Introduction

Boulder Housing Partners (BHP), the housing authority for the City of Boulder, is pleased to present this Concept Plan for 60 permanently affordable senior apartments and preservation of the existing Rainbow Childcare Center at 3485 Stanford Court.

The 4.9-acre site, formerly home to the Mt. Calvary Church, is situated in a walkable neighborhood with excellent access to local and regional transit, a public library, grocery store, and neighborhood serving retail. BHP is committed to redeveloping the site into a well-integrated community that provides much-needed affordable senior housing.

- **Parcel size:** 4.9 acres
- **BVCP Land Use Designation:** Medium-Density Residential
- **Zoning:** RM-2
- **Proposed project:** 100% permanently affordable senior homes and preservation of the existing childcare center.
- **Proposed units:** 60 (56 one-bedroom, 4 two-bedroom)
Project Background

Boulder Housing Partners, in partnership with Frasier Meadows, initially purchased the Mt. Calvary property in 2016. In 2017, BHP began the site planning process and developed a concept plan for the creation of affordable senior housing on the site along with the continued operation by the Mt. Calvary Lutheran Church. This mix of uses proved complicated and had significant cost impacts to the affordable housing. As a result, in mid-2017, BHP paused the project and withdrew the previous Concept Plan application to further evaluate the shared use of the site between the Church and future affordable housing.

With redevelopment paused, the site continued to operate as it had for many years with the Church and Rainbow Childcare continuing their long-standing use of the property. In late-2019 the Church found a new location for their congregation and moved out of the existing church building. Additionally, BHP purchased Frasier Meadows interest in the property and became the sole owner of the site. Given these changes in the use and ownership of the property, BHP restarted the development process in 2020 with the continued goal of providing affordable senior housing at the site.

Proposed Redevelopment

BHP is proposing two complimentary land uses for the site. On the southern and western portion of the property BHP is proposing creating 60 permanently affordable senior apartment homes in a single structure. The existing Narthex building would be demolished, with as much of the building recycled as possible, allowing the new senior housing building to be placed further from adjacent homes on the western edge of the site. BHP is also proposing to keep and renovate the original sanctuary building on the site to house the Rainbow Childcare Center as well as provide new community space for residents and potentially the broader community. The renovation would provide a link to the historic use of the property while preserving a unique architectural design.

BHP believes that senior housing and the childcare center are complimentary land uses that would benefit from their adjacency at the site. BHP’s intention is to work with the childcare center to support the continued operation of the facility at the property, however, sourcing of funds for the renovation of their specific space will need to be financed outside of the affordable housing financing and is contingent on Rainbow’s ability to find resources.
The site plan for the project has been developed to minimize impacts on the adjacent single-family neighborhoods to the west and north while maximizing livability for future residents. The new structure for the project will contain 60-units in a two- and three-story building that features both indoor and outdoor common amenity space.

The entrance to the site off Stanford Court will provide a covered drop-off area for residents as well as an entry courtyard designed to welcome visitors to the site. The renovated sanctuary building will also be visible at the entrance, creating a mix of architectural designs and providing visual interest.

Situated on the northern side of the building and connected to the entry courtyard will be a “City Lights” outdoor space. This common amenity will have expansive views over the City and surrounding foothills. Importantly, the building and the outdoor amenity space have been held back from the crest of the hill in order to minimize impacts on the neighbors at the bottom of the hill. The existing trail connecting Dover Dr to Stanford Court via the hill on the northern portion of the property will be preserved.

The “City Lights” courtyard will also connect to community garden space on the western edge of the property via a landscaped ramp and stair that maintains the profile of the edge of the hill. This connection will be designed with natural vegetation to visually nestle the building into the hillside. Views from Dover, Broadway, and the south will see a building that is integrated into the surrounding natural environment.

Parking will primarily be in a large lot on the east end of the site with supplementary parking located in a small surface lot to the west of the building containing 18 spaces, as well as a larger parking lot on the eastern portion of the property, containing 55 spaces. By maximizing parking on the eastern side of the property, the design team was able to reduce the size of the parking lot to the west of building, creating a community
garden space along the western property line, providing a natural buffer for adjacent neighbors.

**Architecture**

The design team explored several alternative concepts that split the proposed housing into multiple buildings of varying sizes placed in different locations both east and west of the sanctuary building which is to be preserved and renovated. Responses from the community overwhelmingly favored a single building that eliminated any structure on the narrow eastern end of the site. Additionally, the neighborhood also favored placement of the structure as far as possible from the crest of the hill to the north and the single-family homes to the west. The proposed structure has developed out of this community input.

The proposed structure is a simple and straightforward volume containing residential units organized along a double loaded corridor. The building wraps around and encloses a large outdoor living area - the “City Lights” courtyard - on the north side of the structure. The proposed building is cut into the grade that rises from east to west across the site so that the east end of the structure is three stories above grade and the west end of the structure is two stories above grade, minimizing visual impact.

A primary linear volume placed parallel to the south property line contains the majority of the residential units. Two short wings extend north from this volume to enclose the courtyard. The west wing is perpendicular to the primary linear volume while the east wing is oriented at an angle that responds to the form of the sanctuary structure that will remain.

The east end of the primary volume is three stories tall and extends over a covered drop off. The east wing extends to the northeast and creates both the entry court between the new structure and the sanctuary and the City Lights courtyard to the northwest. The north end of the east wing steps down to two stories in height creating an outdoor living space on the third floor while also reducing the scale of the structure where it comes alongside the existing sanctuary.

The west end of the primary volume is two stories tall as a result of the grade change across the site. Parking on the west side of the site is at the second-floor level. The west wing extends to the north toward the crest of the hill. This wing steps down at the north end to minimize the visual impact of the building when viewed from the foot of the hill below. At the north end of this wing the building presents just one story above grade. As
with the east wing, the step in the building massing creates an outdoor living space on the third floor.

A third outdoor living area on the upper floor of the primary volume occurs midway along the southern side. This roof deck visually breaks what would otherwise be a very long roof edge. In total the third floor of the structure is carved away in three places, at each end of the wings and midway along the south side, to create three roof decks. These outdoor living spaces each has a unique exposure to allow residents a rich variety of outdoor opportunities at different times of day through the different seasons of the year.

Programmatically the upper floors of the building are entirely residential in nature with some small communal gathering spaces located on each floor. The first floor contains both residential units and common areas. First floor residential units along the south side of the building are partially below grade and have small private outdoor patios and gardens. The first floor of the east wing contains common areas with views across the City Lights courtyard to the Flatirons and the city below.

A covered walkway will connect the new structure to the existing sanctuary. A light delicate roof will provide cover to residents crossing from the new structure to the sanctuary while remaining open on both sides to allow broader community access throughout the site.

Building height is to be kept as low as possible, and within the maximum allowable 35’-0” limit where feasible, to minimize its visual impact of the structure on the top of the hill. A flat roof with parapets will be broken by smaller sloped roof elements, potentially with dormers, to visually break the top edge of the building and reduce the scale of the structure.

Residential units are organized to take advantage of the spectacular views in all directions. Exterior walls of each unit step in at bedrooms to create large corner windows in living spaces that capture views in two directions. The modulation of the exterior wall, in and out, helps reduce the scale of the structure breaking it down into smaller volumes that are in keeping with the surrounding site context.

The architectural character of the building facing south, and east is urban in feel while the architectural character of the building facing north and west responds to the natural appearance of the hillside below. On the north elevations the building uses materials and elements to create shadow and depth to soften the appearance and fit it into the natural landscape. Exterior cladding will be drawn from a palette of warm natural materials with some combination of stucco, cementitious panels and wood
siding acting as the dominant materials. Colors will be muted warm grays and browns so that during winter when trees are out of leaf the building will appear to be an extension of the landscape of the hillside beneath it.

**Engagement**

As the housing authority for the City of Boulder, BHP is fully committed to a robust community engagement process for all the housing communities we develop. Throughout the 2017 iteration as well as the current development process, BHP has been committed to including the neighborhood and community in the design and development process.

Beginning in 2016 with the Boulder Valley Comprehensive Plan update through the current Concept Plan BHP has been proactively creating opportunities to engage with the neighborhood and community on the Mount Calvary project. The process below outlines the engagement process to date:

**2017 Engagement**

BHP created a robust engagement process as part of the initial development process in 2017. This included the creation of a Design Advisory Group (DAG) comprised of local stakeholders as a forum to identify concerns, provide feedback, and work together to help design a conceptual plan for the site. BHP and the design team also hosted a community design charrette that gathered project stakeholders to discuss, debate, and create design alternatives for the project.

Additionally, the project team hosted an open house for the broader community to learn more about the project, held several one-on-one meetings, created a project website to share information, and offered a tour of BHP’s High Mar Senior Community to interested community members.

Through the 2017 engagement process BHP identified the following priorities for the site plan and design:

- Provide a buffer to the single-family homes to the west and to the north;
- Ensure design compatibility with surrounding neighborhoods;
- Incorporate enough parking for residents on-site;
- Locate the tallest part of the proposed housing toward the south and center of the site, away from neighbors to the west and the edge of the ridge;
- Maintain the neighborhood trail form Dover Street through to Stanford Court;
- Provide a community garden as an amenity for the residents and possibly the local neighborhood.
Although the concept plan for the property was ultimately withdrawn in 2017, BHP and our design team integrated the principles and priorities described above into our planning and engagement process in 2020.

**2020 Engagement**

Upon restarting the planning process for the site in 2020, BHP reengaged with the community through a series of open houses, design workshops, and online engagement tools. These events were designed to familiarize the community with the change in project parameters as well as get input of the design of the site given the change in programming. Through these events, BHP was able to build on the input received in 2017 while also getting specific feedback on the current site design.

A summary of the community engagement events in 2020 is below:

**January 2020 Open House**

BHP hosted a community open house to introduce the project team to the neighborhood, provide an overview of the history of the site, and map out the process for redevelopment of the property moving forward. The Open House was well attended by both neighbors of the project and individuals interested in living at the future site. Our sign in sheet estimates attendance at 23.
February 2020 Design Workshop

BHP and our design team hosted a workshop to gain initial feedback on a number of conceptual site designs. Approximately 30 members of the community attended the workshop. The project team walked participants through three conceptual site plan layouts and engaged in a robust discussion of each concept. Pros and cons of each plan were explored with participants and at the conclusion of the meeting community members indicated their preferences by voting with blue dots.

- From this design workshop, the following principles and preferences were identified:
  - Maintain the trail up the hill and through the site.
  - Maintain the ‘forest’ below the sanctuary as a visual barrier and as a wildlife corridor.
  - Keep the building back from the edge of the hill.
  - Provide as much as a buffer on the west side as possible.
  - Minimize or eliminate buildings on the east side of the site.
  - Focus on solutions to traffic and transportation impacts.

- At the conclusion of the meeting, participants indicated the following preferences for each of the three site plans:
April 2020 Design Survey

Given the impacts of the COVID-19 pandemic, BHP was unable to host a planned in-person community meeting in March. In order to continue the conversation with the community around the design of the site, BHP and the design team developed an online survey to gain community input.

The survey walked respondents through the information presented at the February 2020 workshop and presented three site design concepts. Participants were asked to rank their preferred site plans and designs and provide input on a series of design characteristics.

The survey was sent to 170 community members who had previously signed up to receive updates on the Mount Calvary project. BHP received over 90 responses to the survey, including from neighbors, those interested in living in affordable senior housing, and broader community members. The high response rate and diversity of respondents provided incredibly valuable feedback for the design team. The full survey can be viewed here: https://www.surveymonkey.com/r/mtcalvary

Through this process, BHP identified and incorporated the following priorities and principles for the site:

- Incorporate a covered drop-off area for residents.
- Provide multiple outdoor gathering areas for residents.
- Minimize visual impact from the bottom of the hill as well as the west side of the site.
- Provide community garden space.
- Provide landscape buffers for adjacent neighbors to the west and north.
- Maintain the hillside area as wild.
- Maintain the ‘forest’ below the sanctuary.
- Design the building to be a mix of 2 and 3 stories.
- Provide adequate parking on-site for residents.
- Utilize building materials and colors that blend with the natural environment.

Utilizing the results from the design survey, input received in previous meetings, and BHP’s program for the project, the design team developed the Concept Plan included in this submittal.
**Sustainability**

BHP has a commitment to environmental, social, and economic sustainability. The Mount Calvary project will incorporate these principles through thoughtful design, resident services, and by providing financial stability to rent-burdened Boulder seniors.

**Techniques and Strategies for Environmental Impact Avoidance, Minimization, or Mitigation**

The Mount Calvary Senior Housing project will be designed to minimize environmental impact and promote sustainable design. The proposed redevelopment will keep the building massing located on the southern portion of the site. This location will minimize disruptions to area wildlife and preserve the hillside on the northern edge of the site as undeveloped. In addition, the building will be located where an asphalt surface parking lot currently exists, taking advantage of already developed areas of the property for the redevelopment.

The project will also be certified under the Enterprise Green Communities program, which includes specific criteria related to sensitive site development, minimization of site construction impacts, and environmental management.

**Techniques and Strategies for Practical and Feasible Transportation Demand Management Techniques**

BHP is committed to providing sustainable transportation options and management techniques for the Mount Calvary Senior Housing project. Providing access to alternative modes of transportation is an essential function of BHP’s approach to transportation demand management (TDM), and we anticipate providing a robust program at Mount Calvary.

Consistent with the recommendations included in the Preliminary Traffic Study prepared for this submittal by Kimley-Horn, BHP would seek to implement several TDM strategies to reduce the number of vehicle trips to and from the site. This would include the expansion of current BHP programs such as EcoPasses for residents, discounted B-Cycle memberships, reduced cost eGo CarShare memberships, Via Transportation shuttles, ride sharing opportunities, and resident education on alternative modes of transportation.

The project site is also located in a transit rich area with local and regional bus services readily available as well as abundant retail, grocery, and shopping options located within walking distance.

In addition, BHP sees significantly lower car ownership in our affordable senior communities when compared to the general population. For instance, at BHP’s High Mar senior community, also located in South Boulder, out of 59 households only 36 owned vehicles as of February 2020. This experience is consistent with the conclusions of the preliminary traffic study, which state that the proposed Mount Calvary Senior Housing project will generate a very low traffic volume.
Community Benefit

The Mount Calvary Senior housing project supports both the City’s long-term goals as well as the objectives of the Boulder Valley Comprehensive Plan. The redevelopment of this site will provide significant community benefit through the provision of new, permanently affordable senior housing.

The proposed 60-units will be affordable to seniors age 55 and over who earn less than 60% of the Area Median Income. For an individual, this equates to an annual household income of less than $48,360 per year. This much-needed housing will address the growing demand for senior housing available at rents that are affordable to those earning modest incomes. The project will also incorporate significant accessibility features to promote flexibility for residents to age in place and accommodate changing living and mobility needs over time.

Conclusion

Thank you for your consideration of Boulder Housing Partners Concept Plan for the redevelopment of the Mount Calvary property. We look forward to working with the City and Boulder community to make this important project a reality.
MOUNT CALVARY PROJECT SITE
4.9 ACRES
RM-2 ZONING

EXTENT OF LOW DENSITY RESIDENTIAL LAND USE AND RL-1 ZONING

300' BEYOND PROPERTY LINE

MEDIUM DENSITY RESIDENTIAL LAND USE ZONED RM-2

DOVER DRIVE
STANFORD AVENUE
STANFORD COURT
HARVARD LANE
BROADWAY
MOUNT CALVARY CONTEXT MAP

1" = 50'-0"
Daycare drop-off and parking
East parking lot - 55 spaces
Entry Court
Community Space
Primary entry
Covered drop-off
Path ascending to upper garden areas
Access drive to upper parking
City Lights Terrace
Hillside Forest to remain
Path to neighborhood below to remain
Existing Sanctuary to be renovated and used for community space
Daycare drop-off and parking
East parking lot - 55 spaces
Entry Court
Community Space
City Lights Terrace
Primary entry
Covered drop-off
Path ascending to upper garden areas
Access drive to upper parking
First Floor Site Plan
First Floor Plan

- Sanctuary - community space
- Entry court
- City lights terrace
- Community space
- Primary building entry
- Open stair to second floor
- Elevator
- Circulation
- Typical one bedroom unit
- Private outdoor terraces and gardens for units along access drive
- Storage space and mechanical

17 Units
Second Floor Plan

- 24 Units
- Typical one bedroom unit
- Community space
- Storage and mechanical
- Open stair to first floor
- Elevator
- Circulation
- Typical two bedroom unit
- Entry from upper parking area
Third Floor Plan

- Sunrise terrace
- Sunset terrace
- Typical one bedroom unit
- Storage and mechanical
- Open stair to first floor
- Elevator
- Circulation
- Typical two bedroom unit
- Community space
- Mid-day/Winter terrace

19 Units
Aerial view from the Northeast

Aerial view from the Northwest
North Facing Community Terrace
View From Western Parking Area

View From Southern Drive Aisle
March 26, 2020

Boulder Housing Partners
4800 North Broadway
Boulder, CO 80304

Attn: Mr. Ian Swallow
Development Project Manager

Re: Preliminary Traffic Study Letter
Mount Calvary Senior Living
Boulder, Colorado

Dear Mr. Swallow:

Based on City of Boulder requirements, this preliminary traffic study presents a trip generation, trip distribution, and traffic assignment for the proposed Mount Calvary Senior Living project. The previous Mount Calvary Lutheran Church will be redeveloped with this project, planned to include 60-residential units for senior housing. The development will be built to the west of Stanford Court, north of Stanford Avenue in Boulder, Colorado. A vicinity map illustrating the project location is attached as Figure 1. Of note, an existing 25-student daycare with six to seven staff are currently operating out of the building. This daycare use is proposed to remain in the future, and since it is already in existing traffic volumes and street network roadways and intersections volumes and operations, it is not included specific to this proposed additional senior housing project.

Primary access to the site will be provided by Stanford Court and Stanford Avenue. The proposed direct access will be from Stanford Court. Adjacent to the site, Both Stanford Avenue and Stanford Court provide one through lane of travel in each direction, with a posted speed limit of 25 miles per hour. Additionally, Stanford Avenue and Stanford Court will serve as local access to the development. As part of this letter, the intersections of Stanford Court / Stanford Avenue (unsignalized), Stanford Avenue / Table Mesa Drive (unsignalized), and Table Mesa Drive / Broadway Street (signalized) were evaluated. The existing lane configurations for the study intersections are provided attached as Figure 2.

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rate equations that apply to Senior Adult Housing - Attached (ITE Code 252). The following table summarizes the estimated trip generation for the project (calculations attached).

<table>
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<th>Use</th>
<th>Size (Units)</th>
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<tr>
<td></td>
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<td>In Out Total</td>
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<td>Senior Adult Housing – Attached</td>
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<td>222 4 8 12</td>
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As shown in the table, Mount Calvary Senior Living is anticipated to generate approximately 222 daily trips, in which 12 of these trips would occur during the morning peak hour and 16 trips would occur during the afternoon peak hour based specifically on the ITE trip generation equations.

Distribution of site traffic on the adjacent roadways and through the three study intersections was based on the area street system characteristics, adjacent roadway network, surrounding area development information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. It is anticipated that 40 percent of site generated traffic will enter and exit to the northwest along Broadway Street, 30 percent will enter and exit to the east along Table Mesa Drive, 20 percent will enter and exit to the southeast on Broadway Street, and 10 percent will enter and exit to the west on Table Mesa Drive. Attached Figure 3 illustrates the expected project trip distribution.

Traffic assignment was obtained by applying the distribution of Figure 3 to the estimated traffic generation of the project shown in the previous table. The Mount Calvary Senior Living traffic assignment is shown in Figure 4 attached. The overall development is anticipated to generate less than 100 trips during the peak hours. Based on the distribution and assignment, a minimal increase of traffic is anticipated at the three study intersections.

In addition, this letter provides initial recommended Transportation Demand Management (TDM) strategies for consideration with the proposed Mount Calvary Senior Living project. In general, TDM Plans are designed to improve the people moving capacity and efficiency of the existing roadway network by attempting to maximize the number of people travelling within each vehicle, or by influencing the time of day or need for travel within the street network. At residential developments, such as the proposed Mount Calvary Senior Living, there are several TDM measures available for consideration to minimize the number of single occupant vehicles being generated by the project. These measures typically include:

- Carpools and Vanpools
- Public and Private Transit
- Non-Motorized Travel (Bicycling and Walking)

The goal of vehicle trip reduction is to reduce the number of single occupancy vehicles traveling to and from Mount Calvary Senior Living. The advantages of shifting drivers from single-occupant vehicles to other modes of travel are that average daily traffic volumes are decreased, air quality is improved, and wear and tear on the City of Boulder roadways are reduced, thereby reducing maintenance costs. The primary disadvantage of the TDM mode shift measure is that success of this element depends on the willingness and continued cooperation of residents, most of whom travel, and prefer to travel, in the drive-alone mode. Mount Calvary Senior Living will be designed to incorporate onsite facilities to accommodate and encourage TDM measures.

Site Design
Currently, sidewalks exist along the east side of Stanford Court and both sides of Stanford Avenue between Mount Calvary Lutheran Church and the Table Mesa Drive/Stanford Avenue intersection. Sidewalks also are located along both sides of Table Mesa Road to Broadway Street. An on-street bicycle lane is designated along westbound Table Mesa Road through the Stanford Avenue intersection.

Three Regional Transportation District (RTD) transit routes serve the project area, which includes Route 204, Route 206, and the SKIP Route. RTD Route 204 is named Table Mesa/Moorhead/North 19th that connects the Table Mesa Shopping Center to the CU Campus and the Downtown Boulder Station. RTD Route 206 is named Pearl/Manhattan/Fairview High School that connects Table Mesa...
Drive to the Boulder Junction at Depot Square Station Flatiron Flyer along Pearl Parkway. The RTD Route Skip travels along Broadway and connects Table Mesa Drive to CU Campus and north towards US 36 near the Boulder County Housing Authority. Eastbound Table Mesa Drive contains a transit stop east of Stanford Avenue which serves all three routes. Two transit stops are located along westbound Table Mesa Drive both east and west of Stanford Avenue and primarily serves Route 204.

The following provides elements of the site design being implemented as part of a TDM plan that connects to these surrounding facilities:

- New sidewalks connecting to the Mount Calvary Senior Living building
- Perimeter sidewalk connections to the existing sidewalk along Stanford Court, thereby providing pedestrian connections to the existing network and system.
- Conveniently located on site bicycle racks for residents that can be monitored for security purposes. In addition, there will be indoor secure bike storage locations available for resident use.

Programs and Education
The alternative transportation modes of ride-sharing and transit are the two areas where the greatest amount of effort will be concentrated in the development of a TDM Plan for Mount Calvary Senior Living. These two modes have the best potential to encourage a travel mode shift that would minimize the number of vehicle trips made to and from Mount Calvary Senior Living over the course of a day. The potential for ride sharing is restricted by the geographical distribution of attractions for the Mount Calvary Senior Living residents. In addition, this is influenced by the residents’ desired travel times and schedules. The potential for ride-sharing generally increases as the number of residents increase.

It is recommended that a Transportation Demand Management (TDM) plan be implemented for the proposed Mount Calvary Senior Living project. The plan should incorporate incentives to minimize vehicle trips on the adjacent street system and to encourage residents to travel via modes other than single occupant vehicle (SOV). Upon reviewing travel characteristics for residents of the proposed Mount Calvary Senior Living development, several incentives are recommended for consideration as part of a comprehensive Transportation Demand Management plan for the project. These recommendations are being provided to minimize peak hour vehicle trips on the street system and encourage the residents to travel via a mode other than single occupant vehicles (SOV). The following provide a summary of the recommended program:

- Establishment of Transportation Information. The office would have responsibility for the coordination of transportation information disseminated to the residents. The City of Boulder and Go Boulder will assist in preparing “Welcome” kits to provide this information in binders. This may include the following:
  - Bicycle route maps
  - Transit route maps
  - Familiarization with public transit options and nearest stop information
  - Benefits of public transit, bicycling, and walking

- Implementation of a Ride Sharing Program. The residential development would oversee a ride sharing program to include:
  - Exploration of options for creating informal ride sharing arrangements
  - Preferential parking spaces for participants
  - Awards for sustained participation
  - Benefits of ride-sharing

After residents have been living within Mount Calvary Senior Living for a year, the City of Boulder will perform a survey of the residents to determine the effectiveness of the TDM plan. The City of Boulder...
will administer the survey. The City will work with the residential owner to obtain the email addresses of the residents to provide a link to the survey site.

The traffic analysis presented herein for the proposed Mount Calvary Senior Living development demonstrates that Mount Calvary Senior Living generates a very low traffic volume. This traffic volume, when distributed and assigned to the street network, further reduces the traffic volume compared to the existing traffic volumes on the roadways and through the subject intersections. Based on this, it is anticipated that Mount Calvary Senior Living will not have a significant impact to existing traffic conditions and operations. If you have any questions relating to this analysis or require anything further, please call me at (303) 228-2304.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Curtis D. Rowe, P.E., PTOE
Vice President
MOUNT CALVERY SENIOR LIVING
STANFORD CT & STANFORD AVE
EXISTING LANE CONFIGURATIONS

FIGURE 2
TRIP GENERATION MANUAL TECHNIQUES


Land Use Code - Senior Adult Housing - Attached (252)

Independent Variable - Dwelling Units (X)

\[ X = 60 \]

\[ T = \text{Average Vehicle Trip Ends} \]

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 354)

Average Weekday

Directional Distribution: 35% entering, 65% exiting

\[ T = 0.20(X) \]

\[ (T) = 0.20 \times (60.0) = 12 \]

4 entering, 8 exiting

4 + 8 = 12

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 355)

Average Weekday

Directional Distribution: 55% entering, 45% exiting

\[ T = 0.26(X) \]

\[ (T) = 0.26 \times (60.0) = 16 \]

10 entering, 6 exiting

10 + 6 = 16

Weekday (200 Series Page 353)

Average Weekday

Directional Distribution: 50% entering, 50% exiting

\[ T = 3.70(X) \]

\[ (T) = 3.70 \times (60.0) = 222 \]

111 entering, 111 exiting

111 + 111 = 222
Land Use Review Application

- Application form(s), required application materials and fees are due by 10 a.m. on specified Mondays. Please visit www.boulderplandevelop.net for the review track schedule and office hours.
- Applicants are responsible for ensuring their submittal is complete. **Incomplete applications, uncollated applications or oversized plans will not be accepted.**

**USE THIS DOCUMENT FOR:**

<table>
<thead>
<tr>
<th>Pre-App</th>
<th>Concept Plan</th>
<th>LAND USE REVIEW</th>
<th>Technical Document</th>
<th>Building Permit</th>
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<td>Conceptual Design (SDs)</td>
<td>Design Development (DDs)</td>
<td>Construction Documents (CDs)</td>
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**Property/Development**

Property Address: 3485 Stanford Court

Name of Development: Mount Calvary Senior Housing

**Applicant / Primary Contact Information**

Do not leave any requested applicant information blank

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<tr>
<th>Applicant / Company Name</th>
<th>Primary Contact Name (if different from Applicant)</th>
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<tr>
<td>Boulder Housing Partners</td>
<td>Ian Swallow</td>
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**Review Information**

Review Type(s): Concept Plan review

Project Description: *Include proposed use and summarize number and size of units/buildings/lots, etc.*

This Concept Plan proposal is to redevelop the property at 3485 Stanford Court to include 60 permanently affordable apartments for seniors (age 55+) and maintain the existing childcare facility on site.
REVIEW TYPES AND FEES

• Listed below are the review types that are reviewed through a Land Use Review process, their associated code sections, application requirements and application fees.
• If more than one review is requested, the fee for each review is required at application intake.
• For application types that list an attachment, refer to the relevant attachment in the Application and Forms Database, otherwise, refer to keyed requirements on page 3.

<table>
<thead>
<tr>
<th>Review Type</th>
<th>Application Requirements</th>
<th>Application Fee</th>
<th>Planning Board Fee</th>
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<tbody>
<tr>
<td><strong>Annexation/ Initial Zoning</strong></td>
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<tr>
<td>9-2-17 &amp; 9-2-18, B.R.C.</td>
<td>□ Feasibility Study</td>
<td>$2,100 a</td>
<td>N/A</td>
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<td></td>
<td>□ Agreement Amendment</td>
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<td></td>
<td>□ Simple (Single-family Residence)</td>
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<td>□ Standard</td>
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<td></td>
<td>□ Complex</td>
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<td></td>
<td>□ Each additional Annexation</td>
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<tr>
<td></td>
<td>agreement</td>
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<tr>
<td><strong>B.V.C.P.- Land Use Designation Change</strong></td>
<td></td>
<td>$630</td>
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<tr>
<td>Subject to Boulder Valley Comprehensive Plan Criteria</td>
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<tr>
<td><strong>Concept Plan Review and Comment</strong></td>
<td></td>
<td>$8,915</td>
<td>$1,580</td>
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<td>9-2-13, B.R.C.</td>
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<tr>
<td><strong>Extension of Development Approval (Planning Board)</strong></td>
<td></td>
<td>$1,580</td>
<td>N/A</td>
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<tr>
<td>9-2-12, B.R.C.</td>
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<tr>
<td><strong>Form-Based Code Review</strong></td>
<td></td>
<td>$8,885 a</td>
<td>$1,580 d</td>
</tr>
<tr>
<td>9-2-16, B.R.C.</td>
<td>□ Standard</td>
<td>$2,100 a</td>
<td>$1,580 d</td>
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<tr>
<td><strong>Outside City Utility Permit</strong></td>
<td></td>
<td>$4,680 a</td>
<td>N/A</td>
</tr>
<tr>
<td>11-1-15 &amp; 11-2-10, B.R.C.</td>
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<tr>
<td><strong>Rezoning</strong></td>
<td></td>
<td>$14,040 a</td>
<td>$1,580</td>
</tr>
<tr>
<td>9-2-19, B.R.C.</td>
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<tr>
<td><strong>Site Review</strong></td>
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<tr>
<td>9-2-14, B.R.C.</td>
<td>□ Simple</td>
<td>$4,680 a</td>
<td>$1,580 d</td>
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<tr>
<td></td>
<td>□ Standard</td>
<td>$8,885 a</td>
<td>$1,580 d</td>
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<td></td>
<td>□ Complex</td>
<td>$24,895 a</td>
<td>$1,580 d</td>
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<td></td>
<td>□ Minor Amendment</td>
<td>$2,100 a</td>
<td>$1,580 d</td>
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<td></td>
<td>□ Site Review for Height Modification only (single-family properties only)</td>
<td>$1,760 a</td>
<td>$1,580</td>
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<tr>
<td><strong>Subdivision</strong></td>
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<tr>
<td>9-12-5 &amp; 9-12-6, B.R.C.</td>
<td>□ Minor Subdivision (one additional lot)</td>
<td>$1,050 a</td>
<td>N/A</td>
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<tr>
<td></td>
<td>□ Preliminary Plat</td>
<td>$4,680 a</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Use Review</strong></td>
<td></td>
<td>$1,760 a</td>
<td>$1,580 d</td>
</tr>
<tr>
<td>9-2-15, B.R.C.</td>
<td>□ Non-conforming</td>
<td>$2,100 a</td>
<td>$1,580 d</td>
</tr>
<tr>
<td><strong>Vacation</strong></td>
<td></td>
<td>$4,000 c</td>
<td>N/A</td>
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<tr>
<td>6-6-9, B.R.C.</td>
<td>□ Feasibility Study Only</td>
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<td></td>
<td>□ Public Rights-of-Way/ Access Easements</td>
<td>$9,230</td>
<td>N/A</td>
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</tbody>
</table>

See next page for footnotes.
a) Hourly billing applies to this review type and begins immediately after issuance of the initial staff review comments. Applicant or Billing Contact as indicated on the Obligation to Pay Form will be billed monthly for hourly charges. The hourly billing rate is $131.00 per hour.

b) Planning Board fee will be assessed at application submittal if the application is required to go to Planning Board. The fee will be refunded if the application is withdrawn prior to the item being published on an agenda. Hourly billing continues to apply.

c) Feasibility study fees will be credited toward the formal application if the corresponding application is submitted within the same calendar year.

d) Refer to review attachment to determine whether a Planning Board hearing is required.

**REQUIRED APPLICATION MATERIALS**

Complete applications must include:

- **One (1) electronic copy,** of each required application material. These must be provided on a jump drive or CD. Drives and CDs cannot contain any other files; they will not be returned to the applicant following review. Files must be saved using the file name indicated beside each application requirement.

- **Hard copies** in the quantity and size indicated below for each required application material. If a size is not indicated, use the size that best accommodates plans not to exceed 24” x 36”. Oversized plans will not be accepted.

- **Collated packets:** Packets should include one of each hard copy requested. One packet will include all materials including the items where only one hard copy is requested.

Incomplete applications, applications that are not collated or that include oversized plans will NOT be accepted.

<table>
<thead>
<tr>
<th>Req. #</th>
<th>Document Description</th>
<th>Hard Copies Required</th>
<th>Required Electronic File Names</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Completed Land Use Review Application</td>
<td>1</td>
<td>LUR Application</td>
</tr>
<tr>
<td>2</td>
<td>A completed Sign Posting Acknowledgment Form signed by the applicant, indicating that the applicant understands his/her responsibility to post a public notice sign on the subject property. Sign will be provided at the time of application.</td>
<td>1</td>
<td>Sign Posting</td>
</tr>
<tr>
<td>3</td>
<td>Improvement survey or improvement location certificate by registered surveyor.</td>
<td>4</td>
<td>Survey/ ILC</td>
</tr>
<tr>
<td>4</td>
<td>Legal description of the subject property, printed clearly on an 8 ½” x 11” sheet.</td>
<td>1</td>
<td>Legal Description</td>
</tr>
<tr>
<td>5</td>
<td>Vicinity map (8 ½” x 11”) indicating the application site and adjacent streets. If site is less than one acre, map must be drawn at a minimum of 1”: 200’ scale.</td>
<td>4</td>
<td>Vicinity Map</td>
</tr>
<tr>
<td>6</td>
<td>Written statement that describes the proposal and indicates how the application meets all applicable review criteria.</td>
<td>4</td>
<td>Written Statement</td>
</tr>
<tr>
<td>7</td>
<td>Site development plans, showing the proposed development for which the vacation is requested.</td>
<td>4</td>
<td>Site Plans</td>
</tr>
<tr>
<td>8</td>
<td>Signatures from electric/gas, telephone and cable company representatives.</td>
<td>1</td>
<td>Utility Signatures</td>
</tr>
<tr>
<td>9</td>
<td>Completed Land Use Review Project Fact Sheet.</td>
<td>1</td>
<td>Project Fact Sheet</td>
</tr>
<tr>
<td>10</td>
<td>Current title insurance commitment dated within 30 days or attorney memorandum, based on an abstract of title.</td>
<td>2</td>
<td>Title Insurance</td>
</tr>
<tr>
<td>11</td>
<td>Written statement including the case number of the development approval requested for extension, the original Notice of Disposition, including all conditions of approval, the reasons for the extension and an explanation how the request for extension complies with each of the criteria for extension found in Section 9-2-12 (b), B.R.C. 1981.</td>
<td>4</td>
<td>Written Statement</td>
</tr>
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</table>
### APPLICANT CERTIFICATION

(This certification may be completed by an applicant, owner or other representative.)

I certify that the information and exhibits herewith submitted are true and correct to the best of my knowledge and that in filing the application I am acting with the knowledge and consent of those persons listed below without whose consent the requested action cannot lawfully be accomplished. I understand that there may be additional fees required to complete the land use review process.

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
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<tbody>
<tr>
<td>Jeremy Durham</td>
<td>Executive Director, BHP</td>
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<table>
<thead>
<tr>
<th>Address</th>
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<tbody>
<tr>
<td>4800 Broadway</td>
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<table>
<thead>
<tr>
<th>City</th>
<th>State</th>
<th>Zip</th>
<th>Phone Number</th>
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<tbody>
<tr>
<td>Boulder</td>
<td>CO</td>
<td>80304</td>
<td>720-564-4619</td>
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Signature:

All persons and companies who hold an interest in the described real property, whether as owner, lessee, optionee, mortgagee, etc. shall complete and sign this form. This application will not be accepted without the required signatures or a letter of authorization. **Attach additional sheets as necessary.**

#### Owner

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<tr>
<th>City</th>
<th>State</th>
<th>Zip</th>
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Signature:

**Checkboxes:**

- [ ] Owner
- [ ] Lessee
- [ ] Lender
- [ ] Other:

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<thead>
<tr>
<th>Name</th>
<th>Title</th>
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Signature: