



Land Use

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

HISTORIC PRESERVATION ADVISORY BOARD

Thursday, August 6, 2015 – 6:00 p.m.
Commissioners Hearing Room
Third Floor of the Boulder County Courthouse

AGENDA

1. Citizen participation for items not otherwise on the agenda
2. Approval of minutes from previous meetings
3. Building Permit Reviews for Structures 50 Years of Age and Older
4. Certificate of Appropriateness:
 - a. **Docket CA-15-0011: Valmont School continuation**
Request: Alterations to Valmont School and Site
Location: The property is located at 3227 N. 61st Street in the Valmont townsite area, in Section 22, Township 1N, Range 70W of the 6th Principal Meridian.
Zoning: Agricultural (A)
Owner/
Applicant: Robert Von Eschen
 - b. **Docket CA-15-0013: Chapman Drive Repairs**
Request: Certificate of Appropriateness for repairs to Chapman Drive
Location: At Chapman Drive in landmarked parcels 15790000001, 14613500002, 14613500003, 146134000021, and 146134000038; and non-landmarked parcels 146134000042 and 146134000036
Zoning: Forestry (F) Zoning District
Applicant: City of Boulder
5. Referral:
 - a. **Docket SU-14-0009: BUTTE BLACKSMITH LLC SU/SSDP**
Request: Special Use and Site Specific Development Plan for multiple principal uses which generate over 150 average daily trips including a Vehicle Sales Lot, Vehicle Service Center, General Industrial (outdoor storage and recycling of junk vehicles), and a Single Family Dwelling. The application proposes to build an 11, 700 sq. ft. building and earthwork in excess of 500 cubic yards.
Location: At 6095 Valmont Road, at the northwest corner of Valmont Road and N 61st Street, in Section 22, T1N, R70W.
Zoning: General Industrial (GI) Zoning District
Applicants: Gary and Debbie Chambers, Butte Blacksmith LLC
Agent: Rosi Dennett, Front Range Land Solutions
6. Other Business
 - a. Election of Officers



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BOULDER COUNTY HISTORIC PRESERVATION ADVISORY BOARD

MINUTES
June 25, 2015
6:00 PM
Caribou Room
Second Floor of the Land Use Department

Draft draft draft draft draft

On Thursday, June 25, 2015, the Boulder County Historic Preservation Advisory Board held a regular meeting, convening at 6:02 p.m. and adjourning at 8:48 p.m.

Board Members Present: Karen Hagler (chair) Steven Barnard, Jim Burrus, Iona Dotterer, Jason Emery, Stan Nilson, and Rosslyn Scamehorn

Board Members Excused: Diane Lowder, and George Schusler

Staff Present: Denise Grimm and Jessica Fasick, Land Use; Carol Beam, Parks and Open Space

Interested Others: 11

1. CITIZEN PARTICIPATION

None.

2. MINUTES

Approval of the May 7, 2015 Historic Preservation Advisory Board Minutes:

MOTION: Rosslyn Scamehorn **MOVED** to approve the May 7, 2015 minutes as submitted.

SECOND: Iona Dotterer

VOTE: Motion **PASSED** unanimously

3. BUILDING PERMIT REVIEW FOR STRUCTURES 50 YEARS OR OLDER

a. BP-15-TBD: Fichtner Miner's Cabin (aka shed)

Request: Permit to move a structure to accommodate road work
Location: 7294 Lefthand Canyon Drive Facility Relocation, Glendale Gulch
Zoning: Forestry (F)
Owner: Clifton Fichtner
Applicant: Boulder County

Staff member, Denise Grimm, gave the staff presentation. Staff was contacted by County Transportation related to a historic structure at Glendale Gulch and Lefthand Canyon. The county is working on road repairs and drainage/flood recovery work in this area. The structure currently sits inches away from the existing guardrail and over time has experienced damage on the rear side from its proximity to the road. Both Carol Beam and myself met on site with the County and our consultants to explore solutions to the road and flood work and the impacts to this site. It's not feasible to keep the structure in its current proximity to the road and the road needs to be widened slightly though this stretch. We agree that the structure was too important to lose as is one of a number of remaining structures in the townsite of Glendale. It was most likely a miner's residence at one time and in more recent years it's been vacant and just used as a shed. Also on the parcel is the building which was once the assay office, a smaller shed, and a house (the house being on the same property but across the street.) Due to its association with Boulder County's mining history and the development of the townsite of Glendale as well as a good intact example of a historic miner's residence, staff is recommending that it be considered eligible for local landmark designation.

The County Transportation Department explored options to try to avoid the structure but given the tight area we agreed there was likely no better solution than moving it on the lot. The new location reorients the structure to face west rather than east but retains its relationship to the building which was historically the assay office.

SIGNIFICANCE

Due to its association with Boulder County's mining history and the development of the townsite of Glendale staff is recommending that it be considered eligible for local landmark designation. The Fichtner Cabin across the road was a considered eligible for local designation when a site form was prepared for it several years ago. At that time the 3 structures on the south side of the road were not evaluated. I believe the 3 structures on the south side are also eligible including the cabin in question.

The Fichtner Miner's Cabin (shed) should be considered eligible for local landmark designation under Boulder County Criterion 1-501-A-(1) for its association with mining activity in the Glendale area.

RECOMMENDATION

Staff recommends that HPAB find the structure eligible for landmark designation and that moving the structure is necessary for its preservation and the new location is acceptable.

Representative for the applicant, Tim Swope, was available to answer questions.

OPEN PUBLIC COMMENT

Richard Kaselow with AECOM, consultant on the project

CLOSE PUBLIC COMMENT

- MOTION:** Iona Dotterer **MOVED** that HPAB find the structure at 7294 Lefthand Canyon Drive eligible for landmark status based on criteria 1; and that moving the structure is necessary for its preservation and the new location is acceptable
- SECOND:** Rosslyn Scamehorn
- VOTE:** Motion **PASSED** unanimously

4. REFERRALS

a. Docket SPR-15-0075: Lannan Site Plan Review

- Request: Site Plan Review for a new residence
Location: At 7920 Hygiene Road
Zoning: Agricultural (A) Zoning District
Applicants: Anne Lannan

Staff member Denise Grimm gave the staff presentation. Staff received an application for a new home at 7920 Hygiene Road. The proposal includes demolishing most of the existing buildings. The site form recommends that the milk barn and homestead house may be eligible for local designation. They are only proposing to keep the milkhouse.

The homestead house appears to have had a frame portion which is older plus a concrete block portion that dates to the late 1930s. This structure encroaches across the property line onto a neighboring parcel.

While the site form recommends local eligibility, without a more complete farmstead and given the alterations to the homestead, I think it's only marginally eligible. I would suggest the owner consider trying to work with the building, but given the complicating factor of encroaching across the property line and given its limited importance I would not deny their application.

RECOMMENDATION

Staff recommends that the HPAB find the milkhouse and homestead eligible per the survey. Staff also recommends that the applicant consider trying to work with the homestead structure, possibly moving it or doing a boundary line adjustment with the neighbor but not require its preservation.

The applicant, Anne Lannan, was available to answer questions.

OPEN PUBLIC COMMENT

David Waugh, architect on the project, 1711 Bowen

CLOSE PUBLIC COMMENT

MOTION: Jim Burrus MOVED that HPAB finds the homestead house and the milk house at 7920 Hygiene Road eligible for local landmark status; and that HPAB would be happy to work with any potential buyers interested in preserving the structures; but that HPAB does not oppose SPR-15-0075: Lannan Site Plan Review

SECOND: Steven Barnard

VOTE: Motion PASSED 4-0 with 3 abstentions (Hagler, Dotterer and Emery)

b. SE-15-0003: Von Eschen Lot Recognition (Valmont School)

Request: Subdivision Exemption for Building Lot Recognition to divide school from the new residence
Location: The property is located at 3227 N. 61st Street in the Valmont townsite area, in Section 22, Township 1N, Range 70W of the 6th Principal Meridian
Zoning: Agricultural (A)
Owner/
Applicant: Robert Von Eschen

Staff member Denise Grimm gave the staff presentation. HPAB has previously designated the school along with its accessory structures and a site area as a county landmark. (The landmark includes the school, privies, the historic portion of a pony barn, ash pit and site area.)

We also previously reviewed the mid-century ranch house demolition and rebuilding of a new house behind the school.

The current proposal includes dividing the property so that the new house and school are on separate properties, converting the school into a residence and adding a rear deck, skylights, reroof, grading, garage and driveway to the landmark.

For many years as we've worked with the owner we have discussed the division of the lot as a way to make the preservation of the historic school building and site more manageable. The owner explored various uses for the building but has determined a single family residence is the most feasible. While it might be nice to have the building in some type of public use with a better preserved interior, a single family residence is a viable option and compatible with the Valmont neighborhood.

The latest site plan does not show a location for the historic pony barn which was required by the landmarking and the Site Plan Review to be preserved and moved to within the landmark area.

RECOMMENDATION

Regarding the referral for **Docket SE-15-0003 Von Eschen Lot Recognition**, staff recommend that HPAB recommend approval of the docket with a condition that all aspects of the project which need a Certificate of Appropriateness receive those approvals before the SE is recorded and that preservation plans for each of the structures that are part of the landmark have been approved by HPAB.

Owner/applicant Robert Von Eschen was available to answer questions.

OPEN PUBLIC COMMENT

None.

CLOSE PUBLIC COMMENT

MOTION: Iona Dotterer **MOVED** that HPAB recommend approval of the docket with a condition that all aspects of the project which need a Certificate of Appropriateness receive those approvals before the SE is recorded and that preservation plans for each of the structures that are part of the landmark have been approved by HPAB and that any and all issues with floodplain and drainage have been clarified

SECOND: Jim Burrus

VOTE: Motion **PASSED** unanimously

5. CERTIFICATE OF APPROPRIATENESS

a. CA-15-0011: Valmont School

Request: Certificate of Appropriateness to add a garage, driveway, skylights, a deck and grading to a landmarked property.
Location: The property is located at 3227 N. 61st Street in the Valmont townsite area, in Section 22, Township 1N, Range 70W of the 6th Principal Meridian
Zoning: Agricultural (A)
Owner/
Applicant: Robert Von Eschen

Staff member, Denise Grimm, gave the staff presentation. In considering the application for a CA, HPAB shall use the following general criteria as well as any specific criteria included in the Resolution designating the historic landmark.

- a. The proposed alterations do not destroy or substantially impair the historic significance of a structure, site, or district.
- b. Every reasonable effort shall be made to ensure that the proposed alteration preserves, enhances, or restores the significant architectural features which are important to the designated historic landmark.
- c. The proposed architectural style, arrangement, texture, color, and materials are compatible with the character of the historic landmark.

The new asphalt roofing in a weathered wood color is an appropriate replacement material for a traditional wood roofing material, the proposed skylights, rear deck and door are on the rear of the building and have little impact. The garage location is appropriate although it may be preferable to orient the door to the south if feasible and keep more of the driveway impacts a little farther from the school. I'd further information on the grading and decommissioning of the lower level and how that will impact the structure and the lower level windows. A drainage plan for the property should be submitted and we can refer this item to a subcommittee for final consideration.

The locations for the privies and ash pit are shown but not the historic portion of the pony barn which was to be moved to the landmarked area. Before any more permits or approval for the property I think we need to establish what will happen with these accessory buildings and have a plan in place for their preservation.

RECOMMENDATION

Regarding **Docket CA-15-0011 Valmont School Certificate of Appropriateness**, staff recommends approval of the new roofing material, skylights the rear deck and door. I'd further recommend that we refer the garage orientation and driveway layout if HPAB determined reorienting these elements is desirable to a subcommittee for further review as well as referring the drainage and grading for further review.

No further permits or applications for the property should be processed or approved until we have a concrete plan for the accessory landmarked buildings.

Owner/applicant Robert Von Eschen was available to answer questions.

OPEN PUBLIC COMMENT

None.

CLOSE PUBLIC COMMENT

MOTION: Ilona Dotterer **MOVED** that HPAB approve **Docket CA-15-0011 Valmont School Certificate of Appropriateness** including the skylights and rear deck and rear doors, the new roofing materials and front door with the condition that they be approved separately, the new garage with the condition that a new site plan show the garage reoriented to open south and with an appropriate design, the windows and coal chute be restored, a concrete plan be submitted for the accessory landmarked buildings, and that any alterations or plans to drainage, grading and the basement due to floodplain issues be reviewed

SECOND: Steven Barnard

VOTE: Motion **PASSED** unanimously

6. OTHER BUSINESS

- a. Denise Grimm reminded HPAB members that there is a CLG training in Loveland on June 29, 2015.
- b. Board member, Karen Hagler, brought in a sign from Johnson's Corner in Longmont that has been in her possession and gave it to Land Use for safe keeping.

7. ADJOURNED

The Boulder County Historic Preservation Advisory Board meeting was adjourned at 8:48 p.m.

Detailed information regarding the docket items, including maps and legal descriptions are available for public use at the Land Use Department, 13th and Spruce, Boulder, CO 303-441-3930.



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HISTORIC PRESERVATION ADVISORY BOARD

Thursday, August 6, 2015 – 6:00 p.m.

Third Floor Hearing Room
Boulder County Courthouse

PUBLIC HEARING

STAFF PLANNER: Denise Grimm

STAFF RECOMMENDATION RE:

Docket CA-15-0011: Valmont School continuation

Request: Alterations to Valmont School and Site
Location: 3227 N. 61st Street in the Valmont townsite area, in Section 22,
Township 1N, Range 70W of the 6th Principal Meridian.
Zoning: Agricultural (A)
Owner/Applicant: Robert Von Eschen

PURPOSE

The role related to the Certificate of Appropriateness is to determine whether or not the proposal meets the criteria for a certificate of appropriateness for a landmarked property and to approve, conditionally approve or deny the proposal.

BACKGROUND

We have previously designated the school along with its accessory structures and a site area as a county landmark. (The landmark includes the school, privies, the historic portion of a pony barn, ash pit and site area.)

We also previously reviewed the mid century ranch house demolition and rebuilding of a new house behind the school.

In June 2015, HPAB recommended approval of a Subdivision Exemption to divide the property so that the new house and school are on separate properties. HPAB also partially approved a CA for modifications to the school to convert the school into a residence and adding a rear deck, front and rear doors, skylights, reroof, garage and driveway to the landmark. They also showed the locations for the pony barn and privies. We asked that the windows and coal chute be retained, the garage be turned, driveway be relocated and paving reduced and that they return to HPAB with plans for the grading. We also asked to review any final materials and plans to complete the rehabilitation of the pony barn and privies.

The owner and staff met to discuss floodplain and drainage issues. The owner is continuing to work on this. They do need to establish positive drainage around the building and staff asked that this be the minimum necessary. The owner is now proposing to add 10 inches of fill around the building to

slope out 10 feet and achieve the needed result. This will require the need for a 12 inch tall window well to be created around the lower level windows and a 6 inch step around the lower level door.

They have also modified the garage as asked to turn it to the side and have added a larger carport to it, reduced the driveway paving and have extended the deck on the back to be the full width of the building.

Certificate of Appropriateness

In considering the application for a CA, HPAB shall use the following general criteria as well as any specific criteria included in the Resolution designating the historic landmark.

- a. The proposed alterations do not destroy or substantially impair the historic significance of a structure, site, or district.
- b. Every reasonable effort shall be made to ensure that the proposed alteration preserves, enhances, or restores the significant architectural features which are important to the designated historic landmark.
- c. The proposed architectural style, arrangement, texture, color, and materials are compatible with the character of the historic landmark.

The proposal submitted appears to be the minimum impact needed for the grading at this time. The concrete window wells are a reasonable solution as is the curb around the door to the lower level. Any future alterations needed based on new information related to flood elevations would need to be re-referred and approved by HPAB.

The extension of the deck to be wider, the new garage/carport and driveway appear reasonable and meet the above criteria.

RECOMMENDATION

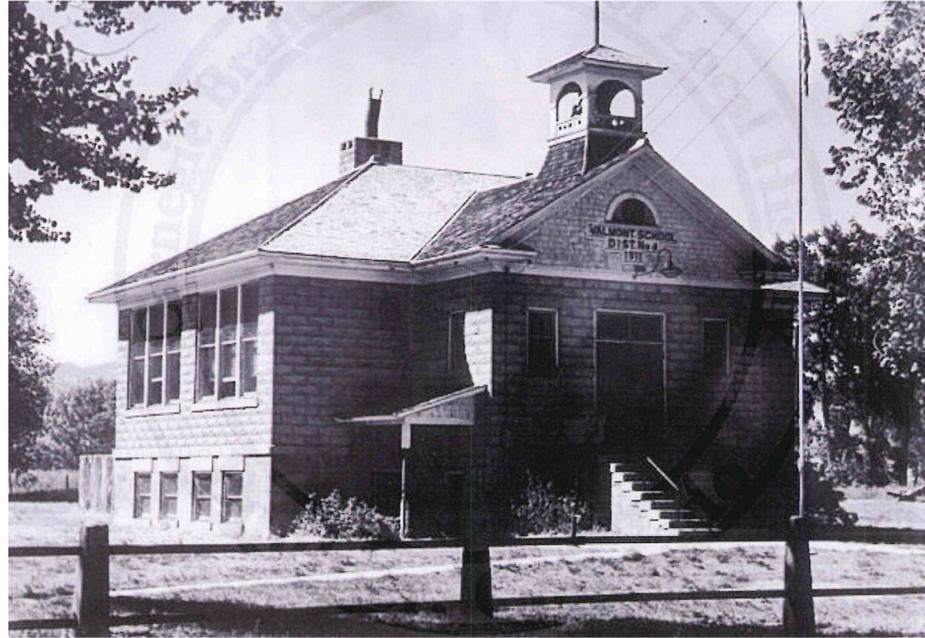
Regarding **Docket CA-15-0011 Valmont School continuation** staff recommends approval of the following:

1. Window and door wells, drainage and grading as shown being a maximum depth of 10 inches of fill and curbs a maximum of 12 inches above current grade;
2. The new garage orientation;
3. The new driveway configuration;
4. The new deck dimensions.

The final front door details and rehabilitation plans for the pony barn and privies should be provided for review by a subcommittee. Any modifications to the grading or drainage would need to be approved by at least a subcommittee of HPAB or the full board if deemed necessary.

VALMONT SCHOOL REDEVELOPMENT

BOULDER COUNTY, COLORADO



PROJECT TEAM

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Boulder, CO 80304
P 303.364.1044
F 303.927.6918

Osmosis Architecture
290 Second Ave
Niwot, CO 80544-1024
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SHEET INDEX

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Our passion is to bring the remarkable Valmont School building back from the brink of extinction and give it a new life that can be sustained well into the future.

HISTORY

Built in 1911, the school served as a community hub for over 40 years. But when it was abandoned 63 years ago, no efforts were made to preserve the school; it was effectively left for dead. When purchased in 2002, it had fallen into a hopeless state of disrepair and neglect. Since then a solution has been sought that allows the school to once again be a proud, viable, lasting part of the community.

To that end we have worked with County officials, Denise Grimm and the community at large for over 10 years on a variety of possibilities, including conversion to an events center, an arts studio, a bed and breakfast, and a single family home. All commercial ideas were rejected by the marketplace. Now the school's only hope for a sustainable, continuous life is as a family home.

During the landmarking process, the Board determined that the school's portion of the purchased lot to be .75 acres and the adjacent residence to receive the remaining 1.66 acres.

Without conversion into a family home the building faces certain continued demise.

OWNERSHIP OF DOCUMENTS AND DESIGNS:

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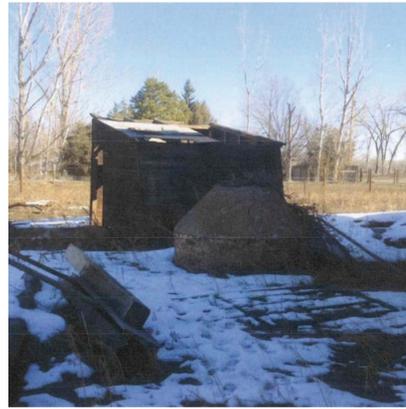
VALMONT SCHOOL
BOULDER COUNTY, COLORADO

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Job 15015

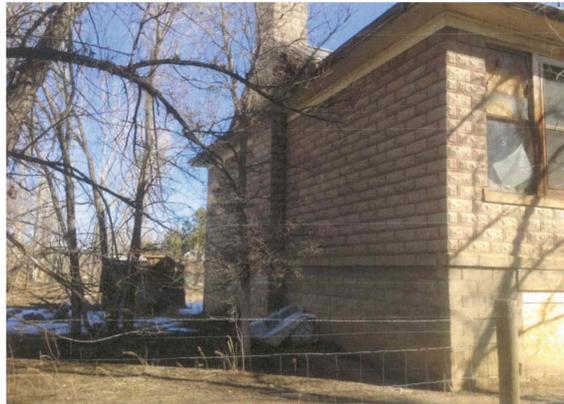
DATE 22 JULY 2015



PONY SHED AND ASH PIT



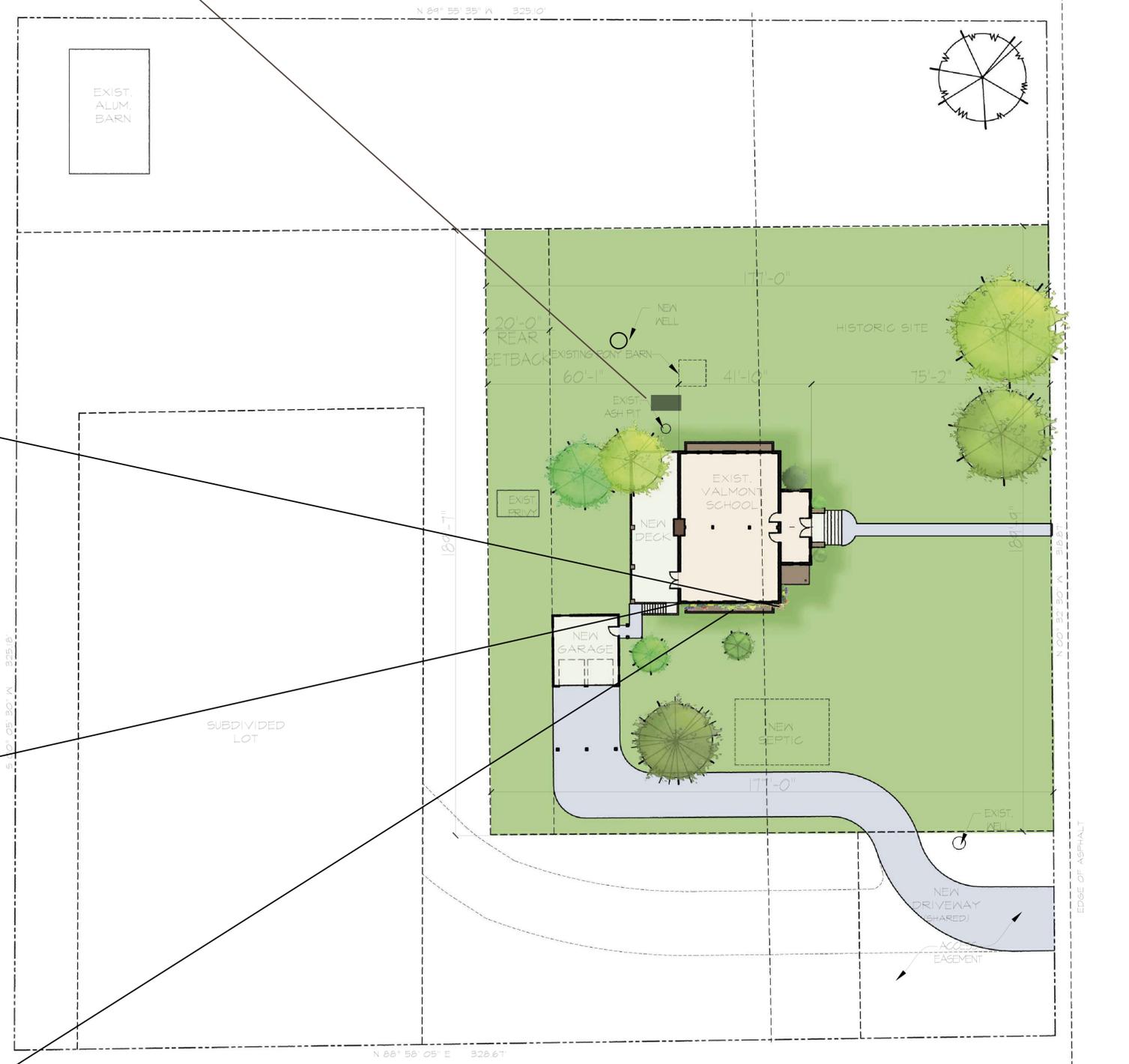
EXISTING SCHOOL SCREENS NEW CONSTRUCTION BEHIND



EXISTING REAR | DECK AND DOOR TO BE ADDED



EXISTING SIDE | REGRADING FOR DRAINAGE, APPROX. 10" ABOVE EXISTING GRADE. WINDOW WELLS TO BE ADDED, SEE PAGE 8 [ALL SIDES]



SITE PLAN SCALE: 1" = 20'

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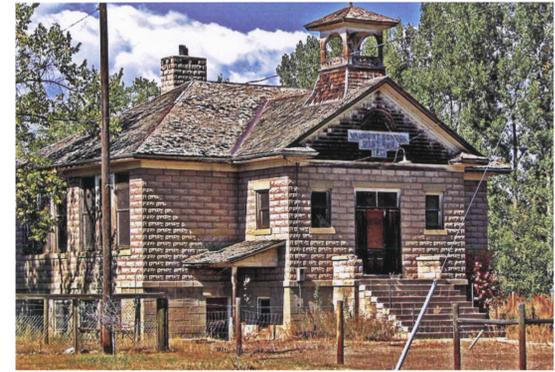
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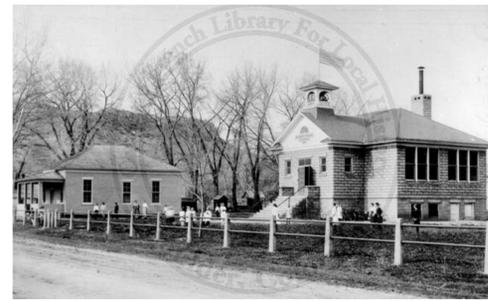
Job 15015
 DATE 22 JULY 2015



EXISTING EAVES | REPAIRED AS NECESSARY



CURRENT SITE CONDITION



SCHOOL STRUCTURE WITH ACCESSORY STRUCTURE



HISTORIC PHOTOS



FRONT STREET SCENE
SCALE: 1/8" = 1'-0"



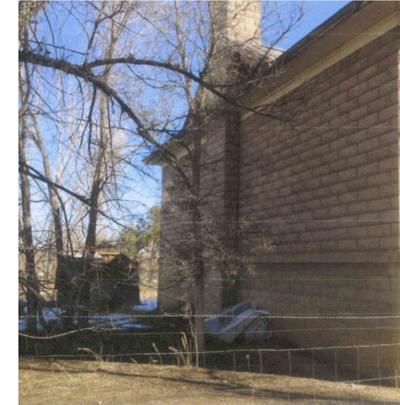
STEPS REPAIRED AS NECESSARY

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BOULDER COUNTY, COLORADO

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Job 15015
DATE 22 JULY 2015



EXISTING REAR, DECK AND DOOR TO BE ADDED



REAR STREET SCENE
SCALE: 1/8" = 1'-0"

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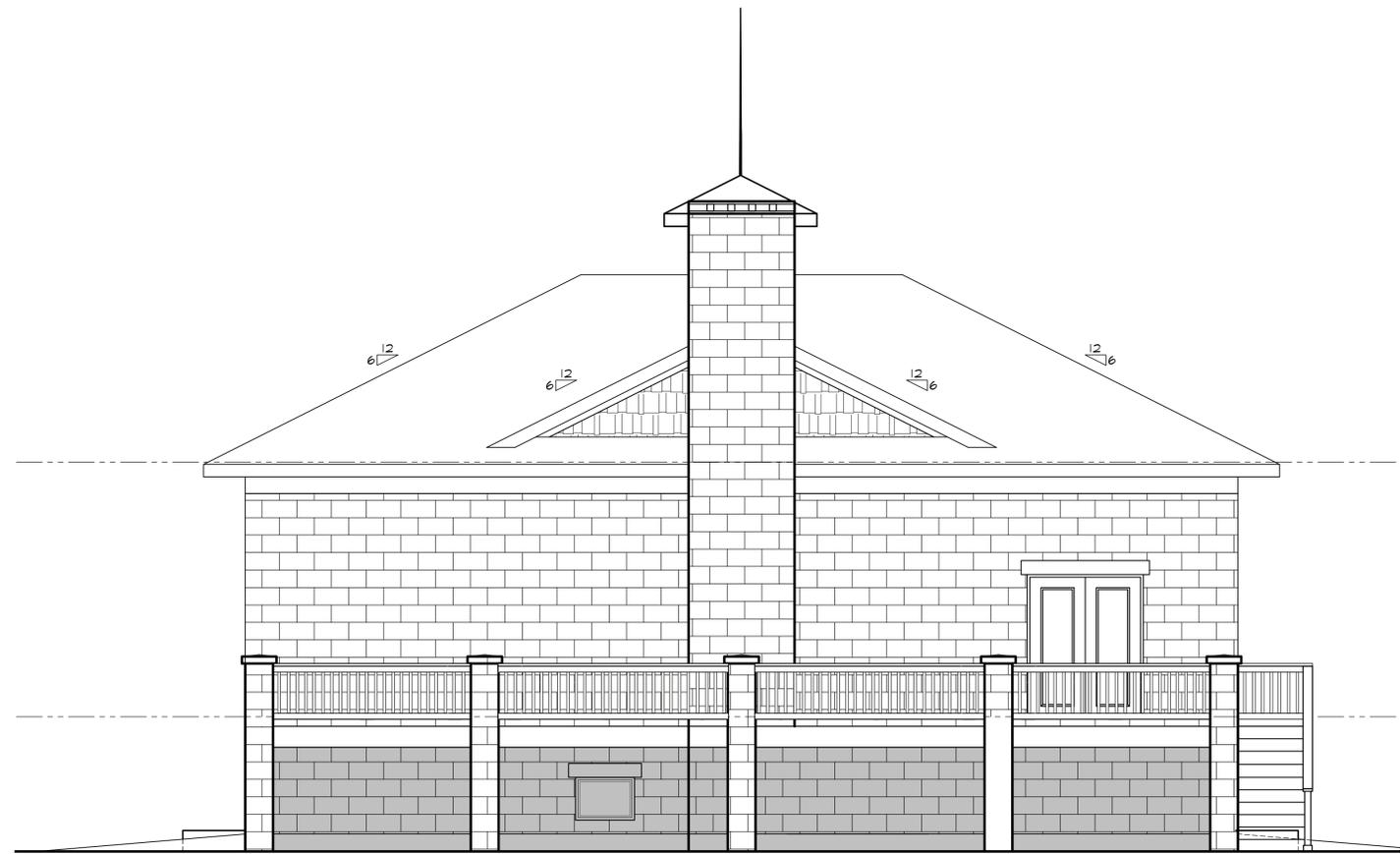
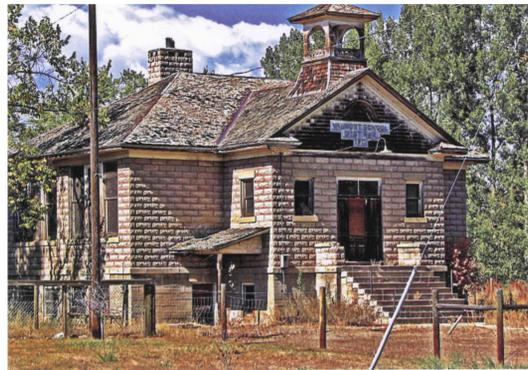
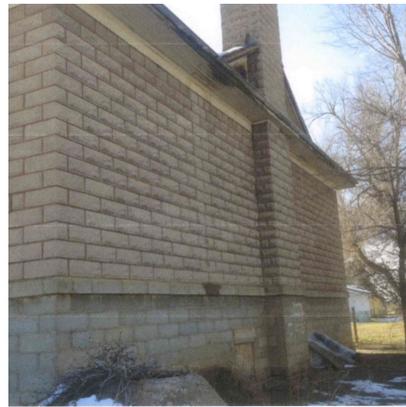
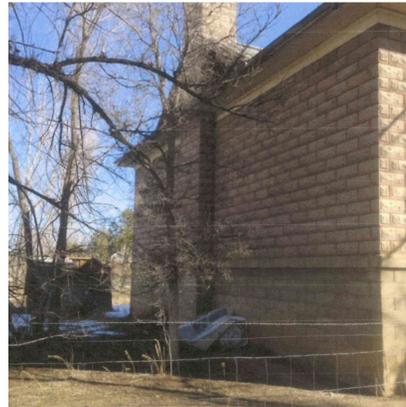
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BOULDER COUNTY, COLORADO

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Job 15015

DATE 22 JULY 2015



REAR ELEVATION
SCALE: 1/4" = 1'-0"



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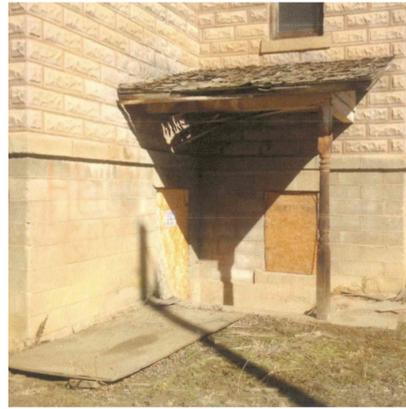
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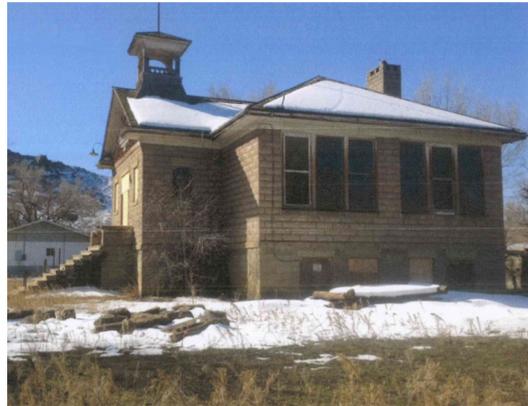
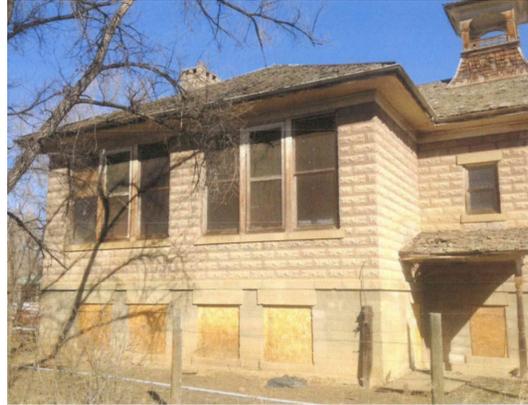
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EXISTING SHED ROOF OVER BASEMENT ACCESS, REPAIRED AS NECESSARY



EXISTING SHED ROOF OVER BASEMENT ACCESS



EXISTING SIDE | REGRADING FOR DRAINAGE, APPROX. 1' ABOVE EXISTIN GRADE. WINDOW WELLS



EXISTING WINDOW GRATE | TO BE REMOVED



LEFT ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

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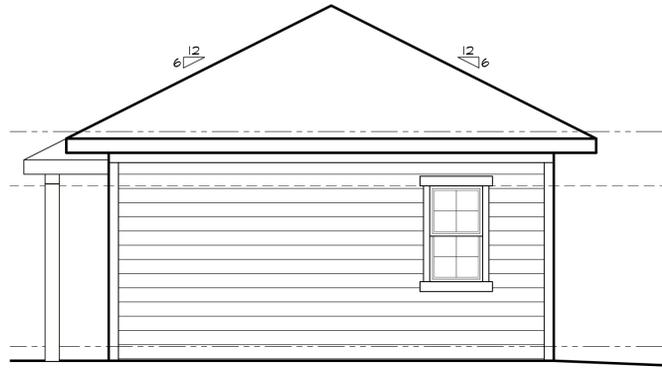
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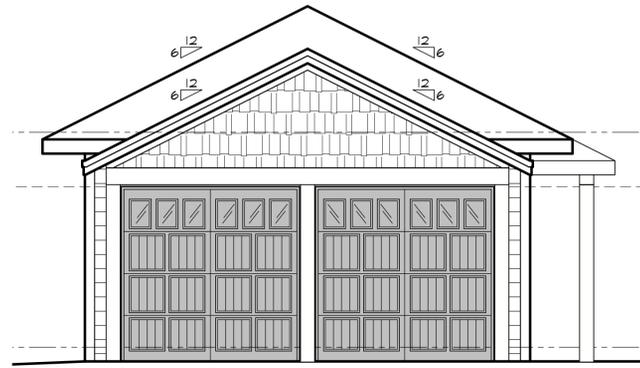
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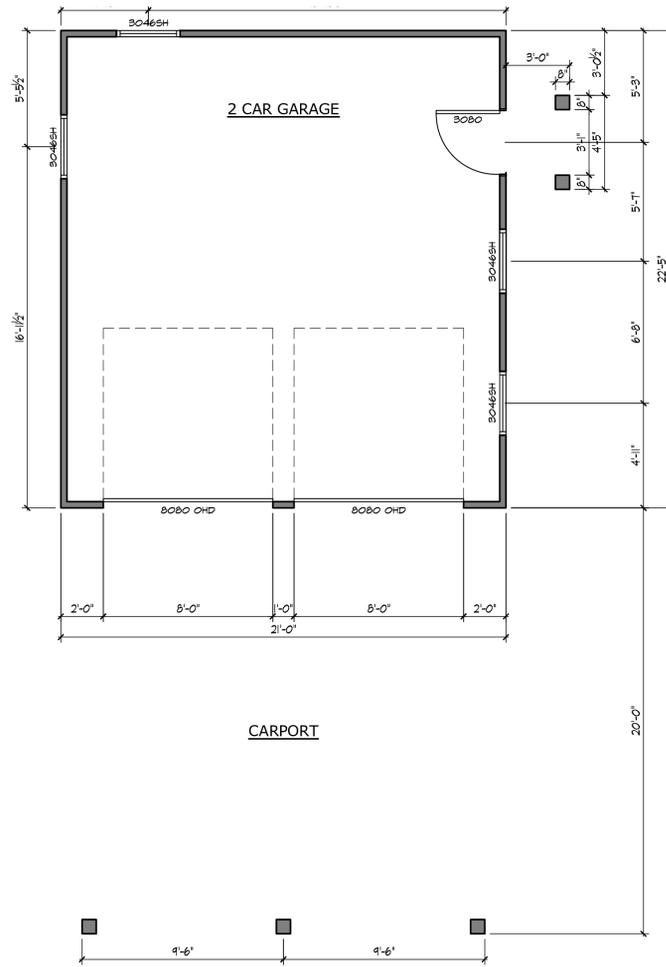
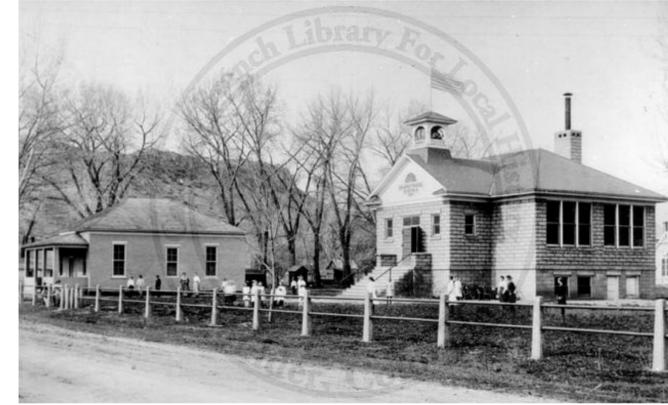
NORTH ELEVATION

SCALE: 1/4" = 1'-0"



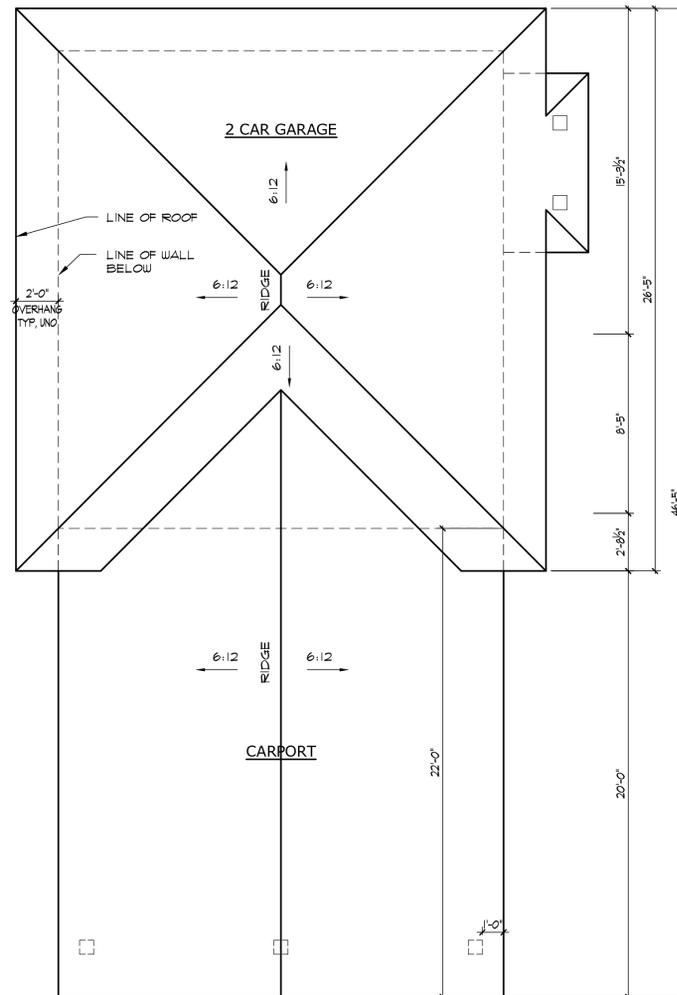
SOUTH ELEVATION

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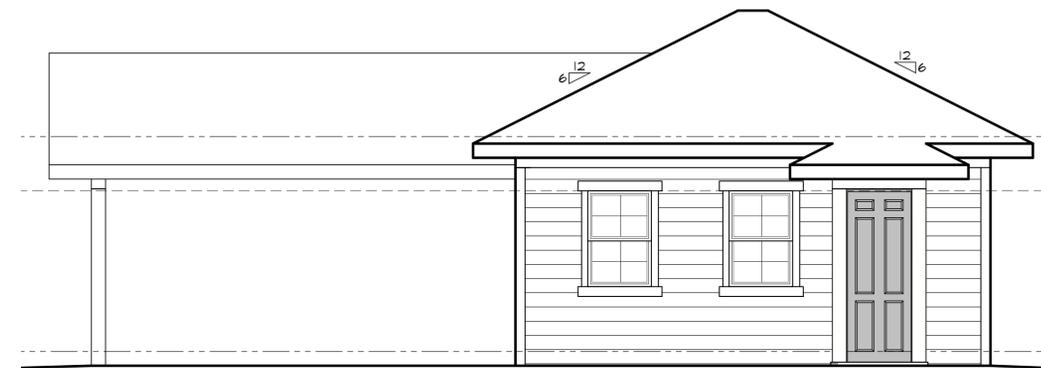
GARAGE PLAN

SCALE: 1/4" = 1'-0"



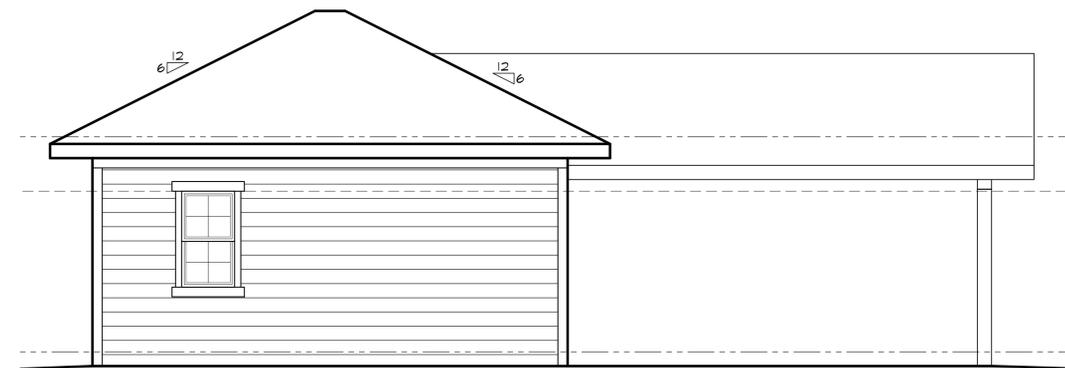
GARAGE ROOF PLAN

SCALE: 1/4" = 1'-0"



EAST ELEVATION

SCALE: 1/4" = 1'-0"



WEST ELEVATION

SCALE: 1/4" = 1'-0"

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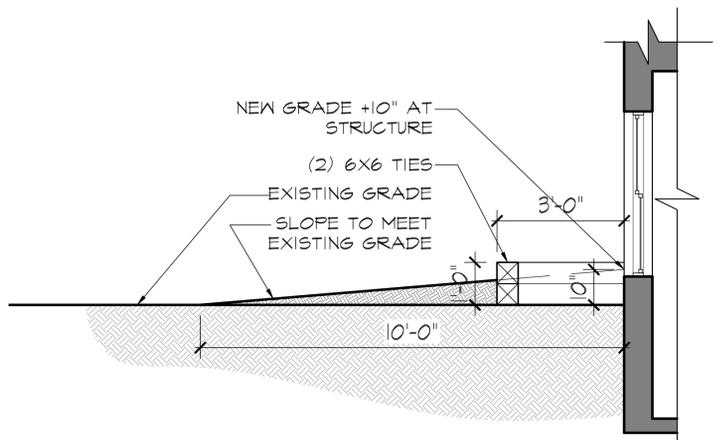
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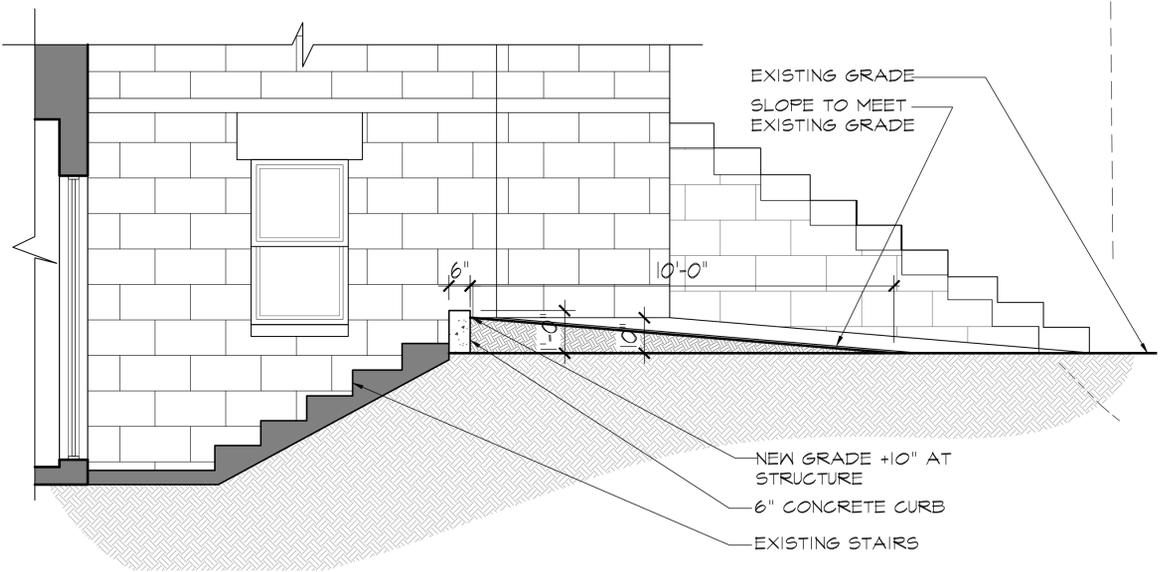
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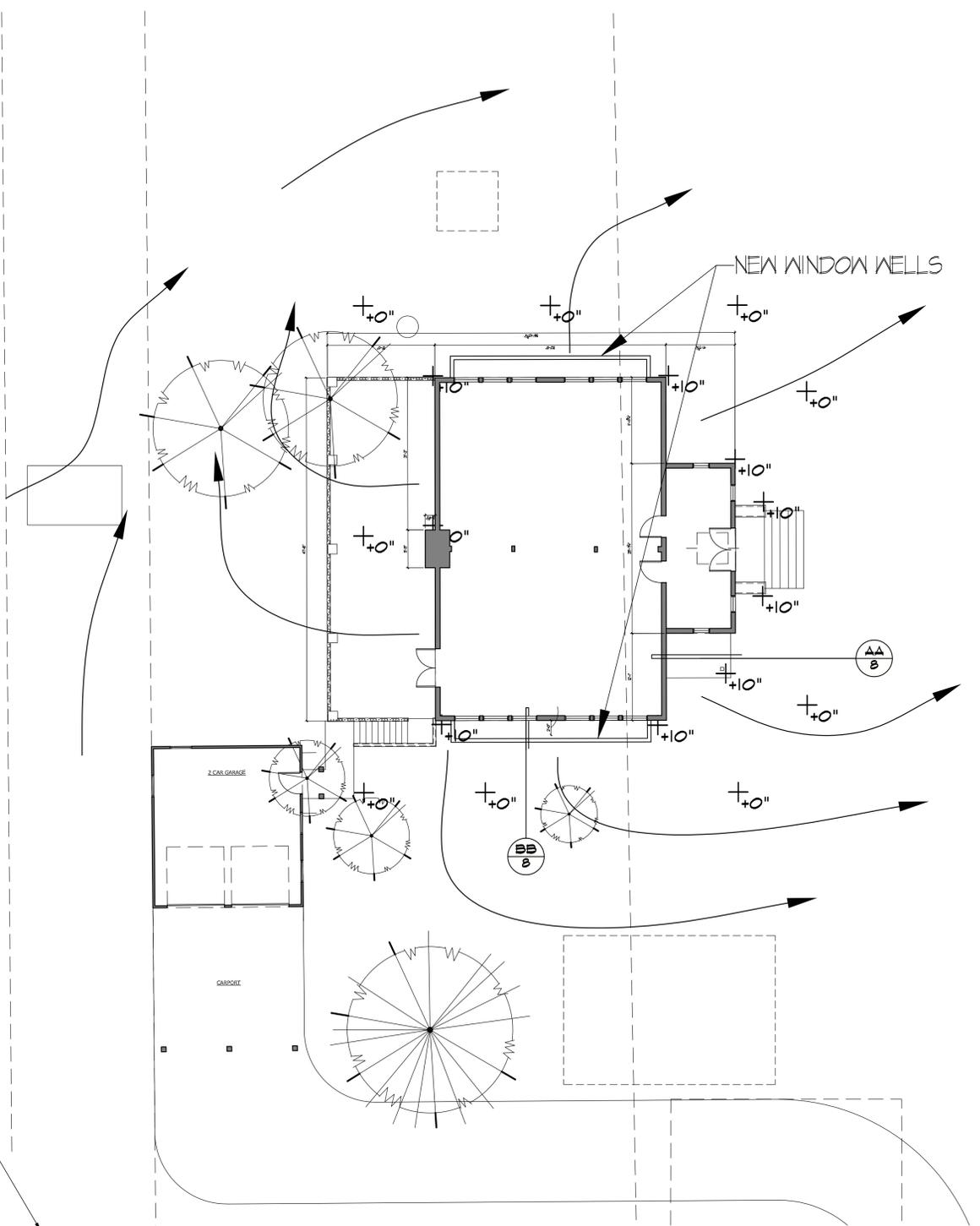
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GRADING SECTION BB
 SCALE: 1/2" = 1'-0"



GRADING SECTION AA
 SCALE: 1/2" = 1'-0"



GRADING PLAN
 SCALE: 1" = 10'-0"



Land Use

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HISTORIC PRESERVATION ADVISORY BOARD

Thursday, August 6, 2015 – 6:00 p.m.

Third Floor Hearing Room
Boulder County Courthouse

PUBLIC HEARING

STAFF PLANNER: Denise Grimm

STAFF RECOMMENDATION RE:

Docket CA-15-0013: Chapman Drive Repairs

Request: Certificate of Appropriateness for repairs to Chapman Drive
Location: At Chapman Drive in landmarked parcels 15790000001, 14613500002, 14613500003, 146134000021, and 146134000038; and non-landmarked parcels 146134000042 and 146134000036
Zoning: Forestry (F) Zoning District
Applicant: City of Boulder

PURPOSE

The role related to the Certificate of Appropriateness is to determine whether or not the proposal meets the criteria for a certificate of appropriateness for a landmarked property and to approve, conditionally approve or deny the proposal.

BACKGROUND

The Flagstaff Mountain Cultural Landscape District has been landmarked with Boulder County through three dockets – HP-02-0004, HP-09-0002 and HP-12-0005. The 2002 landmark district includes eight features with an associated 100-foot buffer from each structure. The features include: The Sunrise Circle Amphitheater, the Flagstaff Summit Shelter House, the Green Mountain Lodge with the spring behind, the Halfway House and restroom, the Wood Shelter and the Morse Well. The 2009 application added the upper portion of Chapman Drive (also with a 100 foot buffer) to the district, and the 2012 application added the lower portion of Chapman Drive plus the 100 foot buffer where the buffer is contained within the OSMP property.

Chapman Drive was built by the CCC (Civilian Conservation Corps) in 1933-1935 and was named for the Assistant US Secretary of the Interior, Oscar L. Chapman.

The City of Boulder Open Space & Mountain Parks (OSMP) has submitted plans for work to Chapman Drive for flood repairs and hazard mitigation. OSMP archaeologist Katrina Waechter has conducted an intensive (Class III) cultural resource inventory of 76 acres for the proposal.

PROPOSAL

The proposed work is outlined in the packet submitted by OSMP. A Summary of Anticipated Impacts of Proposed Treatments is available starting on page 30 of their packet. OSMP's condition assessment done as part of the intensive cultural resource survey found that there will be impacts on contributing features of the Flagstaff Mountain Cultural Landscape District. The report states, "Some of the features impacted by the proposed treatments are already damaged by normal processes as well as a result of flooding in 2013. However, the same proposed treatments that may or may not additionally compromise feature integrity will ultimately have positive effects by preserving the overall resource. Each treatment needs to be examined and considered within the context of the contributing feature present, its level of integrity, and overall impact of Chapman Drive as well as the Flagstaff Mountain Cultural Landscape District. Historic features with fair and good levels of integrity are prioritized within the current treatment proposals. Historic features with poor or no remaining integrity are prioritized for restoration of feature function rather than historic feature preservation. The City of Boulder Open Space and Mountain Parks cultural resources staff recommends finding the proposed treatments appropriate for the scope of flood repairs and future hazard mitigation."

CRITERIA FOR A CERTIFICATE OF APPROPRIATENESS

In considering the application for a CA, HPAB shall use the following general criteria as well as any specific criteria included in the Resolution designating the historic landmark.

- a. The proposed alterations do not destroy or substantially impair the historic significance of a structure, site, or district.
- b. Every reasonable effort shall be made to ensure that the proposed alteration preserves, enhances, or restores the significant architectural features which are important to the designated historic landmark.
- c. The proposed architectural style, arrangement, texture, color, and materials are compatible with the character of the historic landmark.

RECOMMENDATION

City of Boulder Open Space and Mountain Parks has done a very thorough job gathering research and materials showing the possible effects of their proposal. Staff finds that the applicant has proposed suitable repairs and hazard mitigation work for Chapman Drive. Therefore, staff recommends that the HPAB approve docket **CA-15-0013: Chapman Drive Repairs** with the condition that any alterations be approved by staff.



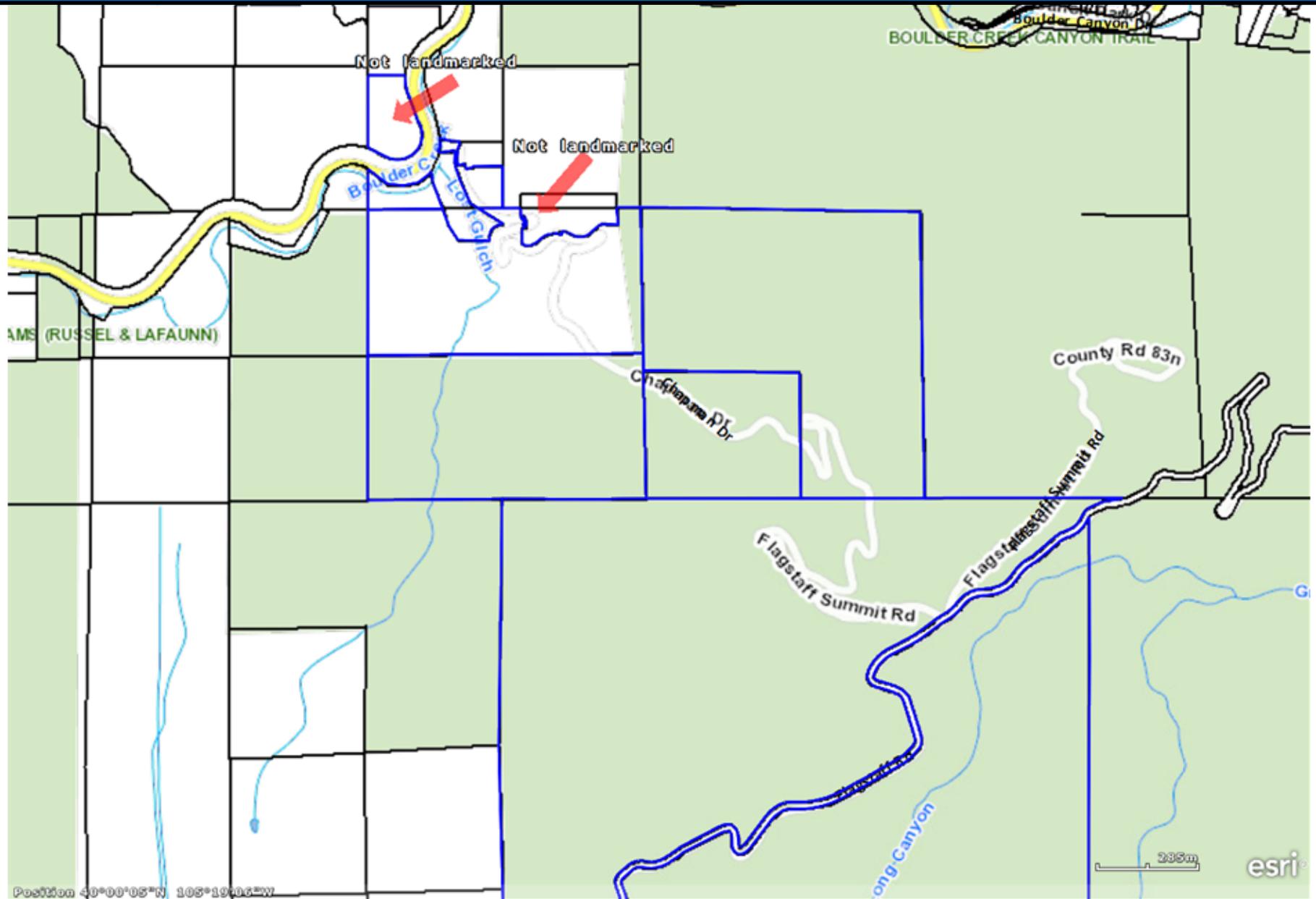
Boulder County Land Use Department

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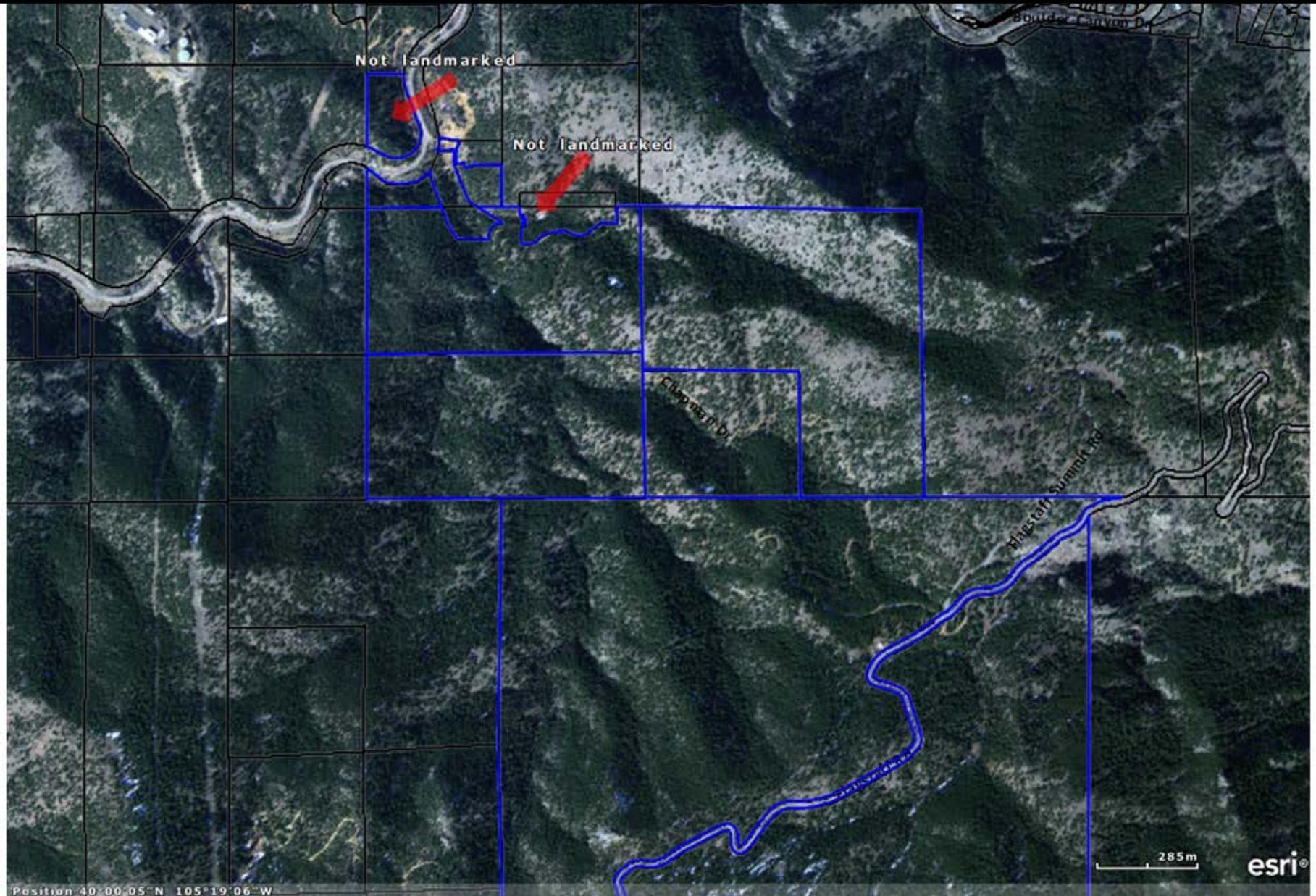
CHAPMAN DRIVE REPAIRS



Position 40°00'05"N 105°19'06"W



1 inch = 900 feet

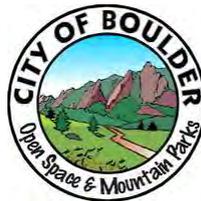


1 inch = 900 feet

Intensive Cultural Resource Survey and Resource Condition Assessment
for Chapman Drive Flood Repairs and Hazard Mitigation Project,
Boulder County, Colorado



Prepared by Katrina Waechter
Cultural Resource Management Technician,
City of Boulder Open Space & Mountain Parks



July 20, 2015

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History Colorado-Office of Archaeology and Historic Preservation

COLORADO CULTURAL RESOURCE SURVEY

Cultural Resource Survey Management Information Form

I. PROJECT SIZE

Total federal acres in project	<u>0</u>	Total federal acres surveyed	<u>0</u>
Total state acres in project	<u>0</u>	Total state acres surveyed	<u>0</u>
Total private acres in project	<u>0</u>	Total private acres surveyed	<u>0</u>
Total other acres in project	<u>76.00</u>	Total other acres surveyed	<u>76.00</u>

II. PROJECT LOCATION

County: Boulder

USGS Quad Map: Boulder (1980)

Principal Meridian: Sixth

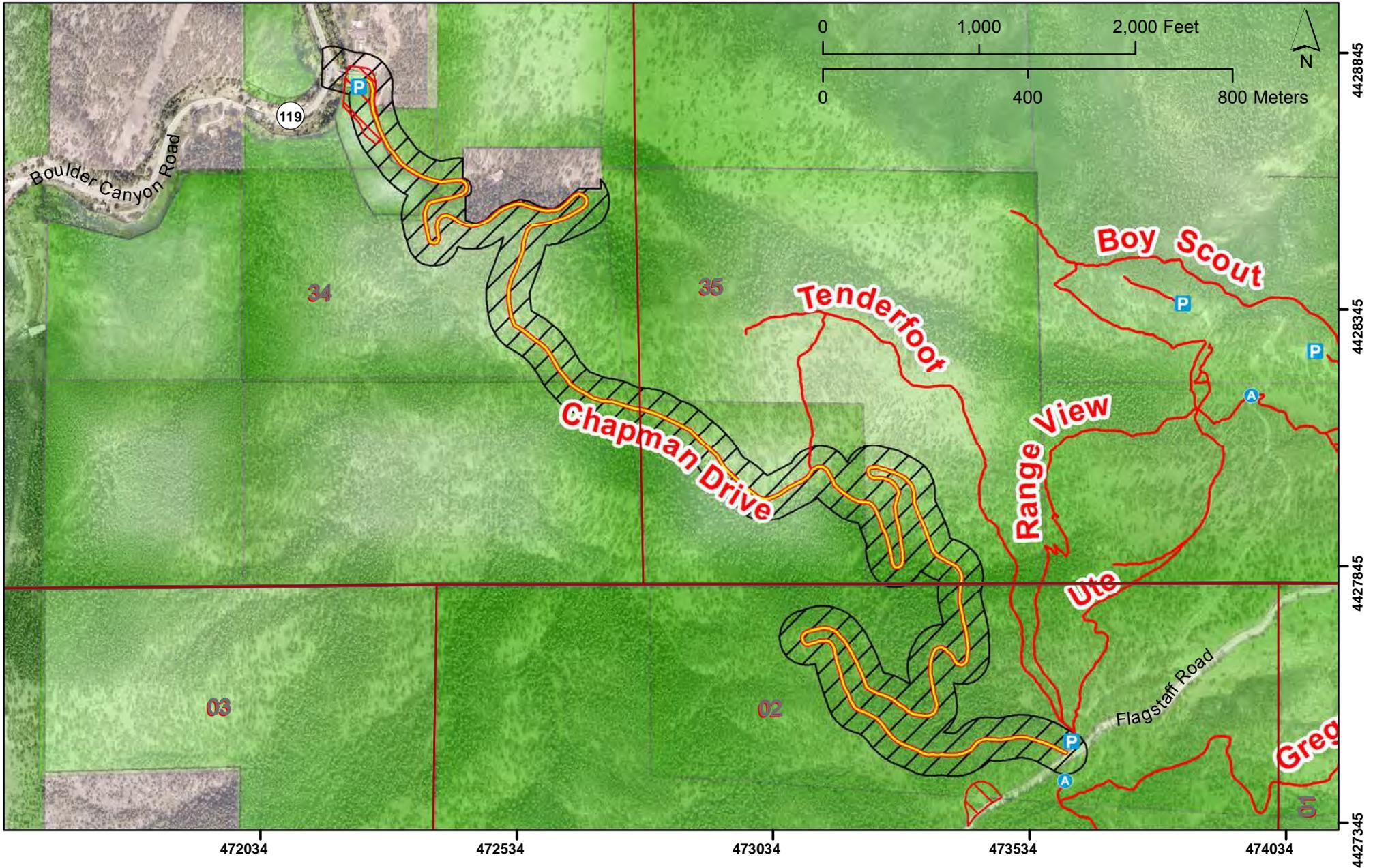
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Township	<u>1S</u>	Range	<u>71W</u>	Section	<u>2</u>	<u>SE</u>	<u>1/4</u>	<u>NE</u>	<u>1/4</u>	<u>NE</u>	<u>1/4</u>	<u>NW</u>	<u>1/4</u>
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Township	<u>1N</u>	Range	<u>71W</u>	Section	<u>34</u>	<u>SW</u>	<u>1/4</u>	<u>SE</u>	<u>1/4</u>	<u>NE</u>	<u>1/4</u>	<u>SE</u>	<u>1/4</u>
Township	<u>1N</u>	Range	<u>71W</u>	Section	<u>34</u>	<u>SE</u>	<u>1/4</u>	<u>SW</u>	<u>1/4</u>	<u>NE</u>	<u>1/4</u>	<u>SE</u>	<u>1/4</u>
Township	<u>1N</u>	Range	<u>71W</u>	Section	<u>34</u>	<u>NE</u>	<u>1/4</u>	<u>SW</u>	<u>1/4</u>	<u>NE</u>	<u>1/4</u>	<u>SE</u>	<u>1/4</u>

Township	1N	Range	71W	Section	34	SE	1/4	NW	1/4	NE	1/4	SE	1/4
Township	1N	Range	71W	Section	34	NW	1/4	NE	1/4	NE	1/4	SE	1/4
Township	1N	Range	71W	Section	34	NE	1/4	NW	1/4	NE	1/4	SE	1/4
Township	1N	Range	71W	Section	34	NW	1/4	NW	1/4	NE	1/4	SE	1/4
Township	1N	Range	71W	Section	34	SE	1/4	NE	1/4	NW	1/4	SE	1/4
Township	1N	Range	71W	Section	34	NE	1/4	NE	1/4	NW	1/4	SE	1/4
Township	1N	Range	71W	Section	34	NE	1/4	SW	1/4	SW	1/4	NE	1/4
Township	1N	Range	71W	Section	34	NW	1/4	SE	1/4	SW	1/4	NE	1/4
Township	1N	Range	71W	Section	34	SW	1/4	SE	1/4	SW	1/4	NE	1/4
Township	1N	Range	71W	Section	34	SE	1/4	SE	1/4	SW	1/4	NE	1/4

III. SITES

Smithsonian Number	Resource Type				Eligibility (NRHP)				Eligibility (Boulder County)				Management Recommendations						
	Prehistoric	Historic	Paleontological	Unknown	Eligible	Not Eligible	Need Data	Contributes to a District	Eligible	Not eligible	Historic Landmark	Contributes to a District	No Further Work	Preserve / Avoid	Monitor	Test	Excavate	Archival Research	Other
5BL4170		X			X						X	X							X
5BL4944		X				X				X			X						
5BL622		X				X				X			X						

Chapman Drive Flood Repairs and Hazard Mitigation Cultural Resource Survey Area



- | | | |
|-----------------|---|-----------------------|
| OSMP Trailhead | Class III Survey - Trailhead and Top Shop | Land Ownership |
| Access Point | Class III Survey - Chapman Drive | |
| Hiking Trail | PLSS Sections | City of Boulder |
| Multi-Use Trail | | |

UTM Zone 12S, NAD1983
 1:10,000
 Boulder Quadrangle (1980)

Sixth Prime Meridian
 Township 1 North
 Range 71 West
 Sections 2, 34, 35

INTRODUCTION

Chapman Drive is a historic road in the Boulder Mountain Parks that was constructed by the Civilian Conservation Corps between 1933 and 1935. Chapman Drive is a Boulder County Historic Landmark as part of the Flagstaff Mountain Cultural Landscape District. This report presents the potential impacts on historic features of Chapman Drive from work proposed by the Chapman Drive Flood Repairs and Hazard Mitigation project for consideration for Boulder County Historic Preservation Advisory Board members and Boulder County planning staff. This study compares the inventories of Chapman Drive historic features completed prior to the 2013 flood to a post-flood feature inventory undertaken as part of the current project. This study recorded all cultural features and materials found during survey, including historic features and artifact scatters not considered contributing elements to the Flagstaff Mountain Cultural Landscape District. Chapman Drive is a 24 feet wide compacted dirt road that serves as a multi-use trail that travels generally southeast along the western faces of Flagstaff Mountain. Chapman Drive functions as an access road for residential access, recreation corridor, as well as an emergency and operational road. The trail connects Colorado State Highway 119 and Flagstaff Road, affording access from Boulder Canyon to Gregory Canyon via Realization Point as well as the Tenderfoot Trail. Chapman Drive Trail is heavily used by visitors with dogs, equestrians, hikers, runners, and mountain bikers.

From May 8th to June 8th, 2015, City of Boulder Open Space & Mountain Parks (OSMP) archaeologist Katrina Waechter conducted an intensive (Class III) cultural resource inventory of 76 acres for the Chapman Drive Flood Repair and Hazard Mitigation Project. The inventory was conducted on property owned by the City of Boulder and managed by the City of Boulder's Open Space and Mountain Parks department. The extent of the proposed project involves Chapman Drive, Chapman Drive Trailhead, and the City of Boulder "Top Shop" maintenance facility. The City of Boulder OSMP Land Use and Visitor Services Division has proposed expansion of an existing trailhead as well as repairs of flood damaged segments of Chapman Drive, which entails future expansion of an existing trailhead, installation of culverts, cleaning and repairs of damaged historic culverts, grading, drainage ditch clearing, installation of rolling dips, installation of vehicle pull-outs, as well as staging of excavated fill and materials within temporary designated staging areas. In September 2013, the Colorado Front Range suffered catastrophic flooding. Within the Boulder Mountain Parks, flooding damaged or destroyed substantial portions of the Boulder trails system. Many segments and associated features of Chapman Drive were severely damaged during the flooding event. The intent of this project is to repair Chapman Drive to pre-flood functionality for emergency and management access. The legal location of the proposed project is T. 1S, R.71 W, Section 2, T. 1N, R. 71W, Sections 34 and 35 on the Boulder Quadrangle. The Boulder County parcels affected by the proposed project include parcel numbers 146134000036, 146134000038, 146134000042, 146134000021, 146135000002, 146135000003, and 157900000001.

A total of 76 acres were intensively inventoried for cultural resources within the project area. This includes 100% of the area where flood repairs and hazard mitigation treatments are proposed, covering over a 260 feet wide buffer of Chapman Drive. No new cultural resources were located for this project, including within new cuts and exposures from the 2013 flood. Three previously recorded sites were relocated and reevaluated for this project as part of a

separate inventory report for compliance with the National Historic Preservation Act (54 U.S.C. 306108). The reevaluated sites include Chapman Drive (5BL4170), Flagstaff Road (5BL4944), and the Boulder Canyon Road (5BL622). One of the three sites reevaluated for this project, Chapman Drive, is a Boulder County historic landmark and part of the Flagstaff Mountain Cultural Landscape District, a Boulder County historic district. No other historic landmarks or officially determined historically significant sites at local, state, or national levels are found within or adjacent to the project area.

As part of flood recovery efforts, the City of Boulder Open Space and Mountain Parks department is seeking approval of a Certificate of Appropriateness (CA) application from the Boulder County Historic Preservation Advisory Board (HPAB) for proposed flood repairs and hazard mitigation treatments for Chapman Drive. This condition assessment was completed to assess the extent and severity of flood damage as well as the impacts of proposed treatments on historic features of Chapman Drive. The City of Boulder intends to commence work on the proposed treatments for flood repairs and hazard mitigation at Chapman Drive as early as September 2015. The repairs are scheduled to last through the end of the 2015 calendar year, stop during periods of unsuitable weather in winter 2016 and continue through spring of 2016.

ENVIRONMENT

The City of Boulder Open Space and Mountain Parks department administers over 45,000 acres of land in and around Boulder, Colorado. The Chapman Drive Flood Repairs and Hazard Mitigation project area lies within the foothills of north-central Colorado, in the Hogbacks/Foothills Transition Zone. Several major creeks drain City of Boulder Open Space and Mountain Parks, including Four Mile Canyon Creek, Boulder Creek, South Boulder Creek, and Rock Creek, within the larger Platte River Basin. The current project is located in the Upper Basin of Boulder Creek and is drained by two intermittent stream channels into Boulder Creek. A portion of Boulder Creek is diverted 0.8 mile northeast of the project area into the Silver Lake Ditch with additional diversions for Anderson and Farmers Ditches in the 1.8 miles. A small portion of the survey area is populated, which includes two private residences adjacent to the project area as well as a commercially zoned event center. The project area is adjacent to these residences and business with the potential to impact access to private property. The lower portion of Chapman Drive functions as a public recreational facility and provides access to private driveways for properties located at 38472, 38474, and 38478 Boulder Canyon Drive. The upper portion functions as a public recreational facility and operational road (for emergency and administrative access). The upper portion is closed to public vehicle traffic.

The project area is spans from near the summit of Flagstaff Mountain northwest to the bottom of Boulder Canyon. Boulder Creek Granodiorite extends from the summit of Flagstaff Mountain to the bottom of Boulder Canyon where Post-Piney Creek Alluvium is found in the riparian corridor. Soils in the project area are from the Juget series. The Juget series consists of shallow, somewhat excessively drained soils formed in thin noncalcerous coarse materials weathered from granite bedrock. Juget soils are typically found between rock outcrops on mountain slopes with slopes from 6 to 60 percent. Within the survey area, very gravelly loamy sands (10 YR 4/2) were observed in exposed areas.

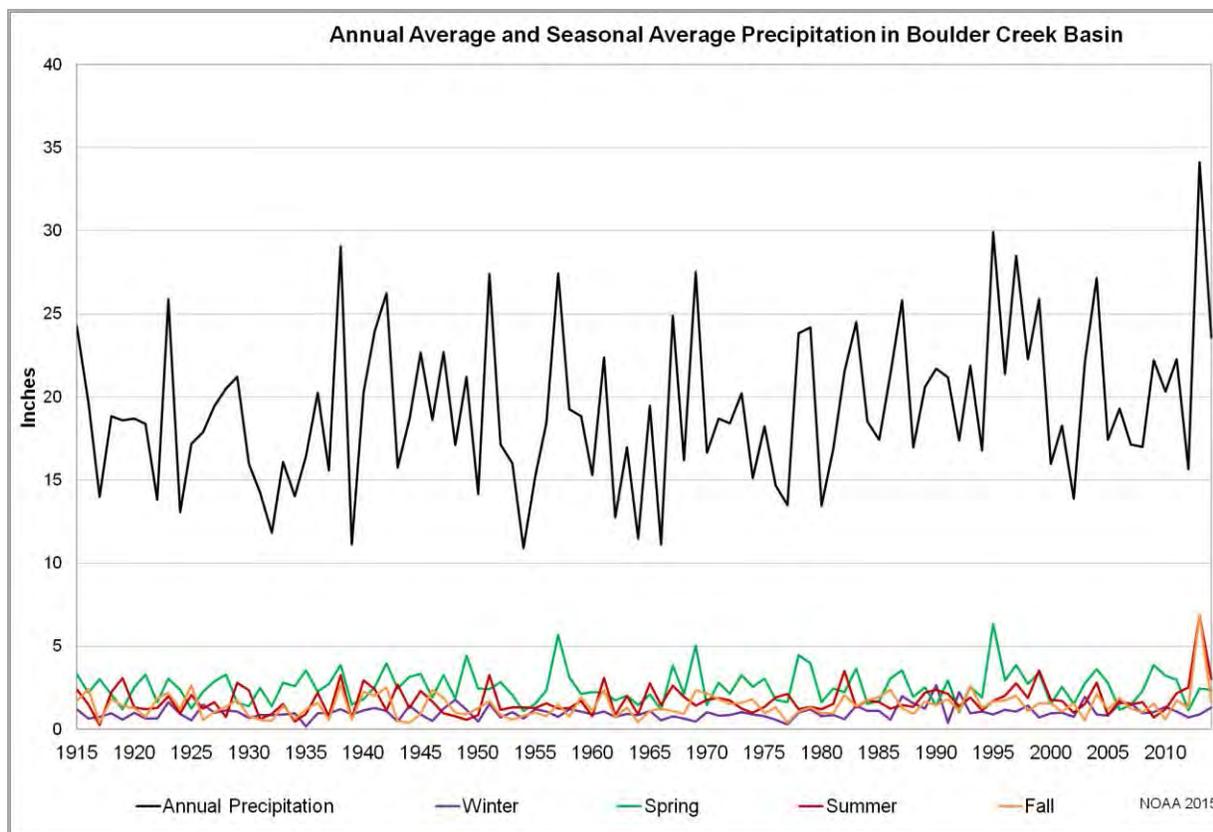


Figure 1: Average Precipitation in Boulder Creek Basin

This area has received an annual average precipitation (including rain, snow, and hail) for the past century in the Boulder Creek Basin of 19” (NOAA 2015) with high seasonal variation between warm and cool months (Figure 1). The annual precipitation in 2013 was 34” within the Boulder Creek Basin, the high outlier a result of the catastrophic flooding in September 2013. There is extensive flood damage and debris surrounding and within the project area. Deposition in the area varies based on microtopography and vegetation. Slope varies between 0-42 degrees while Chapman Drive maintains a consistent 7% grade. Elevation within the project area ranges from 5,810 to 6,730 feet above mean sea level. The area has a montane climate with temperature extremes from -10 to +90 degrees Fahrenheit.

Boulder Mountain Parks contain one of the most diverse wildlife areas in Colorado (Hogan 1989). Vegetation in the vicinity of the Chapman Drive Flood Repairs and Hazard Mitigation project fits within two communities: coniferous woodlands or forest and riparian corridors. The coniferous woodlands consist of Ponderosa Pine-dominated open woodland or forest with snowberry, sedge, Oregon grape, or brome understory. A riparian corridors follow intermittent streams to the bottom of the western slope of Flagstaff Mountain. The riparian corridors feature moderate density clusters of quaking aspen, willow, and birch, which are temporarily flooded every spring. Herbaceous ground vegetation is patchy, generally allowing for 30-50% ground visibility on slopes and surrounding rock outcrops. Fauna in the area include chipmunk, Abert squirrel, black bear, mountain lion, elk, mule deer, rabbits, rodents, song birds, and other small to medium-sized carnivores. This area is one of the most popular trails in Boulder for visitors to walk dogs, which are frequently off leash and wander off trail.

ASSOCIATED CULTURAL RESOURCES

Chapman Drive is associated thematically with other contributing elements of the Flagstaff Mountain Cultural Landscape District and spatially with other resources not immediately related to recreation in the Boulder Mountain Parks. Chapman Drive is spatially associated with Boulder Canyon Road (5BL622) and Flagstaff Road (5BL4944). The construction of Chapman Drive post-dates construction of both Boulder Canyon Road and Flagstaff Road. However, Chapman Drive was constructed to join these two mountain passages for leisure access and recreation. Flagstaff Road was worked on by the Civilian Conservation Corps camp SP-5-C immediately prior to the commencement of work on Chapman Drive. This spatial and temporal association of these roads complements the thematic association of the Flagstaff Mountain Cultural Landscape District.

The Flagstaff Mountain Cultural Landscape District contains nine historic elements, including the Sunrise Circle Amphitheater, Chapman Drive, Flagstaff Summit Shelter House, Green Mountain Lodge and spring, Halfway House and restroom, Morse Well, and Wood Shelter. These elements together and separately were nominated and approved as a historic district under three of Boulder County's criteria (1, 4, and 8) for significance. The elements within the Flagstaff Mountain Cultural Landscape District is significant for (1) its association with the development of the city parks system and the establishment of Boulder as a center for recreational and outdoor amenities as well as its association with the Civilian Conservation Corps. The district is also significant for (4) its distinctive architectural examples of Civilian Conservation Corps-style construction and rustic recreation buildings in the county. The relationship of these elements contributes a level of historic significance (8), in the form of a cultural landscape district based on recreation and rustic architecture. Maintaining the association of Chapman Drive with recreation and rustic architecture as well as other Civilian Conservation Corps-built properties within the Boulder Mountain Parks is an important factor in managing Chapman Drive.

CHAPMAN DRIVE MANAGEMENT HISTORY

The property that is now the Boulder Mountain Parks, which includes the area of Chapman Drive, was acquired part and parcel by Boulder from 1898 through the 1980s, mostly through federal grants and purchase of private property. Until this calendar year when the Schnell residence was purchased by the City of Boulder, Chapman Drive traveled through areas of private land ownership. In the years since, Chapman Drive has served as a mountain road and recreational facility for the surrounding community, existing in various states of management and maintenance but retaining historic integrity and significance within the Boulder Mountain Parks. Chapman Drive was first documented as a historic property in 1993 when it was recorded by a local cultural resource management firm, Native Cultural Services, as a resource within two cultural resource inventories contracted by the City of Boulder's Open Space department (Mitchell and Gleichman 1995; Gleichman and Mutaw 1998). At that time, Chapman Drive was recognized as a locally significant historic property and was recommended as eligible for inclusion to the National Register of Historic Places under Criteria A and C and as a contributing element to a historic district within the Boulder Mountain Parks based on the theme of

recreation. Chapman Drive was noted to be in excellent condition despite lack of regular maintenance of the historic features other than the roadbed itself. In this time period, no records of feature repairs outside of the roadway have been found except for a rehabilitation and stabilization project undertaken in 2012 to repair two retaining wall features on upper Chapman Drive (Atkinson-Nolad & Associates 2011).

In 2002, City of Boulder Open Space and Mountain Parks staff nominated the Sunrise Circle Amphitheater, Flagstaff Summit Shelter House, Green Mountain Lodge and spring, Halfway House and restroom, Wood Shelter, and Morse Well as a Boulder County Historic Landmark under the name Flagstaff Mountain Historic District. The nomination was approved by the Boulder County Board of County Commissioners (Historic Preservation Docket #HP-02-0004) and included a 100 feet buffer to each structure. In 2009, the Flagstaff Cultural Landscape District was amended to include the upper portion of Chapman Drive (Historic Preservation Docket #HP-09-0002). In 2012, the Flagstaff Mountain Cultural Landscape District was amended a second time to include the recently acquired lower portion of Chapman Drive (Historic Preservation Docket #HP-12-0005), including an associated 100 feet buffer to the site except where private property narrows the buffer. Within the scope of the 2012 amendment to Flagstaff Mountain Cultural Landscape District, conditions of the landmark approval included the stipulation that alteration of any contributing feature, which includes all associated historic features of Chapman Drive regardless of condition and integrity, or within any associated buffer will require review and approval of a Certificate of Appropriateness by Boulder County, which describes all treatments discussed in the report in relation to historic features. The proposed treatments of the Chapman Drive Flood Repairs and Hazard Mitigation project do not categorically fit into regular maintenance of the landmark or established resource management activities (including forest ecosystem management, wildfire protection, existing trail maintenance, rerouting and reconstruction of existing trails, construction of new trails within the historic district boundary, and maintenance of roads and other facilities) that do not impact one of the contributing features.

CONDITION ASSESSMENT RESULTS

Prior to each amendment to the Flagstaff Mountain Cultural Landscape District to include Chapman Drive as part of the district, feature inventories were completed of the extent of Chapman Drive being nominated for inclusion to the district. These inventories were completed in 2009 and 2012 by John Feinberg of the Collaborative, inc. and Dave Woodham, a registered Professional Engineer with Atkinson-Noland & Associates, Inc. The current condition assessment was designed to update Feinberg and Woodham's inventories, using the same information fields and noting additional information as needed based on the proposed work for the Chapman Drive Flood Repairs and Hazard Mitigation Project. A systematic pedestrian survey within a buffer of 131 feet on each side of Chapman Drive was conducted.

Following the previous inventories, the same feature designations have been used. One additional feature was documented during the current inventory, Retaining Wall 18, that was not documented in the previous inventories. A total of thirty historic features have been documented along Chapman Drive, including dry and wet laid native stone retaining walls, rip-rap stabilized banks, culverts, and cattle guards. Features from Retaining Wall 1 to Retaining Wall 17 were originally recorded in 2009 as part of the Chapman Drive Retaining Walls Assessment Study (Feinberg and Woodham 2009), which covered upper Chapman Drive and the portion of the road that the City of Boulder owned at the time. Retaining walls 18 and 19 were not recorded previously. Features from Feature 1 to Feature 11 were originally recorded in 2012 as part of the Lower Chapman Drive Drainage and Masonry Features Assessment Study (Feinberg and Woodham 2013), which covered lower Chapman Drive and the portion of the road that had been recently acquired by the City of Boulder.

The project area was covered by systematic pedestrian survey with approximately 20 meters (65 feet) spacing between transects. Each observation of cultural materials, including artifacts, objects, and structures, was recorded and mapped using a sub-meter accuracy hand held Global Positioning System (GPS) device (Trimble 6000 GeoXT). The location of the data points was compared to the 2009 and 2012 historic feature inventories, matching observed and previously recorded features. The original condition evaluation sheets (Feinberg and Woodham 2009) and feature descriptions (Feinberg and Woodham 2013) were then used to record current conditions of each historic feature. Each wall, wall segment, and feature part was photographed and mapped. Photographs and feature maps are available for reference in Appendices A and B respectively. Feature maps have been overlaid with locations of proposed treatments for the current project as well as the linear reference for the engineer's survey of Chapman Drive over a high resolution (LiDAR-derived post-flood) digital surface model. Feature map scales were mostly kept to 1:600 to maintain consistency with Site Plans. Copies of the 2009 and 2012 feature inventories are included for comparison in Appendix C. Consult Site Plans (Appendix E) pages indicated in feature descriptions for specific locations and types of erosion treatment proposed.

Retaining Wall 1

Retaining Wall 1 (RW1) is a dry laid retaining wall with two sections separated by a 30 feet wide failure zone oriented in a general east-to-west direction. The entire wall is 165 feet long with a maximum height of 5 ½ feet, an estimated thickness of 12-16 inches, and an average 4 inches per vertical foot batter. The top of the wall sits approximately 1-2 feet below and 6-9 feet away from the roadbed. The coursing is random with approximately 8 courses for RW1 Section 1 and 1-6 courses for RW1 Section 2. The stones used in the wall are gray granite and range in size from approximately 2 feet x 2 feet to 1 foot x ¾ foot. It is typical of the retaining walls on Chapman Drive.

The wall conditions and characteristics noted in 2009 are consistent with those observed in 2015. A small portion of Section 2 of RW1 has been damaged by a slough. Proposed treatments at RW1 can be found on sheets 16 and 36 of the Site Plans. Installation of a new 1 foot diameter culvert is proposed near the slough at the western end of RW1 Section 2. The remaining wall segments around this location are in fair condition with few courses. New culvert installation includes embedding rock headwall structures (each end of culvert) at least 12 inches below ground surface, laying of riprap in 9 inch sections below culvert inlet and outlet at 12 inches depth, and alteration of subgrade at that location. Repair of the roadbed (GE6) is proposed along the length of RW1, which will use suitable site materials to fill 1 foot wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the south edge of the roadbed through the length of and surrounding RW1. Of these three proposed treatments at RW1, installation of a new culvert is the only treatment anticipated to affect the wall. Care will be taken to execute the design as specified on sheet 10 of the Site Plans and to match the outlet headwall with stones consistent with the size and material of those surrounding the headwall at Section 2 of RW1. This treatment will effectively repair a portion of RW1 Section 2 as well as prevent additional erosion and collapse to a portion of RW1 Section 2.

Feinberg and Woodham (2009) determined that RW1 maintained good historic integrity and recommended that the ends of intact sections of the wall be stabilized to prevent additional loss. The ends of the intact sections of RW1 were not significantly impacted by the flood, rather a small slough within Section 2. The historic integrity of RW1 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 2

Retaining Wall 2 (RW2) is a dry laid retaining wall oriented east-to-west. The wall is 56 feet long with a maximum height of 5 feet, an estimated thickness of 12-16 inches, with a 1 inch to vertical foot batter. The top of the wall sits approximately 2½ feet below and 9 feet away from the roadbed. The coursing is random with approximately 0-5 courses. The stones used in the wall are gray granite with an average size of approximately 1¼ feet x ¾ foot. It is typical of the retaining walls on Chapman Drive.

The wall conditions and characteristics noted in 2009 are consistent with those observed in 2015. Several partial and full wall collapses were noted, which contributed to a fair to low level of historic integrity. Proposed treatments at RW2 can be found on sheets 16 and 36 of the Site Plans. Repair of the roadbed (GE12) is proposed along the length of RW2, which will use suitable site materials to fill 1-3 feet wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the south edge of the roadbed through the length of and surrounding RW2. Neither of these proposed treatments at RW2 are anticipated to affect the wall.

Feinberg and Woodham (2009) determined that RW2 maintained low historic integrity and recommended that the ends of intact sections of the wall be stabilized to prevent additional loss. The historic integrity of RW2 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 3

Retaining Wall 3 (RW3) is a dry laid retaining wall oriented southeast-to-northwest. Multiple sections can be observed, which are the results of wall collapses rather than intentional multiple section construction. The wall is 272 feet long with a maximum height of 12½ feet, average height of 3½ - 4 feet, an estimated thickness of 24 inches in larger sections, with 3 inches to vertical foot batter. The top of the wall sits approximately 1½ feet below and 7 feet away from the roadbed. The coursing is random with approximately 0-10 courses. The stones used in the wall are gray granite with highly variable sizes, which range from 2-3 feet x 4-5 feet to the larger extreme and average approximately 2 feet x 2 feet. It is an atypically tall wall of the retaining walls on Chapman Drive. Several of the taller walls on Chapman Drive have sustained more severe flood damaged and are more vulnerable to sloughing.

The wall conditions and characteristics noted in 2009 are mostly consistent with those observed in 2015 with a few changes. Many partial and full wall collapses were noted in 2009, which contributed to a variable level assignment of historic integrity. The collapses were observed to be more pronounced during reevaluation in 2015. Approximately 35% of RW3 has collapsed or is severely damaged. A large wall collapse and partial road collapse near 127+00 has compromised the structural integrity of the road and wall. One small and one medium sized sloughs have also damaged the portion of RW3 east of the large collapse at 127+00. This eastern portion of RW3 had already suffered many partial and complete collapses prior to the 2013 flood. One additional wall collapse was observed in the western third of RW3, which predates the 2013 flood.

Proposed treatments at RW3 can be found on sheets 16 and 36 of the Site Plans. Repair of the roadbed (GE12) is proposed along the eastern portion of RW3, which will use suitable site materials to fill 1-3 feet wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the south edge of the roadbed through the length of and surrounding RW3. Installation of a rip-rap section along the large wall collapse and partial road collapse is also proposed. The wall, at this location, is better described as a rip-rap bank rather than a true retaining wall owing to the extreme batter (6" per vertical foot) in this section. Photo 1133 shows the quick transition from rip-rap bank to functional retaining wall to the right of the road collapse. West of the road collapse, hand cleaning of the culvert at 126+80 is proposed. Of these four proposed treatments at RW3, installation of a rip-rap section is the only

treatment anticipated to affect the wall. The collapse will be filled with suitable materials and stabilized with the rip-rap section. Care will be taken to match the rip-rap section with stones consistent with the surrounding stone sizes and material. Original materials from the collapse are up to 30 feet down the slope, which may be utilized. This treatment will effectively repair a structurally compromised portion of RW3 as well as prevent additional erosion and collapse of a severely damaged portion of RW3.

Feinberg and Woodham (2009) determined that RW3 maintained variable levels of historic integrity and recommended that the ends of intact sections of the wall be stabilized to prevent additional loss. The historic integrity of the majority of RW3 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments west of the road collapse at 127+00. The historic integrity of RW3 west of the road collapse is fair at the time of reevaluation in 2015. The section of RW3 from the road collapse to the eastern extent of the wall has multiple and severe failures. The historic integrity of this section of RW3 is very low at the time of reevaluation in 2015. Alteration of this section of RW3 is not anticipated to compromise the section further.

Retaining Wall 4

Retaining Wall 4 (RW4) is a rip-rap bank (Feinberg and Woodham 2009:46) oriented east-to-west. The wall is 81 feet long with a maximum height of 9 feet, an estimated thickness of 12 inches, with 8 inches to vertical foot batter. The top of the wall sits approximately 6 feet below and 9 feet away from the roadbed. The coursing is random with approximately 0-5 courses. The stones used in the wall are gray granite with an average size of 1¼ feet x ¾ foot. It is atypical of the retaining walls on Chapman Drive with a very high batter level.

The wall conditions and characteristics noted in 2009 are mostly consistent with those observed in 2015 with one significant change. A large wall collapse and slough was observed during reevaluation in 2015 at 124+15. This collapse has compromised the structural integrity of the road edge and wall. However, the collapse has exposed cross-sections of the wall as well as the roadbed immediately behind the wall, which shows how the wall was originally constructed into the road substrate (Photos 1147-1149).

Proposed treatments at RW4 can be found on sheets 16 and 35 of the Site Plans. Repair of the roadbed (GE6) is proposed along the western portion of RW4, which will use suitable site materials to fill 1 foot wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the south edge of the roadbed through the length of and surrounding RW4. Installation of a rip-rap section along the large collapse is also proposed. Of these three proposed treatments at RW4, installation of a rip-rap section is the only treatment anticipated to affect the wall. The collapse will be filled with suitable materials and stabilized with the rip-rap section. Care will be taken to match the rip-rap section with stones consistent with the surrounding stone sizes and material. Original materials from the collapse are out of range and too dispersed to retrieve for utilization in this repair. This treatment will effectively repair a structurally compromised portion of RW4 as well as prevent additional erosion and collapse of RW4.

Feinberg and Woodham (2009) determined that RW4 maintained a low level of historic integrity and recommended no additional treatments. The historic integrity of RW4 has not

significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 5

Retaining Wall 5 (RW5) is a dry laid retaining wall oriented south-to-north. The wall is 71 feet long with a maximum height of 2 feet, an estimated thickness of 12-16 inches, with 6 inches to vertical foot batter. The top of the wall sits approximately 1 foot below and 6 feet away from the roadbed. The coursing is random with approximately 0-4 courses. The stones used in the wall are gray granite with an average size of 1 foot x 1 foot. It is typical of the retaining walls on Chapman Drive.

The wall conditions and characteristics noted in 2009 are consistent with those observed in 2015. Two small partial collapses were observed during reevaluation, which have not significantly altered the historic integrity of the wall and appear to predate the 2013 flood. Proposed treatments at RW5 can be found on sheets 15 and 35 of the Site Plans. Repair of the roadbed (GE6) is proposed along the RW5, which will use suitable site materials to fill 1 foot wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the south edge of the roadbed through the length of and surrounding RW5. Neither of these proposed treatments at RW2 are anticipated to affect the wall.

Feinberg and Woodham (2009) determined that RW5 maintained a fair level of historic integrity and recommended that the ends of intact sections of the wall be stabilized to prevent additional loss. The historic integrity of RW5 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 6

Retaining Wall 6 (RW6) is a dry laid retaining wall oriented northwest-to-southwest. The wall is 20 feet long with a maximum height of 4 feet, an estimated thickness of 10 inches, with 8 inch to vertical foot batter. The top of the wall sits approximately 3 feet below and 1 foot away from the roadbed. The coursing is random with approximately 0-4 courses. The stones used in the wall are gray granite with an average size of approximately $\frac{3}{4}$ foot x $\frac{3}{4}$ foot. It is typical of the retaining walls on Chapman Drive.

The wall conditions and characteristics noted in 2009 are consistent with those observed in 2015. A few stones were noted as missing in 2009, but did not cause additional erosion during the 2013 flood. Proposed treatments at RW6 can be found on sheets 15 and 34 of the Site Plans. Repair of the roadbed (GE6) is proposed along the length of RW6, which will use suitable site materials to fill 1 foot wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 2, Figure 2) is also proposed along the south edge of the roadbed through the length of and surrounding RW6. Neither of these proposed treatments at RW6 are anticipated to affect the wall.

Feinberg and Woodham (2009) determined that RW6 maintained fair historic integrity and recommended that any missing stones should be replaced with local stones. The historic integrity of RW6 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 7

Retaining Wall 7 (RW7) is a dry laid retaining wall oriented northwest-to-southeast. The wall is 60 feet long with a maximum height of 11 feet, a thickness of 18 inches, with 8 inches to vertical foot batter. The top of the wall sits approximately 3 feet below and 8 feet away from the roadbed. The coursing is random with approximately 0-10 courses. The stones used in the wall are gray granite with an average size of 1¼ foot x ¾ foot. It is typical of the retaining walls on Chapman Drive.

The wall conditions and characteristics noted in 2009 are mostly consistent with those observed in 2015. There are small segments of the wall that are over-vertical. A small wall collapse was observed west of the two previously noted partial wall collapses, which predate the 2013 flood. Proposed treatments at RW7 can be found on sheets 15 and 33 of the Site Plans. Repair of the roadbed (GE12) is proposed along the RW7, which will use suitable site materials to fill 1-3 feet wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the south edge of the roadbed through the length of and surrounding RW5. Installation of a small section of rip-rap at the complete wall collapse is proposed as well as installation of a rolling dip at that location. Of these four proposed treatments at RW7, installation of a small rip-rap section is the only treatment anticipated to affect the wall. The collapse will be filled with suitable materials and stabilized with the rip-rap section. Care will be taken to match the rip-rap section with stones consistent with the surrounding stone sizes and material. Original materials from the collapse are too dispersed in the stream channel below to retrieve for utilization in this repair. This treatment will effectively repair a compromised portion of RW7 and prevent additional erosion and collapse of RW7.

Feinberg and Woodham (2009) determined that RW7 maintained a low level of historic integrity and recommended that vegetation on top of the wall be removed and the ends of intact sections of the wall be stabilized to prevent additional loss. The vegetation on top of the wall has become part of the riparian corridor. While it presents a potential threat to the stability of the wall, the wall is already in poor condition. The historic integrity of RW7 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 8

Retaining Wall 8 (RW8) is a dry laid retaining wall oriented northwest-to-southeast. The wall is 50 feet long with a maximum height of 4 feet, an estimated thickness of 18-20 inches, with 3 inches to vertical foot batter. The top of the wall sits approximately 1 foot below and 2-8 feet away from the roadbed. The coursing is random with approximately 0-5 courses. The stones used in the wall are gray granite with an average size of 2 feet x 1 foot. It is typical of the retaining walls on Chapman Drive.

The wall conditions and characteristics noted in 2009 are mostly consistent with those observed in 2015. The previous recording noted two distinct sections. Three sections separated by small wall collapses were observed during reevaluation in 2015, which predate the 2013 flood. Proposed treatments at RW8 can be found on sheets 15 and 33 of the Site Plans. Repair of the roadbed (GE12) is proposed at the western edge of RW8, which will use suitable site materials to fill 1-3 feet wide sections of gully erosion within the roadbed. Repair of the roadbed (GE6) immediately east of the western edge of RW8 is proposed, which will use suitable site

materials to fill in 1 foot wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the south edge of the roadbed through the length of and surrounding RW8. None of these three proposed treatments at RW8 are anticipated to affect the wall.

Feinberg and Woodham (2009) determined that RW8 maintained a low level of historic integrity and recommended that vegetation on top of the wall be removed and the ends of intact sections of the wall be stabilized to prevent additional loss. The vegetation on top of the wall has become part of the riparian corridor. While it presents a potential threat to the stability of the wall, the wall is already in poor condition. The historic integrity of RW8 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 9

Retaining Wall 9 (RW9) is a dry laid retaining wall oriented west-to-east. The wall is 76 feet long with a maximum height of 3 feet, an estimated thickness of 12-16 inches, with 2 inches to vertical foot batter. The top of the wall sits approximately 4½ feet below and 8 feet away from the roadbed. The coursing is random with approximately 0-4 courses. The stones used in the wall are gray granite with an average size of 1½ feet x 1 foot. It is typical of the retaining walls on Chapman Drive.

The wall conditions and characteristics noted in 2009 are consistent with those observed in 2015. Proposed treatments at RW9 can be found on sheets 15 and 33 of the Site Plans. Repair of the roadbed (GE6) is proposed along and surrounding RW9, which will use suitable site materials to fill in 1 foot wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the south edge of the roadbed along the length of and surrounding RW9. None of these three proposed treatments at RW9 are anticipated to affect the wall.

Feinberg and Woodham (2009) determined that RW9 maintained a good level of historic integrity and recommended no further treatments. The historic integrity of RW9 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 10

Retaining Wall 10 (RW10) is a small dry laid L-shaped retaining wall that functions as the headwall at the buried culvert inlet structure. The wall is located on the southern or uphill side of the roadway. A 1½ feet wide V-shaped ditch flows into the culvert inlet from the west. The wall is 13 feet long with a maximum height of 3½ feet, an estimated thickness of 12-16 inches, with 1-3 inches to vertical foot batter. The top of the wall sits level with the roadbed and is 14 feet away from the roadbed at the wall's northeastern corner. The coursing is random with approximately 0-3 courses. The stones used in the wall are gray granite with average size of 1 foot x 2 feet. It is not typical of retaining walls on Chapman Drive because it is one of the only culvert inlet headwalls.

The wall conditions and characteristics noted in 2009 are consistent with those observed in 2015. No collapses or damaged sections were observed. Seven juvenile spruce trees were noted in 2009 and were still less than 8 feet in height at the time of reevaluation in 2015. The

corrugated metal pipe inlet is buried by sediment and vegetation debris. Proposed treatments at RW10 can be found on sheets 15 and 33 of the Site Plans. Repair of the roadbed (GE6) is proposed along and surrounding RW10, which will use suitable site materials to fill 1 foot wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed from the west end of RW10 along the south edge of the roadbed through to the culvert inlet. Hand cleaning of the culvert and uncovering of the inlet structure at 105+80 is proposed. None of these three proposed treatments at RW10 are anticipated to affect the wall.

Feinberg and Woodham (2009) determined that RW3 maintained a fair level of historic integrity and recommended that the missing stones from culvert inlet structure be replaced. The historic integrity of RW10 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 11

Retaining Wall 11 (RW11) is a combination of four sections of dry laid retaining walls and rip-rapped banks separated by both wall collapses and construction oriented in a general south-to-north direction. Sections 1 and 2 are dry laid retaining walls and Sections 3 and 4 are rip-rapped banks. The entire wall is 265 feet long with a maximum height of 8 feet, an estimated thickness of 12-16 inches, and 9 inches per vertical foot batter at Section 1, 2 inches per vertical foot batter at Section 2, and 15 inches per vertical foot batter at Sections 3 and 4. The top of the wall sits approximately 5 feet below and 10 feet away from the roadbed at Section 1, 7 feet below and 20 feet away from the roadbed at Section 2, level and 10-3 feet away from the roadbed at Sections 3 and 4. The coursing is random with variable levels of coursing. The stones used in the wall are gray granite and range in size from approximately 2 feet x 2 feet to 1 foot x ¾ foot. It is typical of the retaining walls on Chapman Drive.

The wall conditions and characteristics noted in 2009 are mostly consistent with those observed in 2015. No small wall collapses were observed but without large damaged sections. Two pine trees were noted in 2009 and were found to be sitting on the road bank rather than the wall structure at Section 2 of RW11 at the time of reevaluation in 2015. Proposed treatments at RW11 can be found on sheets 14, 15 and 31 of the Site Plans. Repair of the roadbed (GE12, GE24, SE6, and SE 12B) is proposed along and surrounding RW11, which will use suitable site materials to fill sections of gully erosion and sheet erosion within the roadbed. Ditch excavation (Ditch Types 1 and 2, Figures 1 and 2) is proposed from along RW11 along the east edge of the roadbed. Installation of a rolling dip is also proposed at a wall collapse that divides Sections 1 and 2 at 97+00. None of the proposed treatments at RW11 are anticipated to affect the wall.

Feinberg and Woodham (2009) determined that RW11 maintained variable levels of historic integrity and recommended that the two pines at Section 2 be removed. The historic integrity of Sections 1 and 2 of RW11 is good. These sections are in good condition without obvious flood damage. The historic integrity of Sections 3 and 4 is fair. These sections are in mostly good condition but have been affected to a greater degree by erosion and slopewash, with more frequent partial collapses. The integrity of RW11 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 12

Retaining Wall 12 (RW12) is a collection multiple types of wall features that make up a cattle guard, including the cattle guard on the roadbed, mortared guard rail wall (cattle guard west wall parapet), mortared double-arch culvert drainage wall, mortared cattle guard wall (cattle guard east wall), mortared gate wall, and a long section of dry laid shore wall. The shore wall serves as the main retaining wall of the feature. It measures 90 feet long with a maximum height of 8¾ feet (not including parapet stones) and an average batter of 3 inches per vertical foot. The shore wall was divided by Feinberg and Woodham (2009: 55-56) into three sections: Section 1 is the northern segment of shore wall only, Section 2 is the southern segment of shore wall only, and Section 4 is the portion of shore wall immediately below the mortared double-arch drainage wall (which is referred to as Section 3). Section 1 measures 31 feet long with a maximum height of 8½ feet and an estimated thickness of 24 inches. Section 2 measures 44 feet long with a maximum height of 8 feet and an estimated thickness of 1 ½ feet. Section 4 measures 8 feet long with a maximum height of 5 feet and an estimated thickness of 18 inches. Section 3 sits on top of Section 4 and in between Sections 1 and 2. Section 3 consists of 3 segments of a double-arched mortared wall. The western-most double-arched wall segment has three additional courses of wet laid rectangular shaped stones. The arches have a maximum height of 2 feet and maximum width of 20 inches while the western-most double-arched wall has a maximum height of 4¾ feet and a thickness of 20 inches. These wall segments are vertical and flush with the top and sides of the shore wall. The top of the shore wall and the double-arched drainage wall sit approximately 10 to 16 inches above the roadbed at its edge. The coursing is random but shows attention paid to stone sizing with some chink stones in place. The coursing in the double-arched drainage wall is flat and even surrounding the arches, including a single course parapet at the top of the wall. The east cattle guard wall is a short straight section of mortared native stone wall. The east cattle guard wall is vertical and consists of three regular courses. It measures 9 feet long, 20 inches wide, and 3½ feet high. Remains of the original gate lock mechanism are still in-situ on the eastern elevation of the cattle guard east wall. The gate wall is a rectangular mortared wall segment that holds the hinge and remains of the original access gate. The gate wall is vertical and consists of 5 regular courses. It measures 24 inches long, 20 inches wide, and 3½ feet high. The stones used at this feature are gray granite and range greatly in size from approximately 3 feet x 2 feet to ½ foot x ½ foot. It is atypical of the retaining walls on Chapman Drive.

The feature conditions and characteristics noted in 2009 are consistent with those observed in 2015 except for improvements from repairs completed in 2012. A collapsed segment of Section 2 was observed in 2009, which was repaired as part of a rehabilitation and stabilization project (Atkinson-Noland 2011) to address the highest work priorities identified by Feinberg and Woodham (2009). In addition to the wall repair, the cattle guard pipes were replaced with similar steel alloy pipes fitting with the Secretary of Interior's Standards for Rehabilitation (36 CFR 68.3(b)). The original cattle guard pipes had been filled with concrete by the Civilian Conservation Corps, which resulted in accelerated corrosion and deterioration of the cattle guard. In 2009, rock fall from a granite outcrop above the cattle guard partially crushed parts of the cattle guard gate and southern edge of the Section 4 wall parapet. Remains of this rock fall are still in place where they fell.

Proposed treatments at RW12 can be found on sheets 14 and 31 of the Site Plans. Repair of the roadbed (GE12, GE18, SE 12, and SE 12B) is proposed along and surrounding RW12,

which will use suitable site materials to fill sections of gully erosion and sheet erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is proposed along and surrounding RW12 on the east or uphill edge of the roadbed. The double culvert will be hand cleaned and inlet structures will be cleared of sediment and debris. Two large boulders that are currently on top of the cattle guard and the cattle guard east wall will be relocated outside of the cattle guard feature. The Ponderosa Pine indicated on the feature map, which blocks access through the cattle guard gate, will be cut and cleared. The low-cut stump and roots will be left in place. All stone masonry will be protected and fenced off with temporary construction fencing. The existing cattle guard will be protected with a steel plate. Of these ten proposed treatments at RW12, removal of the two rock fall boulders and pine tree as well as culvert clearing are anticipated to affect the feature. Care will be taken to fell the tree away from existing historic materials and to avoid damage from movement of the rock fall. These treatments will increase visitor safety by opening up the 6 feet wide access adjacent to the cattle guard and reduce threats to feature integrity.

Feinberg and Woodham (2009) determined that RW12 maintained a good level of historic integrity and recommended that the two pines noted be removed, repairs made to Section 2, research be conducted into the original construction of the shore wall, and possible rebuilding of guard rail wall piers. This feature is in good condition without obvious flood damage. The integrity of RW12 has not significantly changed since the 2013 flood and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 13

Retaining Wall 13 (RW13) is a tall retaining wall (first 30 feet section starting at the south end) and rip-rapped bank (to the northwestern end) oriented south-to-northwest. The wall is 118 feet long with a maximum height of 20 feet, a thickness of 24 inches, with 8½ inches to vertical foot batter. The top of the wall sits level with and 8 feet away from the roadbed. The stones used in the wall are randomly coursed gray granite with an average size of 2 feet x 1½ foot. It is atypical of the retaining walls on Chapman Drive in that it is quite tall with a relatively flat batter.

The wall conditions and characteristics noted in 2009 are not consistent with those observed in 2015. At the time of reevaluation in late spring of 2015, a large slough had caused a complete collapse of a 24 feet wide section of RW13. This slough occurred between February 2015 and early May 2015. The debris from the slough and subsequent collapse were caught on the slope by a large downed Ponderosa Pine tree. Proposed treatments at RW13 can be found on sheets 14 and 30 of the Site Plans. Repair of the roadbed (GE 36, GE 30, GE 18, and SE 12B) is proposed along RW13, which will use suitable site materials to fill sections of gully erosion and sheet erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the eastern edge of the roadbed through most of the length of RW13 to the buried culvert inlet. Culvert cleaning and exposure of the buried culvert inlet structure are proposed as well. None of these six proposed treatments at RW13 are anticipated to affect the wall.

Feinberg and Woodham (2009) determined that RW13 maintained good historic integrity and recommended that several areas of the wall that were out of plane be rebuilt, which did not occur despite being ranked as a high priority. Because the wall suffered such a large collapse, the current integrity of the wall is lacking and can only be classified as poor. No work has been proposed to address this problem because the damage did not occur as a result of the 2013 flood.

Repair of RW13 has been added to the OSMP Cultural Resources program 2016 work plan since it cannot be combined with flood recovery work. It is likely that OSMP will seek a Boulder County Historic Landmark Rehabilitation Grant to fund the repairs. Flood recovery work is very likely to continue into spring of 2016, which has been tentatively identified as the best period for repairs of RW13. No design or cost estimate for the repair is currently available. The historic integrity of RW13 has significantly changed since but not because of the 2013 flood. It is not anticipated to be significantly compromised by the proposed treatments and is tentatively scheduled for substantive repair in the following spring.

Retaining Wall 14

Retaining Wall 14 (RW14) is a mortared retaining wall that extends around a switchback curve that transitions into a tall dry laid retaining wall outside of the curve. The entire wall is 266 feet long with a maximum height of 13 feet, an estimated thickness of 24-32 inches, with 2 inches to vertical foot batter on the mortared sections (Sections 1-3 and reconstructed sections) and 12 inches to vertical foot batter on the dry laid section (Section 4). The top of the wall sits level with and approximately 8 feet outside of the roadbed. The stones used in the wall are randomly coursed gray granite with an average size of 1 foot x 1½ foot. It is atypical of the retaining walls on Chapman Drive in that it is the only wet laid retaining wall without a culvert.

The wall conditions and characteristics noted in 2009 are not consistent with those observed in 2015. At the time of the original recording in 2009, a 32 feet long (between Sections 1 and 2) and a 31 feet long (between Sections 2 and 3) sections were missing from the mortared retaining wall. In 2012, two missing sections of RW14 were reconstructed as part of a rehabilitation and stabilization project (Atkinson-Noland 2011) to address the highest work priorities identified by Feinberg and Woodham (2009). The wall sections were constructed in the same style as the remaining sections of RW14 according to the Secretary of the Interior's Standards for Reconstruction (36 CFR 68.3(d)). At the time of reevaluation in 2015, the wall was in excellent condition and showed no signs of flood or other types of damage.

Proposed treatments at RW14 can be found on sheets 14 and 29 of the Site Plans. Repair of the roadbed (SE 12 on the inside of the turn, GE 24 on the lower portion of the outside of the turn) is proposed along RW14, which will use suitable site materials to fill sections of gully erosion and sheet erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the northern edge of the roadbed approaching Section 1 as well as on the inside of the turn from 84+20 to 80+60. Construction of a rolling dip is proposed at the northeastern corner of Section 1(83+67) in order to funnel water away from top of RW14 and into an adjacent intermittent stream channel. Additionally, 28 boulders placed on the outer edge of the roadway are proposed to be moved further towards the wall feature, indicated by the colored band on the inside of RW14 on the feature map. These boulders are not part of the historic construction of RW14 and were placed by Open Space department staff in the past thirty years. None of these six proposed treatments at RW13 are anticipated to affect the wall.

Feinberg and Woodham (2009) determined that RW14 maintained a good level of historic integrity and recommended that stabilization of existing wall sections be undertaken as well as completion of designs to replace missing wall sections. The historic integrity of RW14 has not significantly changed even though its condition has significantly improved since 2009. It is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 15

Retaining Wall 15 (RW15) is a dry laid retaining wall oriented north-to-south. The wall is 76 feet long with a maximum height of 14 feet, an estimated thickness of 12-16 inches, with 9 inches to vertical foot batter at the bottom of the wall and 4 inches to vertical foot batter nearer the top of the wall. The bottom of the wall is better described as a rip-rapped bank and the top of the wall is a true retaining wall. The top of the wall sits even with the road in spots and 2½ feet below the road in spots and 6 feet away from the roadbed. The stones used in the wall are gray granite with an average size of 1½ feet x 1 foot. It is typical of the retaining walls on Chapman Drive.

The wall conditions and characteristics noted in 2009 are consistent with those observed in 2015. Proposed treatments at RW15 can be found on sheets 14 and 29 of the Site Plans. Repair of the roadbed (GE 24, GE 12) is proposed along RW15, which will use suitable site materials to fill in 1 foot wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the east or uphill edge of the roadbed along the length of RW15 to the culvert inlet and surrounding RW15. Cleaning of the culvert and exposure of the buried inlet structure is proposed. Construction of a rolling dip adjacent to the south of the culvert at RW15 is proposed. Of these five proposed treatments at RW15, only construction of a rolling dip is anticipated to affect the wall. Care will be taken to avoid damaging the top of RW15 while constructing the dip, which will funnel water out of the small portion of road that is not drained by the existing ditch.

Feinberg and Woodham (2009) determined that RW15 maintained a good level of historic integrity and recommended that one juniper tree on top of the wall be removed, which is still present but not causing noticeable damage to the wall at present. The historic integrity and condition of RW15 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 16

Retaining Wall 16 (RW16) is a dry laid retaining wall oriented southeast-to-northwest with two sections and a buried culvert inlet structure. The southeastern wall (designated Section 2 by Feinberg and Woodham) is 18 feet long with a maximum height of 2 feet, an estimated thickness of 12-16 inches, with 2 inches to vertical foot batter. The top of Section 2 sits even with and 12 feet away from the roadbed. The northwestern wall (designated Section 3) is 12 feet long with a maximum height of 5 feet, an estimated thickness of 12-16 inches, with 4 inches to vertical foot batter. The top of Section 3 sits approximately 1 foot below and 16 feet away from the roadbed. The coursing of the wall sections is random with approximately 0-6 courses. A culvert inlet structure is buried at the northeastern corner of the feature, which was designated Section 1 by Feinberg and Woodham. Three aligned stones are the extent of the inlet structure that can be seen currently. The stones used in this feature are gray granite with an average size of 1 foot x 1 foot. It is typical of the retaining walls on Chapman Drive.

The wall conditions and characteristics noted in 2009 are consistent with those observed in 2015. The wall sections are severely damaged with many missing, jumbled, and collapsed sections. Mature woody vegetation continues to compromise the integrity of the remaining wall sections. Proposed treatments at RW16 can be found on sheets 14 and 29 of the Site Plans.

Repair of the roadbed (GE 36) is proposed along and surrounding RW16, which will use suitable site materials to fill in 3 ½ to 7 feet wide and up to 3 feet deep sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the east or uphill edge of the roadbed along the length of RW16 to the buried culvert inlet structure. Cleaning of the culvert and exposure of the buried culvert inlet are proposed. A small clearing on the opposite side of the road above Section 2 of RW16 is proposed to be used as a staging area. None of these three proposed treatments at RW16 are anticipated to affect the wall.

Feinberg and Woodham (2009) determined that RW16 maintained a low level of historic integrity and recommended removal of a stone at the headwall of the culvert inlet structure and removal of vegetation above and within the wall sections. The historic integrity of RW16 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 17

Retaining Wall 17 (RW17) is a dry laid retaining wall oriented southeast-to-northwest. The wall is 20 feet long with a maximum height of 4 feet, an estimated thickness of 12-16 inches, with 4 inches to vertical foot batter. The top of the wall sits approximately 1 foot below and 9 feet away from the roadbed. The coursing is random with approximately 0-8 courses. The stones used in the wall are gray granite with an average size of approximately 1 ¼ feet x 1 foot. It is typical of the retaining walls on Chapman Drive.

The wall conditions and characteristics noted in 2009 are consistent with those observed in 2015. The only substantial changes include gully erosion at the top of the wall and moderate erosion of the drainage channel at the bottom of the culvert outlet, which has caused the channel bottom to drop 3 feet. A segment of the western portion of RW17 has eroded into the channel. Proposed treatments at RW17 can be found on sheets 14 and 27 of the Site Plans. Repair of the roadbed (GE12) is proposed along the length of RW17, which will use suitable site materials to fill 1-3 feet wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the northern and eastern edge of the roadbed through to the culvert inlet at RW17. Installation of a section of rip-rap is proposed at the undercut channel bottom of the culvert outlet at 67+52. Installation of a rolling dip adjacent to the east of the RW17 culvert is proposed. The rolling dip would funnel water towards an already collapsed segment of RW17. The culvert at RW17 is also proposed to be cleaned, including exposure of its buried outlet. Of these five proposed treatments at RW17, installation of the rolling dip is the only treatment anticipated to affect the wall. Since the wall segment to be affected has already been severely damaged by the flood, the proposed treatment is unlikely to significantly compromise the eroded wall segment.

Feinberg and Woodham (2009) determined that RW17 maintained low historic integrity and recommended that vegetation near the wall be removed and that additional stones be placed below the culvert outlet to prevent additional scour. The vegetation on top of the wall has become part of the riparian corridor. While it presents a potential threat to the stability of the wall, the wall is already in poor condition. The historic integrity of RW17 has not significantly changed and is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 18

Retaining Wall 18 (RW18) is a rip-rapped bank oriented southeast-to-northwest. The feature has not been previously recorded and was discovered through systematic survey during the current inventory. The feature is 251 feet long with a maximum height of 8 feet, an estimated thickness of 12-18 inches. The top of the feature sits up to 14 feet below and 20 feet away from the roadbed at its furthest and sits at 4 feet below and 5 feet away from the roadbed at its closest. The coursing is random and jumbled. The stones used in the wall are gray granite with an average size of approximately 1½ feet x 1½ feet. It is typical of the rip-rapped bank features on Chapman Drive.

Since the feature was not recorded prior to 2015, only current condition can be assessed. There are no observable collapses or gaps within the feature. A small artifact scatter was found in the eastern half of the feature, which includes three historic glass bottle bases and clear plate glass fragments. Proposed treatments at RW18 can be found on sheets 13 and 25 of the Site Plans. Repair of the roadbed (GE18) is proposed along the most of RW18, which will use suitable site materials to fill 2-4 feet wide sections of gully erosion within the roadbed. Repair of the roadbed (SE24B) is proposed along the length of RW18, which will use suitable site materials to repair road subgrade and raise the road grade in areas with 24+ inches of sheet erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the northern and eastern edge of the roadbed through to the culvert inlet at RW19. Installation of a rolling dip at 53+82 is proposed. The rolling dip would funnel water around the western end of the historic artifact scatter at RW18. None of the proposed treatments are anticipated to affect the feature.

Based on the intact condition of RW18 and presence of historic artifacts, RW18 is considered to have good historic integrity. No treatments are recommended at this time. The historic integrity of RW18 is not anticipated to be significantly compromised by the proposed treatments.

Retaining Wall 19

Retaining Wall 19 (RW19) is a dry laid retaining wall oriented northeast-to-southwest. The wall has not been previously recorded and was discovered through systematic survey during the current inventory. The wall is 12 ½ feet long with a maximum height of 3 ½ feet, an estimated thickness of 12-16 inches, with 3 inches to vertical foot batter. The top of the wall sits approximately 2 feet below and 6 feet away from the roadbed. The coursing is random with approximately 0-7 courses. The stones used in the wall are gray granite with an average size of approximately 2 feet x 1½ foot. A 24 inches diameter corrugated metal pipe culvert empties at the wall. It is typical of the retaining walls on Chapman Drive.

Since the wall was not recorded prior to 2015, only current condition can be assessed. The western extent of the wall is largely intact but is covered by thick shrub and tree vegetation. The eastern extent of the wall is fragmented by tree roots and has largely collapsed. Proposed treatments at RW19 can be found on sheets 14 and 27 of the Site Plans. Repair of the roadbed (GE18) is proposed along the length of RW19, which will use suitable site materials to fill 2-4 feet wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the northern and eastern edge of the roadbed through to the culvert inlet at RW19. Installation of a rolling dip adjacent to the west of the RW19 culvert is proposed. The rolling dip would funnel water around the eastern end of RW19. The culvert at RW19 is also

proposed to be cleaned, including exposure of its buried inlet. Of these four proposed treatments at RW17, none are anticipated to affect the wall.

Based on the level of damage of RW19 by vegetation as well as the collapse of its eastern end, RW19 is considered to have low historic integrity. Typically, vegetation removal would be recommended. However, the vegetation on top of the wall has become part of the riparian corridor and is also firmly embedded between courses of the wall. While it presents a threat to the stability of the wall, the wall is already in poor condition. The historic integrity of RW19 is not anticipated to be significantly compromised by the proposed treatments.

Feature 1

Feature 1 (F1) is a 12 inch diameter 30 feet long corrugated metal pipe culvert with no intact inlet or outlet structures. The culvert inlet and corrugated metal pipe have been filled in with sediment. Remnants remain near the culvert inlet of an inlet structure, which now consists of a single course of three aligned native stones measuring $2\frac{3}{4}$ feet in length embedded in bottom of the northern slope above the inlet structure. The culvert pipe is corroded at the inlet and covered by sediment and brush at the outlet.

The feature conditions noted in 2013 are consistent with those observed in 2015. The culvert pipe has continued to collect sediment and corrode. Proposed treatments at Feature 1 can be found on sheets 13 and 25 of the Site Plans. Repair of the roadbed (GE18) is proposed along surrounding Feature 1, which will use suitable site materials to fill 2-4 feet wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the northern edge of the roadbed. The Feature 1 culvert is proposed to be replaced, including construction of two headwalls and placement of 9 inch sections of rip-rap at each end up to 1 foot deep. Remains of the current corrugated metal pipe culvert would be removed from the site as waste. Of these three proposed treatments at Feature 1, replacement of the existing culvert is the only treatment anticipated to affect the historic feature. Since the existing culvert is clogged and damaged beyond repair, there is greater risk to the overall stability of Chapman Drive if this drainage feature is not replaced. The proposed treatment will significantly compromise the existing culvert feature but will not incur any additional loss of historic integrity of the overall resource.

Feinberg and Woodham (2013) determined that Feature 1 maintained low historic integrity and recommended that the existing ditch be regraded, culvert inlet exposed, stabilization of slope above and below roadway, and regrading of the roadway. The historic integrity of Feature 1 has not significantly changed because of the 2013 flood and is not anticipated to suffer additional loss of integrity by the proposed treatments.

Feature 2

Feature 2 (F2) is an 18 inch diameter 28 feet long corrugated metal pipe culvert with a possible intact inlet buried under more than 8 inches of sediment and a dry laid stone headwall at the culvert outlet. The culvert inlet has been completely buried by sediment and could not be located. The condition of the culvert pipe is unknown until the outlet, which shows corrosion and debris collection. The dry laid stone headwall at the culvert outlet consists of up to 3 uneven courses of gray granite stones, which average $\frac{3}{4}$ foot x $\frac{3}{4}$ foot in size. Parts of the headwall have

shifted, particularly at the ends. The headwall does not retain soil or other materials. The feature conditions noted in 2013 are consistent with those observed in 2015.

Proposed treatments at Feature 2 can be found on sheets 12 and 24 of the Site Plans. Repair of the roadbed (GE 24, SE 12B) is proposed along surrounding Feature 2, which will use suitable site materials to fill sections of gully and sheet erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the eastern edge of the roadbed. The Feature 2 culvert is proposed to be replaced, including construction of two headwalls and placement of 9 inch sections of rip-rap at each end up to 1 foot deep. Remains of the current corrugated metal pipe culvert would be removed from the site as waste. Additionally, construction of a vehicle pull-out immediately north of Feature 2 and a rolling dip are proposed. Of these six proposed treatments at Feature 2, replacement of the existing culvert is the only treatment anticipated to affect the historic feature. Since the existing culvert is clogged and damaged, there is greater risk to the overall stability of Chapman Drive if this drainage feature is not replaced. The proposed treatment will significantly compromise the existing culvert feature but will not incur any additional loss of historic integrity of the overall resource.

Feinberg and Woodham (2013) determined that Feature 2 maintained low historic integrity and recommended that the existing ditch be regraded, culvert inlet exposed, and debris flushed from the culvert. The historic integrity of Feature 2 has not significantly changed because of the 2013 flood and is not anticipated to suffer additional loss of integrity by the proposed treatments.

Feature 3

Feature 3 (F3) is an 18 inch diameter 32 feet long corrugated metal pipe culvert with a possible buried inlet structure and no remaining outlet structure. During the 2013 flood, a large cross-section of Chapman Drive roadbed at Feature 3 was washed out, leaving holes up to 15 feet long and 12 feet deep. The culvert inlet and part of the corrugated metal pipe have been filled in with sediment from ditch overflow. The culvert pipe is not corroded at the outlet and appears to be in good condition other than sediment collection near the culvert inlet.

The feature conditions noted in 2013 are not consistent with those observed in 2015. The culvert structures have not changed significantly, but the terrain surrounding them has been severely damaged by the 2013 flood. Residual stones from a collapsed outlet headwall was noted in 2013, but was not present at the time of reevaluation in 2015. Proposed treatments at Feature 3 can be found on sheets 12 and 23 of the Site Plans. Repair of the roadbed (GE6) is proposed along surrounding Feature 1, which will use suitable site materials to fill 1-3 feet wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the eastern or uphill edge of the roadbed. The Feature 3 culvert is proposed to be cleaned including exposure of its inlet. None of these proposed treatments at Feature 3 are anticipated to affect the historic feature.

Feinberg and Woodham (2013) determined that Feature 3 maintained fair historic integrity and recommended that the existing ditch be regraded, culvert inlet exposed, and flushing the corrugated metal culvert. The historic integrity of Feature 3 has significantly changed because of the 2013 flood, which washed out the terrain holding the culvert feature. Without the proposed treatments, it is likely that erosion would continue and Feature 3 would be

vulnerable to washout. The proposed treatments are not anticipated to cause additional loss of historic integrity and condition deterioration of the feature.

Feature 4

Feature 4 (F4) is a dry laid retaining wall oriented southeast-to-northwest. The wall is 90 feet long with a maximum height of 7 feet, an estimated thickness of 16-24 inches, with an average of 6 inches to vertical foot batter. The top of the wall sits level to and 4 feet away from the roadbed. The coursing is jumbled with approximately 0-6 courses. The stones used in the wall are gray granite with an average size of approximately 2 feet x 2 feet. It is typical of the retaining walls on Chapman Drive.

The wall conditions and characteristics noted in 2013 are sparse and generally inconsistent with those observed in 2015. A contiguous 90 feet long segment of retaining wall was recorded in 2015 where only a 12 feet long segment of retaining wall was recorded in 2013. There were two partial collapses within the retaining wall, but neither had caused substantial damage other than the absence of 1-2 stones. No obvious damage attributable to the 2013 flood was observed. Proposed treatments at Feature 4 can be found on sheets 12 and 22 of the Site Plans. Repair of the roadbed (GE12) is proposed along the length of Feature 4, which will use suitable site materials to fill 1-3 feet wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the southern edge of the roadbed. The proposed treatment at Feature 4 is not anticipated to affect the historic feature.

Based on the Feinberg and Woodham (2013) description and conditions during reevaluation in 2015, Feature 4 retains a fair level of historic integrity. Feinberg and Woodham (2013:15) recommended that vegetation near the wall be removed. The vegetation had not caused any obvious damage at the time of reevaluation and is not deemed an immediate threat to the feature. The historic integrity of Feature 4 has not significantly changed due to the 2013 flood and is not anticipated to be significantly compromised by the proposed treatment.

Feature 5

Feature 5 (F5) is a series of small and unaligned dry laid retaining walls located between two segments of Chapman Drive adjacent to a switchback turn. Five discrete wall sections were recorded with lengths including 23 feet, 44 feet, 48 feet, 20 feet, and 7 feet that are generally oriented east-to-west. Most of these walls consist of 1-2 courses of unevenly stacked granite cobbles. The southernmost wall section at Feature 5 consists of 4-5 courses (Photo 1222). None of the walls seem related to the road cut above or below. Rather, the walls seem like a series of retaining wall terraces to secure the steep slope between the road segments surrounding the switchback. The stones used in the wall are gray granite with an average size of approximately 1 foot x 1 foot. The construction style is typical of the retaining walls on Chapman Drive, but the fragmented distribution of the walls is atypical of retaining walls on Chapman Drive.

The wall conditions noted in 2013 are sparse and are generally consistent with those observed in 2015. Many sections have been damaged by wall failures with remains of walls scattered on the slope. No obvious damage attributable to the 2013 flood was observed. Proposed treatments at Feature 5 can be found on sheets 12 and 22 of the Site Plans. Repair of the roadbed

below the wall sections (GE6) and above the wall sections (SE 12) are proposed along the length of Feature 5, which will use suitable site materials to fill sections of gully and sheet erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the southern edges of each segment of the roadbed. The proposed treatments at Feature 5 are not anticipated to affect the historic feature.

Based on the Feinberg and Woodham (2013) description and conditions during reevaluation in 2015, Feature 5 retains a poor level of historic integrity. Feinberg and Woodham (2013:15) recommended that vegetation near the wall be removed. The vegetation has caused moderate damage to two of the wall sections. The historic integrity of Feature 5 has not significantly changed due to the 2013 flood and is not anticipated to be significantly compromised by the proposed treatments.

Feature 6

Feature 6 (F6) is a 36 inch diameter metal culvert held by large mortared stone masonry spandrel walls. A one course arch sits on the corrugated metal pipe. The Chapman Drive roadway traverses between the spandrel walls with a width of 30 feet. The spandrel walls traverse a steeply cut drainage as the road begins a switchback turn. The north spandrel wall is 52 feet long, 23 inches wide, has an estimated height of 30 feet and batter of 2 inches per vertical foot. The south spandrel wall is 54 feet long, 20 inches wide, has an estimated height of 26 feet and batter of 3 inches per vertical foot.

The feature conditions noted in 2013 are consistent with those observed in 2015. The corner wall segment of the western corner of the southern spandrel wall is disjointed at 31+64, which was recorded in 2013. The disjointed segment has been undercut by the expansion of the roadside ditch, which caused the segment to collapse prior to 2013. In the flood of 2013, erosion of the ditch increased and the wall segment shifted further down into the ditch channel.

The proposed treatments at Feature 6 can be found on sheets 11 and 22 of the Site Plans. The disjointed wall segment at the western corner of the south spandrel wall will be moved and set along the road edge, at its original location. Repair of this disjointed segment is being planned with the repair at Retaining Wall 13 in spring 2015 as part of non-flood related repairs. Repair of the roadbed (GE 6) is proposed along surrounding Feature 6, which will use suitable site materials to fill ½ foot to 1 ½ feet wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the southern edge of the roadbed as it approaches the south corner of the south spandrel wall from uphill, continuing that ditch section on the north side of the roadway on the bridge into the switchback, as well as excavation of a different type of ditch (Ditch Type 2, Figure 2) beginning at the east corner of the south spandrel wall and continuing through the switchback. Installation of a rolling dip is proposed at 32+80 as well as a small berm to direct water run-off into the stream channel below without scouring the base of the northern spandrel wall. Care will be taken to prevent disturbance or damage to the north spandrel wall as well as other structures at Feature 6. All masonry and wall features will be avoided and fenced off using temporary construction fencing. None of these proposed treatments at Feature 6 are anticipated to affect the historic feature.

Based on the Feinberg and Woodham (2013) description and conditions during reevaluation in 2015, Feature 6 retains an overall good level of historic integrity. Feinberg and

Woodham (2013:15) recommended removal of vegetation in roadway, regrading of roadway, installation of a drainage feature to prevent runoff on the bridge, and repointing of cracks in masonry. The historic integrity of Feature 6 has not significantly changed due to the 2013 flood and is not anticipated to be significantly compromised by the proposed treatments.

Feature 7

Feature 7 (F7) is a 36 inch diameter metal culvert held by large mortared stone masonry spandrel walls. A one course arch sits on the corrugated metal pipe. The Chapman Drive roadway traverses between the spandrel walls with a width of 25 feet. The spandrel walls traverse a steeply cut drainage as the road exits a switchback turn. The north spandrel wall is 80 feet long, 22 inches wide, has an estimated height of 34 feet and batter of 3 inches per vertical foot. A previously unrecorded wing wall was found at the northeast corner of the north spandrel wall. The wing wall measures 7 feet long, 16 inches wide, 18 inches high, and has a batter of 4 inches per vertical foot. The purpose of the wing wall appears to be diversion of ditch run-off from the ditch outlet above away from the north spandrel wall base, which likely prevents base scouring. The ditch outlet, indicated on the feature map, is a mortared rectangular outlet in the eastern corner of the north spandrel wall that measures 10 inches wide and 4 inches high. The south spandrel wall is 62 feet long, 20 inches wide, has an estimated height of 28 feet and batter of 2 inches per vertical foot.

The feature conditions noted in 2013, though sparse, are consistent with those observed in 2015. A large crack in the masonry of the north spandrel wall was noted. Vegetation debris and sediment has accumulated along the southern (uphill) elevation of the southern spandrel wall, which is causing blockage of the culvert. The proposed treatments at Feature 7 can be found on sheets 11 and 22 of the Site Plans. Repair of the roadbed (GE 6) is proposed along surrounding Feature 7, which will use suitable site materials to fill ½ foot to 1 ½ feet wide sections of gully erosion within the roadbed. Cleaning of the 36 inch diameter culvert is proposed, including exposure of the culvert inlet. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the east and north edges of the roadbed as it approaches the east corner of the north spandrel wall from uphill. An existing feature of the north spandrel wall, a ditch outlet structure, will be utilized in its original function following excavation of the roadside ditch along the outside of the curve approaching the east corner of the north spandrel wall. A section of rip-rap measuring 8 feet wide, 16 feet long, and 2 feet deep is proposed to at 31+00 to stabilize a slough near the south spandrel wall. Installation of a rolling dip is proposed at 29+90, immediately west of the northern spandrel wall. Care will be taken to prevent disturbance or damage to the north spandrel wall as well as other structures at Feature 7. All masonry and wall features will be avoided and fenced off using temporary construction fencing. None of these proposed treatments at Feature 7 are anticipated to affect the historic feature.

Based on the Feinberg and Woodham (2013) description and conditions during reevaluation in 2015, Feature 7 retains an overall good level of historic integrity. Feinberg and Woodham (2013:16) recommended removal of vegetation in roadway, regrading of roadway, installation of a drainage feature to prevent runoff on the bridge, and repointing of cracks in masonry. The historic integrity of Feature 7 has not significantly changed due to the 2013 flood and is not anticipated to be significantly compromised by the proposed treatments.

Feature 8

Feature 8 (F8) is an 18 inch diameter 40 feet long corrugated metal pipe culvert with no inlet or outlet headwall structures. The culvert inlet and part of the corrugated metal pipe have been filled in with sediment and overgrown by forbs and grasses. The culvert pipe is not corroded at the outlet and appears to be in good condition other than sediment collection within the corrugated metal pipe. The feature conditions noted in 2013 are sparse and are consistent with those observed in 2015.

Proposed treatments at Feature 8 can be found on sheets 11 and 21 of the Site Plans. Repair of the roadbed (GE12) is proposed along surrounding Feature 8, which will use suitable site materials to fill 1-3 feet wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the southern or uphill edge of the roadbed east of the feature to the Feature 8 culvert inlet. The Feature 8 culvert is proposed to be cleaned including exposure of its inlet. Additionally, construction of a rolling dip at 23+64 is proposed. None of these proposed treatments at Feature 8 are anticipated to affect the historic feature.

Based on the Feinberg and Woodham (2013) description and conditions during reevaluation in 2015, Feature 8 retains a fair level of historic integrity. Feinberg and Woodham (2013:16) recommended that the ditch be regraded and culvert flushed. The historic integrity of Feature 8 has not significantly changed due to the 2013 flood and is not anticipated to be significantly compromised by the proposed treatments.

Feature 9

Feature 9 (F9) is a stone arch culvert over a 4 feet wide intermittent stream channel near the bottom of Chapman Drive, including two spandrel walls and two wing walls. The City of Boulder holds a right-of-way on the parcel (number 146134000036) containing the eastern extent of the east spandrel wall and most of the east wing wall, which appears to have been constructed following original construction of Feature 9. The culvert opening has a maximum width of 8 feet, the arch stones have a height of 2 ½ feet, and the arch way has a height of 6 ½ feet above the poured concrete culvert floor. The spandrel walls rise 6 feet above the top of the arch crown and widens further towards the spandrel wall ends. The spandrel walls are 20 inches thick. The roadbed of Chapman Drive stretches 23 feet across the arch culvert and between the spandrel walls. The roadbed sits 2 feet below the top of the spandrel walls. The western wing wall tucks behind the west spandrel wall to stabilize the southwestern roadbed. The west wing wall is 30 feet long with a maximum height of 5 feet and a 5 inch per vertical foot batter. The eastern wing wall has a different construction style than other dry laid retaining walls on Chapman Drive. The eastern wing wall uses a very fine grained cement to vertically stack unsorted granite cobbles in a wall that extends 26 feet and into private property.

The feature conditions noted in 2013, though sparse, are consistent with those observed in 2015. Three small cracks in the masonry were noted as well as minor scouring along the base of each arch. Flood debris has been deposited along the outside edges of the western spandrel wall, which is causing brush to accumulate. The proposed treatments at Feature 9 can be found on sheets 11 and 19 of the Site Plans. Repair of the roadbed (GE12) is proposed along surrounding Feature 9, which will use suitable site materials to fill 1-3 feet wide sections of gully erosion within the roadbed. Installation of a new 18 inch diameter culvert is proposed at 13+90, immediately west of the west wing wall, including construction of two headwalls and placement of 9 inch sections of rip-rap at each end up to 1 foot deep. Care will be taken to prevent

disturbance or damage to the wing wall as well as other structures at Feature 9. All masonry and wall features will be avoided and fenced off using temporary construction fencing. None of these proposed treatments at Feature 9 are anticipated to affect the historic feature.

Based on the Feinberg and Woodham (2013) description and conditions during reevaluation in 2015, Feature 9 retains an overall good level of historic integrity. Feinberg and Woodham (2013:16) recommended removal of vegetation near bridge, regrading of roadway, installation of a drainage feature to prevent runoff on the bridge, repointing of cracks in masonry, and installation of rip-rap at upstream wall to prevent additional scour. The historic integrity of Feature 9 has not significantly changed due to the 2013 flood and is not anticipated to be significantly compromised by the proposed treatments.

Feature 10

Feature 10 (F10) is an 18 inch diameter 32 feet long corrugated metal pipe culvert with visible inlet or outlet structures. The culvert inlet and outlet have been nearly buried by sediment and vegetation. The condition of the culvert pipe at the visible ends of the pipe is poor, corroded and deteriorating. The feature conditions noted in 2013, though sparse, are consistent with those observed in 2015.

Proposed treatments at Feature 10 can be found on sheets 11 and 18 of the Site Plans. Repair of the roadbed (GE 6) is proposed along surrounding Feature 10, which will use suitable site materials to fill ½ foot to 1 ½ feet wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the eastern edge of the roadbed. The Feature 10 culvert is proposed to be replaced, including construction of two headwalls and placement of 9 inch sections of rip-rap at each end up to 1 foot deep. Remains of the current corrugated metal pipe culvert would be removed from the site as waste. Of these three proposed treatments at Feature 10, replacement of the existing culvert is the only treatment anticipated to affect the historic feature. Since the existing culvert is clogged and damaged, there is greater risk to the overall stability of Chapman Drive if this drainage feature is not replaced. The proposed treatment will significantly compromise the existing culvert feature but will not incur any additional loss of historic integrity of the overall resource.

Based on the Feinberg and Woodham (2013) description and conditions during reevaluation in 2015, Feature 10 retains low historic integrity. Feinberg and Woodham recommended that the existing ditch be regraded, debris flushed from the culvert, and an in-kind replacement of the culvert as needed. The historic integrity of Feature 10 has not significantly changed because of the 2013 flood and is not anticipated to suffer additional loss of integrity by the proposed treatments.

Feature 11

Feature 11 (F11) is the remains of a cattle guard with masonry walls and a gate. A culvert and cattle guard are buried beneath the current roadbed of Chapman Drive at the Feature 11 location. Similar to the cattle guard at Retaining Wall 12 on Upper Chapman Drive, the cattle guard at Feature 11 has a cattle guard west wall, cattle guard east wall, and gate wall adjacent to the cattle guard east wall to the east. The cattle guard west wall has shifted further downslope towards the unoccupied Schnell residence and outbuilding. The west wall is still intact and

measures 20 inches in height above the ground surface and 22 inches wide. Up to 60% of the wall is partially buried while the remainder appears perched on top of shrubs on the slope. The cattle guard east wall and a portion of the gate wall are intact. The north face of the gate wall is fractured, as shown in Photo 1240, and part of the wooden gate remains on its hinge. The cattle guard east wall abuts a private driveway to the northeast and Chapman Drive roadbed to the west. The east wall measures $7\frac{3}{4}$ feet long, 20 inches wide, and $2\frac{3}{4}$ feet high above the ground surface. Based on the spatial context of the gate wall to the east wall, the gate span would have measured 54 inches across. The cattle guard is located at the bottom of an intermittent drainage the has continued to deposit alluvial and colluvial debris on top of the cattle guard features, encouraging a large crack willow shrub to grow and damage the feature. Currently, the drainage has migrated several feet south of the cattle guard feature. The feature conditions noted in 2013, though sparse, are consistent with those observed in 2015.

Proposed treatments at Feature 11 can be found on sheets 11 and 18 of the Site Plans. Repair of the roadbed (GE 6) is proposed along surrounding Feature 11, which will use suitable site materials to fill $\frac{1}{2}$ foot to $1\frac{1}{2}$ feet wide sections of gully erosion within the roadbed. Ditch excavation (Ditch Type 1, Figure 1) is also proposed along the eastern edge of the roadbed to the location of a new culvert south-adjacent to the original cattle guard. The Feature 11 culvert is proposed to be replaced, including construction of two headwalls and placement of one 9 inch sections of rip-rap at each end up to 1 foot deep at the east end of the new culvert and placement of one 6 feet wide by 18feet long by $1\frac{1}{2}$ feet deep on the west end of the new culvert. The existing culvert would be abandoned in place. Of these three proposed treatments at Feature 11, installation of a new culvert is the only treatment anticipated to affect the historic feature, specifically the cattle guard west wall. Since the existing culvert is clogged and damaged, there is greater risk to the overall stability of Chapman Drive if a drainage channel is not restored. Since the drainage channel has migrated away from the cattle guard masonry walls, it would cause the least amount of disturbance to install a new drainage feature and abandon the existing culvert. The proposed treatment will not significantly compromise the existing cattle guard feature and will not incur any additional loss of historic integrity of the overall resource.

Based on the Feinberg and Woodham (2013) description and conditions during reevaluation in 2015, Feature 11 retains low historic integrity. Feinberg and Woodham recommended removal of vegetation at the cattle guard, rebuilding of the gate wall, retrieval and reset of the cattle guard west wall (which was already shifting down the western slope of Chapman Drive, repointing of masonry where joints are eroded, and rebuilding of wood gate. The historic integrity of Feature 11 has not significantly changed because of the 2013 flood and is not anticipated to suffer additional loss of integrity by the proposed treatments.

IMPACTS OF PROPOSED PROJECT

The Chapman Drive Flood Repairs and Hazard Mitigation Project involves several ground disturbing treatments in rehabilitation and reconditioning of segments of Chapman Drive as well as expansion of the existing trailhead. Throughout the project, work will be confined to the designated work and staging areas. Within these zones, ground disturbance will be limited to within 6 feet below ground surface if not specified in the details of each proposed treatment.

Primary impacts to unknown prehistoric cultural resources from surface conditioning, excavation of existing ditches, stabilization and structure construction, and other surface modification includes the displacement, alteration, and destruction of surficial artifacts and cultural features, as well as disturbance to site soil deposition. Impacts to historic sites include the displacement or alteration of unknown surficial artifacts. Historic features evaluated with fair and high integrity levels and as contributing to the Flagstaff Mountain Cultural Landscape District will be avoided during activities associated with the Chapman Drive Flood Repairs and Hazard Mitigation Project or will be subject to the proposed treatments as to follow the Secretary of the Interior's Preservation and Rehabilitation standards (36 CFR 68.3 (a)(b)). Unnecessary modifications to historic features evaluated as not considered as contributing to the Flagstaff Mountain Cultural Landscape District and with low or no integrity will be avoided if possible to preserve overall resource integrity.

Road Repairs

This project consists of repairing a flood damaged 20 feet wide dirt access road, Chapman Drive, on property owned entirely by City of Boulder Open Space and Mountain Parks Department. Chapman Drive sustained severe damage throughout its entire length, ranging from minor sheet erosion to complete washout. The intent of this project is to repair the Chapman Drive to pre-disaster function and capacity while also making modifications to the grading and layout to reduce vulnerability to damage in the future. Work will include reconditioning of road grades, repairing erosion damage to existing subgrade, excavation and grading of ditches associated with Chapman Drive, installation of corrugated metal pipe culverts with complete structures, construction of other drainage features (rolling dips, berms, check dams), placement of materials (including rip rap, excavated debris or fill, erosion blankets, seeding) for surfacing and stabilization, vegetation removal, grubbing, and site restoration. All suitable materials excavated shall be used to fill erosion damage adjacent to the ditch location or erosion damage elsewhere on the site. Unsuitable materials shall be used as topsoil or removed and disposed of as waste. Work will be completed based on the most complete Site Plans available.

Construction materials will be brought in via State Highway 119, also known as Boulder Canyon Road (5BL622), as well as Flagstaff Road (5BL4944). However, most of the construction materials will be locally sourced within the project area. Physical alterations will be limited to within designated work zones and staging areas. The surrounding area outside of the designated work zones and staging areas are considered sensitive. The proposed treatments will not physically alter any known archaeological or historic sites other than Chapman Drive (5BL4170); the repair of which is the purpose of the Chapman Drive Flood Repairs and Hazard Mitigation Project. Non-architectural archaeological materials located during the current

inventory have been recorded and appended as part of the cultural resource record maintained by the Colorado Office of Archaeology and Historic Preservation and City of Boulder Open Space and Mountain Parks. All features and artifacts have been represented in this report to the Boulder County Historic Preservation Advisory Board.

Summary of Anticipated Impacts of Proposed Treatments:

For ease of reading and discussion, an abbreviated list of proposed treatments and anticipated impacts follows. This list has been color-coded to indicate relative severity of impacts to historic features that are contributing features of the Flagstaff Mountain Cultural Landscape District.

<ul style="list-style-type: none"> ➤ Retaining Wall 1: Installation of a new culvert, fill in gully erosion, excavate existing ditch 	<ul style="list-style-type: none"> ○ Anticipated impacts: possible disturbance of contributing feature; no significant changes from treatments
<ul style="list-style-type: none"> ➤ Retaining Wall 2: Fill in gully erosion, excavate existing ditch 	<ul style="list-style-type: none"> ○ Anticipated impacts: no significant changes from treatments
<ul style="list-style-type: none"> ➤ Retaining Wall 3: Fill in gully erosion, excavate existing ditch, installation of rip-rap section on collapsed wall segment, existing culvert cleaning 	<ul style="list-style-type: none"> ○ Anticipated impacts: disturbance of damaged contributing feature; treatment will result in better condition of contributing feature
<ul style="list-style-type: none"> ➤ Retaining Wall 4: Fill in gully erosion, excavate existing ditch, installation of rip-rap section on collapsed wall segment 	<ul style="list-style-type: none"> ○ Anticipated impacts: disturbance of damaged contributing feature; treatment will result in better condition of contributing feature
<ul style="list-style-type: none"> ➤ Retaining Wall 5: Fill in gully erosion, excavate existing ditch 	<ul style="list-style-type: none"> ○ Anticipated impacts: no significant changes from treatments
<ul style="list-style-type: none"> ➤ Retaining Wall 6: Fill in gully erosion, excavate existing ditch 	<ul style="list-style-type: none"> ○ Anticipated impacts: no significant changes from treatments
<ul style="list-style-type: none"> ➤ Retaining Wall 7: Fill in gully erosion, excavate existing ditch, installation of rip-rap section and rolling dip on collapsed wall segment 	<ul style="list-style-type: none"> ○ Anticipated impacts: possible disturbance of contributing feature; no significant changes from treatments

- **Retaining Wall 8:** Fill in gully erosion, excavate existing ditch
 - **Anticipated impacts:** no significant changes from treatments
- **Retaining Wall 9:** Fill in gully erosion, excavate existing ditch
 - **Anticipated impacts:** no significant changes from treatments
- **Retaining Wall 10:** Fill in gully erosion, excavate existing ditch, clear existing culvert
 - **Anticipated impacts:** no significant changes from treatments
- **Retaining Wall 11:** Fill in gully and sheet erosion, excavation of existing ditch, installation of rolling dip at collapsed wall segment
 - **Anticipated impacts:** possible disturbance of contributing feature; no significant changes from treatments
- **Retaining Wall 12:** Fill in gully and sheet erosion, excavate ditch, hand clean double culvert and culvert inlets, remove obstructive tree, remove rock fall, fence and protect all masonry
 - **Anticipated impacts:** possible disturbance of contributing feature; significant improvements from treatments
- **Retaining Wall 13:** Fill in gully and sheet erosion, excavate existing ditch, clean culvert and culvert inlet
 - **Anticipated impacts:** no significant changes from treatments; defer rehabilitation work until spring 2016 (non-flood related repair)
- **Retaining Wall 14:** Fill in gully and sheet erosion, excavate existing ditch, install rolling dip to divert water away from wall, shift temporarily placed boulders towards wall
 - **Anticipated impacts:** no significant changes from treatments
- **Retaining Wall 15:** Fill in gully erosion, excavate existing ditch, clean culvert and culvert inlet, install rolling dip on top of wall
 - **Anticipated impacts:** possible disturbance of contributing feature with no significant changes from treatments

- **Retaining Wall 16:** Fill in gully erosion, excavate existing ditch, clean culvert and culvert inlet, designate staging area
- **Anticipated impacts:** no significant changes from treatments

- **Retaining Wall 17:** Fill in gully erosion, excavate existing ditch, install rip-rap section below culvert outlet, install rolling dip on top of wall, clean culvert and culvert inlet
- **Anticipated impacts:** possible disturbance of contributing feature with no significant changes from treatments

- **Retaining Wall 18:** Fill in gully and sheet erosion, excavate existing ditch, install rolling dip
- **Anticipated impacts:** no significant changes from treatments

- **Retaining Wall 19:** Fill in gully erosion, excavate existing ditch, install rolling dip, clean culvert and culvert inlet
- **Anticipated impacts:** no significant changes from treatments

- **Feature 1:** Fill in gully erosion, excavate existing ditch, replace existing culvert
- **Anticipated impacts:** disturbance of contributing feature with significant changes to feature from treatments; mitigate hazard of overall resource damage

- **Feature 2:** Fill in gully erosion, excavate existing ditch, replace existing culvert, construct vehicle pull-out, install rolling dip
- **Anticipated impacts:** disturbance of contributing feature with significant changes to feature from treatments; mitigate hazard of overall resource damage

- **Feature 3:** Fill in gully erosion, excavate existing ditch, clean culvert and culvert inlet
- **Anticipated impacts:** no significant changes from treatments

- **Feature 4:** Fill in gully erosion, excavate existing ditch
- **Anticipated impacts:** no significant changes from treatments

- **Feature 5:** Fill in gully and sheet erosion, excavate existing ditch
- **Anticipated impacts:** no significant changes from treatments

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| <ul style="list-style-type: none"> ➤ Feature 6: Fill in gully erosion, excavate ditches, install rolling dip and small berm, fence and protect all masonry | <ul style="list-style-type: none"> ○ Anticipated impacts: no significant changes from treatments; defer rehabilitation work until spring 2016 (non-flood related repair) |
| <ul style="list-style-type: none"> ➤ Feature 7: Fill in gully erosion, clean culvert and culvert inlet, excavate ditch, clear ditch outlet, install rip-rap section to stabilize neighboring bank | <ul style="list-style-type: none"> ○ Anticipated impacts: no significant changes from treatments |
| <ul style="list-style-type: none"> ➤ Feature 8: Fill in gully erosion, excavate existing ditch, clean culvert and culvert inlet, install rolling dip | <ul style="list-style-type: none"> ○ Anticipated impacts: no significant changes from treatments |
| <ul style="list-style-type: none"> ➤ Feature 9: Fill in gully erosion, install new culvert near wall, fence and protect all masonry | <ul style="list-style-type: none"> ○ Anticipated impacts: possible disturbance of contributing feature with no significant changes from treatments |
| <ul style="list-style-type: none"> ➤ Feature 10: Fill in gully erosion, excavate existing ditch, replace existing culvert | <ul style="list-style-type: none"> ○ Anticipated impacts: disturbance of contributing feature with significant changes to feature from treatments; mitigate hazard of overall resource damage |
| <ul style="list-style-type: none"> ➤ Feature 11: Fill in gully erosion, excavate existing ditch, abandon existing culvert, install new culvert adjacent to existing culvert, install rip-rap section below new culvert | <ul style="list-style-type: none"> ○ Anticipated impacts: disturbance of contributing feature with significant changes to feature from treatments; mitigate hazard of overall resource damage |

Not all repairs needed on Chapman Drive historic features are related to the 2013 flood. For necessary repairs that pre-date or are otherwise unrelated to the 2013 flood, plans are being made to address and complete these repairs within the end of the flood repairs time window. Making non-flood related repairs during this time will reduce the amount of time spent by contractors on Chapman Drive as well as the window of time that Chapman Drive is not accessible to the public. At this time, non-flood repairs to be planned include restoration and stabilization of Retaining Wall 13 and rehabilitation of a disjointed wall segment of Feature 6. Recommendations and comments regarding non-flood related work are welcome to the City of Boulder Open Space and Mountain Parks' Cultural Resources staff.

SUMMARY AND RECOMMENDATIONS

As part of an intensive cultural resource survey, a condition assessment was conducted from May through June 2015 to compare pre-flood and post-flood historic feature conditions on Chapman Drive and to identify impacts of treatments proposed by the Chapman Drive Flood Repairs and Hazard Mitigation Project. The assessment found that several of the proposed treatments will impact contributing features of Chapman Drive and the Flagstaff Mountain Cultural Landscape District. Some of the features impacted by the proposed treatments are already damaged by normal processes as well as a result of flooding in 2013. However, the same proposed treatments that may or may not additionally compromise feature integrity will ultimately have positive effects by preserving the overall resource. Each treatment needs to be examined and considered within the context of the contributing feature present, its level of integrity, and overall impact of Chapman Drive as well as the Flagstaff Mountain Cultural Landscape District. Historic features with fair and good levels of integrity are prioritized within the current treatment proposals. Historic features with poor or no remaining integrity are prioritized for restoration of feature function rather than historic feature preservation. The City of Boulder Open Space and Mountain Parks cultural resources staff recommends finding the proposed treatments appropriate for the scope of flood repairs and future hazard mitigation.

If additional historic or cultural materials are found during the course of the Chapman Drive Flood Repairs and Hazard Mitigation Project, work in that area would cease until the City of Boulder Open Space and Mountain Parks Director has been notified. Work in the area of the cultural resource would not resume until a cultural resources professional has evaluated the cultural materials and potential effects.

REFERENCES

Atkinson-Noland & Associates

- 2011 Chapman Road Walls 14 and 12-1 Stabilization and Rehabilitation, Proposal and Work Order to the City of Boulder Open Space and Mountain Parks. Document on file at City of Boulder Open Space and Mountain Parks Administrative Office, Boulder, Colorado.

Boulder County

- 2011 Boulder County Land Use Code, Article 15: *Historic Preservation*, 15-501: *Criteria for Landmark Designation*. Electronic document, <http://www.bouldercounty.org/find/library/build/lucodearticle15.pdf>.

Feinberg, J. and D. Woodham

- 2009 Chapman Drive Retaining Walls Assessment Study for the City of Boulder's Department of Open Space and Mountain Parks. Manuscript on file at City of Boulder Open Space and Mountain Parks Administrative Office, Boulder, Colorado.
- 2013 Lower Chapman Drive Drainage and Masonry Features Assessment Study, Final Report for the City of Boulder's Department of Open Space and Mountain Parks. Manuscript on file at City of Boulder Open Space and Mountain Parks Administrative Office, Boulder, Colorado.

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- 1998 Cultural Resources of City of Boulder Open Space: Mount Sanitas and Related Parcels, Boulder County, Colorado. Manuscript on file at City of Boulder Open Space and Mountain Parks Administrative Office, Boulder, Colorado.

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- 1989 A Survey of Plants of Special Concern in Long Canyon, Panther Canyon, Greenman Springs Area, and Tributary Canyons & Gulches in the City of Boulder Mountain Parks, Boulder, Colorado. Manuscript on file at City of Boulder Parks and Recreation Department.

McNellan, Mary

- 1995 *A History of Boulder's Parks and Recreation*. Unpublished manuscript on file at City of Boulder Parks and Recreation Department.

Mitchell, Mark F. and Peter J. Gleichman

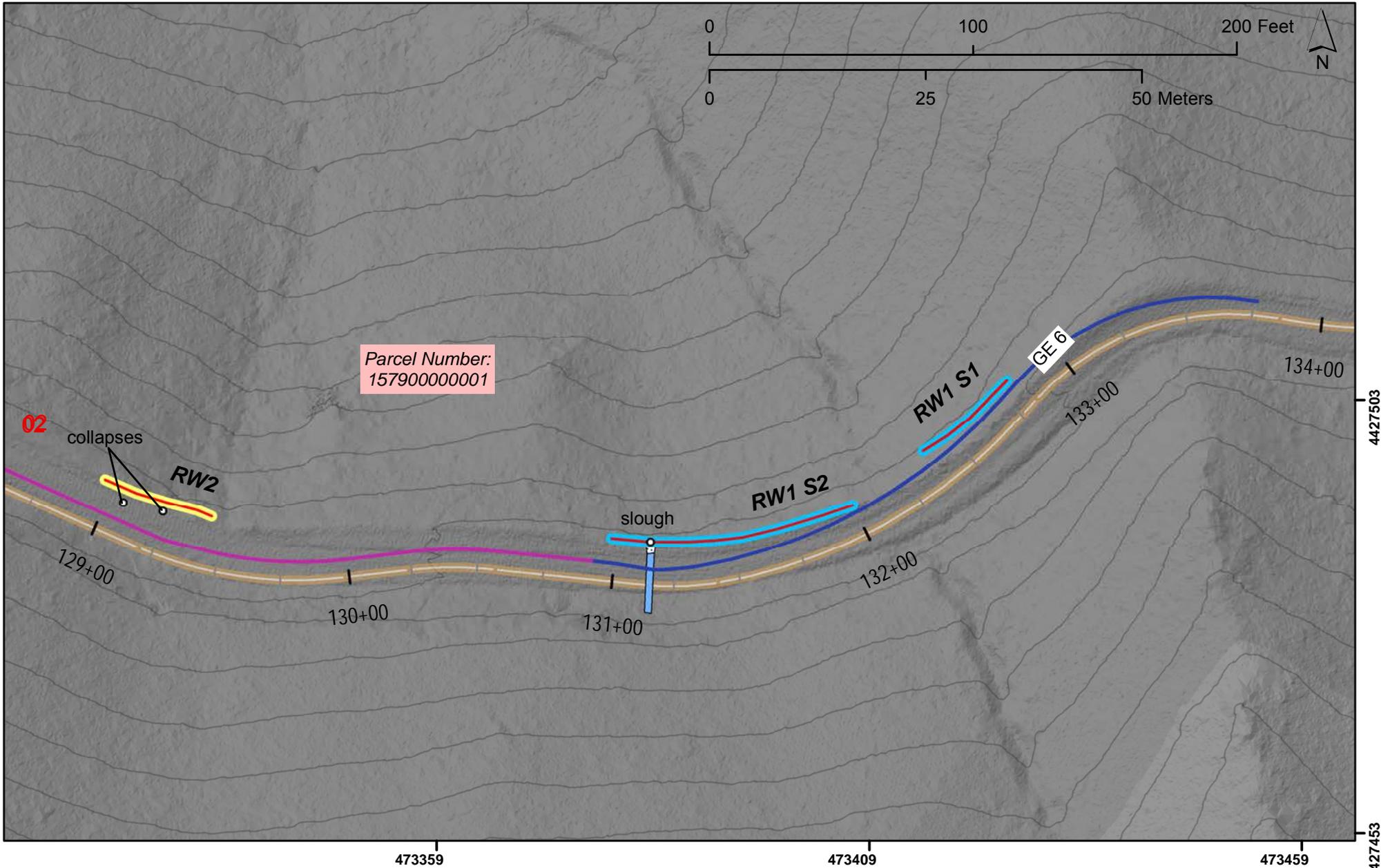
- 1995 *Cultural Resource Inventory of the Contiguous Boulder Mountain Parks, Boulder County, Colorado*. Manuscript on file with the City of Boulder Open Space and Mountain Parks Administrative Office, Boulder, Colorado.

Appendix A: Chapman Drive Flood Repairs and Hazard Mitigation Project: Chapman Drive Historic Feature Maps

Includes feature maps for:

- Retaining Walls 1-2
- Retaining Walls 3-4
- Retaining Walls 5 & 7
- Retaining Wall 6
- Retaining Walls 8-10
- Retaining Wall 11
- Retaining Wall 12
- Retaining Wall 13-16
- Retaining Wall 17 & 19
- Retaining Wall 18
- Feature 1
- Feature 2
- Feature 3
- Features 4-7
- Feature 8
- Features 9-10
- Feature 11

Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Retaining Walls 1 & 2

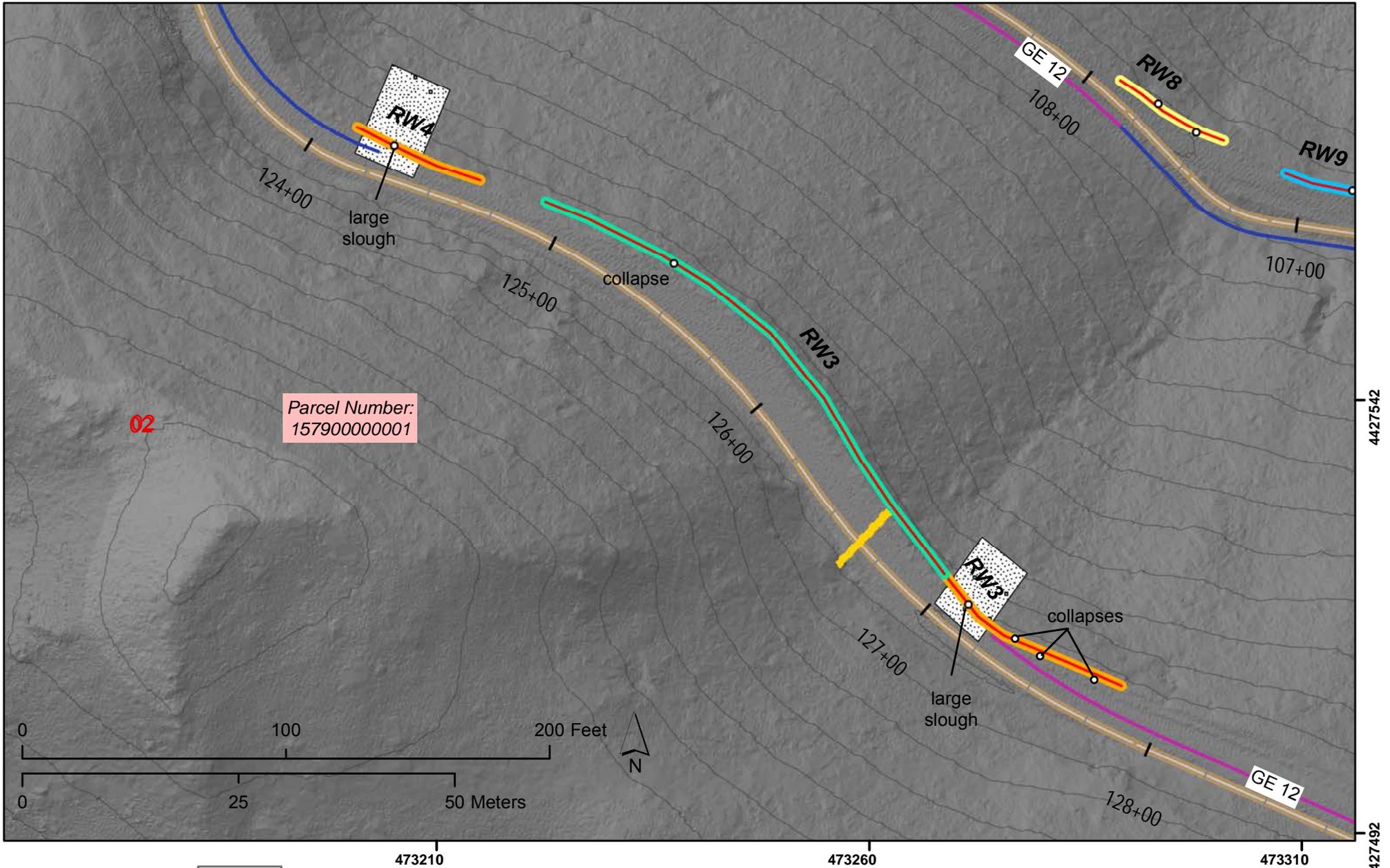


LEGEND			
HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS	ROAD TREATMENTS	Chapman Drive Midline
Good	GE 12	Install culvert	5 Foot Contours
Low	GE 6	Install riprap	PLSS Sections

UTM Zone 12S, NAD1983
1:600
Boulder Quadrangle (1980)

Sixth Prime Meridian
Township 1 South
Range 71 West
Section 2

Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Retaining Walls 3 & 4



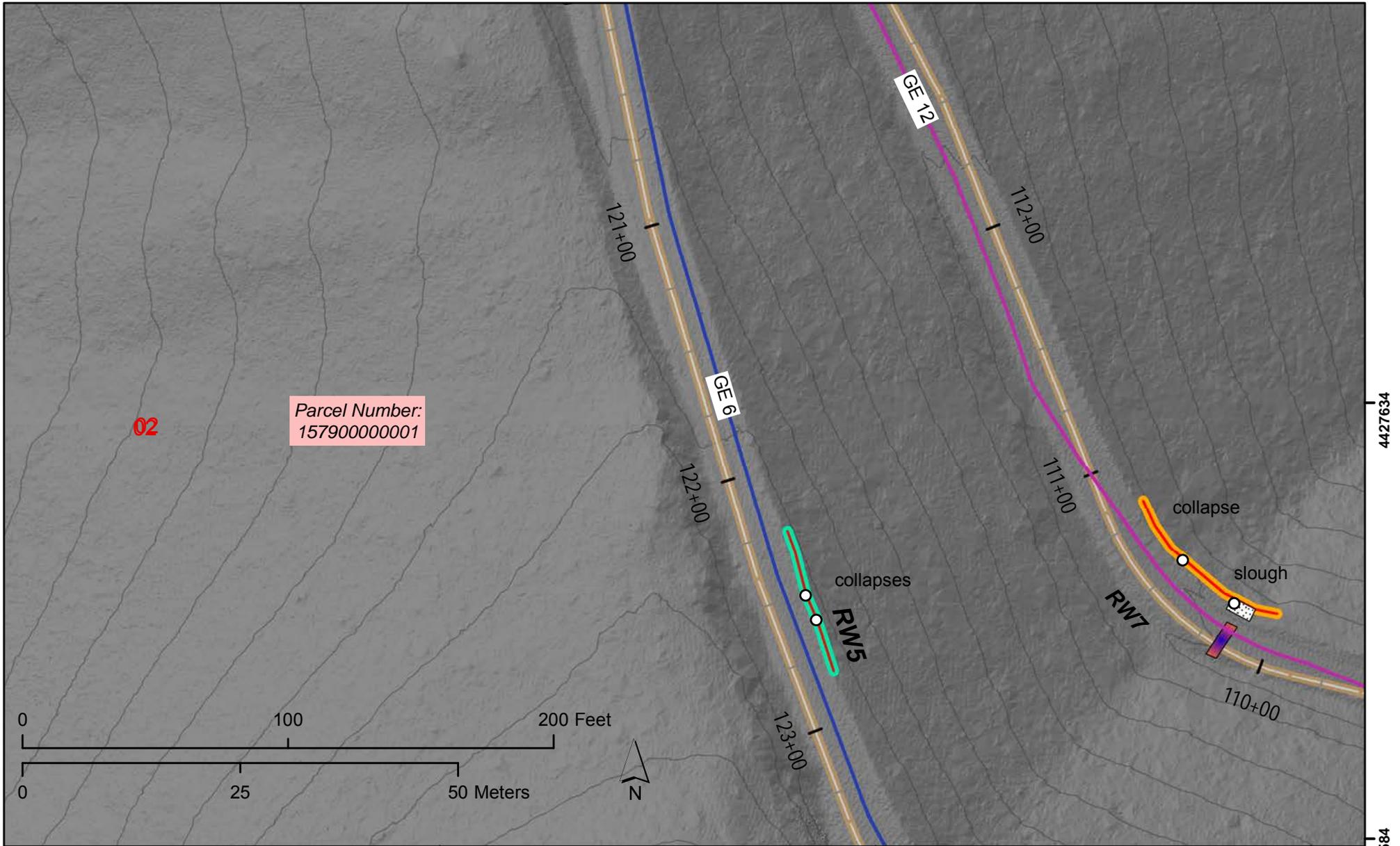
LEGEND

HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS	ROAD TREATMENTS	
	GE 12 GE 6	Clean culvert Install riprap	Chapman Drive Midline 5 Foot Contours PLSS Sections

UTM Zone 12S, NAD1983
1:600
Boulder Quadrangle (1980)

Sixth Prime Meridian
Township 1 South
Range 71 West
Section 2

Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Retaining Walls 5 & 7

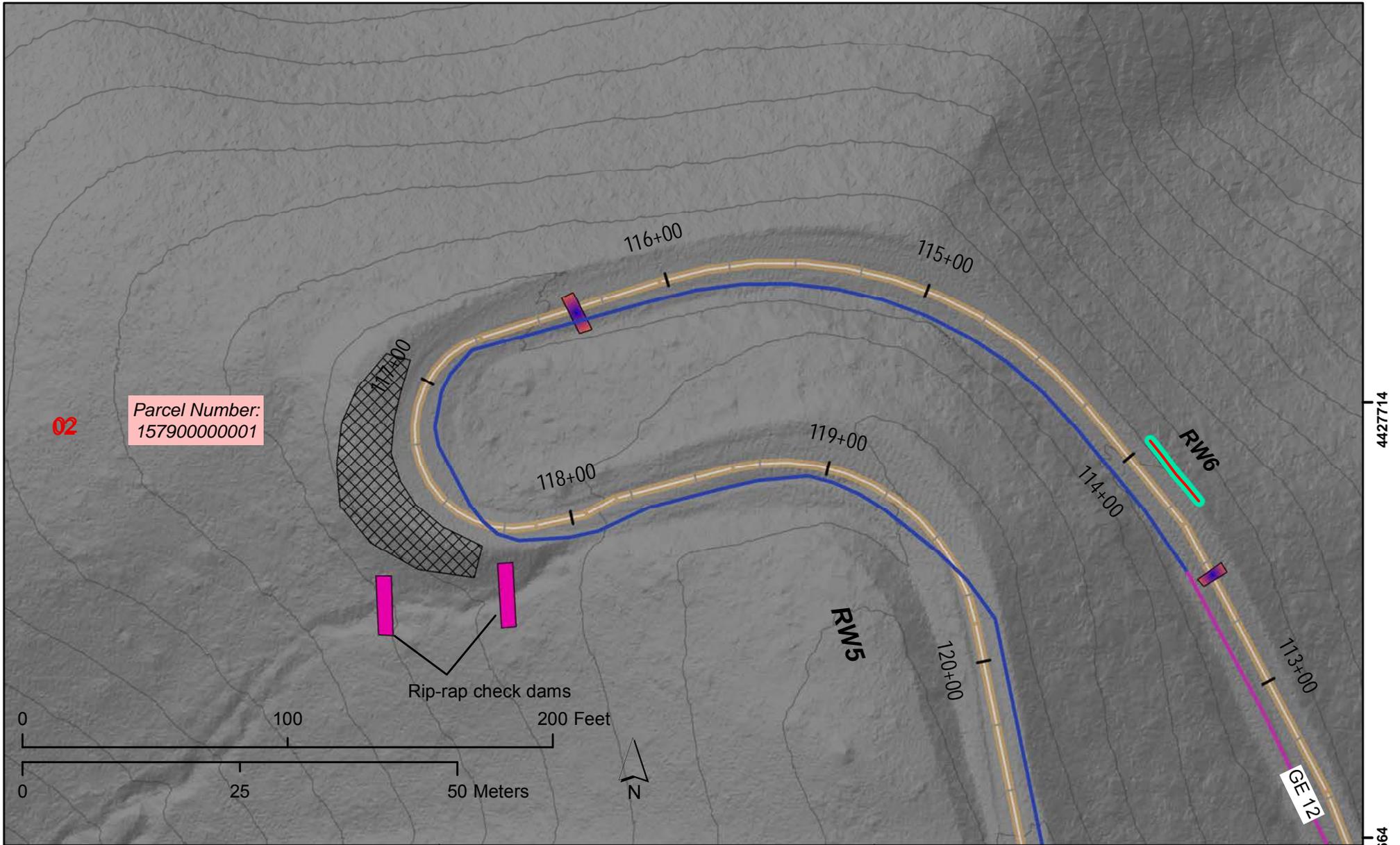


LEGEND

HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS	ROAD TREATMENTS	
	GE 12	Install riprap	Chapman Drive Midline
GE 6		Install rolling dip	5 Foot Contours
		PLSS Sections	County Parcels

UTM Zone 12S, NAD1983
1:600
Boulder Quadrangle (1980)

Sixth Prime Meridian
Township 1 South
Range 71 West
Section 2



LEGEND

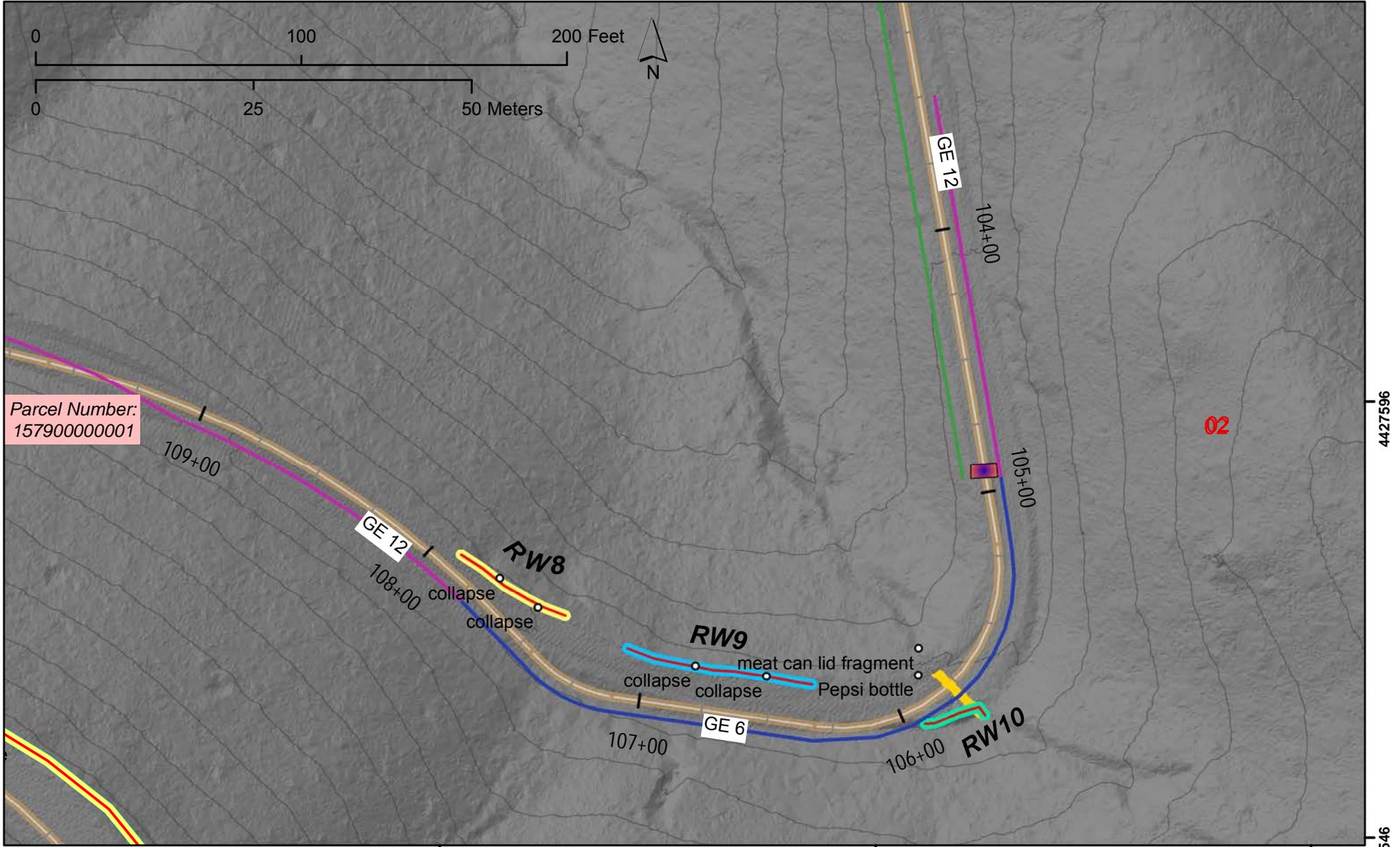
HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS	ROAD TREATMENTS	
 Good Fair Low Poor	GE 12 GE 6	Install rolling dip Staging area Misc.	Chapman Drive Midline 5 Foot Contours PLSS Sections County Parcels

UTM Zone 12S, NAD1983
1:600
Boulder Quadrangle (1980)

Sixth Prime Meridian
Township 1 South
Range 71 West
Section 2

473092 473142 473192 442764 442714

Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Retaining Walls 8-10



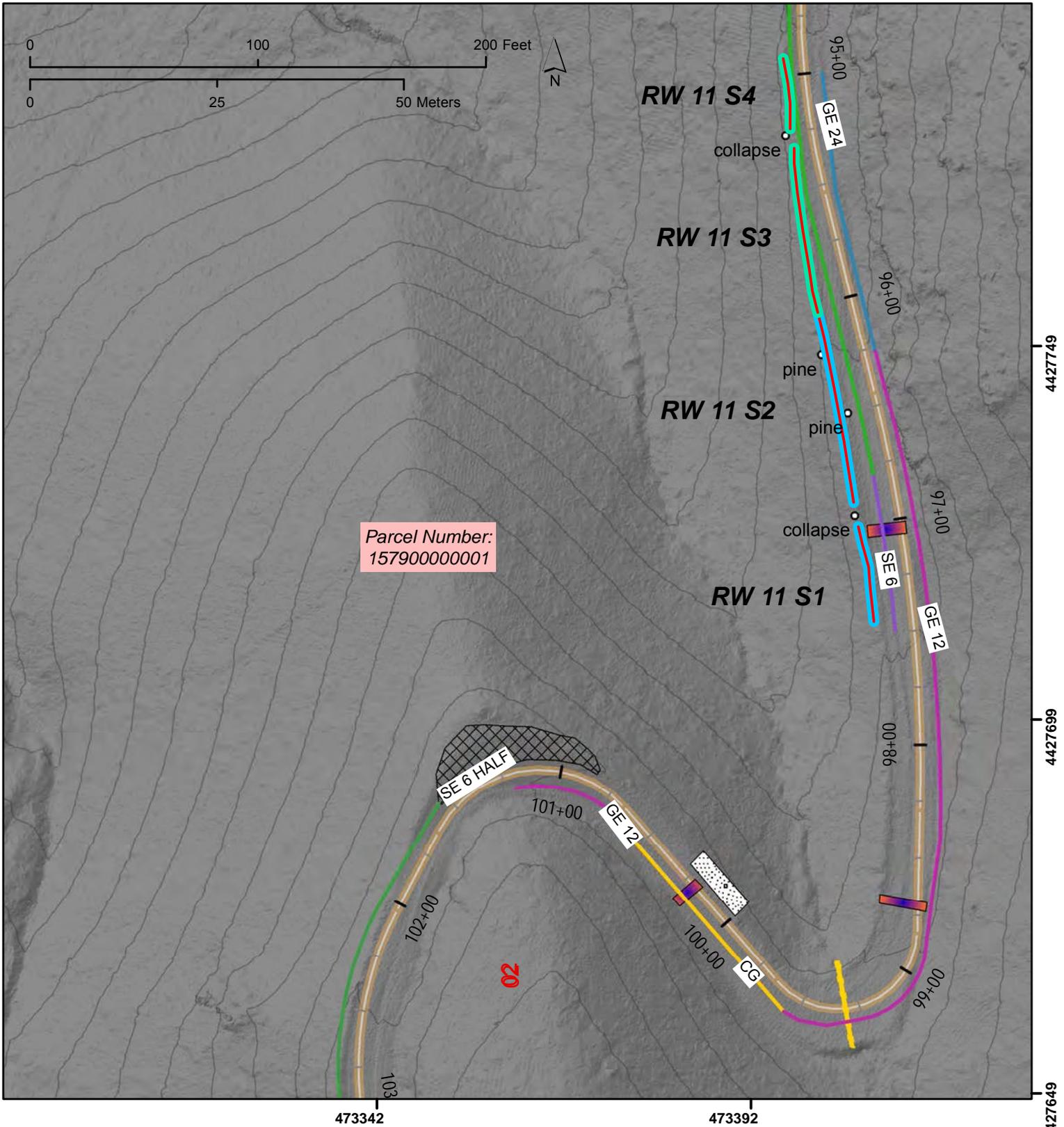
LEGEND

HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS	ROAD TREATMENTS	
Good	GE 12	Clean culvert	Chapman Drive Midline
Fair	GE 6	Install rolling dip	5 Foot Contours
Low	SE 6 FULL		PLSS Sections
Poor			

UTM Zone 12S, NAD1983
1:600
Boulder Quadrangle (1980)

Sixth Prime Meridian
Township 1 South
Range 71 West
Section 2

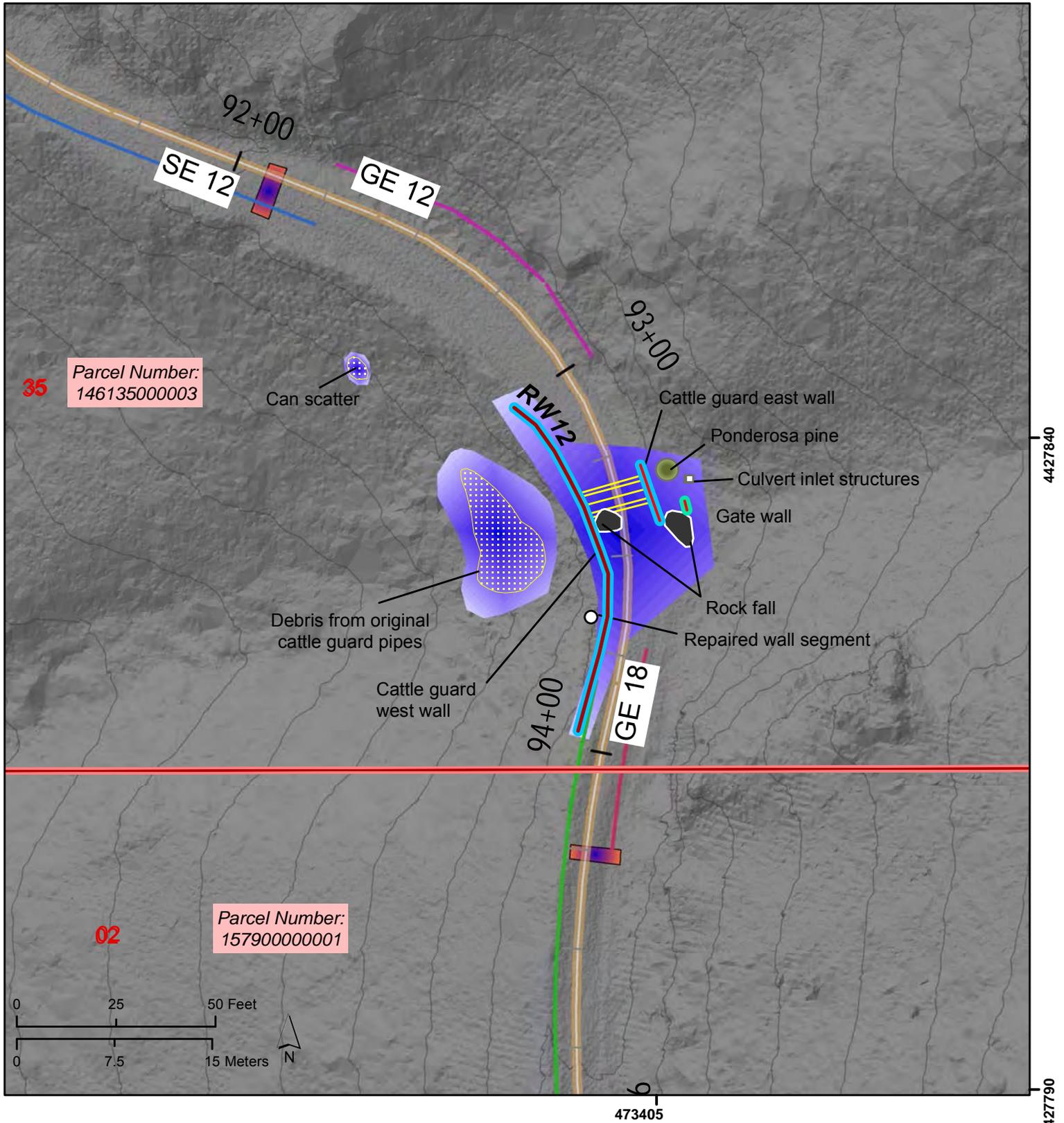
Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Retaining Wall 11



LEGEND	
HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS
Good Fair Low Poor	CG SE 6 SE 6 FULL SE 6 HALF GE 12 GE 24
	ROAD TREATMENTS
	Clean culvert Install riprap Install rolling dip Staging area
	Chapman Drive Midline 5 Foot Contours PLSS Sections

UTM Zone 12S, NAD1983
1:700
Boulder Quadrangle (1980)
Sixth Prime Meridian
Township 1 South
Range 71 West
Section 2

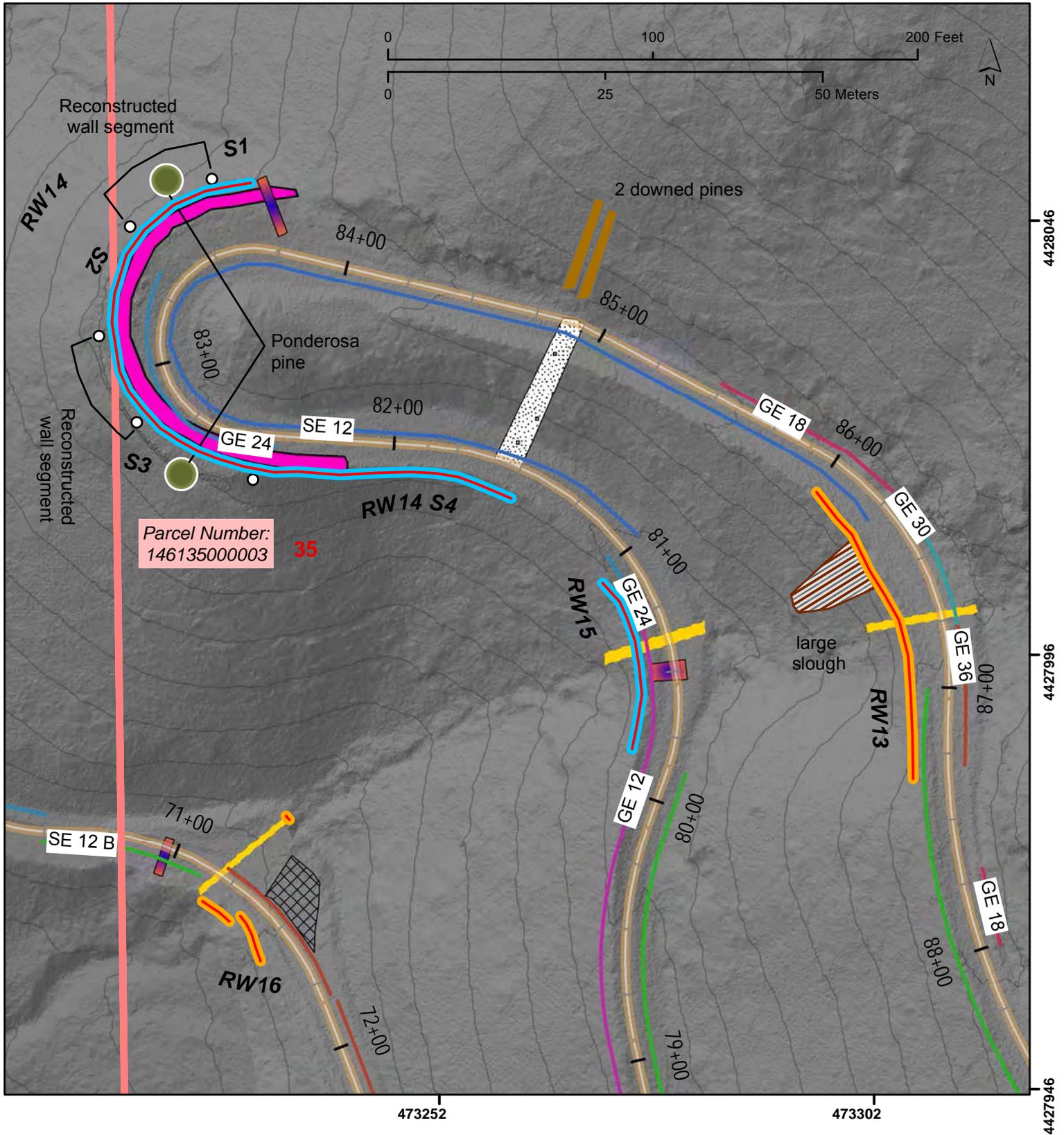
Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Retaining Wall 12 and Cattle Guard



LEGEND

HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS	ROAD TREATMENTS	Other Features
Good (Green)	GE 12 (Purple)	Install rolling dip (Red/Blue)	Chapman Drive Midline (Orange)
Fair (Yellow)	SE 12 B (Green)	Protect existing materials (Blue)	5 Foot Contours (Grey)
Low (Orange)	GE 18 (Red)		PLSS Sections (Red outline)
Poor (Red)			County Parcels (Red outline)

Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Retaining Walls 13-16



LEGEND

HISTORIC FEATURE INTEGRITY			
Good	Fair	Low	Poor

DITCH TREATMENTS	
	GE 12
	GE 18
	GE 24
	SE 12 B
	GE 30
	GE 36
	SE 12

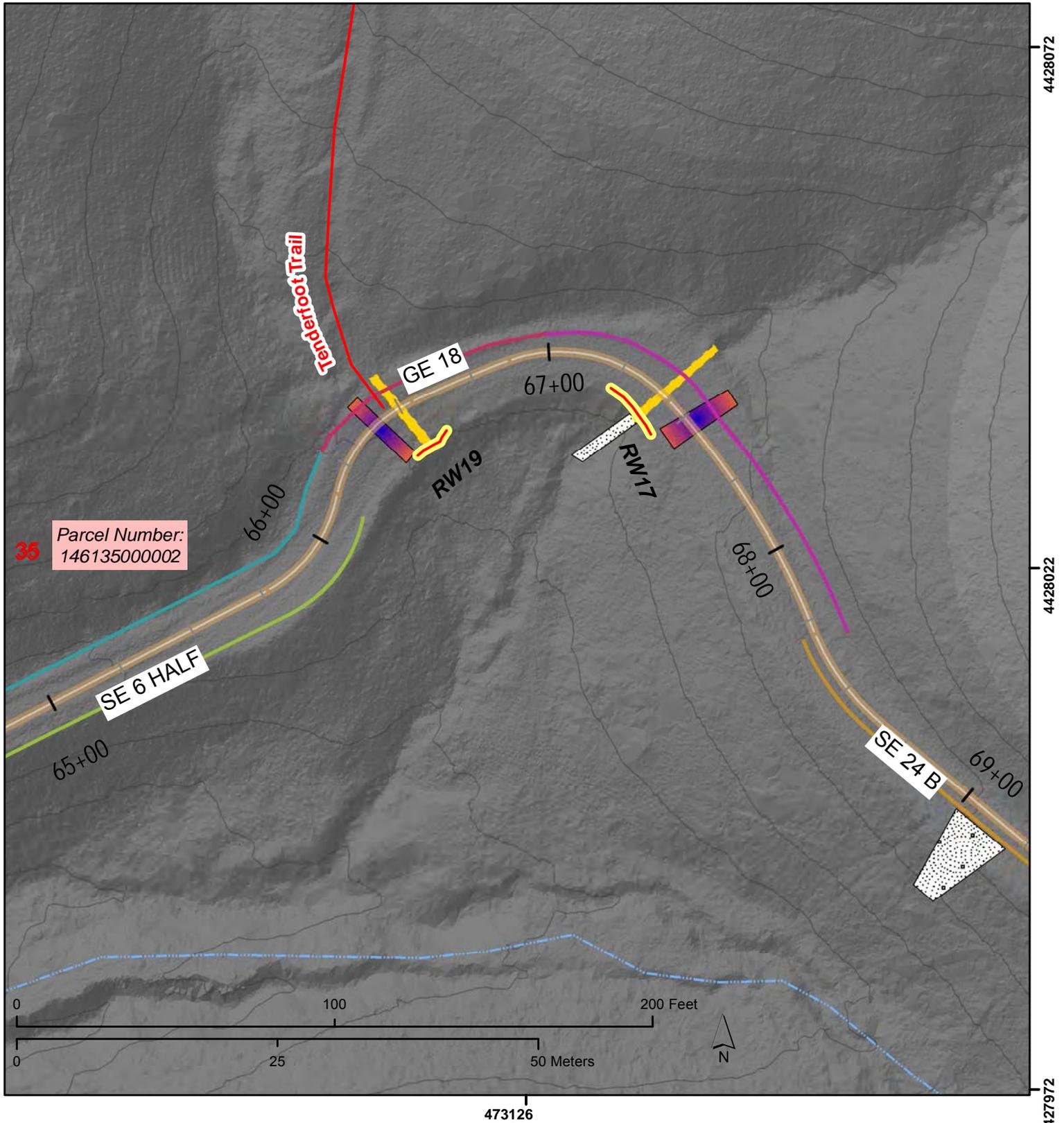
ROAD TREATMENTS	
	Clean culvert
	Install riprap
	Misc.

	Install rolling dip
	Staging area
	Misc.

	Chapman Drive Midline
	5 Foot Contours
	County Parcels

UTM Zone 12S, NAD1983
1:600
Boulder Quadrangle (1980)
Sixth Prime Meridian
Township 1 North
Range 71 West
Section 35

Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Retaining Walls 17 and 19



Parcel Number:
14613500002

35

SE 6 HALF

GE 18

RW19

RW17

Tenderfoot Trail

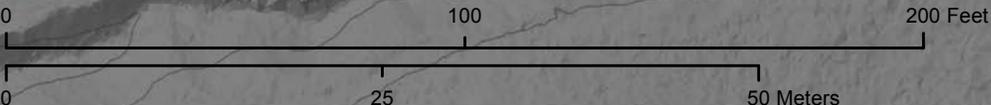
67+00

66+00

68+00

SE 24 B

69+00



473126

4428072

4428022

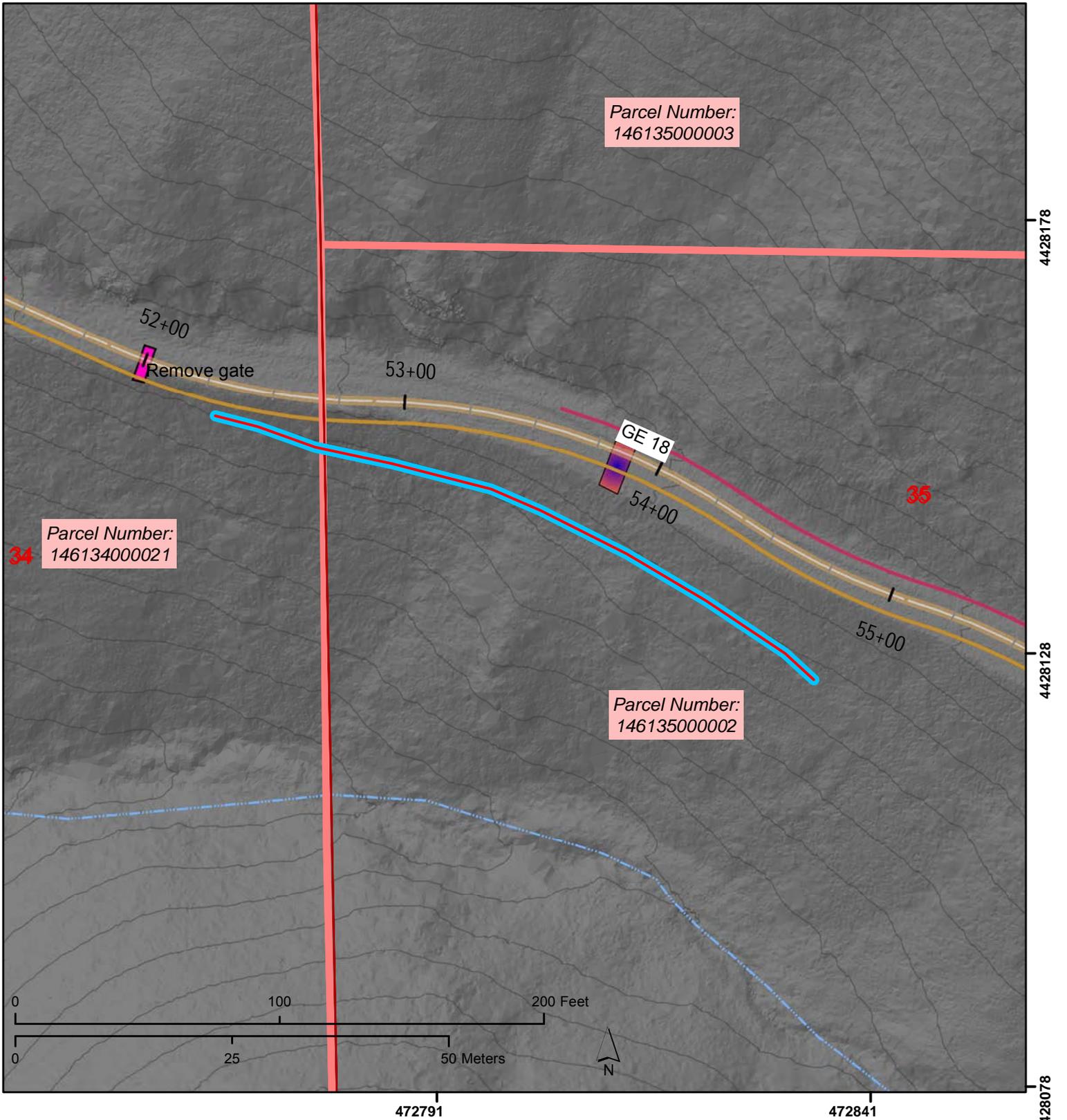
4427972

LEGEND

HISTORIC FEATURE INTEGRITY		DITCH TREATMENTS		ROAD TREATMENTS	
Good	Fair	GE 12	SE 24 B	Clean culvert	Chapman Drive Midline
Low	Poor	GE 18	SE 6 HALF	Install riprap	5 Foot Contours
				Install rolling dip	PLSS Sections
					County Parcels

UTM Zone 12S, NAD1983
1:500
Boulder Quadrangle (1980)
Sixth Prime Meridian
Township 1 North
Range 71 West
Section 35

Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Retaining Wall 18

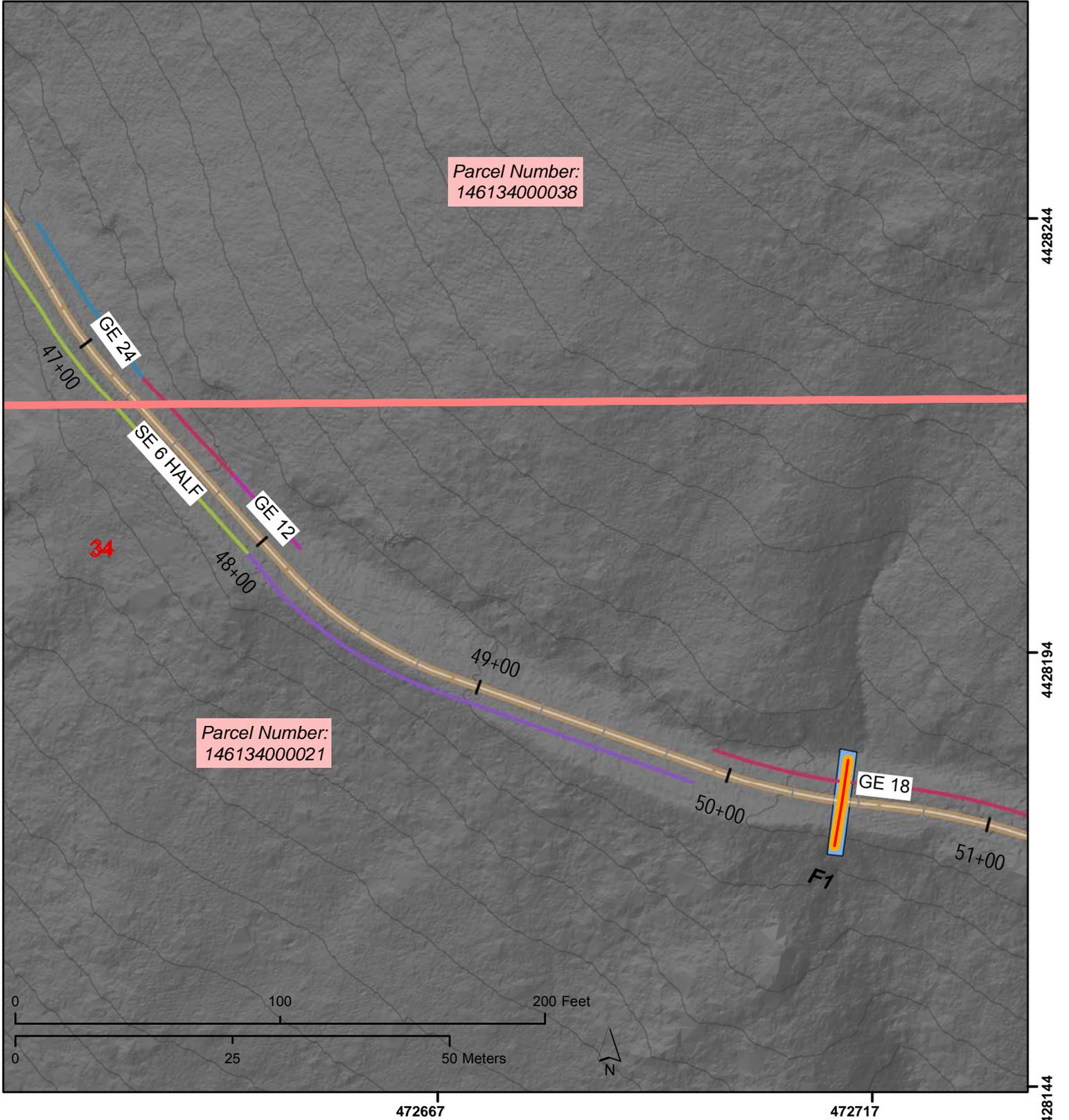


LEGEND

HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS	ROAD TREATMENTS	ROAD TREATMENTS
<div style="display: flex; justify-content: space-around;"> Good Fair Low Poor </div>	<ul style="list-style-type: none"> — GE 18 — SE 24 B 	<ul style="list-style-type: none"> Install rolling dip Misc. 	<ul style="list-style-type: none"> Chapman Drive Midline 5 Foot Contours PLSS Sections County Parcels

UTM Zone 12S, NAD1983
 1:600
 Boulder Quadrangle (1980)
 Sixth Prime Meridian
 Township 1 North
 Range 71 West
 Sections 34 & 35

Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Feature 1

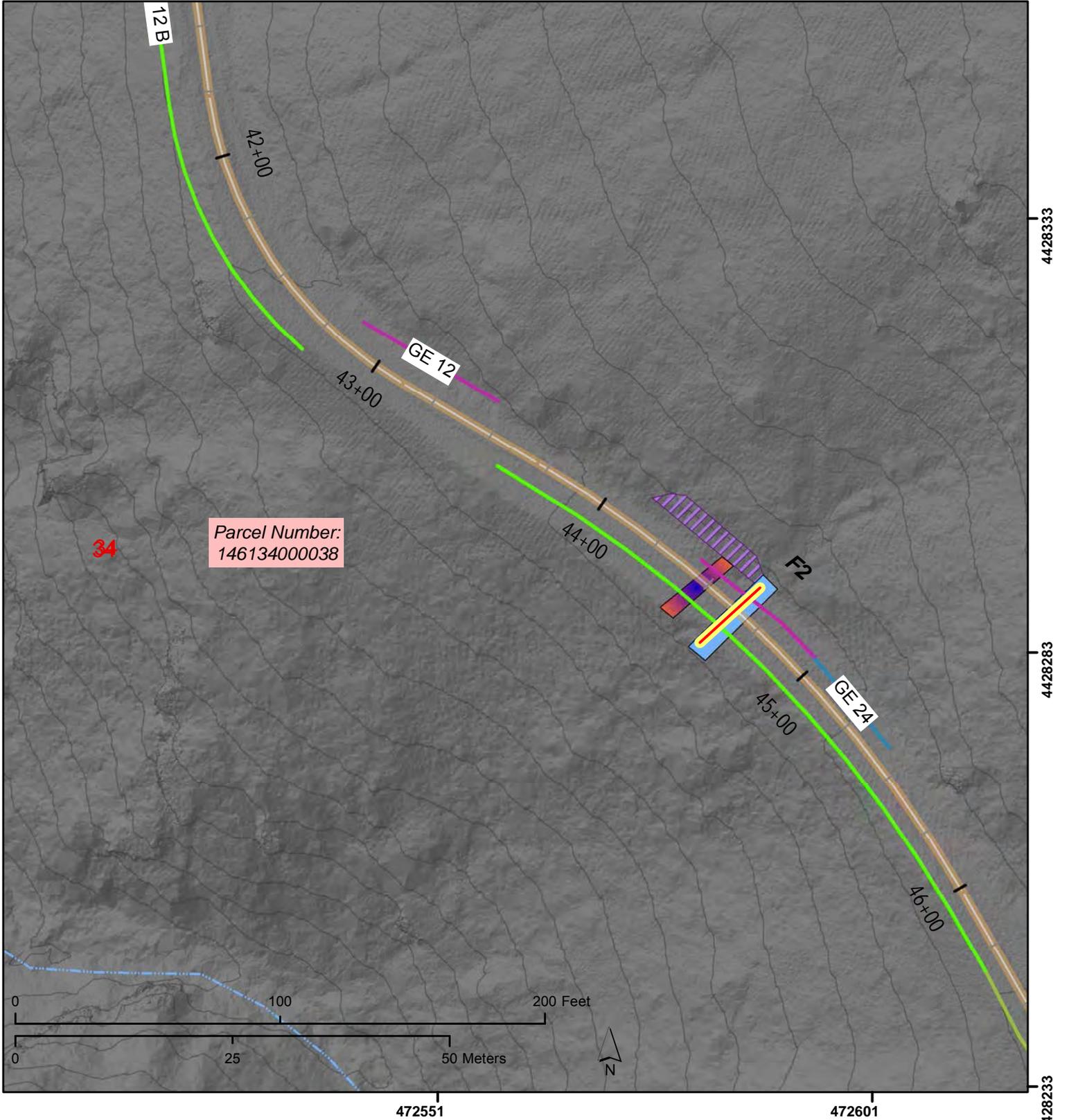


LEGEND

HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS	ROAD TREATMENTS
<ul style="list-style-type: none"> Good Fair Low Poor 	<ul style="list-style-type: none"> GE 12 SE 6 SE 6 HALF GE 18 	<ul style="list-style-type: none"> GE 24 Install culvert Chapman Drive Midline 5 Foot Contours PLSS Sections County Parcels

UTM Zone 12S, NAD1983
1:600
Boulder Quadrangle (1980)
Sixth Prime Meridian
Township 1 North
Range 71 West
Section 34

Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Feature 2

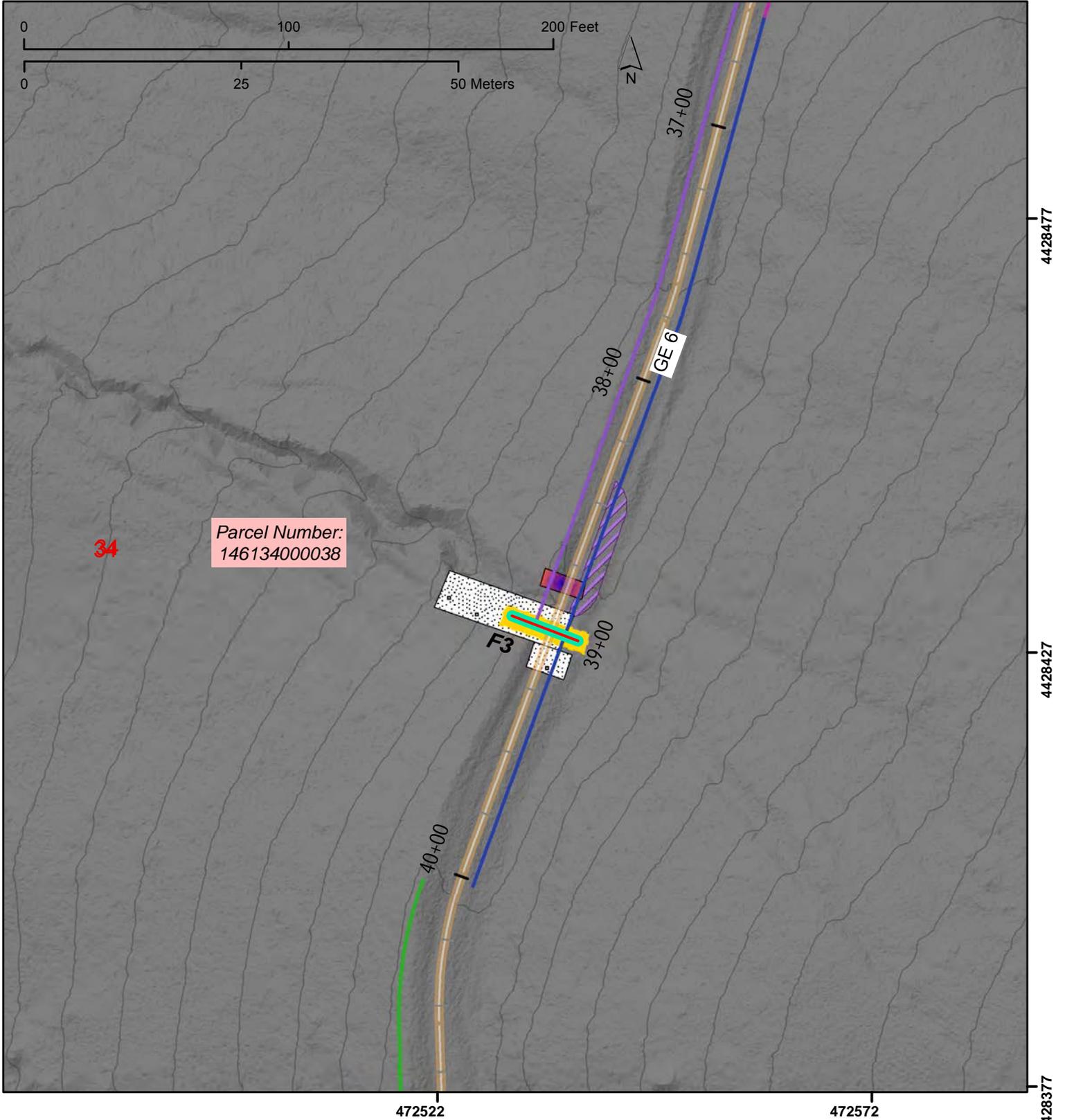


LEGEND

HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS	ROAD TREATMENTS	Other Features
<div style="display: flex; justify-content: space-around; font-size: small;"> Good Fair Low Poor </div>	<ul style="list-style-type: none"> — GE 12 — GE 24 	<ul style="list-style-type: none"> — SE 12 B — SE 6 HALF Install culvert Install rolling dip Install vehicle pull-out 	<ul style="list-style-type: none"> Chapman Drive Midline 5 Foot Contours PLSS Sections County Parcels

UTM Zone 12S, NAD1983
 1:600
 Boulder Quadrangle (1980)
 Sixth Prime Meridian
 Township 1 North
 Range 71 West
 Section 34

Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Feature 3

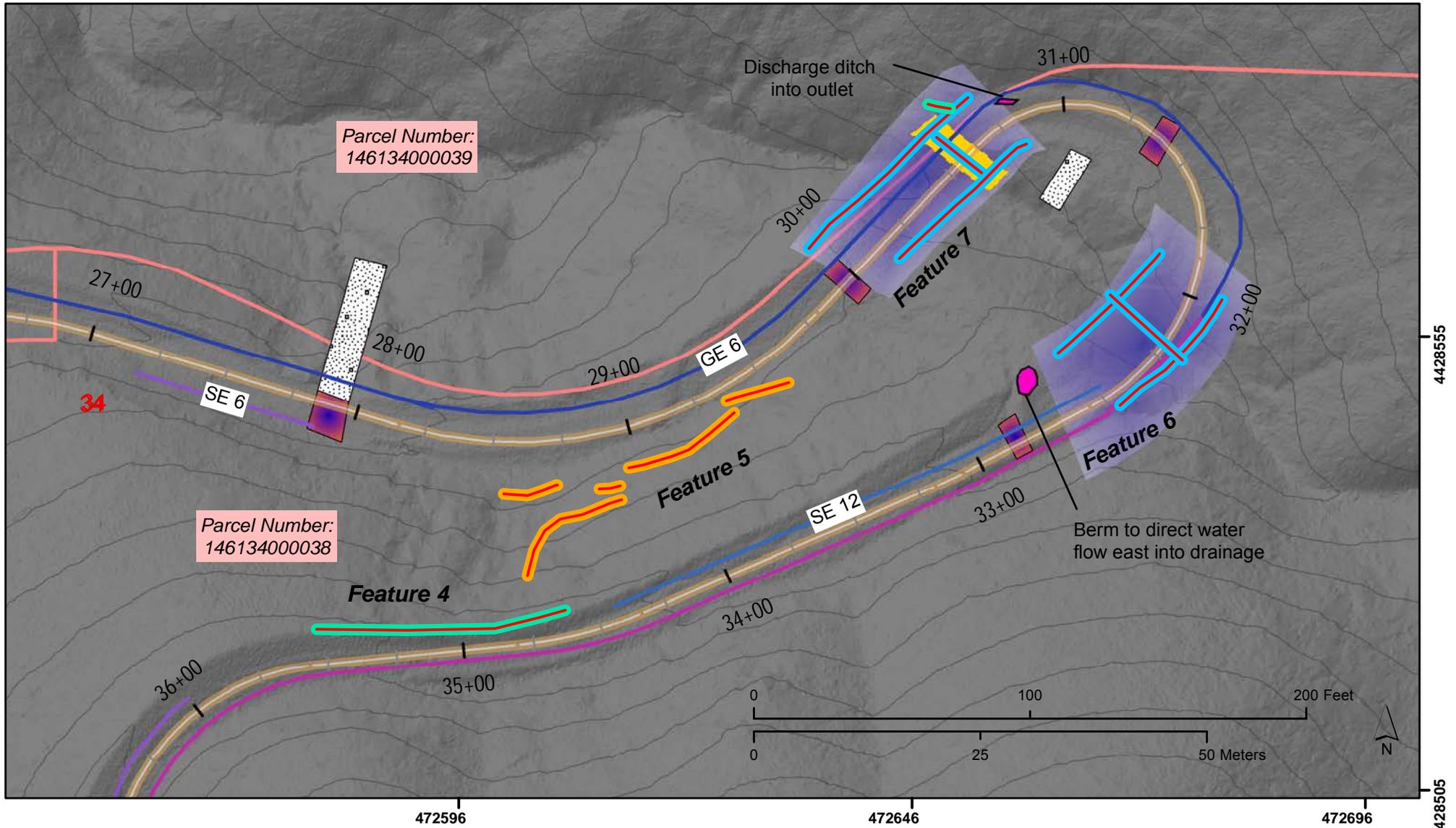


LEGEND

HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS	ROAD TREATMENTS	
Good Fair Low Poor	GE 12	Clean culvert	Chapman Drive Midline
	GE 6	Install riprap	5 Foot Contours
	SE 12 B	Install rolling dip	PLSS Sections
	SE 6	Install vehicle pull-out	County Parcels

UTM Zone 12S, NAD1983
1:600
Boulder Quadrangle (1980)
Sixth Prime Meridian
Township 1 North
Range 71 West
Section 34

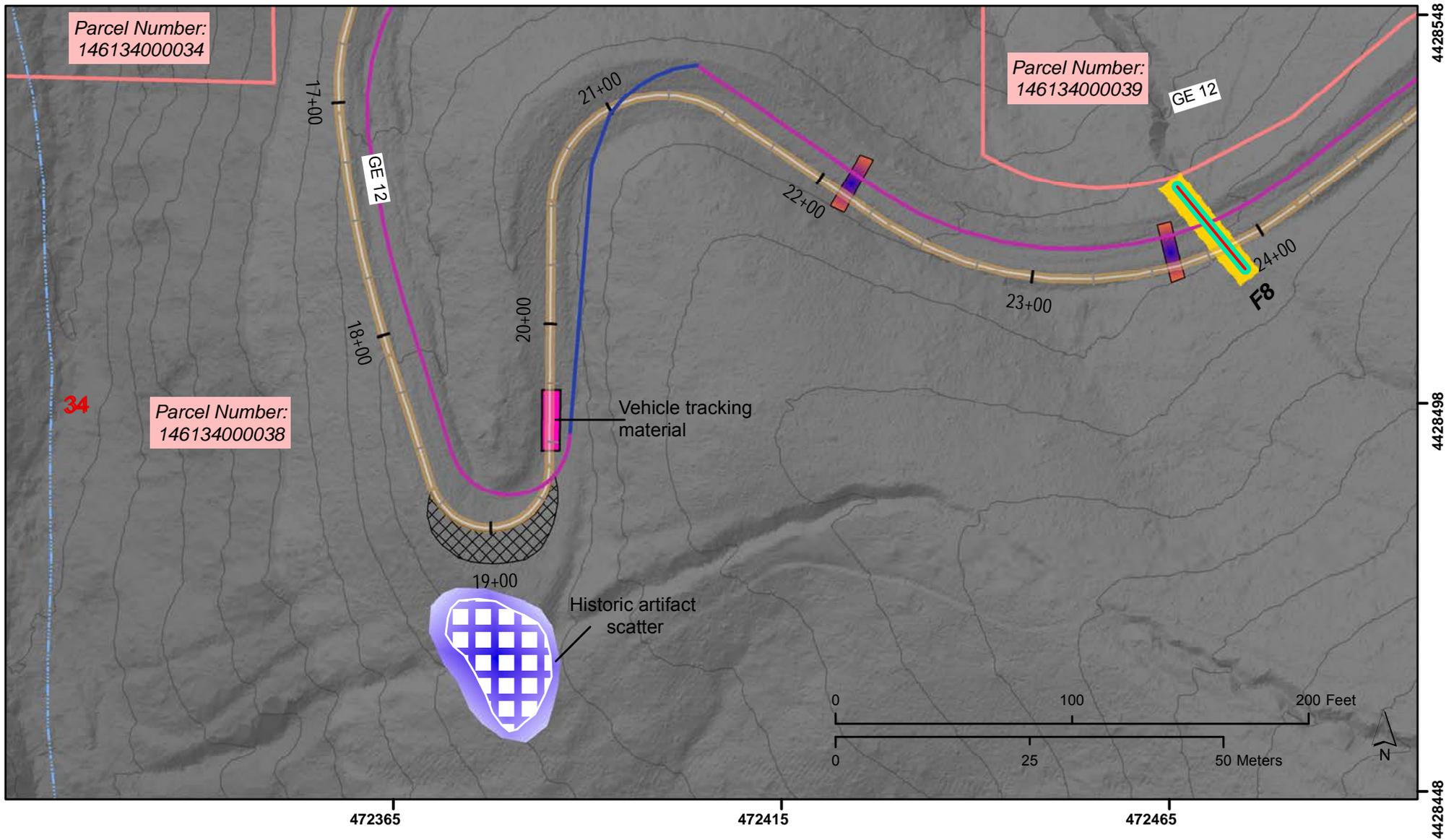
Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Features 4-7



LEGEND			
HISTORIC FEATURE INTEGRITY		DITCH TREATMENTS	
Good	Fair	Low	Poor
		GE 12 GE 6 SE 12 SE 6	Clean culvert Install riprap
		ROAD TREATMENTS	
		Install rolling dip Misc. Protect existing materials	Chapman Drive Midline 5 Foot Contours PLSS Sections County Parcels

UTM Zone 12S, NAD1983
 1:600
 Boulder Quadrangle (1980)
 Sixth Prime Meridian
 Township 1 North
 Range 71 West
 Section 34

Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Feature 8

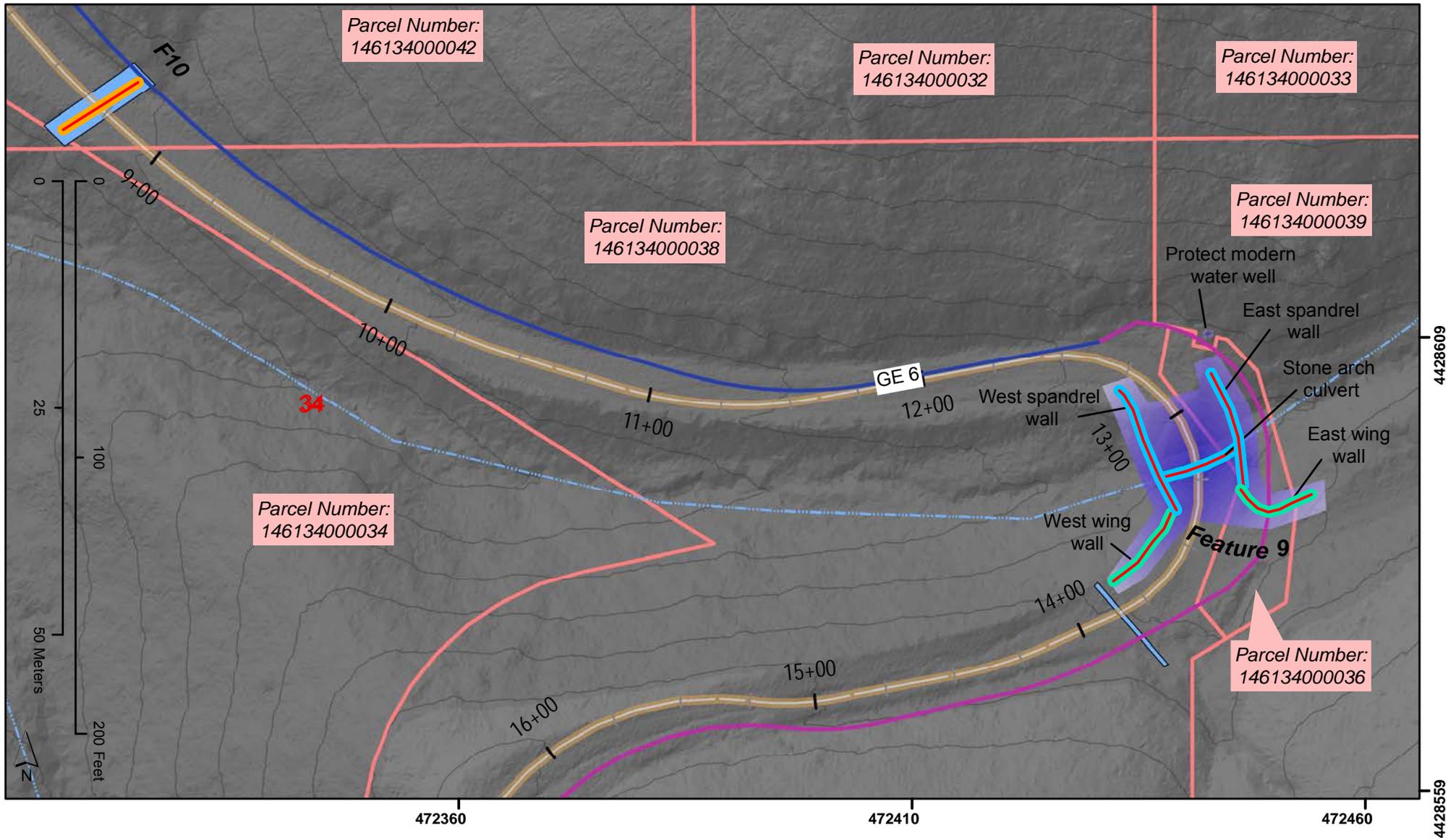


LEGEND

HISTORIC FEATURE INTEGRITY		DITCH TREATMENTS		ROAD TREATMENTS		Staging area		Chapman Drive Midline	
Good	Fair	GE 12	GE 6	Clean culvert	Install rolling dip	Staging area	Misc.	Chapman Drive Midline	5 Foot Contours
Low	Poor						Protect existing materials	PLSS Sections	County Parcels

UTM Zone 12S, NAD1983
1:700
Boulder Quadrangle (1980)
Sixth Prime Meridian
Township 1 North
Range 71 West
Section 34

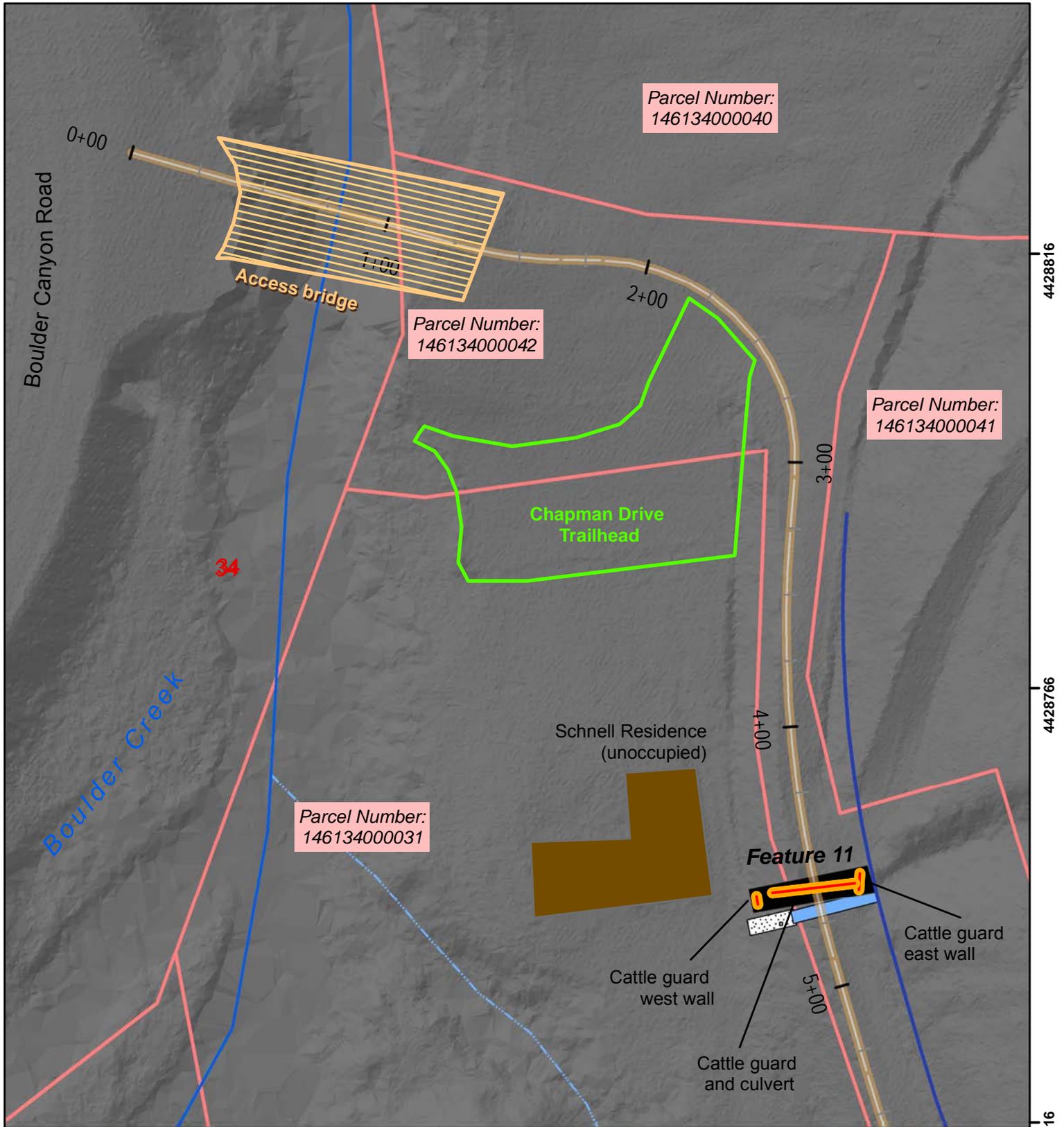
Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Features 9 & 10



LEGEND			
HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS	ROAD TREATMENTS	
<p>Good Fair Low Poor</p>	<p>GE 12 (pink line)</p> <p>GE 6 (blue line)</p>	<p>Install culvert (blue rectangle)</p> <p>Protect existing materials (blue circle)</p>	<p>Chapman Drive Midline (yellow line)</p> <p>5 Foot Contours (grey line)</p> <p>PLSS Sections (red line)</p> <p>County Parcels (pink line)</p>

UTM Zone 12S, NAD1983
1:600
Boulder Quadrangle (1980)
Sixth Prime Meridian
Township 1 North
Range 71 West
Section 34

Chapman Drive Flood Repairs and Hazard Mitigation Project: Historic Features, Feature 11



LEGEND			
HISTORIC FEATURE INTEGRITY	DITCH TREATMENTS	ROAD TREATMENTS	Chapman Drive Midline
Good	— GE 6	Abandon culvert	PLSS Sections
Fair		Install culvert	County Parcels
Low		Install riprap	
Poor			

UTM Zone 12S, NAD1983
 1:600
 Boulder Quadrangle (1980)
 Sixth Prime Meridian
 Township 1 North
 Range 71 West
 Section 34



Land Use

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.org

HISTORIC PRESERVATION ADVISORY BOARD

Thursday, August 6, 2015 – 6:00 p.m.

Third Floor Hearing Room
Boulder County Courthouse

STAFF PLANNER: Denise Grimm

Docket SU-14-0009: BUTTE BLACKSMITH LLC SU/SSDP

Request: Special Use and Site Specific Development Plan for multiple principal uses which generate over 150 average daily trips including a Vehicle Sales Lot, Vehicle Service Center, General Industrial (outdoor storage and recycling of junk vehicles), and a Single Family Dwelling. The application proposes to build an 11,700 sq. ft. building and earthwork in excess of 500 cubic yards.

Location: At 6095 Valmont Road, at the northwest corner of Valmont Road and N 61st Street, in Section 22, T1N, R70W.

Zoning: General Industrial (GI) Zoning District

Applicants: Gary and Debbie Chambers, Butte Blacksmith LLC

Agent: Rosi Dennett, Front Range Land Solutions

PURPOSE

The role of the Historic Preservation Advisory Board (HPAB) is to serve as a referral body to review and comment on development proposals which could affect historic properties eligible for landmark designation as determined by HPAB. First a determination should be made related to the eligibility of the property and then to review the proposed development in terms of its effect on the eligible resources.

BACKGROUND

Staff has received an application for a Special Use and Site Specific Development Plan for multiple principal uses which generate over 150 average daily trips including a Vehicle Sales Lot, a Vehicle Service Center, a General Industrial (outdoor storage and recycling of junk vehicles), and a Single Family Dwelling. The application proposes to build an 11,700 sq. ft. building and earthwork in excess of 500 cubic yards. It also proposes to pave most of the property up to the lot lines.

The historic Valmont Blacksmith Shop is situated on the parcel and alterations to it are included in the proposal. An historic site survey was completed on the Valmont Blacksmith Shop in 1981. The survey lists a construction date of the 1870s and notes, "The structure is the only commercial establishment at the once thriving community of Valmont to still retain its integrity as an historic site." County Assessor records date the structure to 1900 but county construction dates are not

always correct. The historic shop has been modified over the years, most significantly by an addition to the west. The façade of the blacksmith shop has also been altered with the loss of the historic bay door and windows on the right, the addition of a single door and a small window, as well as different siding. However, despite the additions and reconfiguration of doors and windows, the original form of the blacksmith shop is still evident and includes an historic window on the left side of the façade.

On March 8, 2013, a subcommittee of the HPAB conducted a site visit of the property. They agreed that the blacksmith building was important and should be preserved.

As mentioned above, the proposal includes alterations to the blacksmith shop. The narrative states, “the proposed exterior treatments of the existing and new structures are in keeping with the historical character of the blacksmith shop era,” however, the drawings of the proposed alterations show further modifications to the shop including the loss of the historic window and the addition of a false front and vertical siding.

SIGNIFICANCE

The property qualifies for landmark designation under Criterion 1.

Criteria 15-501(A)(1) The character, interest, or value of the proposed landmark is part of the development, heritage, or cultural characteristics of the county;

The property is significant for its association with the early development of Valmont.

DISCUSSION

The proposal radically changes the site and the structure. While the zoning of the property is General Industrial, the neighborhood has maintained a sense of rural character and has not been developed to the level of intensity of similar properties in the city. The level of paving and development is over intensive for the site.

While they are proposing to retain the historic Blacksmith Shop, they are proposing to further negatively impact its historic character by adding a false front and siding.

RECOMMENDATION

Staff recommends that the HPAB finds the historic blacksmith building at 6095 Valmont to be eligible for landmark status.

Staff also recommends that the HPAB recommend denial of **SU-14-0009: BUTTE BLACKSMITH LLC SU/SSDP. If Planning Commission and the County Commissioners do approve the docket we would ask for the following conditions to be met:**

1. Landmarking the blacksmith shop building and approval of a Certificate of Appropriateness for any modifications to the building. These should be more sensitive to the historic nature of the building. This would include, but aren't limited to preserving the original materials where possible, using the same style of siding and materials instead of introducing new materials and maintaining or reestablishing original openings.
2. Preserving at least a 20 foot landscape buffer along both 61st Street and Valmont Road to help preserve a sense of rural character.

V. SKETCH MAP: Map all features and show the boundaries of the resources. Show all major topographic features, permanent modern features, and vegetation zones as appropriate. Give names of features, streets and addresses if known. Provide scale, key and direction.
see attached aerial photograph, 600'-1", 1979

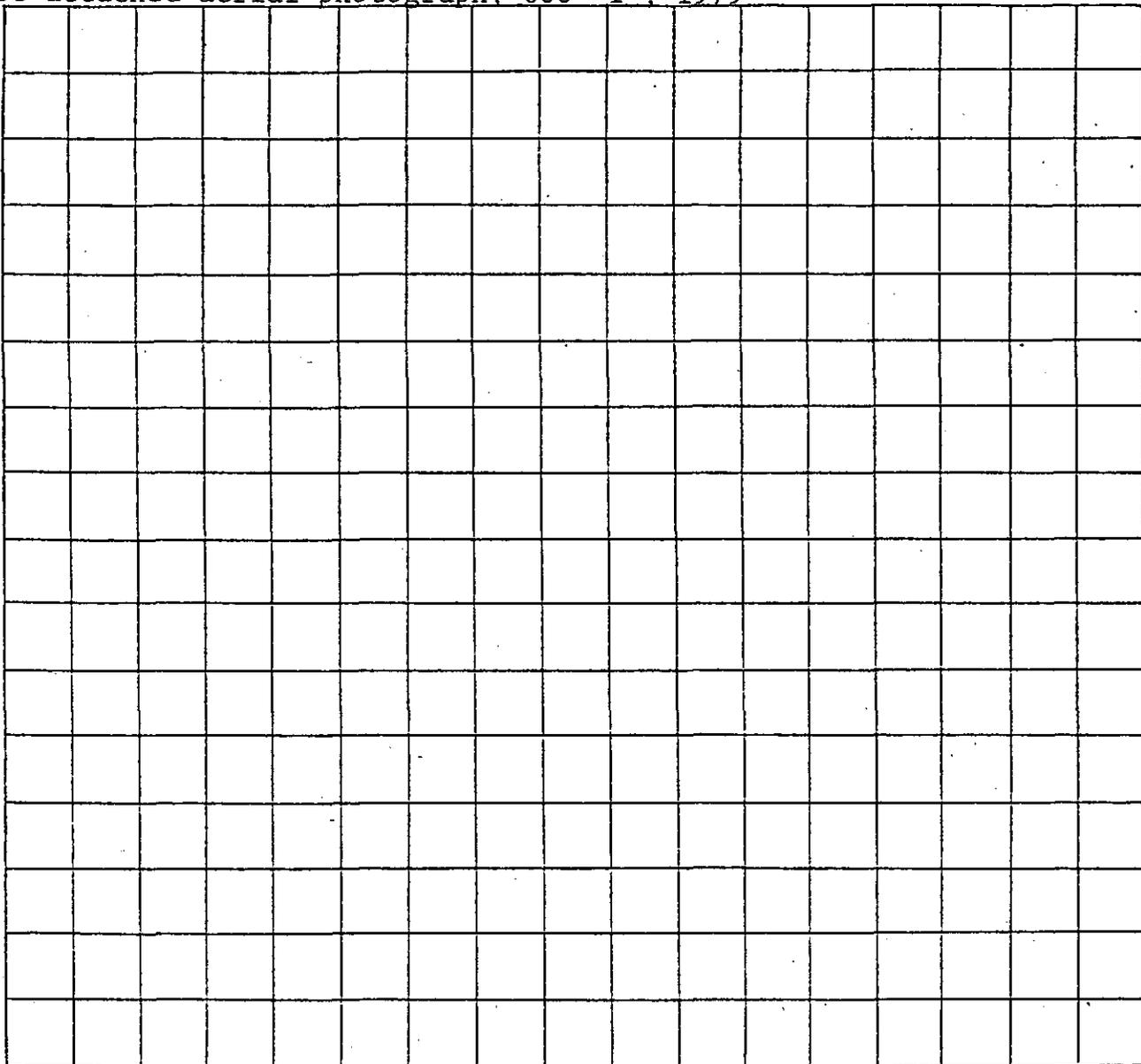
scale:

key:



true _____

mag. _____



28) Location/Access: From Boulder (Canyon and Broadway) drive east on Canyon Boulevard 1.1 miles, turning north on 28th street 0.7 miles. Bear east on Valmont Road and drive 2.0 miles. The shop will appear on the north side of the road.

29) Boundary Description: NA

30) Boundary Justification: Limited to the extent of the structure.



ARCHITECTURAL/HISTORICAL COMPONENT FORM

IMPORTANT: USE IN CONJUNCTION WITH THE GREEN INVENTORY RECORD FORM FOR RECORDING HISTORIC STRUCTURES AND DISTRICTS. USE SEPARATELY FOR RECORDING STRUCTURES LOCATED WITHIN DISTRICT BOUNDARIES.

1) Resource No BL 471 2) Temp No. _____ 3) Name Valmont Blacksmith Shop
4) Address 6100 ~~4942~~ Valmont Road, east of 5) District Name NA

I. INTEGRITY: 6) Condition: Good Fair _____ Deteriorated _____
Boulder

7) Original Use blacksmith shop 8) Present Use auto parts store

9) Original Site Moved _____ Date(s) of Move: _____

10) Unaltered _____ Altered Explain: Rolled roofing has replaced cedar shakes in recent years. A new chimney and northwest addition have been built.

II. DESCRIPTION: 11) Building Materials wood

12) Construction Date 1870's 13) Architect/Builder unknown

14) Architectural Style(s) vernacular

15) Special Features/Surroundings: The simple, square shaped structure is built of shiplap pine with a gable roof. The building is presently surrounded by a car junkyard.

16) Archaeological Potential: Yes _____ No _____ Unknown Explain: _____

III. CULTURAL ACTIVITIES: Key the resource type (ie: house, barn, shed, school, church, etc) to the cultural activity theme and sub-theme category associated with it.

17) THEME	Commerce		
18) SUB-THEME	Trades		
19) TYPES	Blacksmith shop		

(Attach Photographs)

Frame Number	<u>20</u>
Roll Number	<u>BL25</u>
Facade Orientation	<u>S</u>

IV. SIGNIFICANCE: Assess whether or not the resource has any historical or architectural merit by checking appropriate categories and justifying below. Include any relevant historical data.

20) Architectural Significance:

- Represents work of a master
- Possesses high artistic values
- Represents a type, period, or method of construction

21) Historical Significance:

- Associated with significant persons
- Associated with significant events or patterns
- Contributes to the significance of an historic district

In 1877, the town of Valmont, with a population of 100, could claim two blacksmith shops. It is thought that one of these establishments was purchased by Frank Polzin in 1906. Polzin soon expanded his trade to include the new horseless carriages, which were making their debut in the area. In 1933, his brother, William, took over the trade and operated the shop for ten more years.

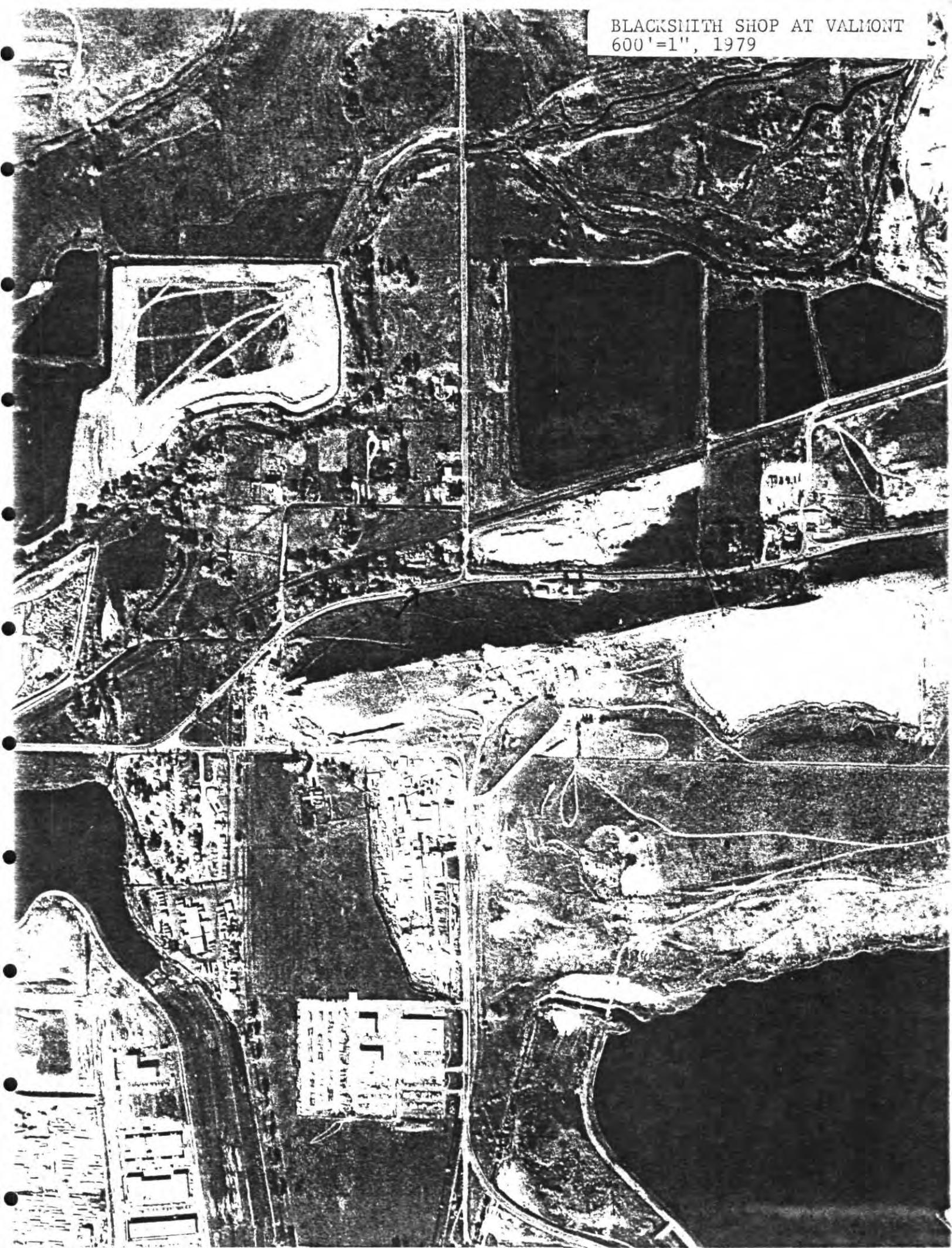
The structure is the only commercial establishment at the once thriving community of Valmont to still retain its integrity as an historic site.

22) List Any Associated Cultural Group: NA

V. REFERENCES:

1. "Boulder County Towns Described in 1877 Directory," Boulder Daily Camera, 24 August 1944.
2. Interview - Lois McGinty, Polzin descendant, 9 January 1980.

BLACKSMITH SHOP AT VALMONT
600' = 1", 1979





RES-150115

February 6th, 2012

Boulder County Land Use Department

2045 13th Street

Boulder, CO 80302

RECEIVED
FEB 08 2013
BOULDER COUNTY
LAND USE

RE: Letter of Intended Use for 61st Street & Valmont Road

Dear Boulder County Land Use Department:

We would like to continue with the existing long term uses that have been allowed on this property which include car sales, auto recycling and used auto parts sales. We would also like to do improvements to this property including constructing a new building.

We enclosed a new ALTA/ACSM Land Survey Plat for this property. I penciled in where I would like to build a new shop. We understand that because of the 250' setback for the Valmont Butte Natural Buffer Zone there is very little buildable area and we will need to go through "Special Use" and "Site Plan" reviews.

In December 2012 we purchased the property located at 3163 61st Street and 6095 Valmont Road, (the northwest corner of 61st and Valmont). Section 22, Township 1 North, Range 70 West. The property is composed of two parcels of land, Parcel A (described in deed recorded 9/21/1972 as Reception No. 036035) and Parcel B (described in deed recorded 9/21/1972 as Reception No. 036034). The property is within the County's General Industrial zoning district.

Brief history for 61st and Valmont: This area was originally called Valmont City. Currently located on this 1.76 acre property is a 3100 sq. ft. auto repair shop that was built in 1901, a 1000 sq. ft. house that was built in 1959 and a 500 sq. ft. mobile home built in 1969. According to tax records (prior to 1949) James Stengel operated the "Valmont Garage" at this location until he sold it to the Christman's in 1972. I have enclosed tax appraisal records with enclosed pictures documenting this. Prior to this it has been said that it was a blacksmith shop and prior to that it was a Wells Fargo stage stop.

In 1972 Debra and Charles Christman purchased parcel A from Glenn and Betty Martin and purchased Parcel B from James Stengel.

In 1972 Donna and Charles (hence the name "DC AUTO") moved their licensed auto wrecking operation from 30th and Pearl onto this Valmont location. They were one of only a few licensed wrecking yards in Colorado; a special license is now no longer required in Colorado.

In the 80's Donna and Charles changed their name to DC-Auto Sales and Parts to encompass their auto sales business

The Christman's never lived in the house or mobile home but they continued to rent it out like the prior owners had done. In the later years one of the Christman children did rent it for a couple years. In December of 2012 the Christman's had the current tenants move out prior to the sale to us.

After Charles Christman passed away in 2011 Doug Christman and Cindy Sullivan (son and daughter of Charles) continued with their auto repair, auto salvage, auto sales and parts sales up through January 2013.

We did perform an Environmental Phase 1 and Phase 2 site assessment prior to purchasing the property and we were delighted (and surprised) that it proved to be uncontaminated. We are in the process of continuing with cleaning up this property.

We are currently in the process of helping upgrade the Butte Mill Ditch that runs through the property by straightening their ditch, removing vegetation and installing a Class 3 48" and 42" reinforced concrete pipe. This was recommended by the Butte Mill Ditch President John Ellis and ditch rider Gene Sawhill.

We have been in discussions with Hal Donnelley (a long time Boulder engineer) regarding replacing the two existing septic tank/leach field systems. He believes that it would be best to abandon the two existing outdated systems and install just one larger more efficient system that would be able to handle the existing structures as well as our new proposed building. Hal will obtain all necessary permits from the County Health Department. We expect this to be done by September 2013.

Our current plan is to upgrade the exterior of the existing shop to make it look more "period correct" using appropriate colors and fixtures. We will obtain the necessary building permits to bring the structure up to current fire, health and safety standards as well as make the building more energy efficient and handicap accessible, but we will not be increasing the building footprint. Current plans would be to rent it out for an allowed general industrial use until a later date where we would use it as a sales office for car sales or recycled parts.

We intend to repaint the house and put a new roof on it and rent it to an employee.

We would like to replace the mobile home with a much newer and more energy efficient model because it would be more cost effective than repairing the current one. Replacing it with a newer unit would also improve the visual impact. We would then rent it to an employee.

We intend to store vehicles and parts in an organized and efficient fashion on this property

We also intend to obtain a building permit to construct a 12,000 to 20,000 square foot building (not to exceed a total of 25,000 sq. on the very far northwest corner of the property. This building would be built using the latest in energy efficient systems including solar panel roof systems. We will use this building for office space, auto repair, the dismantling of a Subaru's, auto body and paint repair, the storage of parts in conjunction with the uses described above for the blacksmith building.

Please advise us as to the County Land Use Department staff's position on the uses described in this letter of intent. Thank you for your consideration.

Gary Chambers, Member, the Butte Blacksmith LLC

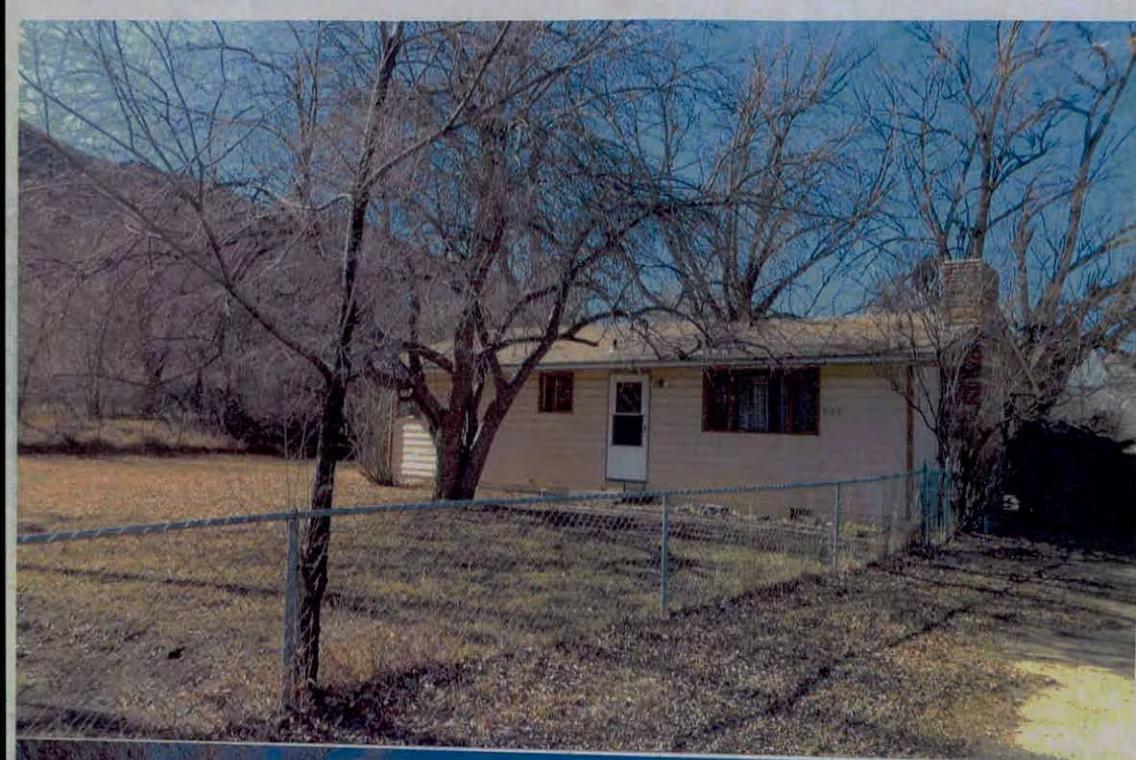
A handwritten signature in blue ink that reads "Gary Chambers". The signature is written in a cursive style with a long horizontal flourish extending to the right.

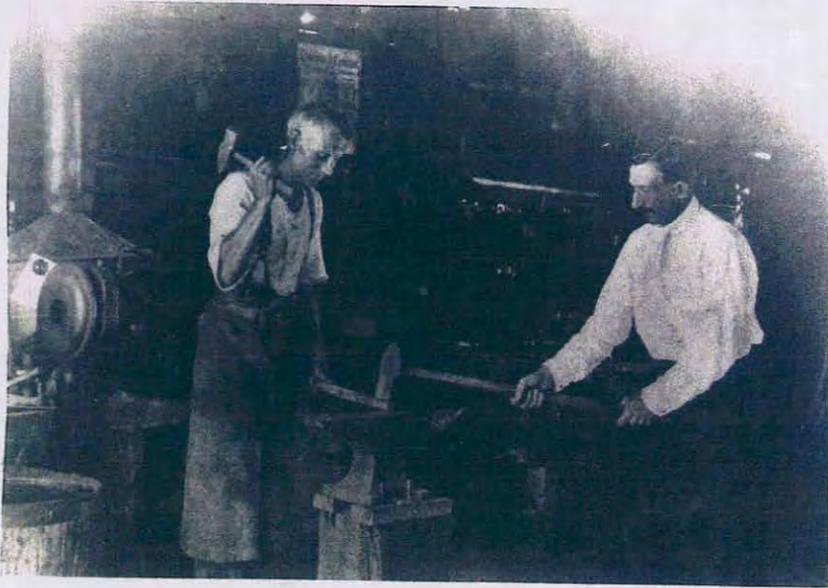
gary@superrepair.com

1309 Yarmouth Ave.

Boulder Co. 80304

970-531-2655





STER

ENT

ER

RA



RURAL LAND VALUE CALCULATION



Land Use

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.org

MEMO TO: Agencies
FROM: Hannah Hippely, Senior Planner
DATE: July 13, 2015
RE: **Docket SU-14-0009**

Docket SU-14-0009: BUTTE BLACKSMITH LLC SU/SSDP

Request: Special Use and Site Specific Development Plan for multiple principal uses which generate over 150 average daily trips including a Vehicle Sales Lot, Vehicle Service Center, General Industrial (outdoor storage and recycling of junk vehicles), and a Single Family Dwelling. The application proposes to build an 11,700 sq. ft. building and earthwork in excess of 500 cubic yards.

Location: At 6095 Valmont Road, at the northwest corner of Valmont Road and N 61st Street, in Section 22, T1N, R70W.

Zoning: General Industrial (GI) Zoning District

Applicants: Gary and Debbie Chambers, Butte Blacksmith LLC

Agent: Rosi Dennett, Front Range Land Solutions

Special Use Review / Site Specific Development Plan is required of uses which may have greater impacts on services, neighborhoods, or environment than those allowed with only Building Permit Review. This process will review compatibility, services, environmental impacts, and proposed site plan.

This process includes public hearings before the Boulder County Planning Commission and the Board of County Commissioners. Adjacent property owners and holders of liens, mortgages, easements or other rights in the subject property are notified of these hearings.

The Land Use staff, Planning Commission, and County Commissioners value comments from individuals and referral agencies. Please check the appropriate response below or send a letter. Late responses will be reviewed as the process permits; 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 review the entire file at the Land Use Department, 13th and Spruce, Boulder. If you have any questions regarding this application, please contact the Land Use Department office at (303) 441-3930 or via email at hhippely@bouldercounty.org.

Please return responses to the above address by **August 17, 2015.**

We have reviewed the proposal and have no conflicts.

Letter is enclosed.

Signed _____ PRINTED Name _____

Agency or Address _____

Please note that all Land Use Department property owner's mailing lists and parcel maps are generated from the records maintained by the County Assessor and Treasurer Office. We are required to use this list to send notices to the "property owner" of land in Boulder County. If you feel that you should not be considered a "property owner," or if the mailing address used is incorrect, please contact the County Assessor's Office at (303) 441-3530.



Boulder County Land Use Department

Courthouse Annex Building
 2045 13th Street • PO Box 471 • Boulder, Colorado 80302
 Phone: 303-441-3930 • Fax: 303-441-4856
 Email: planner@bouldercounty.org
 Web: www.bouldercounty.org/lu
 Office Hours: Monday — Friday 8:00 a.m. to 4:30 p.m.
 Closed Tuesdays 8 to 10 a.m.

ah, \$1025.00, ck# 1002+1003

Shaded Areas for Staff Only

Intake Stamp

PAID

DEC 12 2014

**BOULDER COUNTY
LAND USE**

Application Form

Project Number SL-14-0009		Project Name	
No Application Deadline	Application Deadline: First Wednesday of the Month	Application Deadline: Second Wednesday of the Month	
<input type="checkbox"/> Limited Impact Special Use <input type="checkbox"/> Limited Impact Special Use Waiver <input type="checkbox"/> Site Plan Review <input type="checkbox"/> Site Plan Review Waiver <input type="checkbox"/> Subdivision Exemption <input type="checkbox"/> Exemption Plat <input type="checkbox"/> 1041 State Interest Review <input type="checkbox"/> Other:	<input type="checkbox"/> Variance <input type="checkbox"/> Appeal	<input type="checkbox"/> Sketch Plan <input type="checkbox"/> Preliminary Plan <input type="checkbox"/> Final Plat <input type="checkbox"/> Resubdivision (Replat) <input checked="" type="checkbox"/> Special Use/SSDP	<input type="checkbox"/> Rezoning <input type="checkbox"/> Road/Easement Vacation <input type="checkbox"/> Location and Extent <input type="checkbox"/> Road Name Change
Location(s)/Street Address(es) 6095 VALMONT ROAD, NORTHWEST CORNER OF VALMONT ROAD + NORTH 61ST STREET			
Subdivision Name			
Lot(s)	Block(s)	Section(s) 22	Township(s) 1N
Area in Acres 1.7	Existing Zoning GI	Existing Use of Property INDUSTRIAL / RESIDENTIAL	Range(s) 70 W
Proposed Water Supply WELL	Proposed Sewage Disposal Method SEPTIC		

Applicants:

Applicant/Property Owner GARY + DEBBIE CHAMBERS, BUTTE BLACKSMITH LLC		Email Address GARY@SUPERRUPAIR.COM	
Mailing Address 1309 YARMOUTH AVE.			
City BOULDER	State CO	Zip Code 80304	Phone 970-531-2655
Applicant/Property Owner/Agent/Consultant		Email Address	
Mailing Address			
City	State	Zip Code	Fax
Agent/Consultant ROSIE DENNETT, AICP, FRONT RANGE LAND SOLUTIONS		Email Address ROSIDENNETT@GMAIL.COM	
Mailing Address 210 LINCOLN STREET			
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. * - Docs to illus. who can sign for LLC

Signature of Property Owner <i>Gary Chambers</i>	Printed Name Gary Chambers	Date 11/20/14
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.



Boulder County Land Use Department

2045 13th Street, Boulder, CO 80302 303-441-3930 www.bouldercounty.org/lu

Land Use PreApplication Map: Vicinity

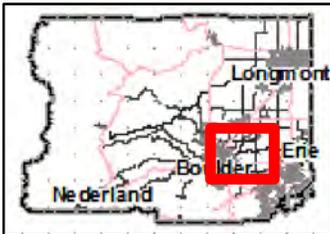
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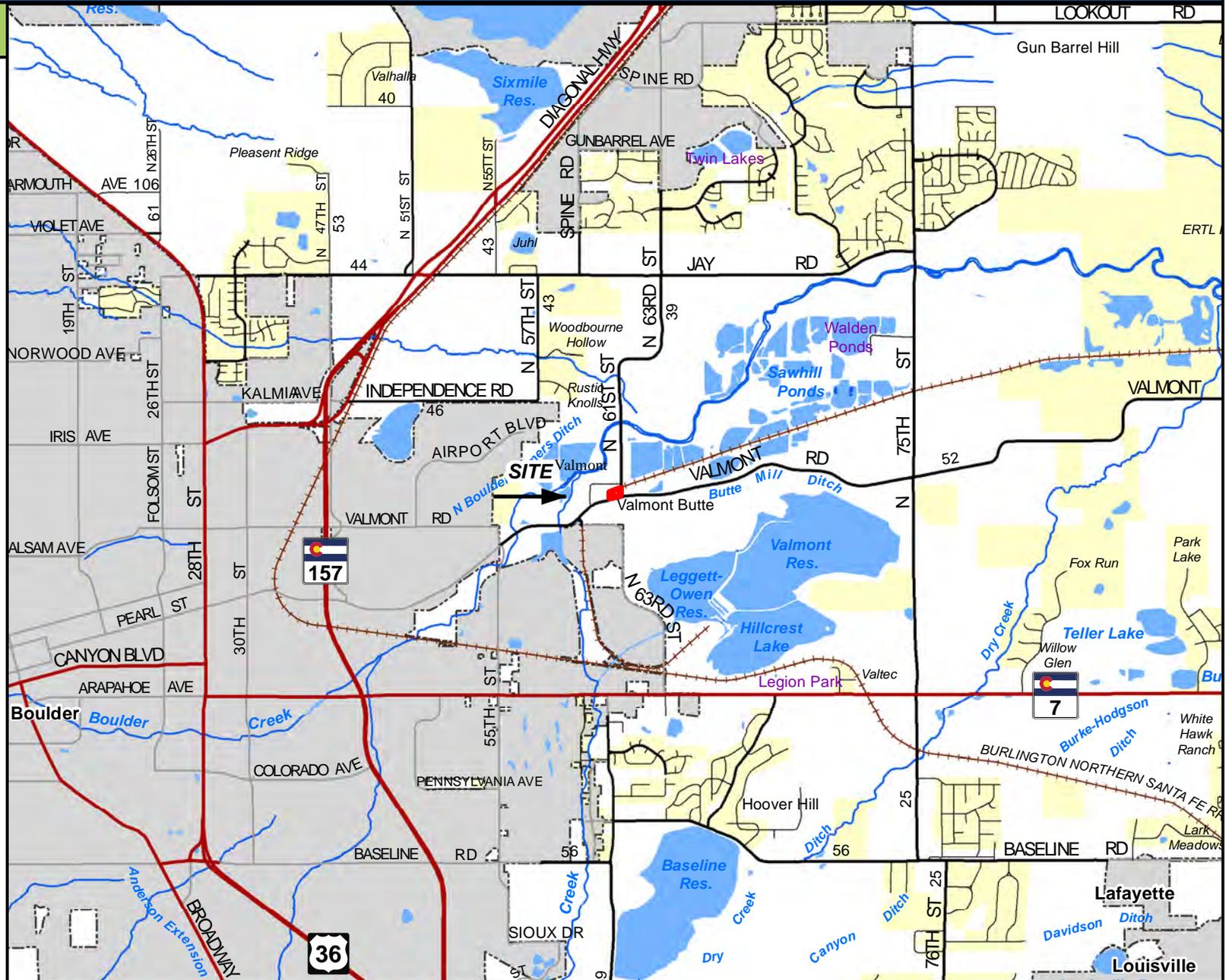
- Subject Property
- Municipality
- Subdivisions



Area of Detail Date: 7/8/2015



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Boulder County Land Use Department

2045 13th Street, Boulder, CO 80302 303-441-3930 www.bouldercounty.org/lu

Land Use PreApplication Map: Floodplain

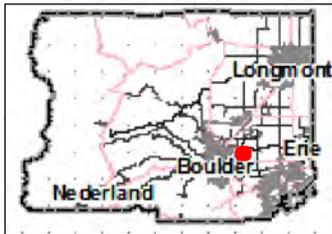
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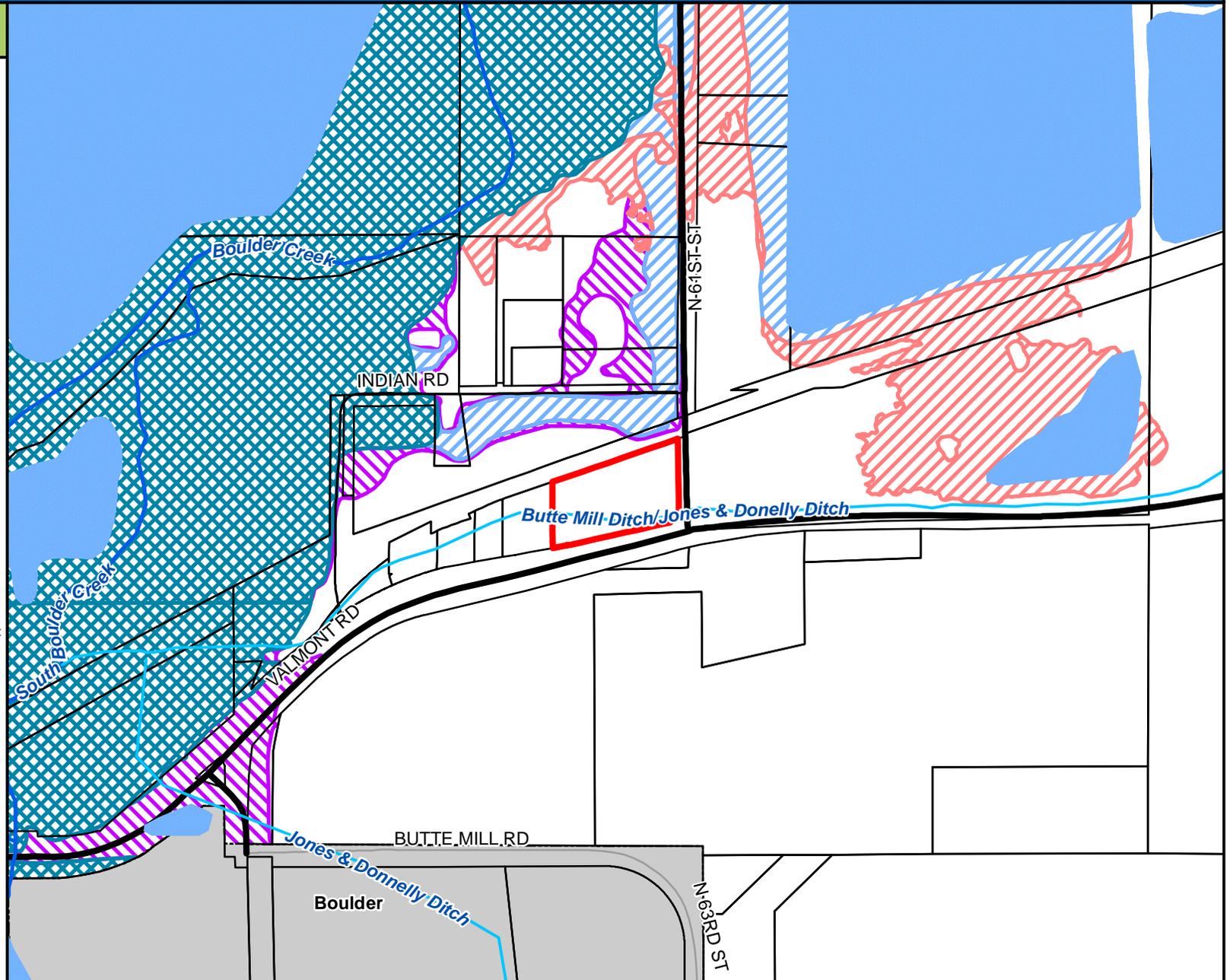
-  Subject Property
-  Parcels
-  Municipality
-  Major Perennial Stream
-  Main Ditch
-  Floodway
-  100-Year Floodplain
-  Interim Floodplain
-  500-Year Floodplain



Area of Detail Date: 7/8/2015



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Boulder County Land Use Department

2045 13th Street, Boulder, CO 80302 303-441-3930 www.bouldercounty.org/lu

Land Use PreApplication Map: Airport Influence

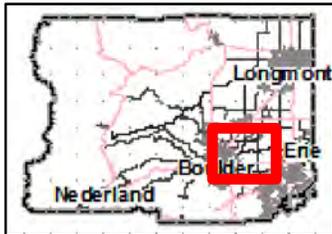
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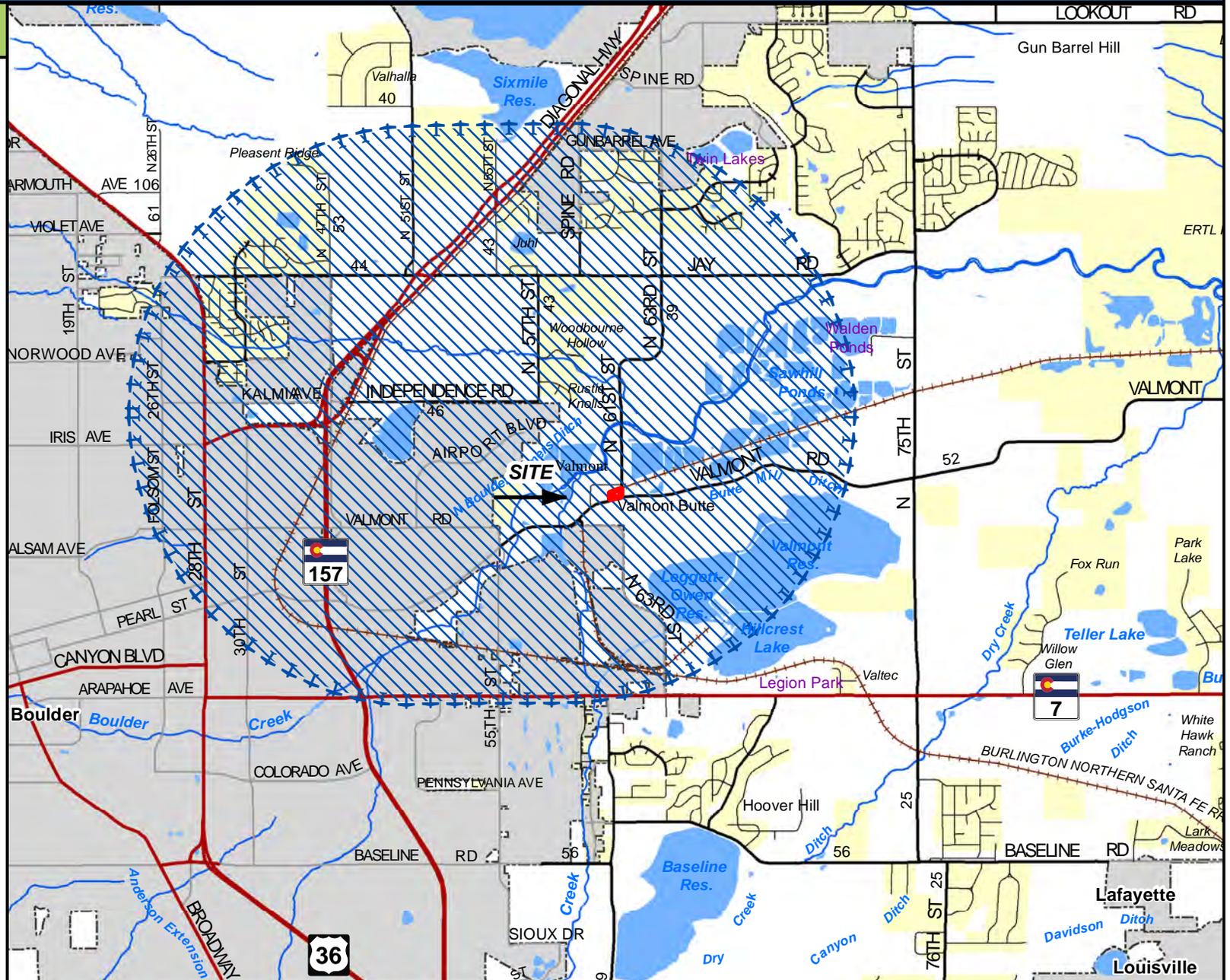
-  Subject Property
-  Airport Influence
-  Municipality
-  Subdivisions



Area of Detail Date: 7/8/2015



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Boulder County Land Use Department

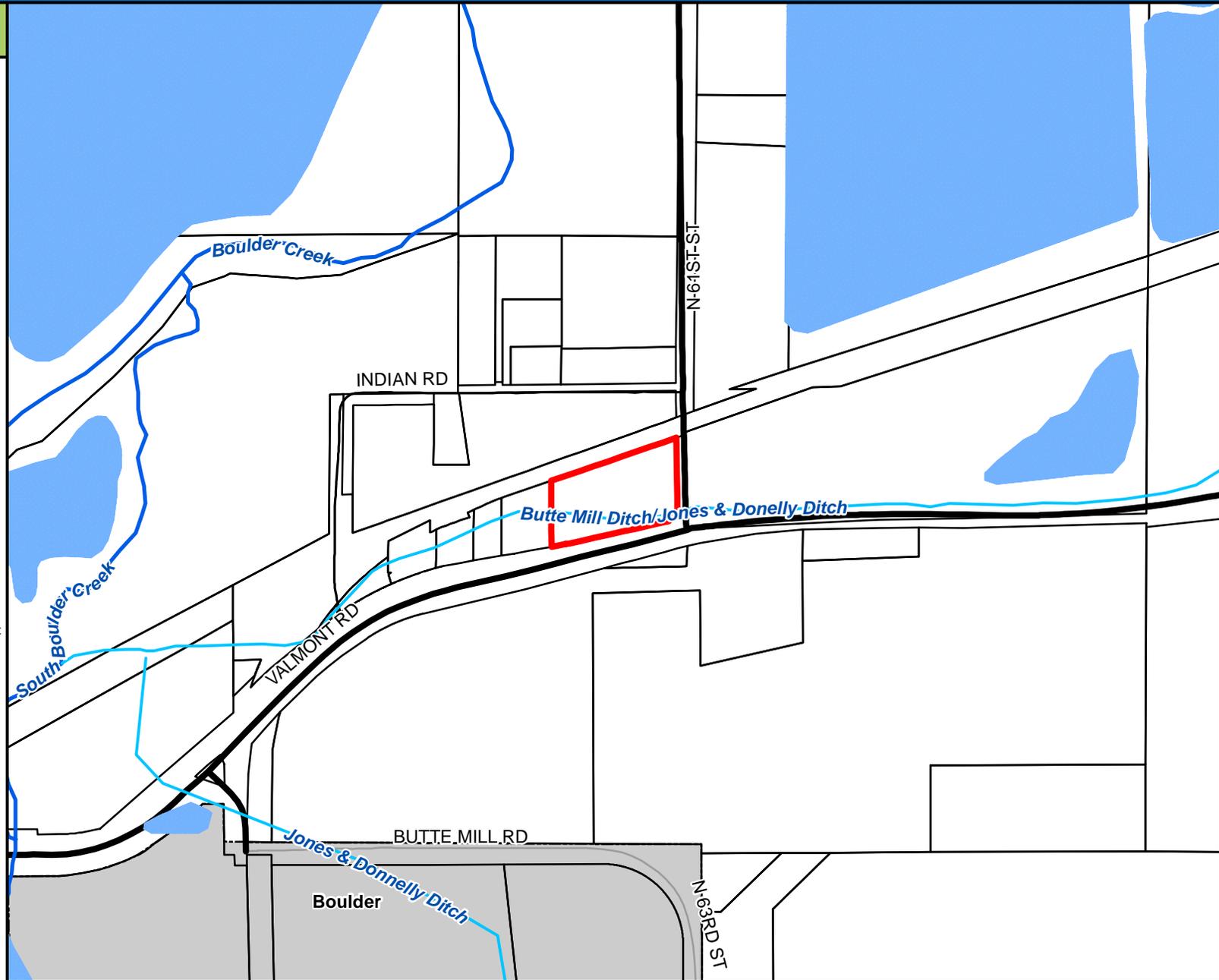
2045 13th Street, Boulder, CO 80302 303-441-3930 www.bouldercounty.org/lu

Land Use PreApplication Map: Location

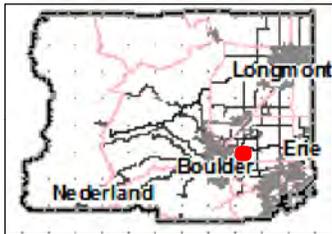
Parcel No: 146322400038

Legend

-  Subject Property
-  Parcels
-  Municipality
-  Major Perennial Stream
-  Main Ditch



Area of Detail Date: 7/8/2015



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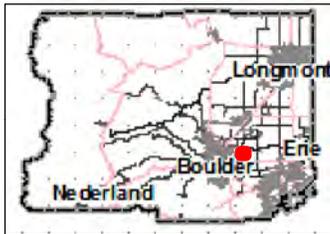


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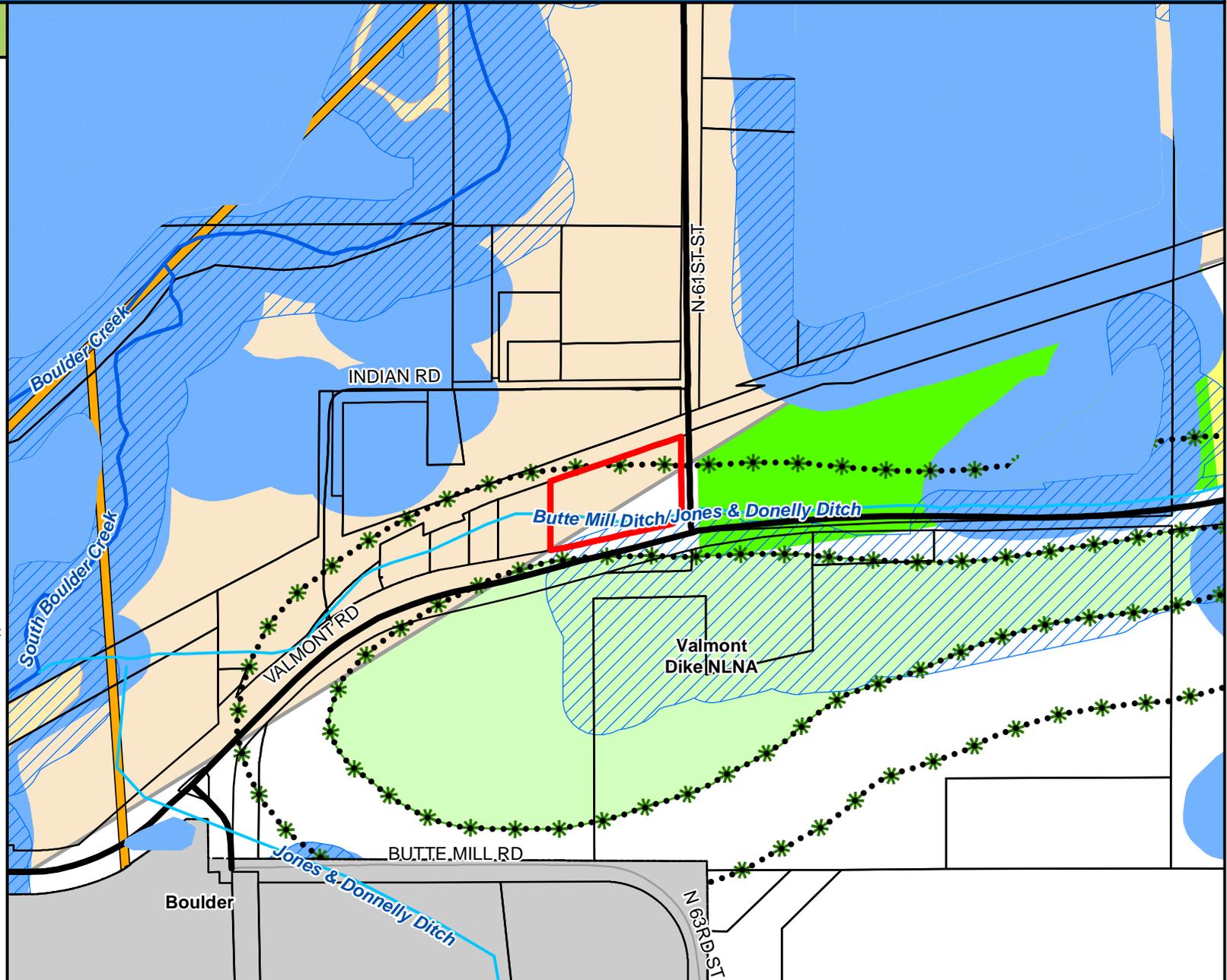
-  Subject Property
-  Parcels
-  Municipality
-  Major Perennial Stream
-  Main Ditch
-  Archeologically Sensitive Travel Routes
-  National Importance
-  Local Importance
-  NLNA Buffer
-  Riparian Areas
-  Significant Natural Communities
-  Wetlands
-  Riparian Habitat Connectors
-  B3: High Biodiversity Significance
-  Natural Landmarks Natural Areas



Area of Detail Date: 7/8/2015



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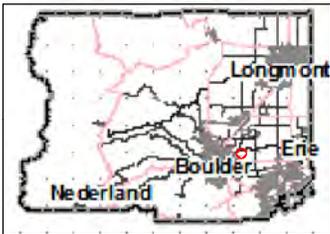


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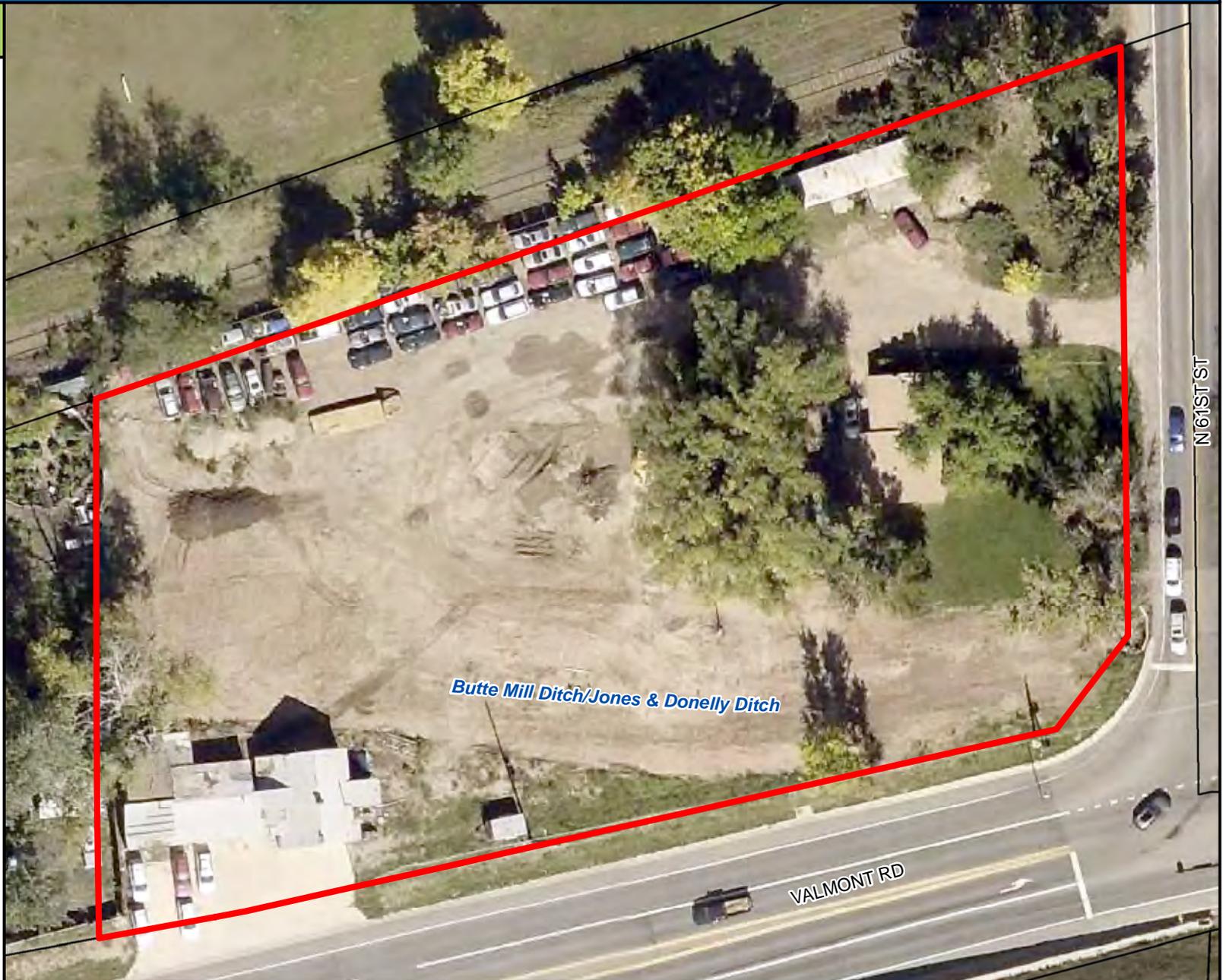
-  Subject Property
-  Parcels



Area of Detail Date: 7/8/2015



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BUTTE BLACKSMITH LLC
Special Use

DEVELOPMENT REPORT

March 11, 2015

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
Special Use
March 11, 2015**

DEVELOPMENT REPORT

This report is written to correspond to the application submittal requirements in Section 3 and the special use requirements in Section 4-600 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 uses 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 2,280 square feet is located in the southwest corner of the property and was built in the 1800s. The original wood-frame building was used as a stage coach stop and later 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 1972, 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 900 square feet is located in the eastern portion of the property and has been consistently 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.

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' 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.

County Comprehensive Plan designations on the subject property include the buffer area for the Valmont Dike Natural Landmark and Natural Area (located south of the subject property) and a Minor Geologic Constraint Area with Nominal Geologic Risk.

Proposal Description

This is a request for approval of a special use for multiple principal uses that collectively generate more than 200 Average Daily Trips as is required in the General Industrial zoning district . In addition, more than 500 cubic yards of material will be necessary to move as part of the grading plan to insure proper drainage.

The proposed uses include Subaru automobile repair, recycling and sales of used Subaru's, parts storage and sales, and housing for the owners. The existing shop will be upgraded with exterior improvements consistent with the look of the early 1900s and will be used for parts storage and sales. The existing dwelling will be upgraded to accommodate sales office space for the used cars. The existing mobile home will be removed from the property.

The proposal includes construction of a new building of approximately 11,700 square feet located at the back of the property and behind the existing shop to house the dismantling and repairing of automobiles. A residential unit will be located in the upper floor of the building for the property owners. The building will be constructed with energy efficient systems including roof mounted solar panels. The exterior of the building will compliment the historic appearance of the existing shop. A 6 foot-tall, wood privacy fence will screen the car storage area as shown on the attached site plan. In addition, elevation drawings and floor plans of the building and photo of the fence are attached.

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. From January 2013 through December 2014, the applicant's business in north Boulder has delivered and sold 283 stripped down Subaru's to J & B Auto Crush located in North Denver. That business crushes the Subaru's. They are then melted down and reused to make new products such as new Subaru's. A photo of the existing Subaru business in north Boulder demonstrates the neat and well-kept appearance of the 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.

The car sales lot for used Subaru's will be located along Valmont Road and 61st Street, as shown on the Site Plan. The sales lot is broken up into two pods; one pod adjacent to Valmont Road with parking spaces to accommodate up to 48 vehicles and the other with 12 spaces. Customer parking is located in two areas; adjacent to the sales office on Valmont Road and in the northeast corner of the property off North 61st Street. Employee parking is located between the privacy fence and the new building.

New plantings will be located throughout the property including a mixture of deciduous and evergreen trees and bushes and shrubs as shown on the landscape plan. Specifically, the six existing deciduous trees near the existing house will remain and four 8 ft.-tall blue spruce trees will be planted along the perimeter of the property, and four 3 inch-caliper linden trees and three 8 ft.-tall blue spruce trees will be planted along the privacy fence that will screen the new shop.

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.

A maximum of 17 employees will be located on the property, along with the two owners living in the residential unit. Five employees are needed for the sales use and twelve employees for the dismantling and repair use.

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.

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 (see attached application documents) has been approved by the State Engineer and will be constructed in accordance with State requirements. A new septic system has been designed (see attached letter from engineer Hal Donnelly) and will be reviewed by the County Public Health Department. The new septic system will be located in the northeast corner of the property as shown on the attached site plan. All required permits will be obtained prior to commencement of operations.

Access, Traffic & Parking

The existing access off Valmont Road will continue to be the primary access for the parts storage and sales building, and the existing 61st Street access will be the primary access for the auto body and repair use and residential unit as shown on the attached site plan.

The attached traffic analysis conducted by Matt Delich (a traffic engineer) indicates the proposed use will have minimal transportation impacts on Valmont Road, and no turn lanes are warranted.

The proposed parking plan, as shown on the attached site plan, is divided into multiple parking areas to minimize visual impacts and includes parking for staff and the public as well as spaces for the used car sales. Specifically, customer parking includes 3 parking spaces in front of the existing sales office building off Valmont Road and 9 spaces in the northeast corner of the property off North 61st Street. Employee parking consisting of 18 spaces is located south of the new building and behind the privacy fence (with access off North 61st Street). The remaining parking spaces shown on the site plan are divided into two areas for the used Subaru car sales; one with 46 spaces along Valmont Road and the other with 12 spaces along North 61st Street.

The parking lots and driveways will be paved asphalt, and the storage area behind the privacy fence will be gravel (as shown on the site plan). 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 Scott, Cox & Associates, Inc. The site generally slopes from the southwest to northeast at grades between 2% to 10%. 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.

The proposed grades vary and are typically between 2% and 5% in the parking and drive aisles. Positive drainage will be provided around the proposed buildings. The maximum proposed slope for grading associated with the parking improvements is 2:1. A proposed concrete drain pan will convey drainage through the parking lot and across the driveway. The existing and proposed on-site drainage flow patterns are shown on the previously referenced plans. The plans show that the proposed drainage will be similar to the historic drainage patterns at the site.

The proposed grading will require approximately 200 cubic yards of cut and 1,650 cubic yards of fill (see grading calculations and letter prepared by Scott, Cox & Associates, Inc.).

Section 3-203.F Development Report Standards

a. Address list of adjacent property owners

The adjacent property owners are as follows:

To the south: Martin Marietta Materials Inc.
5959 Valmont Drive
Boulder, CO 80301

To the west: Veronica & Victoria Ibarra
6033 Valmont Road
Boulder, CO 80301

To the east: Boulder Ready Mix
3180 61st Street
Boulder, CO 80301

To the north: RTD
1600 Blake Street
Denver, CO 80202

b. Description of site features

The site is relatively flat with a gentle slope from the southwest to the northeast. No streams or lakes are located on or adjacent to the property, but Boulder Creek is located $\frac{1}{4}$ to $\frac{1}{2}$ mile north of the property. Butte Mill Ditch traverses the property from west to east in an underground pipeline as indicated on the site plan. The sparse vegetative cover, a result of years of industrial uses, includes several cottonwood trees along the ditch corridor and a few trees adjacent to the existing structures.

c. Soil characteristics

According to the Soil Survey of the Boulder County Area by the United States Department of Agriculture Soil Conservation Service, the soils on this property are classified as Loveland soils. These soils are moderate: clay loam or sandy clay loam surface layer with moderate to low shrink-swell potential. Loveland soils have a water table depth at 2 to 4 feet.

d. Flora and Fauna

The subject property has been significantly disturbed over the years with periodic grading and years of outdoor storage of vehicles and salvage materials. The years of site disturbance have resulted in weedy plant species being introduced to the site and the crowding out of any native vegetation (which likely would have been mainly Blue Grama grass). The proposed landscape plan includes maintaining the six existing deciduous trees (a 26 inch-caliper crab apple tree, a 16 inch pear tree, a 24 inch apple tree, two 6 inch ash trees, and a 10 inch ash tree) and adding seven 8 ft.-tall blue spruce trees and four 3 inch-caliper linden trees. Surface areas not included in the parking areas and roadways will be planted in native grasses. No significant environmental resources are identified in the County Comprehensive Plan on the site with the exception of being in the buffer area of the Valmont Dike Natural Landmark and Area which lies to the south of the property on the south side of Valmont Road.

e. Cultural Resources

A possible archaeological travel route follows Boulder Creek approximately ¼ to ½ mile north of the subject property, but no significant archaeological resources are identified in the County Comprehensive Plan on this site. While the existing shop in the southwest corner of the property has an historical beginning as a stage coach stop and later a blacksmith shop, years of additions and neglect have significantly compromised the historical value of the structure. This was confirmed with a visit to the site by the County's historical planner and two members of the County's Historical Preservation Advisory Board. However, the proposed exterior treatments of the existing and new structures are in keeping with the historical character of the blacksmith shop era.

f. Potential Radiation Hazard

No known radiation hazards have been identified by the State or County Public Health Departments, but hazard mitigation measures will be taken if deemed necessary.

g. Service Abilities

No service providers have indicated a problem with the ability to serve this development. All required permits will be obtained by the appropriate agencies prior to commencement of operations.

h. Financial Guarantees

If the provision of financial guarantees is warranted for any of the proposed improvements, a bank-approved letter of credit will be provided as an attachment to the development agreement .

Section 4-602 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 buildings are located within the current road setbacks but are in compliance with the County's nonconforming requirements. The existing buildings are only being upgraded, not expanded 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. The new shop will be located behind the existing shop and its low-profile design and exterior treatments will compliment the updated historical character of the existing shop. 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 behind the existing shop building and at the farthest reach of the property and away from the Valmont Butte. The proposed improvements to the exterior of the existing buildings and other 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.

(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 attached 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.

(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 existing structures will be upgraded and the shop buildings will have exterior treatments to compliment the historic era of the original blacksmith shop. The new building is located at the farthest reach of the property away from the public roads and behind the existing buildings. 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 buildings. The automobile storage area for the dismantling and automobile repair use will be screened from public view with a 6-foot tall privacy fence.

(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: Don Ash, PE
Scott, Cox & Associates, Inc.
1530 55th Street
Boulder, CO 80303
303-444-3051

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

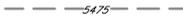
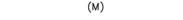
Wastewater Engineer: Harold E. Donnelly, PE
4904 Prebles Place
Broomfield, CO 80023
303-926-5455

Wastewater Specialist: Joe Bath
2285 Brehm Road
Berthoud, CO 80513
303-859-5768
Jbath1150@gmail.com

Attorney: Joseph C. French
French & Stone, PC
2960 Diagonal Highway, #207
Boulder, CO 80301
303-449-3891
jcfrench@fsmllaw.com

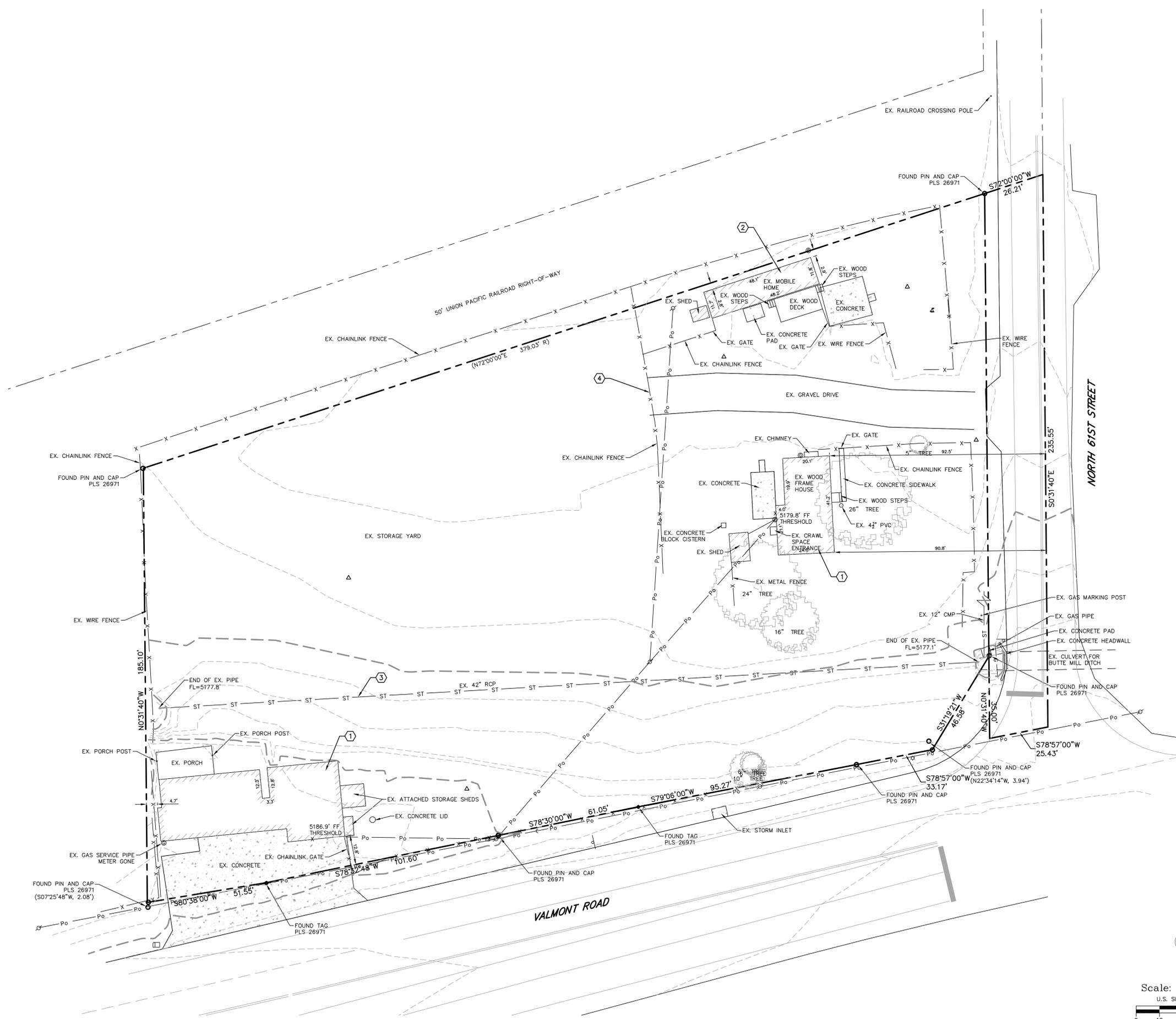
Planner: Rosi Dennett, AICP
Front Range Land Solutions
210 Lincoln Street
Longmont, CO 80501
303-682-9729
rosidennett@gmail.com

LEGEND

-  EXISTING DECIDUOUS TREE
-  EXISTING CONTOUR
-  EXISTING SWALE
-  FOUND MONUMENT AS NOTED
-  EXISTING ELECTRIC METER
-  EXISTING MAILBOX
-  EXISTING GAS METER
-  CONTROL POINT
-  EXISTING POWER POLE
-  EXISTING LIGHT POLE
-  EXISTING SIGN
-  EXISTING FENCE
-  EXISTING OVERHEAD POWER LINE
-  EXISTING GAS LINE
- (R) RECORD COURSE PER LEGAL
- (M) MEASURED COURSE PER THIS SURVEY
- (S54°08'29"W 0.08')
- RECORD OR CALCULATED POSITION TO FOUND MONUMENT

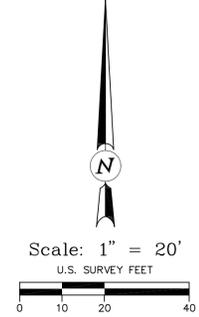
KEYED NOTES ①

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
 1530 55th Street • Boulder, Colorado 80303
 (303) 444 - 3051



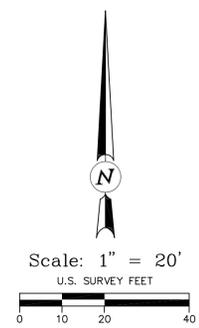
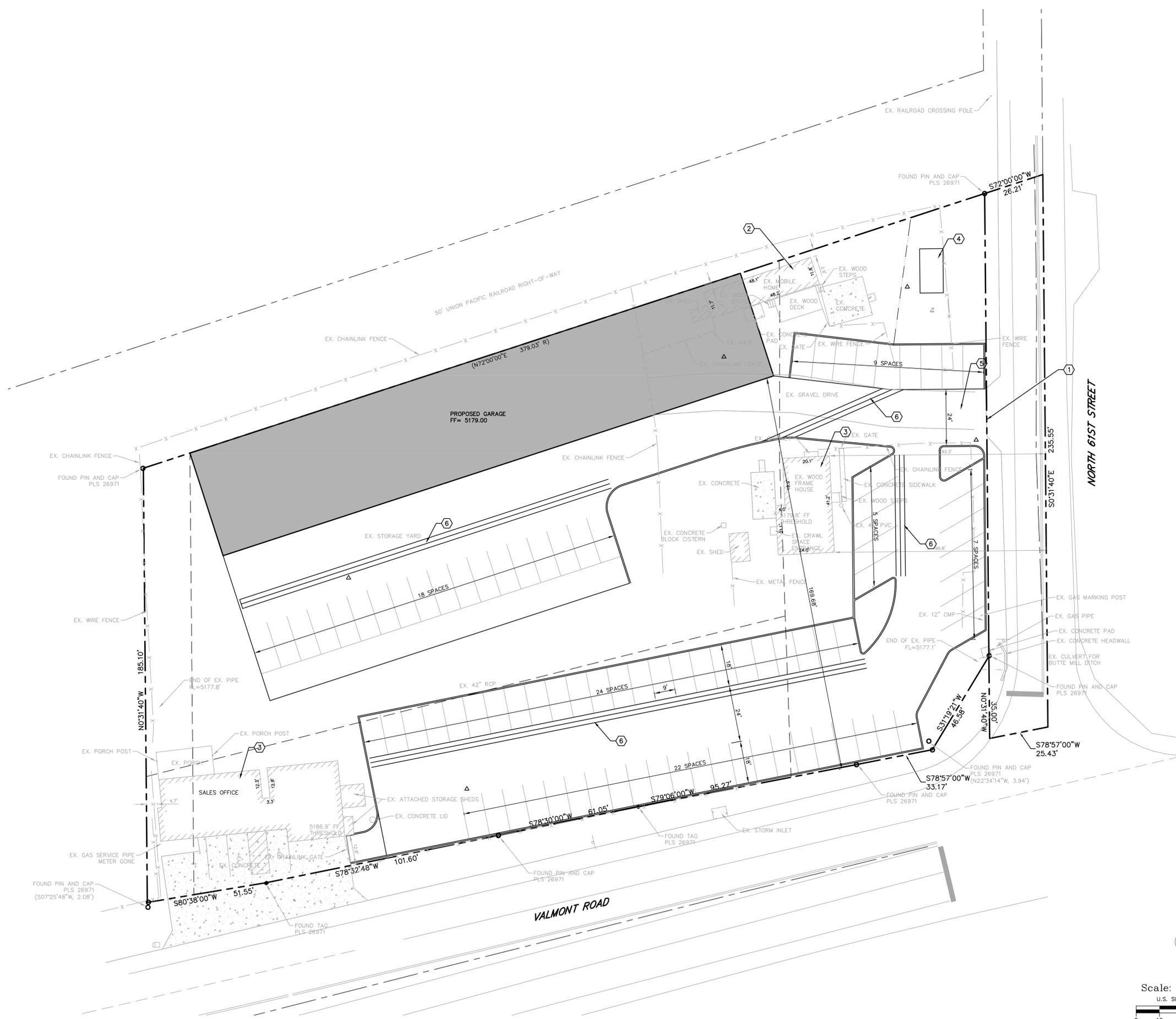
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Drawn by	JAS	Revision		Description		Date		Project no.	13355B
Checked by	DPA								

LEGEND

- EXISTING SWALE
- FOUND MONUMENT AS NOTED
- EXISTING MAILBOX
- △ CONTROL POINT
- ⊥ EXISTING SIGN
- X --- EXISTING FENCE
- (R) RECORD COURSE PER LEGAL
- (M) MEASURED COURSE PER THIS SURVEY
- (S54°08'29"W 0.08') RECORD OR CALCULATED POSITION TO FOUND MONUMENT

KEYED NOTES ①

1. PROPOSED CONCRETE CROSSSPAN AND CURB RETURN.
2. EXISTING BUILDING TO BE REMOVED.
3. EXISTING BUILDING TO REMAIN.
4. PROPOSED SEPTIC FIELD.
5. PROPOSED DRIVEWAY.
6. PROPOSED 4" CONCRETE PAN.



CIVIL SITE PLAN
6095 VALMONT ROAD
BOULDER COUNTY, COLORADO

SCOTT, COX & ASSOCIATES, INC.
 consulting engineers • surveyors
 1530 55th Street • Boulder, Colorado 80303
 (303) 444 - 3051

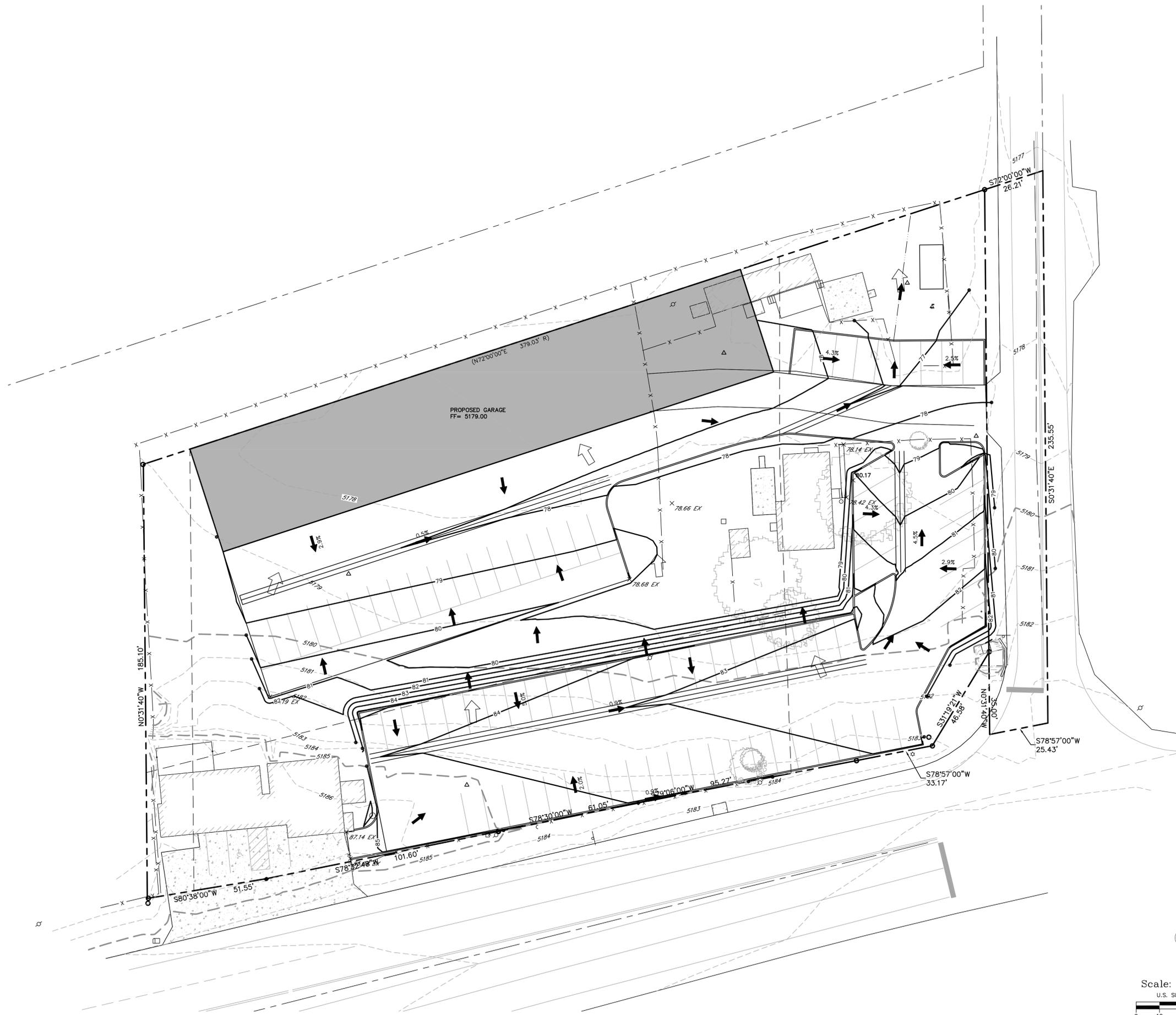
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Drawn by	JAS	Revision		Description		Date		Project no.	13355B
Checked by	DPA								

LEGEND

- 25 — PROPOSED CONTOUR
ADD 5500 TO ALL CONTOURS
- - - 5225 - - - EXISTING CONTOUR
- POINT WHERE PROPOSED GRADE
MEETS EXISTING GRADE
- x 25.8 PROPOSED SPOT ELEVATION
ADD 5500 TO ALL SPOT ELEVATIONS
- x 25.8 EXISTING SPOT ELEVATION
- ⇨ HISTORIC SHEET FLOW
- ⇨ PROPOSED FLOW DIRECTION

KEYED NOTES ①

1. PROPOSED CURB CUT.
2. PROPOSED SWALE.



**PRELIMINARY
GRADING, DRAINAGE AND
EROSION CONTROL PLAN
6095 VALMONT ROAD
BOULDER COUNTY, COLORADO**

SCOTT, COX & ASSOCIATES, INC.
consulting engineers • surveyors
1530 55th Street • Boulder, Colorado 80303
(303) 444 - 3051

Scale: 1" = 20'
U.S. SURVEY FEET

Designed by	MRF	Date	12/12/14	Scale	1"=20'	Drawing no.	13355B-3	Sheet	C1.03
Drawn by	JAS	Revision		Description		Date		Project no.	13355B
Checked by	DPA								



SCOTT, COX & ASSOCIATES, INC. consulting engineers • surveyors

December 12, 2014

Mr. Gary Chambers
6095 Valmont LLC
1309 Yarmouth Avenue
Boulder, CO 80304

Reference: 6095 Valmont Road – Boulder County, Colorado
Scott, Cox & Associates Inc. Project No. 13355B

Dear Mr. Chambers:

Scott, Cox & Associates, Inc. (SCA) performed cut and fill volume calculations for the grading improvements associated with the proposed commercial development located at 6095 Valmont Road in Boulder County, Colorado. These calculations are based on the site plans provided by you and the Grading, Drainage and Erosion Control Plan prepared by SCA.

Our calculations show the proposed site improvements will require approximately 200 cubic yards of cut and 1,650 cubic yards of fill. This earthwork volume does not include the exempt earthwork up to ten feet around the perimeter of the building foundations or the road base material for the proposed driveway. In accordance with Boulder County's "Earthwork and Grading" Standards, the total estimated quantity of qualified material to be moved is 1,850 cubic yards.

Our calculations show all of the building foundation excavation and associated incidental backfill will require approximately 10 cubic yards of cut and 650 cubic yards of fill. This earthwork volume includes the non-exempt earthwork up to ten feet around the perimeter of the building foundations. Based on the County's "Earthwork and Grading" Standards, the total estimated quantity of foundation material to be moved is 660 cubic yards.

The proposed driveway road base is also exempt per the Boulder County Standards.

Autodesk Civil 3D 2015 computer software was utilized to perform the cut and fill calculations.

Mr. Gary Chambers
6095 Valmont LLC
December 12, 2014
Page 2 of 2

Should you have any questions or comments, kindly give us a call.

Sincerely,

SCOTT, COX & ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read 'Donald P. Ash', with a large, sweeping loop at the top and a horizontal line at the bottom.

Donald P. Ash, P.E.
Chief Civil Engineer

Enclosures: Boulder County SPR Fact Sheet

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 (LISR) is required. A LISR 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	200 CY	1650 CY	1850 CY
Berm(s)	0 CY	0 CY	0 CY
Other Grading	0 CY	0 CY	0 CY
Subtotal	200 CY	1650 CY	1850 CY
Box 1			
* If the total in Box 1 is greater than 500 cubic yards, then a Limited Impact Special Review is required.			
	Cut	Fill	Total
Foundation	10 CY	650 CY	660 CY
Material cut from foundation excavation to be removed from the property			0 CY

Excess Material will be Transported to the Following Location:

Excess Materials Transport Location:
N/A

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	Date
	12/12/14

OFFICE OF THE STATE ENGINEER
COLORADO DIVISION OF WATER RESOURCES
818 Centennial Bldg., 1313 Sherman St., Denver, Colorado 80203
(303) 866-3581

LIC

WELL PERMIT NUMBER 296617 - A
DIV 1 WD 5 DES. BASIN MD

APPLICANT

BUTTE BLACKSMITH LLC
GARY CHAMBERS
1309 YARMOUTH AVENUE
BOULDER, CO 80304-

APPROVED WELL LOCATION
BOULDER COUNTY
SW 1/4 SE 1/4 Section 22
Township 1 N Range 70 W Sixth P.M.

DISTANCES FROM SECTION LINES
Ft. from Section Line
Ft. from Section Line

UTM COORDINATES (Meters, Zone: 13, NAD83)
Easting: Northing:

() -
PERMIT TO CONSTRUCT A WELL

ISSUANCE OF THIS PERMIT DOES NOT CONFER A WATER RIGHT Page 1 of 2

CONDITIONS OF APPROVAL

- 1) This well shall be used in such a way as to cause no material injury to existing water rights.
2) The construction of this well shall be in compliance with the Water Well Construction Rules 2 CCR 402-2, unless approval of a variance has been granted by the State Board of Examiners of Water Well Construction and Pump Installation Contractors in accordance with Rule 18.
3) Approved pursuant to CRS 37-92-602(3)(c) for the relocation of an existing well, permit no. 296617. The old well must be plugged in accordance with Rule 16 of the Water Well Construction Rules within ninety-one (91) days of completion of the new well.
4) The use of ground water from this well is limited to drinking and sanitary facilities as described in CRS 37-92-602(1)(c), for a commercial business.
5) Approved as the only well providing water to this business, which is on a 1.7 acre parcel, described as that portion of the SW 1/4 of the SE 1/4 of Section 22, Township 1 North, Range 70 West of the 6th P.M., Boulder County, reference attached exhibit A.
6) The pumping rate of this well shall not exceed 15 GPM.
7) The annual amount of ground water to be appropriated shall not exceed one (1) acre-foot (325,900 gallons).
8) The return flow from the use of this well must be through an individual waste water disposal system of the non-evaporative type where the water is returned to the same stream system in which the well is located.
9) A totalizing flow meter must be installed on this well and maintained in good working order. Permanent records of all diversions must be maintained by the well owner (recorded at least annually) and submitted to the Division Engineer upon request.
10) Pursuant to Rule 6.2.3 of the Water Well Construction Rules, the well construction contractor shall submit the as-built well location on work reports required by Rule 17.3 within 60 days of completion of the well. The measured location must be accurate to 200 feet of the actual location. The location information must include a GPS location (UTM coordinates) pursuant to the Division of Water Resources' guidelines.

NOTE: This permit will expire on the expiration date unless the well is constructed by that date. A Well Construction and Test Report (GWS-31) must be submitted to the Division of Water Resources to verify the well has been constructed. An extension of the expiration date may be available. Contact the DWR for additional information or refer to the extension request form (GWS-64) available at: http://www.water.state.co.us

APPROVED SMJ
State Engineer [Signature] By [Signature]
Receipt No. 3667561B DATE ISSUED 12-30-2014 EXPIRATION DATE 12-30-2016

Form No.
GWS-25

**OFFICE OF THE STATE ENGINEER
COLORADO DIVISION OF WATER RESOURCES**

818 Centennial Bldg., 1313 Sherman St., Denver, Colorado 80203
(303) 866-3581

LR

WELL PERMIT NUMBER 296617
DIV. 1 WD5 DES. BASIN MD

APPLICANT

BUTTE BLACKSMITH LLC
GARY CHAMBERS
1309 YARMOUTH AVENUE
BOULDER, CO 80304-

(970) 531-2655

APPROVED WELL LOCATION

BOULDER COUNTY
SW 1/4 SE 1/4 Section 22
Township 1 N Range 70 W Sixth P.M

DISTANCES FROM SECTION LINES

993 Ft. from South Section Line
1640 Ft. from East Section Line

UTM COORDINATES (Meters, Zone: 13, NAD83)

Easting: 481863 Northing: 4431316

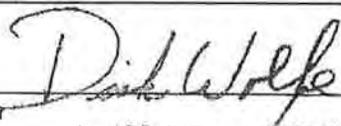
REGISTRATION OF EXISTING WELL

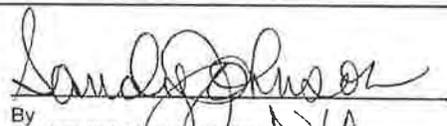
ISSUANCE OF THIS PERMIT DOES NOT CONFER A WATER RIGHT

CONDITIONS OF APPROVAL

- 1) This well shall be used in such a way as to cause no material injury to existing water rights. The issuance of this permit does not ensure that no injury will occur to another vested water right or preclude another owner of a vested water right from seeking relief in a civil court action.
- 2) Construction details for this existing well have not been provided to this office; therefore, it is not known if the construction of this well is in compliance with the Water Well Construction Rules, 2 CCR 402-2. The issuance of this permit does not relieve the well owner of responsibility or liability in the event contamination of the groundwater source results from the construction or use of this well, nor does the State Engineer assume any responsibility or liability should contamination occur.
- 3) Recorded pursuant to CRS 37-92-602(5), and the policy of the State Engineer, for historical use as indicated herein. This well produces 15 GPM, and is used for drinking and sanitary facilities as described in CRS 37-92-602(1)(c), in an individual commercial business. Water from this well shall not be used for lawn/landscape/greenhouse irrigation, domestic animal/livestock watering, or any other purpose outside the business building structure(s).
- 4) Approved as the only well providing water to this business, which is on a 1.7 acre parcel, described as that portion of the SW 1/4 of the SE 1/4 of Section 22, Township 1 North, Range 70 west of the 6th P.M., Boulder County, reference attached exhibit A.
- 5) The annual amount of ground water to be appropriated shall not exceed one (1) acre-foot (325,900 gallons).
- 6) The date of first beneficial use, as claimed by the applicant, is January 1, 1910.
- 7) The return flow from the use of this well must be through an individual waste water disposal system of the non-evaporative type where the water is returned to the same stream system in which the well is located.
- 8) A totalizing flow meter must be installed on this well and maintained in good working order. Permanent records of all diversions must be maintained by the well owner (recorded at least annually) and submitted to the Division Engineer upon request

APPROVED
SMJ


State Engineer


By
EXPIRATION DATE N/A

Receipt No. 3667561A

DATE ISSUED 12-30-2014

HAROLD E. DONNELLY
RPE-RLS 7134
4904 Prebles Place
Broomfield, CO 80023
PH.303-926-5455

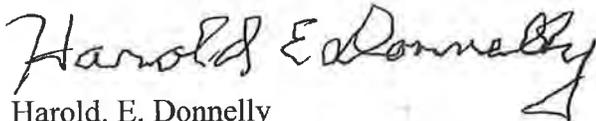
Joe Malenoski, OWTS Manager
Boulder County Environmental Health Division
Boulder, CO 80302

November 25, 2014

Re: Enclosed is the proposed design of an OWS for Gary Chambers, Subarupair, 6095 Valmont Rd., located in the SE ¼ of Section 22, T1N, R70W, Boulder County Colorado.

I have reviewed the information furnished to me by the owner and I have consulted with Joe Bath, Professional Geologist, an Approved Systems Inspector.

The proposed OWS for this site would consist of a 2000 gallon, two-compartment septic tank (48 hours detention) with discharge into a pressure dosed, raised sand filter absorption bed utilizing leaching chambers. The leaching chambers will be covered with a minimum of 10 inches of sandy loam and fenced off to prevent parking or driving over the area. Ground water is lower south of the railroad tracks than has been encountered north of the railroad tracks. All floor drains, hand washing and parts washing sinks in the building shall be discharged into a 2500 gallon, sealed vault with an additional 2500 gallon sealed vault backup. Both vaults will have audio and visual alarms installed.



Harold. E. Donnelly
PE-LS 7134

Enclosures: Projected maximum number of employees on site.

Copy: Joe Bath, Professional Geologist and Certified Systems Inspector
Gary Chambers, owner





APPLICANT'S EXISTING BUSINESS IN NORTH BOULDER

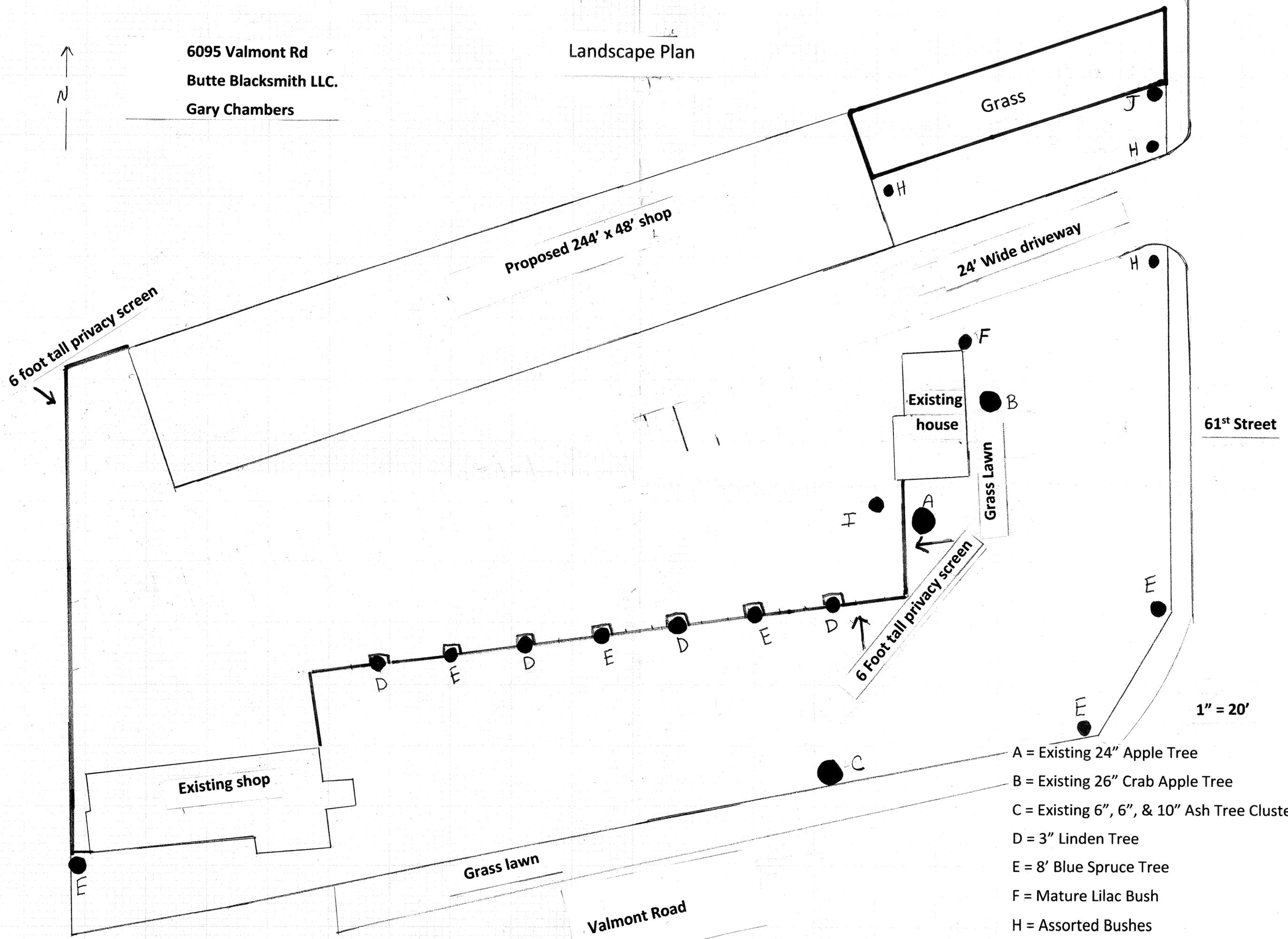




PROPOSED 6' Privacy Fence

6095 Valmont Rd
 Butte Blacksmith LLC.
 Gary Chambers

Landscape Plan



- A = Existing 24" Apple Tree
- B = Existing 26" Crab Apple Tree
- C = Existing 6", 6", & 10" Ash Tree Cluster
- D = 3" Linden Tree
- E = 8' Blue Spruce Tree
- F = Mature Lilac Bush
- H = Assorted Bushes
- J = Existing 30" Maple Tree
- I = Existing 16" Pear Tree

1" = 20'

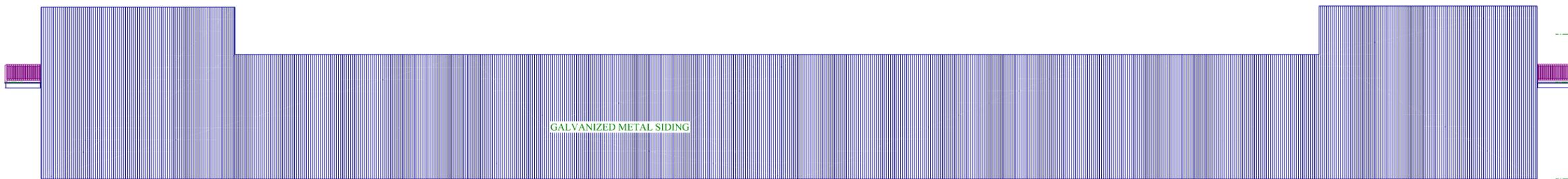
SUPER RUPAIR BUILDING
6095 VALMONT RD.
BOULDER, CO



FRONT ELEVATION



LEFT ELEVATION

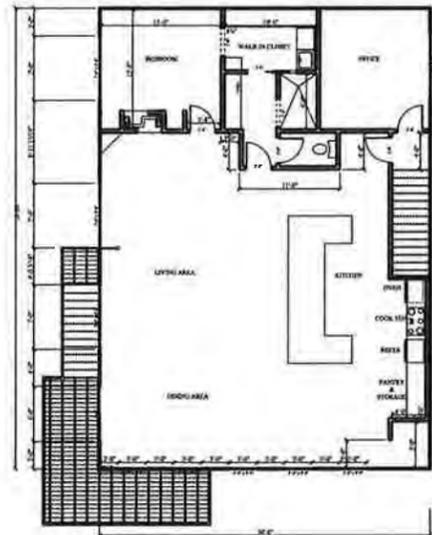


NORTH ELEVATION

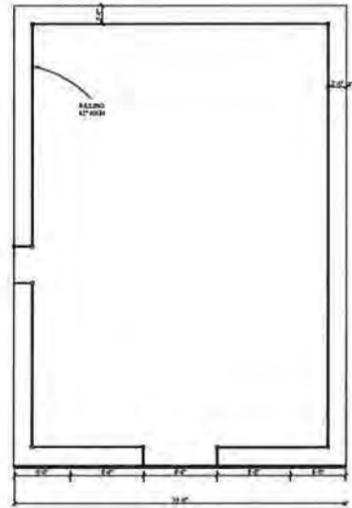


RIGHT ELEVATION

SCALE 1" = 20'

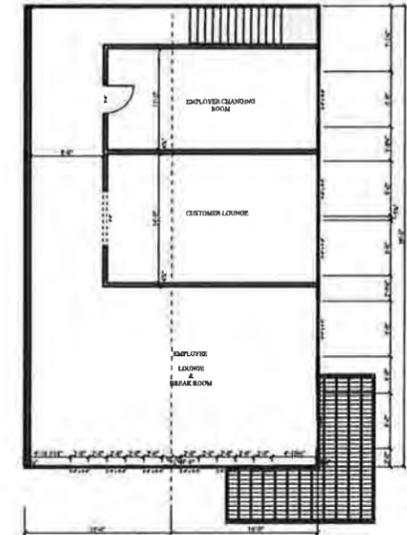


FLOOR PLAN
UPPER LEVEL WEST

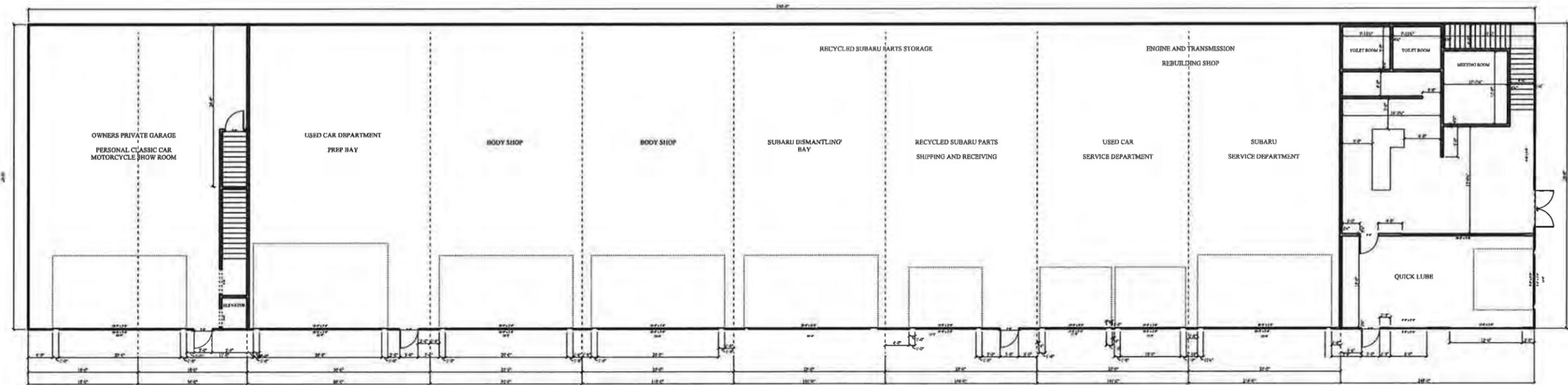


3rd FLOOR PLAN
UPPER LEVEL WEST

SUPER RUPAIR BUILDING
6095 VALMONT RD.
BOULDER, CO
FLOOR PLANS
REV. 3.07.15

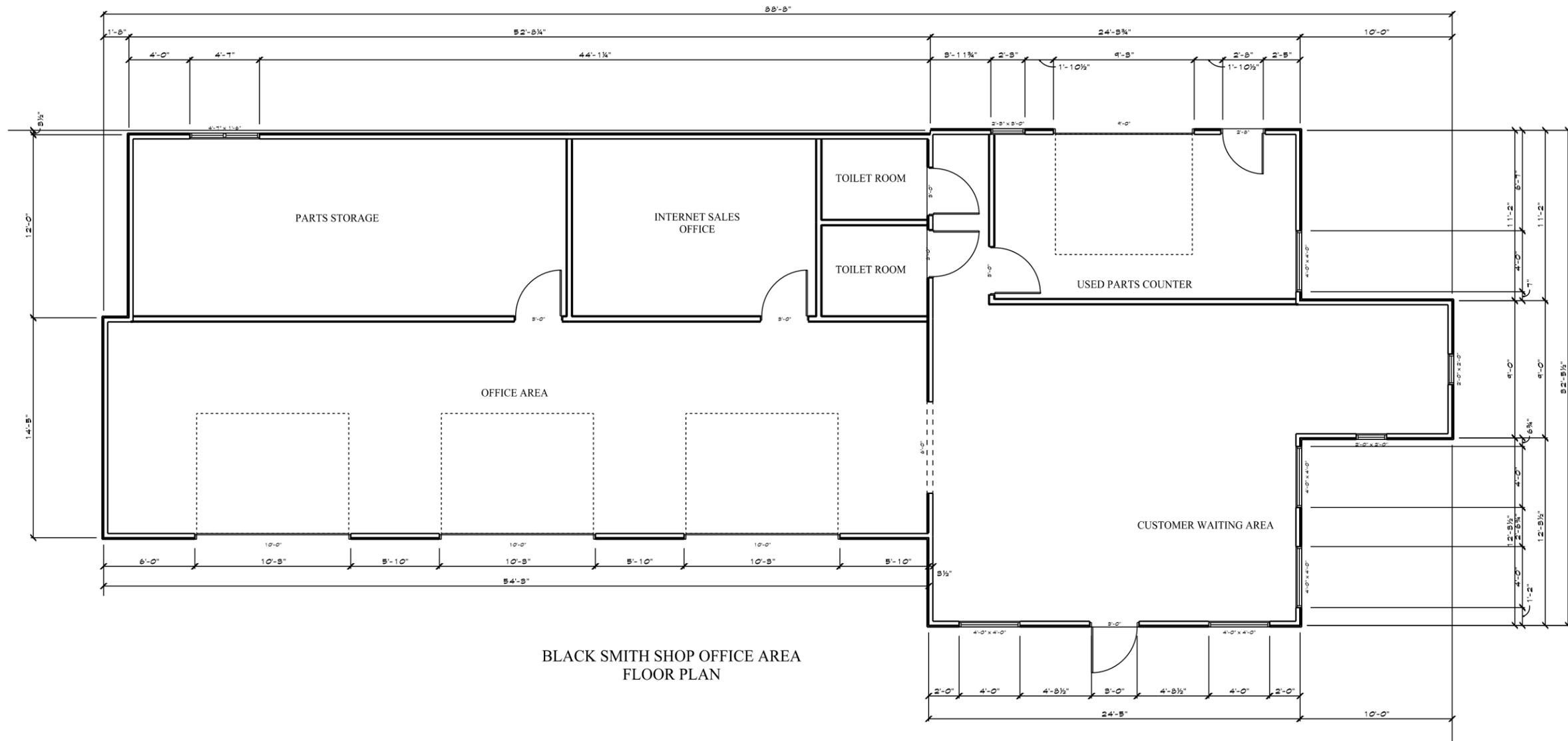


FLOOR PLAN
UPPER LEVEL EAST



LOWER LEVEL FLOOR PLAN

SCALE 1"=20'

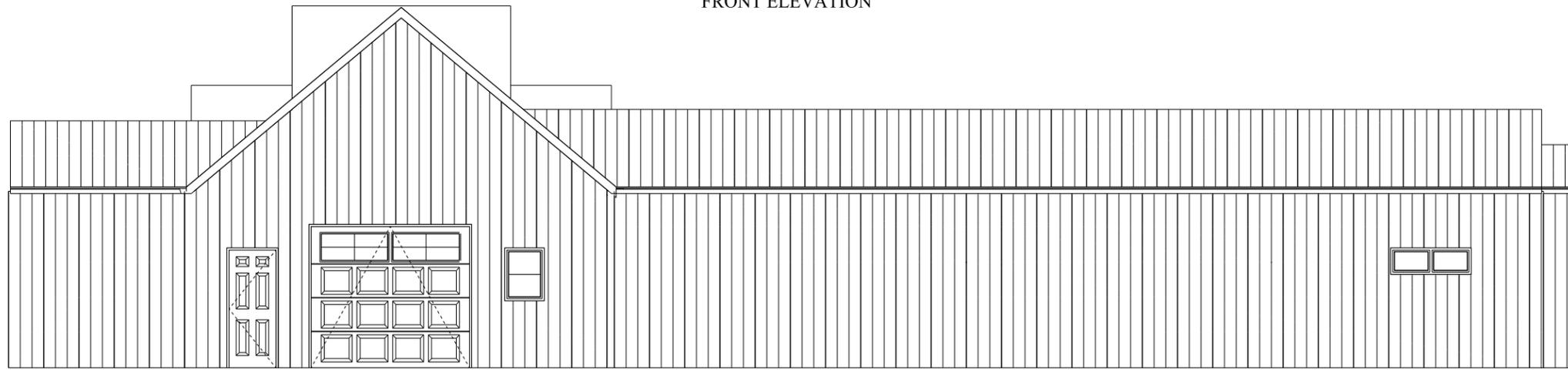


BLACK SMITH SHOP OFFICE AREA
FLOOR PLAN

SCALE 1/8" = 1'-0"

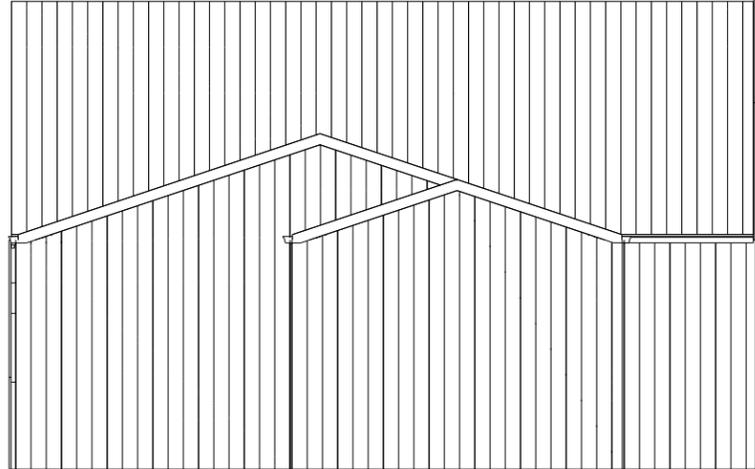


FRONT ELEVATION

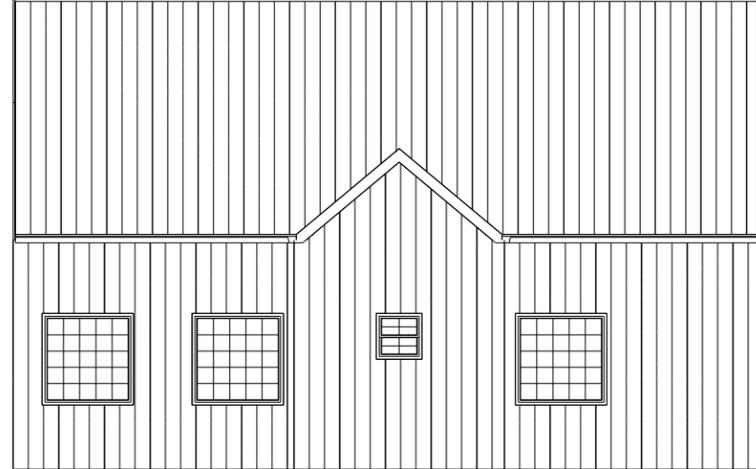


REAR ELEVATION

SCALE 1/8" = 1'-0"

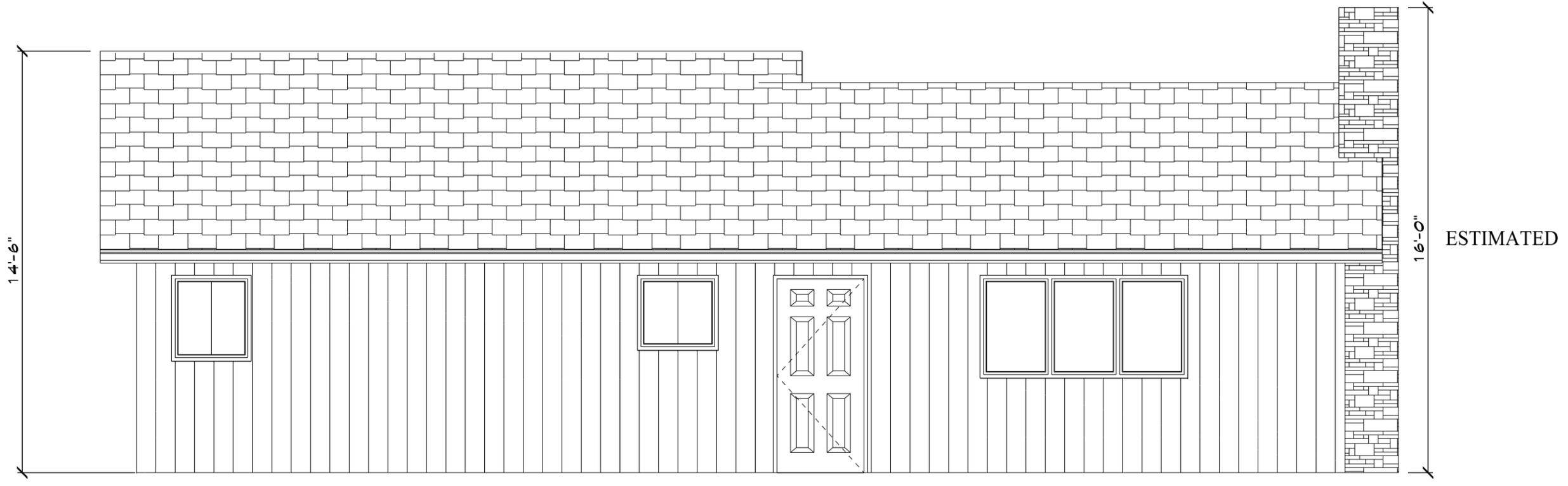


LEFT ELEVATION

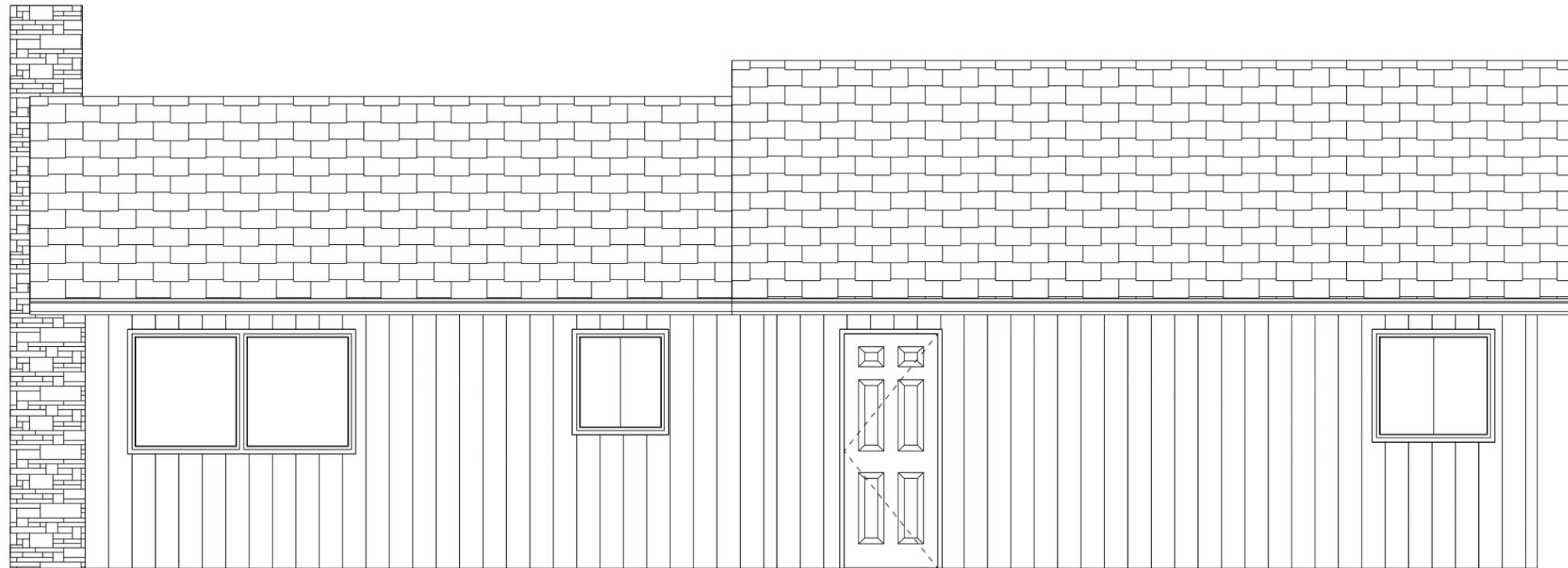


RIGHT ELEVATION

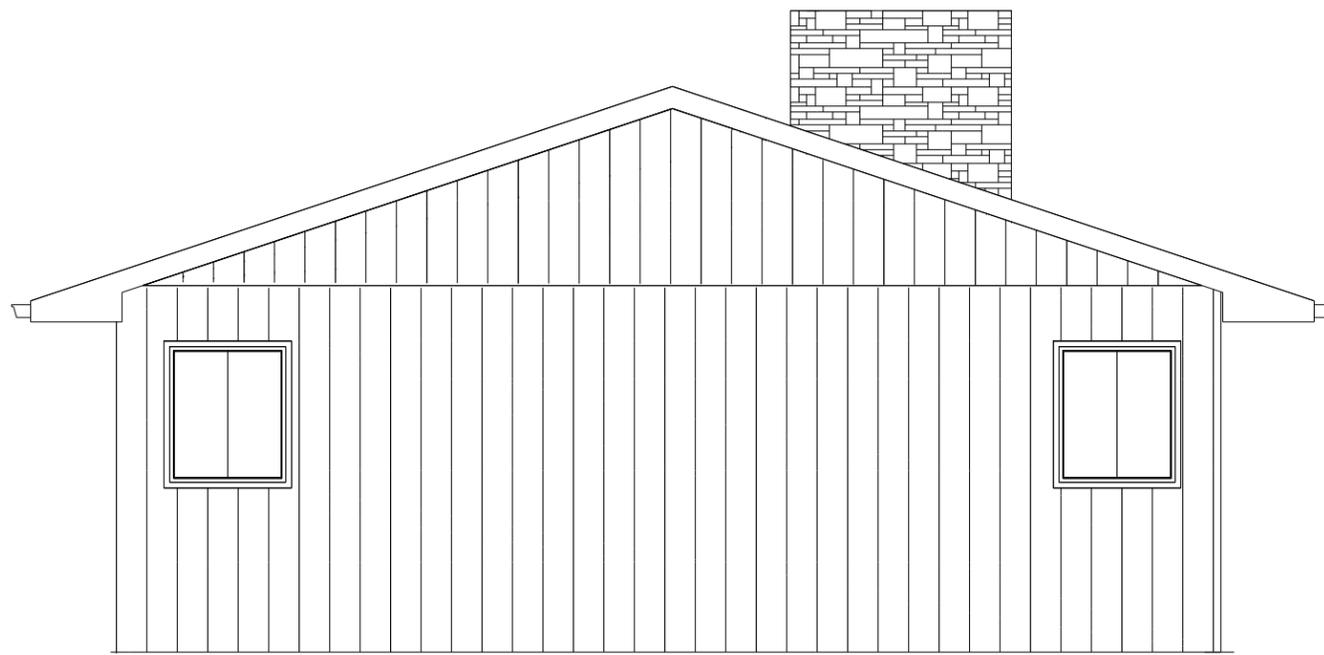
SCALE 1/8" = 1'-0"



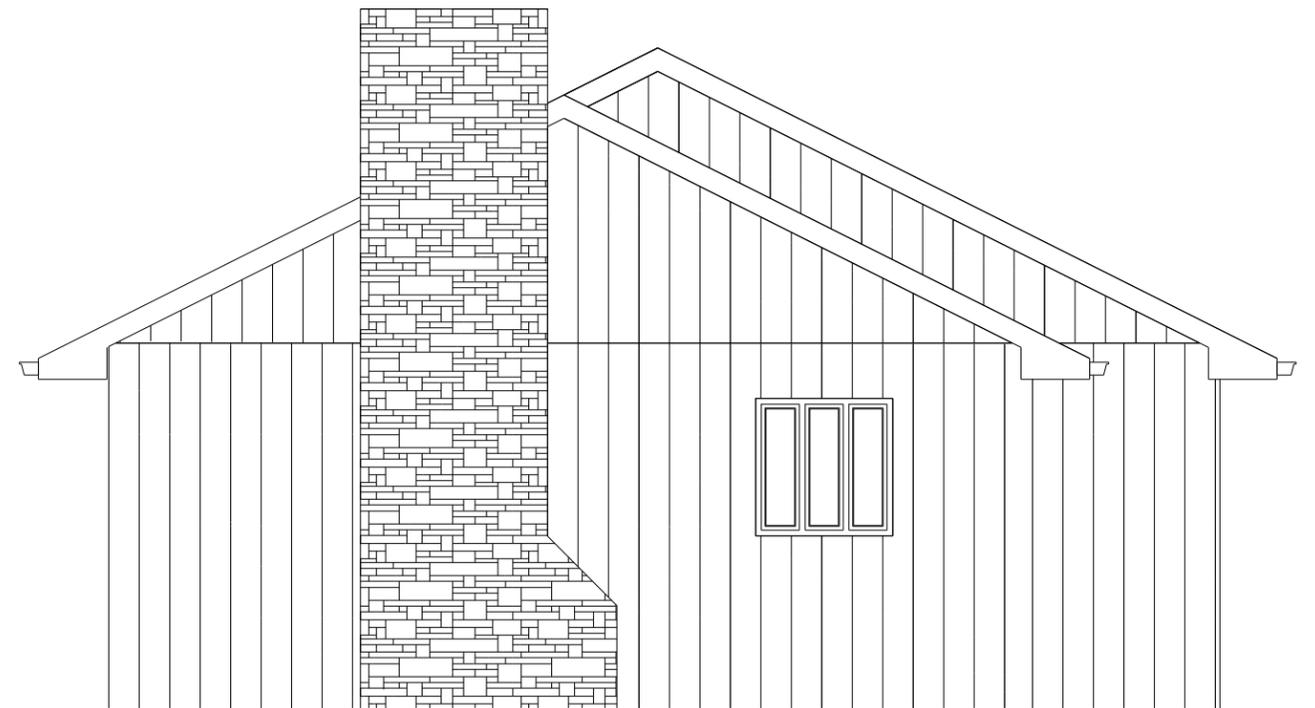
FRONT ELEVATION



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION

From: [Bill Mundwiller](#)
To: [Hippely, Hannah](#)
Subject: SU-14-0009: Butte Blacksmith LLC
Date: Monday, July 27, 2015 12:51:53 PM

Wow, quite the change in use proposed at 6095 Valmont Rd. I've frequented D.C. Auto beginning in '76-'79 when I owned a small Conoco station at Broadway and Kalmia St., and since then till they closed. It was never a very active enterprise. I've been a neighbor here since 1998 and one would not even know if they were open unless you stopped in.

This proposal is way more than any prior use and occupation. The increased traffic and night lighting will be substantially more than before. There weren't any lights at night there. The current dark night skies will be compromised by security lights.

Incidentally, the property at 6033 Valmont Rd. was denied an addition to the house back when Valmont Rd. was widened, even though it had no effect on the road project. Set back variance was the issue. Docket VAR-01-04 Wilson Variance. Zoned Agricultural it required 110' from center line of road.

Also, in 2004 the owner of 6003 Indian Rd. requested to build a 3700 SF house in the back yard of the 860 SF historic farm house. The applicant used other large houses and Don Rogers commercial buildings at 5973 Indian Rd. to justify his plan. Ron Stewart then commented that those commercial buildings wouldn't even be there had he not had a permit in 1985 to keep the Industrial Zoning. The commissioners, at that time, would have preferred to have done something that would have preserved the historic nature of Valmont and they weren't able to do that. They limited the owner to a remodel and addition to total 2000 SF. Ron Stewart and Paul Danish are still around.

My concerns are:

Property line setback. The building shown on the north side is right on the property line, where a 20' rear setback is required. The front setback is 60' from the center line of roadway and 0' or 12' side setback. Even I have a 15' rear setback. My front set back is 35' (or 60' from center line of road with a 50' ROW). My lot is 110' deep, so that leaves me only a little more than 50% of the lot to build on north to south.

Property line with 6033 Valmont Rd. Where does their survey place that boundary? A lot of legal descriptions of properties here don't fit the actual occupied boundaries. Ask me about my first hand experience. Bill Stengel, retired County Surveyor, is my surveyor, and brother of Jim Stengel-a prior owner as mentioned in the background letter.

Traffic. The studies don't even mention Boulder Ready Mix with it's busy driveway almost directly across from the auto body and repair access on N.61st. That should be a consideration. I doubt they have a problem with it though.

I'm not opposed to the project and realize that a certain level of business needs to be done to make the investment profitable. The auto repair business isn't for everyone, but Gary seems to know how to do it right. And I welcome Gary to the neighborhood and wish him good luck. As proposed it'll be a shocker to get used to.

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