumes the chain link fence will remain.
- The overhead power line, internal to the parcel, should be buried, as a condition of approval.

Applicant's response to Natural
Resource Planner referral response

Sparks, Dana

From: Rosi Dennett <rosidennett@gmail.com>
Sent: Tuesday, October 5, 2021 4:56 PM
To: Sparks, Dana
Subject: [EXTERNAL] Fwd: [FWD: Boulder County Open Space response.] #2

Here is Gary's response to Ron West's comments.

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

From: **gary** <gary@superrupair.com>
Date: Mon, Oct 4, 2021 at 1:54 PM
Subject: Boulder County Open Space response.
To: Rosi Dennett <rosidennett@gmail.com>

FROM: Ron West, Natural Resource Planner
DATE: September 6, 2021
SUBJECT: Docket LU-21-0010/SPR-21-0064, Butte Blacksmith LLC
Staff has reviewed the submitted materials, and also reviewed two earlier and similar proposals for the parcel; these are documented in POS referral memos dated August 25, 2015, and March 23, 2018.

Site Conditions

The entire parcel has been disturbed, with a long history of intense past uses, as described in the application. Other than a few horticultural trees, turf grass, and common weed species, there is no vegetation.

County Comprehensive Plan Designations

The parcel has the following designations in the Boulder County Comprehensive Plan, and from other resource inventories.

- Adjacent to Potential Public Trail – on railroad grade to the north, alignment as shown in the Comprehensive Plan
- High Biodiversity Area – Boulder Creek, ranked “B3,” of high significance
- View Protection Corridors – associated with Valmont Road and N. 61st Street
- Major Agricultural Ditch – Butte Mill
- Natural Landmark – Valmont Dike, buffer area only

Discussion

There are still some “unanswered” questions from previous POS reviews. One of staff’s

earlier concerns was past site contamination from its use as a junkyard. To staff's knowledge, the Phase II environmental assessment has not been reviewed by the county, and it is not included in the application materials.

I did a Phase II prior to purchasing the property and it documented that it as clean. This Phase II was provided on past applications. I will get a copy to you. A side note I talked with Doug Christman, who worked for his dad Charles (the prior owner). He told be that if his dad would kick his butt if he ever spilled any fluids on the ground. I'm no different, you have to protect your investment, you can't be trashing it.

The new state well permit also is not included in the application materials; this well has now be completed. In an earlier application, it stated that the new commercial well cannot be used for outdoor uses or "any other purpose outside the business building structure." What is the water source for the existing residence/office, and how would landscaping be maintained in the future?

I will provide the well permit. I thought that it had been included. I will haul water for other uses.

Staff is very concerned about the visual impacts of the proposal. The Average Daily Traffic count for this section of Valmont is almost 11,000 vehicles. This is one of the highest volumes for any of the east-west, "commuter" county roads. In other words, this is a view scape that is seen by tens of thousands of travelers every day.

The new development will be a huge visual improvement from what has been there for 50 years.

The proposal for essentially a 52-car parking lot would unavoidably be a huge visual impact to Valmont Road. The "edge" of the development would be right on the property boundary; in other words, there would be no "setback." Thus, a row of 28 cars, four 12-foot overhead light poles, and a chainlink fence would be right on the county ROW boundary, and merely 12 feet from the edge of pavement on Valmont Road.

The parking of cars along the Valmont chain-link fence has been going on for a very long time. I have a picture taken March 3rd 1979 of the United Presbyterian Church fire. It was taken from Valmont Rd, looking through the fence and it clearly shows wrecked automobiles parked along the fence line.

staff notes that it is common for a car sales lot to have an abundance of “temporary” signs, banners, flags, and balloons announcing price reductions, etc. I have been selling Subarus for 40 years and I don’t use that garbage, I think that stuff is tacky. I have had my car lot on 28th and Glenwood, where the Dodge store is today and 30th and Pearl where the Dodge store use to be, and currently at Broadway and Violet. I have never used those temporary signs.

Can the main structure be reduced in height? At 26 feet, what is the purpose of the “mezzanine” part of the structure? There is no indication on the floor plan (the narrative states that it is “unfinished”), but staff notes that it has a balcony. Removal of the mezzanine could potentially lessen the height of the building by 11 feet – a significant change.

The mezzanine is for indoor storage of used Subaru parts, the balcony is for forklift access of the heavier parts; engines and transmissions.

For the record, the length of the building is about 146 feet; staff could not find this figure in the application.

The floor plans included with the application shows the 144’ x 52’ footprint, 7,488 square feet.

Additionally, the southern façade appears to be almost all glazing; it includes six large, “glass and aluminum” overhead bay doors, with two of them over-sized. Even with a privacy fence on the building’s south side, this wall of windows would be an enormous source of light after sunset, all pointing towards Valmont Road.

Repair shops need to have 14’ tall garage doors so that you aren’t limited to what may need to come inside. Frankly, I think the glass doors are a great look and very expensive compared to conventional doors, similar to fire stations. Garage doors come in 2’ sections (stacked on top of one another), I’m using glass on the 2nd, 3rd, and 4th rows, the glass will be from 2’ to 8’. This greatly increases the lighting in the shop and cuts back on the closed in feeling that one gets working in a repair shop. It’s proven that the windows makes for a much better working environment for the workers.

We have always had the 7:30 AM to 5:30 PM hours with no plans to increase those so “light after sunset” is a non issue.

The narrative states that there are “...design elements that break up the mass of the structure.” What are these?

Design elements will be determined based on what gets built and left up to the final architect. This can include a wide range of materials. I am wanting to build a beautiful building, nicer than what’s in the area. I am open to taking suggestions from the community regarding this.

The narrative also states that, "Visual impacts from public roads will be minimized by screening the recycling business with a privacy fence." This is only partially correct, and the visual impacts from the car sales lot are not addressed at all.

The cars that will be seen from Valmont are nice cars (\$10,000 - \$30,000), I don't sell clunkers. The cars that D-C Auto Sales use to sell there were cheap junkers. This lot will be far more appealing than it has in decades once I complete it.

The eastern façade of the new structure, with yet another overhead bay door, would be readily visible from 61st Street, with an unobstructed view across the underground detention basin. The distance from the road to the eastern façade would be about 150 feet. Based on the above discussion, staff concludes that the proposal would have a significant negative visual impact on public rights-of-way.

There will be a privacy fence on the east side to help obstruct the view. Once the property is developed it will be kept up and looking nice. It will have a much nicer visual impact than it has in decades. Has staff looked at Ready Mix across the street lately?

The potential public trail – on the railroad alignment adjacent to the subject parcel – would be somewhat impacted by the proposed large building. However, a six-foot privacy fence on the north side should be sufficient mitigation. The area is in a transitional zone from rural landscapes to the east, to more urban landscapes to the west, and the building would not be completely out of character for any future trail.

An earlier project iteration included a possible EPA Class V injection well. Is this still proposed

I have no idea where the EPA Class V injection well came from but "No" is the answer.

The narrative states that the property across Valmont is owned by Martin Marietta; this only partially correct. The closest, small parcel is owned by Boulder County, while much of the upper slope, directly across from the proposal, is owned by the City of Boulder. I hear this over and over, what am I missing? When I look at Boulder County's zoning map it appears to me that Martin Marietta's 17.5 acre property runs along the south side of Valmont Rd. to well east of 61st Street, except for a .16 acre parcel owned by Boulder County.

The Butte Mill Ditch should not be significantly impacted given that it has been almost entirely encased through the site. It is staff's opinion that the Valmont Dike Natural Landmark also would not be impacted, even though the new development would be partially within its buffer area.

The High Biodiversity Area would not be significantly impacted, at least no greater than from the past use of the site. The site is on the very southern edge of the area, and only part of the subject parcel is within its designated boundary.

Drawings

Preliminary Site Plan, Sheet 1 of 2 – The privacy fence does not traverse the entire northern boundary; it should.

From my understanding the privacy fence is a requirement to hide my junk and wrecked vehicles, which is what I intend it to do. In 2020 I had 274' of new privacy fence installed along the northern boundary, I will be connecting it to the eastern privacy fence.

Eight parking lot lights are shown for the main lot. Although this is a reduction from previous plans, these would still significantly change the nature of the intersection of Valmont and 61st . Further, there is no reasonable way to enforce the statement that these lights would be turned off "after hours." Also, in wintertime some normal business hours would still be after sunset.

The Valmont and 61st Street intersection is well lit with street lights and an ever changing traffic lights. I see no significant changes in the nature of the intersection. Our hours are 10 am – 6 pm, off hours we turn off the lights to conserve electricity.

The preliminary grading plan shows grading over three or four existing trees, that are called out to remain.

Recommendations

- The Phase II assessment must be reviewed by the county.
- A Revegetation Plan is required that includes: native grass species to be used, an explanation of how topsoils will be stockpiled and reused, mapped delineation of all disturbance areas (this includes construction staging and soil stockpiling areas, driveway, utility lines, and septic system), and locations of silt fence or erosion control logs down slope of disturbed areas. New horticultural plantings should emphasize xeriscaping principles (Article 7-200-B-8, Land Use Code).

The above will be done.

- Grading calculations show 1530 cubic yards of fill. What will be the source of this fill, and would it be free of contaminants and noxious weed seeds?

This calculation includes both remove and fill, removal and fill is for the detention system, the fill is ¾" washed rock for fill.

- There are three new maple and five spruce trees proposed along the privacy fence.

Why are they proposed on the north side of the fence? If planted on the south side

they would help to break up the large mass of parked cars in the sales lot.

The trees will be on the north side of the privacy fence.

Additionally, the number of parking spaces in the sales lot seems excessive; if vegetated islands are incorporated into the lot, this would also help to mitigate the

visual impacts from the large mass of cars.

- What BMPs for vehicle fluids and runoff would be incorporated into the site design?

We have BMP's for our existing location and would be happy to share those with you. I don't have access to them from this work station.

- The existing chain link fence along Valmont is not shown on drawings; is it to be removed or not? The narrative states that the car sales lot will be fenced, yet there is no fence on the site plan. Staff therefore assumes the chain link fence will remain.

Good catch, the existing fence didn't make it to the new site plan. Yes, it will remain.

- The overhead power line, internal to the parcel, should be buried, as a condition of approval.

They will be buried.

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Rosi Dennett. AICP
FRONT RANGE LAND SOLUTIONS
210 Lincoln St
Longmont, CO 80501
303-682-9729

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Rosi Dennett. AICP
FRONT RANGE LAND SOLUTIONS
210 Lincoln St

Longmont, CO 80501
303-682-9729



Public Health

Environmental Health Division

August 19, 2021

TO: Staff Planner, Land Use Department

FROM: Jessica Epstein, Environmental Health Specialist

SUBJECT: LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage project

OWNER: BUTTE BLACKSMITH LLC

PROPERTY ADDRESS: 6095 Valmont Road

SEC-TOWN-RANGE: 22 -1N -70

The Boulder County Public Health (BCPH) – Environmental Health division has reviewed the submittals for the above referenced docket and has the following comments.

Commercial OWTS Application Needed:

1. An onsite wastewater treatment system (OWTS) permit has not been issued by BCPH for this property. The owner or their agent (e.g., contractor) must apply for a Commercial OWTS permit, and the OWTS permit must be issued prior to installation and before a building permit can be obtained. The OWTS components must be installed, inspected and approved before a Certificate of Occupancy or Final Building Inspection approval will be issued by Land Use.
2. Boulder County Public Health must conduct an onsite investigation and review soil conditions and any design plans and specifications prior to OWTS permit issuance. The OWTS absorption field must be located a minimum distance of 100' from all wells, 25' from waterlines, 50' from waterways and 10' from property lines.
3. Floor drains are not recommended and they cannot be connected to an OWTS that utilizes an absorption field. They can only drain to a vault, which must be permitted separately from the rest of the OWTS. Before a floor drain will be approved for installation in any building (e.g., the proposed garage), an OWTS vault permit from BCPH will be required. If there is use of automotive fluids inside the garage or any possibility of oil and grease entering the drain, an oil/grease interceptor should be provided and be designed by a Registered Professional Engineer (RPE).
4. Any OWTS that serves a commercial facility is regulated by the EPA as a Class V injection well. The owner should contact Valois Robinson, of the EPA, at 303-312-6276, for an application and more information. The owner may contact the Colorado Department of Public Health and Environment (CDPHE) at 303-692-3500 to determine the requirements.
5. Setbacks between all buildings and the OWTS serving this property and OWTS serving neighboring properties, must be in accordance with the Boulder County OWTS Regulations, Table 7-1.

Stormwater Quality

1. Please be advised that the type of business described in the Development Report, dated June 4, 2021, likely requires coverage under a Colorado Discharge Permit System (CDPS) general

permit for *Stormwater Discharges Associated with Industrial Activities* (state industrial stormwater discharge permit). Automobile Recyclers are specifically required to have coverage under a state industrial stormwater discharge permit. This includes establishments engaged in the wholesale or retail distribution of used motor vehicle parts (Standard Industrial Classification Code 5015), including establishments dismantling motor vehicles for the purpose of selling parts. Therefore, the following conditions must be met under Section 7 of the Boulder County Public Health Department's Illicit Stormwater Discharge Ordinance (No. 2012-4).

- a. Prior to operating the facility, the applicant must provide documentation that the facility is covered under a Colorado Discharge Permit System (CDPS) state industrial stormwater discharge permit). This documentation should consist of a letter from the Water Quality Control Division of the Colorado Department of Public Health and Environment (CDPHE) that assigns a certification number to the facility, or that explains that permit coverage is not required by CDPHE.

The CDPHE Water Quality Control Division provides information on state stormwater permits and can be contacted at 303-692-3517, with information also available at <https://cdphe.colorado.gov/wq-commerce-and-industry-permitting>.

- b. Prior to operating the facility, please provide an electronic copy of the Stormwater Management Plan (SWMP) prepared in association with the state industrial stormwater discharge permit. Please submit the SWMP electronic copy to scoulson@bouldercounty.org or 3450 Broadway, Boulder, CO 80301, Attn: Scott Coulson, Environmental Health.
2. One of BCPH's main concerns is that pollutant-generating activities and sources (e.g., automobile dismantling and repair) be conducted indoors to prevent stormwater from contacting work areas. Vehicle washing cannot be done outdoors or create an illegal discharge. The Development Report, dated June 4, 2021, Page 4 refers to the "outdoor storage of parts and vehicles to be recycled." Sufficient building space will be needed to ensure that all maintenance activities and parts storage is indoors and under cover. If stored outdoors, vehicles to be recycled must have routine pollution prevention practices for automotive related industries. Example measures include: (a) storing vehicles raised off the ground with the tires intact (to avoid metal corrosion), (b) storing vehicles with the hood down (to prevent residues and dismantled parts from contacting rain and snowmelt), (c) preventive maintenance to avoid automotive fluid leaks, and (d) draining automotive fluids prior to outdoor storage when leaks cannot be prevented. These types of routine pollution prevention practices will need to be incorporated into the Stormwater Management Plan (SWMP).

This concludes comments from the Public Health - Environmental Health division at this time. For additional information on the OWTS application process and regulations, refer to the following website: www.SepticSmart.org. If you have additional questions about OWTS, please do not hesitate to contact Jessica Epstein at (303) 441-1138.

Cc: OWTS file, owner, Land Use Department

Applicant's response to Boulder County
Public Health referral response**Sparks, Dana**

From: Rosi Dennett <rosidennett@gmail.com>
Sent: Tuesday, October 5, 2021 4:58 PM
To: Sparks, Dana
Subject: [EXTERNAL] Fwd: Response to Boulder County Health

Gary's response to the Health Dept. comments.

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

From: **gary** <gary@superrupair.com>
 Date: Mon, Oct 4, 2021 at 2:24 PM
 Subject: Response to Boulder County Health
 To: Rosi Dennett <rosidennett@gmail.com>

The Boulder County Public Health (BCPH) – Environmental Health division has reviewed the submittals for the above referenced docket and has the following comments. Commercial OWTS Application Needed: 1. An onsite wastewater treatment system (OWTS) permit has not been issued by BCPH for this property. The owner or their agent (e.g., contractor) must apply for a Commercial OWTS permit, and the OWTS permit must be issued prior to installation and before a building permit can be obtained.

This will be done.

The OWTS components must be installed, inspected and approved before a Certificate of Occupancy or Final Building Inspection approval will be issued by Land Use. 2. Boulder County Public Health must conduct an onsite investigation and review soil conditions and any design plans and specifications prior to OWTS permit issuance. The OWTS absorption field must be located a minimum distance of 100' from all wells, 25' from waterlines, 50' from waterways and 10' from property lines.

This will be done.

3. Floor drains are not recommended and they cannot be connected to an OWTS that utilizes an absorption field. They can only drain to a vault, which must be permitted separately from the rest of the OWTS. Before a floor drain will be approved for installation in any building (e.g., the proposed garage), an OWTS vault permit from BCPH will be required. If there is use of automotive fluids inside the garage or any possibility of oil and grease entering the drain, an oil/grease interceptor should be provided and be designed by a Registered Professional Engineer (RPE).

No floor drains are planned.

4. Any OWTS that serves a commercial facility is regulated by the EPA as a Class V injection well. The owner should contact Valois Robinson, of the EPA, at 303-312-6276, for an application and more information. The owner may contact the Colorado Department of Public Health and Environment (CDPHE) at 303-692-3500 to determine the requirements.

No injection wells are planned

5. Setbacks between all buildings and the OWTS serving this property and OWTS serving neighboring properties, must be in accordance with the Boulder County OWTS Regulations, Table 7-1. Stormwater Quality 1. Please be advised that the type of business described in the Development Report, dated June 4, 2021, likely requires coverage under a Colorado Discharge Permit System (CDPS) general permit for Stormwater Discharges Associated with Industrial Activities (state industrial stormwater discharge permit). Automobile Recyclers are specifically required to have coverage under a state industrial stormwater discharge permit. This includes establishments engaged in the wholesale or retail distribution of used motor vehicle parts (Standard Industrial Classification Code 5015), including establishments

dismantling motor vehicles for the purpose of selling parts. Therefore, the following conditions must be met under Section 7 of the Boulder County Public Health Department's Illicit Stormwater Discharge Ordinance (No. 2012-4). a. Prior to operating the facility, the applicant must provide documentation that the facility is covered under a Colorado Discharge Permit System (CDPS) state industrial stormwater discharge permit). This documentation should consist of a letter from the Water Quality Control Division of the Colorado Department of Public Health and Environment (CDPHE) that assigns a certification number to the facility, or that explains that permit coverage is not required by CDPHE. The CDPHE Water Quality Control Division provides information on state stormwater permits and can be contacted at 303-692-3517, with information also available at <https://cdphe.colorado.gov/wq-commerce-and-industry-permitting>. b. Prior to operating the facility, please provide an electronic copy of the Stormwater Management Plan (SWMP) prepared in association with the state industrial stormwater discharge permit. Please submit the SWMP electronic copy to scoulson@bouldercounty.org or 3450 Broadway, Boulder, CO 80301, Attn: Scott Coulson, Environmental Health. 2. One of BCPH's main concerns is that pollutant-generating activities and sources (e.g., automobile dismantling and repair) be conducted indoors to prevent stormwater from contacting work areas. Vehicle washing cannot be done outdoors or create an illegal discharge.

The above will be done. Our Stormwater discharge permit number is COR901273

The Development Report, dated June 4, 2021, Page 4 refers to the "outdoor storage of parts and vehicles to be recycled." Sufficient building space will be needed to ensure that all maintenance activities and parts storage is indoors and under cover.

I'm currently working on making the building large enough to store the parts inside. Please tell zoning that I need a larger building ;)

If stored outdoors, vehicles to be recycled must have routine pollution prevention practices for automotive related industries. Example measures include: (a) storing vehicles raised off the ground with the tires intact (to avoid metal corrosion), (b) storing vehicles with the hood down (to prevent residues and dismantled parts from contacting rain and snowmelt), (c) preventive maintenance to avoid automotive fluid leaks, and (d) draining automotive fluids prior to outdoor storage when leaks cannot be prevented. These types of routine pollution prevention practices will need to be incorporated into the Stormwater Management Plan (SWMP).

The above will be done.

This concludes comments from the Public Health - Environmental Health division at this time. For additional information on the OWTS application process and regulations, refer to the following website: www.SepticSmart.org. If you have additional questions about OWTS, please do not hesitate to contact Jessica Epstein at (303) 441-1138

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Rosi Dennett. AICP
FRONT RANGE LAND SOLUTIONS
210 Lincoln St
Longmont, CO 80501
303-682-9729



Community Planning & Permitting

Courthouse Annex • 2045 13th Street • Boulder, Colorado 80302 • Tel: 303.441.3930

Mailing Address: P.O. Box 471 • Boulder, Colorado 80306 • www.bouldercounty.org

MEMO TO: Agencies and Adjacent Property Owners
FROM: Ryan Kacirek, AICP, Planner II
DATE: August 12, 2021
RE: Docket LU-21-0010/SPR-21-0064

Docket LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage

Request: Limited Impact Special Review to allow for 2,390-cubic-yards of non-foundational grading and Site Plan Review (SPR-21-0064) for the deconstruction of a 2,786-square-foot repair garage, 530-square-foot mobile home, 64-square-foot shed, and 40-square-foot shed and for the construction of a 9,334-square-foot repair garage and conversion of the existing 904-square-foot residence to an office use associated with the repair garage on a 1.76-acre parcel.

Location: 6095 Valmont Road, located adjacent to and at the intersection of Valmont Road and N 61st Street in Section 22, Township 1N, Range 70W.

Zoning: General Industrial (GI)

Applicants: Gary and Debbie Chambers

Property Owner: Butte Blacksmith LLC

Limited Impact Special Review is required of proposed uses that may have greater impacts on services, neighborhoods, or the environment than those allowed by right under the Boulder County Land Use Code. This process will review conformance of the proposed use with the Boulder County Comprehensive Plan and the Land Use Code.

Site Plan Review by the Boulder County Land Use Director is required for new building/grading/access or floodplain development permits in the plain and mountainous areas of unincorporated Boulder County. The Review considers potential significant impact to the ecosystem, surrounding land uses and infrastructure, and safety concerns due to natural hazards.

This process includes a public hearing before the Board of County Commissioners. Adjacent property owners and holders of liens, mortgages, easements or other rights in the subject property are notified of this hearing. The Community Planning & Permitting staff and County Commissioners value comments from individuals and referral agencies. Please check the appropriate response below or send a letter to the Community Planning & Permitting Department at P.O. Box 471, Boulder, Colorado 80306 or via email to planner@bouldercounty.org. All comments will be made part of the public record and given to the applicant. Only a portion of the submitted documents may have been enclosed; you are welcome to call the Community Planning & Permitting Department at 303-441-3930 or email planner@bouldercounty.org to request more information. If you have any questions regarding this application, please contact me at 303-441-3930 or rkacirek@bouldercounty.org.

Please return responses by **August 27, 2021**.

(Please note that due to circumstances surrounding COVID-19, application timelines and deadlines may need to be modified as explained in the CPP Notice of Emergency Actions issued March 23, 2020 (see <https://boco.org/covid-19-cpp-notice-20200323>).

_____ We have reviewed the proposal and have no conflicts.

Matt Jones County Commissioner **Claire Levy** County Commissioner **Marta Loachamin** County Commissioner

X Letter is enclosed.

Signed Matt Ashley PRINTED Name Matt Ashley, Property Agent
Agency or Address City of Boulder Open Space and Mountain Parks



City of Boulder Open Space & Mountain Parks

2520 55th St. | Boulder, CO 80301; 303-441-3440

<http://www.osmp.org>

MEMORANDUM

To: Ryan Kacirek, AICP, Planner II, Boulder County Community Planning and Permitting

From: Matt Ashley, Property Agent, City of Boulder Open Space and Mountain Parks
Phil Kleisler, Senior Planner, City of Boulder Planning, Housing and Sustainability
Lindsay Merz, Engineering Project Manager, City of Boulder Public Works-
Transportation and Mobility

Date: August 27, 2021

Re: LU-21-0010/SPR-21-0064
Butte Blacksmith LLC Repair Garage Limited Impact Special Review and Site Plan
Review

Thank you for the opportunity to review the application referenced above. Please consider the following comments regarding this development application:

Boulder Valley Comprehensive Plan related comments:

The Butte Blacksmith property at 6095 Valmont Road is located within the Planning Area for the Boulder Valley Comprehensive Plan (BVCP), a jointly adopted plan by the City of Boulder and Boulder County. The property lies outside the Boulder city limits and is designated “Open Space – Other” on the Land Use Map. The “Open Space – Other” designation indicates public and private land designated prior to 1981 that the city and county would like to preserve through various preservation methods, including but not limited to intergovernmental agreements, dedications, or acquisitions.

This property is also located within Area III – Rural Preservation of the BVCP, which is “where the city and county intend to preserve existing rural land uses and character” (BVCP Policy 1.12). Based on the materials received, the city considers the request to be inconsistent with the BVCP policies. Specifically, the city finds that the application request to construct a 14,884 square foot building and establish multiple principal uses is inconsistent with the BVCP Land Use Map, Policies 1.15 - Over-Intensive Rural Development and 2.07 – Delineation of Rural Lands. The city considers that the expansion of currently permitted uses would be considered over-intensive rural development.

A primary purpose of the Boulder Valley Comprehensive Plan is to maintain and focus urban land uses and development into urban areas. The location of the vehicle sales/service site is far

removed from the urban area of the city where such uses are currently provided and adding such uses outside of the city in an area defined to remain rural in use is inconsistent with the purpose, policies and goals of the BVCP.

While inconsistency with the BVCP as described above is the city's paramount concern; there are other items that city staff would like to highlight with relevance to the subject property and proposed development.

Open Space related comments:

The property's southern boundary is south of and across Valmont Road from City of Boulder Open Space and Mountain Parks (OSMP) land. Should any development of the property advance under this application, we recommend that:

- The Butte Mill Ditch, which serves nearby OSMP properties and other OSMP lands in the ditch's service area, bisects the property and cannot be interrupted or interfered with. Vehicle fluids and drainage off the subject property should not result in run-off being directed into the ditch. No activities will be allowed which block the flow of water in irrigation ditches or that would weaken the ditch banks. No buildings, fences, trails, trees, or other objects that may block access to or along the ditch may be constructed, placed, or planted without prior approval of the ditch company. The applicant and County staff should consult with the ditch company as a referral agency (contact Amy Willhite, President, at (720) 591-5037) or willhitea@bouldercolorado.gov regarding construction activities or land use within or near their easement and any anticipated crossing agreements.
- Use of native plant materials for revegetation and landscaping should be recommended. Non-native plant materials should not be planted, particularly Mediterranean sage, myrtle spurge, purple loosestrife, Russian olive, or any other State of Colorado listed noxious weed species. Development of a plan for replacing the green ash trees on the property should be recommended due to the likelihood that the Emerald Ash Borer will kill green ash trees in this area over the next decade.
- The grading and landscape plans should include a section on weed management.

Transportation Comments:

The City is currently coordinating with Boulder County and the Regional Transportation District (RTD) to construct a multi-use path in the RTD ROW located on the north property line of the subject property. The path is currently planned to be located on the north side of the existing railroad tracks. (See attached plan sheet.)

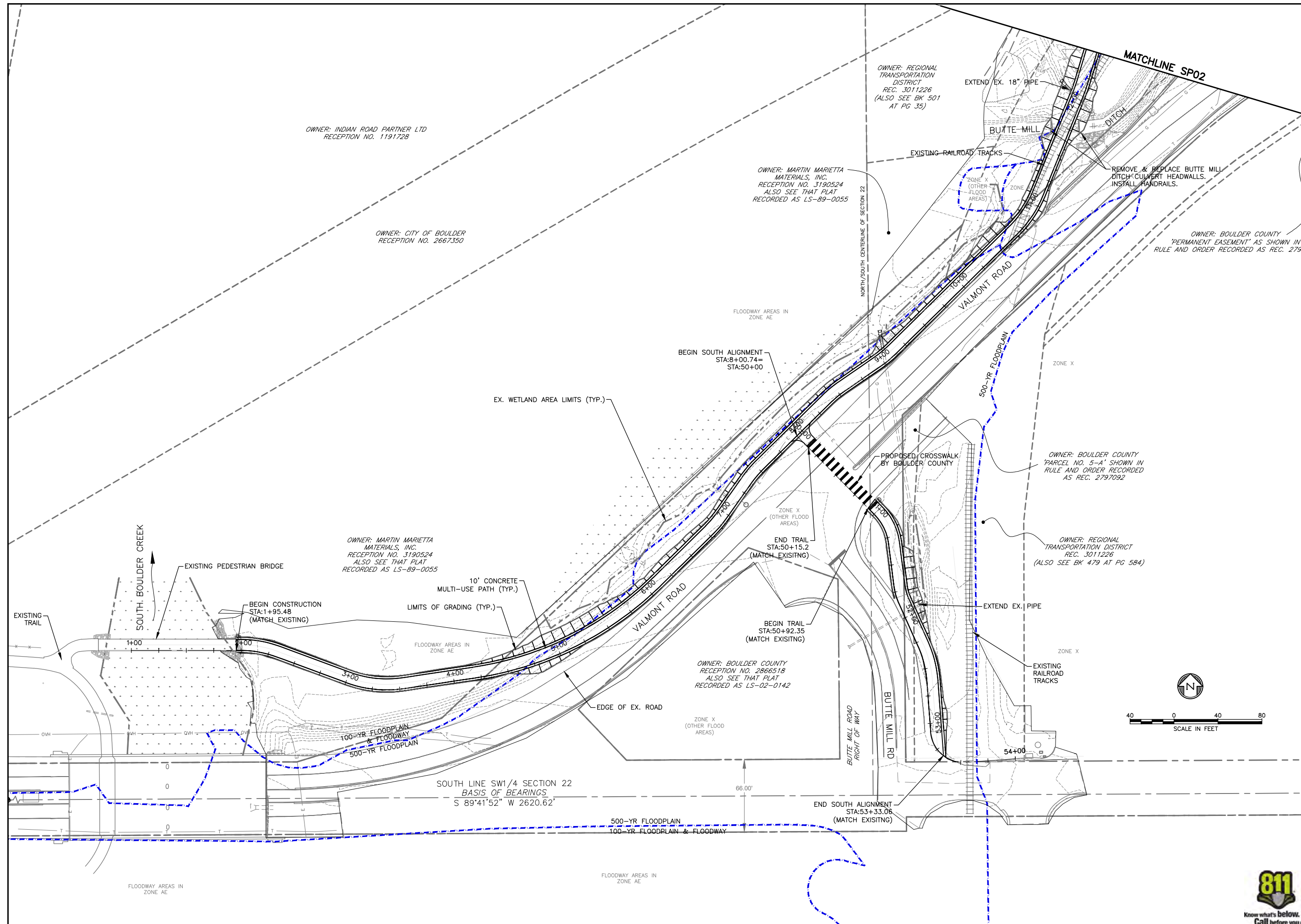
The proposed access for the multi-use path from 61st St. is proposed to be located on the northeast corner of the subject property. The multi-use path will have a crossing of 61st St. somewhere within the RTD ROW located in this general location. This crossing of 61st St. will likely require a median island in 61st St. at the crossing location. The proposed path crossing of 61st St. will connect the planned City of Boulder multi-use path (west of 61st St.) to the proposed Rail to Trail path proposed by Boulder County (the east of 61st St.). Matt Wempe of Boulder County Transportation is managing the Rail to Trail project.

The application materials indicate that existing/proposed drainage uses/will use the swale on the west side of 61st St. Currently there is not a drainage swale on the west side of 61st St. which is

a major impact to the proposed multi-use path project. There is a swale on the east side of 61st St. and so a culvert under 61st St. may be needed. It appears that the applicant is proposing draining the subject property to the northeast and into the RTD ROW. Under current conditions water will pond in this location as there is no drainage swale on the west side of 61st St. This would impact the joint City of Boulder/Boulder County multi-use path project.

- It is recommended that Boulder County Land Use staff consider the adverse effect of the proposed site drainage on the joint City of Boulder/Boulder County multi-use path projects in this area and that this and any other effects to these paths, and especially the paths' crossing of N. 61st St. be mitigated.

Please feel free to contact me if you have any questions or comments about this response.



PREPARED BY:
DBC
 Drexel, Barrell & Co.
 Traditional Services, Innovative Solutions
 Since 1988

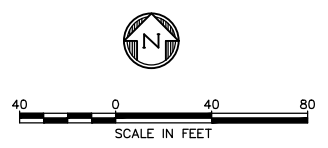
DREXEL, BARRELL & CO.
 Engineers • Surveyors
 1800 38TH STREET
 BOULDER, COLORADO 80301
 CONTACT: STEVE LESLIE, P.E.
 (303) 442-4338
 BOULDER
 COLORADO SPRINGS
 GREELEY

OWNER:

 CITY OF BOULDER
 TRANSPORTATION DIVISION
 P.O. BOX 791
 BOULDER, CO 80306
 CONTACT:
 LINDSAY MERZ
 (303) 441-1983

CONSTRUCTION PLANS FOR:
VALMONT MULTI-USE PATH
 SOUTH BOULDER CREEK TO
 61ST STREET
 CITY OF BOULDER, COLORADO

ISSUE	DATE
30% SUBMITTAL	02/24/16
RTD REV.	06/02/17
DESIGNED BY:	SDL
DRAWN BY:	JWL
CHECKED BY:	SDL
FILE NAME:	20889-00_SP01



DRAWING SCALE:
 HORIZONTAL: SEE PLAN
 VERTICAL: N/A

OVERALL
 SITE
 PLAN

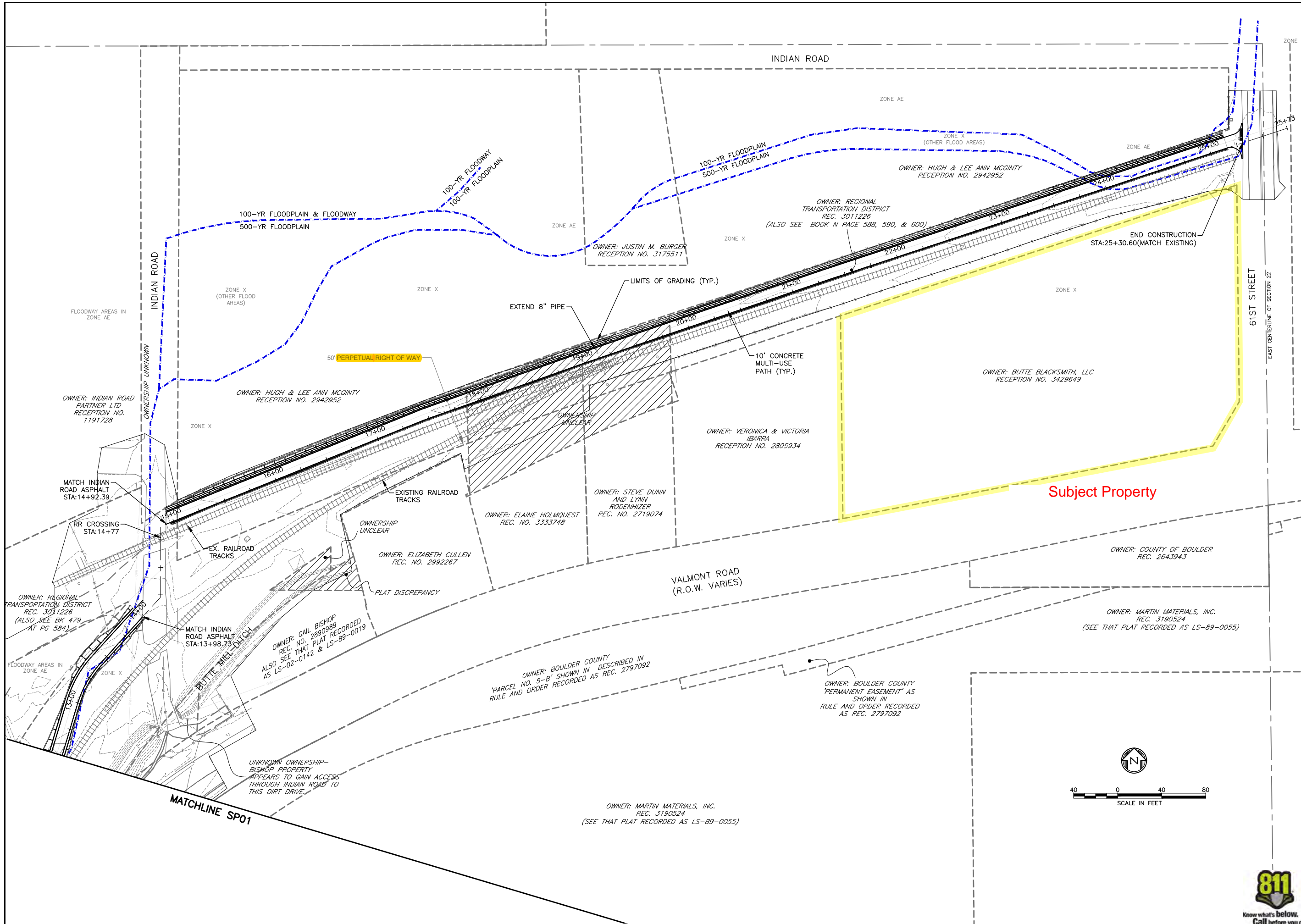
PROJECT NO. 20889-00
 DRAWING NO.

SP01

SHEET: 5 OF 16



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PREPARED BY:
DBC
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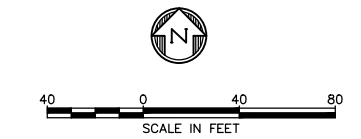
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DESIGNED BY:	SDL
DRAWN BY:	JWL
CHECKED BY:	SDL
FILE NAME:	20889-00_SP01

DRAWING SCALE:
 HORIZONTAL: SEE PLAN
 VERTICAL: N/A

OVERALL
 SITE
 PLAN

PROJECT NO. 20889-00
 DRAWING NO.
SP02
 SHEET: 6 OF 16



H:\20889-00\BLWR\Plans\Sheets\20889-00_SP01.dwg, 6/7/2017 12:13:55 PM, skeslie

Applicant's response to City of Boulder referral response

From: [Rosi Dennett](#)
To: [Sparks, Dana](#)
Subject: [EXTERNAL] Fwd: City Open Space
Date: Tuesday, October 5, 2021 4:57:25 PM

This is Gary's response to City Open Space comments.

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

From: gary <gary@superrupair.com>
Date: Tue, Oct 5, 2021 at 1:06 PM
Subject: City Open Space
To: Rosi Dennett <rosidennett@gmail.com>

City of Boulder Open Space 10.4.21

Boulder Valley Comprehensive Plan related comments:

The Butte Blacksmith property at 6095 Valmont Road is located within the Planning Area for the

Boulder Valley Comprehensive Plan (BVCP), a jointly adopted plan by the City of Boulder and

Boulder County. The property lies outside the Boulder city limits and is designated "Open Space

– Other" on the Land Use Map. The "Open Space – Other" designation indicates public and

private land designated prior to 1981 that the city and county would like to preserve through

various preservation methods, including but not limited to intergovernmental agreements, dedications, or acquisitions.

This property is also located within Area III – Rural Preservation of the BVCP, which is "where

the city and county intend to preserve existing rural land uses and character" (BVCP Policy

1.12).

To preserve the existing uses that were in place prior to 1981 would be to allow recycling, repair, and car sales.

Based on the materials received, the city considers the request to be inconsistent with the BVCP policies.

Because of the prior uses, prior to 1981, I don't feel this would be inconsistent with the BVCP policies.

Specifically, the city finds that the application request to construct a 14,884 square foot building

The new proposed building is 7,488 square feet (144'x 52')

and establish multiple principal uses is inconsistent with the BVCP Land

Prior to 1981 the multiple principal uses were already well established at

this location.

Use Map, Policies 1.15 - Over-Intensive Rural Development and 2.07 - Delineation of Rural Lands. The city considers that the expansion of currently permitted uses would be considered over-intensive rural development.

There will be no expansion of currently permitted uses.

A primary purpose of the Boulder Valley Comprehensive Plan is to maintain and focus urban land uses and development into urban areas. The location of the vehicle sales/service site is far removed from the urban area of the city where such uses are currently provided

Western Disposal's Trash and Recycle Center is located 2 blocks away. Green Eyed Motors was just up the road from us, located at the northwest corner of 55th and Valmont and they claimed to be selling up to 100 cars a month, over 5 times what we sell or intend to sell.

Adding such uses outside of the city in an area defined to remain rural in use is inconsistent with the purpose, policies and goals of the BVCP.

No new uses will be added at this location.

While inconsistency with the BVCP as described above is the city's paramount concern; there are other items that city staff would like to highlight with relevance to the subject property and proposed development.

Open Space related comments:

The property's southern boundary is south (North) of and across Valmont Road from City of Boulder Open Space and Mountain Parks (OSMP) land.

What am I missing? When looking at Boulder County's zoning map, my understanding is that Martin Marietta owns the 17.5 acres of land to the south side of Valmont except for a small .16 acre parcel owned by Boulder County.

Should any development of the property advance under this application, we recommend that:

- The Butte Mill Ditch, which serves nearby OSMP properties and other OSMP lands in the ditch's service area, bisects the property and cannot be interrupted or interfered with.

Vehicle fluids and drainage off the subject property should not result in run-off being

directed into the ditch. No activities will be allowed which block the flow of

water in irrigation ditches or that would weaken the ditch banks. No buildings, fences, trails, trees, or other objects that may block access to or along the ditch may be constructed, placed, or planted without prior approval of the ditch company. **This was taken care of in 2013 by encasing the ditch in a concrete culvert which Butte Mill Ditch endorsed.**

The applicant and County staff should consult with the ditch company as a referral agency (contact Amy Willhite, President, at (720) 591-5037) or willhitea@bouldercolorado.gov regarding construction activities or land use within or near their easement and any anticipated crossing agreements. **This will be done prior to applying for a building permit.**

- Use of native plant materials for revegetation and landscaping should be recommended. Non-native plant materials should not be planted, particularly Mediterranean sage, myrtle spurge, purple loosestrife, Russian olive, or any other State of Colorado listed noxious weed species. Development of a plan for replacing the green ash trees on the property should be recommended due to the likelihood that the Emerald Ash Borer will kill green ash trees in this area over the next decade. **This will be done prior to applying for a building permit.**

The grading and landscape plans should include a section on weed management. **This will be done prior to applying for a building permit.**

Transportation Comments:

The City is currently coordinating with Boulder County and the Regional Transportation District (RTD) to construct a multi-use path in the RTD ROW located on the north property line of the subject property. The path is currently planned to be located on the north side of the existing railroad tracks. (See attached plan sheet.) The proposed access for the multi-use path from 61st St. is proposed to be located on the northeast corner of the subject property. The multi-use path will have a crossing of 61st St.

somewhere within the RTD ROW located in this general location. This crossing of 61st St. will likely require a median island in 61st St. at the crossing location. The proposed path crossing of 61st St. will connect the planned City of Boulder multi-use path (west of 61st St.) to the proposed Rail to Trail path proposed by Boulder County (the east of 61st St.). Matt Wempe of Boulder County Transportation is managing the Rail to Trail project. The application materials indicate that existing/proposed drainage uses/will use the swale on the west side of 61st St. Currently there is not a drainage swale on the west side of 61st St. which is a major impact to the proposed multi-use path project. There is a swale on the east side of 61st St. and so a culvert under 61st St. may be needed. It appears that the applicant is proposing draining the subject property to the northeast and into the RTD ROW. Under current conditions water will pond in this location as there is no drainage swale on the west side of 61st St. This would impact the joint City of Boulder/Boulder County multi-use path project.

- It is recommended that Boulder County Land Use staff consider the adverse effect of the proposed site drainage on the joint City of Boulder/Boulder County multi-use path projects in this area and that this and any other effects to these paths, and especially the paths' crossing of N. 61st St. be mitigated.

The drainage plans have been updated on our latest proposal and there will be no drainage to the tracks.

--

Rosi Dennett, AICP
FRONT RANGE LAND SOLUTIONS
210 Lincoln St
Longmont, CO 80501
303-682-9729

From: [Bill Mundwiller](#)
To: [Kacirek, Ryan](#)
Subject: [EXTERNAL] Docket #:LU-21-0010/SPR-21-0064
Date: Wednesday, August 18, 2021 12:00:08 PM

Ryan Kacirek,

I recently received the notification about this new plan for the Subaru shop.

I see on the site plan that the north fence is about 10' north of the property line, well into the RTD ROW. That fence replaced the one that was there a year or so ago. Why? Is RTD vacating that portion of their ROW to the private property?

In the "Background" section it states that the General Industrial Zoning District "allows for auto repair and sales by right." I have a hard copy of the Land Use Code from 1998. Section 4-112, 3h says vehicle sales/rental lot. And 4-503 I says by right is vehicle sales/rental lot. There is no mention of auto repair. Please clarify, and send me a copy of an amendment to this wording, if it exists.

The hours of operation were stated, but I did not see the days of operation. M-F? M-SAT? 7 days a week?

Regarding the driveway on 61st, I don't think a no left turn sign will stop people from stopping and turning in anyway. Or if they don't turn into the driveway, they will turn onto Indian Road and turn around in my driveway or go right and turn into the church parking lot to turnaround.

Thanks for your attention to my concerns,
Bill Mundwiller
6033 Indian Road
Boulder, CO 80301
LL: 303-449-7166
C: 303-994-6334

PS, I sent an email 7/27/2015 and 2/28/2018 concerning this property proposal. I can forward them if you don't find.

Sent from [Mail](#) for Windows

From: [Hugh McGinty](#)
To: [LU Land Use Planner](#)
Subject: [EXTERNAL] Development review LU-21-00/spr-210064
Date: Monday, August 23, 2021 12:22:12 PM

Introduction My name is Hugh McGinty, I am a 98-year-old veteran of WW-II. I served in the U.S. Air Force as a B17 tail gunner. After the war I reenlisted and continued to serve through the Korean and Vietnam wars, retiring with 22 years of honorable service. In 1956 I bought the Valmont Valley Farm from My wife's grandmother Mrs. Madge Polzin, and moved here in 1962. Our family has lived on this farm for over 100 years.

Objection. This is to notify you that my family and I have objection to the site development plan at 6095 Valmont Road. The building selected for destruction has historical value. It was built in 1915 by my wife's grandfather, Frank W. Polzin, who was a Spanish/American war veteran and a blacksmith by trade. In the years before his death in 1933 he built and repaired steam and early gas-powered farm, mining and construction machines. He was also an avid photographer whose work is displayed in the Boulder Carnegie Library. The present owner: Butte Blacksmith LLC, has nothing to do with blacksmithing and it's an insult to our family's history.

Location. The site is located at one of the busiest intersections in east Boulder, 61st and Valmont Road. Traffic is often backed up in both directions. To enter the property from Valmont Road you have to cross not only the road, but cross the bike path and the right turn lane from 61st Street. South bound traffic entering the property from 61st Street might be feasible with a widened entrance, but entering going North on 61st street would again be hazardous. The Concrete company directly across 61st street has frequent trucks arriving and departing daily. The new traffic will also impact the Valmont Church and the Temple Grandin school on Indian road.

Proposed Use. The proposed use is, that it will be a repair facility. For several years it has been a cemetery for wrecked Subaru's to come and die. They were probably written off by Insurance companies who considered them unrepairable. This makes me believe that it will become a "chop" shop and another Junk Yard. Why has Boulder always allowed undesirable sites to be proposed East to Valmont?

Please reconsider your approval of this proposal.

Hugh McGinty

3152 Indian Road
Boulder CO.80301

[EXTERNAL] Ask a Planner - Lee Ann McGinty - - 6095 Valmont Road (Butte Blacksmith, LLC)

Ask A Planner <no-reply@wufoo.com>

Wed 8/25/2021 8:02 PM

To: LU Land Use Planner <planner@bouldercounty.org>

Boulder County Property Address : 6095 Valmont Road (Butte Blacksmith, LLC)

Name: Lee Ann McGinty

Email Address: goldilox301@yahoo.com

Phone Number: (720) 635-3562

Please enter your question or comment:

I am re-sending a letter I originally wrote back in March, 2018. I was unable to find any more information on what has changed (or not) with the project since that date on the county website, so I apologize for any outdated information I may have in the letter. However, my feelings and concerns about the project have not changed.

March 8, 2018

To whom it may concern,

My name is Lee Ann McGinty. My father and I own and live at 3152 Indian Rd. My family has owned the property for over a hundred years, I am the fourth generation. Our farm property is directly north of the Subaru property, across the RR tracks, and runs the entire length of Indian Road from 61st to the west. The original blacksmith shop was owned and operated by my great-grandfather.

Up until the 1970's the parcel of property, now known as the Subaru property, was a residence with a horse barn and pasture. I do not remember if the old blacksmith shop building was in use as anything other than a shed or barn when we moved to the farm in 1662. It may have still been a small auto repair shop at that time. Whatever it was, it was contained on a small sliver of land on the south side of the irrigation ditch. North of the irrigation ditch, it was a house and barn with a small paddock area.

In the 70's the city limits changed from 28th or 30th street to 55th street. There was a very large junk yard along Valmont Road, which now found itself within the city limits. The city made the owner move out and the county granted him permission to relocate in our residential/agricultural community. It has been a horrible eyesore, a source of ground contamination and a breeding ground for vermin ever since. And, to add insult to injury, they painted the old blacksmith shop building Pepto Bismal Pink. This is typically what Boulder does with its undesirable industries and facilities – they move them to Valmont. This is the only parcel of land north of the Valmont Butte that is zoned general industrial. Other than one small parcel to the west of us that is zoned light industrial, all the rest of the land all the way to 95th street is zoned agricultural. All but one of the non-agricultural businesses/ industries north of the butte are non-conforming and have been allowed to continue for decades for reasons unknown to me.

When the clean up began and the property sold a few years ago, we all rejoiced thinking that finally we would be rid of it, only to be very disappointed to see it being replaced by the same, only this time all the large trees and any natural screening was stripped from the property. The property is once again full of junk cars (even city buses!) and even more of an eyesore than before.

We are all sick to death of looking at that mess. However, Boulder, for reasons I don't fully understand, continues to disregard the rich historical significance of Valmont. This block in particular is the old town site of Valmont itself. I hardly see where an 9,000 sq ft modern cinder block and galvanized steel industrial building, auto repair shop and used car lot fits in with the "historical character" (as stated in an earlier report) of a rural residential/agricultural neighborhood.

We have other concerns, as well, including increased traffic on an already congested and accident prone stretch of road. I think his 20 daily trip estimation is very low, with employees going in and out, delivery trucks, customers, test drives of vehicles being repaired, as well as test drives of the vehicles for sale. Just the 20 employees arriving to and leaving work generates 40 trips alone.

Additional concerns would be constant noise from pneumatic tools and large equipment; and, of very high concern to me, light pollution from the inevitable security lighting. Being able to walk out at night and see the stars is one of the many pleasures of living in Valmont.

I realize that this property is zoned general industrial, and Mr. and Mrs. Chambers have every right to use it as such. If there is no other alternative than to grant them permission to use it as some kind of an auto facility, so be it. However, I definitely would be opposed to a multi use facility. I think it should be limited to a single use and that whatever was going in be screened from view from the community and the street. If a building is approved, would ask that the board consider limiting it to a one story building painted a neutral color that would blend in with natural environment, and to not allow a used car lot at all. I do not see how a used car lot would add to the character of, in any way enhance, nor fit into the community.

Everyone loves our little oasis in Valmont, which is evidenced by the million dollar homes going up, the renovations of historic homes and the constant inquiries I get from people asking if there are any homes for sale or rent in the area - not to mention the large volume of mail we get offering to buy our property. Once a facility of this sort goes in, there is no going back and will only encourage more of the same in future. At least what is there now is totally reversible.

Thank you and I only ask for your consideration of those of us who have a deep love and appreciation of Valmont's rich history and tranquil beauty...and who call it home.

Sincerely,
Lee Ann McGinty
3152 Indian Road
Valmont, Colorado

Public record acknowledgement:

I acknowledge that this submission is considered a public record and will be made available by request under the Colorado Open Records Act.

From: [Roy Burger](#)
To: [Kacirek, Ryan](#); [LU Land Use Planner](#); [Debi Garrity](#)
Subject: [EXTERNAL] Boulder County Land Use Docket LU-21-0010/SPR-21-0064 Butte Blacksmith LLC Repair Garage (Super Repair)
Date: Thursday, August 26, 2021 1:54:48 PM
Attachments: [SUPER REPAIR LAND USE RESPONSE 8-26-2021.docx](#)

Dear Mr. Kacirek,

Thank you for the notice of the upcoming hearing on the above-referenced Land Use Docket and the opportunity to comment. We greatly appreciate being kept informed of actions being proposed in the Valmont Community neighborhood.

By way of introduction, we own the home at 3354 61st Street across the street and north of the subject property. The proposed project is of particular interest to us, as it should be for all of our neighbors, because of its negative impact on the historic and agricultural character of the Valmont community. At the same time, this proposed development project will create a significant extra burden on users (vehicles and bikes) of 61st Street, 63rd Street and Valmont. As 30+ year residents of the neighborhood, and for the reasons stated below, we continue to strongly oppose this development plan, just as we did in August of 2015, and urge the Boulder County Land Use Department to reject it in its entirety.

Attached are our specific comments on the applicant's proposal. We would appreciate being kept apprised of the application status.

Thank you,

**Roy Burger & Debi Garrity
303.517.5402 & 720.320.5051**

From: [H Ingham](#)
To: [LU Land Use Planner](#); [Kacirek, Ryan](#)
Subject: [EXTERNAL] Boulder County Docket LU-21-0010 & SPR-21-0064
Date: Thursday, August 26, 2021 3:02:05 PM

SuperRepair is seeking to cut their tax bill by moving a large operation to the corner of 61st ST and Valmont. This area is zoned light industrial because of a deal the City made with the owners of the junkyard (now a frisbee park).

This deal should not propagate any further to ruin the agricultural character of Valmont Valley.

The noise and light pollution from this large scale operation is not consistent with the agricultural character of the Valley... not to mention the effect on the residential character.

Ryan, please deny this request, this entity's desire for higher profits shouldn't supersede the Valley's right to exist.

Thank you,

Hep Ingham
3614 61st ST

From: [Andrea Patton](#)
To: [Kacirek, Ryan](#); [LU Land Use Planner](#)
Cc: [Justin Burger](#)
Subject: [EXTERNAL] Boulder County Docket LU-21-0010 & SPR-21-0064
Date: Thursday, August 26, 2021 8:32:01 PM

My name is Andrea Burger and I live on Indian road just north of the proposed changes to Super Rupa.

I am concerned over the huge increase in size of the facility and the increased traffic that it may bring. That intersection is plenty backed up in the mornings as it is a main way for people from Gunbarrel to get into Boulder. Adding an entrance to Super Rupa on either the Indian rd side or Valmont side would put an entrance very close to the light and could lead to even more congestion.

I love that our house is located in such a quiet and peaceful part of Boulder. I know that most of the area is zoned agriculturally and as frustrating as that is for people trying to do different things on their property or build, it has kept the idyllic countryside feel to our area. I do oppose the changes to that lot as they stand in their size and scope.

Thank you,
Andrea Burger
303-579-0804
5998 Indian Rd.

Sent from my iPhone

Sparks, Dana

From: Kacirek, Ryan
Sent: Saturday, August 28, 2021 11:04 AM
To: Sparks, Dana
Subject: Fw: Docket #: LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage

From: LU Land Use Planner <planner@bouldercounty.org>
Sent: Friday, August 27, 2021 3:39 PM
To: Kacirek, Ryan <rkacirek@bouldercounty.org>
Cc: Frederick, Summer <sfrederick@bouldercounty.org>
Subject: FW: Docket #: LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage

From: Bill Mundwiller <bill.mundwiller@hotmail.com>
Sent: Friday, August 27, 2021 3:34 PM
To: LU Land Use Planner <planner@bouldercounty.org>
Subject: [EXTERNAL] Docket #: LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage

Dear Planner,

I recently received the notification about this new plan for the Subaru shop.

This site was never used at anywhere near the proposed level. A couple of workers for sure, but not much more. I've patronized the place since 1976, and since 1998, when I bought my place, you wouldn't know that it was even open unless you stopped in and entered the front door.

I see on the site plan that the north fence is well into the RTD ROW of 50'. That fence is a new one that replaced the old one in about the same location, and was done a year or so ago by the applicant. I believe that it is 10' north of the property line. Why? Is RTD vacating that portion of their ROW to the private property? That fence should be on the private property.

The north setback to the new building scales out to about 12', where the minimum setback is 20'.

There is an irrigation ditch running through the property. It was piped five years ago. The set back for that is 50' from the centerline of the ditch, but with county concurrence may be reduced, but no less than 20' from the ditch centerline. Even though it is piped, does it not need that setback?

In the "Background" section it states that the General Industrial Zoning District "allows for auto repair and sales by right." I have a hard copy of the Land Use Code from 1998. Section 4-112, 3h says vehicle sales/rental lot. And 4-503 I says by right is vehicle sales/rental lot. There is no mention of auto repair. Please clarify, and send me a copy of an amendment to this wording, if it exists.

The hours of operation were stated, but I did not see the days of operation. M-F? M-Sat? 7 days a week?

Regarding the driveway on 61st, I don't think a no left turn sign will stop people from stopping and turning in anyway. Or if they don't turn into the driveway, they will turn onto Indian Road and turn around in my driveway or go right and turn

into the church parking lot to turnaround. Also, my experience with dealing with the county tells me that one property gets one access point. I'm a concrete contractor. No horseshoe driveways; no two driveways. Doesn't that apply to commercial properties too?

Regarding the traffic study: Are you still using the one from February 2017? February is one of the slowest months for business at Boulder Ready Mix! I've been in the concrete construction business in Boulder since 1979 pouring their concrete. Winter weather curtails concrete work. When weather improves they are selling 500-600 CY or more per day. Averaging 8 CY per truck load that's 75 trips out and 75 trips in for 150 or more total. Add to that the sand; gravel; and cement powder trucks; and pump trucks for clean out; fuel trucks; haul off waste trucks, there must be over 200 trips. It's a busy place! Way more than the Figure 4 Peak Hour Traffic Study would imply.

This site was never used at anyway near the proposed level. The late Bill Stengel, who was the Boulder County Surveyor, used to visit with me weekly over the past 20+ years and we'd discuss the history of the Valmont town site. His brother Jim had the property prior to the Christmans. Jim was here too. A small, one man shop was all it was. Bill reviewed the new plan for the site back in 2018. He said that the zoning assigned to that parcel wasn't intended to allow the use now proposed. Also that it was two properties, the house area merged with the blacksmith shop area, but I don't know the details of that. The house and the mobile home had their own address on 61st until the recent sale to Chambers.

Incidentally, the property next door at 6033 Valmont Road was denied and addition to the house back when Valmont Road was widened, even though it had no effect on the road project. They wanted to add a garage and a upper room to the back. Set back variance was the issue. Docket VAR-01-04 Wilson Variance. Zoned Agricultural it required 110' from centerline of road. All those properties along Valmont Road will suffer the same fate dare they want to do some improvements, yet such a large auto shop wants to move in next door!

The new school at 3131 Indian Road, Temple Grandin School has a rush of cars in the morning and afternoon to drop off students and staff going to work. Two little rush hours. The morning rush hours may collide (pun intended) with the Subaru shop customers. Add to the congestion the truck traffic from Boulder Ready Mix trying to enter 61st, with cars backed up to the north because , for some reason, the County decided to not install a right and left turn lanes onto Valmont Road. Just one lane, and if turning east on Valmont Rd. the cars back up on 61st. I suppose that to widen the road there would require the use of the Subaru property. Slim chance of that ever happening if this proposal is allowed to go through. That intersection needs fixed.

Sincerely,
Bill Mundwiller
6033 Indian Road
Boulder, CO 80301
Land line: 303-449-7166
Cell: 303-994-6334

Sent from [Mail](#) for Windows

Sparks, Dana

From: Bill Mundwiller <bill.mundwiller@hotmail.com>
Sent: Tuesday, November 9, 2021 7:06 AM
To: LU Land Use Planner
Subject: [EXTERNAL] FW: Docket #: LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage

Dear Planner Dana Sparks,
Here's my email from 8/27/21 to be my response to this new docket # SU-21-0013.
Thanks, Bill

Sent from [Mail](#) for Windows

From: [Bill Mundwiller](#)
Sent: Friday, August 27, 2021 3:33 PM
To: planner@bouldercounty.org
Subject: Docket #: LU-21-0010/SPR-21-0064: Butte Blacksmith LLC Repair Garage

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Incidentally, the property next door at 6033 Valmont Road was denied and addition to the house back when Valmont Road was widened, even though it had no effect on the road project. They wanted to add a garage and a upper room to the back. Set back variance was the issue. Docket VAR-01-04 Wilson Variance. Zoned Agricultural it required 110' from centerline of road. All those properties along Valmont Road will suffer the same fate dare they want to do some improvements, yet such a large auto shop wants to move in next door!

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Sincerely,
Bill Mundwiller
6033 Indian Road
Boulder, CO 80301
Land line: 303-449-7166
Cell: 303-994-6334

Sent from [Mail](#) for Windows

From: [Bill Mundwiller](#)
To: [LU Land Use Planner](#)
Subject: [EXTERNAL] Docket SU-21-0013: Butte Blacksmith LLC Repair Garage.
Date: Tuesday, May 9, 2023 1:03:10 PM

Dana Sparks, Planner 1,

The site plan shows that the north fence is well into the RTD Right Of Way, 10 feet north of the property line. The RTD and Railroad ROW is 50'! If you measure fence to fence, it is now about 40'; measure McGinty PL to Butte Blacksmith PL is 50'. The fence was installed a few years back to replace the existing one. I thought that he was going to move the fence onto his property, inside of his PL. But did not. The fence should be within the property line. There is no adverse possession with the government or railroads, no matter how long that fence was there.

The site plan also shows the building rear setback at about 12' to PL; 20' to the fence that is 10' off the PL. Rear setback is 20' to PL!

This site was never used at anywhere near the proposed level. A couple of workers, but not much more. I've patronized the place since 1976 now and then, and since 1998, when I bought my place at 6033 Indian Road. You wouldn't even know that it was open unless you stopped in and entered the front door.

The late Bill Stengel, who was the Boulder County Surveyor, and was my property surveyor in 1998, used to visit with me weekly over the past 20+ years and we'd discuss the history of the Valmont townsite. He surveyed the Valmont Church property in 1956, and still had his notes from back then. My property is the original site of the Valmont Church started on September 6, 1863. (Ironically, my birthday is September 6). His brother Jim Stengel had the 6095 Valmont property prior to the Christmans. Jim was here too. A small, one man shop was all it was. Bill reviewed the new plan for the site in 2018. He said that the zoning assigned to that parcel wasn't intended to allow the use now proposed.

Incidentally, the property next door at 6033 Valmont Road was denied an addition to the back when Valmont Road was widened, even though it had no effect on the road project. They wanted to add a garage and an upper room to the back. Setback variance was the issue. Docket VAR-01-04 Wilson Variance. Zoned Agricultural it required 110' from centerline of road. All those properties along Valmont Road will suffer the same fate dare they want to do some improvements, yet such a large auto shop wants to move in next door to 6033 Valmont Road.

I have a hard copy of the Land Use Code from 1998. Section 4-112, 3h says the General Industrial Zoning District allows by right vehicle sales/rental lot. And 4-503 1 says by right vehicle sales/rental lot. There is no mention of auto repair. What was done in the past should not be "grandfathered in" for this property. Other properties in the Valmont Townsite were used for other than what they are now in the past 150 years. There was a saloon; printing press; grocery store; hardware store; dairy farm and church. Now they are all residential uses, besides the school and office building at Rogers property, (which the Commissioners tried to stop back when built, 1994 or so. Paul Danish and Steve Promerence where Commissioners then, I believe). Also, this area is zoned Agricultural, we are taxed as Residential!

Regarding the traffic in and out of the Subaru repair/sales/recycle shop, my opinion is that access off Valmont Road with trucks, some 18 wheelers to haul off those stripped car shells, is not considered enough considering the amount of traffic and the speed that trucks and cars are going east and west. That continuous lane for west bound Valmont traffic turning off 61st is often disregarded by traffic heading west on Valmont if behind a slower vehicle, they will cut right into the continuous

lane passing on the right, and end up behind a vehicle that just made a right on red from 61st, or into a truck turning into the Subaru shop.

And the night sky. It's pitch black here at night now. What's the point of 12' high lights if turned off at night? Who needs lights in the daytime? Hours 7:30-5:30 is daylight time. Sunrise on December 21 is 7:19 AM; Sunset is 4:38 PM. The lights are for night time business. There are no laws to say what the hours would be; nor any law to enforce the lights to be turned off at night. Lights off after business hours is a ruse to get the lighting plan accepted. This property won't always be owned by the Chambers. Future owners will use it as they wish.

I'm against the Chambers plan. My place may be the most visually impacted because of my location just north of the site, look out my sunroom or walk out to the driveway and there it is. And maybe only the second most impacted by the noise, the neighbor directly to the west will be first impacted by excess noise. There are backup beepers on ALL equipment; forklifts; trucks; etc. They are loud and obnoxious to humans so that they don't get backed over on. Illegal to disable. Then there are the power tools and the noise from them, every day, year after year...

NIMFY/Not In My Front Yard

Sincerely,

Bill Mundwiller

6033 Indian Road

Boulder, CO 80301

H 303-449-7166

C 303-994-6334

bill.mundwiller@hotmail.com

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