City of Louisville
COLORADO • SINCE 1878

Planning Commission

Agenda

Thursday, May 14, 2026
Council Chambers
749 Main Street
6:30 PM

Members of the public are welcome to attend and give comments remotely; however, the in-person meeting may continue even if technology issues prevent remote participation.

- You can call in to +1 719 359 4580 or 833 928 4610 (toll free)
  Webinar ID # 899 0108 8931
  Passcode 650368
- You can log in via your computer. Please visit the City's website to link to the meeting.

The Commission will accommodate public comments during the meeting. Anyone may also email comments prior to the meeting.

1. **Call to Order & Roll Call**

2. **Approval of Agenda**

3. **Public Comment on Items Not on the Board Agenda and Items on the Consent Agenda**

   Public comments are limited to 3 minutes per speaker. When several people wish to speak to the same position on a given item, the board requests they select a spokesperson to state that position.

4. **Board Consent Agenda**

   The following items on the Consent Agenda are considered routine, and shall be approved, adopted, accepted, etc. by a motion of the Board unless a board member specifically requests an item be considered under "Regular Business". In such an event, the item shall be removed from the "Consent Agenda" and action taken separately on said item in the order appearing on the agenda. Those items so approved under the heading "Consent Agenda" will appear in the Board Minutes in their proper order.

5. **Regular Business**

   A. Approval of Resolution 06, Series 2026 Recommending to the City Council Approval, with conditions, of a Final Planned Unit Development (PUD) to allow a 371,600 square-foot hospital building, a 62,000 square-foot medical office building and a Special Review Use (SRU) to allow a helicopter pad on 39.9 acres at 900 Rockcress Drive.

B. Resolution No. 3, Series 2026, recommending that the City Council approve an ordinance amending Title 17 of the Louisville Municipal Code to update the City's Inclusionary Housing Ordinance.

6. Commission Member Comments

7. Staff Report

8. Adjourn

Resident Information

If you wish to speak at the meeting in person, please fill out a sign-up card and present it to the Clerk at the meeting. If you are attending remotely, please use the "raise hand" icon to show you wish to speak in appropriate public comments section.

Persons planning to attend the meeting who need sign language interpretation, translation services, assisted listening systems, Braille, taped material, or other accommodation should email the City Clerk's Office or call 303.335.4574

A forty-eight-hour notice is requested.

Si requiere una copia en español de esta publicación o necesita un intérprete durante la reunión del Consejo, por favor llame a la Ciudad al 303.335.4574 o email

ITEM: PUD-0006-2025 and SRU-000583-2026: AdventHealth Planned Unit Development and Special Review Use

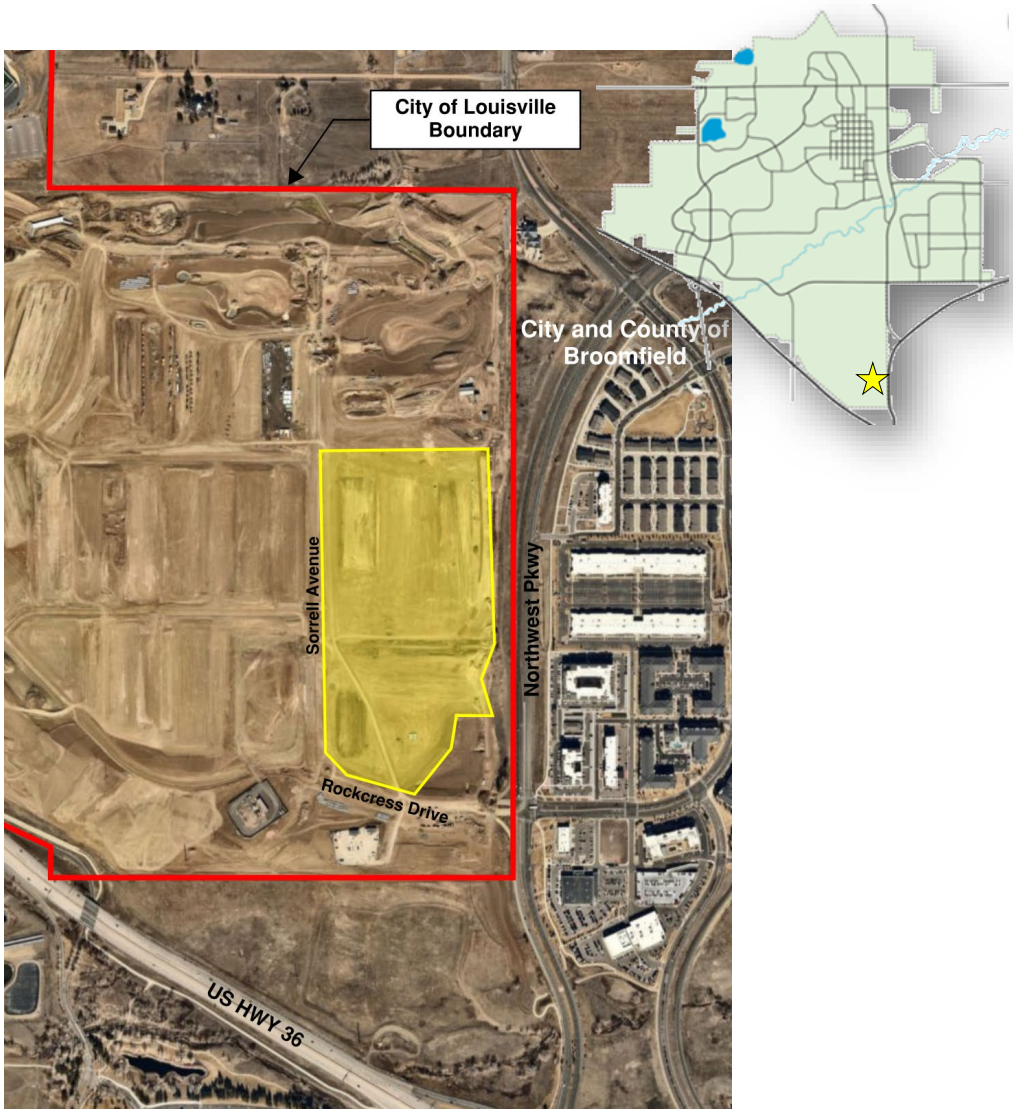
LOCATION: 900 Rockcress Drive

PLANNER: Matt Post, AICP, Senior Planner

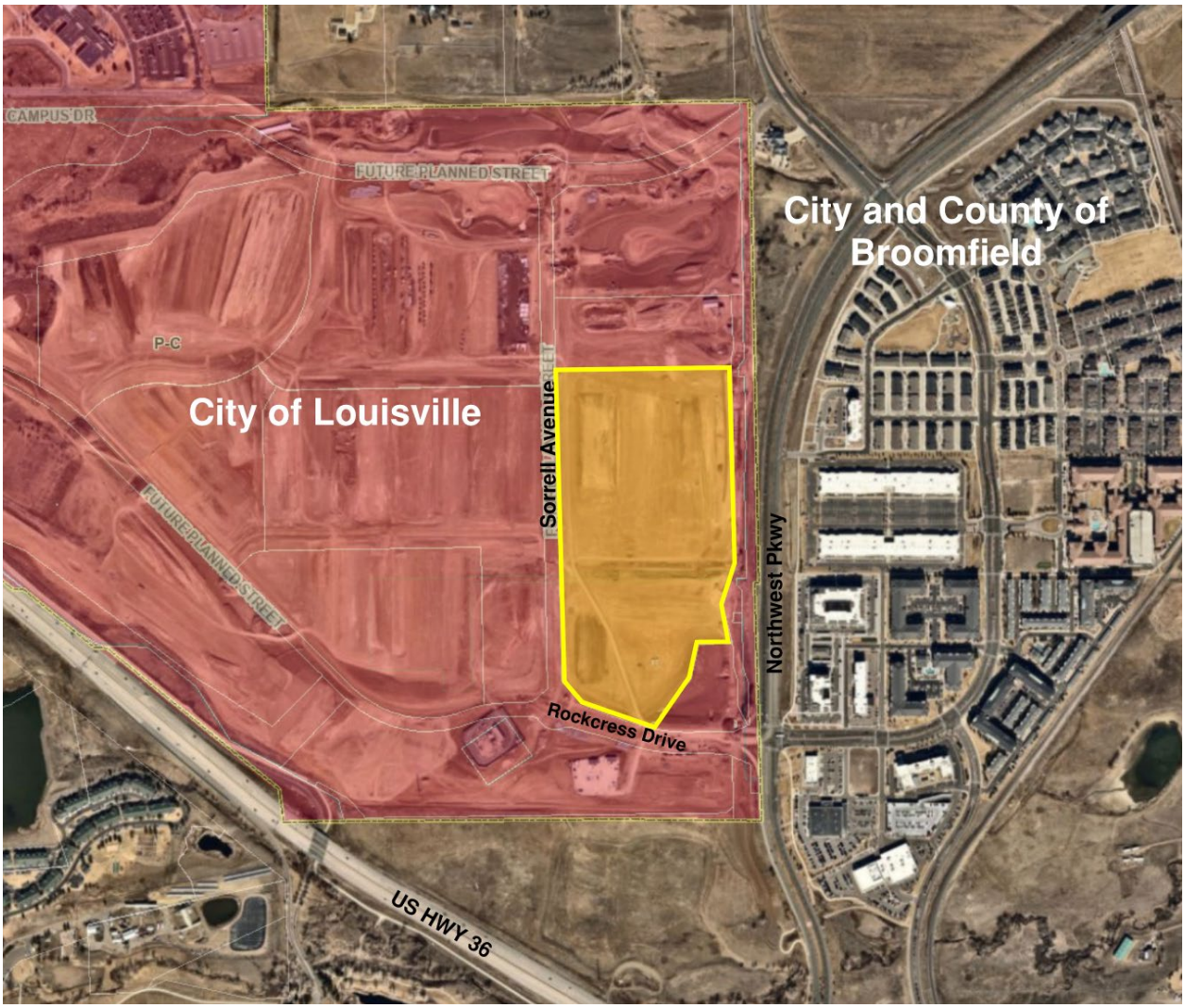
APPLICANT: SmithGroup

REQUEST: Approval of Resolution 06, Series 2026 Recommending to the City Council Approval, with conditions, of a Final Planned Unit Development (PUD) to allow a 371,600 square-foot hospital building, a 62,000 square-foot medical office building and a Special Review Use (SRU) to allow a helicopter pad on 39.9 acres at 900 Rockcress Drive.

`VICINITY MAP:



APPLICATION SUMMARY:
The applicant, SmithGroup, on behalf of AdventHealth Avista, requests approval of a Final Planned Unit Development (PUD) for a 371,600 square-foot hospital, a 62,000 square-foot medical office building (MOB), and a Special Review Use (SRU) for a helicopter landing pad on 39.9-acres located at 900 Rockcress Ridge within the Redtail Ridge development area. The proposal includes associated site improvements, including internal vehicular and pedestrian circulation, parking areas, pedestrian amenity spaces, landscaping, and designated areas for potential future development.



Vicinity Map

The subject property is zoned Planned Community Commercial (PCZD-C). Development is governed by the ConocoPhillips Campus General Development Plan (GDP), 2nd Amendment, which establishes the regulatory framework, including permitted land uses, building setbacks, height limitations, floor area ratio, and overall development intensity. All development in this GDP is subject to the Commercial

Development Design Standards and Guidelines (CDDSG), which regulate building materials and site design.

BACKGROUND:
The ConocoPhillips Campus GDP, 2nd Amendment encompasses the former StorageTek Corporation campus, originally developed on approximately 310 acres within unincorporated Boulder County. The property was annexed into the City in 1978 and, at full buildout, included approximately 1.6 million square feet of building area.

In 2008, ConocoPhillips acquired the property and demolished the existing StorageTek campus in 2009 to facilitate development of a new research campus. Concurrently, ConocoPhillips petitioned the City to annex an additional 80 acres adjacent to the original campus and to rezone the combined property to Planned Community Zone District – Commercial (PCZD-C).

In 2010, the City approved the rezoning to PCZD-C along with the ConocoPhillips Campus GDP, a Zoning Agreement, a Preliminary Subdivision Plat, and a Preliminary PUD. The GDP established a development cap of approximately 2.5 million square feet, identified permitted land uses, and set standards for setbacks, parking, and a minimum 12 percent public land dedication consistent with code requirements. ConocoPhillips subsequently abandoned its development plans and sold the property. The Preliminary Subdivision Plat and Preliminary PUD were not finalized and have since expired.

In 2024, the City approved the final plat for the Redtail Ridge development to implement the ConocoPhillips Campus GDP framework. The plat dedicated approximately 139 acres of public use land, created development parcels, established utility and access easements, dedicated public rights-of-way including an extension of Campus Drive, and included an agreement for expansion of the City's wastewater treatment plant. The principal developer is currently constructing horizontal infrastructure and public roadways while AdventHealth Avista has begun initial over-lot grading on the subject property.

In October 2025, the City approved the ConocoPhillips Campus GDP, 1st Amendment, processed concurrently with the Avista Adventist Hospital GDP, 2nd Amendment, which governs the existing hospital campus at 100 Health Park Drive. Through this coordinated review, the applicant implemented a "density swap," reducing the allowable building area under the Avista Adventist GDP (existing hospital site) and reallocating 364,400 square feet of development capacity to the ConocoPhillips Campus GDP, 1st Amendment (subject property), resulting in a combined cap of 2,906,780 square feet and a net increase of 13,094 square feet.

The 1st GDP amendment also added hospitals and medical office buildings as allowed uses and established three building height zones (three-, four-, and five-story) for the subject property, with corresponding maximum height allowances for buildings, parapets, and mechanical screening elements to accommodate the functional needs of medical use development. Additional building massing and design standards include

required 15-foot step-backs above 45 feet on primary building façades, upper-story elements limited to 50 percent of the lower-level footprint, provisions for architectural projections and defining architectural elements with required depth variation, and a 10-foot minimum setback for rooftop enclosures.

In February 2026, the City approved the ConocoPhillips Campus GDP, 2nd Amendment, which applied enhanced industrial design standards to Lots 1, 2, 3, and 5, of Block 1 of Redtail Ridge, Filing No. 1. While the amendment did not modify standards on the subject property, it remains the most recent GDP amendment applicable to this application for regulatory purposes.

DEVELOPMENT PROPOSAL:

Final Planned Unit Development & Special Review Use

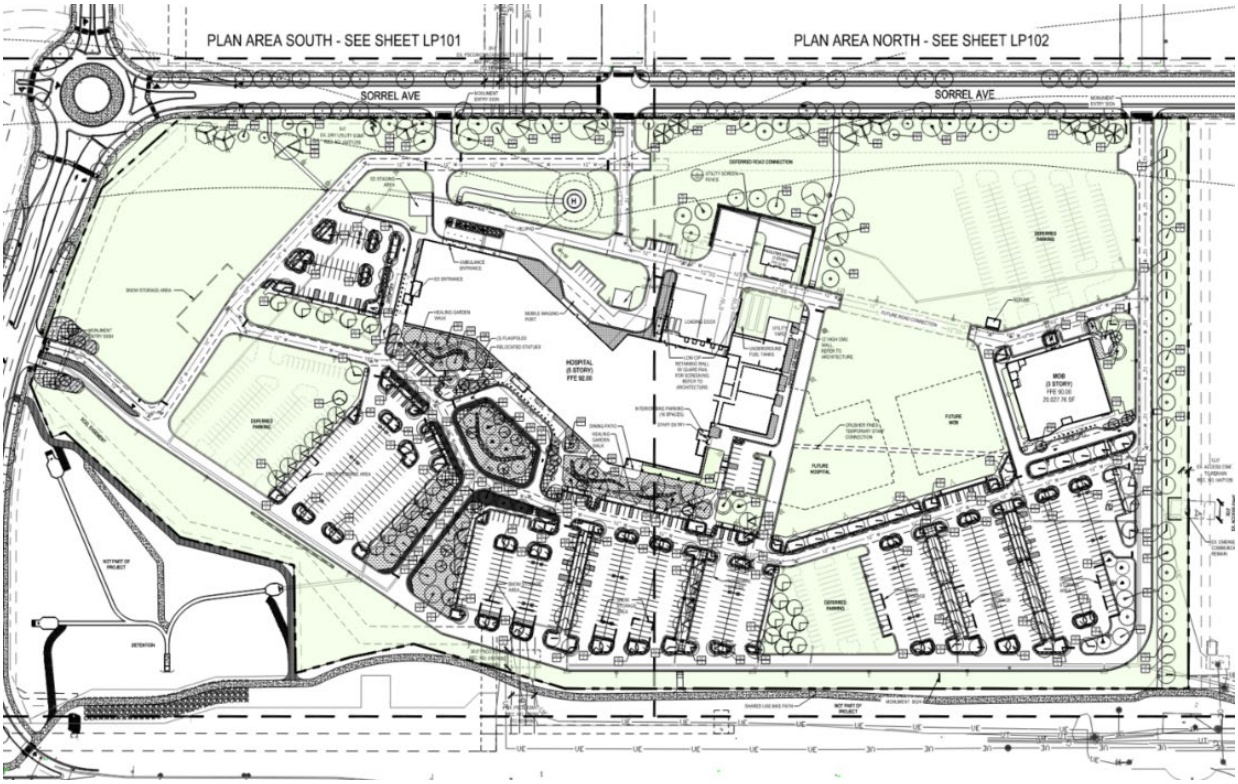
The Final PUD (Attachment C) proposes development of the 39.9-acre site with a 371,600 square-foot hospital and a 62,000 square-foot medical office building (MOB). Primary access to the site is proposed from Rockcress Drive along the south side, providing full access and three-quarter movement exiting the site. Three additional vehicular access points are proposed along the west side from Sorrell Avenue, providing access to the MOB and service areas located on the north side of the site.

The proposed helicopter pad is permitted pursuant to the ConocoPhillips Campus GDP, 2nd Amendment, which allows for a helipad as a Special Review Use (SRU), subject to the review criteria of LMC Sec. 17.40.100.

Site Plan

The hospital building is sited such that the primary façade and main entrance are oriented to the east-southeast, maximizing visibility from the US Highway 36 corridor. The building has a footprint of 116,685 square feet and a total gross floor area of 371,600 square feet. It is five stories in height, with a maximum building height of 87.61 feet, 92.19 feet to the top of parapet, and 104.86 feet to the top of mechanical screening, as measured from the Finished Floor Elevation (FFE). All rooftop mechanical equipment will setback 10 feet from the edge of the building and be fully screened behind parapets and mechanical enclosures.

The hospital building is designed to comply with the massing and design standards established by the GDP. All portions of the primary façade exceeding 45 feet in height are stepped back a minimum of 15 feet from the ground-floor facade, creating a tiered building form that reduces perceived bulk at the pedestrian level. In addition, the footprint of each floor above 45 feet does not exceed 50 percent of the building footprint below that elevation, consistent with massing requirements.



Site Plan

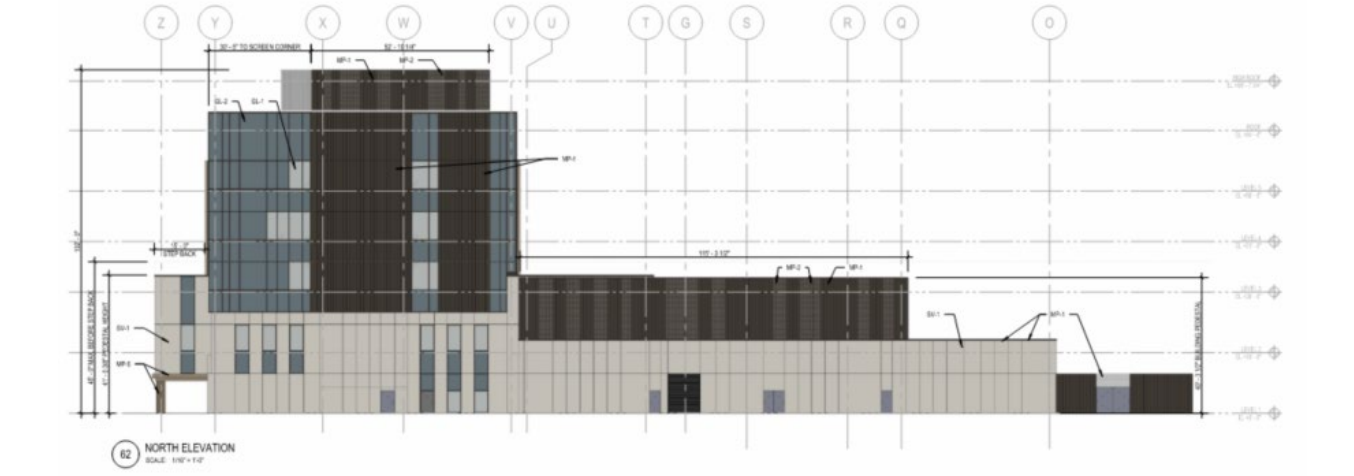
The main entrance will serve as the primary entry point for patients and visitors and includes a dedicated drop-off area with enhanced landscaping islands. Pedestrian-oriented amenity areas (Attachment E) adjacent to the entrance include two healing gardens and amenities for patients, visitors, and staff. These areas are further enhanced with low-water landscaping and pedestrian-scale lighting. The primary staff entrance is located on the north side of the building, while all entries are connected to parking areas via pedestrian pathways serving both primary entrance locations.

The emergency department entrance is located on the south side of the building, allowing for direct access from both Rockcress Drive and Sorrell Avenue. This entrance is served by a dedicated parking area and includes an ambulance drop-off and staging area designed to accommodate emergency operations.

A 2,000 square-foot facilities storage building is proposed to the west of the hospital and will be screened by an architecturally compatible fence. The loading dock and utility yard are also located on the west side of the building and screened from adjacent rights-of-way.

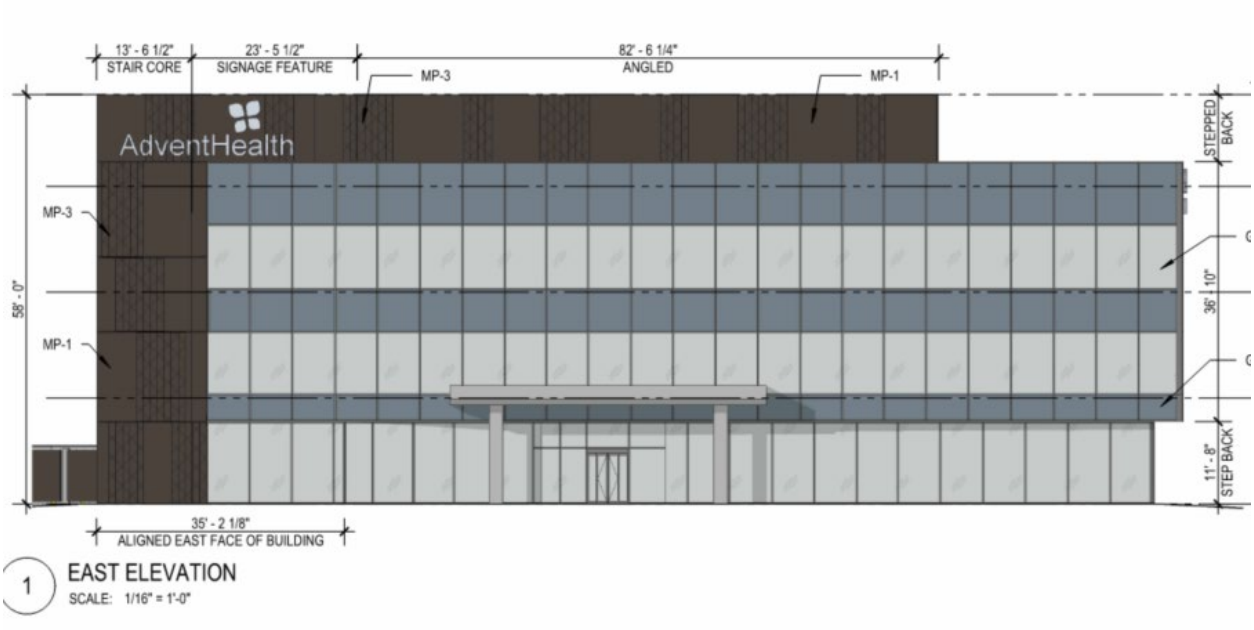


East Elevation – Hospital



North Elevation – Hospital

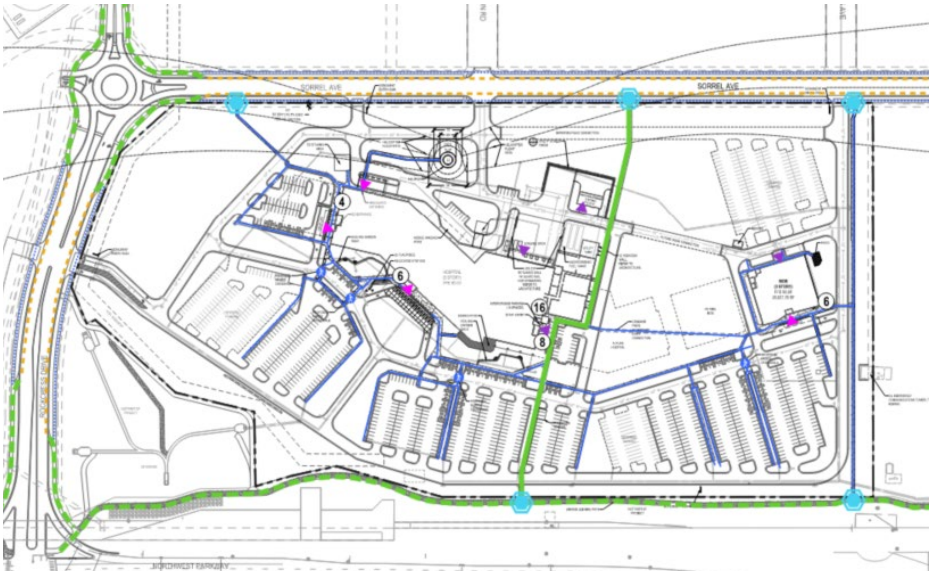
The proposed MOB is located on the north side of the site and has a footprint of 20,929 square feet, with a total gross floor area of 62,000 square feet. The building is three stories in height, with a maximum building height of 48.53 feet, 52.03 feet to the top of parapet, and 61.53 feet to the top of mechanical screening. All rooftop mechanical equipment will be fully screened behind parapets and mechanical enclosures. The primary entrance to the MOB faces east and includes a drop-off lane. An enhanced pedestrian amenity area is located on the north side of the building and includes seating, landscaping, and pedestrian-scale lighting.



East Elevation - MOB

Parking and Pedestrian Circulation

A network of internal private drives is proposed to provide vehicular circulation throughout the site, including access to parking areas and connectivity between the hospital and MOB. Raised crosswalks are incorporated at key pedestrian crossings to slow vehicular traffic and improve pedestrian safety.



Pedestrian Circulation Plan

An internal pedestrian circulation system is designed to provide connections through parking areas to both the hospital and MOB. In addition, a 10-foot-wide shared-use path bisects the site from east to west, providing pedestrian and bicycle connectivity to the broader Redtail Ridge trail network.

Parking is distributed throughout the site, with the majority located on the east side adjacent to Northwest Parkway. A total of 773 parking spaces are proposed, including

306 spaces serving the hospital and 467 spaces serving the MOB. Pedestrian connections are provided throughout all parking areas. Sixteen electric vehicle (EV) charging spaces are proposed, along with infrastructure for 64 EV-ready spaces, 79 EV-capable spaces, and 79 EV-capable-light spaces to accommodate future demand.

A total of 40 exterior bicycle parking spaces are proposed across the site, with 20 located near the hospital and 20 near the MOB entrance. Additionally, 10 interior bicycle parking spaces are provided near the staff entrance on the north side of the hospital building.

Of the total 39.9-acre site, approximately 14.77 acres (643,422 square feet), or 37 percent, are proposed for buildings, parking areas, and drive aisles. The remaining 25.4 acres, or 63 percent of the site, are allocated to open space, landscaping, and pedestrian amenity areas.

The landscape plan includes a total of 393 trees of varying species and sizes, with 147 trees within parking lot areas for internal shading and screening. Additional plantings include approximately 1,988 shrubs and ornamental grasses within parking lot islands and medians, and approximately 1,850 plantings within perimeter and pedestrian amenity areas.

Site Development Phasing
The development is proposed to be constructed in concurrent phases. Phase 1 includes the hospital building and associated site improvements, including utilities, grading, and drainage, and will establish the primary site infrastructure and improvements necessary for the hospital to become operational prior to MOB completion, including parking, pedestrian connections, landscaping, and site lighting. Phase 2 will include construction of the MOB and directly associated site improvements. Phasing plans are included with the PUD submittal, with additional detail and refinement to be provided through the civil construction documents as phasing elements are finalized.

Campus-wide Signage
This PUD application does not include a campus-wide sign program. Any future request for a comprehensive sign program, including increases to the maximum allowable sign height, area, or number of signs, shall require a PUD Amendment in accordance with Section 2.3 of the Louisville Sign Code.

Redtail Ridge Subdivision Improvements and Development Agreement
As part of the 2024 subdivision, the Redtail Ridge Subdivision Improvements and Development Agreement (Redtail Ridge SIA) was executed, establishing sustainability standards for development within the GDP area. The Redtail Ridge SIA requires buildings achieve a minimum of LEED Silver certification, provide on-site solar generation at a rate of at least 1 watt per square foot of building area (for a minimum total of 2.54 megawatts), and obtain Fitwel campus certification. These requirements do not apply to healthcare uses or to projects undertaken by Avista Hospital or its affiliates.

Also part of the Redtail Ridge SIA, a Transportation Demand Management Plan (Redtail Ridge TDM; Attachment G) was adopted for the entire Redtail Ridge development area. The plan requires each PUD to demonstrate compliance with applicable minimum Redtail Ridge TDM commitments and goals. A TDM memorandum (Attachment F) was provided as part of this application indicating how the proposed development satisfies these minimum standards, and is further analyzed below.

General Development Plan Amendment
The GDP establishes maximum building heights for the subject property. The proposed hospital and MOB exceed the permitted GDP heights when measured in accordance with LMC Sec. 17.16.090, which requires building height to be measured from average grade. To address this, the applicant proposes the ConocoPhillips Campus GDP, 3rd Amendment (Attachment D), establishing an alternate method of measurement allowing building height to be measured from the finished floor elevation (FFE) of each structure. The development application under consideration by the Planning Commission includes building heights consistent with the proposed GDP Amendment.

Pursuant to LMC Sec. 17.72.060.B, the proposed GDP Amendment has been reviewed and approved administratively by the Community Development Director and is not subject to formal action by the Planning Commission. The amendment must be forwarded to the City Council on consent prior to the City Council consideration of the associated PUD application. References throughout this report are therefore made to the ConocoPhillips Campus GDP, 2nd Amendment, as it remains the currently applicable regulatory document until the 3rd Amendment, applying the alternate method of measurement for height, receives formal acceptance by City Council and becomes effective.

ANALYSIS:
Development of the site is regulated by the ConocoPhillips Campus GDP, 2nd Amendment, with consideration given to the proposed ConocoPhillips Campus GDP, 3rd Amendment related to building height measurement, the Commercial Development Design Standards and Guidelines (CDDSG), and Chapter 17 of the Louisville Municipal Code. The following analysis evaluates the proposal for compliance with these applicable standards.

ConocoPhillips Campus General Development Plan, 2nd Amendment
The GDP establishes a maximum floor area ratio (FAR) of 0.15 across the Redtail Ridge development area. The AdventHealth hospital parcel received an additional 364,400 square feet of gross floor area through the previously approved “density swap”. This additional allocation is limited to hospital-related development on that parcel. Based on the total GDP area of approximately 389.1 acres (16.9 million square feet), the maximum allowable gross floor area across the ConocoPhillips Campus is approximately 2.5 million square feet, exclusive of the hospital-specific allocation.

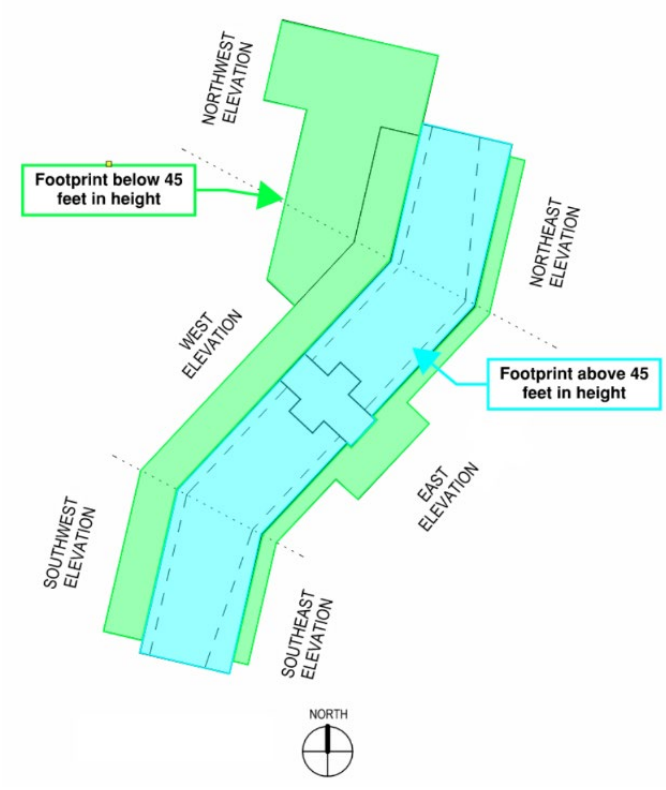
This PUD proposes 435,600 square feet of development, with the potential for up to 800,000 square feet on the hospital parcel including the additional 364,400 square feet

reserved for future hospital build-out. The proposed development remains well within the GDP's FAR limitation.

The GDP establishes the land use framework for development within the plan area. Hospital and medical office uses are identified as permitted uses through the 2025 ConocoPhillips Campus GDP, 2nd Amendment. The helipad is also contemplated within the GDP and is permitted subject to Special Review Use (SRU) approval.

Setbacks, height limitations, building design and massing standards, and parking requirements are established by the GDP. The proposed development complies with these standards, with both the hospital and medical office building meeting all applicable setback requirements. Proposed parking areas are also compliant with applicable setback and layout provisions.

The hospital building complies with the applicable GDP massing and design standards, including required upper-level stepbacks and floor plate limitations. The building is five stories in height, with a maximum height of 87.61 feet to the top of roofing materials, 92.19 feet to the top of the parapet, and 104.86 feet to the top of mechanical screening, as measured from the finished floor elevation (FFE). The MOB also complies with applicable GDP massing standards, including the required 15-foot stepback for rooftop mechanical screening, and reaches a maximum height of 58 feet at the southeast corner where the mechanical screen is integrated as an architectural feature. As proposed, certain building element height measurements exceed the limits established by the ConocoPhillips Campus GDP, 2nd Amendment when measured from average grade pursuant to LMC Sec. 17.16.090. These height discrepancies are addressed through the proposed ConocoPhillips Campus GDP, 3rd Amendment (Attachment D), which establishes an alternate method of measurement based on finished floor elevation (FFE).



Upper-Floor Plate Area Plan

General Development Plan Amendment – ConocoPhillips Campus GDP, 3rd Amendment

The ConocoPhillips Campus GDP, 1st Amendment, approved in 2025, established maximum building heights within the 5-story zone (hospital) of 85 feet to the top of roofing materials, 90 feet to the top of the parapet, and 105 feet to the top of mechanical screening. Within the 3-story zone (MOB), the maximum building height is 45 feet to the top of roofing materials, 50 feet to the top of parapet, and 65 feet to the top of mechanical screening, as measured from average grade pursuant to LMC Sec. 17.16.090.

When measured from average grade, the proposed hospital building is five stories in height, with a maximum height of 87.61 feet to the top of roof materials, 92.19 feet to the top of the parapet, and 104.86 feet to the top of mechanical screening.
When measured from average grade, the proposed MOB reaches a maximum height of 48.53 feet to the top of roofing materials, 52.03 to the top of the parapet, and 61.53 feet to the top of mechanical screening.

To address these height discrepancies, the applicant is requesting the ConocoPhillips Campus GDP, 3rd Amendment (Attachment D), establishing an alternate method of measurement for building height based on finished floor elevation (FFE) rather than average grade. Under the proposed amendment, the hospital mechanical screen would remain below the previously approved maximum height of 105 feet from average grade, while a 2.86-foot increase above the height otherwise permitted under the average grade method of measurement would apply only to roof material and parapet elements. For the MOB, an effective increase of 3.53 feet above the height otherwise permitted under the average grade method of measurement would apply to the roof, parapet, and mechanical screen. The following language will be added to the ConcoPhillips Campus GDP, 3rd Amendment:

> *Method of Measurement – Height: Building height shall be measured as the vertical distance from the approved finished floor elevation (FFE) of the structure to the highest point of the specific building element being measured. The FFE shall be as established on the approved grading and drainage plans*

Pursuant to LMC Sec. 17.72.060.B, the ConocoPhillips Campus GDP, 3rd Amendment qualifies for administrative review by the Community Development Director, as the amendment does not increase density or alter the overall character of the development plan. The development application under consideration by the Planning Commission reflects building heights consistent with the proposed amendment. The Planning Commission is not taking action on the GDP Amendment as part of this application. Following the administrative approval by the Community Development Director, the amendment must receive formal acceptance by City Council on the consent agenda prior to the City Council consideration of the associated PUD application. Acceptance by the City Council is included as a condition of approval for this application.

Development Plan Character Analysis
The existing height limitations and massing standards were established to balance the operational needs of a full-service medical campus with the objective of reducing

perceived building mass through required upper-level stepbacks and limitations on upper-level floor plates.

The proposed hospital building and MOB remain consistent with the applicable GDP massing and design standards, including required upper-level stepbacks and floor plate limitations intended to reduce perceived building mass. When measured using the existing method from average grade, the hospital mechanical screen remains within the previously approved maximum height limit of 105 feet. The requested alternate method of measurement, based on finished floor elevation (FFE), does not materially alter the overall scale or character of either building and instead addresses how building height is measured relative to site topography. Application of the alternate method of measurement results in a limited increase above the height otherwise permitted under the average grade method of measurement, consisting of 2.86 feet for hospital roof materials and parapet elements and 3.53 feet for the MOB roof, parapet, and mechanical screen. Both buildings remain compliant with all applicable GDP massing and stepback requirements.

LMC Sec. 17.72.030 requires that a GDP address the following items:

A. *The proposed use of all lands within the subject property;*

B. *The type or character of development and the number of dwelling units per gross acre proposed;*

C. *The proposed location of school sites, parks, open spaces, recreation facilities and other public and quasi-public facilities; and*

D. *The proposed location of all streets shall be coordinated with the adopted general street plan for the city*

Staff finds that the proposed ConocoPhillips Campus GDP, 3rd amendment is consistent with these standards. The proposed alternate method of measurement does not materially change the overall building mass, scale, or development character anticipated by the existing GDP. The amendment provides a consistent method for measuring height while maintaining compliance with the underlying design and massing standards.

Compliance with Commercial Development Design Standards and Guidelines (CDDSG)
CDDSG: 1. Site Planning
This application complies with all applicable site development standards, including site orientation, coverage, and overall layout. The project exceeds the minimum landscape coverage requirement, providing 63 percent of the site in landscaped area. Loading docks and service areas are positioned to the rear of the buildings, with screening where necessary to minimize visibility from public areas. Pedestrian amenity spaces are provided adjacent to the main entrance of the hospital and near the north side of the MOB. The proposal also meets the grading and drainage standards contained in the

CDDSG, with site improvements designed to ensure proper stormwater management and compatibility with surrounding development.

CDDSG: 2. Vehicular Circulation and Parking
Vehicular access to the site is provided through four separate access points on the south and west sides of the side, with primary access taken from the south at Rockcress Drive. The site is appropriately linked to the surrounding area, providing functional access and convenient pedestrian and bicycle routes through larger parking areas. Parking areas include landscaped medians, islands, and pedestrian connections consistent with CDDSG standards.

CDDSG: 3. Pedestrian and Bicycle Circulation
The application incorporates internal pedestrian paths and walkways throughout the site, connecting parking areas to buildings, between buildings, and extending into the planned off-site trail system and sidewalk network. A 10-foot multi-use path bisects the site, allowing bicycle access from the planned bicycle transportation network within Redtail Ridge. Bicycle parking is provided at the primary entrances of both buildings, with interior bicycle spaces proposed at the hospital.

CDDSG: 4. Architectural Design
Building massing and height are regulated by the GDP, while building materials and entry feature design are governed by the CDDSG. The proposed buildings incorporate high-quality materials and architectural elements, including substantial ground-level glazing, architecturally enhanced metal panels with varied forms, and stone veneer. The color palette is subdued and cohesive, and primary entry features are clearly defined through roof overhangs and dedicated drop-off areas, consistent with CDDSG design standards.

CDDSG: 5. Landscape Design
The proposed landscape plan complies with applicable landscape standards and emphasizes a water-efficient design approach. The plan includes nearly 4,000 low-water shrubs, grasses, and perennials distributed throughout the site, along with 393 trees of varying species and sizes. Of these, 147 trees are located within parking lot areas to provide internal shading and screening, while the remainder are positioned along the site perimeter and adjacent to external roadways. Landscaping within the Rockcress Drive and Sorrell Avenue rights-of-way will be installed separately as part of a civil construction package associated with roadway improvements. The remaining landscape areas are proposed to be seeded with native shortgrass prairie and enhanced shortgrass prairie mixes, reinforcing consistency with water conservation objectives and the surrounding natural context.

CDDSG: 6. Screen Walls and Fences
All proposed walls and fences will be constructed of durable materials, including stone and metal, compatible with overall site design.

CDDSG: 8. Exterior Site Lighting

The application includes LED fixtures and freestanding light poles throughout the site. All lighting is full cut-off and shielded and consistent with the CDDSG lighting standards.

Redtail Ridge Subdivision Improvements and Development Agreement Commitments
As part of the Redtail Ridge SIA, the Redtail Ridge TDM was adopted for the overall development area. The plan requires each PUD to demonstrate compliance with applicable TDM commitments and goals.

A TDM memorandum (Attachment F) was completed for this application to confirm consistency with the adopted Redtail Ridge TDM Plan. The analysis finds that the proposed uses are consistent with the Redtail Ridge TDM Plan.

Site improvements include construction of pedestrian connections linking the buildings to surrounding streets, internal parks, and multimodal facilities, improved access to shuttle stops, and supporting infrastructure for bicycle commuters, such as paths and connections to showers and changing facilities. These improvements are intended to reduce single-occupant vehicle (SOV) trips and support non-auto travel, consistent with the TDM goals for the Redtail Ridge development.

The TDM memorandum outlines a combination of site-specific strategies and district-level commitments intended to satisfy the requirements of the Redtail Ridge SIA and the associated Redtail Ridge TDM Plan. The Redtail Ridge SIA requires each PUD to meet minimum TDM commitments and contribute to broader SOV reduction goals. The applicant's approach addresses this through both on-site measures and participation in district-wide programs.

At the site level, the developer commits to multimodal and demand-reduction strategies, including bicycle infrastructure with 40 bicycle parking spaces (30 exterior and 10 interior for staff), showers and changing facilities, EV charging facilities, designated carpool and ride-share parking, and telework policies to reduce peak-period commute trips. The applicant also commits to ongoing participation in transportation-related events and programs, such as Bike to Work Day, and to providing employee education and communication regarding transit options, including potential subsidized transit passes as service becomes available.

In addition to these direct measures, the project contributes to district-wide Redtail Ridge TDM implementation through financial participation in the Redtail Ridge metropolitan district's operations and maintenance program. This contribution supports higher-impact strategies identified in the plan, including shuttle connections to transit, EcoPass programs, a dedicated TDM coordinator, guaranteed ride home programs, and other mobility initiatives. These district-level measures are intended to address trip reduction at a larger scale and provide infrastructure and programming that may not be feasible at an individual site level.

The applicant's commitments demonstrate compliance with the Redtail Ridge SIA requirement to meet minimum Redtail Ridge TDM obligations and contribute to the

overall goals of reducing SOV trips and supporting alternative modes of transportation. The proposed measures are consistent with the intent of the Redtail Ridge TDM Plan.

Special Review Use Criteria
Pursuant to the ConocoPhillips Campus GDP, 2nd Amendment, a helipad is permitted as Special Review Use (SRU).

SRUs shall be reviewed against the criteria listed in LMC Sec. 17.40.100 to determine whether the proposed use is compatible with the surrounding area and if any conditions on the use may be appropriate. Staff's analysis of the SRU review criteria is provided below.

1. That the proposed use/development is consistent in all respects with the spirit and intent of the comprehensive plan and of this chapter, and that it would not be contrary to the general welfare and economic prosperity of the city or the immediate neighborhood;

   The Comprehensive Plan (2026) designates the property within the Regional Center (RC) Place Type, which supports a mix of community-oriented uses, including higher-density residential, retail and commercial, office, public spaces, and community health services. The proposed helipad is a critical component of a regional medical campus and supports the operation of comprehensive, regional healthcare services within this designation. **Staff find the proposal meets this criterion.**

2. That such use/development will lend economic stability, compatible with the character of any surrounding established areas;

   The proposed helipad supports the economic stability of the medical campus by enabling full-service hospital operations, including emergency transport capabilities. It is compatible with the surrounding area, which is planned for regional commercial and employment uses, and its function is consistent with similar institutional development. **Staff find the proposal meets this criterion.**

3. That the use/development is adequate for internal efficiency of the proposal, considering the functions of residents, recreation, public access, safety and such factors including storm drainage facilities, sewage and water facilities, grades, dust control and such other factors directly related to public health and convenience;

   The proposed helipad is necessary for the internal functionality and efficiency of the hospital, supporting emergency response and patient transport operations. It is integrated into the overall site design with appropriate access, safety considerations, and coordination with circulation, utilities, and drainage infrastructure, including a 96-foot diameter safety zone around the helipad, free of obstructions. The development has been designed to accommodate all

required services, including water, sewer, and storm drainage, and does not introduce impacts that would compromise public health, safety, or convenience. **Staff find the proposal meets this criterion.**

4. That external effects of the proposal are controlled, considering compatibility of land use; movement or congestion of traffic; services, including arrangement of signs and lighting devices as to prevent the occurrence of nuisances; landscaping and other similar features to prevent the littering or accumulation of trash, together with other factors deemed to effect public health, welfare, safety and convenience;

   External effects of the proposed helipad are adequately controlled through its integration and location within the overall hospital campus and site design. The use is compatible with the planned commercial character of the surrounding area, and helicopter operations are intermittent and do not generate sustained traffic or congestion impacts. Site lighting, signage, and operational features are designed to meet applicable standards and avoid nuisance conditions. **Staff find the proposal meets this criterion.**

5. That an adequate amount and proper location of pedestrian walks, malls and landscaped spaces to prevent pedestrian use of vehicular ways and parking spaces and to separate pedestrian walks, malls and public transportation loading places from general vehicular circulation facilities.

   The helipad is located and designed to avoid conflicts with pedestrian circulation and general vehicular activity. It is separated from primary pedestrian routes, parking areas, and public access points, with access restricted to authorized medical and emergency personnel. This separation ensures that helicopter operations do not interfere with pedestrian movement or site circulation, maintaining safe and efficient use of the site. **Staff find the proposal meets this criterion.**

Waivers Requested

Louisville Municipal Code Sec. 17.28.110 sets forth the PUD waiver process and criteria. The applicant requests waivers from CDDSG design requirements as set forth below.

Street-side landscaping is required pursuant to CDDSG Sec. 5.1.E.2.C, which requires one (1) shrub for every five (5) linear feet of street frontage within ten (10) feet of the sidewalk on the interior side of the site. The applicant proposes a naturalized tree planting scheme with understory areas seeded with a native shortgrass prairie mix, consistent with the overall landscape strategy for the Redtail Ridge development area. Staff supports the requested waiver, as the proposed design aligns with the naturalized character of the site and reduces overall water demand.

Section 5.1.E.2.B of the CDDSG requires one (1) tree for every forty (40) linear feet of street frontage within ten (10) feet of the sidewalk on the interior side of the site. On the south side of the site, adjacent to Rockcress Drive and internal to the site, a 30-foot-wide Xcel Energy easement runs directly behind the sidewalk, which restricts tree planting. The applicant proposes a native shortgrass prairie mix in lieu of required trees. Staff supports the requested waiver due to the constraint imposed by the existing easement.

Traffic Impact Study

The Traffic Impact Study (Attachment H) evaluated site-generated traffic associated with initial buildout of the hospital and MOB (2030) and full buildout, including a hospital expansion and an additional MOB (2040/2045) and concludes that the proposed development can be accommodated within the existing and planned transportation network with implementation of identified improvements. The 2030 buildout is projected to generate approximately 6,268 weekday daily trips, increasing to approximately 10,632 daily trips at full buildout.

For the 2030 buildout, recommended improvements are largely consistent with infrastructure already planned as part of the Redtail Ridge master development. Key improvements include construction of the Campus Drive and Sorrell Avenue intersection as a roundabout; signalization and lane configuration upgrades at Campus Drive and 96th Street; potential extension of eastbound right-turn storage at 96th Street/Via Varra/Northwest Parkway; and construction of the Rockcress Drive and Sorrell Avenue intersection as a roundabout. Additional improvements at Rockcress Drive/Via Varra/Northwest Parkway include dual eastbound left-turn lanes. Site-specific access recommendations include three full-movement access points along Sorrell Avenue with appropriate turn lanes and stop control, and a primary access from Rockcress Drive with turn lane improvements.

For the 2040 /2045 full buildout, additional capacity enhancements are identified to maintain acceptable operations. These include expansion of lane configurations at key regional intersections, such as additional northbound through and turn lanes at Campus Drive and 96th Street, and triple left-turn lane configurations at 96th Street/Via Varra/Northwest Parkway. Improvements at Rockcress Drive/Via Varra/Northwest Parkway include additional southbound through lanes and potential extension of northbound turn lanes to address queuing. The primary site access on Rockcress Drive is anticipated to meet requirements for signalization at full buildout and is recommended to be upgraded accordingly, including dual southbound left-turn lanes and additional lane separation.

The study concludes that the identified improvements for future buildout, in combination with those already planned and under construction as part of the broader Redtail Ridge development, will allow the surrounding transportation network to operate acceptably in both near-term and long-term conditions (p. 42).

Compliance with PUD Evaluation Criteria in LMC Sec. 17.28.120

Section 17.28.120 of the Louisville Municipal Code lists 28 criteria for PUDs that must be satisfied or found not applicable to approve a PUD. Analysis and staff's findings for each criterion are provided in the attached appendix.

Conclusion

Staff finds that the application satisfies all Planned Unit Development criteria, including the requirements of the ConocoPhillips Campus GDP and its amendments, including the concurrent ConocoPhillips Campus GDP, 3rd Amendment, which establishes an alternate method of measurement for building height. The application also complies with all applicable standards of the Louisville Municipal Code, the Commercial Development Design Standards and Guidelines, and the obligations of the Redtail Ridge Subdivision Improvements and Development Agreement (2024).

PUBLIC COMMENTS:

No public comments have been as of the date of this report.

STAFF RECOMMENDATION:

Approval of Resolution 06, Series 2026 Recommending to the City Council Approval, with waivers, of a Final Planned Unit Development (PUD) to allow a 371,600 square-foot hospital building, a 62,000 square-foot medical office building and a Special Review Use (SRU) to allow a helicopter pad on 39.9 acres at 900 Rockcress Drive, subject to the following conditions.

Prior to City Council approval of the Final PUD and SRU, the applicant shall:

1. Forward the ConocoPhillips Campus GDP, 3rd Amendment to City Council for formal acceptance on the consent agenda.

2. Provide a detailed planting schedule for all shrubs and perennials located internal to the site. The planting schedule shall include species, size, quantity, spacing, and installation standards, and shall be incorporated into the landscape plan set, subject to review and approval by Planning.

3. Confirm that the water main, running adjacent to the main entrance of the hospital building, will be privately owned and maintained, subject to review and approval by the City Engineer.

4. Provide draft legal descriptions and exhibits for all easement vacation requests, proposed on-site and off-site easements including final executed and recorded off-site easements.

5. Submit engineer's cost estimates for all required public improvements, subject to review and acceptance by the City.

6. Revise the drainage report to utilize the 100-year storm event precipitation value

of 2.50 inches for point precipitation. All runoff calculations shall be updated accordingly and shall demonstrate compliance with applicable City drainage criteria, subject to review and approval by the City Engineer.

7. Display updated site triangle exhibits at the primary access point on Rockcress Drive.

ATTACHMENTS:

A. Resolution 06, Series 2026
B. Project Narrative
C. AdventHealth Planned Unit Development
D. ConocoPhillips Campus, General Development Plan, 3rd Amendment
E. AdventHealth Pedestrian Amenities
F. Transportation Demand Management Memorandum
G. Redtail Ridge Transportation Demand Management Plan
H. Traffic Study

APPENDIX: PUD Criteria Analysis – AdventHealth PUD

Criteria 17.28.120 (A)	Finding	Narrative
1. An appropriate relationship to the surrounding area.	Compliant	The use and design are appropriate for the area and permitted in the ConcoPhillips Campus GDP, and its amendments. The site design is consistent with the intended development context of the Redtail Ridge development area.
2. Circulation in terms of the internal street circulation system, designed for the type of traffic generated, safety, separation from living areas, convenience, access, and noise and exhaust control. Proper circulation in parking areas in terms of safety, convenience, separation and screening.	Compliant	The application provides for adequate and safe internal circulation. Four access points are proposed on the site, and parking areas are distributed in an appropriate manner, with ample pedestrian circulation and separation provided.
3. Consideration and provision for low and moderate-income housing	Not applicable	The property is zoned PCZD-C; residential uses are not allowed.
4. Functional open space in terms of optimum preservation of natural features, including trees and drainage areas, recreation, views, density relief and convenience of function	Compliant	The PUD complies with landscape and open space requirements of the CDDSG.
5. Variety in terms of housing types, densities, facilities and open space	Not applicable	The property is zoned PCZD-C; residential uses are not allowed.

6. Privacy in terms of the needs of individuals, families and neighbors	Compliant	The PUD complies with site planning provisions in the CDDSG. There is no housing within the direct vicinity with Louisville boundaries.
7. Pedestrian and bicycle traffic in terms of safety, separation, convenience, access points of destination and attractiveness	Compliant	The PUD complies with pedestrian and bicycle requirements in the CDDSG, ensuring adequate pedestrian and bicycle access.
8. Building types in terms of appropriateness to density, site relationship and bulk	Compliant	The PUD complies with site planning and building height and massing requirements of the ConocoPhillips Campus GDP, and its amendments, and the CDDSG.
9. Building design in terms of orientation, spacing, materials, color, texture, storage, signs and lighting	Compliant	The PUD complies with site planning and building height and massing requirements of the ConocoPhillips Campus GDP, and its amendments, and is designed meet CDDSG architecture and material standards.
10. Landscaping of total site in terms of purpose, such as screening, ornamental types used, and materials used, if any; and maintenance, suitability and effect on the neighborhood	Compliant	The PUD complies with landscape requirements of the CDDSG with the requested waivers, ensuring adequate screening and landscape coverage, and is suitable for the Redtail Ridge Development area.
11. Compliance with all applicable development design standards and guidelines and all applicable regulations pertaining to matters of state interest, as specified in chapter 17.32	Compliant	The PUD complies with all applicable development design standards and guidelines.
12. None of the standards for annexation specified in chapter 16.32 have been violated	Not applicable	
13. Services including utilities, fire and police protection, and other such services are available or can be made available to adequately serve the development specified in the final development plan	Compliant	The Public Works Department and Louisville Fire District reviewed the PUD and it meets their requirements. Other key utility providers are available to serve the development.

Criteria 17.28.120 (B)	Finding	Narrative
1. Development shall be in accordance with the adopted	Compliant	The PUD complies with the Comprehensive Plan (2026), which

elements of the comprehensive development plan of the city, and in accordance with any adopted development design standards and guidelines.		designates the property as Regional Center (RC), which supports a mix of community-oriented uses, including, office, public spaces, and regional healthcare services. The proposed medical campus is consistent with the intent of this designation
2. No structures in a planned unit development shall encroach upon the floodplain. Existing bodies of water and existing stream courses shall not be channelized or altered in a planned unit development plan.	Compliant	The property is neither located in a floodplain nor are there any bodies of water in the area.
3. No occupied structure shall be located on ground showing severe subsidence potential without adequate design and study approved specifically by the city.	Compliant	There is no known subsidence on the property.
4. The proposal should utilize and preserve existing vegetation, land forms, waterways, and historical or archeological sites in the best manner possible. Steep slopes and important natural drainage systems shall not be disrupted. How the proposal meets this provision, including an inventory of how existing vegetation is included in the proposal, shall be set forth on the landscape plan submitted to the city.	Compliant	The PUD is appropriate for the context of the existing conditions of the property. A comprehensive landscape plan includes the reestablishment of native short grass prairie, and the addition of more than 300 trees. Drainage and grading plans have been approved by Public Works.
5. Visual relief and variety of visual sitings shall be located within a development in the overall site plan. Such relief shall be accomplished by building placements, shortened or interrupted street vistas, visual access to open space and other methods of design.	Compliant	The PUD complies with site planning requirements in the CDDSG, ensuring proper building placement, vistas, and access to open space.
6. Open space within the project shall be located in such a manner as to facilitate pedestrian use and to create an area that is usable	Compliant	The PUD complies with requirements in the CDDSG, providing pedestrian amenity areas and ample open space.

and accessible to residents of surrounding developments.		
7. Street design should minimize through traffic passing residential units. Suggested standards with respect to paving widths, housing setbacks and landscaping are set forth in public works standards of the city and applicable development design standards and guidelines. The system of streets, including parking lots, shall aid the order and aesthetic quality of the development.	Compliant	The PUD complies with requirements in the CDDSG, ensuring properly designed landscaping adjacent to public streets.
8. There shall exist an internal pedestrian circulation system separate from the vehicular system such that allows access to adjacent parcels as well as to parks, open space or recreation facilities within the development. Pedestrian links to trail systems of the city shall be provided.	Compliant	The PUD complies with bicycle and pedestrian requirements in the CDDSG, ensuring adequate pedestrian and bicycle access.
9. The project and development should attempt to incorporate features which reduce the demand for water usage.	Compliant	The PUD proposes native landscaping and low-water plantings. Plant material has been grouped into similar water-requirement irrigation zones.
10. Landscape plans shall attempt to reduce heating and cooling demands of buildings through the selection and placement of landscape materials, paving, vegetation, earth forms, walls, fences, or other materials.	Compliant, with condition	The PUD complies with landscape requirements in the CDDSG with the requested waivers.
11. Proposed developments shall be buffered from collector and arterial streets. Such buffering may be accomplished by earthen berms, landscaping, leafing patterns, and other materials. Entrance islands defining traffic patterns along with landscaping shall be incorporated into entrances to developments.	Compliant	The PUD complies with the requirements of the CDDSG and includes adequate landscaping and buffering from adjacent streets and properties of the same or similar uses.

12. There shall be encouraged the siting of lot arrangement, building orientation and roof orientation in developments so as to obtain the maximum use of solar energy for heating.	Compliant	The PUD provides a structure oriented towards the south-southeast with an unshaded roof so that solar energy may be utilized in the future.
13. The overall PUD shall provide a variety of housing types.	Not applicable	The property is zoned PCZD-C; residential uses are not allowed.
14. Neighborhoods within a PUD shall provide a range of housing size.	Not applicable	The property is zoned PCZD-C; residential uses are not allowed.
15. Architectural design of buildings shall be compatible in design with the contours of the site, compatible with surrounding designs and neighborhoods, shall promote harmonious transitions and scale in character in areas of different planned uses, and shall contribute to a mix of styles within the city.	Compliant	The PUD proposes architecture that is compatible in design with the contours of the site. This PUD proposed the first building in the Redtail Ridge development area.

RESOLUTION NO. 06
SERIES 2026

A RESOLUTION RECOMMENDING APPROVAL WITH CONDITIONS OF A FINAL PLANNED UNIT DEVELOPMENT TO ALLOW A 371,600 SQUARE-FOOT HOSPITAL, A 62,000 SQUARE-FOOT MEDICAL OFFICE BUILDING, AND A SPECIAL REVIEW USE TO ALLOW A HELICOPTER PAD ON 39.9 ACRES AT 900 ROCKCRESS DRIVE.

WHEREAS, there has been submitted to the Louisville Planning Commission an application for a final planned unit development to allow construction of a 371,600 square-foot hospital and 62,000 square medical office building on 39.9 acres at 900 Rockcress Drive; and

WHEREAS, there has been submitted to the Louisville Planning Commission an application for a special review use to allow a helicopter pad ("helipad") to support hospital operations at 900 Rockcress Drive; and

WHEREAS, the Community Development Director has conditionally approved an administrative GDP Amendment, subject to City Council approval, to allow an alternate method of measuring building height; and

WHEREAS, City staff has reviewed the submitted materials and finds that, subject to the two requested waivers and seven (7) conditions, the application complies with the ConocoPhillips Campus General Development Plan and its amendments, the Commercial Development Design Standards and Guidelines, and Chapter 17 of the Louisville Municipal Code; and

WHEREAS, the City has reviewed the submitted materials and finds that the application satisfies the requirements, commitments, and obligations of the Redtail Ridge Subdivision Improvements and Development Agreement (2024); and

WHEREAS, the Planning Commission considered the application at a duly noticed public hearing on May 14, 2026, where evidence and testimony were entered into the record, including the Louisville Planning Commission Staff Report dated May 14, 2026 the Planning Commission voted unanimously in favor of recommending approval with conditions; and

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. The Planning Commission of the City of Louisville, Colorado does hereby recommend approval of the application, with waivers, for a final planned unit development to allow construction of a 371,600 square-foot hospital and 62,000 square medical office building on 39.9 acres at 900 Rockcress Drive subject to the following conditions:

Prior to City Council approval of the Final PUD and SRU, the applicant shall:

A. Forward the ConocoPhillips Campus GDP, 3rd Amendment to City Council for formal acceptance on the consent agenda.

B. Prior to City Council approval, the applicant shall provide a detailed planting schedule for all shrubs and perennials located internal to the site. The planting schedule shall include species, size, quantity, spacing, and installation standards, and shall be incorporated into the landscape plan set, subject to review and approval by Planning.

C. Prior to City Council approval, the applicant shall confirm that the water main, running adjacent to the main entrance of the hospital building, will be privately owned and maintained, subject to review and approval by the City Engineer.

D. Prior to City Council approval, the applicant shall provide draft legal descriptions and exhibits for all easement vacation requests, proposed on-site and off-site easements. Final executed and recorded off-site easements shall be provided prior to City Council approval.

E. Prior to City Council approval, the applicant shall submit engineer's cost estimates for all required public improvements, subject to review and acceptance by the City.

F. Prior to City Council approval, the applicant shall revise the drainage report to utilize the 100-year storm event precipitation value of 2.50 inches for point precipitation. All runoff calculations shall be updated accordingly and shall demonstrate compliance with applicable City drainage criteria, subject to review and approval by the City Engineer.

G. Prior to City Council approval, the applicant shall display updated site triangle exhibits at the primary access point on Rockcress Drive.

Section 2. The Planning Commission of the City of Louisville, Colorado does hereby recommend approval of a special review use to allow a helicopter pad ("helipad") to support hospital operations at 900 Rockcress Drive:

PASSED AND ADOPTED this 14th day of May, 2026.

_____
Steve Brauneis, Chair
Planning Commission

ATTEST:

_____
Cullen Choi, Secretary
Planning Commission

SMITHGROUP

PROJECT NARRATIVE – LOUISVILLE REPLACEMENT HOSPITAL

Advent Health

November 17, 2025

PURPOSE AND NEED

With a sacred mission of Extending the Healing Ministry of Christ, AdventHealth is a connected system of care for every stage of life and health. A shared vision, common values, and a strategic focus on whole person care unifies the system's more than fifty hospital campuses in diverse markets throughout nine states.

It is Advent Health's intent to build a replacement hospital for the existing Avista Hospital on the 40-acre parcel in Redtail Ridge.

AdventHealth Avista is the longest continuously operating hospital in AdventHealth, tracing its roots back to the Colorado Boulder Sanitarium, which opened 129 years ago in 1896. Since 1990, AdventHealth Avista has served Louisville in its present location, and is the city's only acute care hospital. During this time, Avista has been caring the Louisville's healthcare needs with excellence, including delivering over 62,000 babies in that period.

To better serve Louisville and the surrounding communities, AdventHealth needs both a different location and a different building. They need better access for their patients, and room to expand and grow to meet the evolving health care needs of the communities they are caring for.

PROJECT LOCATION

The site is located on Lot #1, Block 2, Redtail Ridge PUD #6, City of Louisville, Boulder County, Colorado. The Project (first phase) consists of the development of a portion of the overall 39.9 acre site which sits west of Northwest Parkway, north of the Rockcress Drive (under construction) and east of Sorrel Dr (under construction).

PROJECT DESCRIPTION

The Site is anticipated to be developed in phases over the next 10- 20 years with the first phase consisting of an approximate 371,600 SF hospital and 62,000 SF medical office building (MOB). The 5-story hospital is comprised of 153 inpatient rooms (30 shelled for future build out), OR's, Emergency Department and Imaging. The hospital will be a 24-hour facility and is expected to be staffed with approximately 500 staff – across all shifts. The MOB is expected to have 50 – 60 staff.

The new hospital is located on the southern portion of the site with its main entrance oriented toward the southeast. The Emergency Department is located on the south end of the hospital.

The southeast orientation of both of these elements provide clear and effective wayfinding for patients and families as they exit Highway 36 onto Northwest Parkway

There are 4 vehicular entrances onto the campus including: 1) Main Entrance off Rockcress, which also serves as the ED entrance, 2) Ambulance Entrance on Sorrel, 3) Service/Delivery entrance off Sorrel and 4) Secondary entry to access the MOB on the north end of the site, from Sorrel. A loop road provides efficient access to the different areas on the site, ensuring that users do not have to go back onto public roads if they need to go from one part of the site to another (Ex. Moving from the ED parking lot to the main parking lot)

Parking for patients, visitors and staff is provided along the east side of the site. For pedestrian ease of access, parking aisles are placed perpendicular to the hospital and MOB and are connected to the hospital and MOB with pedestrian sidewalks with pedestrian crossings. Non-motorized connections are made to the proposed offsite bike lanes, walks and shared use path and bike parking is distributed across the hospital and MOB entrances.

Service and delivery functions are aggregated on the west side of the hospital. This includes the recessed loading dock, 1917 SF storage building, medical gas storage, screened outdoor electrical yard and helipad. Ambulance parking/drop-off and a mobile imaging port are also located on the west side of the hospital.

The landscape approach is respectful of the hospital's high plain desert setting, using native plants and low water species. In keeping with the new state law, all lawn areas will be shortgrass prairie rather than traditional, non-native turfgrass that requires extensive watering, fertilization and mowing. The main focal point of the landscape will be the large swath of landscape that runs along the east side of the hospital. Known as the Ribbon, this area is designed to mimic the morphology and landscape of a dry creek bed. Gently sloped banks planting with native prairie grasses, forbs, shrubs and trees provide a welcoming entry experience, restful natural views from the inside of the hospital, an outdoor dining patio and 2 healing walks for respite and contemplation. The variety of plant material helps to increase biodiversity in the area and help filter the storm water runoff that will be discharged into the Ribbon from the building and adjacent pavement areas.

ADVENTHEALTH PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE # PUD-0006-2025 & SRU-000583-2026

PROJECT IMAGE



SHEET INDEX

SHEET NUMBER	INTERNAL NUMBER	SHEET TITLE
01	LS-000	COVER SHEET
02	CS-100	OVERALL SITE PLAN - 100 SCALE
03	CS-101	SITE PLAN SOUTH - 50 SCALE
04	CS-102	SITE PLAN NORTH - 50 SCALE
05	CS-103	PEDESTRIAN / BICYCLE CIRCULATION PLAN
06	CG-100	OVERALL GRADING PLAN - 100 SCALE
07	CG-101	GRADING PLAN SOUTH - 50 SCALE
08	CS-102	GRADING PLAN NORTH - 50 SCALE
09	CU-100	OVERALL UTILITY PLAN - 100 SCALE
10	CU-101	UTILITY PLAN SOUTH - 50 SCALE
11	CU-102	UTILITY PLAN NORTH - 50 SCALE
12	FS-100	FIRE AND HYDRANT RADIUS PLAN
13	FA-100	FIRE ACCESS ROUTE
14	LP-100	OVERALL TREE PLAN - 100 SCALE
15	LP-101	LANDSCAPE PLAN SOUTH - 50 SCALE
16	LP-102	LANDSCAPE PLAN NORTH - 50 SCALE
17	LP-103	LANDSCAPE PLANTING SCHEDULE
18	LS-500	SITE AMENITIES DETAILS
19	LS-501	SITE AMENITIES DETAILS
20	LI-100	IRRIGATION HYDROLOGY
21	E-01	SITE LIGHTING SCHEDULE
22	E-02	OVERALL PHOTOMETRIC PLAN - 100 SCALE
23	E-03	PHOTOMETRIC PLAN SOUTH - 50 SCALE
24	E-04	PHOTOMETRIC PLAN NORTH - 50 SCALE
25	E-05	SITE LIGHTING CUTSHEETS
26	E-06	SITE LIGHTING CUTSHEETS
27	E-07	SITE LIGHTING CUTSHEETS
28	A-01	HOSPITAL EXTERIOR ELEVATIONS
29	A-02	HOSPITAL EXTERIOR ELEVATIONS
30	A-03	HOSPITAL / FACILITY STORAGE EXTERIOR ELEVATIONS
31	A-04	HOSPITAL EXTERIOR RENDERINGS
32	A-05	MOB EXTERIOR ELEVATIONS
33	A-06	MOB EXTERIOR RENDERINGS
34	A-07	EXTERIOR BUILDING MATERIALS
35	PH-01	OVERALL SITE PHASING PLAN
36	PH-02	OVERALL GRADING PHASING PLAN
37	PH-03	OVERALL UTILITY PHASING PLAN
38	PH-04	OVERALL LANDSCAPE PHASING PLAN
39	PH-05	OVERALL SITE LIGHTING PHASING PLAN

PROJECT DESCRIPTION:

THE PROJECT INCLUDES THE CONSTRUCTION OF A 370,787 SF HOSPITAL AND 61,467 SF MEDICAL OFFICE BUILDING. THE 5-STORY HOSPITAL IS COMPRISED OF 153 INPATIENT ROOMS (30 SHELLED FOR FUTURE BUILD OUT), OR'S, EMERGENCY DEPARTMENT AND IMAGING. THE PROJECT INCLUDES PARKING, VEHICULAR AND NON-MOTORIZED CIRCULATION, HELIPAD, EMERGENCY DEPARTMENT DROPOFF, AMBULANCE PARKING/DROPOFF, RECESSED LOADING DOCKS AND A SCREENED MECHANICAL YARD.

A SPECIAL REVIEW USE FOR A GROUND LEVEL HELIPAD IS PROPOSED AS PART OF THE PROJECT TO PROVIDE RAPID CARE AND TRANSPORT OF EMERGENCY DEPARTMENT PATIENTS. THE HELIPAD IS LOCATED ALONG THE WEST SIDE OF THE SITE NEAR SORREL AVENUE, WEST OF THE PROPOSED BUILDINGS. TAKEOFFS AND LANDINGS ARE IN A NORTH-SOUTH ORIENTATION TRAVELING OVER ROCKCRESS DRIVE, SORREL AVENUE, AND US-36. NO REFUELING ACTIVITIES ARE PROPOSED WITH THIS HELIPAD.

ZONING: P-C, PLANNED COMMUNITY ZONED DISTRICT (PCZD) - COMMERCIAL WITH PUD-C OVERLAY
PLANNED ACCESS: NORTHWEST PARKWAY, CAMPUS DRIVE, SOUTH 88TH ST

PHASING PLANS ARE PROVIDED AS FOLLOWS:
PHASE 1 - HOSPITAL BUILDING AND ADJACENT SITE IMPROVEMENTS
PHASE 2 - MOB BUILDING AND ADJACENT SITE IMPROVEMENTS

WAIVER REQUEST(S):

A LIST OF ALL REQUESTS, WITH COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES, INDUSTRIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES, OR LOUISVILLE MUNICIPAL CODE SECTION(S) IDENTIFIED.

PROVIDE PRAIRIE SEED MIX AS NOTED IN PLANS IN LIEU OF COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES SECTION 5.1.E.2.C, WHICH REQUIRES ONE (1) SHRUB PER FIVE (5) LINEAR FEET OF STREET FRONTAGE WITHIN TEN (10) FEET OF THE SIDEWALK, INTERNAL TO THE DEVELOPMENT.

DUE TO EXISTING XCEL EASEMENT PREVENTING TREES TO BE PLANTED, COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES SECTION 5.1.E.2.B, WHICH REQUIRES ONE (1) TREE PER FORTY (40) LINEAR FEET OF STREET FRONTAGE WITHIN TEN (10) FEET OF THE SIDEWALK, INTERNAL TO THE DEVELOPMENT, ADJACENT TO ROCKCRESS DRIVE.

PREVIOUS AMENDMENTS:

A LIST OF ALL PREVIOUS AMENDMENTS, INCLUDING NAME AND APPROVAL DATE, IDENTIFIED. EXPLANATION OF WHETHER, AND TO WHAT EXTENT, THE CURRENT AMENDMENT REPLACES THE PREVIOUSLY APPROVED PUD(S).

N/A

OWNERSHIP SIGNATURE BLOCK:

BY SIGNING THIS PUD, _____ ACKNOWLEDGES ALL THE REQUIREMENTS AND INTENT SET FORTH IN THIS PUD.

WITNESS MY / OUR HAND(S) SEAL(S) THIS _____ DAY OF _____, 20_____

_____
OWNER SIGNATURE

_____
NOTARY NAME

_____
NOTARY SIGNATURE

MY COMMISSION EXPIRES_____

CITY COUNCIL CERTIFICATE:

APPROVED THIS _____ DAY OF _____, 20_____

BY THE CITY OF LOUISVILLE COLORADO

BY _____
MAYOR

BY _____
CITY CLERK

RESOLUTION NO. _____, SERIES _____

PLANNING COMMISSION CERTIFICATE:

APPROVED THIS _____ DAY OF _____, 20_____

BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO

RESOLUTION NO. _____

SERIES 20 _____

OWNER/APPLICANT:

ADVENTHEALTH LOUISVILLE
100 HEALTH PARK DRIVE
LOUISVILLE, CO 80027
303.673.1000
www.adventhealth.com

OWNER'S REPRESENTATIVE :

ADAMS
336 BROAD STREET, SUITE 300
ROME, GA 30161
www.adamspmc.com

ARCHITECT, LANDSCAPE ARCHITECT:

SMITHGROUP
1675 LARIMER STREET
SUITE 500
DENVER, CO 80202
303.832.3272
smithgroup.com

CIVIL ENGINEER:

Kimley»Horn
6200 SOUTH SYRACUSE WAY
SUITE 300
GREENWOOD VILLAGE, CO 80111
303.228.2300
www.kimley-horn.com

ELECTRICAL ENGINEER / PHOTOMETRICS:

WSP
2000 S. COLORADO BLVD, SUITE 2-1000
DENVER, CO 80222
www.wsp.com

ISSUED FOR:
PLANNED UNIT DEVELOPMENT - SITE

SUBMITTAL DATES:

1st SUBMITTAL	11.13.2025
2nd SUBMITTAL	2.10.2025
3rd SUBMITTAL	5.6.2026

ISSUE DATE:
MAY 6, 2026

15696.000

SITE DATA TABLE

SITE AREA

	REQUIRED	PROPOSED
TOTAL SITE AREA		1,739,700 SF (39.9 AC)
SITE COVERAGE	70% MAX SF or 1,217,828 SF (28 AC)	
BUILDING - HOSPITAL		116,685 SF (2.68 AC)
BUILDING - MOB		20,929 SF (0.48 AC)
BUILDING - FACILITIES STORAGE		2,000 SF (0.05 AC)
PARKING		246,569 SF (5.66 AC)
DRIVEWAYS		257,259 SF (5.91 AC)
TOTAL		643,442 SF (14.77 AC) 37%

LANDSCAPE COVERAGE

	30% MIN SF or 521,910 SF (11.98 AC)	
LANDSCAPE AREA		969,648 SF (22.26 AC)
HARDSCAPE AREA		126,610 SF (2.91 AC)
TOTAL	100% /SF	1,096,258 SF (25.17 AC) 63%

BUILDING AREA CALCS

		GROSS SF
HOSPITAL (HIGH DENSITY ZONE)		371,600 SF
MOB (MEDIUM DENSITY)		62,000 SF
FACILITIES STORAGE		2,000 SF
	TOTAL	435,600 SF

NOTE:
FUTURE PHASES - 364,400 SF
TOTAL MAXIMUM BUILD-OUT - 800,000SF

BUILDING INFORMATION

	REQUIRED (PER APPROVED GDP)	PROPOSED
BUILDING HEIGHT: HIGH DENSITY		FFE - LEVEL 1
HOSPITAL (5 STORIES)	85' (5 STORIES MAX) - BUILDING HEIGHT	84.75' TOP OF ROOF MATERIAL
HOSPITAL	PARAPET HEIGHT 90'	89.33' TOP OF PARAPET
HOSPITAL	MECHANICAL HEIGHT 105'	102.0 ' TOP OF MECH. PARAPET
FACILITIES STORAGE SHED	85' (5 STORIES MAX) - BUILDING HEIGHT	20'-0" TOP OF ROOF MATERIAL
FACILITIES STORAGE SHED	PARAPET HEIGHT 90'	20'-0" TOP OF PARAPET
FACILITIES STORAGE SHED	MECHANICAL HEIGHT 105'	20'-0" TOP OF MECH. PARAPET
BUILDING HEIGHT: MEDIUM DENSITY		
MOB (3 STORIES)	45' (3 STORIES MAX) - BUILDING HEIGHT	45.0' TOP OF ROOF MATERIAL
MOB	PARAPET HEIGHT 50'	48.5' TOP OF PARAPET
MOB	MECHANICAL HEIGHT 65'	58.0' TOP OF MECH. PARAPET

NOTE:
PER GDP, THE FFE SHALL SERVE AS THE ESTABLISHED BASE ELEVATION FOR PURPOSES OF CALCULATING HEIGHT.

PARKING SPACES

	REQUIRED	PROPOSED
STANDARD - HOSPITAL (INCLUDES ADA/EV LISTED BELOW)	* 2 SPACES PER BED (153 BEDS - 30 SHELLED)	306 SPACES
STANDARD - MOB (INCLUDES ADA/EV LISTED BELOW)	** 1 SPACE / 150 SF + 1 SPACE / 2 EMP 62,000 SF/150SF = 413 SPACES + 25 SPACES / EMPLOYEES = 438 SPACES	467 SPACES
ACCESSIBLE	10%	79 SPACES
EV - INSTALLED	2%	16 SPACES
EV - READY	8%	64 SPACES
EV - CAPABLE	10%	79 SPACES
EV - CAPABLE-LIGHT (CONDUIT ONLY)	10%	79 SPACES
TOTAL	773 SPACES	773 SPACES

* CITY CODE DOES NOT HAVE A HOSPITAL PARKING REQUIREMENT. ADVENT HEALTH IS PROPOSING 2 SPACES PER BED WHICH IS CONSISTENT WITH THEIR PARKING NEEDS AT OTHER LOCATIONS.
** PER CITY CODE

BICYCLE SPACES

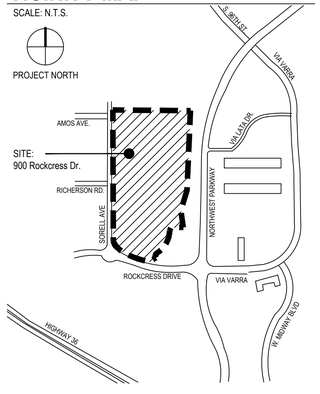
	REQUIRED	PROPOSED
EXTERIOR SPACES	NA	40 SPACES
INTERIOR SPACES	NA	10 SPACES
TOTAL	40 MIN.	50 SPACES

PARKING SETBACKS

	REQUIRED	PROPOSED
NORTH - INTERNAL/COMMON PROP.	10'-0" MIN.	+ 55'-0"
SOUTH - ROCKCRESS DR. (Collector)	15'-0" MIN.	+ 25'-0"
EAST - INTERNAL/COMMON PROP.	10'-0" MIN.	+ 30'-0"
WEST - SORREL AVE. (Collector)	15'-0" MIN.	+ 55'-0"

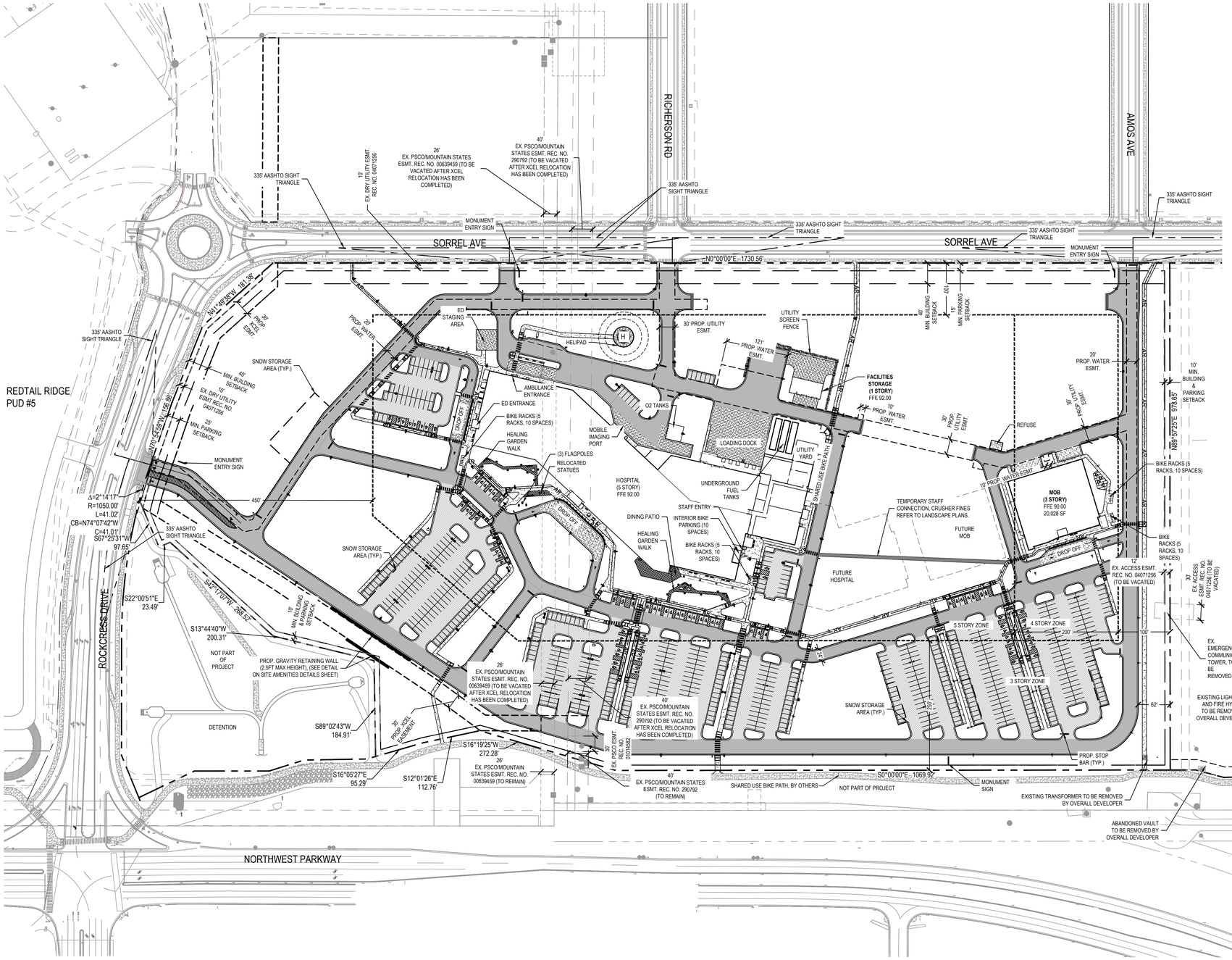
VICINITY MAP

SCALE: N.T.S.



PUD SHEET NUMBER: 01 of 39
SG SHEET NUMBER: LS000
PROJECT NUMBER: 15696

Plot Date:



LEGEND:

- PROPERTY LINE
- MATCHLINE
- ZONE AREA BOUNDARY
- HEAVY DUTY ASPHALT
- STANDARD DUTY ASPHALT
- HEAVY DUTY CONCRETE PAVEMENT FOR O2 YARD
- HEAVY DUTY CONCRETE PAVEMENT (SEE SITE AMENITIES SHEET LP100–LP102)
- STANDARD CONCRETE PAVEMENT (SEE SITE AMENITIES SHEET LP100–LP102)
- CONCRETE UNIT PAVERS (SEE SITE AMENITIES SHEET LP100–LP102)
- EV PARKING SPACE (CHARGER INSTALLED)
- EV–READY PARKING SPACE
- EV–CAPABLE PARKING SPACE
- EV–CAPABLE LIGHT PARKING SPACE
- FUTURE BUILDING FOOTPRINT
- CURB & GUTTER
- PARKING COUNT
- BUILDING/PARKING SETBACK LINE
- EX. EASEMENT LINE
- ACCESSIBLE ROUTE
- SIGN, SEE PLAN FOR TYPE
- PROPOSED SITE LIGHTING

NOTES

1. ALL DIMENSIONS ARE TO THE FLOWLINE UNLESS OTHERWISE NOTED
2. ALL CURB RADII TO BE 3' UNLESS OTHERWISE STATED IN PLANS.
3. ALL INTERNAL DRIVES TO BE PRIVATE.
4. ACCESSIBLE ROUTE SHALL HAVE A 5% MAXIMUM LONGITUDINAL SLOPE AND 2% MAXIMUM CROSS SLOPE. ACCESSIBLE PARKING SPACES AND LANDING AREAS SHALL BE 2% MAXIMUM SLOPE IN ANY DIRECTION.
5. ALL ACCESSIBLE ROUTES, GENERAL SITE AND BUILDING ELEMENTS, RAMPS, CURB RAMPS, STRIPING AND PAVEMENT MARKINGS SHALL CONFORM TO ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
6. ALL SIGNS TO COMPLY WITH MUTCD LATEST EDITION UNLESS OTHERWISE NOTED.

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

SMITHGROUP
1675 LARIMER STREET
SUITE 500
DENVER, CO 80202
303.832.3272
smithgroup.com

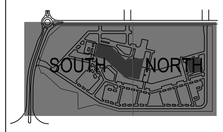
Kimley»Horn
6200 SOUTH SYRACUSE WAY
SUITE 300
GREENWOOD VILLAGE, CO 80111
303.228.2300
kimley-horn.com

ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

GRAPHIC SCALE IN FEET
0 50 100 200

SHEET TITLE

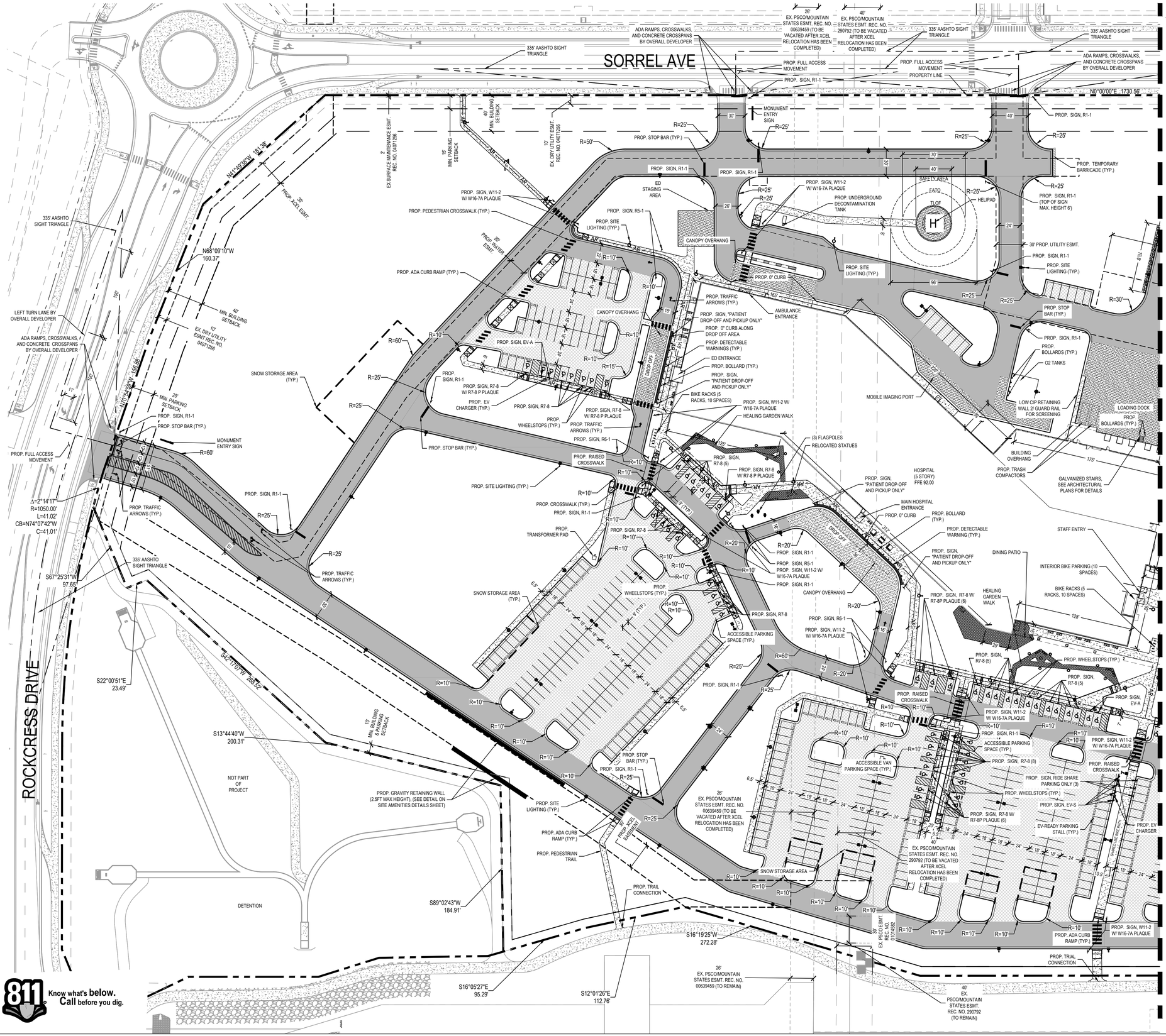
OVERALL SITE PLAN - 100 SCALE

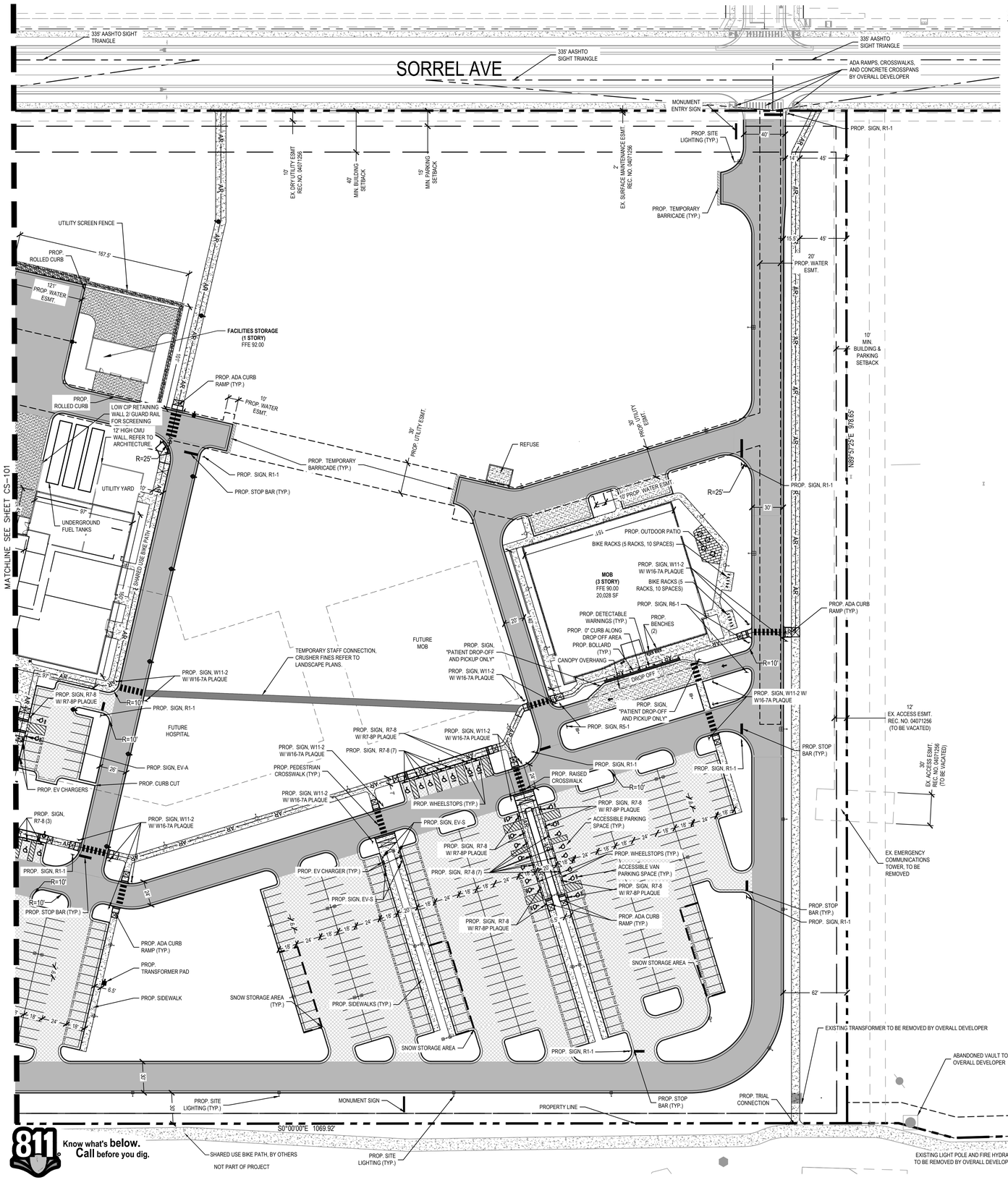
PUD SHEET NUMBER	SG SHEET NUMBER
02 of 39	CS-100

PROJECT NUMBER 196315001

811 Know what's below. Call before you dig.

Plot Date:


SORREL AVE
ROCKCRESS DRIVE
MATCHLINE SEE SHEET CS-102
N0°00'00"E 1730.56'
N41°49'38"W 141.38'
N68°09'10"W 160.37'
N70°24'49"W 155.88'
Δ=2°14'17"
R=1050.00'
L=41.02'
CB=N74°07'42"W
C=41.01'
S67°25'31"W 97.65'
S22°00'51"E 23.49'
S47°17'10"W 280.52'
S13°44'40"W 200.31'
S89°02'43"W 184.91'
S16°19'25"W 272.28'
S16°05'27"E 95.29'
S12°01'26"E 112.76'
NOT PART OF PROJECT
DETENTION
SNOW STORAGE AREA (TYP.)
PROP. GRAVITY RETAINING WALL (2.5FT MAX HEIGHT). (SEE DETAIL ON SITE AMENITIES DETAILS SHEET)
PROP. ADA CURB RAMP (TYP.)
PROP. PEDESTRIAN TRAIL
PROP. TRAIL CONNECTION
PROP. SITE LIGHTING (TYP.)
PROP. STOP BAR (TYP.)
PROP. SIGN, R1-1
PROP. SIGN, R7-8 W/ R7-8 P PLAQUE
PROP. SIGN, R7-8
PROP. SIGN, R5-1
PROP. SIGN, W11-2 W/ W16-7A PLAQUE
PROP. SIGN, W11-2 W/ W16-7A PLAQUE
PROP. SIGN, EV-A
PROP. SIGN, R6-1
PROP. SIGN, R7-8 (5)
PROP. SIGN, R7-8 W/ R7-8P PLAQUE (6)
PROP. SIGN, "PATIENT DROP-OFF AND PICKUP ONLY"
PROP. SIGN, "PATIENT DROP-OFF AND PICKUP ONLY"
PROP. SIGN, RIDE SHARE PARKING ONLY (3)
PROP. SIGN, EV-S
PROP. SIGN, W11-2 W/ W16-7A PLAQUE
PROP. SIGN, R1-1 (TOP OF SIGN MAX. HEIGHT 6')
PROP. SIGN, R1-1 (TOP OF SIGN)
PROP. SIGN, R1-1 (TOP OF SIGN)
PROP. SIGN, R1-1
PROP. SIGN, R1-1
PROP. SIGN, R1-1



SIGN LEGEND

R1-1 — STOP

W11-2

R5-1 — DO NOT ENTER

W16-7A

R6-1 — ONE WAY

R7-8P — RESERVED PARKING / VAN ACCESSIBLE

R7-8 — RESERVED PARKING

EV-S — RESERVED PARKING / EV / ONLY

EV-A — EV / ACCESSIBLE BY CHARGING / USE LAST

LEGEND:

- PROPERTY LINE
- MATCHLINE
- ZONE AREA BOUNDARY
- HEAVY DUTY ASPHALT
- STANDARD DUTY ASPHALT
- HEAVY DUTY CONCRETE PAVEMENT FOR O2 YARD
- HEAVY DUTY CONCRETE PAVEMENT (SEE SITE AMENITIES SHEET LP100–LP102)
- STANDARD CONCRETE PAVEMENT (SEE SITE AMENITIES SHEET LP100–LP102)
- CONCRETE UNIT PAVERS (SEE SITE AMENITIES SHEET LP100–LP102)
- EV PARKING SPACE (CHARGER INSTALLED)
- EV–READY PARKING SPACE
- EV–CAPABLE PARKING SPACE
- EV–CAPABLE LIGHT PARKING SPACE
- FUTURE BUILDING FOOTPRINT
- CURB & GUTTER
- (#) PARKING COUNT
- BUILDING/PARKING SETBACK LINE
- EX. EASEMENT LINE
- AR — ACCESSIBLE ROUTE
- SIGN, SEE PLAN FOR TYPE
- PROPOSED SITE LIGHTING

NOTES

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REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

SMITHGROUP
1675 LARIMER STREET
SUITE 500
DENVER, CO 80202
303.832.3272
smithgroup.com

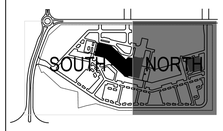
Kimley»Horn
6200 SOUTH SYRACUSE WAY
SUITE 300
GREENWOOD VILLAGE, CO 80111
303.228.2300
kimley-horn.com

ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

GRAPHIC SCALE IN FEET
0 25 50 100

SHEET TITLE

SITE PLAN NORTH - 50 SCALE

PUD SHEET NUMBER	SG SHEET NUMBER
04 of 39	CS-102

PROJECT NUMBER 196315001

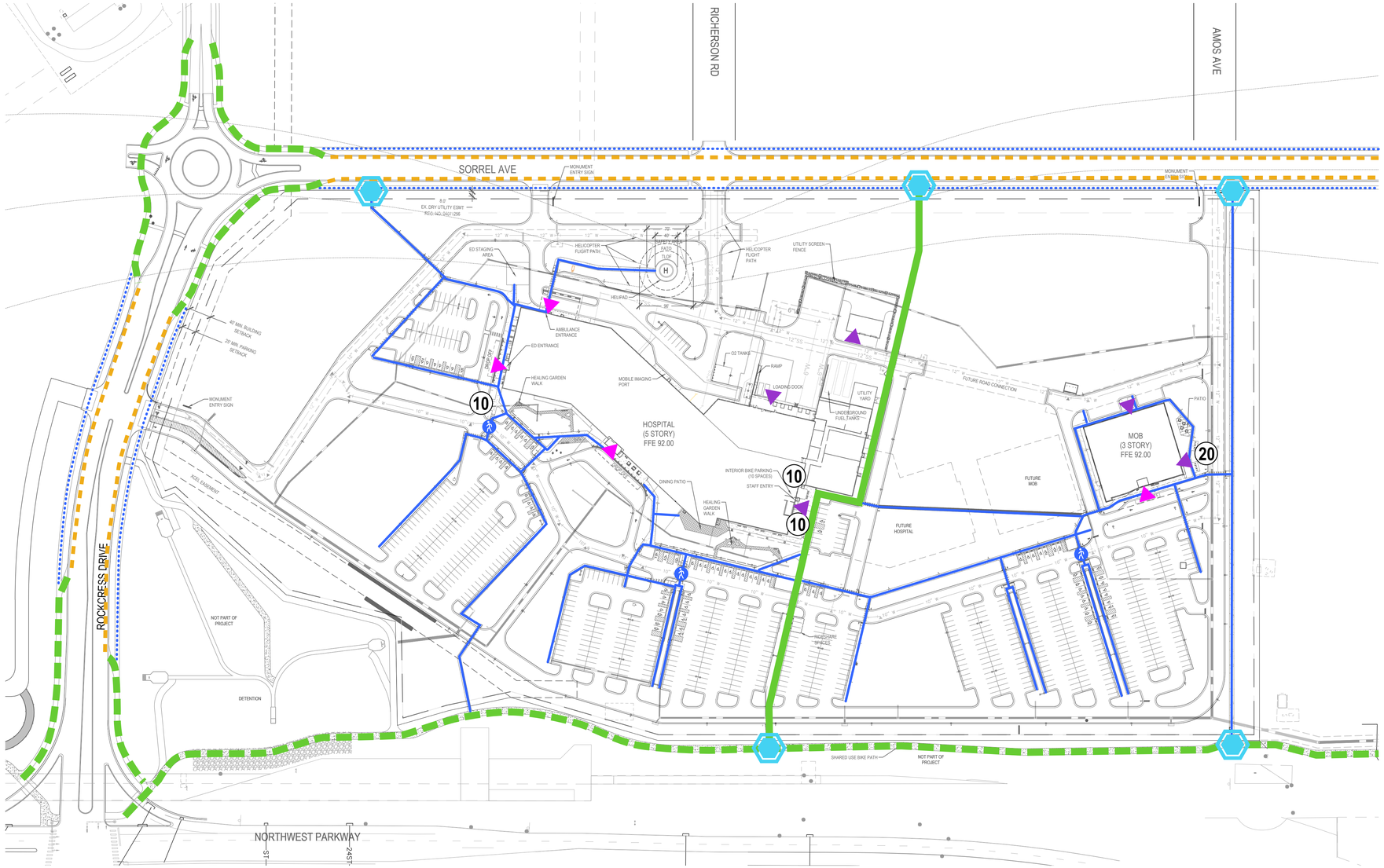
Plot Date:

SHEET NOTES

1. REFER TO SCHEMATIC DESIGN SUPPLEMENTAL INFORMATION NARRATIVE FOR ADDITIONAL DESIGN INTENT.

LEGEND

- SHARED USE PATH (BIKE & PEDESTRIAN) 10' WIDE
- SHARED USE PATH (OFF SITE)
- BIKE LANE (OFF SITE)
- WALKWAY 6.5' WIDE
- WALKWAY (OFF SITE)
- OFF SITE CONNECTIONS
- PUBLIC/STAFF ENTRANCE
- SUPPORT/STAFF ENTRANCE
- (4) BIKE PARKING (NUMBER OF SPACES)
- RAISED CROSSWALK



SMITHGROUP

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GREENWOOD VILLAGE, CO 80111
303.228.2307
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REDTAIL RIDGE PUD #6

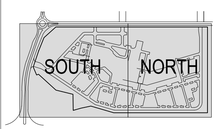
PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

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KEYPLAN



PROJECT NORTH

SCALE

0' 50' 100' 200'

SCALE: 1"=100'

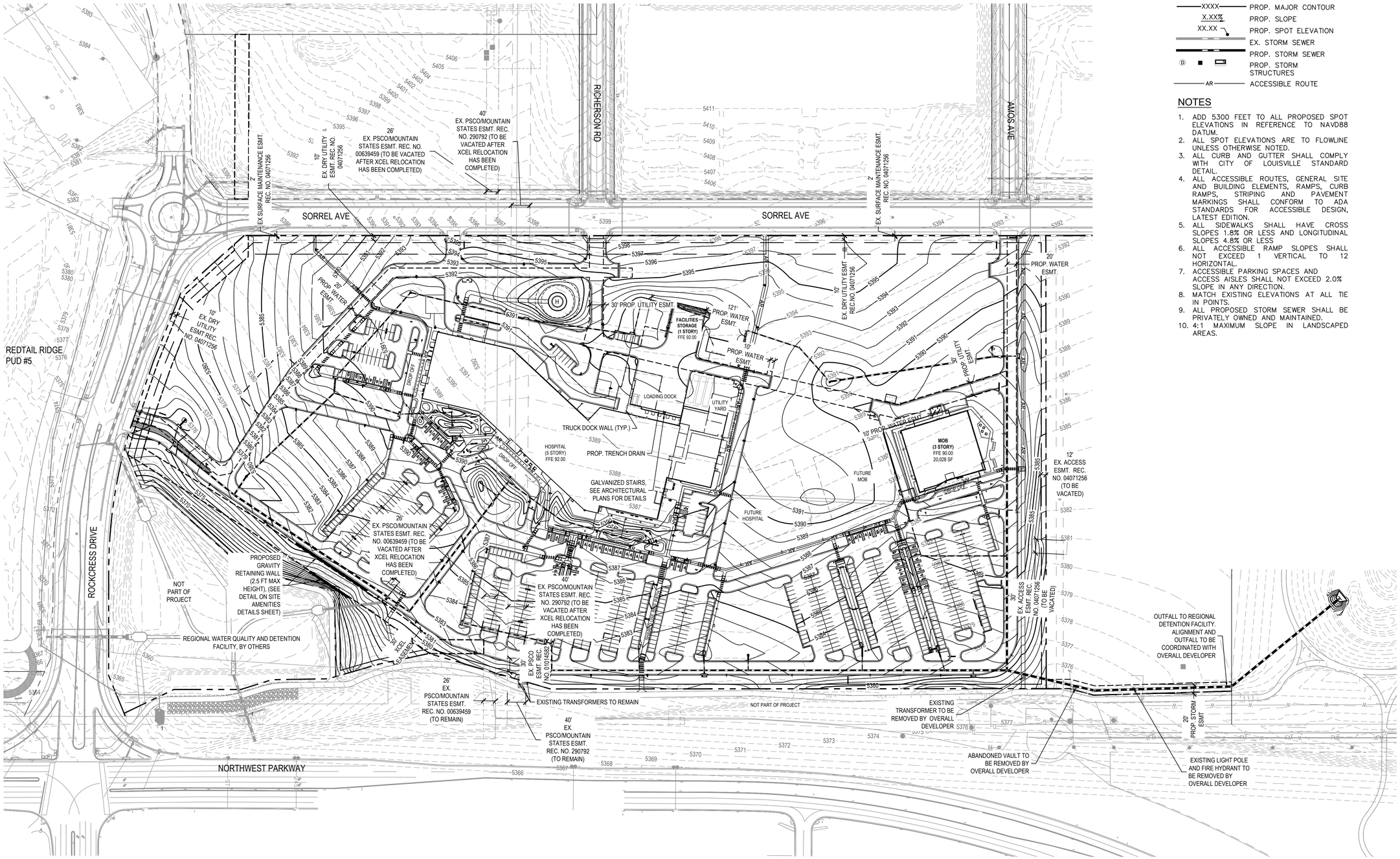
SHEET TITLE

BICYCLE / PEDESTRIAN CIRCULATION PLAN

PUD SHEET NUMBER	SHEET ID
05 of 39	CS-103

PROJECT NUMBER 15696

Plot Date:



LEGEND

- PROPERTY LINE
- MATCH LINE
- PROP. SWALE
- EX. EASEMENT LINE
- PROP. EASEMENT LINE
- EX. MINOR CONTOUR
- EX. MAJOR CONTOUR
- PROP. MINOR CONTOUR
- PROP. MAJOR CONTOUR
- X.XX% PROP. SLOPE
- XX.XX PROP. SPOT ELEVATION
- EX. STORM SEWER
- PROP. STORM SEWER
- PROP. STORM STRUCTURES
- AR ACCESSIBLE ROUTE

NOTES

1. ADD 5300 FEET TO ALL PROPOSED SPOT ELEVATIONS IN REFERENCE TO NAVD88 DATUM.
2. ALL SPOT ELEVATIONS ARE TO FLOWLINE UNLESS OTHERWISE NOTED.
3. ALL CURB AND GUTTER SHALL COMPLY WITH CITY OF LOUISVILLE STANDARD DETAIL.
4. ALL ACCESSIBLE ROUTES, GENERAL SITE AND BUILDING ELEMENTS, RAMPS, CURB RAMPS, STRIPING AND PAVEMENT MARKINGS SHALL CONFORM TO ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
5. ALL SIDEWALKS SHALL HAVE CROSS SLOPES 1.8% OR LESS AND LONGITUDINAL SLOPES 4.8% OR LESS
6. ALL ACCESSIBLE RAMP SLOPES SHALL NOT EXCEED 1 VERTICAL TO 12 HORIZONTAL.
7. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0% SLOPE IN ANY DIRECTION.
8. MATCH EXISTING ELEVATIONS AT ALL TIE IN POINTS.
9. ALL PROPOSED STORM SEWER SHALL BE PRIVATELY OWNED AND MAINTAINED.
10. 4:1 MAXIMUM SLOPE IN LANDSCAPED AREAS.

811 Know what's **below.** **Call** before you dig.

Plot Date:

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

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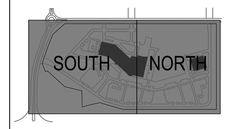
Kimley»Horn
6200 SOUTH SYRACUSE WAY
SUITE 300
GREENWOOD VILLAGE, CO 80111
303.228.2300
kimley-horn.com

ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

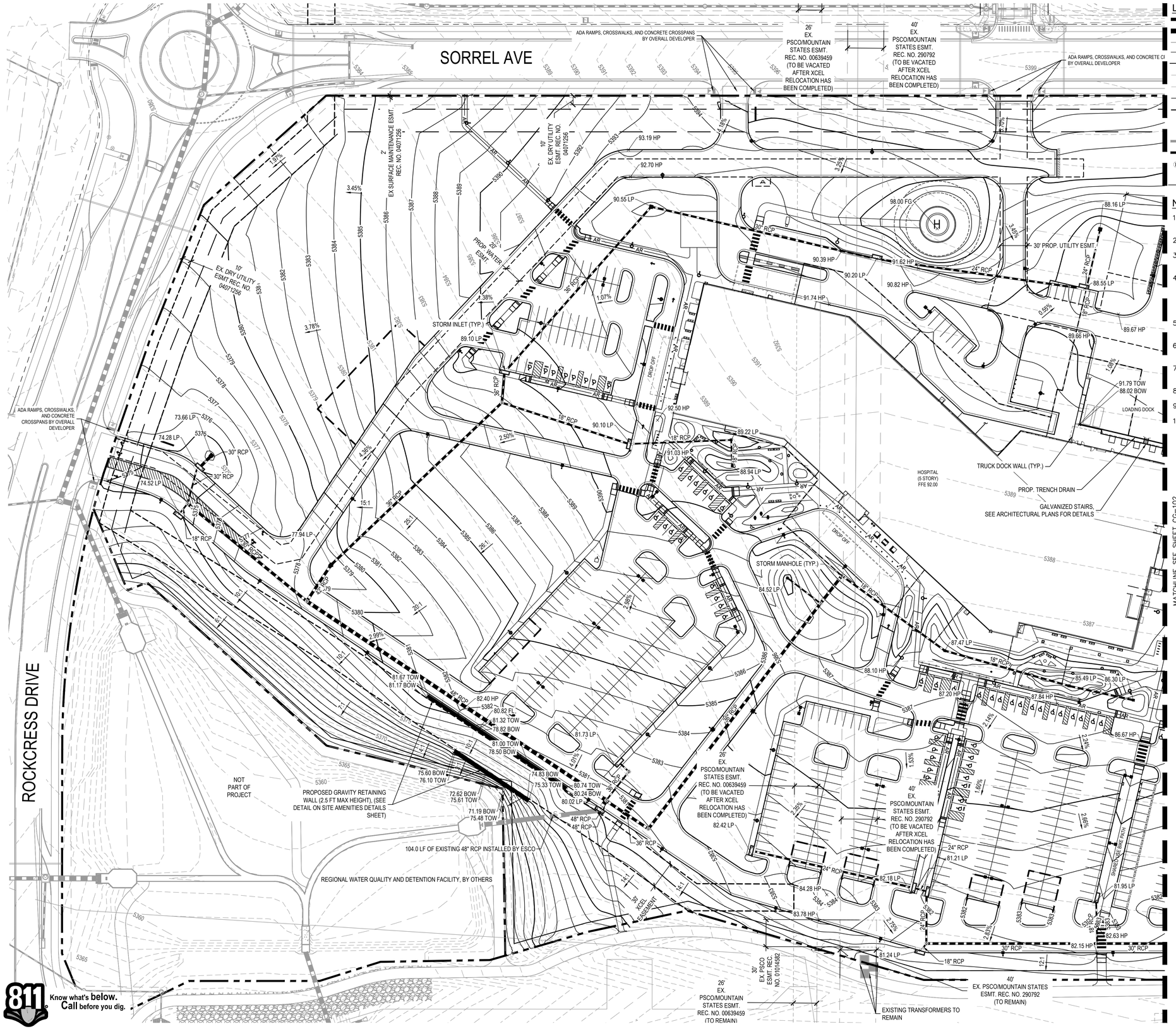
GRAPHIC SCALE IN FEET
0 50 100 200

SHEET TITLE

OVERALL GRADING PLAN - 100 SCALE

PUD SHEET NUMBER	SG SHEET NUMBER
06 of 39	CG-100

PROJECT NUMBER 196315001



LEGEND

- PROPERTY LINE
- MATCH LINE
- PROP. SWALE
- EX. EASEMENT LINE
- PROP. EASEMENT LINE
- XXXX EX. MINOR CONTOUR
- XXXX EX. MAJOR CONTOUR
- XXXX PROP. MINOR CONTOUR
- XXXX PROP. MAJOR CONTOUR
- X.XX% PROP. SLOPE
- XX.XX PROP. SPOT ELEVATION
- EX. STORM SEWER
- PROP. STORM SEWER
- Ⓓ PROP. STORM STRUCTURES
- AR ACCESSIBLE ROUTE

NOTES

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6. ALL ACCESSIBLE RAMP SLOPES SHALL NOT EXCEED 1 VERTICAL TO 12 HORIZONTAL.
7. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0% SLOPE IN ANY DIRECTION.
8. MATCH EXISTING ELEVATIONS AT ALL TIE IN POINTS.
9. ALL PROPOSED STORM SEWER SHALL BE PRIVATELY OWNED AND MAINTAINED.
10. 4:1 MAXIMUM SLOPE IN LANDSCAPED AREAS.

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

SMITHGROUP

1675 LARIMER STREET
SUITE 500
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Kimley»Horn

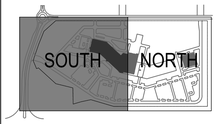
6200 SOUTH SYRACUSE WAY
SUITE 300
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ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

GRAPHIC SCALE IN FEET
0 25 50 100

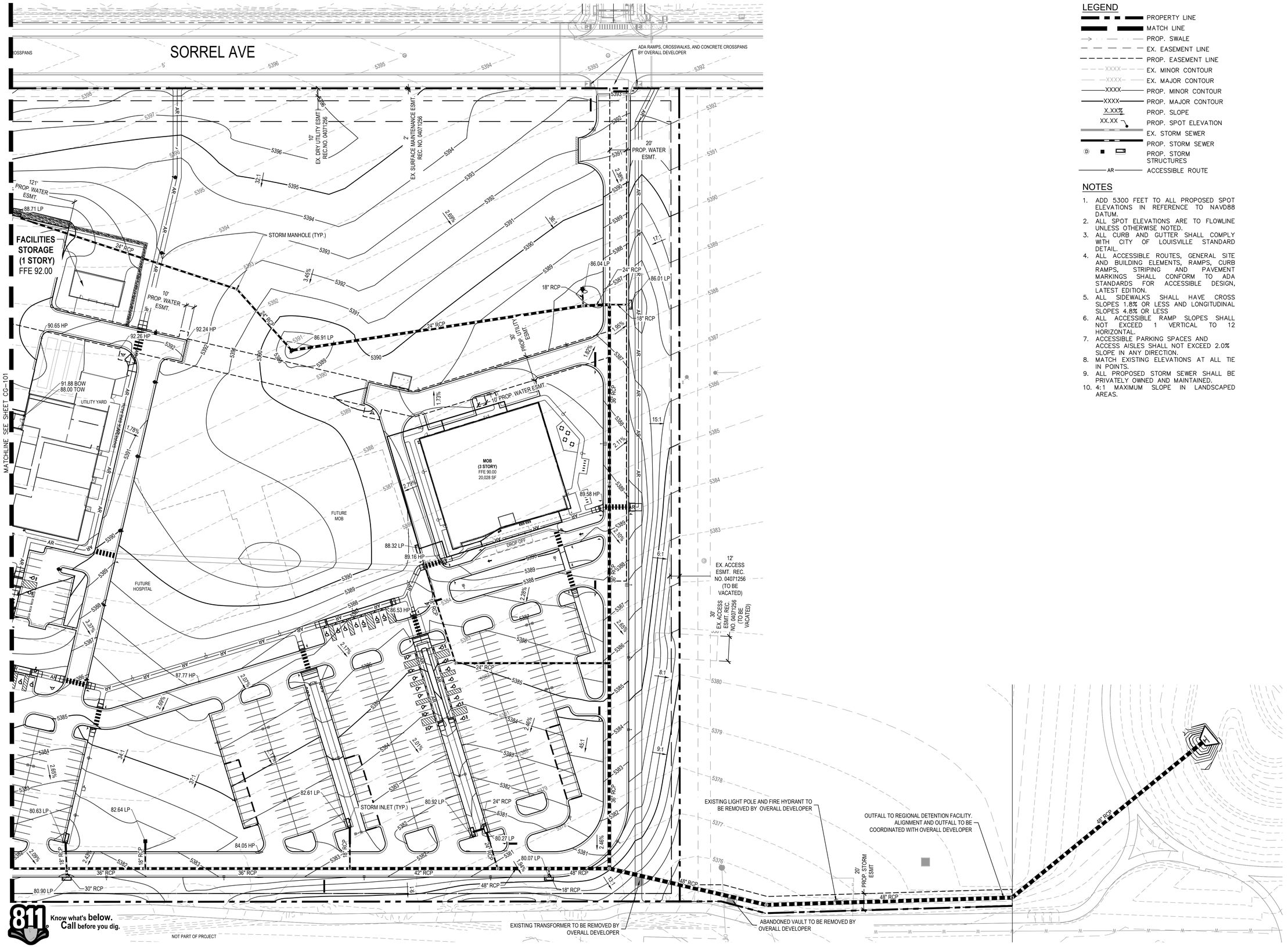
SHEET TITLE

GRADING PLAN SOUTH - 50 SCALE

PUD SHEET NUMBER	SG SHEET NUMBER
07 of 39	CG-101

PROJECT NUMBER 196315001

Plot Date:



811 Know what's **below.** **Call** before you dig.

Plot Date:

LEGEND

- PROPERTY LINE
- MATCH LINE
- PROP. SWALE
- EX. EASEMENT LINE
- PROP. EASEMENT LINE
- EX. MINOR CONTOUR
- EX. MAJOR CONTOUR
- PROP. MINOR CONTOUR
- PROP. MAJOR CONTOUR
- PROP. SLOPE
- PROP. SPOT ELEVATION
- EX. STORM SEWER
- PROP. STORM SEWER
- PROP. STORM STRUCTURES
- ACCESSIBLE ROUTE

NOTES

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7. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0% SLOPE IN ANY DIRECTION.
8. MATCH EXISTING ELEVATIONS AT ALL TIE IN POINTS.
9. ALL PROPOSED STORM SEWER SHALL BE PRIVATELY OWNED AND MAINTAINED.
10. 4:1 MAXIMUM SLOPE IN LANDSCAPED AREAS.

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

SMITHGROUP

1675 LARIMER STREET
SUITE 500
DENVER, CO 80202
303.832.3272
smithgroup.com

Kimley»Horn

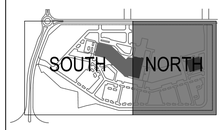
6200 SOUTH SYRACUSE WAY
SUITE 300
GREENWOOD VILLAGE, CO 80111
303.228.2300
kimley-horn.com

ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

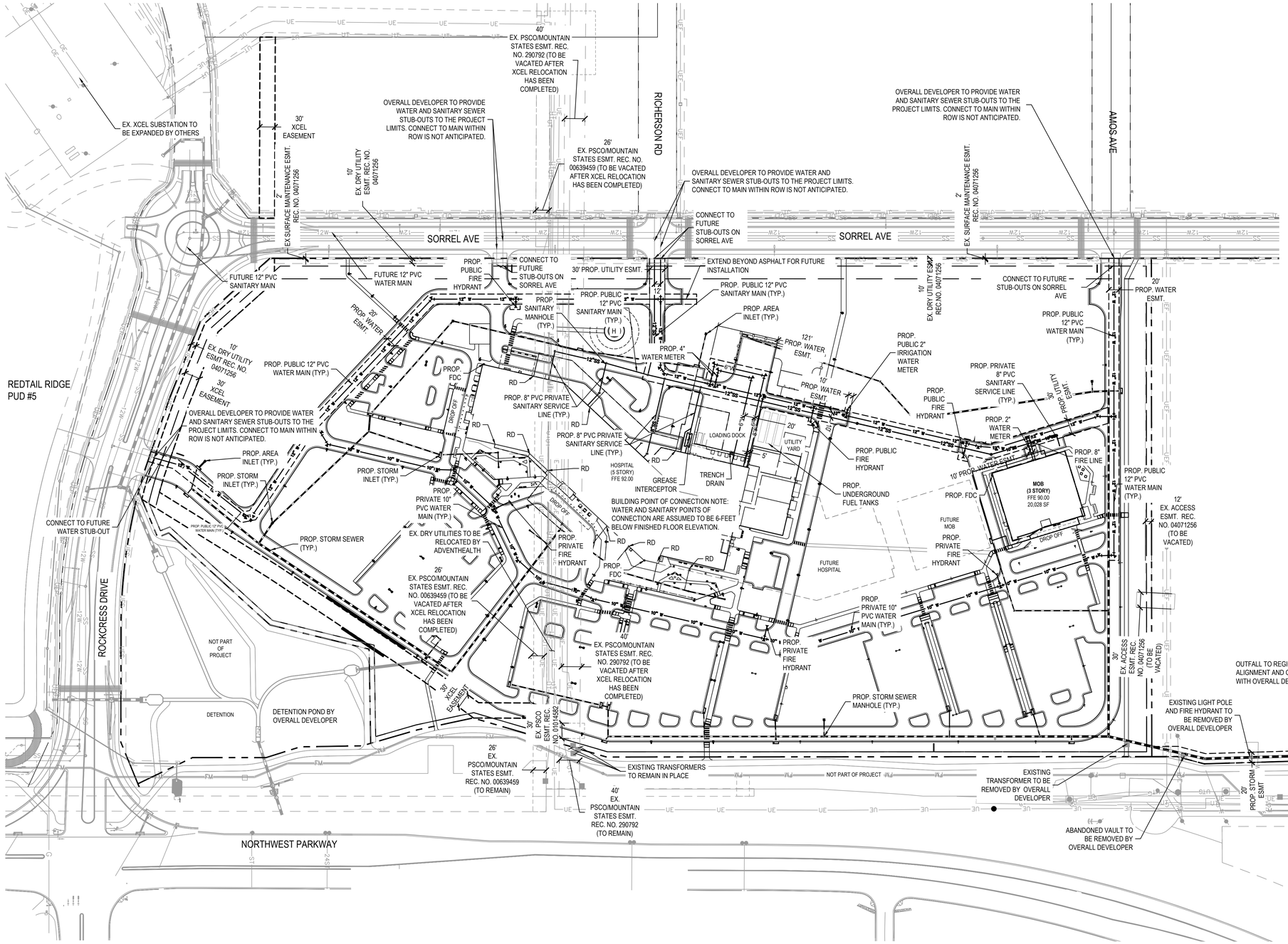
GRAPHIC SCALE IN FEET
0 25 50 100

SHEET TITLE

GRADING PLAN NORTH - 50 SCALE

PUD SHEET NUMBER	SG SHEET NUMBER
08 of 39	CG-102

PROJECT NUMBER 196315001



LEGEND

- PROPERTY LINE
- MATCH LINE
- EX. 12" WATER LINE
- EX. SANITARY SEWER LINE
- EX. GAS LINE
- EX. UNDERGROUND TELECOM
- PROP. 8" WATER LINE
- PROP. 10" WATER LINE
- PROP. 12" WATER LINE
- PROP. 8" SAN. SEWER LINE
- PROP. 10" SAN. SEWER LINE
- PROP. 12" SAN. SEWER LINE
- PROP. STORM SEWER
- STORM STRUCTURES
- SANITARY SEWER MANHOLE
- WATER METER
- FIRE HYDRANT
- PROPOSED SITE LIGHTING

NOTES

1. ALL FUTURE UTILITIES SHOWN ARE BASED ON THE UTILITY LAYOUT PROVIDED BY HKS AS OF SURVEY DATED 08/23/2022. MASTER DEVELOPER, STERLING BAY, TO BE MODIFYING THE EXISTING CONDITIONS INCLUDED IN THIS SURVEY AS PART OF THE REDTAIL RIDGE MASTER CONSTRUCTION DOCUMENTS. DETAILS FOR THE IMPROVEMENTS NOTED ON THESE PLANS AS "FUTURE" ARE OUTLINED IN THE REDTAIL RIDGE MASTER CONSTRUCTION DOCUMENTS AND ARE TO BE CONSTRUCTED BY OTHERS.
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811 Know what's **below.** **Call** before you dig.

Plot Date:

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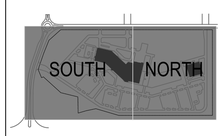
Kimley»Horn
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GREENWOOD VILLAGE, CO 80111
303.228.2300
kimley-horn.com

ISSUED FOR	DATE
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SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

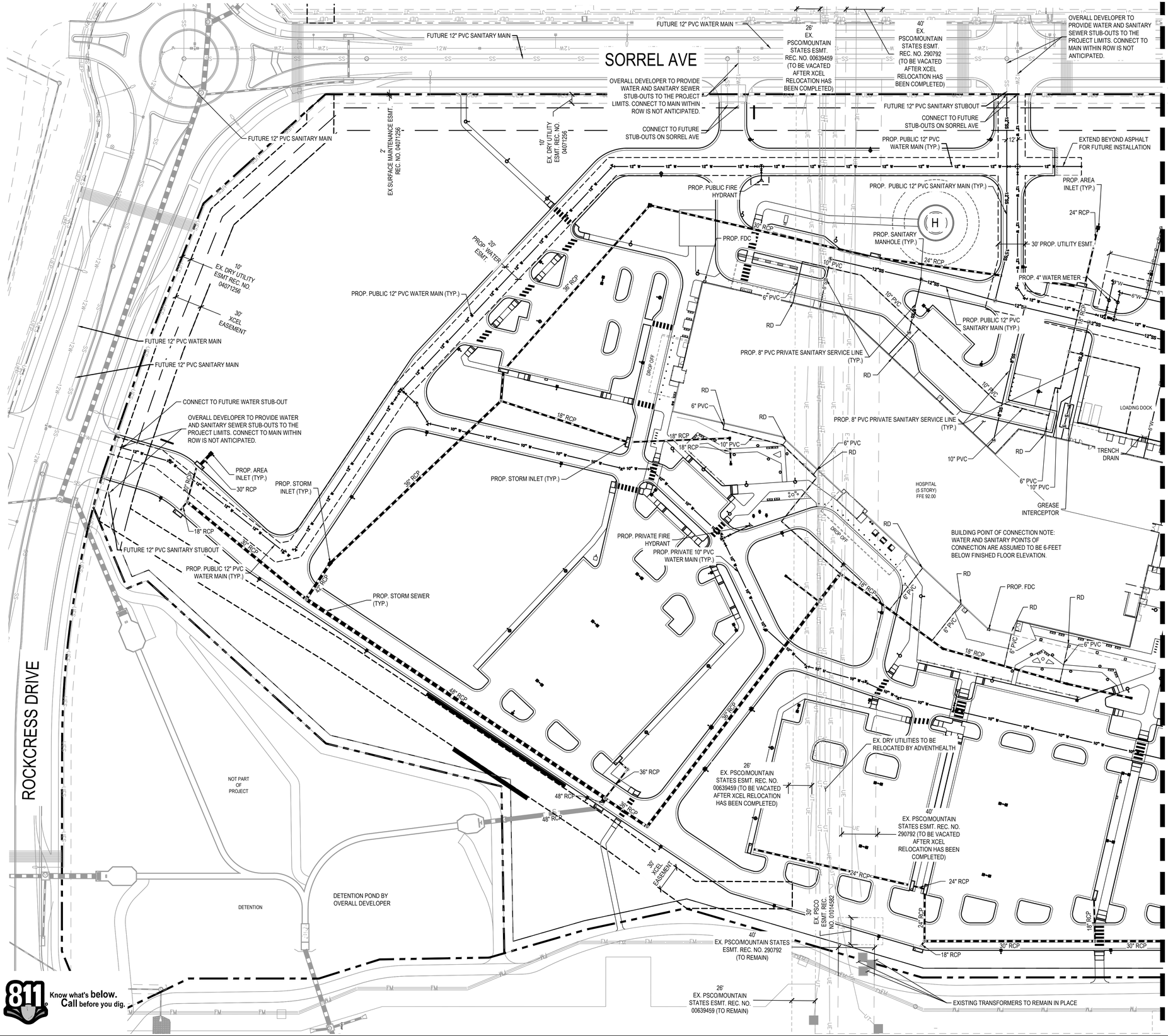
GRAPHIC SCALE IN FEET
0 50 100 200

SHEET TITLE

OVERALL UTILITY PLAN - 100 SCALE

PUD SHEET NUMBER	SG SHEET NUMBER
09 of 39	CU-100

PROJECT NUMBER 196315001



LEGEND

- PROPERTY LINE
- MATCH LINE
- EX. 12" WATER LINE
- EX. SANITARY SEWER LINE
- EX. GAS LINE
- EX. UNDERGROUND TELECOM
- PROP. 8" WATER LINE
- PROP. 10" WATER LINE
- PROP. 12" WATER LINE
- PROP. 8" SAN. SEWER LINE
- PROP. 10" SAN. SEWER LINE
- PROP. 12" SAN. SEWER LINE
- PROP. STORM SEWER
- STORM STRUCTURES
- SANITARY SEWER MANHOLE
- WATER METER
- FIRE HYDRANT
- PROPOSED SITE LIGHTING

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Plot Date:

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

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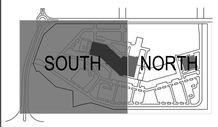
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3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
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SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

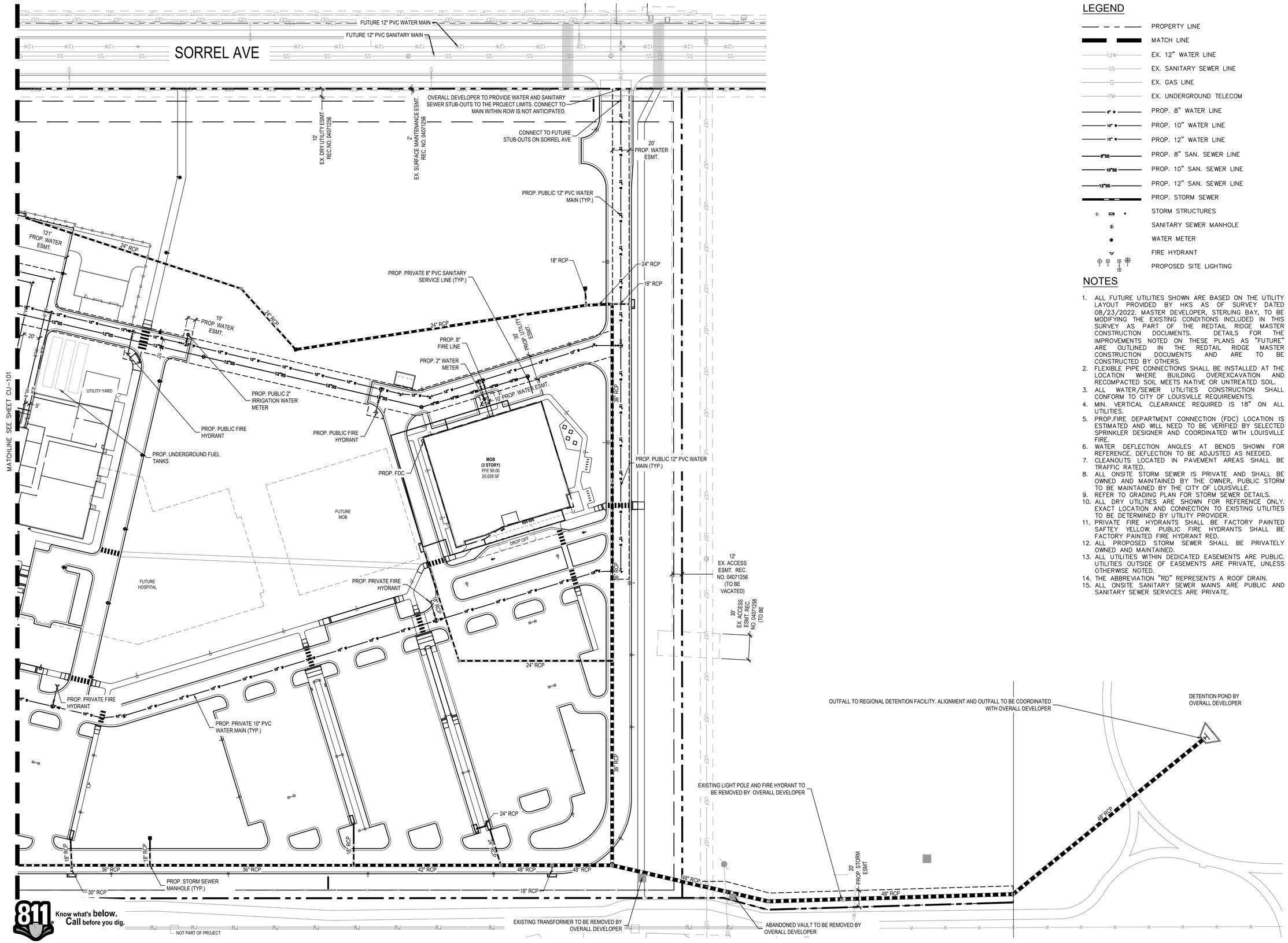
GRAPHIC SCALE IN FEET
0 25 50 100

SHEET TITLE

UTILITY PLAN SOUTH - 50 SCALE

PUD SHEET NUMBER	SG SHEET NUMBER
10 of 39	CU-101

PROJECT NUMBER 196315001



LEGEND

- PROPERTY LINE
- MATCH LINE
- EX. 12" WATER LINE
- EX. SANITARY SEWER LINE
- EX. GAS LINE
- EX. UNDERGROUND TELECOM
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CASE #

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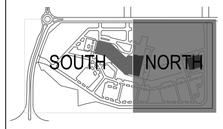
Kimley»Horn
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SUITE 300
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ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
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SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

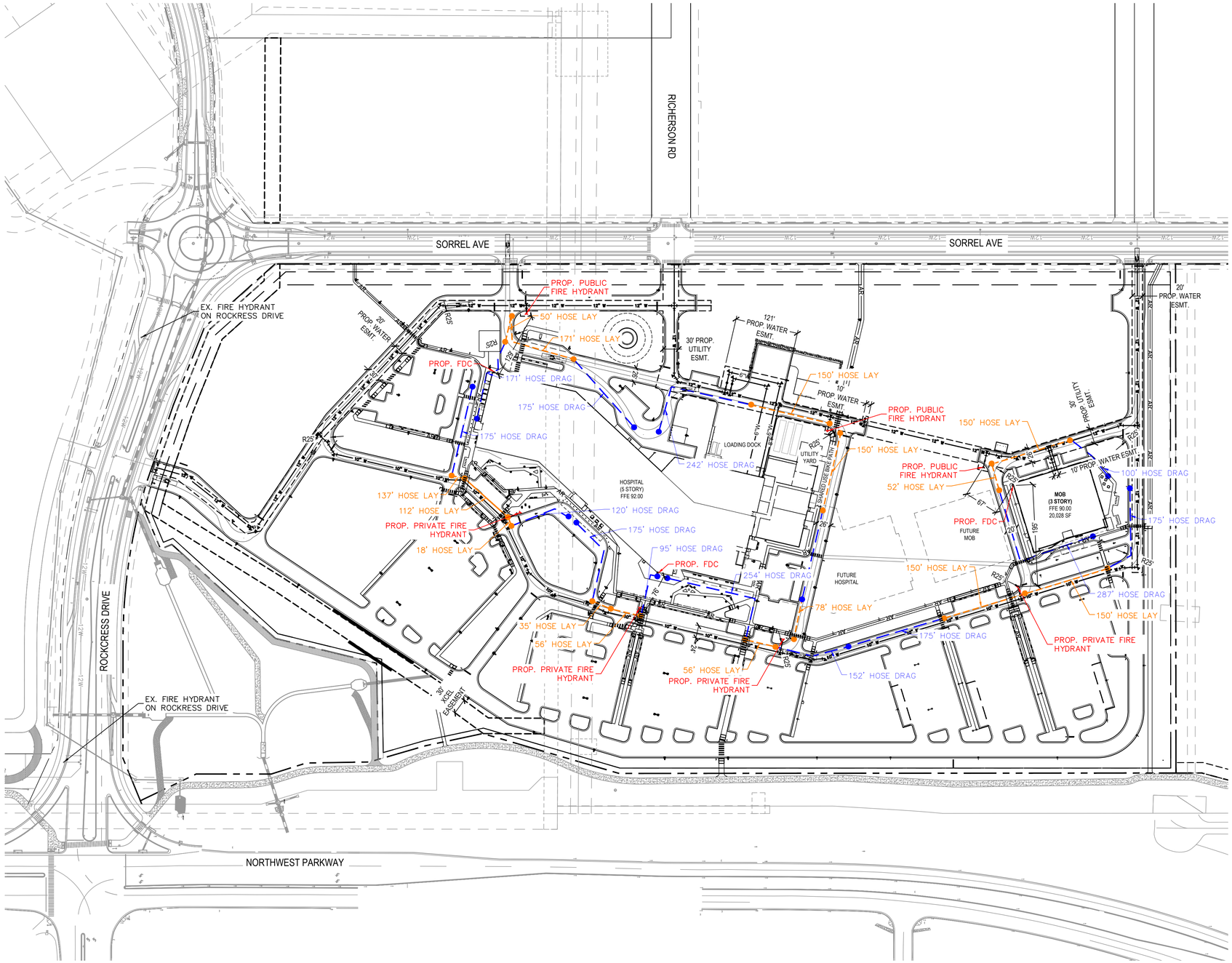
GRAPHIC SCALE IN FEET
0 25 50 100

SHEET TITLE

UTILITY PLAN NORTH - 50 SCALE

PUD SHEET NUMBER: 11 of 39
SG SHEET NUMBER: CU-102
PROJECT NUMBER: 196315001

Plot Date:



811 Know what's **below.** **Call** before you dig.

Plot Date:

LEGEND:

- PROPERTY LINE
- MATCHLINE
- HEAVY DUTY ASPHALT
- STANDARD DUTY ASPHALT
- HEAVY DUTY CONCRETE PAVEMENT (SEE SITE AMENITIES SHEET LS101–LS102)
- STANDARD CONCRETE PAVEMENT (SEE SITE AMENITIES SHEET LS101–LS102)
- CONCRETE UNIT PAVERS (SEE SITE AMENITIES SHEET LS101–LS102)
- EV PARKING SPACE (CHARGER INSTALLED)
- EV–READY PARKING SPACE
- EV–CAPABLE PARKING SPACE
- EV–CAPABLE LIGHT PARKING SPACE
- FUTURE BUILDING FOOTPRINT
- CURB & GUTTER
- FUTURE/DEFERRED CURB
- PARKING COUNT
- BUILDING/PARKING SETBACK LINE
- EX. EASEMENT LINE
- ACCESSIBLE ROUTE
- FIRE TRUCK (AERIAL) ACCESS ROUTE
- FIRE TRUCK ACCESS ROUTE
- PROPOSED FIRE HYDRANT
- FIRE HOSE LAY
- FIRE HOSE DRAG

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
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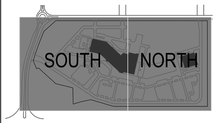
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PROJECT NORTH

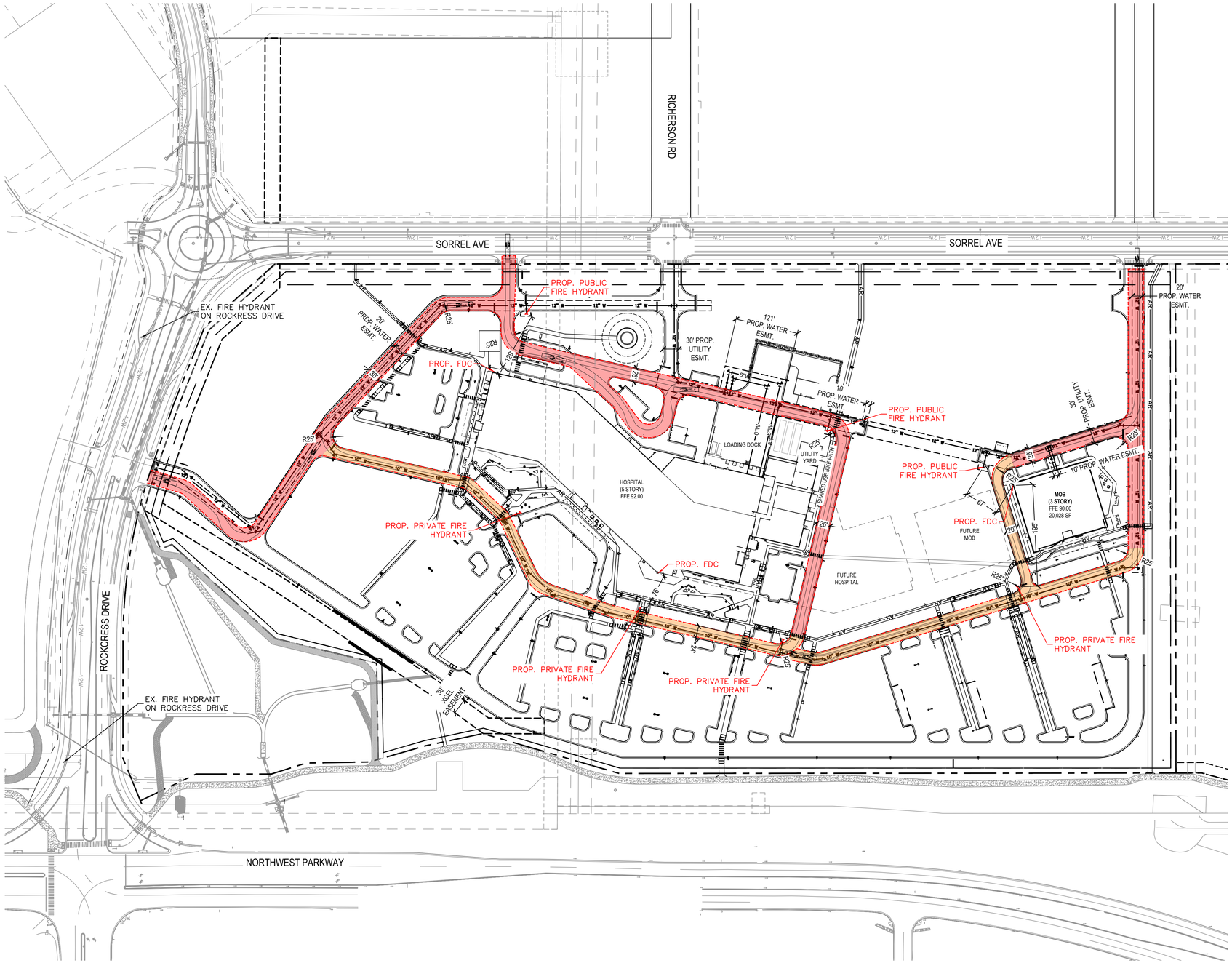
SCALE

GRAPHIC SCALE IN FEET
0 50 100 200

SHEET TITLE

FIRE AND HYDRANT RADIUS PLAN

PUD SHEET NUMBER 12 of 39
SG SHEET NUMBER FS-100
PROJECT NUMBER 196315001



LEGEND:

- PROPERTY LINE
- MATCHLINE
- HEAVY DUTY ASPHALT
- STANDARD DUTY ASPHALT
- HEAVY DUTY CONCRETE PAVEMENT (SEE SITE AMENITIES SHEET LS101–LS102)
- STANDARD CONCRETE PAVEMENT (SEE SITE AMENITIES SHEET LS101–LS102)
- CONCRETE UNIT PAVERS (SEE SITE AMENITIES SHEET LS101–LS102)
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- FUTURE/DEFERRED CURB
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- BUILDING/PARKING SETBACK LINE
- EX. EASEMENT LINE
- ACCESSIBLE ROUTE
- FIRE TRUCK (AERIAL) ACCESS ROUTE
- FIRE TRUCK ACCESS ROUTE
- PROPOSED FIRE HYDRANT

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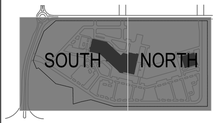
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SCALE

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0 50 100 200

SHEET TITLE

FIRE ACCESS ROUTE

PUD SHEET NUMBER 13 of 39
SG SHEET NUMBER FA-100
PROJECT NUMBER 196315001

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Plot Date:

ENHANCED SHORT GRASS PRAIRIE MIX

BY: WESTERN NATIVE SEED
www.westernnativeseed.com

+/- 48,000 SF

SPECIES	SEEDING RATE: 1-2 lbs per 1,000 sf.	QUANTITY
BUFFALO GRASS *BUCHLOE DACTYLOIDES*	45%	+/-48,000 SF
BLUE GRAMA *BOUTELOUA GRACILIS*	50%	
WESTERN WHEATGRASS PASCOPYRUM SMITHII	3%	
SPOROBOLUS CRYPTANDRUS SAND DROPSEED	2%	
WILDFLOWER PERENNIAL MIX SPECIES MIX,TBD	4" PLUGS @ 18" O.C. , 10% OF TOTAL AREA	+/- 2,100 4" PLUGS
GRASSES AND PERENNIAL MIX SPECIES MIX,TBD	1 GAL. @ 18" O.C., 10% OF TOTAL AREA	+/- 2,100 (1 GAL.)

SHORT GRASS PRAIRIE MIX

BY: WESTERN NATIVE SEED
www.westernnativeseed.com

+/- 818,000 SF

SPECIES	SEEDING RATE: 1-2 lbs per 1,000 sf.
BUFFALO GRASS *BUCHLOE DACTYLOIDES*	45%
BLUE GRAMA *BOUTELOUA GRACILIS*	50%
WESTERN WHEATGRASS PASCOPYRUM SMITHII	3%
SPOROBOLUS CRYPTANDRUS SAND DROPSEED	2%

TOPDRESS LEGEND

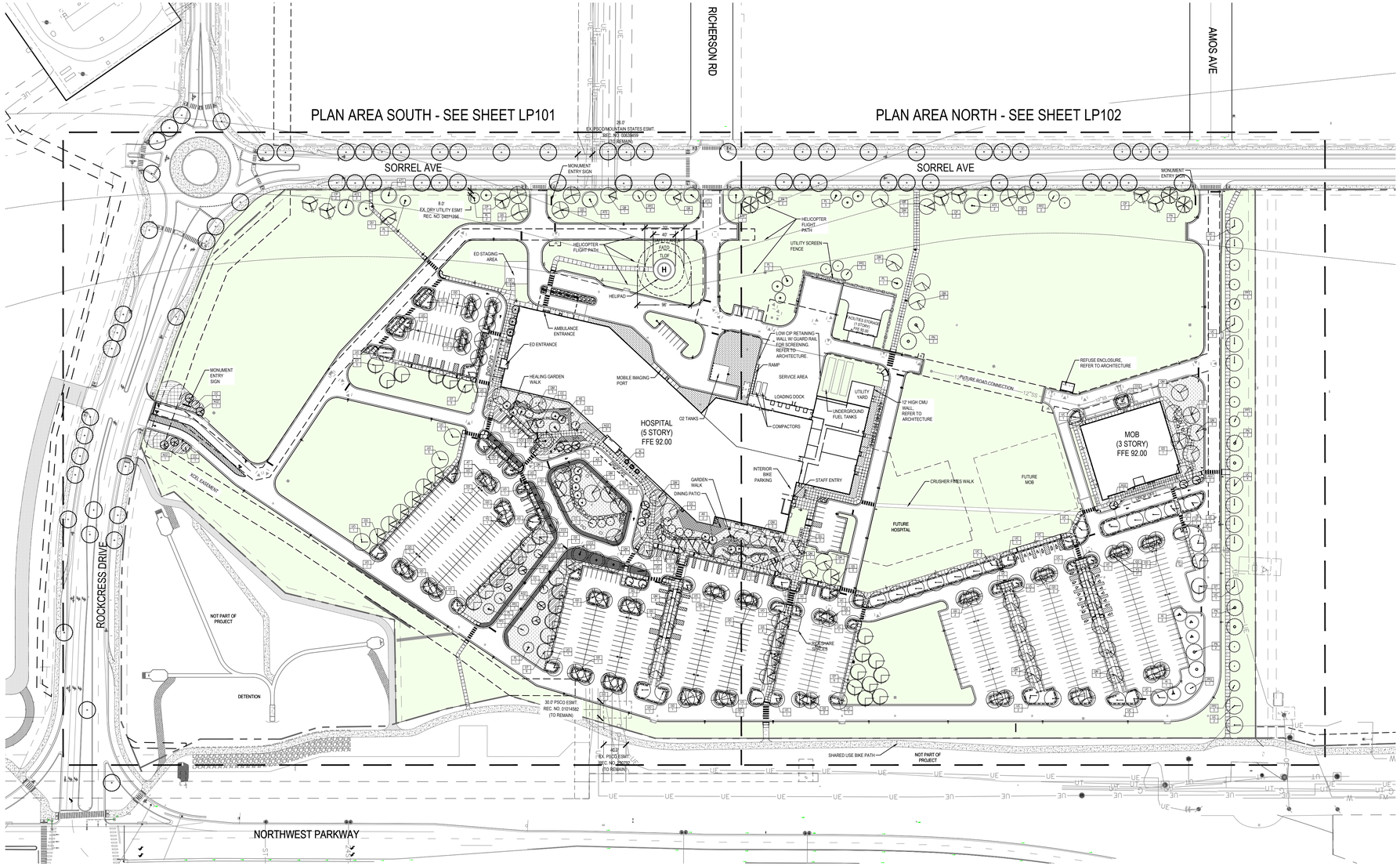
ENTRY DRIVE MAINTENANCE EDGE:
2" - 4" COBBLESTONE 4" DEPTH
COLOR: BULK RIVER ROCK GRAY ROSE
PH: 303.340.1440
www.pioneerco.com
9,000 SF

PARKING MAINTENANCE EDGE / RIBBON BIOSWALE:
4" - 8" COBBLE STONE 4" MIN. DEPTH
COLOR: BULK GLACIER WHITE RIVER
PH: 303.340.1440
www.pioneerco.com
20,000 SF

BUILDING MAINTENANCE EDGE: 1-1/2" SCREENED, MIN 2" DEPTH
COLOR: BULK RIVER ROCK GRAY ROSE
PH: 303.340.1440
www.pioneerco.com
40,000 SF

ALL PLANTING BEDS

CONTAINER PLANTING AND TREE PLANTING BEDS IN PARKING AREAS
CEDAR SHREDDED MULCH, 3" MIN. DEPTH
COLOR: DARK BROWN
PH: 303.340.1440
www.pioneerco.com
43,000 SF



LEGEND

- PERENNIALS
- LOW SHRUBS
- ORNAMENTAL GRASS/PERENNIALS MIX
- SHORT GRASS PRAIRIE
- ENHANCED SHORT GRASS PRAIRIE
- 4' HT. DECORATIVE FENCE
- BENCH
- BIKE RACK
- LITTER/RECYCLING
- BOLLARDS
- BOULDER

PLANT LEGEND

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
+	PR	PROPOSED (BY OTHERS)
DECIDUOUS TREES		
	AT2	ALNUS INCANA TENUIFOLIA THINLEAF ALDER
	CP	CELTIS OCCIDENTALIS 'PRAIRIE PRIDE' PRAIRIE PRIDE HACKBERRY
	CC2	CERCIS CANADENSIS EASTERN REDBUD
	GT	GLEDITSIA TRIACANTHOS HONEY LOCUST
	GS	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE' SKYLINE HONEY LOCUST
	GD	GYMNOCLADUS DIOICUS 'ESPRESSO-JFS' ESPRESSO™ KENTUCKY COFFEETREE
	PA	POPULUS X ACUMINATA LANCELEAF COTTONWOOD
	QB	QUERCUS BICOLOR SWAMP WHITE OAK
	QM	QUERCUS MACROCARPA BURR OAK
	QU	QUERCUS MUEHLENBERGII CHINKAPIN OAK
	UO	ULMUS AMERICANA 'LEWIS & CLARK' PRAIRIE EXPEDITION® AMERICAN ELM
EVERGREEN TREES		
	PL	PINUS FLEXILIS LIMBER PINE
	PP2	PINUS PONDEROSA PONDEROSA PINE
ORNAMENTAL TREES		
	AG	ACER GRANDIDENTATUM BIGTOOTH MAPLE
	AG2	ACER GRISEUM PAPERBARK MAPLE
	AS	AMELANCHIER ALNIFOLIA SERVICEBERRY
	AI	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' AUTUMN BRILLIANCE SERVICEBERRY
	CC	CRATAEGUS CHRYSOCARPA FIREBERRY HAWTHORN

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

SMITHGROUP
1675 LARIMER STREET
SUITE 500
DENVER, CO 80202
303.832.3272
smithgroup.com

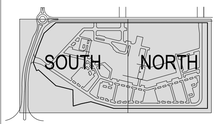
Kimley»Horn
6200 SOUTH SYRACUSE WAY
SUITE 300
GREENWOOD VILLAGE, CO 80111
303.228.2307
kimley-horn.com

ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

0' 50' 100' 200'

SCALE: 1"=100'

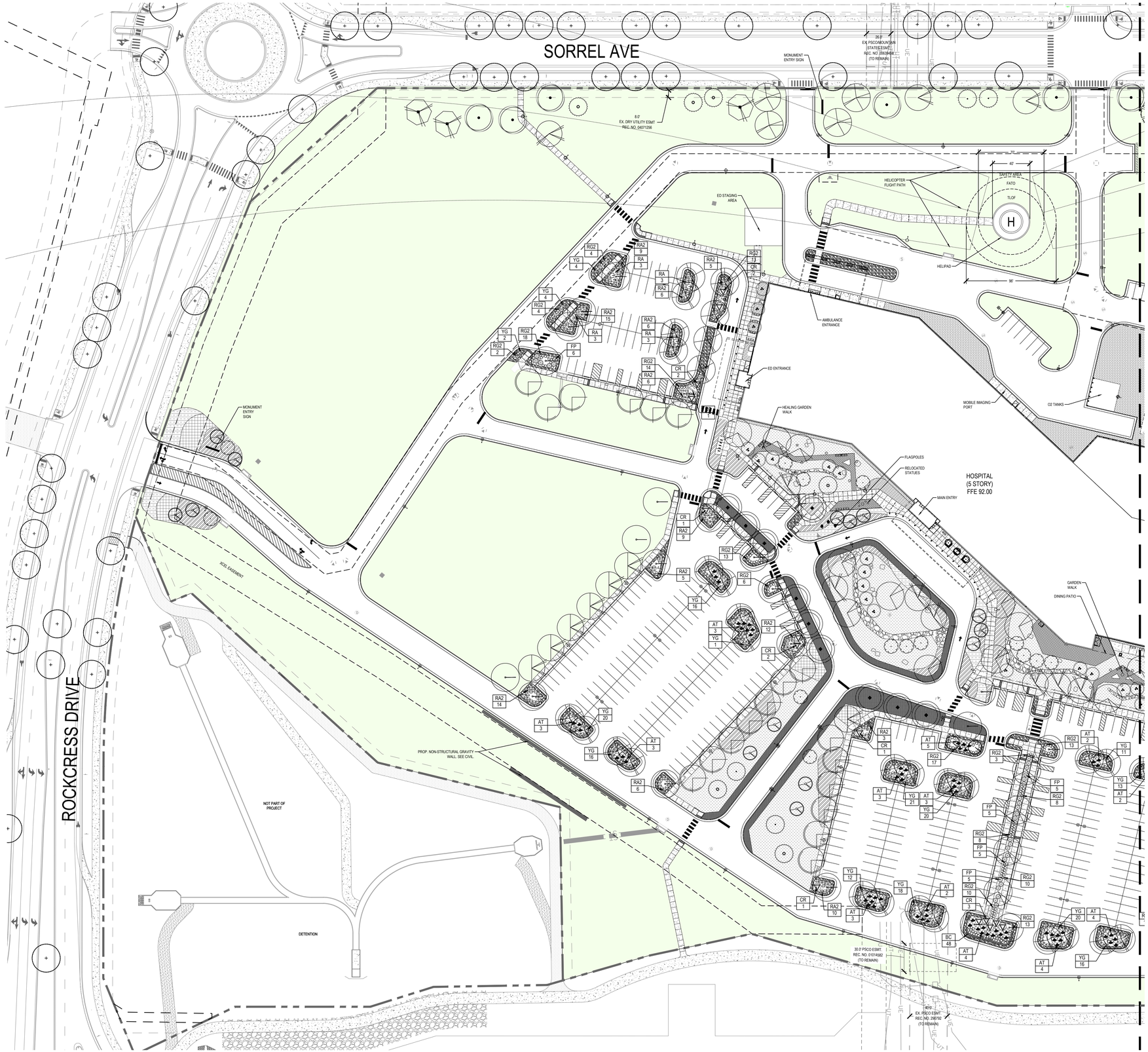
SHEET TITLE

OVERALL TREE PLAN - 100 SCALE

PUD SHEET NUMBER	SHEET ID
14 of 39	LP100

PROJECT NUMBER 15696

Plot Date:



TOPDRESS LEGEND

ENTRY DRIVE MAINTENANCE EDGE:
2" - 4" COBBLESTONE 4" DEPTH
COLOR: BULK RIVER ROCK GRAY ROSE
PH: 303.340.1440
www.pioneerco.com
9,000 SF

PARKING MAINTENANCE EDGE / RIBBON BIOSWALE:
4" - 8" COBBLE STONE 4" MIN. DEPTH
COLOR: BULK GLACIER WHITE RIVER
PH: 303.340.1440
www.pioneerco.com
20,000 SF

BUILDING MAINTENANCE EDGE: 1-1/2" SCREENED, MIN 2" DEPTH
COLOR: BULK RIVER ROCK GRAY ROSE
PH: 303.340.1440
www.pioneerco.com
40,000 SF

ALL PLANTING BEDS

CONTAINER PLANTING AND TREE PLANTING BEDS IN PARKING AREAS
CEDAR SHREDDED MULCH, 3" MIN. DEPTH
COLOR: DARK BROWN
PH: 303.340.1440
www.pioneerco.com
43,000 SF

LEGEND

- PERENNIALS
- LOW SHRUBS
- ORNAMENTAL GRASS/PERENNIALS MIX
- SHORT GRASS PRAIRIE
- ENHANCED SHORT GRASS PRAIRIE
- 4' HT. DECORATIVE FENCE
- BENCH
- BIKE RACK
- LITTER/RECYCLING
- BOLLARDS
- BOULDER

SHRUBS

AF	AMORPHA FRUTICOSA	FALSE INDIGO
AT	ARTEMISIA TRIDENTATA	BIG SAGEBRUSH
BC	BERBERIS THUNBERGII 'CRIMSON PYGMY'	CRIMSON PYGMY JAPANESE BARBERRY
CR	CORNUS SERICEA	RED TWIG DOGWOOD
ER	ERIANTHUS RAVENNAE	RAVENNA GRASS
FP	FALLUGIA PARADOXA	APACHE PLUME
JS	JUNIPERUS X PFITZERIANA 'SEA GREEN'	SEA GREEN PFITZER JUNIPER
MF	MAHONIA FREMONTII	DESERT MAHONIA
NW	NEPETA X 'WALKER'S LOW'	WALKER'S LOW CATMINT
RA2	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC
RG	RHUS GLABRA	SMOOTH SUMAC
RG2	RIBES ALPINUM 'GREEN MOUND'	GREEN MOUND ALPINE CURRANT
RA	RIBES AUREUM	GOLDEN CURRANT
SL	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM
SJ	SPIRAEA JAPONICA	JAPANESE SPIREA
YG	YUCCA GLAUCA	SOAPWEED

NOTE: SEE SHEET 14 OF 39 FOR TREE LOCATIONS AND SPECIES

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
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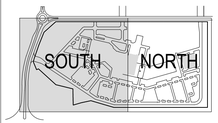
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2nd PUD SUBMITTAL	10FEB2026
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SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

0' 25' 50' 100'

SCALE: 1"=50'

SHEET TITLE

LANDSCAPE PLAN - SOUTH

PUD SHEET NUMBER	SHEET ID
15 of 39	LP101

PROJECT NUMBER 15696

Plot Date:



TOPDRESS LEGEND

ENTRY DRIVE MAINTENANCE EDGE:
2" - 4" COBBLESTONE 4" DEPTH
COLOR: BULK RIVER ROCK GRAY ROSE
PH: 303.340.1440
www.pioneerco.com
9,000 SF

PARKING MAINTENANCE EDGE / RIBBON BIOSWALE:
4" - 8" COBBLE STONE 4" MIN. DEPTH
COLOR: BULK GLACIER WHITE RIVER
PH: 303.340.1440
www.pioneerco.com
20,000 SF

BUILDING MAINTENANCE EDGE: 1-1/2" SCREENED, MIN 2" DEPTH
COLOR: BULK RIVER ROCK GRAY ROSE
PH: 303.340.1440
www.pioneerco.com
40,000 SF

ALL PLANTING BEDS

CONTAINER PLANTING AND TREE PLANTING BEDS IN PARKING AREAS
CEDAR SHREDDED MULCH, 3" MIN. DEPTH
COLOR: DARK BROWN
PH: 303.340.1440
www.pioneerco.com
43,000 SF

LEGEND

- PERENNIALS
- LOW SHRUBS
- ORNAMENTAL GRASS/PERENNIALS MIX
- SHORT GRASS PRAIRIE
- ENHANCED SHORT GRASS PRAIRIE
- 4' HT. DECORATIVE FENCE
- BENCH
- BIKE RACK
- LITTER/RECYCLING
- BOLLARDS
- BOULDER

SHRUBS

AF	AMORPHA FRUTICOSA	FALSE INDIGO
AT	ARTEMISIA TRIDENTATA	BIG SAGEBRUSH
BC	BERBERIS THUNBERGII 'CRIMSON PYGMY'	CRIMSON PYGMY JAPANESE BARBERRY
CR	CORNUS SERICEA	RED TWIG DOGWOOD
ER	ERIANTHUS RAVENNAE	RAVENNA GRASS
FP	FALLUGIA PARADOXA	APACHE PLUME
JS	JUNIPERUS X PFITZERIANA 'SEA GREEN'	SEA GREEN PFITZER JUNIPER
MF	MAHONIA FREMONTII	DESERT MAHONIA
NW	NEPETA X 'WALKER'S LOW'	WALKER'S LOW CATMINT
RA2	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC
RG	RHUS GLABRA	SMOOTH SUMAC
RG2	RIBES ALPINUM 'GREEN MOUND'	GREEN MOUND ALPINE CURRANT
RA	RIBES AUREUM	GOLDEN CURRANT
SL	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM
SJ	SPIRAEA JAPONICA	JAPANESE SPIREA
YG	YUCCA GLAUCA	SOAPWEED

NOTE: SEE SHEET 14 OF 39 FOR TREE LOCATIONS AND SPECIES

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

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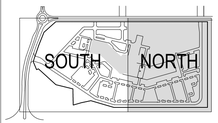
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2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

0' 25' 50' 100'

SCALE: 1"=50'

SHEET TITLE

LANDSCAPE PLAN - NORTH

PUD SHEET NUMBER	SHEET ID
16 of 39	LP102

PROJECT NUMBER 15696

Plot Date:

LANDSCAPE REQUIREMENTS

BUFFER PARKING ADJACENT TO PUBLIC/PRIVATE ROADS

	REQUIRED	PROPOSED
BUFFER PARKING LANDSCAPE	NA	NA

ENTRY DRIVES/SIGNS

	REQUIRED	PROPOSED
ENTRY PLANTING AREAS	DIVERSE PLANT MATERIAL	ORNAMENTAL GRASS MIX & LOW SHRUBS
	INTEGRATE PLANTING & SIGNAGE	PLANTING TO FRAME SIGNAGE

PERIMETER LANDSCAPING ADJACENT TO ABUTTING PROPERTY

	REQUIRED	PROPOSED
NORTH PROPERTY	1 TREE PER 40LF = 931 / 40 = 23 TREES	23 TREES (DECIDUOUS AND CONIFER)
MINIMUM 10' BUFFER REQUIRED	APPROPRIATE SHRUBS/GROUNDCOVER	SHORT GRASS PRAIRIE MIX

PARKING LOT ISLANDS

	REQUIRED	PROPOSED
PARKING SPACE TREES	1 TREE PER 8 SPACES = 773 / 8 = 97	97 TREES
PARKING ISLANDS	2 TREES PER ISLAND: 25 x 2 = 50	50 TREES
PARKING ISLAND SHRUBS	8 SHRUBS PER 10FT ISLAND	20 FOOT ISLAND PROVIDED @ 15 SHRUBS MIN. PER ISLAND
PARKING PERIMETER SHRUBS	APPROPRIATE PLANTING	SHORT GRASS PRAIRIE MIX AND ACCENT SHRUBS

PARKING LOT MEDIANS

	REQUIRED	PROPOSED
PLANTING MEDIANS - TREES	1 TREE PER 30 LF = 730 / 30 = 24 TREES	24 TREES
PLANTING MEDIANS - SHRUBS	8 SHRUBS PER 30 LF = 730 / 30 * 8 = 192	MINIMUM 192 SHRUBS/GROUNDCOVER

BUILDING LANDSCAPING

	REQUIRED	PROPOSED
PLANTING BEDS	6' MIN. PLANTING ADJACENT BUILDINGS	6' MIN. PLANTING ADJACENT BUILDINGS
	MIN. 25% AREA OF PERIMETER WITH ORNAMENTAL TREES, SHRUBS PERENNIAL FLOWERS AND GROUNDCOVERS	MIN. 25% AREA OF PERIMETER WITH ORNAMENTAL TREES, SHRUBS PERENNIAL FLOWERS AND GROUNDCOVERS

TOPDRESS LEGEND

ENTRY DRIVE MAINTENANCE EDGE:
2" - 4" COBBLESTONE 4" DEPTH
COLOR: BULK RIVER ROCK GRAY ROSE
PH: 303.340.1440
www.pioneerco.com
9,000 SF

PARKING MAINTENANCE EDGE / RIBBON BIOSWALE:
4" - 8" COBBLE STONE 4" MIN. DEPTH
COLOR: BULK GLACIER WHITE RIVER
PH: 303.340.1440
www.pioneerco.com
20,000 SF

BUILDING MAINTENANCE EDGE: 1-1/2" SCREENED, MIN 2" DEPTH
COLOR: BULK RIVER ROCK GRAY ROSE
PH: 303.340.1440
www.pioneerco.com
40,000 SF

ALL PLANTING BEDS

CONTAINER PLANTING AND TREE PLANTING BEDS IN PARKING AREAS
CEDAR SHREDDED MULCH, 3" MIN. DEPTH
COLOR: DARK BROWN
PH: 303.340.1440
www.pioneerco.com
43,000 SF

PLANT LEGEND

SYMBOL	CODE	BOTANICAL/COMMON NAME	SIZE	MATURE	PHASE 1 QTY	PHASE 2 QTY	TOTAL
	PR	PROPOSED (BY OTHERS)					72
DECIDUOUS TREES							
	AT2	ALNUS INCANA TENUIFOLIA THINLEAF ALDER	2" CAL.	20'X20'	8		8
	CP	CELTIS OCCIDENTALIS 'PRAIRIE PRIDE' PRAIRIE PRIDE HACKBERRY	2" CAL.	50'X40'	7		7
	CC2	CERCIS CANADENSIS EASTERN REDBUD	2" CAL.	30'X30'	10	1	11
	GT	GLEDITSIA TRIACANTHOS HONEY LOCUST	2" CAL.	40'X30'	19	11	30
	GS	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE' SKYLINE HONEY LOCUST	2 " CAL.	40'X30'	13	4	17
	GD	GYMNOCLADUS DIOICUS 'ESPRESSO-JFS' ESPRESSO™ KENTUCKY COFFEETREE	2" CAL.	50'X35'	38	16	54
	PA	POPULUS X ACUMINATA LANCELEAF COTTONWOOD	2" CAL.	50'X35'	4		4
	QB	QUERCUS BICOLOR SWAMP WHITE OAK	2" CAL.	55'X50'	3		3
	QM	QUERCUS MACROCARPA BURR OAK	3" CAL.	60'X40'	22	16	38
	QU	QUERCUS MUEHLENBERGII CHINKAPIN OAK	2" CAL.	50'X50'	11		11
	UO	ULMUS AMERICANA 'LEWIS & CLARK' PRAIRIE EXPEDITION® AMERICAN ELM	2 " CAL.	30'X30'	24		24
	UC	ULMUS X 'FRONTIER' FRONTIER ELM	2 " CAL.	30'X30'		44	44
				TOTAL	**159**	**92**	**251**

PLANT LEGEND

SYMBOL	CODE	BOTANICAL/COMMON NAME	SIZE	MATURE	PHASE 1 QTY	PHASE 2 QTY	TOTAL
EVERGREEN TREES							
	PL	PINUS FLEXILIS LIMBER PINE	8` HT.	50`X30`	13		13
	PN	PINUS NIGRA AUSTRIAN PINE	8` HT.	50`X30`		8	8
	PP2	PINUS PONDEROSA PONDEROSA PINE	8` HT.	80`X30`	9	10	19
				TOTAL	**22**	**18**	**40**

PLANT LEGEND

SYMBOL	CODE	BOTANICAL/COMMON NAME	SIZE	MATURE	PHASE 1 QTY	PHASE 2 QTY	TOTAL
ORNAMENTAL TREES							
	AG	ACER GRANDIDENTATUM BIGTOOTH MAPLE	2" CAL.	25'X25'	2		2
	AG2	ACER GRISEUM PAPERBARK MAPLE	2" CAL.	25'X20'	14	3	17
	AI	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' AUTUMN BRILLIANCE SERVICEBERRY	2" CAL.	10'X12'	3		3
	AS	AMELANCHIER ALNIFOLIA SERVICEBERRY	2 " CAL.	20'X25'	19	4	23
	CC	CRATAEGUS CHRYSOCARPA FIREBERRY HAWTHORN	2 " CAL.	25'X25'	16		16
				TOTAL	**54**	**7**	**61**

SHORT GRASS PRAIRIE MIX

BY: WESTERN NATIVE SEED
www.westernnativeseed.com

+/- 818,000 SF

SPECIES	SEEDING RATE: 1-2 lbs per 1,000 sf.
BUFFALO GRASS *BUCHLOE DACTYLOIDES*	45%
BLUE GRAMA *BOUTELOUA GRACILIS*	50%
WESTERN WHEATGRASS PASCOPYRUM SMITHII	3%
SPOROBOLUS CRYPTANDRUS SAND DROPSEED	2%

ENHANCED SHORT GRASS PRAIRIE MIX

BY: WESTERN NATIVE SEED
www.westernnativeseed.com

+/- 48,000 SF

SPECIES	SEEDING RATE: 1-2 lbs per 1,000 sf.	QUANTITY
BUFFALO GRASS *BUCHLOE DACTYLOIDES*	45%	+/-48,000 SF
BLUE GRAMA *BOUTELOUA GRACILIS*	50%	
WESTERN WHEATGRASS PASCOPYRUM SMITHII	3%	
SPOROBOLUS CRYPTANDRUS SAND DROPSEED	2%	
WILDFLOWER PERENNIAL MIX SPECIES MIX,TBD	4" PLUGS @ 18" O.C. , 10% OF TOTAL AREA	+/- 2,100 4" PLUGS
GRASSES AND PERENNIAL MIX SPECIES MIX,TBD	1 GAL. @ 18" O.C., 10% OF TOTAL AREA	+/- 2,100 (1 GAL.)

LANDSCAPE AREA

	HOSPITAL LIMITS +/- SF	MOB LIMITS +/- SF	TOTAL AREA +/- SF
SHORT GRASS PRARIE	435,782 SF	385,693 SF	821,475 SF
ENHANCED SHORT PRAIRIE GRASS	38,974 SF	8,938 SF	47,912 SF
ENTRY DRIVE MAINTENANCE EDGE	9,062 SF		9,062 SF
CONTAINER PLANING BED AREAS (NO HATCH)	43,000 SF		+/-43,000 SF
PARKING MAINTENANCE EDGE / RIBBON BIOSWALE	10,188 SF	7,490SF	17,687 SF
BUILDING MAINTENANCE EDGE	13,865 SF	383 SF	14,248 SF
RIBBON/ENTRY PLANTING ZONES			
PERENNIALS	3,838 SF	1,000 SF	4,838 SF
LOW SHRUBS	9,864 SF		9,864 SF
ORNAMENTAL GRASS / PERENNIALS MIX	1,541 SF		1,541 SF
TOTAL LANDSCAPE AREA	566,114 SF	403,504 SF	969,648 SF

PLANT LEGEND

SYMBOL	CODE	BOTANICAL/COMMON NAME	SIZE	MATURE	1 QTY	2 QTY	TOTAL
PARKING/PERIMETER AREA							
	AF	AMORPHA FRUTICOSA FALSE INDIGO	5 GAL	7'X7'	3	2	5
	AT	ARTEMISIA TRIDENTATA BIG SAGEBRUSH	5 GAL	6'X6'	71	77	148
	BC	BERBERIS THUNBERGII 'CRIMSON PYGMY' CRIMSON PYGMY JAPANESE BARBERRY	5 GAL	2'X2'	50	79	129
	CR	CORNUS SERICEA RED TWIG DOGWOOD	5 GAL	6'X8'	29	76	105
	FP	FALLUGIA PARADOXA APACHE PLUME	5 GAL	5'X5'	44	105	149
	RA2	RHUS AROMATICA 'GRO-LOW' GRO-LOW FRAGRANT SUMAC	5 GAL	2'X6'	136	175	311
	RG	RHUS GLABRA SMOOTH SUMAC	4` HT.	10'X10'	1	30	31
	RG2	RIBES ALPINUM 'GREEN MOUND' GREEN MOUND ALPINE CURRANT	5 GAL	3'X3'	285	356	641
	RA	RIBES AUREUM GOLDEN CURRANT	5 GAL	5'X5'	12	17	29
	YG	YUCCA GLAUCA SOAPWEED	5 GAL	3'X3'	238	220	458
				TOTAL	**869**	**1137**	**2006**

PLANT LEGEND

SYMBOL	CODE	NAME	SIZE	MATURE	1 QTY	2 QTY	TOTAL
RIBBON CONCEPTUAL PLANT LIST					(ESTIMATED AND NOT SHOWN ON PLANS)		
	AL	AMORPHA CANESCENS LEADPLANT	5 GAL	2'X2'	270		
	BG	BOUTELOUA GRACILIS BLUE GRAMA GRASS	3 GAL	2'X2'	180		
	CB	CARYOPTERIS X CLANDONENSIS 'BLUE MIST' BLUE MIST BLUEBEARD	5 GAL	4'X3'	250		
	ES	ERIGERON SPECIOSUS SHOWY FLEABANE	3 GAL	2'X2'	30		
	GA	GAILLARDIA ARISTATA BLANKET FLOWER	3 GAL	2'X2'	35		
	HS	HELICTOTRICHON SEMPERVIRENS BLUE OAT GRASS	3 GAL	3'X3'	180		
	HO	HEMEROCALLIS X 'STELLA DE ORO' STELLA DE ORO DAYLILY	1 GAL	2'X2'	50		
	LP	LIATRIS PUNCTATA DOTTED BLAZING STAR	1 GAL	2'X2'	50		
	MR	MISCANTHUS SINENSIS 'ROTSILBER' RED SILVER EULALIA GRASS	3 GAL	4'X4'	180		
	MU	MUHLENBERGIA REVERCHONII 'PUND01S' UNDAUNTED® RUBY MUHLY	3 GAL	2'X2'	180		
	PW	PENSTEMON WHIPPLEANUS WHIPPLE'S PENSTEMON	1 GAL	3'X2'	20		
	PP	POTENTILLA FRUTICOSA 'PINK BEAUTY' PINK BEAUTY BUSH CINQUEFOIL	5 GAL	3'X3'	300		
	RH	RUDBECKIA HIRTA BLACK-EYED SUSAN	1 GAL	1'X2'	40		
				TOTAL	**1765**		

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

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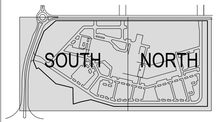
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SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

SCALE: NTS

SHEET TITLE

LANDSCAPE PLANTING SCHEDULE

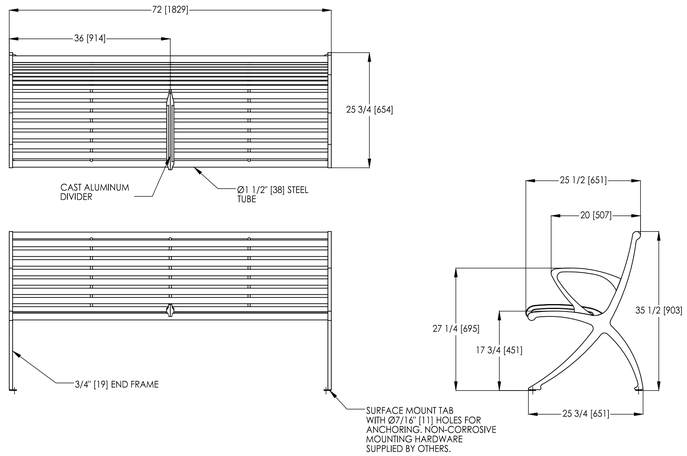
PUD SHEET NUMBER	SHEET ID
17 of 39	LP103

PROJECT NUMBER 15696

Plot Date:

Parc Vue® Backed Bench, 72in, Surface Mount, with End Arms and Divider
Product Drawing www.landscapeforms.com

Date: 5/19/2010
Ph: 800.521.2546



landscapeforms Drawing: PV644-08
Dimensions are in inches [mm]
U.S. Patent Nos.: D532,630; D534,021; D536,844

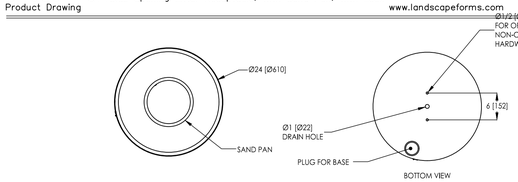
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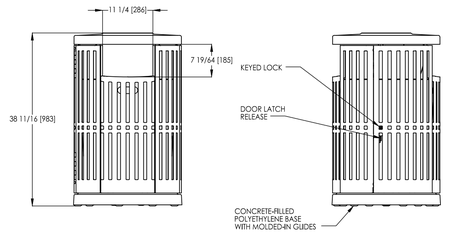
1 PARC VUE BENCH

SCALE: 1/16" = 1'

Chase Park® Single Opening Litter Receptacle, With Sand Pan, With Lock
Product Drawing www.landscapeforms.com

Date: 8/22/2019
Ph: 800.521.2546



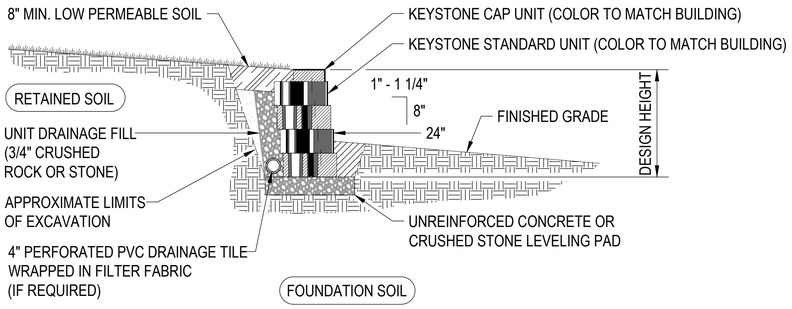


landscapeforms Drawing: CP362-04
Dimensions are in inches [mm]

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2 CHASE LITTER RECEPTACLE

SCALE: 1/16" = 1'



3 TYPICAL GRAVITY RETENTION WALL (HEIGHT OF 2.5' MAX.)

SCALE: NTS

Plot Date:

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

SMITHGROUP
1675 LARIMER STREET
SUITE 500
DENVER, CO 80202
303.832.3272
smithgroup.com

Kimley»Horn
6200 SOUTH SYRACUSE WAY
SUITE 300
GREENWOOD VILLAGE, CO 80111
303.228.2307
kimley-horn.com

ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN

SCALE

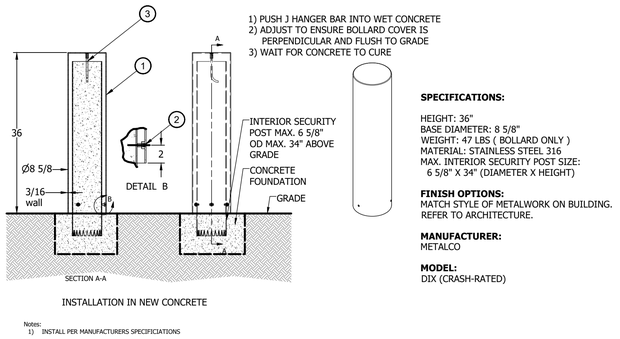
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SHEET TITLE

SITE AMENITIES DETAILS

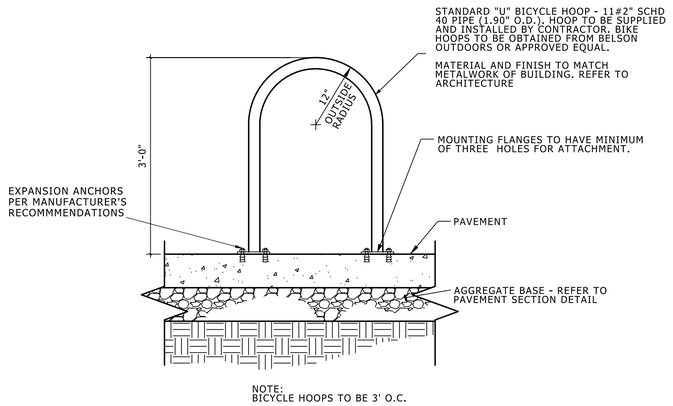
PUD SHEET NUMBER	SHEET ID
18 of 39	LS500

PROJECT NUMBER 15696



Notes:
1) INSTALL PER MANUFACTURERS SPECIFICATIONS

1 BOLLARD
SCALE: NTS



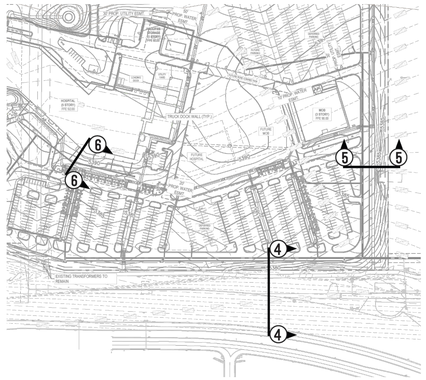
NOTE:
BICYCLE HOOPS TO BE 3' O.C.

2 U BIKE RACK
SCALE: NTS

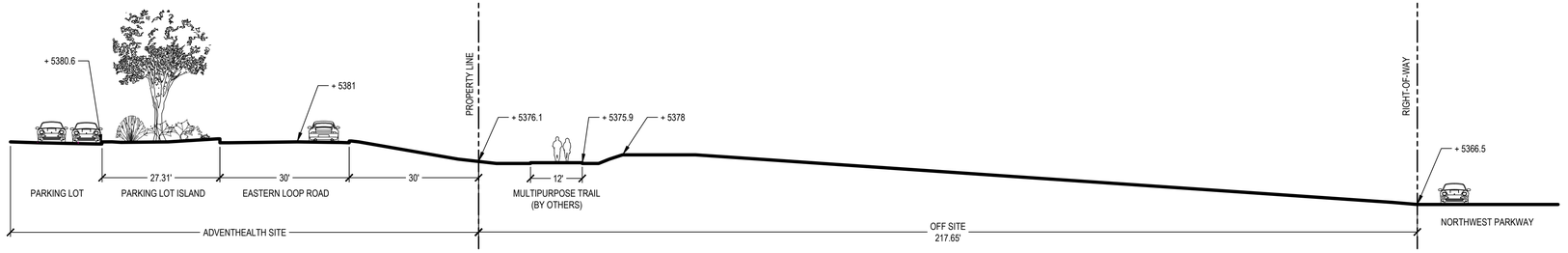
STEEL LOUVERED FENCE
MODEL : SHADOW 80
MANUFACTURER: AMETCO
8' HT.
COLOR TO MATCH STYLE OF METALWORK ON BUILDING.
REFER TO ARCHITECTURE



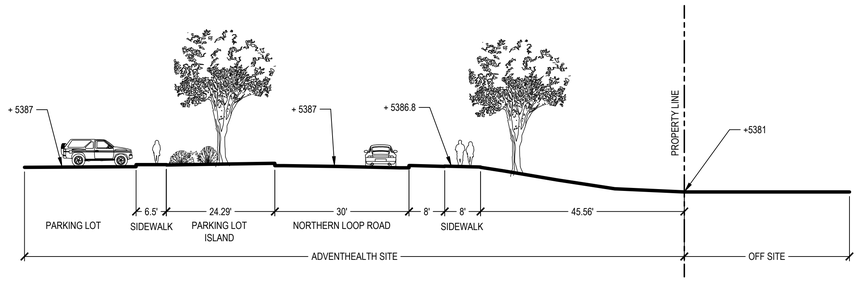
3 UTILITY SCREEN FENCE
SCALE: NTS



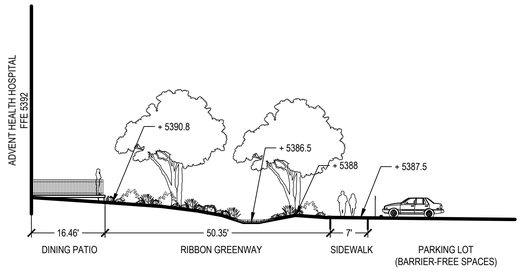
SECTION KEY



4 EAST LOOP ROAD
SECTION
SCALE: 1/16" = 1' - 0"



5 NORTH LOOP ROAD
SECTION
SCALE: 1/16" = 1' - 0"



6 DINING PATIO AND RIBBON GREENWAY
SECTION
SCALE: 1/16" = 1' - 0"

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
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CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

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Kimley»Horn
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GREENWOOD VILLAGE, CO 80111
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kimley-horn.com

ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN

SCALE

SCALE: NTS

SHEET TITLE

SITE AMENITIES DETAILS

PUD SHEET NUMBER	SHEET ID
19 of 39	LS501

PROJECT NUMBER
15696

Plot Date:



TOPDRESS LEGEND
IRRIGATION LEGEND

- PERMANENT IRRIGATION
  PRESSURE COMPENSATING DRIP IRRIGATION
  PRESSURE COMPENSATING SPRAY IRRIGATION
- TEMPORARY IRRIGATION
  (REMOVED WITHIN 1 YEAR OF PLANT ESTABLISHMENT)
- ISLAND PLANTING
- MEDIAN PLANTING
- MAIN DRIVE PLANTING
- RIBBON
- ROCKRESS ENTRY
- BUILDING PLANTERS

SITE AREA - PHASE 1 & 2	PERMANENT IRRIGATION
ZONES	
ISLAND PLANTING	23,827 SF
MEDIAN PLANTING	9,187 SF
MAIN DRIVE PLANTING	17,698 SF
RIBBON	47,912 SF
ROCKRESS ENTRY	4,965 SF
BUILDING PLANTERS	9,087 SF
TOTAL	100,867 SF

SITE AREA	TEMPORARY IRRIGATION
ZONES	
SHORT GRASS PRARIE	821,475 SF
TOTAL	821,475 SF

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
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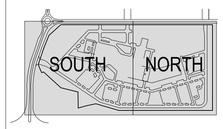
6200 SOUTH SYRACUSE WAY
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ISSUED FOR	DATE
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SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

0' 50' 100' 200'

SCALE: 1"=100'

SHEET TITLE

IRRIGATION HYDROLOGY

PUD SHEET NUMBER	SHEET ID
20 of 39	LI100

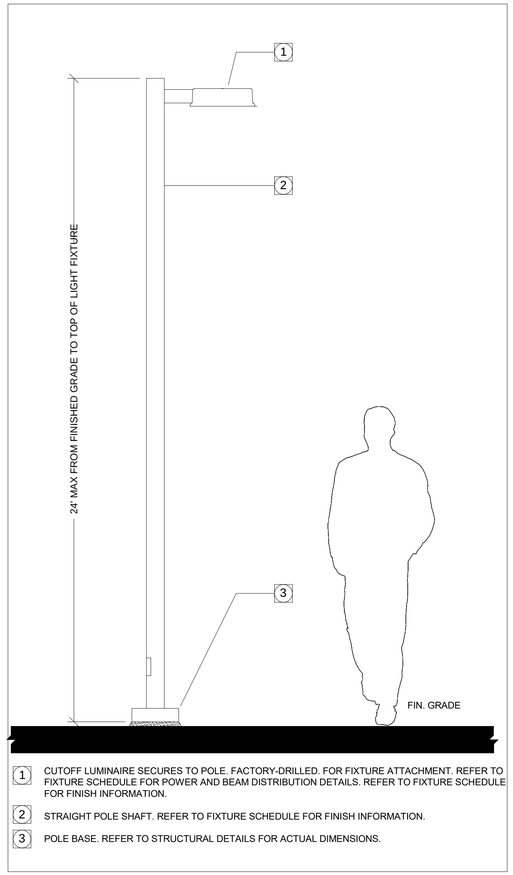
PROJECT NUMBER 15696

Plot Date:

FIXTURE TYPE	GENERAL DESCRIPTION	POLE HEIGHT	LOCATION	LUMENS	SYSTEM WATTAGE	COLOR TEMP.	CRI	VOLTAGE	DRIVER	CONTROL TYPE	MANUFACTURER + CATALOGUE #
B1	RECESSED DAMP LOCATION RATED ROUND 3IN DOWNLIGHT, 60 DEGREE BEAM	-	CANOPY	2500	25.8EA.	3500	90+	UNIV	INTEGRAL	0-10V 1%	3G LIGHTING 3G-DL33RF-25-H95-35K-60D-UNV-DIM-[FINISH]-[OPTIONS]
B2	RECESSED WET LOCATION RATED SQUARE 6IN DOWNLIGHT, WIDE DISTRIBUTION	-	CANOPY	8139	69.2EA.	3500	80+	UNIV	INTEGRAL	0-10V 1%	PRESCOLITE LFR-6SQD-M-80L-35K8MD-DM1 TRIM: LFR-6SQD-T-CL-S
D1	ROADWAY POLE SINGLE HEAD, TYPE 3 DISTRIBUTION. 16FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	-	SITE	2812	30EA.	4000	70+	UNIV	INTEGRAL	-	KIM LIGHTING UR20-28L-30-3K7-3-UNV-PT24-[FINISH]-[OPTIONS] POLE: RSAK14-40A-1-[DRILL]-[FINISH]-[OPTIONS]
EN	CEILING MOUNTED IP65 RATED LINEAR, 10 X 30 DEGREE DISTRIBUTION, 60IN LENGTH	-	CANOPY	925	5/FT	4000	-	120V ONLY	INTEGRAL	DMX	INSIGHT LIGHTING AP-LO-RBG40-1030-60-120-[CONTROL OPTIONS]-[FINISH]-[OPTIONS]
P1	ROADWAY POLE SINGLE HEAD, TYPE 3 DISTRIBUTION. 10FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	10' OVERALL	SITE	6293	65EA.	4000	70+	UNIV	INTEGRAL	-	KIM LIGHTING UR20-24L-65-3K7-3-UNV-PT24-[FINISH]-[OPTIONS] POLE: RSAK14-40A-1-[DRILL]-[FINISH]-[OPTIONS]
P2	PEDESTIAN BOLLARD. TYPE ME DISTRIBUTION. 3FT 3IN OVERALL BOLLARD HEIGHT.	-	HEALING WALKS	1132	10EA.	4000	80+	UNIV	INTEGRAL	-	LIGMAN LIGHTING UJE-10571-10W-ME-W40-[FINISH]-120/277v
S2	ROADWAY POLE SINGLE HEAD, TYPE 3 DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	24' OVERALL	SITE	5028	39.1EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-39-3K7-3-UNV-PT24-[FINISH]-[OPTIONS] POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
S3A	ROADWAY POLE SINGLE HEAD, TYPE 3 DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	24' OVERALL	SITE	11505	108.2EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-105-3K7-3-UNV-A5-[FINISH]-[OPTIONS] POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
S3B	ROADWAY POLE SINGLE HEAD, TYPE 3 DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	24' OVERALL	SITE	11505	108.2EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-105-3K7-3-UNV-A5-[FINISH]-HSS-90-B POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
S4A	ROADWAY POLE SINGLE HEAD, TYPE 4 FORWARD DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	24' OVERALL	SITE	11660	108.2EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-105-3K7-4F-UNV-A5-[FINISH]-[OPTIONS] POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
S4B	ROADWAY POLE SINGLE HEAD, TYPE 4 FORWARD DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	24' OVERALL	SITE	11660	108.2EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-105-3K7-4F-UNV-A5-[FINISH]-[OPTIONS] POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
S5A	ROADWAY POLE DOUBLE HEAD, TYPE 4 FORWARD DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	24' OVERALL	SITE	11660	216.4EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-105-3K7-4F-UNV-A5-[FINISH]-[OPTIONS] POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
S5B	ROADWAY POLE DOUBLE HEAD, TYPE 4 FORWARD DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	24' OVERALL	SITE	11660	216.4EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-105-3K7-4F-UNV-A5-[FINISH]-[OPTIONS] POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
WM1	EXTERIOR WALL MOUNTED TYPE 4 FORWARD DISTRIBUTION	-	EXTERIOR	3343	30EA.	4000	80+	UNIV	INTEGRAL	-	KIM LIGHTING WDS-D-24L-30-3K8-4F-UNV-[FINISH]-[OPTIONS]
U2	POLE MOUNT FLAG POLE LIGHT. UL LISTED FOR WET LOCATIONS.	-	FLAGPOLES	5000	58EA.	4000	80+	UNIV	INTEGRAL	-	LITHIONA LWR-5000-277-80-41K-[POLE DIA.]

NOTE: MAX ALLOWABLE POLE HEIGHT TO BE USED IS 24'-0" FROM F.G. TO TOP OF FIXTURE. SEE DETAIL 01 ON PAGE E-01

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Central Parking Lot	+	1.5 fc	4.0 fc	0.4 fc	10.0:1	3.8:1
East Exit Discharge	+	2.7 fc	6.5 fc	0.5 fc	13.0:1	5.4:1
East Parking	+	1.7 fc	4.3 fc	0.2 fc	21.5:1	8.5:1
Full Site	+	0.9 fc	57.3 fc	0.0 fc	N/A	N/A
Healing walk	+	1.6 fc	6.8 fc	0.3 fc	22.7:1	5.3:1
healing walk- north	+	2.2 fc	9.1 fc	0.2 fc	45.5:1	11.0:1
Main Drive	+	1.7 fc	12.7 fc	0.2 fc	63.5:1	8.5:1
Main Entry	+	11.4 fc	19.0 fc	3.0 fc	6.3:1	3.8:1
Main North Drive	+	1.7 fc	3.0 fc	0.9 fc	3.3:1	1.9:1
MOB Drive	+	1.4 fc	4.5 fc	0.1 fc	45.0:1	14.0:1
MOB ENTRANCE	+	9.0 fc	14.5 fc	4.7 fc	3.1:1	1.9:1
MOB walkway	+	3.6 fc	7.2 fc	0.7 fc	10.3:1	5.1:1
North Drive	+	1.3 fc	3.1 fc	0.2 fc	15.5:1	6.5:1
North Parking Lot	+	1.9 fc	4.4 fc	0.2 fc	22.0:1	9.5:1
Property Line	+	0.0 fc	0.3 fc	0.0 fc	N/A	N/A
South Drive	+	1.2 fc	2.8 fc	0.2 fc	14.0:1	6.0:1
South ED Entrance	+	14.5 fc	22.3 fc	3.3 fc	6.8:1	4.4:1
South Exit Discharge	+	3.6 fc	15.6 fc	1.0 fc	15.6:1	3.6:1
South Main Drive	+	2.4 fc	21.6 fc	0.5 fc	43.2:1	4.8:1
South Parking Lot	+	1.6 fc	3.7 fc	0.3 fc	12.3:1	5.3:1
staff outdoor area	+	2.2 fc	4.9 fc	0.2 fc	24.5:1	11.0:1
SW Parking Lot	+	2.0 fc	7.8 fc	0.4 fc	19.5:1	5.0:1
West Drive/ Helicopter Pad	+	0.9 fc	20.4 fc	0.1 fc	204.0:1	9.0:1
West ED Entry	+	39.7 fc	94.1 fc	5.9 fc	15.9:1	6.7:1



1. CUTOFF LUMINAIRE SECURES TO POLE. FACTORY-DRILLED. FOR FIXTURE ATTACHMENT. REFER TO FIXTURE SCHEDULE FOR POWER AND BEAM DISTRIBUTION DETAILS. REFER TO FIXTURE SCHEDULE FOR FINISH INFORMATION.
2. STRAIGHT POLE SHAFT. REFER TO FIXTURE SCHEDULE FOR FINISH INFORMATION.
3. POLE BASE. REFER TO STRUCTURAL DETAILS FOR ACTUAL DIMENSIONS.

1 LIGHT POLE BASE DETAIL
N.T.S.

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT #1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

ADVENT HEALTH LOUISVILLE
100 HEALTH PARK DRIVE
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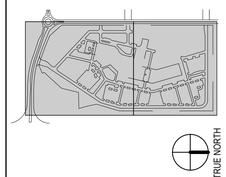
WSP
2000 SOUTH COLORADO BOULEVARD
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DENVER, CO 80222
WWW.WSP.com

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KEYPLAN



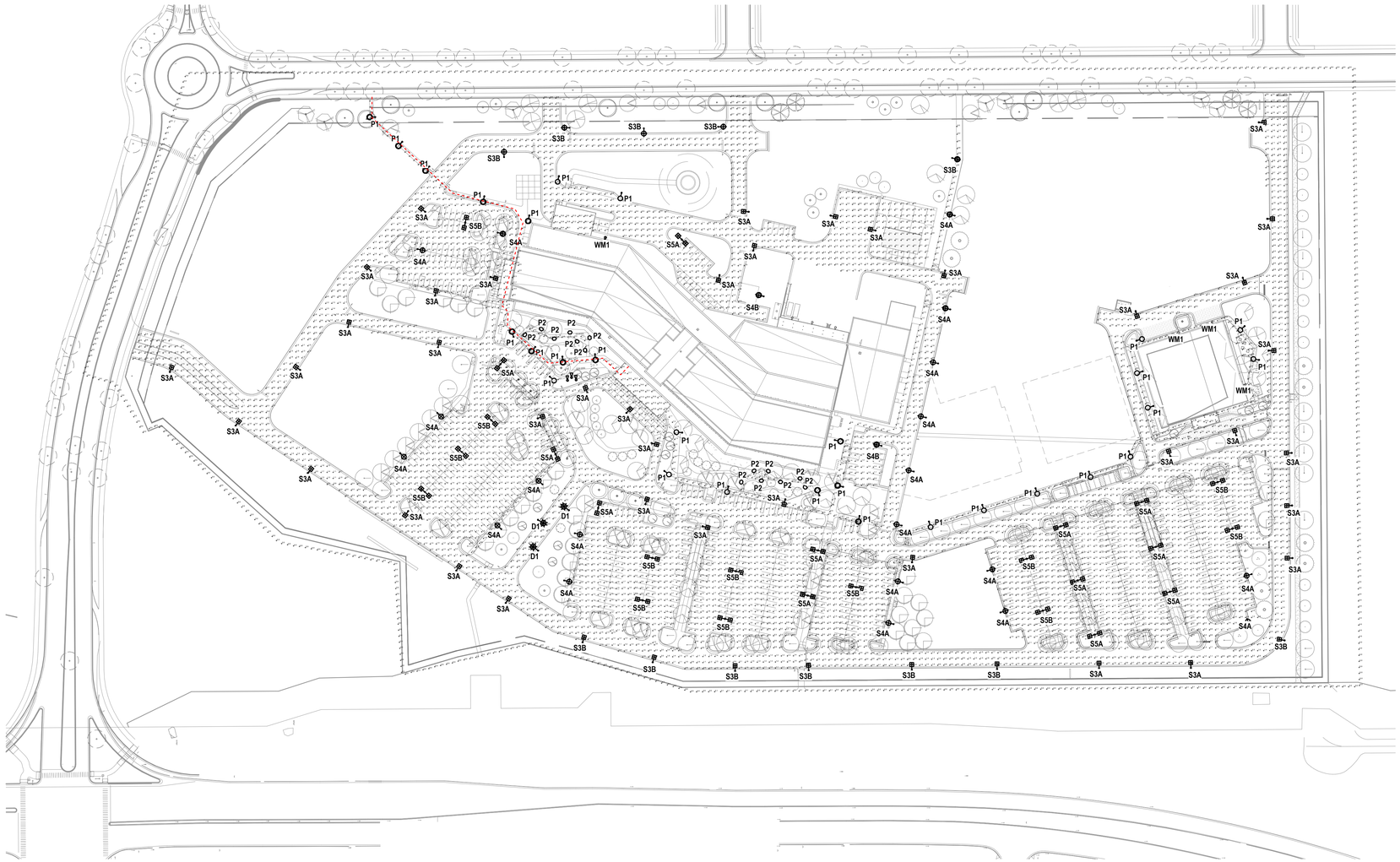
TRUE NORTH

SCALE
As indicated

SHEET TITLE
SITE LIGHTING SCHEDULE

PUD SHEET NUMBER	SG SHEET NUMBER
21 OF 39	E-01

PROJECT NUMBER
15696.00



FIXTURE TYPE	GENERAL DESCRIPTION	LOCATION	LUMENS	SYSTEM WATTAGE	COLOR TEMP.	CRI	VOLTAGE	DRIVER	CONTROL TYPE	MANUFACTURER + CATALOGUE #
B1	RECESSED DAMP LOCATION RATED ROUND 3IN DOWNLIGHT, 60 DEGREE BEAM	CANOPY	2500	25.8EA.	3500	90+	UNIV	INTEGRAL	0-10V 1%	3G LIGHTING 3G-DL33RF-25-H95-35K-60D-UNV-DIM-[FINISH]-[OPTIONS]
B2	RECESSED WET LOCATION RATED SQUARE 6IN DOWNLIGHT, WIDE DISTRIBUTION	CANOPY	8139	69.2EA.	3500	80+	UNIV	INTEGRAL	0-10V 1%	PRESCOLITE LFR-6SQD-M-80L-35K8MD-DM1 TRIM: LFR-6SQD-T-CL-S
D1	ROADWAY POLE SINGLE HEAD, TYPE 3 DISTRIBUTION. 16FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	SITE	2812	30EA.	4000	70+	UNIV	INTEGRAL	-	KIM LIGHTING UR20-28L-30-3K7-3-UNV-PT24-[FINISH]-[OPTIONS] POLE: RSAK14-40A-1-[DRILL]-[FINISH]-[OPTIONS]
EN	CEILING MOUNTED IP65 RATED LINEAR, 10 X 30 DEGREE DISTRIBUTION, 60IN LENGTH	CANOPY	925	5/FT	4000	-	120V ONLY	INTEGRAL	DMX	INSIGHT LIGHTING AP-LO-RBG40-1030-60-120-[CONTROL OPTIONS]-[FINISH]-[OPTIONS]
P1	ROADWAY POLE SINGLE HEAD, TYPE 3 DISTRIBUTION. 10FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	SITE	6293	65EA.	4000	70+	UNIV	INTEGRAL	-	KIM LIGHTING UR20-24L-65-3K7-3-UNV-PT24-[FINISH]-[OPTIONS] POLE: RSAK14-40A-1-[DRILL]-[FINISH]-[OPTIONS]
P2	PEDESTIAN BOLLARD. TYPE ME DISTRIBUTION. 3FT 3IN OVERALL BOLLARD HEIGHT.	HEALING WALKS	1132	10EA.	4000	80+	UNIV	INTEGRAL	-	LIGMAN LIGHTING UJE-10571-10W-ME-W40-[FINISH]-120/277v
S2	ROADWAY POLE SINGLE HEAD, TYPE 3 DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	SITE	5028	39.1EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-39-3K7-3-UNV-PT24-[FINISH]-[OPTIONS] POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
S3A	ROADWAY POLE SINGLE HEAD, TYPE 3 DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	SITE	11505	108.2EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-105-3K7-3-UNV-A5-[FINISH]-[OPTIONS] POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
S3B	ROADWAY POLE SINGLE HEAD, TYPE 3 DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	SITE	11505	108.2EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-105-3K7-3-UNV-A5-[FINISH]-HSS-90-B POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
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S4B	ROADWAY POLE SINGLE HEAD, TYPE 4 FORWARD DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	SITE	11660	108.2EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-105-3K7-4F-UNV-A5-[FINISH]-[OPTIONS] POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
S5A	ROADWAY POLE DOUBLE HEAD, TYPE 4 FORWARD DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	SITE	11660	216.4EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-105-3K7-4F-UNV-A5-[FINISH]-[OPTIONS] POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
S5B	ROADWAY POLE DOUBLE HEAD, TYPE 4 FORWARD DISTRIBUTION. 24FT 0IN OVERALL POLE HEIGHT. POLE TO BE FIELD CUT.	SITE	11660	216.4EA.	4000	70+	UNIV	INTEGRAL	-	BEACON LIGHTING VP-ST-1-36L-105-3K7-4F-UNV-A5-[FINISH]-[OPTIONS] POLE: RSAB-S25-60A-B-1[DRILL]-[FINISH]-[OPTIONS]
WM1	EXTERIOR WALL MOUNTED TYPE 4 FORWARD DISTRIBUTION	EXTERIOR	3343	30EA.	4000	80+	UNIV	INTEGRAL	-	KIM LIGHTING WDS-D-24L-30-3K8-4F-UNV-[FINISH]-[OPTIONS]
U2	POLE MOUNT FLAG POLE LIGHT. UL LISTED FOR WET LOCATIONS.	FLAGPOLE S	5000	58EA.	4000	80+	UNIV	INTEGRAL	-	LITHIONA LWR-5000-277-80-41K-[POLE DIA.]

② SITE PLAN - LIGHTING
1" = 100'-0"

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Central Parking Lot	+	1.5 fc	4.0 fc	0.4 fc	10.0:1	3.8:1
East Exit Discharge	+	2.7 fc	6.5 fc	0.5 fc	13.0:1	5.4:1
East Parking	+	1.7 fc	4.3 fc	0.2 fc	21.5:1	8.5:1
Full Site	+	0.9 fc	57.3 fc	0.0 fc	N/A	N/A
Healing walk	+	1.6 fc	6.8 fc	0.3 fc	22.7:1	5.3:1
healing walk- north	+	2.2 fc	9.1 fc	0.2 fc	45.5:1	11.0:1
Main Drive	+	1.7 fc	12.7 fc	0.2 fc	63.5:1	8.5:1
Main Entry	+	11.4 fc	19.0 fc	3.0 fc	6.3:1	3.8:1
Main North Drive	+	1.7 fc	3.0 fc	0.9 fc	3.3:1	1.9:1
MOB Drive	+	1.4 fc	4.5 fc	0.1 fc	45.0:1	14.0:1
MOB ENTRANCE	+	9.0 fc	14.5 fc	4.7 fc	3.1:1	1.9:1
MOB walkway	+	3.6 fc	7.2 fc	0.7 fc	10.3:1	5.1:1
North Drive	+	1.3 fc	3.1 fc	0.2 fc	15.5:1	6.5:1
North Parking Lot	+	1.9 fc	4.4 fc	0.2 fc	22.0:1	9.5:1
Property Line	+	0.0 fc	0.3 fc	0.0 fc	N/A	N/A
South Drive	+	1.2 fc	2.8 fc	0.2 fc	14.0:1	6.0:1
South ED Entrance	+	14.5 fc	22.3 fc	3.3 fc	6.8:1	4.4:1
South Exit Discharge	+	3.6 fc	15.6 fc	1.0 fc	15.6:1	3.6:1
South Main Drive	+	2.4 fc	21.6 fc	0.5 fc	43.2:1	4.8:1
South Parking Lot	+	1.6 fc	3.7 fc	0.3 fc	12.3:1	5.3:1
staff outdoor area	+	2.2 fc	4.9 fc	0.2 fc	24.5:1	11.0:1
SW Parking Lot	+	2.0 fc	7.8 fc	0.4 fc	19.5:1	5.0:1
West Drive/ Helicopter Pad	+	0.9 fc	20.4 fc	0.1 fc	204.0:1	9.0:1
West ED Entry	+	39.7 fc	94.1 fc	5.9 fc	15.9:1	6.7:1

LEGEND

EGRESS PATH

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT #1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

ADVENT HEALTH LOUISVILLE
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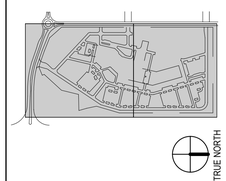
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ISSUED FOR	DATE
3RD PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



TRUE NORTH

SCALE

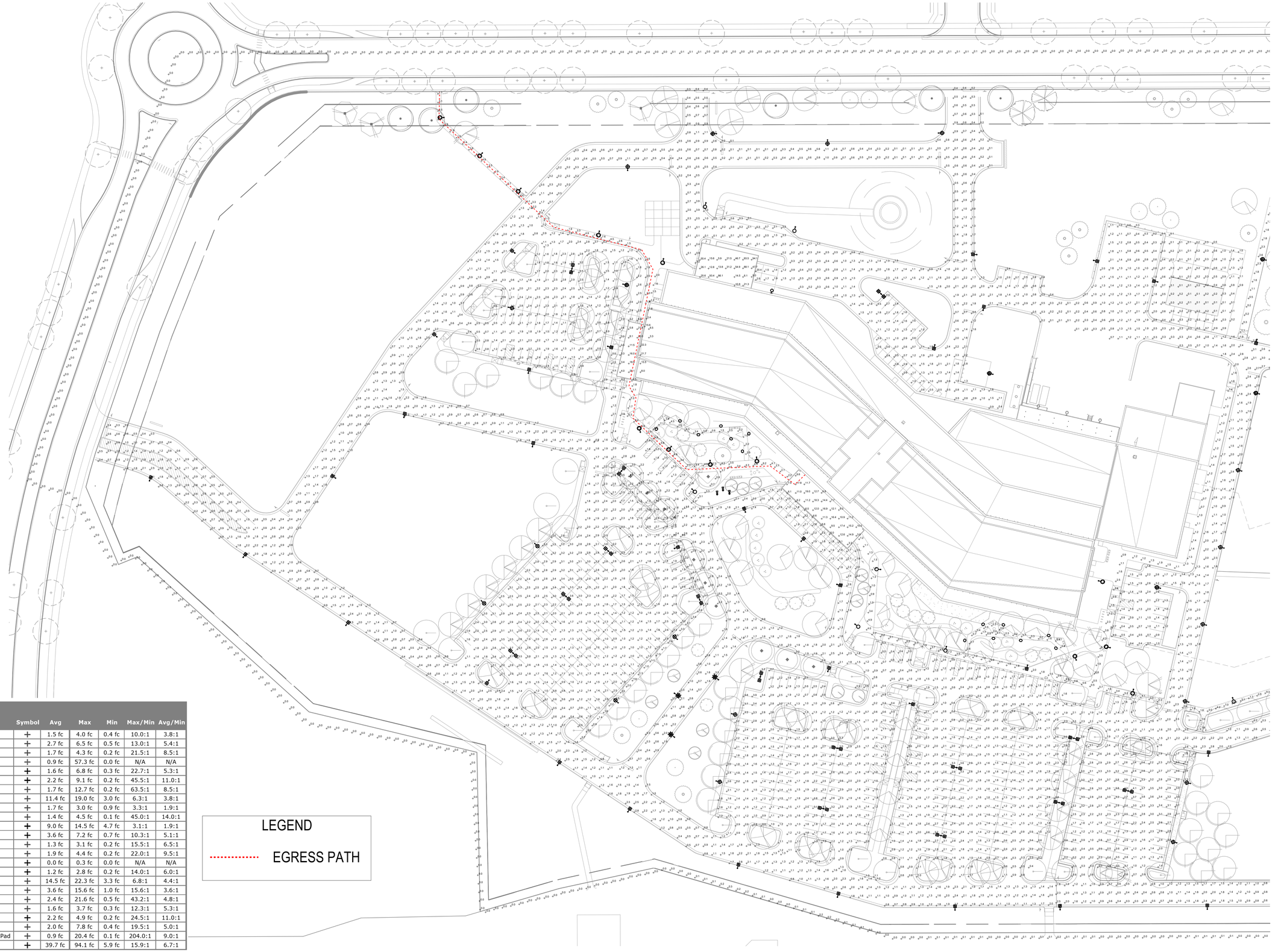
As indicated

SHEET TITLE

OVERALL PHOTOMETRIC PLAN - 100 SCALE

PUD SHEET NUMBER	SG SHEET NUMBER
22 OF 39	E-02

PROJECT NUMBER
15696.00



Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Central Parking Lot	+	1.5 fc	4.0 fc	0.4 fc	10.0:1	3.8:1
East Exit Discharge	+	2.7 fc	6.5 fc	0.5 fc	13.0:1	5.4:1
East Parking	+	1.7 fc	4.3 fc	0.2 fc	21.5:1	8.5:1
Full Site	+	0.9 fc	57.3 fc	0.0 fc	N/A	N/A
Healing walk	+	1.6 fc	6.8 fc	0.3 fc	22.7:1	5.3:1
healing walk- north	+	2.2 fc	9.1 fc	0.2 fc	45.5:1	11.0:1
Main Drive	+	1.7 fc	12.7 fc	0.2 fc	63.5:1	8.5:1
Main Entry	+	11.4 fc	19.0 fc	3.0 fc	6.3:1	3.8:1
Main North Drive	+	1.7 fc	3.0 fc	0.9 fc	3.3:1	1.9:1
MOB Drive	+	1.4 fc	4.5 fc	0.1 fc	45.0:1	14.0:1
MOB ENTRANCE	+	9.0 fc	14.5 fc	4.7 fc	3.1:1	1.9:1
MOB walkway	+	3.6 fc	7.2 fc	0.7 fc	10.3:1	5.1:1
North Drive	+	1.3 fc	3.1 fc	0.2 fc	15.5:1	6.5:1
North Parking Lot	+	1.9 fc	4.4 fc	0.2 fc	22.0:1	9.5:1
Property Line	+	0.0 fc	0.3 fc	0.0 fc	N/A	N/A
South Drive	+	1.2 fc	2.8 fc	0.2 fc	14.0:1	6.0:1
South ED Entrance	+	14.5 fc	22.3 fc	3.3 fc	6.8:1	4.4:1
South Exit Discharge	+	3.6 fc	15.6 fc	1.0 fc	15.6:1	3.6:1
South Main Drive	+	2.4 fc	21.6 fc	0.5 fc	43.2:1	4.8:1
South Parking Lot	+	1.6 fc	3.7 fc	0.3 fc	12.3:1	5.3:1
staff outdoor area	+	2.2 fc	4.9 fc	0.2 fc	24.5:1	11.0:1
SW Parking Lot	+	2.0 fc	7.8 fc	0.4 fc	19.5:1	5.0:1
West Drive/ Helicopter Pad	+	0.9 fc	20.4 fc	0.1 fc	204.0:1	9.0:1
West ED Entry	+	39.7 fc	94.1 fc	5.9 fc	15.9:1	6.7:1

LEGEND

EGRESS PATH

1 SITE PLAN - LIGHTING
1" = 50'-0"

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT #1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

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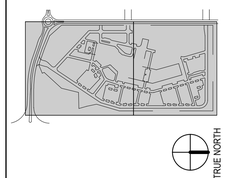
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ISSUED FOR	DATE
3RD PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



TRUE NORTH

SCALE

As indicated

SHEET TITLE

PHOTOMETIC PLAN - 50 SCALE

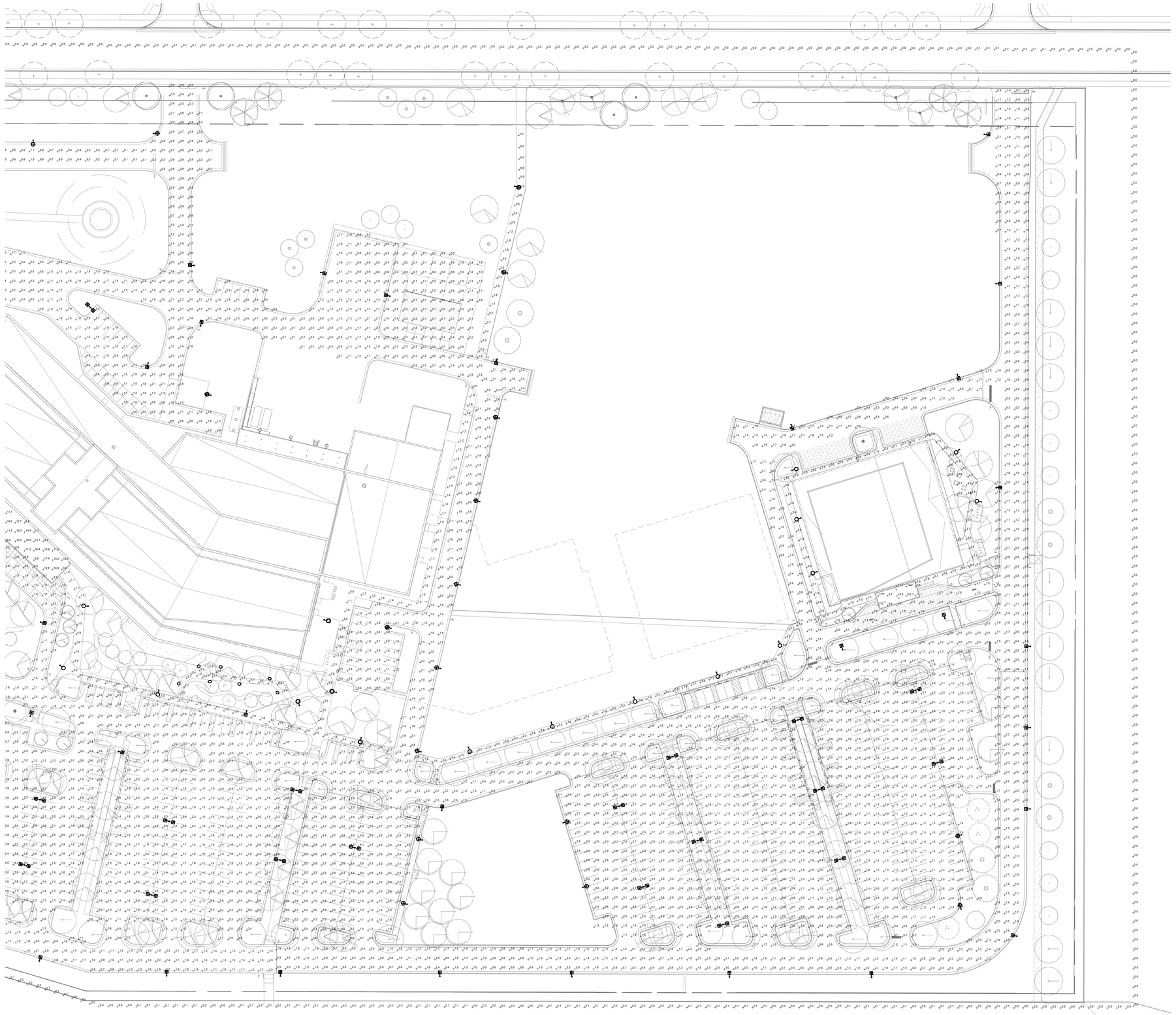
PUD SHEET NUMBER	SG SHEET NUMBER
23 OF 39	E-03

PROJECT NUMBER

15696.00

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Central Parking Lot	+	1.5 fc	4.0 fc	0.4 fc	10.0:1	3.8:1
East Exit Discharge	+	2.7 fc	6.5 fc	0.5 fc	13.0:1	5.4:1
East Parking	+	1.7 fc	4.3 fc	0.2 fc	21.5:1	8.5:1
Full Site	+	0.9 fc	57.3 fc	0.0 fc	N/A	N/A
Healing walk	+	1.6 fc	6.8 fc	0.3 fc	22.7:1	5.3:1
healing walk- north	+	2.2 fc	9.1 fc	0.2 fc	45.5:1	11.0:1
Main Drive	+	1.7 fc	12.7 fc	0.2 fc	63.5:1	8.5:1
Main Entry	+	11.4 fc	19.0 fc	3.0 fc	6.3:1	3.8:1
Main North Drive	+	1.7 fc	3.0 fc	0.9 fc	3.3:1	1.9:1
MOB Drive	+	1.4 fc	4.5 fc	0.1 fc	45.0:1	14.0:1
MOB ENTRANCE	+	9.0 fc	14.5 fc	4.7 fc	3.1:1	1.9:1
MOB walkway	+	3.6 fc	7.2 fc	0.7 fc	10.3:1	5.1:1
North Drive	+	1.3 fc	3.1 fc	0.2 fc	15.5:1	6.5:1
North Parking Lot	+	1.9 fc	4.4 fc	0.2 fc	22.0:1	9.5:1
Property Line	+	0.0 fc	0.3 fc	0.0 fc	N/A	N/A
South Drive	+	1.2 fc	2.8 fc	0.2 fc	14.0:1	6.0:1
South ED Entrance	+	14.5 fc	22.3 fc	3.3 fc	6.8:1	4.4:1
South Exit Discharge	+	3.6 fc	15.6 fc	1.0 fc	15.6:1	3.6:1
South Main Drive	+	2.4 fc	21.6 fc	0.5 fc	43.2:1	4.8:1
South Parking Lot	+	1.6 fc	3.7 fc	0.3 fc	12.3:1	5.3:1
staff outdoor area	+	2.2 fc	4.9 fc	0.2 fc	24.5:1	11.0:1
SW Parking Lot	+	2.0 fc	7.8 fc	0.4 fc	19.5:1	5.0:1
West Drive/ Helicopter Pad	+	0.9 fc	20.4 fc	0.1 fc	204.0:1	9.0:1
West ED Entry	+	39.7 fc	94.1 fc	5.9 fc	15.9:1	6.7:1



1 SITE PLAN - LIGHTING
1" = 50'-0"

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT #1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
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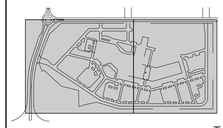
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ISSUED FOR	DATE
3RD PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



TRUE NORTH

SCALE
1" = 50'-0"

SHEET TITLE
PHOTOMETRIC PLAN - 50 SCALE

PUD SHEET NUMBER	SG SHEET NUMBER
24 OF 39	E-04

PROJECT NUMBER
15696.00

KIM LIGHTING

DATE: LOCATION: D1, P1

TYPE: PROJECT:

CATALOG #:

UR20 - Post Top

ARCHITECTURAL AREA/SITE

Ouro

FEATURES

- 20" size in single/dual arm post top, pole and wall mount
- High performance optics up to 16,874 delivered lumens
- Elegant form factor
- Diffusion lens option
- UL/cUL listed for wet locations, IP66 and 4G/1.5G vibration rated

3000K as standard CCTs only

CONTROL TECHNOLOGY

LIGHTGRID



FM33



FMSA33/PTSA23
FMSA34, PTSA24, PTSA34

	Weight	EPA
UR20	35 lbs / 15.8 kg	0.52 ft.²

SPECIFICATIONS

CONSTRUCTION

- Low copper aluminum alloy die-casting is designed as one-piece.
- Molded silicone gasket throughout insures the sealing between the two compartments and provides ingress protection.
- All external fasteners are stainless steel.
- Cover is secured to Lens frame by the latch and hinge.

OPTICS

- LEDs mount to a metal printed circuit board assembly (MCPCB).
- Optical lenses are clear injection molded PMMA acrylic.
- Optional Blacklight Control on each LED module to completely control unwanted backlight.
- Optional fixture finish optical surfaces will not exceed BUG ratings of the standard white finish.

LENS

- Standard lens (CLR) IK08
- Clear Polycarbonate Lens (CP) IK10

INSTALLATION

- Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious personal injury.

ELECTRICAL

- Universal voltage, 120 through 277V with a ±10% tolerance. Driver is Underwriters Laboratories listed.
- High voltage configurations, 347/480. Driver has a 0-10V dimming interface for multi-level illumination options. Driver is Underwriters Laboratories listed.
- "Thermal Shield", secondary side, thermistor provides protection for the sustainable life of LED module and electronic components
- Drivers shall have greater than a 0.9 power factor, less than 20% harmonic distortion, and be suitable for operation in -40°C to 40°C ambient environments.
- Luminaire shall be capable of operating at 100% brightness in a 40°C environment. Both driver and optical array have integral thermal protection circuitry that will protect upon detection of temperatures in excess of 85°C.
- Surge protection: 10,000A in parallel, 20,000A in series
- Wiring: No. 18AWM rated 105°C, wet rating.

CONTROLS

7PR

- Fully gasketed and wired 7 pin receptacle option. Easy access location above the electrical compartment. 7 pin construction is twist lock resistant to moisture and provides a controlled definition of operational performance. ANSI twist-lock control module by others.

Standard customer operation modes:

- Traditional on/off photoelectric control.
- 5-pin wireless photoelectric control for added dimming feature.
- 7-pin wireless photoelectric control for dimming and additional I/O connections for customer use.

(Specifications continued on page 5)

Current

currentlighting.com/kimlighting

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KIM LIGHTING

DATE: LOCATION: D1, P1

TYPE: PROJECT:

CATALOG #:

UR20 - Post Top

ARCHITECTURAL AREA/SITE

ORDERING GUIDE

CATALOG #

Example: UR20-24L-25-3KB-3-UNV-FMSA33-BLT-7PR-BC

HOUSING

UR20

Model	LED Engine		CCT/CRI		Distribution		Rotation		Voltage	
UR20	Gulo	No Lens or Clear Lens		AM(1)	Amber, 595nm	No Lens or Clear Lens		(Blank)	Blank for no rotation	UNV	120-277V
		24L-25	3,000 lm	2763	2700K, 80 CRI	FB	Type 1(Front/Row			347	347V
		24L-65	7,000 lm	3K7	3000K, 70 CRI	2	Type II	L*	Optic rotation left	480	480V
		56L-75	15,000 lm	3K8	3000K, 80 CRI	3	Type III	R*	Optic rotation right	Consult factory	
		56L-110	15,000 lm	35K8	3500K, 80 CRI	4	Type IV				
		56L-140	17,000 lm	4K3	4000K, 90 CRI	5	Type V Wide				
		HDL - High Diffusion Lens		4K7	4000K, 70 CRI	5QW*	Type V Square Medium				
		28L-30	2,000 lm	4K8	4000K, 80 CRI	5QW*	Type V Square Narrow				
		28L-70	7,000 lm	5K7	5000K, 70 CRI	5R*	Type V Rectangular				
		68L-80	5,000 lm		Consult factory for other CCTs and CRIs	5W*	Type V Wide (Round)				
		68L-115	13,000 lm			HDL - High Diffusion Lens					
		68L-150	15,000 lm			3	Type III Asymmetric				
						5W*	Type V Symmetric				

Mounting		Fixture Finish		Control Options		Options		Control Accessories	
FM33	Flush mt 3.5"-OD pole, 2" fixture tenon	BLS	Black Gloss Smooth	7PR-TL	7 pin PCR with twist-lock photocontrol	BC*	Back-light Control	WIR-RME-L	LightGRID™ External Fixture Module
FM44	Flush mt 3.6"-to 4.0"-OD pole, 4" fixture tenon	BLT	Black Matte Textured	7PR-SC	7 pin PCR with shorting cap	SF	Single Fuse	SCH-R	Occ. Sensor for Round Pole
PT23	3" Post Top mount for 2 3/8"-OD x 4" Long Tenon	DBS	Dark Bronze Gloss Smooth	7PR	7 pin PCR, wireless control enabled	DF	Double Fuse		14 to 30' MH
PT24	3" Post Top mount for 2 3/8"-OD x 4" Long Tenon	DBT	Dark Bronze Matte Textured	AD-01*	AstroDIM 50% output at midnight	CL**	Clear Lens	SCH-S	Occ. Sensor for Square Pole
PT34	3" Post Top mount for 2 3/8"-OD x 4" Long Tenon	GTT	Graphite Matte Textured	AD-02*	AstroDIM 50% output midnight to 4 AM	TPL	Tamper proof latch		14 to 30' MH
FMSA33	Solo Arm Post Top Flush Mount 3.0"-OD Pole, 2" fixture tenon	LGS	Light Grey Gloss Smooth	AD-03*	AstroDIM 50% output 10PM	CP***	Clear Polycarbonate Lens	NXT-PH	NX7-Ph Twist-Lock® with NX Networked Photocontrols. Integral Automatic Dimming Protocol, Integral Single Pole Relay with Dimming, and Bluetooth Programming	
FMSA44	Solo Arm Post Top Flush Mount 3.6"-to 4.0"-OD Pole, 4" fixture tenon	LGT	Light Grey Matte Textured	AD-04*	AstroDIM 50% output 10PM to 4AM	WBPM3	Wall Bracket Arm for FM33 or FMSA33			
FMSA33	Solo Arm Post Top Mount 3.0"-OD Pole, 3" fixture tenon	PSS	Platinum Silver Gloss Smooth	NOM*	Dimming Occ. Sensor for up to 40' Mt. 120/277/347V	WBPM4	Wall Bracket Arm for FM44 or FMSA44			
FMSA44	Solo Arm Post Top Flush Mount 3.6"-to 4.0"-OD Pole, 4" fixture tenon	VGT	Verde Green Matte Textured	WSP-40F-1**	Dimming Occ. Sensor for up to 40' Mt. 480V	TAPM3***	Twin Arm mount for FM33 or FMSA33			
PTSA23	3" Post Top mount for 2 3/8"-OD x 4" Long Tenon	WHS	White Gloss Smooth	WSP-40F-2**	NX Networked Wireless Enabled Integral NXSMP2-LMO PR Occupancy Sensor with Automatic Dimming Protocol and Bluetooth Programming	TAPM4***	Twin Arm mount for FM44 or FMSA44		
PTSA24	4" Solo Arm Post Top Mount for 2.38"-OD x 4" Long Tenon	WHT	White Matte Textured	WSP-40F-3**	NX Networked Wireless Enabled Integral NXSMP2-HMO PR Occupancy Sensor with Automatic Dimming Protocol and Bluetooth Programming				
PTSA34	4" Solo Arm Post Top Mount for 2.38"-OD x 4" Long Tenon	**Color Option**		NOXISW*	NX Networked Wireless Enabled Integral NXSMP2-LMO PR Occupancy Sensor with Automatic Dimming Protocol and Bluetooth Programming				
		CC*	Custom Color	NOXISW-H**					

1 Turtle-Friendly.
2 Not available with 2@ 4S and the 56L-140 configuration of the LED Engine
3 Not available with 7PR
4 Not available with 56K-525L and 5W distributions
5 Not available with 7PR when ordering with other control options.
6 Not available with other version of wireless control options.
7 Not available with Solo Arm Post Top (FMSA/PTSA).
8 24L and 56L only
9 Not available with HDL option
10 Not available with 7PR. Consult factory for details.
11 BTD rated. Consult factory for details.
12 Only mounts 2 @ 5-6" apart.
13 Order one for each pair of fixtures per pole.

Current

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KIM LIGHTING

DATE: LOCATION: D1, P1

TYPE: PROJECT:

CATALOG #:

UR20 - Post Top

ARCHITECTURAL AREA/SITE

OUTDOOR LIGHTING CONTROLS OPTIONS

CONTROLS FUNCTIONALITY

LIGHTGRID

Control Option Ordering Logic & Description		Control Option Functionality								Control Option Components
		Networkable	Grouping	Scheduling	Occupancy / Vacancy Motion	Daylight Harvesting	0-10V Dimming	On/Off Control	Bluetooth App Programming	Sensor Interface
NXSMP2-LMO-PR-BC	NX 7-Pin Twist-Lock® with NX Networked Wireless Enabled Integral Automatic Dimming Protocol, Integral Single Pole Relay with Dimming, and Bluetooth Programming	✓	✓	✓	Paired with external control	✓	✓	✓	✓	NXSTM-WSD-LH
NXSM	NX Networked Wireless Node Module with Bluetooth Programming	✓	✓	✓	-	-	✓	✓	✓	NXRMG-H
NXSMDIF	NX Networked Wireless Enabled Integral NXSMP2-DIF PR Occupancy Sensor with Automatic Dimming Protocol and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	NXSMP2-DIF
NXSMDIF-HMO	NX Networked Wireless Enabled Integral NXSMP2-HMO PR Occupancy Sensor with Automatic Dimming Protocol and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	NXSMP2-HMO

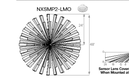
DEFAULT SETTINGS

Occupancy Sensor	Enabled
Occupancy Sensor Sensitivity	7
Occupancy Sensor Timeout	5 Minutes
Occupied Dim Level	100%
Unoccupied Dim Level	0%
Daylight Sensor	Disabled
Bluetooth	Enabled
2.4GHz Wireless Mesh	On
Reconcile Factory Passcode: Hybrid837	Enabled

Occupancy Sensor	Enabled
Occupancy Sensor Sensitivity	7
Occupancy Sensor Timeout	5 Minutes
Occupied Dim Level	100%
Unoccupied Dim Level	50%
Daylight Sensor	Disabled

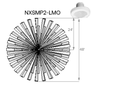
NX WIRELESS COVERAGE PATTERNS

NXSMP2-LMO



Mounting Height: 30 ft
Coverage Diameter When Mounted at 8ft with Low Mount Lens

NXSMP2-LMO



Mounting Height: 30 ft
Coverage Diameter When Mounted at 8ft with Low Mount Lens

NX LIGHTING CONTROLS FREE APP

NX

The NX Lighting Controls App is free to use mobile application for programming both NX Lighting Controls System or Standalone Bluetooth Sensors. The mobile app allows you to configure devices, discover and setup wireless mobile luminaires and program NX system settings.

Apple App: https://apps.apple.com/us/app/nx-lighting-controls/id1462312508

Google Play: https://play.google.com/store/apps/details?id=tv.centrex.NXSTRIKEnx.LITE&gl=US

Apple App

Google Play

CONTROLS TECH SUPPORT 800-888-8006 (7:00 AM - 7:00 PM)



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SPECIFICATIONS (CONTINUED)

CONTROLS (CONTINUED)

DIMMING:

- Dimming range from 100% to 10% through the use of the standard 0-10V interface on the programmable driver.
- Modular wiring harness in the service area provides user access to the dimming circuitry.
- Dimming circuitry compatible with 0-10V, user-defined control devices.
- Optional factory programmed dimming profile.



WIRELESS CONTROLS

LightGRID™

- LightGRID wireless control modules allow an individual fixture to managed, monitored and measured. The modules communicate securely over a robust certified meshed radio signal. The LightGRID™ modules provide on/off/dim control, external device input, alerts and metering.

WIR-RME-L

- LightGRID External Module(20-480V, 1000ft range (LOS), Internal Photocell, 1 Digital Input, Compatible with the A-25-7H option

NXSTM-WSD-LHV

- Occ. Sensor for Round Pole 14 to 30' MH
- Occ. Sensor for Square Pole 14 to 30' MH
- NX7-Ph Twist-Lock® with NX Networked Photocontrols. Integral Automatic Dimming Protocol, Integral Single Pole Relay with Dimming, and Bluetooth Programming

NX LIGHTING CONTROLS

- NX lighting controls platform utilizes a Distributed Network Architecture (DNA) that connects intelligent devices including luminaires, controllers, panels, occupancy sensors, photocells, wall switches and dimmers, creating a system with an unmatched level of reliability, scalability and simplicity.

INSTALLATION (CONTINUED)

- Knuckle arm fitter option available for 2-3/8" OD tenon.
- For products with EPA less than 1 mounted to a pole greater that 20ft, a vibration damper is recommended.

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40°C to 40°C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20kA protection meeting ANSI/ IEEE C62.41.2 Category C Low and Surge Level Category C3. Automatically takes fixture off-line for protection when device is compromised
- Dual Driver option provides 2 drivers within luminaire for redundancy. In the event of driver failure, where Dual Power Feed provides two drivers which can be wired independently as two circuits. Each driver is connected from the luminaire. Both options cannot be combined.

CONTROLS

- Photo control, occupancy sensor programmable controls, and ZigGee wireless controls available for dusk-to-dawn on/off and dimming control
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application
- 7 pin ANSI C136.41-2013 photocontrol receptacle option. Easy access location above the electrical compartment. Twist lock resistant to moisture and provides a controlled definition of operational performance. ANSI twist-lock control module by others.
- Zigbee wireless control enabled
- Optional universal mounting block for ease of installation during retrofit applications. Available as an option (ASQ) or accessory for square and round poles.
- All mounting hardware included

POLE MOUNTED

ROUND POLE-MOUNTED OCCUPANCY

- Sensor up to 30'. Select voltage and finish color.

SCH-R

- Round Pole-Mounted Occupancy Sensor: up to 30' - an outdoor occupancy sensor with 0-10V interface dimming control that mounts directly to the pole. Wide 360° pattern. Module colors are available in Black, Gray, and White. Module is cut for round pole mounting. Pole diameter is needed upon order. Poles to be drilled in the field will be provided with installation instructions.
- Ordering Example: SCH-R#12771BL*

SQUARE POLE-MOUNTED OCCUPANCY

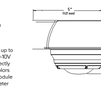
Sensor up to 30'. Select voltage and finish color.

SCH-S

- Square Pole-Mounted Occupancy Sensor: up to 30' - an outdoor occupancy sensor with 0-10V interface dimming control that mounts directly to the pole. Wide 360° pattern. Module colors are available in Black, Gray, and White. Module is cut for round pole mounting. Pole diameter is needed upon order. Poles to be drilled in the field will be provided with installation instructions.
- Ordering Example: SCH-S#2771BL*

ASTRODIM

- AstroDIM provides multi-stage night-time power reduction based on an internal timer independent of any sensor or on/off time. There is no need for an external control infrastructure. The unit automatically performs a dimming profile based on the predefined scheduled reference to the midpoint, which is calculated based on the power on/off times.



OPTIONAL FUSING:

- Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious personal injury.

CERTIFICATIONS AND LISTINGS

- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40°C ambient temperatures
- IEC 62262 Mechanical Impact Code IK08, IK10
- EPA approved, 3000K and warmer CCTs only
- IP66 rated
- RoHS compliant

WARRANTY

- 5 year warranty



7-Pin receptacle placement

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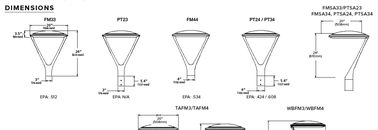
TYPE: PROJECT:

CATALOG #:

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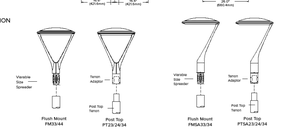
ARCHITECTURAL AREA/SITE

DIMENSIONS



ARM	DIAMETER
FMSA33	3" diameter
FMSA44	4" diameter
PTSA23	3" diameter with Tenon mount
PTSA24	4" diameter with Tenon mount
PTSA34	4" diameter with tenon mount

MOUNTING INSTALLATION



SENSOR PLACEMENT



MOUNTING VIBRATION RATINGS

UR 20 Arm		UR24 Arm		UR 20 Post Top		UR 28 Post Top		UR 28 Solo Arm	
Ordering Code	Rating	Ordering Code	Rating	Ordering Code	Rating	Ordering Code	Rating	Ordering Code	Rating
A5Q	4G	A5Q	4G	FM33	4G	FM44	1.5G	FMSA33	1.5G
A34	4G	A34	4G	FM44	1.5G	FMA44	1.5G	FMA5	1.5G
A46	4G	A46	4G	PT23	4G	PT24	1.5G	PTSA23	1.5G
MAF	4G	MAF	4G	PT34	4G	PT24	1.5G	PTSA24	1.5G
				PT34	1.5G	PT25	1.5G	PTSA34	1.5G

For the 4 G test, ANSI C136.31-2010 Vibration is tested to comply with Vibration Test Level 2 Bridge/Overpass Vibration Test Level 2 Bridge/Overpass Applications, and Vibration Test Level 3

For the 1.5G test, ANSI C136.31-2010 Vibration is tested to comply with Vibration Level 1 Bridge/Overpass Applications

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DELIVERED LUMENS

LEDs #	Lumens Package	Drive Current	Nominal Watts	Lens Options	Distribution	3000K 70CRI					4000K 70CRI					5000K 70CRI				
						Lumens	BUG Rating			lm/w	Lumens	BUG Rating			lm/w	Lumens	BUG Rating			lm/w
							B	U	G			B	U	G			B	U	G	
24L	3,000	298mA	25	No lens	FR	2922	0	0	1	115	3119	0	0	1	123	3098	0	0	1	124
					FR-BC	1994	0	0	0	78	2121	0	0	0	83	2107	0	0	0	83
					2	2943	1	0	1	116	3099	1	0	1	122	3110	1	0	1	124
					2-BC	1724	0	0	1	68	1834	0	0	1	72	1822	0	0	1	72
					3	3007	1	0	1	118	3200	1	0	1	126	3178	1	0	1	127
					3-BC	1830	0	0	1	72	1947	0	0	1	78	1934	0	0	1	77
					4	3056	0	0	1	120	3251	0	0	1	128	3229	0	0	1	129
					4-BC	2235	0	0	1	88	2377	0	0	1	93	2362	0	0	1	93
					4W	371	1	0	1	125	3374	1	0	1	133	3351	1	0	1	134
					4W-BC	1912	0	0	1	75	2034	0	0	1	80	2020	0	0	1	79
					5QM	2931	2	0	1	115	3119	2	0	1	123	3098	2	0	1	124
					5QN	2694	2	0	1	106	2866	2	0	1	113	2847	2	0	1	114
					5R	3054	2	0	2	120	3250	2	0	2	128	3228	2	0	2	129
					5W	3043	2	0	1	120	3237	2	0	1	127	3216	2	0	1	129
				Clear lens	FR	2773	0	0	1	109	2951	0	0	1	116	2930	0	0	1	117
					FR-BC	1982	0	0	0	78	2007	0	0	0	79	1993	0	0	0	78
					2	2784	1	0	1	109	2963	1	0	1	116	2942	1	0	1	118
					2-BC	1631	0	0	1	64	1736	0	0	1	68	1723	0	0	1	67
					3	2845	1	0	1	111	3028	1	0	1	119	3007	1	0	1	120
					3BC	1806	0	0	1	72	1922	0	0	1	77	1909	0	0	1	76
					4	2891	0	0	1	113	3076	0	0	1	120	3055	0	0	1	122
					4-BC	2114	0	0	1	83	2250	0	0	1	88	2234	0	0	1	88
					4W	2999	1	0	1	117	3192	1	0	1	125	3169	1	0	1	127
					4W-BC	1808	0	0	1	71	1924	0	0	1	75	191	0	0	1	76
					5QM	2773	1	0	1	109	2950	2	0	1	116	2931	2	0	1	117
					5QN	2549	1	0	0	100	2712	2	0	1	106	2693	2	0	1	108
					5R	2890	2	0	2	113	3075	2	0	2	120	3054	2	0	2	122
					5W	2879	2	0	1	113	3064	2	0	1	120	3042	2	0	1	122
28L		298mA	30	HDL lens	3	2816	1	0	1	96	2997	1	0	1	102	3020	1	0	1	101
					5W	2917	1	0	1	100	3105	1	0	1	106	3084	1	0	1	103

Scaling factors 2763 = 0.859, 3168 = 0.906 of 5K7 lumen packages

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DELIVERED LUMENS (CONTINUED)

LEDs #	Lumens Package	Drive Current	Nominal Watts	Lens Options	Distribution	3000K 70CRI					4000K 70CRI					5000K 70CRI				
						Lumens	BUG Rating			lm/w	Lumens	BUG Rating			lm/w	Lumens	BUG Rating			lm/w
							B	U	G			B	U	G			B	U	G	
24L	7,000	800mA	65	No lens	FR	6754	1	0	1	104	7187	1	0	1	111	7138	1	0	1	110
					FR-BC	4392	0	0	1	68	4673	0	0	1	72	4646	0	0	1	71
					2	6571	1	0	2	101	6992	1	0	2	108	6944	1	0	2	107
					2-BC	3799	0	0	1	58	4042	0	0	1	62	4014	0	0	1	62
					3	6625	1	0	2	102	7051	1	0	2	108	7002	1	0	2	108
					3BC	4032	0	0	1	62	4291	0	0	1	66	4261	0	0	1	66
					4	6788	1	0	2	104	7223	1	0	2	111	7174	1	0	2	110
					4-BC	4924	0	0	2	76	5239	0	0	2	81	5203	0	0	2	80
					4W	6900	1	0	2	106	7343	1	0	2	113	7295	1	0	2	112
					4W-BC	4292	0	0	2	65	4482	0	0	2	69	4453	0	0	2	68
					5QM	7025	3	0	1	108	7477	3	0	1	115	7425	3	0	1	114
					5QN	6964	3	0	1	107	7410	3	0	1	114	7323	3	0	1	113
					5R	7038	3	0	3	108	7489	3	0	3	115	7437	3	0	3	114
					5W	7011	3	0	2	108	7462	3	0	2	115	7409	3	0	2	114
				Clear lens	FR	6432	1	0	1	97	6844	1	0	1	104	6798	1	0	1	105
					FR-BC	4182	0	0	1	63	4450	0	0	1	67	4420	0	0	1	67
					2	6258	1	0	1	95	6659	1	0	2	101	6613	1	0	2	102
					2-BC	3617	0	0	1	55	3849	0	0	1	58	3823	0	0	1	58
					3	6310	1	0	2	96	6714	1	0	2	102	6668	1	0	2	103
					3-BC	3599	0	0	1	55	3829	0	0	1	59	3803	0	0	1	59
					4	6465	1	0	2	98	6879	1	0	2	104	6832	1	0	2	105
					4-BC	4688	0	0	2	71	4990	0	0	2	76	4955	0	0	2	75
					4W	6572	1	0	2	100	6993	1	0	2	106	6944	1	0	2	107
					4W-BC	4011	0	0	2	61	4268	0	0	2	65	4238	0	0	2	64
					5QM	6691	3	0	1	101	7119	3	0	1	108	7070	3	0	1	109
					5QN	6632	2	0	1	100	7058	3	0	1	107	7009	3	0	1	108
					5R	6702	3	0	3	102	7131	3	0	3	108	7082	3	0	3	109
					5W	6676	3	0	2	101	7104	3	0	2	108	7055	3	0	2	109
28L		700mA	70	HDL lens	3	6047	2	0	2	92	6047	2	0	2	92	6236	2	0	2	89
					5W	6221	2	0	1	94	6619	2	0	1	100	6525	2	0	1	93

Scaling factors 2768 = 0.859, 3168 = 0.906 of 5K7 lumen packages

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VIPER LUMINAIRE

PHOTOMETRY

UR20-56L-140-8K7-FR-PT

LUMINAIRE DATA

Description	4000K, 70CRI
Delivered Lumens	14405
Watts	140
Efficacy	116.5
IES Type	II
BUG Rating	B2-U0-G2
Mounting Height	30 ft
Grid Scale	30 ft

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
Downward Street Side	14196	87.1%
Downward House Side	2108	12.9%
Downward Total	16304	100%
Upward Street Side	0	0%
Upward House Side	0	0%
Upward Total	0	0%
Total Flux	16304	100%

UR20-56L-140-8K7-2-PT

**LUMINA

BEACON

VIPER Area/Site

VIPER LUMINAIRE

S3, S3B, S4, S5

SILICONE STRIKE OPTIC – ORDERING GUIDE (CONTINUED)

Mounting		Color		Options		Multiple & Control Options	
A_	Arm mount for square pole/flat surface	**BLK**	Black Matte Textured	**BC**	Backlight Control (2)[16]	**NOWS/SF**	NX Networked Wireless Enabled Integral NOSMD7.0 LMC PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [17]
ASQU	Universal arm mount for square pole	**BLS**	Black Matte Smooth	**MBC**	Mini Backlight Control (1)[16]	**NOWS/LMF**	NX Networked Wireless Enabled Integral NOSMD7.0 MMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [17]
A_U	Adjustable arm for pole mounting (universal drill pattern)	**DBT**	Dark Bronze Matte Textured	**LCC**	Left Corner Cutback	**NXW**	NX Networked Wireless Module NXSMD and Bluetooth Programming, without Sensor [17]
AA_U	Adjustable arm mount for round pole *	**DBS**	Dark Bronze Gloss Smooth	**RCC**	Right Corner Cutback	**WIR**	LightGRID+ In-Fixture Module [17]
ADU	Decorative upswept Arm (universal drill pattern)	**GTT**	Graphite Matte Textured	**F**	Fusing	**WIRRC**	LightGRID+ Module and Occupancy Sensor [17]
AD_U	Decorative upswept arm mount for round pole *	**LGS**	Light Grey Gloss Smooth	**E**	Battery Backup [17][18]	**Stand Alone Sensors**	
NAF	Mast arm fitter for 2-3/8" OD horizontal arm	**LGT**	Light Grey Gloss Textured	**2PF**	Dual Power Feed	**BTS-NF**	Bluetooth® Programmable, (ETAP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens
K	Knuckle	**PSS**	Platinum Silver Smooth	**2DK**	Dual Driver	**BTS-40F**	Bluetooth® Programmable, (ETAP-MO PIR Occupancy Sensor with Automatic Dimming* Photocell and 360° Lens
T	Trunnion	**WHT**	White Matte Textured	**TE**	Tooless Entry Terminal Block	**BTSO-12F**	Bluetooth® Programmable, (ETAP-OMNI-C PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens
WB	Wall Bracket, horizontal tenon with NAF	**WHS**	White Matte Smooth	**CD**	Customer Dimming	**7PR**	7-Pin Receptacle *
WM	Wall mount bracket with decorative upswept arm	**WHS**	White Gloss Smooth			**7PR-SC**	7-Pin Receptacle with shorting cap *
WA	Wall mount bracket with adjustable arm	**VGT**	Verde Green Textured			**3PR**	3-Pin twist lock *
						3PR-SC	3-Pin receptacle with shorting cap *
						3PR-TL	3-Pin PCR with photocontrol *
		Color Option				**Programmed Controls**	
		CC	Custom Color			**SCP_F**	Sensor Control Programmable, (F or 40)* *
						ADD	AutoDim Tower Boost Dimming *
						ADT	AutoDim Time of Day Dimming *

1 – Items with a grey background can be done as a custom order. Contact brand representative for more information

2 – Requires "_" with "2" for 2.5"-4.5" OD pole.

3 – Replace "_" with "3" for 3.5"-4.5" OD pole, "4" for 4.6"-5.25" OD pole, "5" for 5.5"-6.5" OD pole

4 – Multiple Options can be combined with other control options

5 – Not available with 2PF option

6 – Not available with 480V

7 – Not available with 347 or 480V

8 – Not available with Dual Driven option

9 – Only available in Size 1 housing, up to 105 Watts

10 – Some voltage restrictions may apply when combined with controls

11 – At least one SCPREMOTE required to program SCP motion sensor. Must select 8ft or 40ft.

12 – Please refer to page 8 for AutoDim ordering guide

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ORDERING GUIDE (CONT'D)

CATALOG #

Accessory Type		Size		Drivers	
SHD	Shield	1	Size 1	**HSS-90-D**	House Side Shield 90° Back
		2	Size 2	**HSS-90-F**	House Side Shield 90° Front
		3	Size 3	**HSS-90-S**	House Side Shield 90° Side
		4	Size 4	**HSS-270-BSS**	House Side Shield 270° Back/Side/Side
				HSS-270-FSS	House Side Shield 270° Front/Side/Side
				HSS-270-FSB	House Side Shield 270° Front/Side/Back
				HSS-360	House Side Shield 360°
				SC	Shorting Cap
MTG	Mounting			**A**	Arm Mount for square pole/flat surface
				ASQU	Universal Arm Mount for square pole
				AAU	Adjustable Arm for pole mounting
				ADU	Decorative upswept Arm
				RPA	Round Pole Adapter
				MAF	Mast Arm Fitter for 2-3/8" OD horizontal arm
				K	Knuckle
				T	Trunnion
				WB	Wall Bracket (compatible with universal arm mounts)
Accessory Type				**Option**	
MSC	Miscellaneous			**SWD SPK**	Bird Spike

Color	
BLS	Black Gloss Smooth
BLT	Black Matte Textured
DBS	Dark Bronze Gloss Smooth
DBT	Dark Bronze Matte Textured
GTT	Graphite Matte Textured
LGS	Light Gray Gloss Smooth
PSS	Platinum Silver Smooth
WHS	White Gloss Smooth
WHT	White Matte Textured
VGT	Green Landscape Decorative
LEG	Legacy Colors
Color Option	
CC	Custom Color

Current Control Solutions — Accessories (Sold Separately)

NX Lighting Controls

☐ **NXCONQ-WHD-UNV** – On-Fixture Module (1 pin), On / Off / Dim, Daylight Sensor with NX Radio and Bluetooth® Radio, 120–480VAC

LightGRID+ Lighting Control

☐ **WIR-RHB-L** – On-Fixture Module (7 pin or 5 pin), On / Off / Dim, Daylight Sensor with LightGRID+ Radio, 110–480VAC

☐ **SCP-REMOTE** – Remote Control for SCP(_F option. Order at least one per project to program and control the occupancy sensor

For additional information related to these accessories, please visit currentlighting.com/beacon. For additional information on control options, please view specification sheet ordering information table for details.

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OPTIC STRIKE PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

Type FR – Front Row/Auto Optic

Mounting Height: 20 ft
Scale: 1 inch = 20 ft.

Type 2

Mounting Height: 20 ft
Scale: 1 inch = 20 ft.

Type 3



Mounting Height: 20 ft
Scale: 1 inch = 20 ft.

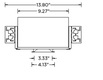
Type 4 Forward

Mounting Height: 20 ft
Scale: 1 inch = 20 ft.

Type 4 Wide

Mounting Height: 20 ft
Scale: 1 inch = 20 ft.

Type SQM



Mounting Height: 20 ft
Scale: 1 inch = 20 ft.

Type SRW (rectangular)

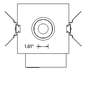


Mounting Height: 20 ft
Scale: 1 inch = 20 ft.

Type SW (round wide)

Mounting Height: 20 ft
Scale: 1 inch = 20 ft.

Type TC



Mounting Height: 20 ft
Scale: 1 inch = 20 ft.

Type Corner

Mounting Height: 20 ft
Scale: 1 inch = 20 ft.

Type SQW

Mounting Height: 20 ft
Scale: 1 inch = 20 ft.

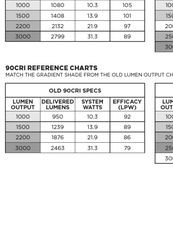
Type SQN

Mounting Height: 20 ft
Scale: 1 inch = 20 ft.

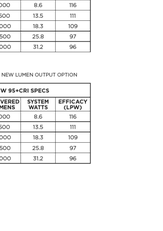
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DIMENSIONS

SIZE 1



SIZE 2



SIZE 3

SIZE 4

	EPA				
	VP1 (Size 1)	VP2 (Size 2)	VP3 (Size 3)	VP4 (Size 4)	Config.
Single Fixture	0.454	0.555	0.655	0.698	
Two at 180	0.908	1.110	1.310	1.396	
Two at 90	0.583	0.711	0.857	0.948	
Three at 90	1.037	1.266	1.512	1.646	
Three at 120	0.943	1.155	1.392	1.680	
Four at 90	1.166	1.422	1.714	1.896	

	Weight	
	lbs	kgs
VP1 (Size 1)	13.7	6.2
VP2 (Size 2)	16.0	7.26
VP3 (Size 3)	25.9	11.7
VP4 (Size 4)	30.8	13.9

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MOUNTING



A–STRAIGHT ARM MOUNT

Fixture ships with integral arm for ease of installation. Compatible with Current Outdoor B3 drill pattern for ease of installation on square poles. For round poles add applicable suffix (2/3/4/5)



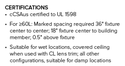
ASQU–UNIVERSAL ARM MOUNT

Universal mounting block for ease of installation. Compatible with drill patterns from 1.5" to 5.25" and Current drill pattern 52. For round poles add applicable suffix (2/3/4/5)



AAU–ADJUSTABLE ARM FOR POLE MOUNTING

Rotatable arm mounts directly to pole. Compatible with drill patterns from 1.5" to 5.25" and Current drill pattern 52 and B3. For round poles add applicable suffix (2/3/4/5). Rotatable in 5° aiming angle increments. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.



ADU–DECORATIVE UPSWEPT ARM

Upswept Arm compatible with drill patterns from 1.5" to 5.25". and Current drill pattern 52. For round poles add applicable suffix (2/3/4/5)



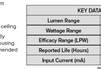
MAF–MAST ARM FITTER

Fits 2-3/8" OD horizontal tenons.



K–KNUCKLE

Rotatable in 5-degree aiming angle increments, fits 2-3/8" tenons or pipes. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.



T–TRUNNION

Trunnion for surface and crossarm mounting using (1-3/4" or (2-1/2" size through bolts. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.



WM–WALL MOUNT

Compatible with universal arm mount, adjustable arm mount, and decorative arm mount. The WA option uses the same wall bracket but replaces the decorative arm with an adjustable arm.

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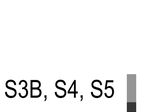
B1

3G-DL33RF

3" ROUND FIXED DOWNLIGHT

3G LIGHTING

3" diameter fixed downlight with upgraded performance
Standard 95+ CRI LED system with performance up to 144 LPW
Delivered lumen range up to 3000lm at 95+ CRI
Regressed LED source for enhanced glare control
10° to 90° beam angle optic available for various applications
Title 24 JA8 certified with maximum 1500lm output
Companion to 30's Cylinder product family



JA8 TITLE 24

PROJECT:		TYPE:	
CATALOG#		DATE:	QTY:

CAT. NO	LUMEN OUTPUT	CRI	COLOR TEMP	BEAM ANGLE	VOLTAGE
3G-DL33RF	**10** - 1000 LUMENS **15** - 1500 LUMENS **20** - 2000 LUMENS **25** - 2500 LUMENS **30** - 3000 LUMENS All lumen outputs are delivered lumens at 80+ CRI	**#95** - 95+ CRI	**27K** - 2700K **30K** - 3000K **35K** - 3500K **40K** - 4000K	**10D** - 10° * **20D** - 20° * **40D** - 40° **60D** - 60° **90D** - 90° * *90D optic supplied with lens. Not available with other lens options	**UNV** - 120/277V **120** - 120V **347** - 347V *

DRIVER	TRIM FLANGE	BEVELED INSERT	HOUSING TYPE
DIM - 0-10V (100-1%) **LE** - PHASE DIM * (TRIAC/ELV 100-1%) **DO1** - 0-10V (100-0.1%) **DALI** - DALI (100-1%) * **DMX** - DMX (100-0%) * **DHL2** - LUTRON HI-LUME LDE1 (1% ECOSYSTEM)	**WT** - WHITE TRIM **BT** - BLACK TRIM **ST** - SILVER TRIM **XTR** - TRIMLESS (HCR IN DRYWALL) **MWF** - FLANGELESS MILLWORK *	**WI** - WHITE **BI** - BLACK **SI** - SILVER	**RMD** - REMODEL (NON-IC) **NCF** - NEW CONSTRUCTION FRAME (NON-IC) **SH** - SHALLOW HOUSING (IC RATED & CP RATED) **NC** - NEW CONSTRUCTION HOUSING (NON-IC) **IC** - NEW CONSTRUCTION IC HOUSING * *NCF and SH housings ship native type bar hangers. NC and IC housings available with optional C-channel bar hangers

OPTIONS	
SF	- SOFTENING LENS (SUPPLIED STANDARD) *
SB	- SANDBLASTED LENS
LS	- LINEAR SPREAD LENS
WL	- WET LOCATION RATED (SUPPLIED WITH SOFTENING LENS)
CP	- CHICAGO PLENUM *
BH	- C-CHANNEL BAR HANGERS (FOR NC AND IC HOUSINGS ONLY)
EMD	- REMOTE EMERGENCY BATTERY *
EMB	- INTEGRAL EMERGENCY BATTERY (ABOVE CEILING ACCESS REQUIRED) [19]

*Softening lens not provided with MO optic
Maximum 1 optical accessory

**3G has upgraded our LED system and overall performance at no additional cost. We now offer 95+CRI as standard. All lumen outputs are delivered lumens. This upgraded LED system is more efficient than our previous 80CRI, 90CRI, and 97CRI options. Please see the last page of this spec sheet to cross-reference old lumen outputs with our new, 95+CRI lumen output options

1 - 100 and 200 reflector available up to 2000lm
2 - 347 available in "DIM" 0-10V only (0-10V, 0-1%).
3 - Phase dimming options available in 120V only
4 - DALI 2 (Type 6) provided as standard
5 - Wireless dimming not available with this option
6 - PWM not available with Remodel (NON-IC)
7 - Shallow Housing and New Construction IC housing available up to 2000lm
8 - Chicago Plenum option not available with Shallow Housing (2000lm max) and New Construction Housing
9 - Supplied with enclosure with Emergency Battery and driver. Installed remotely by others. Not accessible through fixture aperture
10 - Available with NCF (New construction frame housing) only. Above ceiling access required. Not accessible through fixture aperture

JA8 (Title 24) Listing available with 1500lm maximum. Other options include "DIM" (0-10V) and "LE" (Phase dimming)

B1

3G-DL33RF

3" ROUND FIXED - DOWNLIGHT

3G LIGHTING

PERFORMANCE

LUMEN OUTPUT	DELIVERED LUMENS	SYSTEM WATTS	EFFICACY (LPW)
1000	1000	8.6	116
1500	1500	13.5	111
2000	2000	18.3	109
2500	2500	25.8	97
3000	3000	31.2	96

BASED ON 95+ CRI, 3500K, 40D OPTIC WITH SOFTENING LENS
Lumen output and actual wattage may vary +/- 5%

MULTIPLIERS

BEAM ANGLE	
10D	0.92
20D	1.24
40D	1.00
60D	0.97
90D	0.91

COLOR TEMP	
2700K	0.98
3000K	1.00
3500K	1.00
4000K	1.02

HOUSING

Remodel, new construction frame, shallow housing, new construction and IC housing options available
Maximum ceiling thickness of 13". Consult factory for modifications
All housing options (except millwork) designed to be easily converted in field to trim or trimless with minimal components
Housing rated for #12 AWG (4 in, 4 out), 90°C conductors and through branch wiring

BEVELED INSERT

Cast aluminum beveled insert with matte powder coated finish
3° aperture with regressed LED source for enhanced glare control

TRIM

Machined aluminum trim flange with matte powder coated finish and minimal 0.375" overlap

TRIMLESS

Mudding flange features a perforated surface for easy mud-in application
Integral blocking support provided to ensure fixture is properly secured within ceiling structure

OPTICS

Proprietary anodized, aluminum reflectors
Beam angle available in 10°, 20°, 40°, 60° and 90°
Reflectors are field replaceable (10° reflector not interchangeable)
Softening lens supplied standard

LED SYSTEM

Standard 95+ CRI
Color consistency <2 SDCM
Available in 27K, 30K, 35K, and 40K
L90 > 50,000 hours

ELECTRICAL

Standard 0-10V, constant current drivers
100-1% dimming range and >0.9 power factor
Standard 120/277V universal voltage with several driver options
120V Forward Phase/Reverse Phase driver option (100-1%)
Integral drivers are easily accessible through luminaire aperture

EMERGENCY

7W output for 90 minutes (+/- 80Clm at 95+ CRI). Title 24 Certified
Integral emergency battery (above ceiling access required)
Remote emergency battery (not accessible through fixture aperture)
Maximum remote mounting distance:
3000lm or below - 50ft (12AWG) or 25ft (14AWG)
Above 3000lm - 30ft (12AWG) or 20ft (14AWG)
Caution: Emergency Battery utilizes more than one power source and servicing should be performed by qualified personnel

MOUNTING

Trim fixture designed for use in drywall, wood, acoustic, and other architectural ceilings
Trimless fixture designed for use in drywall, mud-in ceiling applications
Recommended cut-out for Millwork Flangeless option (3.525")
Recommended cut-out for other housing options (3.15/16")
New construction frame and IC rated shallow housing ship with nailer type bar hangers (14" to 26" extension)
Optional C-Channel bar hangers available for NC and IC housing options

LISTING

ETL listed and conforms to UL1598 standard
Certified to CSA22.2 NO.250.0.
JA8 (Title 24) Listed
Rated for dry or damp locations

WARRANTY

5 year limited warranty
LED system rated for operation in ambient environments up to 25°C

B1

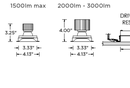
3G-DL33RF

3" ROUND FIXED - DOWNLIGHT

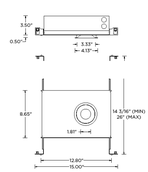
3G LIGHTING

TRIM HOUSING OPTIONS

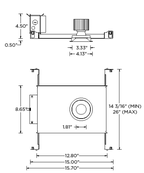
RMD - REMODEL (NON-IC)



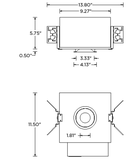
SH - SHALLOW HOUSING (2000LM MAX)
(IC RATED AND CP RATED)



NCF - NEW CONSTRUCTION FRAME (NON-IC)



NC- NEW CONSTRUCTION HOUSING (NON-IC AND CP RATED)
IC - NEW CONSTRUCTION IC HOUSING (2000LM MAX)



B1

3G-DL33RF

3" ROUND FIXED - DOWNLIGHT

3G LIGHTING

REFERENCE CHART

LUMEN OUTPUT REFERENCE CHART

3G has upgraded our LED system and overall performance at no additional cost. We now offer 95+CRI as standard. All lumen outputs are delivered lumens. This new LED system is more efficient than our previous 80CRI, 90CRI, and 97CRI options. Please use these charts to cross-reference old lumen outputs with our new, 95+CRI lumen output options

80CRI REFERENCE CHARTS

MATCH THE GRADIENT SHADE FROM THE OLD LUMEN OUTPUT CHART TO THE NEW LUMEN OUTPUT OPTION

OLD 80CRI SPECS			
LUMEN OUTPUT	DELIVERED LUMENS	SYSTEM WATTS	EFFICACY (LPW)
1000	1080	10.3	105
1500	1408	13.9	101
2200	2132	21.9	97
3000	2799	31.3	89

NEW 95+CRI SPECS			
LUMEN OUTPUT	DELIVERED LUMENS	SYSTEM WATTS	EFFICACY (LPW)
1000	1000	8.6	116
1500	1500	13.5	111
2000	2000	18.3	109
2500	2500	25.8	97
3000	3000	31.2	96

90CRI REFERENCE CHARTS

MATCH THE GRADIENT SHADE FROM THE OLD LUMEN OUTPUT CHART TO THE NEW LUMEN OUTPUT OPTION

OLD 90CRI SPECS			
LUMEN OUTPUT	DELIVERED LUMENS	SYSTEM WATTS	EFFICACY (LPW)
1000	950	10.3	92
1500	1239	13.9	89
2200	1876	21.9	86
3000	2463	31.3	79

NEW 95+CRI SPECS			
LUMEN OUTPUT	DELIVERED LUMENS	SYSTEM WATTS	EFFICACY (LPW)
1000	1000	8.6	116
1500	1500	13.5	111
2000	2000	18.3	109
2500	2500	25.8	97
3000	3000	31.2	96

B2

prescolite

LFR-6SQD

LITEFRAME 6" SQUARE DOWNLIGHT

LITEFRAME 2.0



SERVICE PROGRAMS

STOCK QS10

FEATURES

- 6" LED downlight delivering 1000–8000 lumens
- Direct-install field-adjustable ceiling for New Construction or Remodel applications
- Optional housing accessories available
- Five beam distributions
- 2700K–5000K, 80+ and 90+ CRI (2 SDCM).
- Dimming protocols include 0–10V, Phase (Forward/Reverse), DALI DMX, and Lutron EcoSystem
- NX Lighting Controls wired and wireless controls capability available

CONTROLS TECHNOLOGY

NX NX

SPECIFICATIONS

CONSTRUCTION

- Standard Fixture Module designed for Non-IC, Direct Install construction
- Optional Non-IC frame or IC housing available with pre-installed bar hangers
- Die cast aluminum fixture module support ring with spring steel clips for secure mounting to ceiling
- Driver J-Box can be installed and accessed from below the ceiling as direct install or easily snap on to optional housing frame/enclosure
- Light Engine connections use plenum rated (CMP) cable

OPTICS

- High purity, 4-panel aluminum reflector, self-flanged
- Specular or Semi-Specular anodized or White painted cone reflector finish/colors
- Painted flange options in White or Black
- Optional clear lens trim for wet location applications
- Wide Angle and Soft Focus lens filter/clip accessories available

ELECTRICAL

- Chip-on-board LED with 2 SDCM
- Multiple CCTs, 80+ or 90+ CRI
- Long LED life: L90 at >50,000 hours (TM-21)
- Universal voltage 120–277V driver, 347V optional
- UL Class 2, inherent short circuit and overload protection
- Flicker-free dimming options in a wide range of protocols from 1% to <0.1% performance
- 0–10V, Phase (Forward/Reverse), DALI, DMX, and Lutron EcoSystem options
- NX Lighting Controls provides options for standalone and networked functionality with wired or wireless connectivity for NX system deployments
- Integral and remote emergency battery options available

INSTALLATION

- Accommodates ceiling thickness from 0.50" to 2.50"
- Fixture Module including driver fully accessible from above or below the ceiling
- 10L-15L Fixture Modules are inherently protected IC without the use of IC housing enclosure. (IC housing is still recommended when using loose-fill or spray foam insulation types.)

CERTIFICATIONS

- cULsaus certified to UL 1598
- For ø60L: Marked spacing required 36" fixture center to center, 18" fixture center to building member, 0.5" above fixture
- Suitable for wet locations, covered ceiling when used with CL trims; all other configurations, suitable for damp locations
- EMI/EMR: Certified under UL 924 standard for emergency lighting and power equipment
- EMI/EMR: Emergency battery packs are California Energy Commission (CEC) Title 20 Compliant
- Approved for 8 (4 in/4 out) No. 12AWG conductors rated for 90°C through wiring

WARRANTY

- 5 year warranty

KEY DATA	
Lumen Range	1000–8000
Wattage Range	8–70
Efficacy Range (LPW)	114–143
Reported Life (Hours)	L90 / >50,000
Input Current (mA)	66–583 (277V)

*Based on Samsung LM, 80 CRI



Typical Dimensions and Weights			
Lumen Package	"B" Width (inches [mm])	"A" Height (inches [mm])	Weight (lbs [kg])
10L - 15L	7.91 (201)	6.71 (170)	4.5 (2.1)
40L - 60L	7.91 (201)	7.28 (185)	4.9 (2.2)
68L - 85L	7.91 (201)	8.47 (215)	5.4 (2.4)

See DIMENSIONS section for complete details

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REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT #1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

ADVENT HEALTH LOUISVILLE

100 HEALTH PARK DRIVE
LOUISVILLE, CO 80027
303.673.1000
www.adventhealth.com

SMITHGROUP

1675 LARIMER STREET
SUITE 500
DENVER, CO 80202
303.832.3272
smithgroup.com

Kimley»Horn

6200 SOUTH SYRACUSE WAY
SUITE 300
GREENWOOD VILLAGE, CO 80111
303.228.2307
kimley-horn.com

WSP

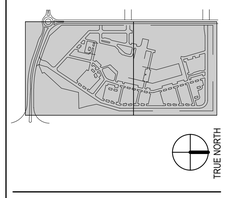
2000 SOUTH COLORADO BOULEVARD
SUITE 2-1000
DENVER, CO 80222
WWW.WSP.com

ISSUED FOR	DATE
3RD PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



TRUE NORTH

SCALE

SHEET TITLE

LIGHTING SITE PLAN - CUTSHEETS

PUD SHEET NUMBER	SG SHEET NUMBER
26 OF 39	E-06

PROJECT NUMBER

15696.00

REDTAIL RIDGE PUD #6

prescolite

LFR-6SQD

LITEFRAME 6" SQUARE DOWNLIGHT

DATE: LOCATION: B2

TYPE: PROJECT:

CATALOG #:

Gray Shading = Service Program: STOCK QS10

ORDERING GUIDE

Example: LFR-6SQD-M-10L35KB-WD-DMT / LFR-6SQD-T-S / LFR-6SQD-H

CATALOG #

FIXTURE MODULE

LFR-6SQD-M

Ap/Sp/Punch	Lumen Output	CCI	CRI
LFR-6SQD-M 6" Square Downlight Fixture Module for Direct Install *Non-IC frame kit (H) is also available under Housing Options below)	10L 1000 15L 1500 20L 2000 25L 2500 30L 3000 35L 3500 40L 4000 50L 5000 60L 6000 † 70L 7000 † 80L 8000 †	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	B 80+ 9 90+

Distribution	Driver Options	Control Options	Voltage	Module Options
VNR Very Narrow (16°/0.3 SC) NR Narrow (27°/0.5 SC) MD Medium (38°/0.9 SC) WD Wide (60°/2.0 SC) XW Extra Wide (82°/3.2 SC) *	DMF 0-10V Dimming to 1% DMDX 0-10V Dimming to < 1% * PDM Phase (Forward/Reverse) Dimming to 1% * DMX DMX with Dimming to < 0.1% * DALI DALI Dimming to 1% * EDM Lutron Hi-Lume EcoSystem Dimming to 1% *	NX Lighting Controls Standard: 120-277V Networked Wireless NXW NX Networked Wireless Enabled Module, NXMA2 and Bluetooth Programming, without Sensor * Networked Wired NXE NX Wired, Dual EcoXL SmartPORTS, without Sensor *	34 347V *	CP Chicago Plenum ** / EM 6W Emergency Battery Pack (CEC Title 20 Compliant) with integral test switch and indicator light * EMB 6W Emergency Battery Pack (CEC Title 20 Compliant) with remote test switch and indicator light * DTS Device Transfer Switch with Dimming Bypass * *

TRIM (Ships separately)

LFR-6SQD-T

Aperture/Shape/Function	Distribution	Reflector Finish/Color	Flange Color Options	Lens Options	Lower Trim Options
LFR-6SQD-T 6" Square Downlight Trim Assembly	Standard (NR, MD, WD, XW) VNR Very Narrow	S Specular * SS Semi Specular WC Painted White Cone and Flange	Standard matches reflector color WT White Flange * BT Black Flange	Standard no lens CL Clear Lens (Wet listed) *	EM Prejunched reflector for EM integral test switch and indicator * FM Flush Mount Flange *

HOUSING OPTIONS (Ships separately)

Ap/Sp/Punch/Shape/Function
☐ LFR-6SQD-H 6" Housing Frame, New Construction, Non-IC
☐ LFR-6SQD-H-IC 6" Housing Enclosure, New Construction, IC Rated *,**

Accessories

- ☐ SFL6 Soft Focus Lens and Clip, 6° Square
- ☐ WAL6 Wide Angle 80° Lens and Clip, 6° Square
- ☐ LiteGear LiteGear® Inverter, 120VAC–277VAC
- ☐ LPS Series LightPower Micro Inverter, 20VA–175VA
- ☐ LF-FMR6-SQ Flush Mount Mud-In Ring, 6" Square **
- ☐ LF-MORS-SQ-WH Metal Oversized Ring, 6" Square, White (10.3" outside dimension)

Notes:
1. 60L–80L require marked spacing. See line art for more details.
2. DMD, 9DM, DMX, DALI available up to 50L. EDM available 15L–40L.
3. NX models: DMF driver option.
4. 347V requires DMF driver option; available 10L–40L; not available with Controls, DTS, EM, EMB.
5. CP not available with PDM, DMX, or Controls.
6. PDM not available with NX switches in combination.
7. DTS available with DMF, DMDX, or DALI.
8. 347V available in 3K.
9. 1.5 lens and EM trim options not available in combination.
10. IC available up to 30L. 35, 40, 50L Fixture Modules are inherently protected IC without the use of IC housing enclosure. (IC housing is still recommended when using boxed-fit or lamp/bulb types.)
11. IC Housing not for use in combination with Controls or with Module Options CP, EM, EMB, DTS.
12. HM distinction is not available for Specular (S) reflector finish.
13. Flush Mount Flange requires FMR accessory.

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LFR-6SQD

LITEFRAME 6" SQUARE DOWNLIGHT

B2

PERFORMANCE DATA TABLE

Performance data shown is 3500K 80+CRI with Specular reflector except Extra Wide distribution which is Semi-Specular.

Lumen Package	Nominal Lumens	Distribution	Delivered Lumens	Watts	LPW
10L	1000	Very Narrow	662	7.5	142
		Narrow	1000	7.5	142
		Medium	933	7.5	137
		Wide	971	7.5	140
		Extra Wide	1025	7.5	147
15L	1500	Very Narrow	1007	9.4	150
		Narrow	1521	9.4	161
		Medium	1366	9.4	137
		Wide	1422	9.4	142
		Extra Wide	1548	9.4	138
20L	2000	Very Narrow	2063	14.5	140
		Narrow	2042	14.5	140
		Medium	1936	14.5	133
		Wide	1996	14.5	138
		Extra Wide	2055	14.5	138
25L	2500	Very Narrow	2707	19.4	139
		Narrow	2737	19.4	141
		Medium	2551	19.4	131
		Wide	2680	19.4	128
		Extra Wide	2760	19.4	142
30L	3000	Very Narrow	3307	24.2	137
		Narrow	3277	24.2	136
		Medium	3060	24.2	127
		Wide	3210	24.2	133
		Extra Wide	3166	24.2	131
35L	3500	Very Narrow	3873	29.9	134
		Narrow	3835	29.9	133
		Medium	3581	29.9	124
		Wide	3546	29.9	123
		Extra Wide	3783	29.9	129
40L	4000	Very Narrow	4427	32.3	137
		Narrow	4387	32.3	136
		Medium	4095	32.3	130
		Wide	4092	32.3	124
		Extra Wide	4211	32.3	130
50L	5000	Very Narrow	5535	41.9	132
		Narrow	5484	41.9	131
		Medium	5228	41.9	125
		Wide	5117	41.9	122
		Extra Wide	5237	41.9	125
60L	6000	Very Narrow	6653	49.5	134
		Narrow	6580	49.5	133
		Medium	6423	49.5	130
		Wide	6266	49.5	127
		Extra Wide	6436	49.5	130
70L	7000	Very Narrow	7768	59.0	132
		Narrow	7676	59.0	130
		Medium	7500	59.0	127
		Wide	786	59.0	121
		Extra Wide	7715	59.0	131
80L	8000	Very Narrow	8852	69.2	128
		Narrow	8809	69.2	127
		Medium	8575	69.2	124
		Wide	8529	69.2	123
		Extra Wide	8518	69.2	123

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LFR-6SQD

LITEFRAME 6" SQUARE DOWNLIGHT

DATE: LOCATION: B2

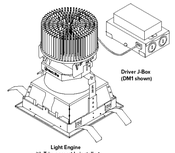
TYPE: PROJECT:

CATALOG #:

DIMENSIONS

LFR-6SQD-M

Fixture Module consists of Light Engine and Driver J-Box assemblies.
Overall dimensions for each are dependent upon configuration selected.
See the following pages for details.



Driver J-Box (DMH shown)

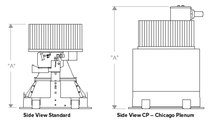
Light Engine with Trim assembly installed

DIMENSIONAL DATA		
APERTURE		O 5.05" (52.4mm)
FLANGE WIDTH	Standard	0.69" (17.5mm)
	Flush Mount	0.30" (5.1mm)
FLANGE TO FLANGE	Standard	0.738" (187.4mm)
	Flush Mount	O 6.40" (162.6mm)
CEILING CUTOUT	Standard	O 5.75" (171.5mm)
	Flush Mount	O 6.88" (174.7mm)
CEILING THICKNESS		0.50" – 2.50" (12.7 – 63.5mm)

LFR-6SQD LIGHT ENGINE

OVERALL LIGHT ENGINE HEIGHT "H" *			
LUMEN PACKAGE	FIXTURE MODULE	BEAM DISTRIBUTION	
		VNR	NR / MD / WD / XW
10L–35L	STANDARD	7.90" (202.0mm)	6.37" (172.0mm)
	CP	11.11" (282.3mm)	9.89" (250.9mm)
40L–50L	STANDARD	8.52" (216.5mm)	7.28" (185.0mm)
	CP	11.11" (282.3mm)	9.89" (250.9mm)
60L–80L	STANDARD	9.17" (246.7mm)	8.47" (215.2mm)
	CP	11.11" (282.3mm)	9.89" (250.9mm)

* Note: Add 0.75" minimum plenum clearance when using Light Engine Trim.
** For 347L Marked spacing required 36" fixture center to center, 18" fixture center to building member, 0.5" above fixture.
*** Non-IC rating requires 3" from insulation and combustible materials.



Side View Standard

Side View CP – Chicago Plenum

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LFR-6SQD

LITEFRAME 6" SQUARE DOWNLIGHT

DATE: LOCATION: B2

TYPE: PROJECT:

CATALOG #:

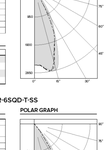
PHOTOMETRY CONTINUED

LFR-6SQD-M-20L35KBWD-DM1 / LFR-6SQD-T-S

LUMINAIRE DATA

Test No.	P22-001584
Description	2000 lm, White, 3500K, 80 CRI
Delivered Lumens	1996
Watts	14.5W
Efficacy	138
Mounting	Recessed/Ceiling
Spacing Criterion	0.9
Beam Angle (FWHM)	110

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	2574
5	2602
15	2612
25	1481
35	168
45	4
55	1
65	0
75	0
85	0
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	244
55°	79
65°	0
75°	0
85°	0

*Candela/Square Meter

ZONAL LUMEN SUMMARY

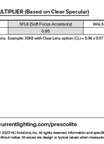
Zone	Lumens	% Luminaire
0-30	1883	99.3
0-40	1896	100.0
0-90	1896	100.0
0-180	1896	100.0

LFR-6SQD-M-20L35KBXW-DM1 / LFR-6SQD-T-SS

LUMINAIRE DATA

Test No.	22-000121
Description	2000 lm, Extra Wide, 3500K, 90 CRI
Delivered Lumens	1748
Watts	14.5W
Efficacy	138
Mounting	Recessed/Ceiling
Spacing Criterion	1.2
Beam Angle (FWHM)	142

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	1683
5	1748
15	1750
25	1837
35	481
45	2
55	0
65	0
75	0
85	0
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	122
55°	0
65°	0
75°	0
85°	0

*Candela/Square Meter

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
0-30	1871	98.5
0-40	2001	100.0
0-90	2001	100.0
0-180	2001	100.0

LUMEN MULTIPLIER

Option	27K0	30K0	35K0	40K0	50K0	27K9	30K0	35K9	40K9	50K9
Multiplier	0.93	0.96	1.00	1.00	1.00	0.93	0.96	0.99	0.97	0.99

Photometrics are published below at a nominal 3500 Kelvin, 80+ CRI. This table may be used to approximate the lumen values at different Kelvin temperatures. Power consumption would stay the same.

LENS OPTION / LENS FILTER ACCESSORY MULTIPLIER (Based on Clear Specular)

Option	CL (Clear Lens)	SFL6 (Soft Focus Accessory)	WAL6 (Wide Angle Accessory)
Multiplier	0.97	0.95	0.85

Multiply lumen/lens multipliers to calculate applicable combinations. Example: 30K9 with Clear Lens option (CL) = 0.96 x 0.97 = **0.97**

KIM LIGHTING

RSAK Series Poles

ROUND STRAIGHT ALUMINUM

DATE: LOCATION: D1, P1

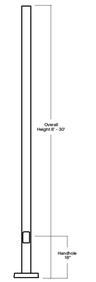
TYPE: PROJECT:

CATALOG #:

SPECIFICATIONS

CONSTRUCTION
- Shaft: One-piece straight aluminum with round cross section; Extruded shafts of 6061-T6 aluminum in 1/8", 3/16", or 1/4" thickness. Base plate of 356 cast aluminum
- Bolt covers: Four (4) individual bolt covers provided, painted to match pole and base finish
- Pole cap: Cap available for side mounted luminaires. Open top or tenons provided for post top mounted luminaires
- Hand hole: Rectangular 3x5 aluminum hand hole frame (2.28" x 4.38" opening); Mounting provisions for grounding lug located behind gasketed cover
- Anchor bolts: Four galvanized anchor bolts provided per pole with minimum yield of 55,000 psi (ASTM F1554). Galvanized hardware with two washers and two nuts per bolt for leveling
  - Anchor bolt part numbers: 3/4 x 30 x 3 — TAB-30-M38
- Super Durable polyester-TGIC powder coat finish with nominal 3.0 mil thickness. Meets or exceeds AAMA 2604 standards

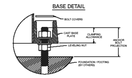
INSTALLATION
- Lighting installations for side and top mounting of luminaires with effective projected area (EPA) not exceeding maximum allowable loading of the specified pole in its installed geographic location



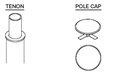
CONSTRUCTION
- Shaft: One-piece straight aluminum with round cross section; Extruded shafts of 6061-T6 aluminum in 1/8", 3/16", or 1/4" thickness. Base plate of 356 cast aluminum
- Bolt covers: Four (4) individual bolt covers provided, painted to match pole and base finish
- Pole cap: Cap available for side mounted luminaires. Open top or tenons provided for post top mounted luminaires
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- Super Durable polyester-TGIC powder coat finish with nominal 3.0 mil thickness. Meets or exceeds AAMA 2604 standards

INSTALLATION
- Lighting installations for side and top mounting of luminaires with effective projected area (EPA) not exceeding maximum allowable loading of the specified pole in its installed geographic location









KIM LIGHTING

RSAK Series Poles

ROUND STRAIGHT ALUMINUM

DATE: LOCATION: D1, P1

TYPE: PROJECT:

CATALOG #:

ORDERING INFORMATION

drill?

Example: RSAK15–40A-2L–K2–BLS–UL

RSAK								
Series	Height	Shaft	Thickness	Mounting	Drill Pattern	Finish	Options
RSAK Round Straight Aluminum Pole Kim Lighting	Reference page 3 Ordering matrix	Reference page 3 Ordering matrix	Reference page 3 Ordering matrix	2 Single arm mount 4 Two fixtures at 180° 2L Two fixtures at 90° 3T Three fixtures at 90° 3Y Three fixtures at 120° 4 Four fixtures at 90° TA Tenon (2.375" OD) TB Tenon (2.875" OD) QT No drilling (includes pole cap)	AD 4 @ 2 bolt 5-3/8" spacing K2 (2) @ 2 bolt 5 1/2" spacing K3 (3) @ 2 bolt 5" spacing UDP Universal Drill Pattern	BLT Black Matte Textured BLS Black Gloss Smooth DBT Dark Bronze Matte Textured DBS Dark Bronze Gloss Smooth GTT Graphite Matte Textured LGT Light Grey Matte Textured LGS Light Grey Gloss Smooth PSS Platinum Silver Smooth WHT White Matte Textured WHS White Gloss Smooth VGT Verde Green Textured **Color Option** CC Custom Color*	EM1 20 Amp GFCI Receptacle and Cover EH04 Extra Handhole COS1 5" Coupling COT1 7" Coupling CDS1 2" Coupling VMS1 2nd Mode Vibration Dampener LAB Less Anchor Bolts UL* UL Certified

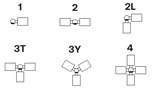
Accessories (Order Separately)

- ☐ A81999-0001 Field-installed 2nd mode vibration dampener - VMS108
- ☐ A81999-0005 Field-installed 2nd mode vibration dampener - VMS160
- ☐ A81999-0004 Field-installed 2nd mode vibration dampener - VMS112
- ☐ A81999-0003 Field-installed 2nd mode vibration dampener - VMS134
- ☐ A81999-0007 Field-installed 2nd mode vibration dampener - VMS136
- ☐ A81999-0006 Field-installed 2nd mode vibration dampener - VMS138
- ☐ A81999-0009 Field-installed 2nd mode vibration dampener - VMS120
- ☐ A81999-0008 Field-installed 2nd mode vibration dampener - VMS126

1. Custom colors available, RAL number preferable.
2. Specify option location using light found on page 3 (Option Orientation).
3. There will be a weld witness mark on the side of the pole with the Factory Installed VMS
4. UL is not available with tenon top poles

MOUNTING ORIENTATION

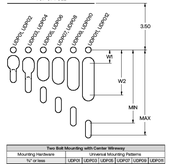
Denotes handhole location



DRILL PATTERNS

UNIVERSAL DRILL PATTERN (UDP)

TOP OF POLE



Two Bolt Mounting with Center Wiressay						
Mounting Hardware	Universal Mounting Patterns					
"A" or less	UDP(1)	UDP(2)	UDP(3)	UDP(4)	UDP(5)	UDP(6)
"A" to "B"	UDP(2)	UDP(3)	UDP(4)	UDP(5)	UDP(6)	UDP(7)
"Max" Attachment Dimension	1.89	2.25	3.00	3.76	4.50	5.50
"Max" Attachment Dimension	2.24	2.99	3.75	4.49	5.49	6.00
W1 (Wireway min)	0.85	1.00	1.00	1.00	1.00	1.00
W2 (Wireway min)	1.05	1.26	1.58	2.13	2.83	3.00

UPD to Accomodate 3rd party luminaires.
Current Brands only utilize exact drilling patterns as published.

KIM LIGHTING

RSAK Series Poles

ROUND STRAIGHT ALUMINUM

DATE: LOCATION: D1, P1

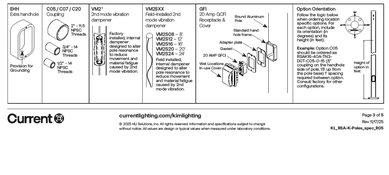
TYPE: PROJECT:

CATALOG #:

ORDERING INFORMATION (CONTINUED)

CATALOG NUMBER	HEIGHT FEET	HEIGHT METERS	NOMINAL SHAFT DIMENSIONS	WALL THICKNESS	BOLT CIRCLE	BOLT SQUARE	BASE PLATE SIZE	ANCHOR BOLT SIZE	BOLT PROJECTION	POLE WEIGHT
RSAK08-40A	8	2.4	4" Round	0.125	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	19
RSAK10-40A	10	3.0	4" Round	0.125	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	22
RSAK12-40A	12	3.7	4" Round	0.125	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	25
RSAK14-40A	14	4.3	4" Round	0.125	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	29
RSAK16-40A	16	4.9	4" Round	0.125	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	33
RSAK12-40B	12	3.7	4" Round	0.188	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	36
RSAK14-40B	14	4.3	4" Round	0.188	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	42
RSAK16-40B	16	4.9	4" Round	0.188	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	47
RSAK18-40B	18	5.5	4" Round	0.188	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	52
RSAK20-40B	20	6.1	4" Round	0.188	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	57
RSAK16-40C	16	4.9	4" Round	0.25	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	60
RSAK18-40C	18	5.5	4" Round	0.25	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	67
RSAK20-40C	20	6.1	4" Round	0.25	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	74
RSAK24-40C	24	7.3	4" Round	0.25	6.75"	4.77"	9.65" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	88
RSAK14-50B	14	4.3	5" Round	0.188	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	52
RSAK16-50B	16	4.9	5" Round	0.188	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	59
RSAK18-50B	18	5.5	5" Round	0.188	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	66
RSAK20-50B	20	6.1	5" Round	0.188	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	72
RSAK22-50B	22	6.7	5" Round	0.188	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	79
RSAK24-50B	24	7.3	5" Round	0.188	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	86
RSAK26-50B	26	7.9	5" Round	0.188	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	91
RSAK14-50C	14	4.3	5" Round	0.25	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	67
RSAK16-50C	16	4.9	5" Round	0.25	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	76
RSAK18-50C	18	5.5	5" Round	0.25	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	84
RSAK20-50C	20	6.1	5" Round	0.25	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	93
RSAK22-50C	22	6.7	5" Round	0.25	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	102
RSAK24-50C	24	7.3	5" Round	0.25	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	111
RSAK26-50C	26	7.9	5" Round	0.25	7.75"	5.48"	10.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	118
RSAK14-50A	14	4.3	5" Round	0.125	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	43
RSAK16-50A	16	4.9	5" Round	0.125	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	49
RSAK18-50A	18	5.5	5" Round	0.125	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	54
RSAK20-50A	20	6.1	5" Round	0.125	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	60
RSAK22-50A	22	6.7	5" Round	0.125	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	65
RSAK24-50A	24	7.3	5" Round	0.125	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	71
RSAK26-50A	26	7.9	5" Round	0.125	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	91
RSAK14-50C	14	4.3	5" Round	0.25	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	80
RSAK16-50C	16	4.9	5" Round	0.25	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	90
RSAK18-50C	18	5.5	5" Round	0.25	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	101
RSAK20-50C	20	6.1	5" Round	0.25	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	112
RSAK22-50C	22	6.7	5" Round	0.25	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	122
RSAK24-50C	24	7.3	5" Round	0.25	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	133
RSAK26-50C	26	7.9	5" Round	0.25	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	174
RSAK30-50C	30	9.1	5" Round	0.25	8.75"	6.19"	11.62" Dia x 1.88" Thk	3/4 x 30 x 3	2-3/4"	208

Notes:
- Factory supplied template must be used when setting anchor bolts. Current will deny any claim for
- Improved anchorage placement resulting from failure to use factory supplied template and anchor bolts.
- For more information about pole vibration and vibration dampeners, please consult factory.
- Unwep poles immediately upon receipt to avoid condensation build up and possible corrosion.
- There will be a weld witness mark on the side of the pole with the Factory Installed VMS



BEACON

RSAB-S Series Poles

ROUND STRAIGHT ALUMINUM

DATE: LOCATION: S3, S3B, S4, S5

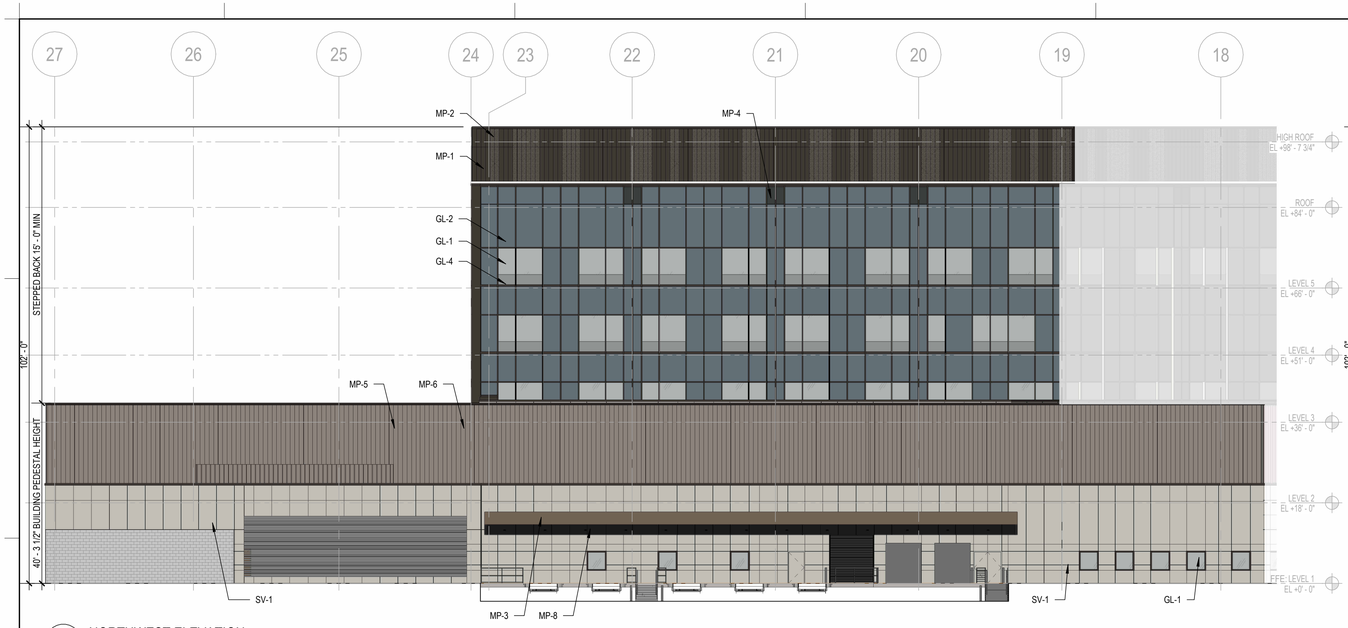
TYPE: PROJECT:

CATALOG #:

SPECIFICATIONS

CONSTRUCTION
- Shaft: One-piece straight aluminum with round cross section; Extruded shafts of 6061-T6 aluminum in 1/8", 3/16", or 1/4" thickness. Base plate of 356 cast aluminum
- Bolt covers: Four (4) individual bolt covers provided, painted to match pole and base finish
- Pole cap: Cap available for side mounted luminaires. Open top or tenons provided for post top mounted luminaires
- Hand hole: Rectangular 3x5 aluminum hand hole frame (2.28" x 4.38" opening); Mounting provisions for grounding lug located behind gasketed cover
- Anchor bolts: Four galvanized anchor bolts provided per pole with minimum yield of 55,000 psi (ASTM F1554). Galvanized hardware with two washers and two nuts per bolt for leveling
  - Anchor bolt part numbers: 3/4 x 30 x 3 — TAB-30-M38
- Super Durable polyester-TGIC powder coat finish with nominal 3.0 mil thickness. Meets or exceeds AAMA 2604 standards

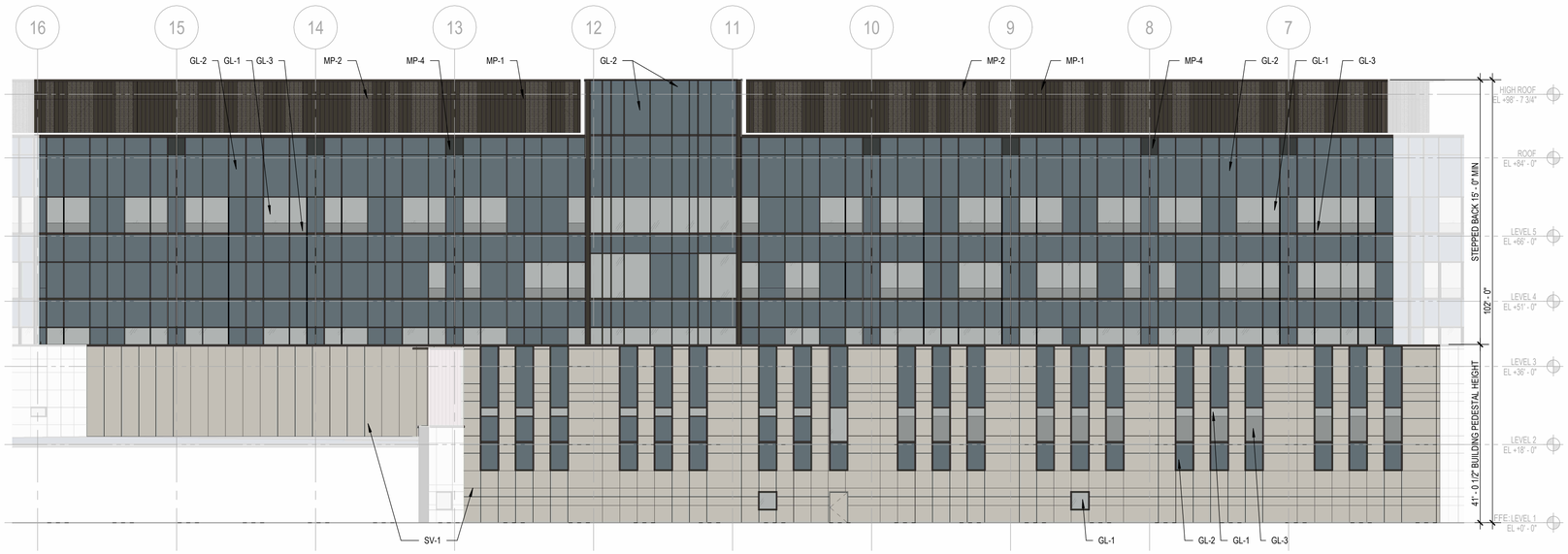
INSTALLATION
- Lighting installations for side and top mounting of luminaires with effective projected area (EPA) not exceeding maximum allowable loading of the specified pole in its installed geographic location



39 NORTHWEST ELEVATION
SCALE: 1/16" = 1'-0"



19 SOUTHWEST ELEVATION
SCALE: 1/16" = 1'-0"

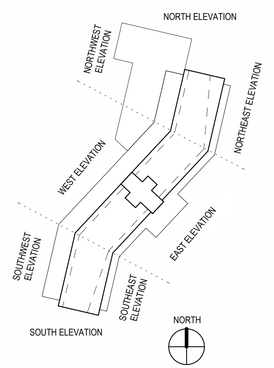


63 WEST ELEVATION
SCALE: 1/16" = 1'-0"

EXTERIOR MATERIAL LEGEND

BASIS OF DESIGN MATERIALS

- MP-1 SMOOTH METAL PANEL — MORIN MX-0: SPARTAN BRONZE
- MP-2 CORRUGATED METAL PANEL — MORIN MX-1: SPARTAN BRONZE
- MP-3 ALUMINUM COMPOSITE PANEL — ALUCABOND PLUS: DRIFTWOOD MICA
- MP-4 ALUMINUM COMPOSITE PANEL — ALUCABOND PLUS: SERPENTINE METALLIC
- MP-5 SMOOTH METAL PANEL — MORIN MX-0: CHAMPAGNE BRONZE
- MP-6 CORRUGATED METAL PANEL — MORIN MX-1: CHAMPAGNE BRONZE
- MP-7 ALUMINUM BRAKE METAL — BRAKE METAL: PAINTED TO MATCH MULLIONS
- MP-8 METAL SOFFIT PLANKS — LONGBOARD 6" SMOOTH T&G: ROCK ELM
- MP-9 SMOOTH METAL PANEL — MORIN MX-6: SPARTAN BRONZE
- MP-10 FORMED METAL PANEL — MORIN P-9: SPARTAN BRONZE
- SV-1 STONE VENEER - FIELD — PETRARCH: 247 PEWTER, SMOOTH
- SV-2 STONE VENEER - ACCENT — PETRARCH: 247 PEWTER, RIVEN
- GL-1 VISION GLAZING — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VZRE 1-46; COLOR: SUBSTRATE CLEAR
- GL-2 SPANDREL GLAZING — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VRE 1-46; COLOR: SUBSTRATE CLEAR, W/ SUBDUED GRAY SPANDREL AND METAL BACK PAN
- GL-3 VISION - FULL COVERAGE FRIT — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VRE 1-46; COLOR: SUBSTRATE CLEAR W/ #3058 VPC2110 FOG GRAY #3 SURFACE
- GL-4 VISION - DOT PATTERN FRIT — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VZRE 1-46; COLOR: SUBSTRATE CLEAR W/ #5006 V957 SUBDUED GRAY #3 SURFACE
- GL-5 VISION - FULL COVERAGE FRIT — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VRE 1-46; COLOR: SUBSTRATE CLEAR W/ #3058 VPC2110 FOG GRAY #3 SURFACE, MW-3 INSULATION AND METAL BACK PAN



REDTAIL RIDGE PUD #6

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CASE #

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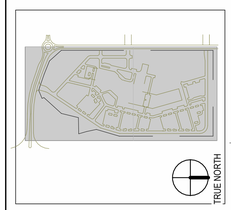
WSP
2000 SOUTH COLORADO BOULEVARD
SUITE 2-1000
DENVER, CO 80222
WWW.WSP.com

ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN

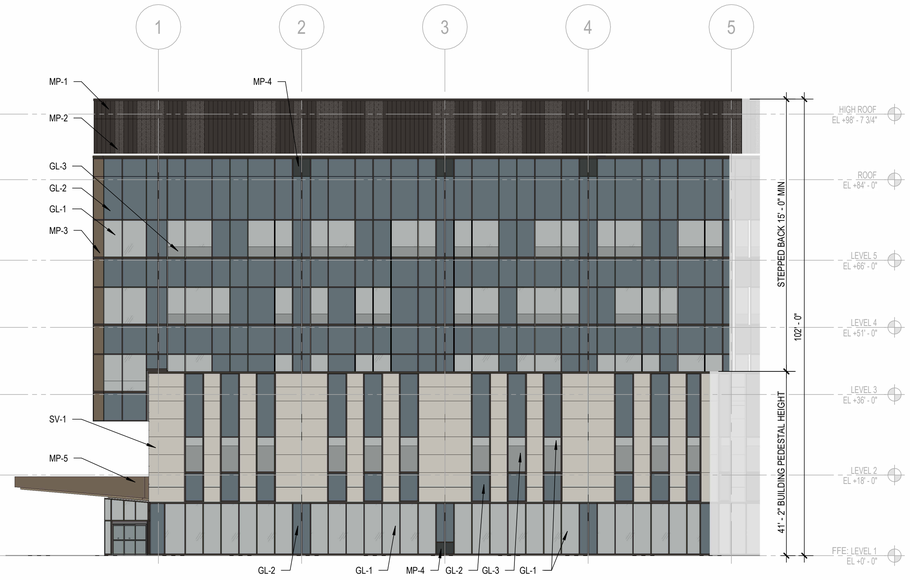


SCALE
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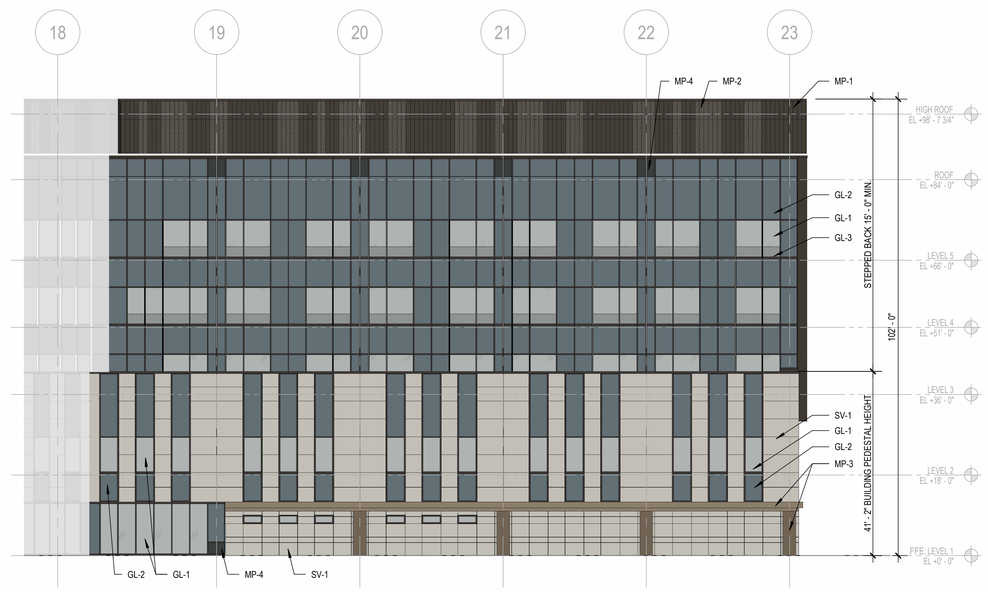
SHEET TITLE
HOSPITAL EXTERIOR ELEVATIONS

PUD SHEET NUMBER	SG SHEET NUMBER
28 OF 39	A-01

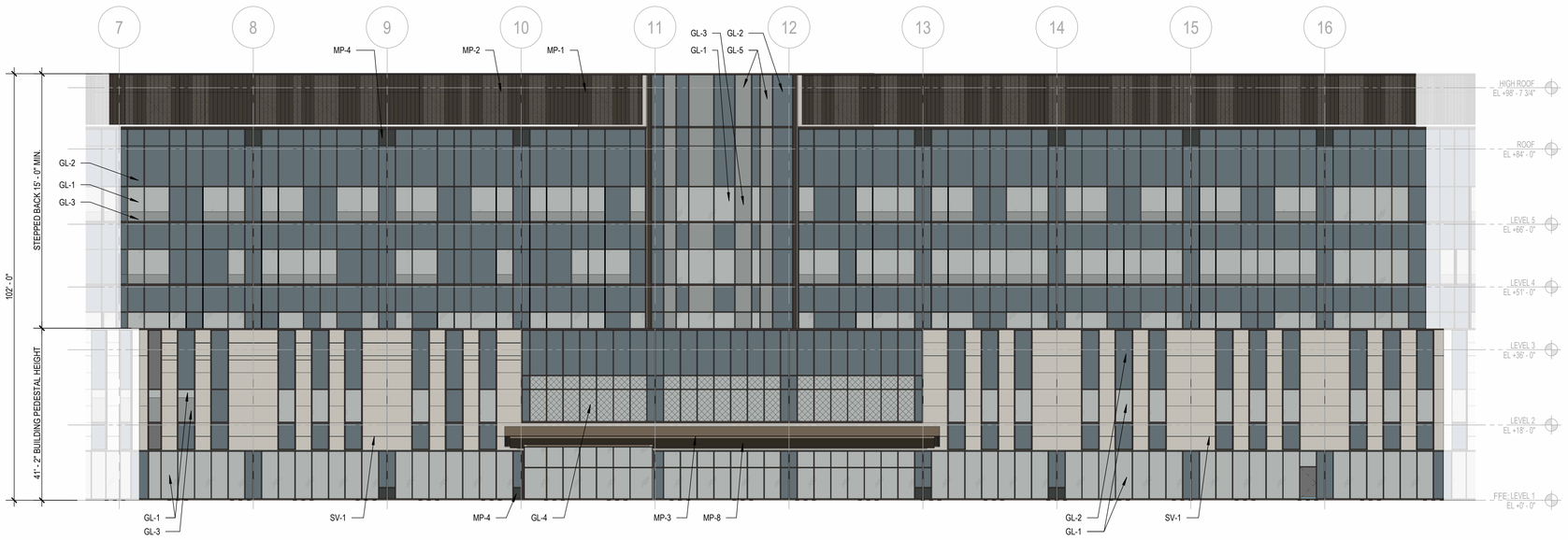
PROJECT NUMBER
15696.00



39 SOUTHEAST ELEVATION
SCALE: 1/16" = 1'-0"



21 NORTHEAST ELEVATION
SCALE: 1/16" = 1'-0"

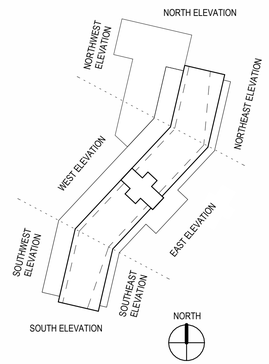


41 EAST ELEVATION
SCALE: 1/16" = 1'-0"

EXTERIOR MATERIAL LEGEND

BASIS OF DESIGN MATERIALS

- MP-1 SMOOTH METAL PANEL — MORIN MX-0: SPARTAN BRONZE
- MP-2 CORRUGATED METAL PANEL — MORIN MX-1: SPARTAN BRONZE
- MP-3 ALUMINUM COMPOSITE PANEL — ALUCABOND PLUS: DRIFTWOOD MICA
- MP-4 ALUMINUM COMPOSITE PANEL — ALUCABOND PLUS: SERPENTINE METALLIC
- MP-5 SMOOTH METAL PANEL — MORIN MX-0: CHAMPAGNE BRONZE
- MP-6 CORRUGATED METAL PANEL — MORIN MX-1: CHAMPAGNE BRONZE
- MP-7 ALUMINUM BRAKE METAL — BRAKE METAL: PAINTED TO MATCH MULLIONS
- MP-8 METAL SOFFIT PLANKS — LONGBOARD 6" SMOOTH T&G: ROCK ELM
- MP-9 SMOOTH METAL PANEL — MORIN MX-6: SPARTAN BRONZE
- MP-10 FORMED METAL PANEL — MORIN P-9: SPARTAN BRONZE
- SV-1 STONE VENEER - FIELD — PETRARCH: 247 PEWTER, SMOOTH
- SV-2 STONE VENEER - ACCENT — PETRARCH: 247 PEWTER, RIVEN
- GL-1 VISION GLAZING — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VZRE 1-46; COLOR: SUBSTRATE CLEAR
- GL-2 SPANDREL GLAZING — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VRE 1-46; COLOR: SUBSTRATE CLEAR, W/ SUBDUED GRAY SPANDREL AND METAL BACK PAN
- GL-3 VISION - FULL COVERAGE FRIT — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VRE 1-46; COLOR: SUBSTRATE CLEAR W/ #3058 VPC2110 FOG GRAY #3 SURFACE
- GL-4 VISION - DOT PATTERN FRIT — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VZRE 1-46; COLOR: SUBSTRATE CLEAR W/ #5006 V957 SUBDUED GRAY #3 SURFACE
- GL-5 VISION - FULL COVERAGE FRIT — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VRE 1-46; COLOR: SUBSTRATE CLEAR W/ #3058 VPC2110 FOG GRAY #3 SURFACE, MW-3 INSULATION AND METAL BACK PAN



REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT #1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

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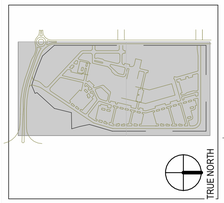
WSP
2000 SOUTH COLORADO BOULEVARD
SUITE 2-1000
DENVER, CO 80222
WWW.WSP.com

ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN

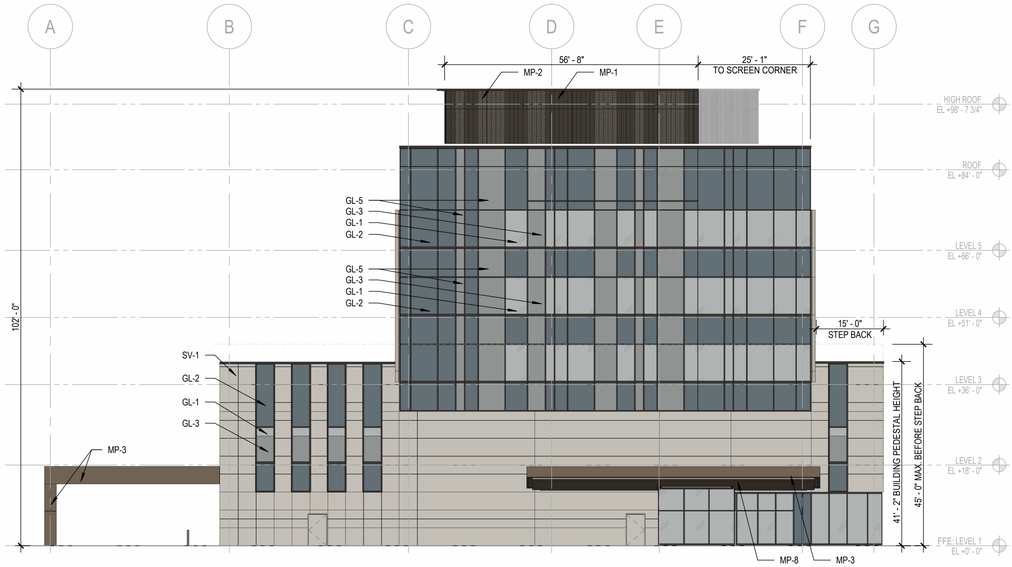


SCALE
As indicated

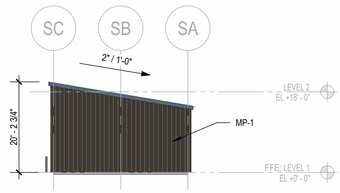
SHEET TITLE
HOSPITAL EXTERIOR ELEVATIONS

PUD SHEET NUMBER	SG SHEET NUMBER
29 OF 39	A-02

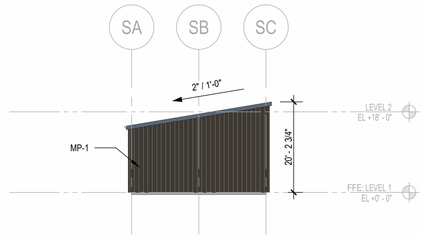
PROJECT NUMBER
15696.00



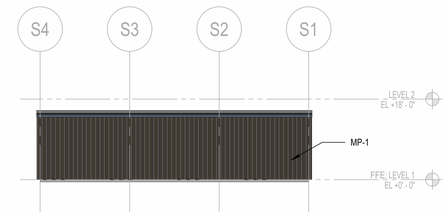
59 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



26 STORAGE SHED - EAST ELEVATION
SCALE: 1/16" = 1'-0"



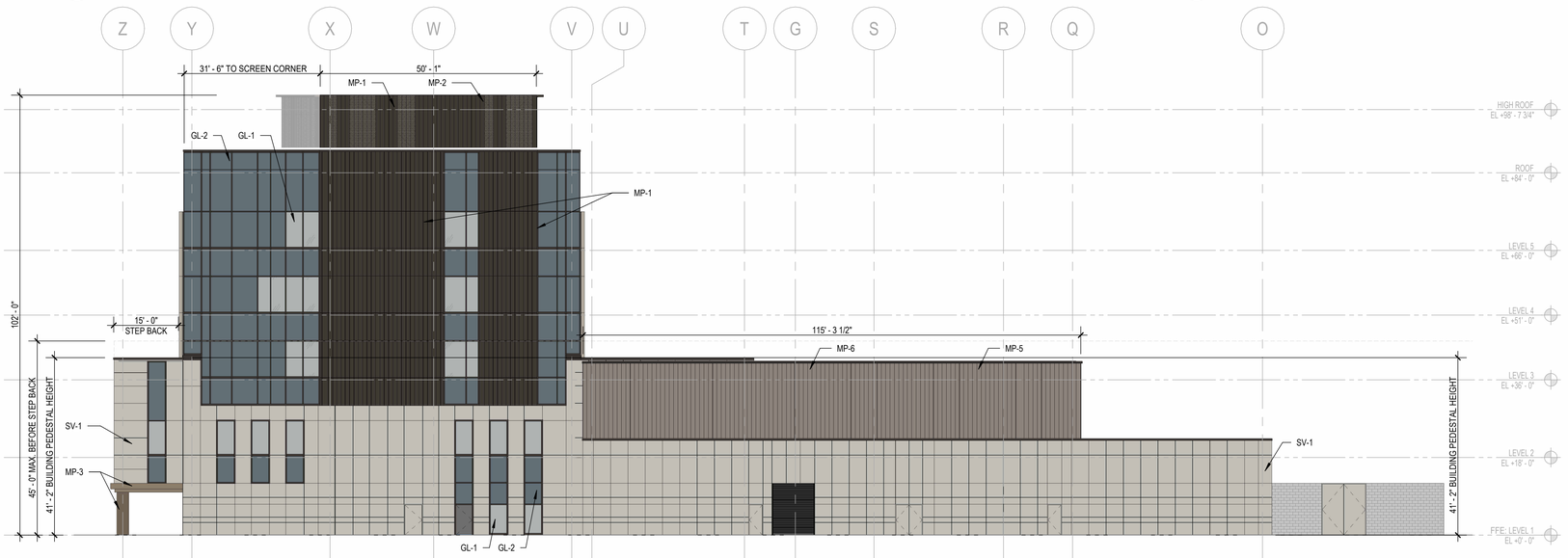
10 STORAGE SHED - WEST ELEVATION
SCALE: 1/16" = 1'-0"



27 STORAGE SHED - NORTH ELEVATION
SCALE: 1/16" = 1'-0"



11 STORAGE SHED - SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

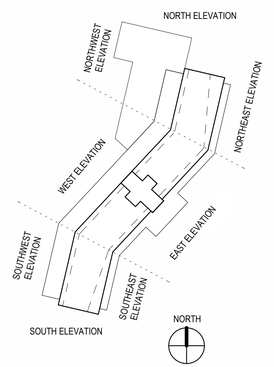


62 NORTH ELEVATION
SCALE: 1/16" = 1'-0"

EXTERIOR MATERIAL LEGEND

BASIS OF DESIGN MATERIALS

- MP-1 SMOOTH METAL PANEL — MORIN MX-0: SPARTAN BRONZE
- MP-2 CORRUGATED METAL PANEL — MORIN MX-1: SPARTAN BRONZE
- MP-3 ALUMINUM COMPOSITE PANEL — ALUCABOND PLUS: DRIFTWOOD MICA
- MP-4 ALUMINUM COMPOSITE PANEL — ALUCABOND PLUS: SERPENTINE METALLIC
- MP-5 SMOOTH METAL PANEL — MORIN MX-0: CHAMPAGNE BRONZE
- MP-6 CORRUGATED METAL PANEL — MORIN MX-1: CHAMPAGNE BRONZE
- MP-7 ALUMINUM BRAKE METAL — BRAKE METAL: PAINTED TO MATCH MULLIONS
- MP-8 METAL SOFFIT PLANKS — LONGBOARD 6" SMOOTH T&G: ROCK ELM
- MP-9 SMOOTH METAL PANEL — MORIN MX-6: SPARTAN BRONZE
- MP-10 FORMED METAL PANEL — MORIN P-9: SPARTAN BRONZE
- SV-1 STONE VENEER - FIELD — PETRARCH: 247 PEWTER, SMOOTH
- SV-2 STONE VENEER - ACCENT — PETRARCH: 247 PEWTER, RIVEN
- GL-1 VISION GLAZING — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VZRE 1-46; COLOR: SUBSTRATE CLEAR
- GL-2 SPANDREL GLAZING — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VRE 1-46; COLOR: SUBSTRATE CLEAR, W/ SUBDUED GRAY SPANDREL AND METAL BACK PAN
- GL-3 VISION - FULL COVERAGE FRIT — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VRE 1-46; COLOR: SUBSTRATE CLEAR W/ #3058 VPC2110 FOG GRAY #3 SURFACE
- GL-4 VISION - DOT PATTERN FRIT — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VZRE 1-46; COLOR: SUBSTRATE CLEAR W/ #5006 V957 SUBDUED GRAY #3 SURFACE
- GL-5 VISION - FULL COVERAGE FRIT — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VRE 1-46; COLOR: SUBSTRATE CLEAR W/ #3058 VPC2110 FOG GRAY #3 SURFACE, MW-3 INSULATION AND METAL BACK PAN



REDTAIL RIDGE PUD #6

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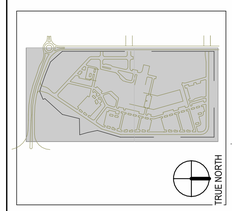
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ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



SCALE

As indicated

SHEET TITLE

HOSPITAL & FACILITIES STORAGE EXTERIOR ELEVATIONS

PUD SHEET NUMBER	SG SHEET NUMBER
30 OF 39	A-03

PROJECT NUMBER
15696.00



ENTRANCE PERSPECTIVE



ED ENTRY PERSPECTIVE



MAIN DROP-OFF PERSPECTIVE



ED ENTRY PERSPECTIVE

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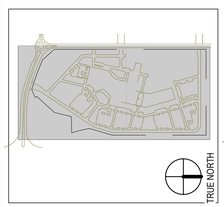
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ISSUED FOR	DATE
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SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



SCALE

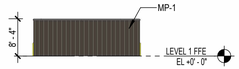
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HOSPITAL RENDERINGS

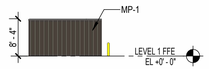
PUD SHEET NUMBER	SG SHEET NUMBER
31 OF 39	A-04

PROJECT NUMBER

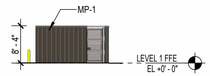
15696.00



8 TRASH ENCLOSURE - BACK ELEVATION
SCALE: 1/16" = 1'-0"



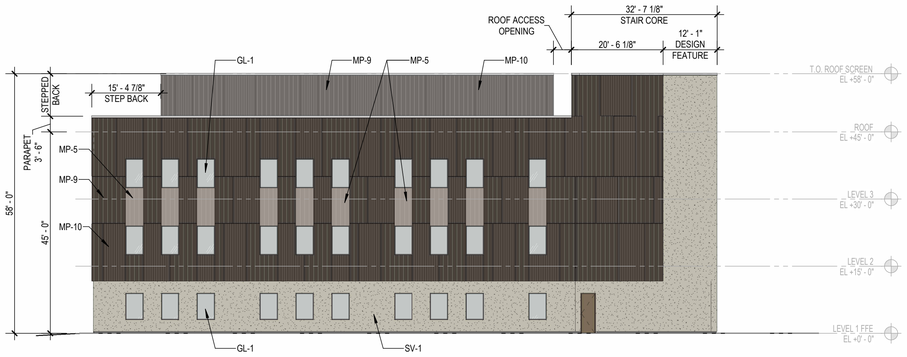
7 TRASH ENCLOSURE - SIDE ELEVATION
SCALE: 1/16" = 1'-0"



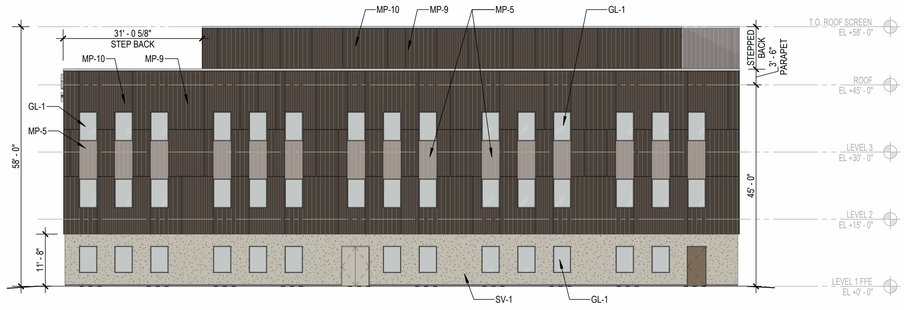
6 TRASH ENCLOSURE - SIDE ELEVATION
SCALE: 1/16" = 1'-0"



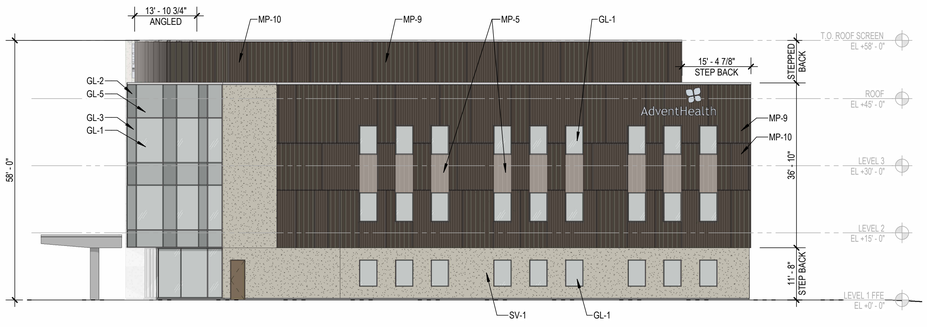
5 TRASH ENCLOSURE - FRONT ELEVATION
SCALE: 1/16" = 1'-0"



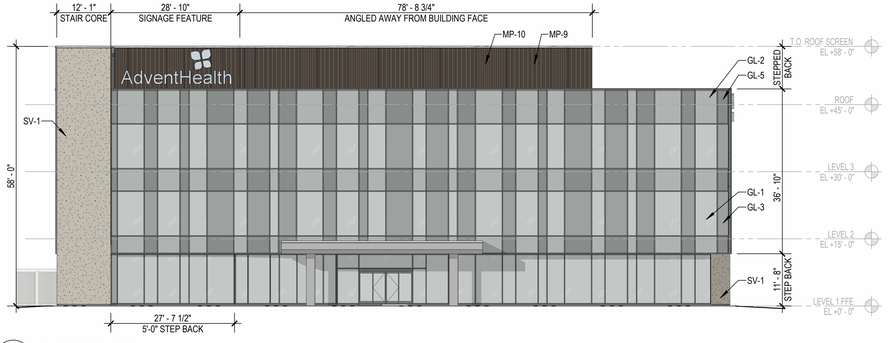
4 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



3 WEST ELEVATION
SCALE: 1/16" = 1'-0"



2 NORTH ELEVATION
SCALE: 1/16" = 1'-0"



1 EAST ELEVATION
SCALE: 1/16" = 1'-0"

EXTERIOR MATERIAL LEGEND

BASIS OF DESIGN MATERIALS

- MP-1 SMOOTH METAL PANEL — MORIN MX-0: SPARTAN BRONZE
- MP-2 CORRUGATED METAL PANEL — MORIN MX-1: SPARTAN BRONZE
- MP-3 ALUMINUM COMPOSITE PANEL — ALUCABOND PLUS: DRIFTWOOD MICA
- MP-4 ALUMINUM COMPOSITE PANEL — ALUCABOND PLUS: SERPENTINE METALLIC
- MP-5 SMOOTH METAL PANEL — MORIN MX-0: CHAMPAGNE BRONZE
- MP-6 CORRUGATED METAL PANEL — MORIN MX-1: CHAMPAGNE BRONZE
- MP-7 ALUMINUM BRAKE METAL — BRAKE METAL: PAINTED TO MATCH MULLIONS
- MP-8 METAL SOFFIT PLANKS — LONGBOARD 6" SMOOTH T&G: ROCK ELM
- MP-9 SMOOTH METAL PANEL — MORIN MX-6: SPARTAN BRONZE
- MP-10 FORMED METAL PANEL — MORIN P-9: SPARTAN BRONZE
- SV-1 STONE VENEER - FIELD — PETRARCH: 247 PEWTER, SMOOTH
- SV-2 STONE VENEER - ACCENT — PETRARCH: 247 PEWTER, RIVEN
- GL-1 VISION GLAZING — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VZRE 1-46; COLOR: SUBSTRATE CLEAR
- GL-2 SPANDREL GLAZING — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VRE 1-46; COLOR: SUBSTRATE CLEAR, W/ SUBDUED GRAY SPANDREL AND METAL BACK PAN
- GL-3 VISION - FULL COVERAGE FRIT — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VRE 1-46; COLOR: SUBSTRATE CLEAR W/ #3058 VPC2110 FOG GRAY #3 SURFACE
- GL-4 VISION - DOT PATTERN FRIT — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VZRE 1-46; COLOR: SUBSTRATE CLEAR W/ #5006 V957 SUBDUED GRAY #3 SURFACE
- GL-5 VISION - FULL COVERAGE FRIT — TYPE: INSULATING; MANUFACTURER: VIRACON; SERIES: VRE 1-46; COLOR: SUBSTRATE CLEAR W/ #3058 VPC2110 FOG GRAY #3 SURFACE, MW-3 INSULATION AND METAL BACK PAN

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT #1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

ADVENT HEALTH LOUISVILLE
100 HEALTH PARK DRIVE
LOUISVILLE, CO 80027
303.673.1000
www.adventhealth.com

SMITHGROUP
1675 LARIMER STREET
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DENVER, CO 80202
303.832.3272
smithgroup.com

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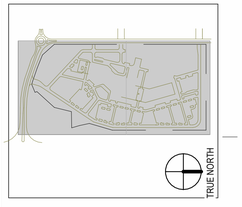
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SUITE 2-1000
DENVER, CO 80222
WWW.WSP.com

ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



SCALE
As indicated

SHEET TITLE
MOB EXTERIOR ELEVATIONS

PUD SHEET NUMBER	SG SHEET NUMBER
32 OF 39	A-05

PROJECT NUMBER
15696.01



SOUTHEAST CORNER



ENTRANCE PERSPECTIVE



MAIN DROP-OFF PERSPECTIVE



NORTHWEST CORNER

REDTAIL RIDGE PUD #6

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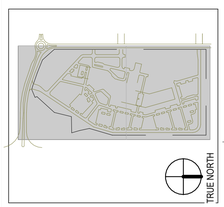
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SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



SCALE

SHEET TITLE

MOB RENDERINGS

PUD SHEET NUMBER	SG SHEET NUMBER
33 OF 39	A-06

PROJECT NUMBER
15696.01

METAL PANEL MP-1 & MP-5

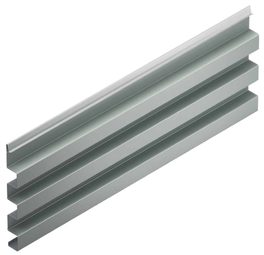


BASIS OF DESIGN: MORIN MX-0 SMOOTH PANEL: SPARTAN BRONZE & CHAMPAGNE BRONZE

MP-1 SPARTAN BRONZE

MP-5 CHAMPAGNE BRONZE

METAL PANEL MP-2 & MP-6

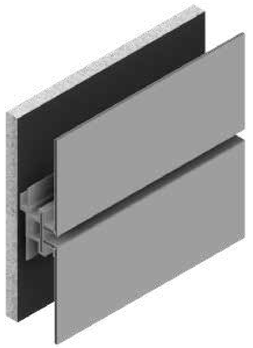


BASIS OF DESIGN: MORIN MX-1 CORRUGATED PANEL: SPARTAN BRONZE & CHAMPAGNE BRONZE

MP-2 SPARTAN BRONZE

MP-6 CHAMPAGNE BRONZE

METAL PANEL MP-3 & MP-4



BASIS OF DESIGN: ALUCOBOND PLUS: DRIFTWOOD MICA & SERPENTINE METALLIC

MP-3 DRIFTWOOD MICA

MP-4 SERPENTINE METALLIC

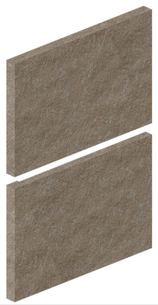
METAL PANEL MP-8



BASIS OF DESIGN: LONGBOARD METAL SOFFIT PLANK 6" SMOOTH T&G: ROCK ELM

MP-8 ROCK ELM

STONE VENEER SV-1 & SV-2



BASIS OF DESIGN: PETRARCH: 247 PEWTER SMOOTH & RIVEN

SV-1 PEWTER SMOOTH

SV-2 PEWTER RIVEN

METAL PANEL MP-9



BASIS OF DESIGN: MORIN MX-6 SMOOTH PANEL: SPARTAN BRONZE

MP-9 SPARTAN BRONZE

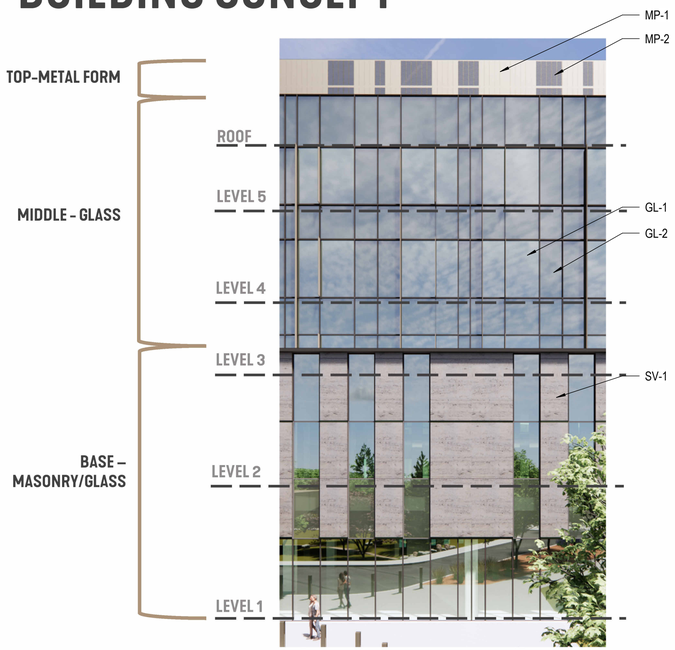
METAL PANEL MP-10



BASIS OF DESIGN: MORIN P-9 FORMED PANEL: SPARTAN BRONZE

MP-10 SPARTAN BRONZE

BUILDING CONCEPT





REDTAIL RIDGE PUD #6

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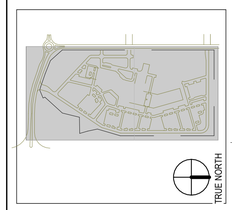
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SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



SCALE

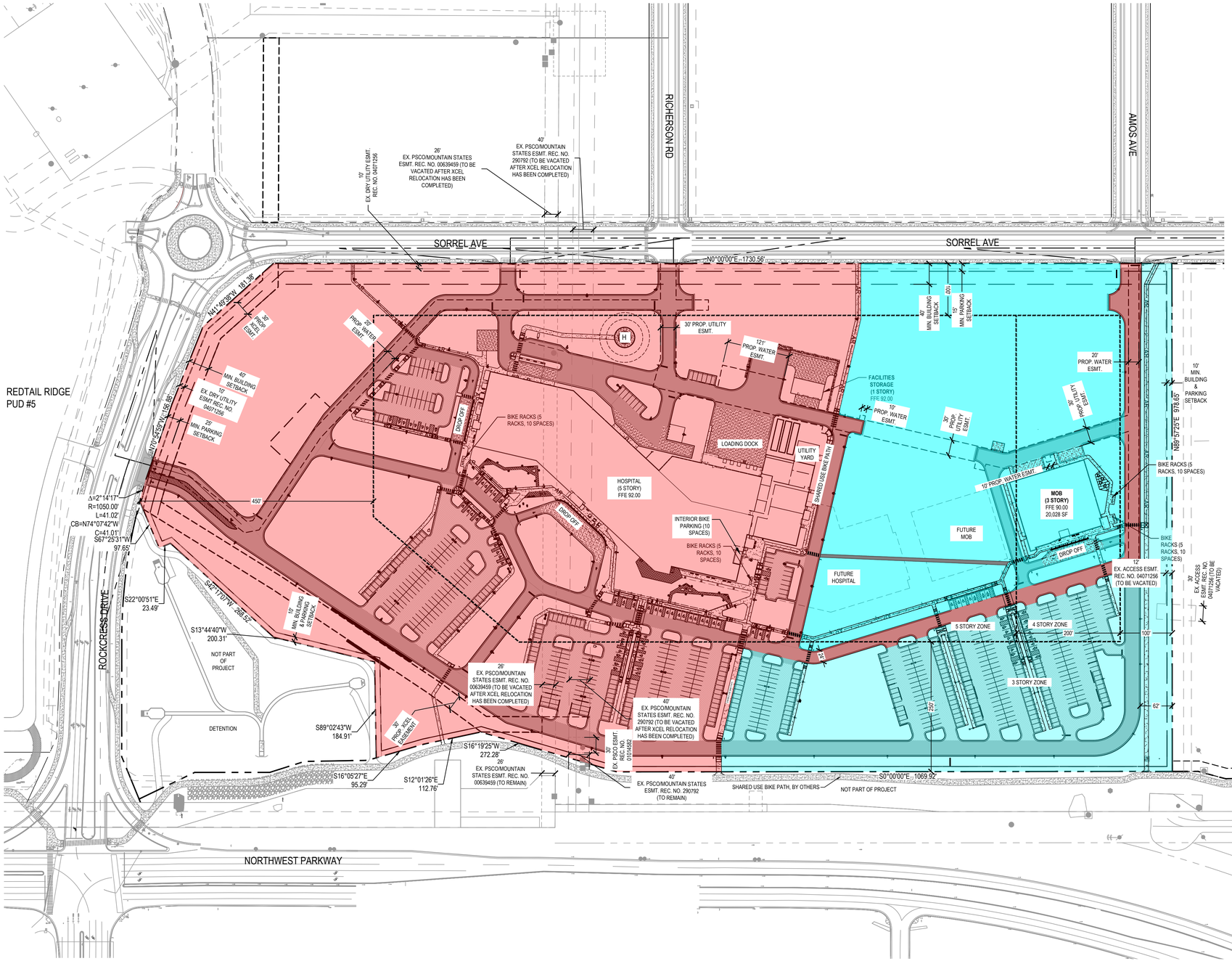
SHEET TITLE

EXTERIOR BUILDING MATERIALS

PUD SHEET NUMBER	SG SHEET NUMBER
34 OF 39	A-07

PROJECT NUMBER

15696.00
REDTAIL RIDGE PUD #6



PHASING PLAN

- PHASE 1 - HOSPITAL
- PHASE 2 - MOB

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
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smithgroup.com

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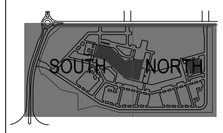
6200 SOUTH SYRACUSE WAY
SUITE 300
GREENWOOD VILLAGE, CO 80111
303.228.2300
kimley-horn.com

ISSUED FOR	DATE
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1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

GRAPHIC SCALE IN FEET
0 50 100 200

SHEET TITLE

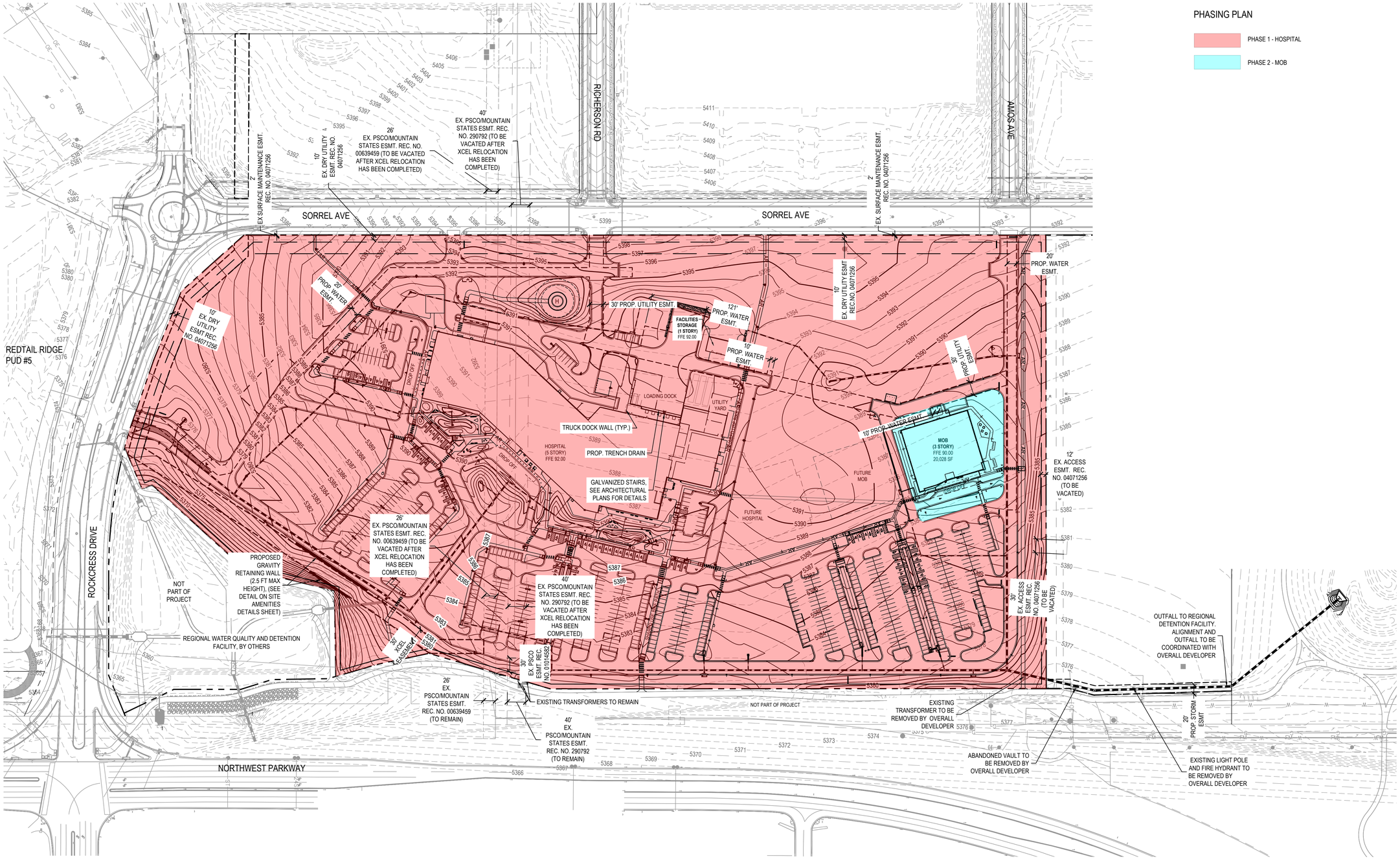
OVERALL SITE PHASING PLAN

PUD SHEET NUMBER	SG SHEET NUMBER
35 of 39	PH-01

PROJECT NUMBER 196315001

811 Know what's **below.** **Call** before you dig.

Plot Date:



PHASING PLAN

- PHASE 1 - HOSPITAL
- PHASE 2 - MOB

REDTAIL RIDGE PUD #6

PLANNED UNIT DEVELOPMENT AND SPECIAL REVIEW USE
LOT # 1, BLOCK 2, REDTAIL RIDGE PUD #6
CITY OF LOUISVILLE, COUNTY OF BOULDER, COLORADO
CASE #

SMITHGROUP

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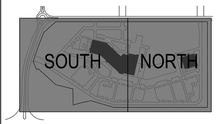
6200 SOUTH SYRACUSE WAY
SUITE 300
GREENWOOD VILLAGE, CO 80111
303.228.2300
kimley-horn.com

ISSUED FOR	DATE
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SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

GRAPHIC SCALE IN FEET
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SHEET TITLE

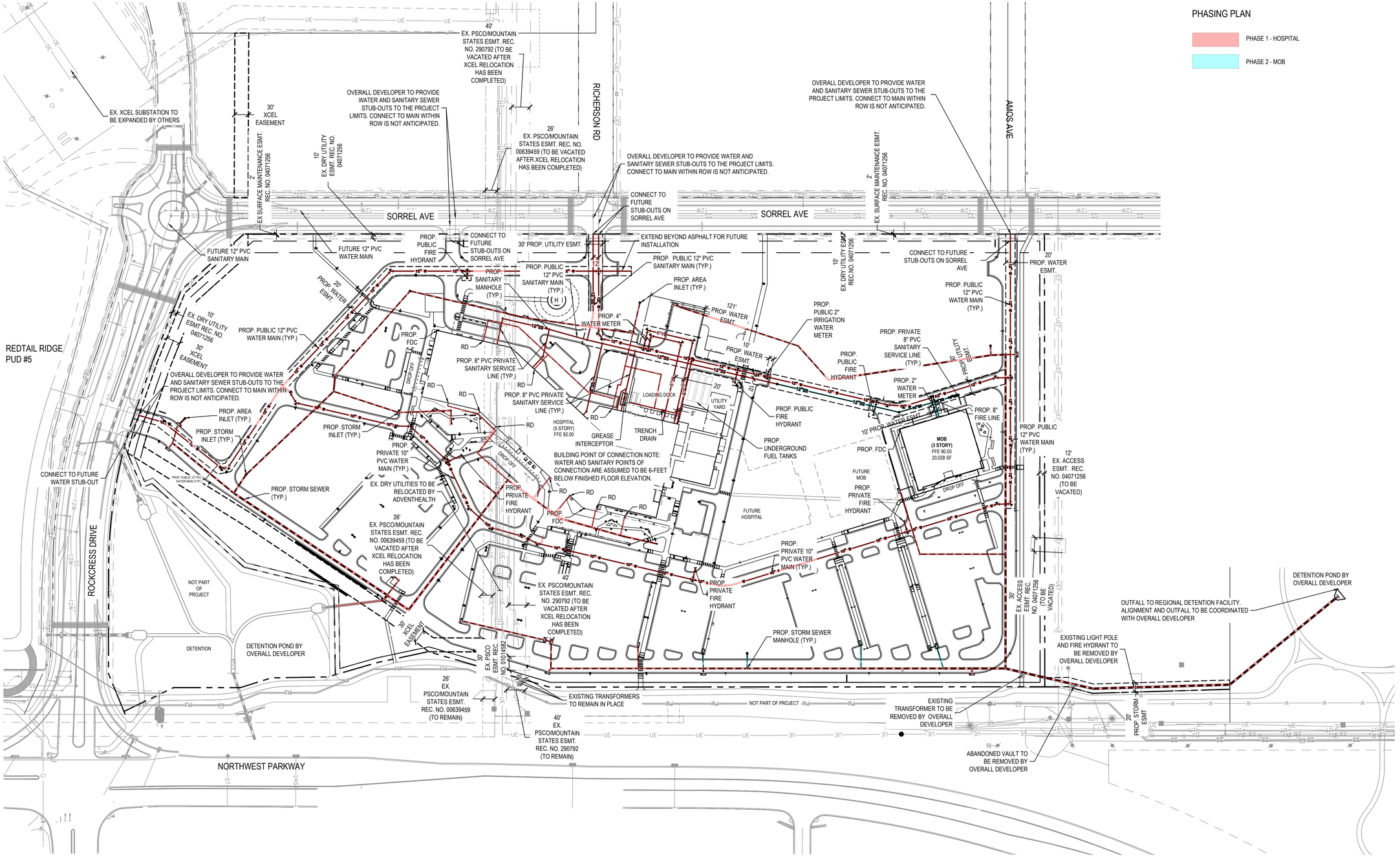
OVERALL GRADING PHASING PLAN

PUD SHEET NUMBER	SG SHEET NUMBER
36 of 39	PH-02

PROJECT NUMBER 196315001

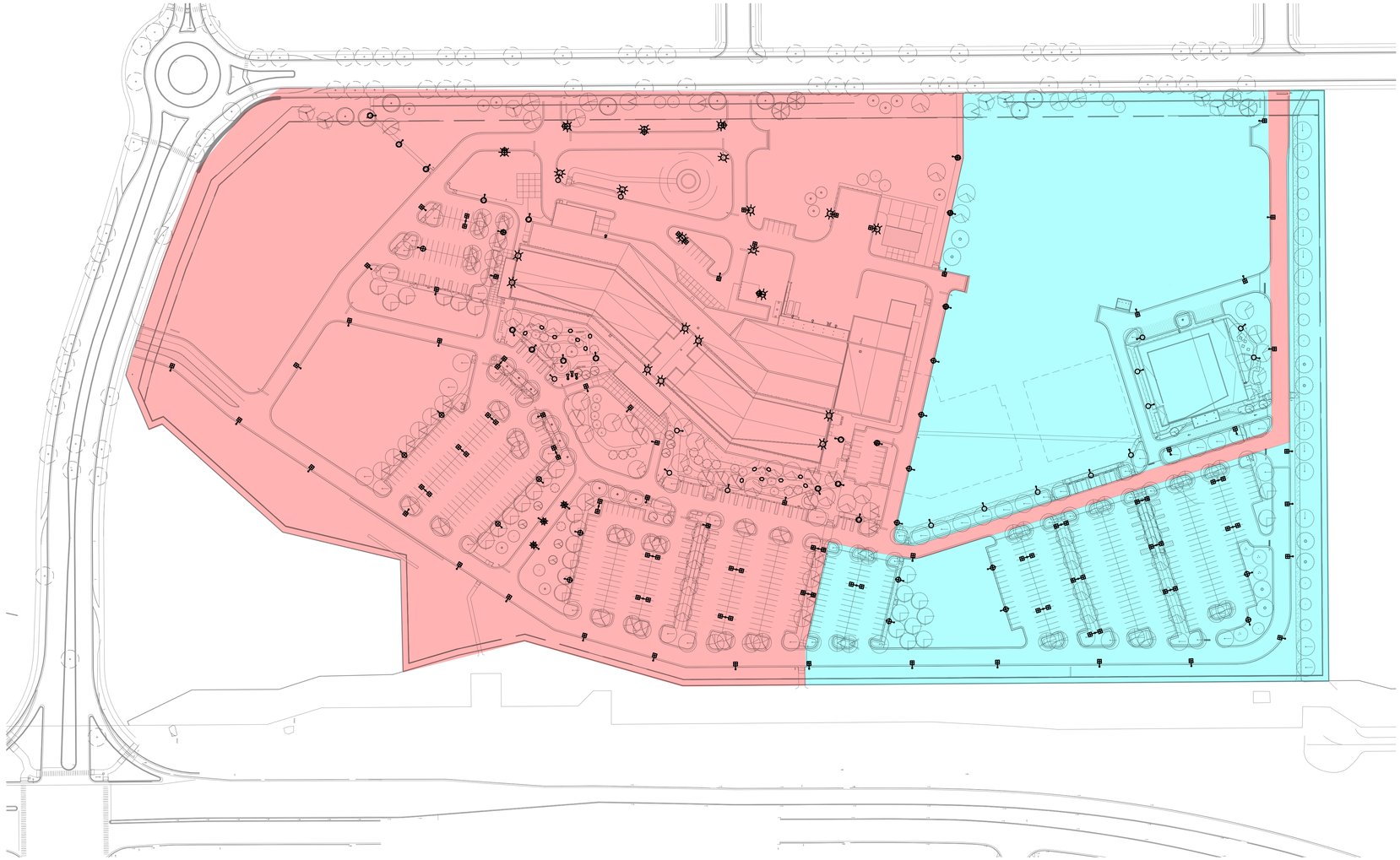
811 Know what's **below.** **Call** before you dig.

Plot Date:


PHASING PLAN
PHASE 1 - HOSPITAL
PHASE 2 - MOB
REDTAIL RIDGE PUD #5
EX. XCEL SUBSTATION TO BE EXPANDED BY OTHERS
30' XCEL EASEMENT
40' EX. PSCO/MOUNTAIN STATES ESMT. REC. NO. 290792 (TO BE VACATED AFTER XCEL RELOCATION HAS BEEN COMPLETED)
26' EX. PSCO/MOUNTAIN STATES ESMT. REC. NO. 00639459 (TO BE VACATED AFTER XCEL RELOCATION HAS BEEN COMPLETED)
RICHERSON RD
AMOS AVE
SORREL AVE
SORREL AVE
OVERALL DEVELOPER TO PROVIDE WATER AND SANITARY SEWER STUB-OUTS TO THE PROJECT LIMITS. CONNECT TO MAIN WITHIN ROW IS NOT ANTICIPATED.
OVERALL DEVELOPER TO PROVIDE WATER AND SANITARY SEWER STUB-OUTS TO THE PROJECT LIMITS. CONNECT TO MAIN WITHIN ROW IS NOT ANTICIPATED.
OVERALL DEVELOPER TO PROVIDE WATER AND SANITARY SEWER STUB-OUTS TO THE PROJECT LIMITS. CONNECT TO MAIN WITHIN ROW IS NOT ANTICIPATED.
CONNECT TO FUTURE STUB-OUTS ON SORREL AVE
CONNECT TO FUTURE STUB-OUTS ON SORREL AVE
EXTEND BEYOND ASPHALT FOR FUTURE INSTALLATION
30' PROP. UTILITY ESMT.
EX. SURFACE MAINTENANCE ESMT. REC. NO. 04071256
EX. SURFACE MAINTENANCE ESMT. REC. NO. 04071256
10' EX. DRY UTILITY ESMT. REC. NO. 04071256
10' EX. DRY UTILITY ESMT. REC. NO. 04071256
10' EX. DRY UTILITY ESMT. REC. NO. 04071256
FUTURE 12" PVC SANITARY MAIN
FUTURE 12" PVC WATER MAIN
PROP. PUBLIC FIRE HYDRANT
PROP. PUBLIC 12" PVC SANITARY MAIN (TYP.)
PROP. SANITARY MANHOLE (TYP.)
PROP. PUBLIC 12" PVC SANITARY MAIN (TYP.)
PROP. AREA INLET (TYP.)
PROP. 4" WATER METER
PROP. PUBLIC 2" IRRIGATION WATER METER
PROP. PUBLIC 12" PVC WATER MAIN (TYP.)
CONNECT TO FUTURE STUB-OUTS ON SORREL AVE
20' PROP. WATER ESMT.
20' PROP. WATER ESMT.
121' PROP. WATER ESMT.
10' PROP. WATER ESMT
10' PROP. WATER ESMT
PROP. PUBLIC 12" PVC WATER MAIN (TYP.)
PROP. FDC
PROP. 8" PVC PRIVATE SANITARY SERVICE LINE (TYP.)
PROP. 8" PVC PRIVATE SANITARY SERVICE LINE (TYP.)
PROP. PRIVATE 8" PVC SANITARY SERVICE LINE (TYP.)
PROP. PUBLIC FIRE HYDRANT
PROP. 2" WATER METER
PROP. 8" FIRE LINE
PROP. PUBLIC FIRE HYDRANT
PROP. UNDERGROUND FUEL TANKS
PROP. FDC
PROP. PUBLIC 12" PVC WATER MAIN (TYP.)
12' EX. ACCESS ESMT. REC. NO. 04071256 (TO BE VACATED)
OVERALL DEVELOPER TO PROVIDE WATER AND SANITARY SEWER STUB-OUTS TO THE PROJECT LIMITS. CONNECT TO MAIN WITHIN ROW IS NOT ANTICIPATED.
PROP. AREA INLET (TYP.)
PROP. STORM INLET (TYP.)
PROP. STORM INLET (TYP.)
PROP. STORM SEWER (TYP.)
CONNECT TO FUTURE WATER STUB-OUT
PROP. PUBLIC 12" PVC WATER MAIN (TYP.)
PROP. PRIVATE 10" PVC WATER MAIN (TYP.)
EX. DRY UTILITIES TO BE RELOCATED BY ADVENTHEALTH
26' EX. PSCO/MOUNTAIN STATES ESMT. REC. NO. 00639459 (TO BE VACATED AFTER XCEL RELOCATION HAS BEEN COMPLETED)
40' EX. PSCO/MOUNTAIN STATES ESMT. REC. NO. 290792 (TO BE VACATED AFTER XCEL RELOCATION HAS BEEN COMPLETED)
30' XCEL EASEMENT
30' EX. PSCO ESMT. REC. NO. 01014582
26' EX. PSCO/MOUNTAIN STATES ESMT. REC. NO. 00639459 (TO REMAIN)
40' EX. PSCO/MOUNTAIN STATES ESMT. REC. NO. 290792 (TO REMAIN)
EXISTING TRANSFORMERS TO REMAIN IN PLACE
NOT PART OF PROJECT
EXISTING TRANSFORMER TO BE REMOVED BY OVERALL DEVELOPER
ABANDONED VAULT TO BE REMOVED BY OVERALL DEVELOPER
PROP. PRIVATE FIRE HYDRANT
PROP. PRIVATE FIRE HYDRANT
PROP. PRIVATE FIRE HYDRANT
PROP. PRIVATE 10" PVC WATER MAIN (TYP.)
PROP. STORM SEWER MANHOLE (TYP.)
PROP. FDC
PROP. FDC
PROP. FDC
PROP. 10" PVC WATER MAIN
PROP. 10" PVC WATER MAIN
PROP. 10" PVC WATER MAIN

Keynote Legend

1 **LIGHTING ALONG ROAD IMPROVEMENTS TO BE PART OF HOSPITAL (PHASE 1).**
S3A - 5 FIXTURES
S5A - 1 FIXTURE
TOTAL - 6 FIXTURES



1 SITE PLAN - LIGHTING
1" = 100'-0"

PHASING PLAN

PHASE 1 - HOSPITAL

PHASE 2 - MOB

REDTAIL RIDGE PUD #6

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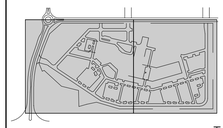
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SEALS AND SIGNATURES

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KEYPLAN



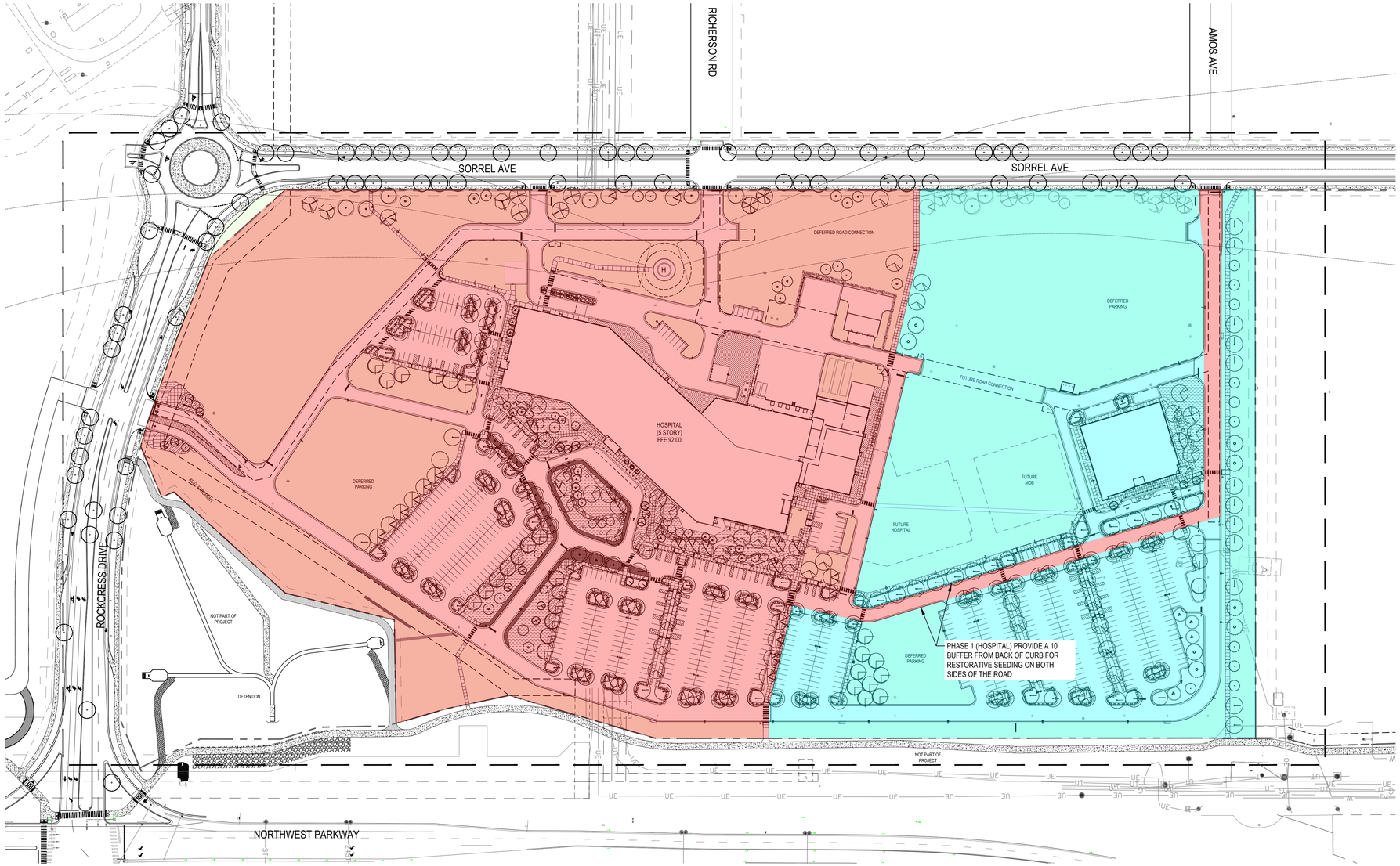
TRUE NORTH

SCALE
1" = 100'-0"

SHEET TITLE
OVERALL LIGHTING PHASING PLAN - 100

PUD SHEET NUMBER	SG SHEET NUMBER
39 OF 39	PH-05

PROJECT NUMBER
15696.00



LEGEND

- PERENNIALS
- LOW SHRUBS
- ORNAMENTAL GRASS/PERENNIALS MIX
- SHORT GRASS PRAIRIE
- ENHANCED SHORT GRASS PRAIRIE
- 4' HT. DECORATIVE FENCE
- BENCH
- BIKE RACK
- LITTER/RECYCLING
- BOLLARDS
- BOULDER

PHASING PLAN

- PHASE 1 - HOSPITAL
- PHASE 2 - MOB

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smithgroup.com

Kimley»Horn

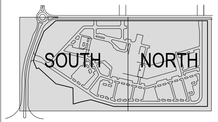
6200 SOUTH SYRACUSE WAY
SUITE 300
GREENWOOD VILLAGE, CO 80111
303.228.2307
kimley-horn.com

ISSUED FOR	DATE
3rd PUD SUBMITTAL	06MAY2026
2nd PUD SUBMITTAL	10FEB2026
1st PUD SUBMITTAL	17NOV2025

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

KEYPLAN



PROJECT NORTH

SCALE

0' 50' 100' 200'

SCALE: 1"=100'

SHEET TITLE

OVERALL LANDSCAPE PHASING PLAN

PUD SHEET NUMBER	SHEET ID
39 of 39	PH-04

PROJECT NUMBER 15696

Plot Date:

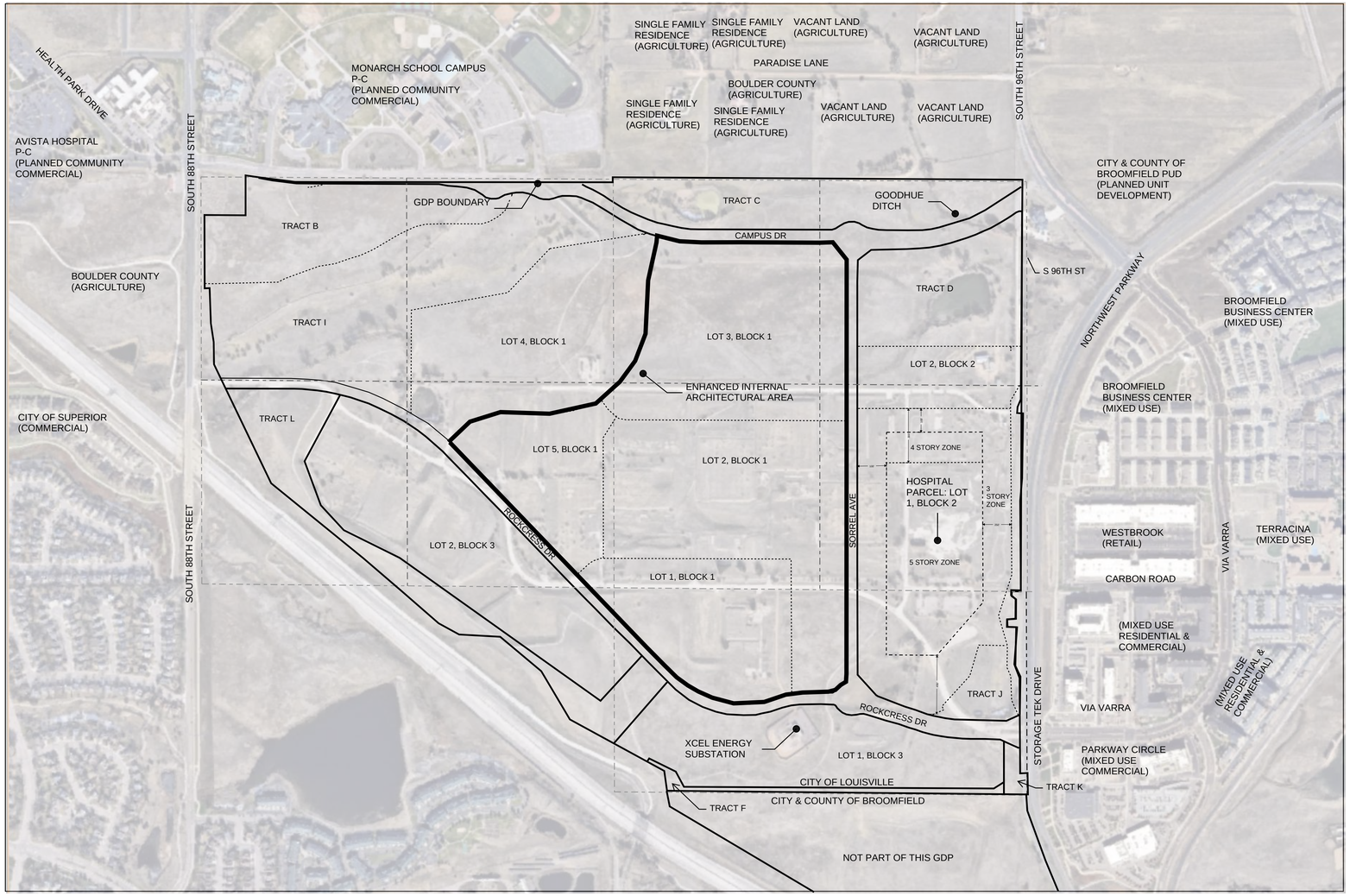
CONOCOPHILLIPS CAMPUS
GENERAL DEVELOPMENT PLAN AMENDMENT 3

A PART OF THE SOUTH HALF OF SECTION 20, THE NORTH HALF SECTION 29,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M.
SHEET 1 OF 2

AMENDMENT NO.3 - SUMMARY OF CHANGES

THE PURPOSE OF THIS AMENDMENT IS SPECIFICALLY FOR THE HOSPITAL PARCEL AND THE REST OF THE REDTAIL DEVELOPMENT REMAINS UNCHANGED.

1) Use of alternate method of measurement for hospital parcel



GENERAL DEVELOPMENT PLAN

400 200 0 400 800

SCALE: 1" = 400'

N

GENERAL NOTES:

1. UNLESS OTHERWISE NOTED, DEVELOPMENT SHALL CONFORM AND BE CONSISTENT WITH THE LOUISVILLE MUNICIPAL CODE AND THE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES UNLESS OTHERWISE WAIVED OR MODIFIED BY THE CITY COUNCIL THROUGH THE PUD DEVELOPMENT PLAN PROCESS.
2. THE CAMPUS SECURITY BOUNDARY WILL NOT EXTEND OUTSIDE THE SITE BOUNDARY.
3. EXISTING FREE STANDING CMRS FACILITIES WITHIN THE GDP BOUNDRY SHALL CONSTITUTE A PERMISSIBLE NON-CONFORMING USE.
4. PUBLIC LAND DEDICATION REQUIRMENT SATISFIED PURSUANT TO LOUISVILLE MUNICIPAL CODE SECTION 16.16.060(B) WITH REDTAIL RIDGE FILING NO. 1 SUBDIVISION PLAT.
5. LOTS 1,2,3 AND 5 OF BLOCK 1 OF REDTAIL RIDGE FILING NO.1 SHALL CONFORM TO AND BE CONSISTENT WITH THE LOUISVILLE MUNICIPAL CODE, THE INDUSTRIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES, AND THE ENHANCED DESIGN STANDARDS CONTAINED HEREIN IN LIEU OF COMMERCIAL DESIGN GUIDELINES,UNLESS OTHERWISE WAIVED OR MODIFIED BY THE CITY COUNCIL THROUGH THE PUD DEVELOPMENT PLAN PROCESS.

SITE INFORMATION

GROSS DEVELOPABLE AREA (PUD BOUNDARY):	391.719 ACRES (MAXIMUM 0.15 F.A.R.) * FOR LEGAL DESCRPTION SEE EXHIBIT A OF ORDINANCE NO. 1569 SERIES 2010
ZONING:	PLANNED COMMUNITY ZONED DISTRICT (PCZD) - COMMERCIAL WITH PUD-C OVERLAY
PLANNED ACCESS:	NORTHWEST PARKWAY, CAMPUS DRIVE, SOUTH 88TH STREET

* THE F.A.R APPLIES TO THE GROSS AREA OF THE ENTIRE DEVELOPMENT AND IS NOT PARCEL-SPECIFIC. THIS GDP ACKNOWLEDGES AN ADDITIONAL 364,400 SF ALLOCATED TO THE HOSPITAL PARCEL, ON TOP OF THE ALLOCATED DEVELOPMENT SQUARE FOOTAGE.THE 364,400 SF IS IN CONSIDERATION WITH A DENSITY SWAP FROM HEALTH PARK 1.

PERMITTED USES

PERMITTED USE	COMMENTS / REMARKS	PARKING REQUIREMENTS
PROFESSIONAL, BUSINESS, AND ADMINISTRATIVE OFFICES	-	4 / 1,000 S.F.
EDUCATIONAL AND TRAINING FACILITIES	MEETING ROOMS AND SOCIAL SPACE FOR EMPLOYEES AND VISITORS	0.5/ 1,000 S.F.
PRIVATE SHORT TERM LODGING FOR CONOCOPHILLIPS EMPLOYEES AND GUESTS	OVERNIGHT ACCOMMODATIONS FOR EMPLOYEES/VISITORS	0.5 / ROOM
PEDESTRIAN PLAZAS AND PEDESTRIAN WAYS	-	-
PRIVATE, NONCOMMERCIAL, RECREATIONAL AND SOCIAL FACILITIES	-	1 / 1,000 S.F.
PARKING LOTS AND PARKING BUILDINGS	SURFACE AND STRUCTURED PARKING	-
CAMPUS ORIENTED CHILDCARE CENTER	PRIVATE CHILDCARE FOR EMPLOYEES	1.5 SPACES PER TEACHER PLUS ONE SPACE PER ADMINISTRATIVE EMPLOYEE
RESEARCH/OFFICE AND CORPORATE USES AND FACILITIES FOR THE RESEARCH, DEVELOPMENT, MANUFACTURING, FABRICATION, PROCESSING, OR ASSEMBLY OF SCIENTIFIC OR TECHNICAL PRODUCTS, OR OTHER PRODUCTS	-	1.25 / 1,000 S.F.
BUILDING MOUNTED CMRS FACILITIES	-	-
CAMPUS ORIENTED FOOD SERVICE	RESTAURANTS, CAFETERIAS, OR CAFES FOR USE BY EMPLOYEES/VISITORS INTEGRATED THROUGHOUT THE CAMPUS	-
COMMERCIAL USES, INCLUDING BUT NOT LIMITED TO BUILDING CONTRACTOR'S EQUIPMENT YARDS, TRANSPORTATION CENTERS AND SERVICED, WAREHOUSES AND STORAGE FACILITIES	STORAGE OF MATERIALS IN SUPPORT OF THE CAMPUS RESEARCH AND DEVELOPMENT FACILITY, HELIPAD (SPECIAL REVIEW USE), HOSPITAL, MEDICAL OFFICE BUILDINGS	1 / 1,000 S.F.
PRIVATE UTILITY USES	TO ALLOW THE EXISTING SANITARY LIFT STATION, POTENTIAL SUBSURFACE GEO EXCHANGE FIELD, SOLAR PANELS, BUILDING MOUNTED WIND POWERED ELECTRICAL GENERATION FACILITIES, AND CENTRAL MECHANICAL, ELECTRICAL, AND PLUMBING FACILITY	-
OTHER USES AS ESTABLISHED BY THE CITY COUNCIL AS FOUND TO BE SPECIFICALLY COMPATIBLE FOR COMMERCIAL AND OFFICE PLANNING AREAS	-	-

YARD AND BULK REQUIREMENTS

1. OTHER THAN FOR THE HOSPITAL PARCEL, MAXIMUM BUILDING HEIGHTS SHALL BE BASED ON THE CONOCOPHILIPS CAMPUS GDP (RECEPTION NO. 0308879). STANDARDS FOR THE HOSPITAL PARCEL ARE NOTED BELOW.

MINIMUM BUILDING SETBACKS
(FOR BUILDING FOOTPRINTS LESS THAN OR EQUAL TO 30,000 GROSS SQUARE FEET)

STREET R.O.W. LINE:
- ARTERIAL STREET 30 FT.
- COLLECTOR STREET 20 FT.
- INTERNAL/PRIVATE DRIVE 10 FT.

(FOR BUILDING FOOTPRINTS GREATER THAN OR EQUAL TO 30,000 GROSS SQUARE FEET)

STREET R.O.W. LINE:
- ARTERIAL STREET 50 FT.
- COLLECTOR STREET 40 FT.
- INTERNAL/PRIVATE DRIVE 10 FT.

MINIMUM PARKING SETBACKS
(FROM ALL PERIMETER PROPERTY LINE OR RIGHTS-OF-WAYS)

- PROPERTY LINES ADJACENT TO U.S. 36 40 FT.
- ARTERIAL STREET R.O.W. 25 FT.
- COLLECTOR STREET R.O.W. 15 FT.
- INTERNAL/COMMON PROPERTY BOUNDARY 10 FT.

HOSPITAL PARCEL
FOR THE HOSPITAL PARCEL (LOT 1, BLOCK 2) BUILDING HEIGHTS ARE EXPECTED TO RANGE FROM THREE TO FIVE OCCUPIABLE STORIES, RANGING IN HEIGHT FROM 50' TO 90'. UNOCCUPIED MECHANICAL SCREENING OF UP TO 20' WOULD BE ABOVE THE 5 STORIES. THE HOSPITAL PARCEL WILL BE ZONED TO SUPPORT LOWER THREE-STORY BUILDING HEIGHTS TOWARDS THE NORTH, EAST, AND WEST PROPERTY BOUNDARIES CONCENTRATING THE 5-STORY STRUCTURES CENTRALLY WITHIN THE SITE. REFER TO THE GRAPHIC FOR PARCEL HEIGHT ZONES.

BUILDING HEIGHT ZONING:
THREE STORY ZONE:
- 45'-0" MAXIMUM BUILDING HEIGHT
- 50'-0" PARAPET HEIGHT
- 65'-0" MECHANICAL PENTHOUSE HEIGHT*

FOUR STORY ZONE:
- 60'-0" MAXIMUM BUILDING HEIGHT
- 65'-0" PARAPET HEIGHT
- 80'-0" MECHANICAL PENTHOUSE HEIGHT*

FIVE STORY ZONE:
- 85'-0" MAXIMUM BUILDING HEIGHT
- 90'-0" PARAPET HEIGHT
- 105'-0" MECHANICAL PENTHOUSE HEIGHT*

*ROOF ACCESS AND ELEVATOR OVERUN IS EXCLUDED FROM THE BUILDING HEIGHT

METHOD OF MEASUREMENT:
Building height shall be measured as the vertical distance from the approved finished floor elevation (FFE) of the structure to the highest point of the specific building element being measured. The FFE shall be as established on the approved grading and drainage plans.

BUILDING MASSING DESIGN PARAMETERS: APPLICABLE TO HOSPITAL PARCEL ONLY.
FOR BUILDING FACADES EXCEEDING 100 FEET IN LENGTH AND MORE THAN 45 FT IN HEIGHT, A RELIEF IN THE BUILDING MASSING IS REQUIRED TO REDUCE VISUAL MONOTONY AND ENHANCE ARCHITECTURAL INTEREST:
- A MAXIMUM HEIGHT OF 45 FEET IS PERMITTED BEFORE A MINIMUM HORIZONTAL SETBACK OF 15 FEET IS REQUIRED FROM THE PRIMARY BUILDING FACE.
- A PROJECTED RELIEF ELEMENT MAY EXTEND OUTWARD FROM THE MAIN BUILDING MASS BY A MINIMUM OF 2 FEET, PROVIDED IT CONTRIBUTES TO THE OVERALL ARTICULATION AND DESIGN OF THE FACADE.
- THE FOOTPRINT OF EACH FLOOR ABOVE 45 FEET SHALL NOT EXCEED 50% OF THE FOOTPRINT OF THE BUILDING AT OR BELOW 45 FEET.
- ANY ROOFTOP ENCLOSURE (E.G., MECHANICAL PENTHOUSES) MUST BE SET BACK A MINIMUM OF 10 FEET FROM THE EDGE OF THE BUILDING MASS, UNLESS IT IS ARCHITECTURALLY INTEGRATED INTO THE OVERALL DESIGN OF THE BUILDING.
- EXCEPTION: A DEFINING ARCHITECTURAL ELEMENT OR DISTINCT BUILDING FORM WITH A TOTAL WIDTH OF LESS THAN 100 FEET IS EXEMPT FROM THE ABOVE SETBACK AND RELIEF REQUIREMENTS. A MINIMUM 2-FOOT DEPTH VARIATION FROM THE ADJACENT PRIMARY FACADE PLANE MUST STILL BE PROVIDED TO ENSURE VISUAL ARTICULATION.
  - DEFINING ARCHITECTURAL ELEMENTS MAY INCLUDE, BUT ARE NOT LIMITED TO:
  - -VERTICAL CIRCULATION TOWERS (E.G., STAIR OR ELEVATOR CORES)
  - -ENTRY PAVILIONS OR LOBBIES
  - -ARCHITECTURAL EYEBROWS OR ROOF OVERHANGS
  - -BRANDED OR SCULPTURAL FACADE FEATURES
  - -CORNER ELEMENTS OR TURRETS
  - -ATRIUM VOLUMES OR LIGHT WELLS
  - -DISTINCTIVE ROOF FORMS

_____
RECEPTION NUMBER

CERTIFICATIONS/SIGNATURE BLOCKS

CITY COUNCIL CERTIFICATION:

APPROVED THIS _____ DAY OF _____, 20___ BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.

RESOLUTION NO. _____, SERIES _____.

_____
MAYOR SIGNATURE

DIRECTOR OF COMMUNITY DEVELOPMENT CERTIFICATE

APPROVED THIS _____ DAY OF _____, 20___ BY THE DIRECTOR OF COMMUNITY DEVELOPMENT OF THE CITY OF LOUISVILLE, COLORADO.

BY _____
DIRECTOR OF COMMUNITY DEVELOPMENT

OWNERSHIP SIGNATURE BLOCK:

BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH IN THIS GDP. WITNESS OUR HANDS AND SEALS

THIS ___ DAY OF _____, 20____.

OWNER

PORTERCARE ADVENTIST HEALTH SYSTEM,
A COLORADO NONPROFIT CORPORATION

_____ _____
BY: SIGNATURE TITLE

_____
NOTARY NAME AND SIGNATURE

MY COMMISSION EXPIRES _____

SMITHGROUP
1675 LARIMAR STREET
SUITE 500
DENVER, CO 80202
303.832.3272
smithgroup.com

ISSUE / REVISION	DATE
GDP AMENDMENT 3	05/01/2026

CONOCOPHILLIPS CAMPUS
2270 SO 88TH STREET
LOUISVILLE, CO

GENERAL DEVELOPMENT PLAN

DRAWN	TEAM
CHK	TEAM
PRJ #	

SHEET NUMBER:
1 OF 2

CONOCOPHILLIPS CAMPUS
GENERAL DEVELOPMENT PLAN AMENDMENT 3

A PART OF THE SOUTH HALF OF SECTION 20, THE NORTH HALF SECTION 29,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M.
SHEET 2 OF 2

ENHANCED DESIGN STANDARDS APPLICABLE TO THE ENHANCED INTERNAL ARCHITECTURAL AREA DEPICTED HEREON, WHICH CONSISTS OF LOT 1, 2, 3, AND 5 OF BLOCK 1, REDTAIL RIDGE FILING NO. 1.

TRANSPARENCY REQUIREMENTS:

FOR ELEVATIONS THAT FACE A PUBLIC OR PRIVATE STREET, 50% OF THE AREA BETWEEN 2 – 10 FEET ABOVE GRADE SHALL INCLUDE TRANSPARENCY IN THE FORM OF DOORS OR WINDOWS. WINDOWS MUST BE EVENLY DISTRIBUTED.

FOR ELEVATIONS THAT FACE A PUBLIC OR PRIVATE STREET ON BUILDINGS TALLER THAN 18 FEET, 18% OF THE AREA BETWEEN 12 – 30 FEET ABOVE GRADE SHALL INCLUDE TRANSPARENCY THAT MIMICS A SECOND-FLOOR DESIGN.

ENHANCED ENTRANCE FEATURES:

PRIMARY BUILDING ENTRANCES SHALL BE POSITIONED IN A MANNER THAT HIGHLIGHTS THE ENHANCED ENTRANCES BEST FROM A PUBLIC OR PRIVATE STREET.

WHERE THE LONG SIDE OF A BUILDING FACES A PUBLIC OR PRIVATE STREET, A MINIMUM OF ONE PRIMARY ENTRANCE SHALL BE REQUIRED.

IF AN ENTRY FEATURE IS PROPOSED ON A BUILDING CORNER, THE FEATURE SHALL WRAP THE BUILDING ON THE BUILDING SIDE FACING A PUBLIC OR PRIVATE STREET A MINIMUM DISTANCE OF 15 FEET

IF THE SHORT SIDE OF A BUILDING FACES A PUBLIC OR PRIVATE STREET AND NO CORNER ENTRY IS PROPOSED, THE FOLLOWING STANDARDS APPLY:

BUILDING HEIGHT INCREASE A MINIMUM OF 3' 6" TO EXTEND A MINIMUM OF 15 FEET ALONG EACH ADJOINING FAÇADE.

A MINIMUM OF 50% OF THE AREA WITHIN 15 FEET OF THE CORNER SHALL INCLUDE GLAZING WITHIN THE AREA 2-10 FEET ABOVE GRADE.

A PROJECTING ARCHITECTURAL FEATURE, SUCH AS AN AWNING, PORTICO, EYEBROW, OR SIMILAR FEATURE SHALL EXTEND A MINIMUM OF 15 FEET ALONG THE ADJOINING FAÇADE.

BUILDING FAÇADES GREATER THAN 200 FEET IN LENGTH SHALL PROVIDE A MINIMUM OF 2 PRIMARY ENTRY FEATURES. FAÇADES GREATER THAN 400 FEET IN LENGTH SHALL INCLUDE A MINIMUM OF 3 ENTRY FEATURES. WRAPPED CORNER FEATURES ARE ENCOURAGED WHERE APPROPRIATE.

ENTRY FEATURES SHALL INCLUDE A GLASS VESTIBULE OR FAÇADE, METAL CANOPY, PORTICO, OR OTHER SIMILAR ARCHITECTURAL FEATURE PROPORTIONAL TO THE FAÇADE HEIGHT.

ENTRANCES SHALL BE ARTICULATED THROUGH RECESSES OR PROJECTED ELEMENTS SUCH AS CANOPIES, AWNINGS, BELT COURSES OR OVERHANGS, OR COMBINATION THEREOF THAT PROJECT AT LEAST 4 FEET FROM THE BUILDING FACE.

ENTRY FEATURES SHALL INCORPORATE A DISTINCT ACCENT MATERIAL OR TEXTURE, SEPARATE FROM THE PRIMARY AND SECONDARY FAÇADE MATERIALS AND TEXTURES, TO CLEARLY DIFFERENTIATE THE BUILDING ENTRIES FROM THE REMAINDER OF THE FAÇADE.

ENTRY FEATURES SHALL ACCOUNT FOR 20% OF THE TOTAL BUILDING FAÇADE LENGTH ON WHICH THEY ARE LOCATED, TO BE CALCULATED IN AGGREGATE ACROSS THE FAÇADE. ENTRY FEATURES SHALL BE A MINIMUM OF 10 FEET WIDE.

MATERIAL OR TEXTURE VARIATION:

AT LEAST TWO PRIMARY MATERIALS AND ONE ACCENT MATERIAL SHALL BE INCORPORATED ON FAÇADES FACING A PUBLIC OR PRIVATE STREET. TEXTURED, RIBBED, OR PATTERNED CONCRETE PANELS MAY BE CONSIDERED A SEPARATE MATERIAL IF THEY PROVIDE A CLEAR TEXTURAL AND COLOR CONTRAST.

NO SINGLE TEXTURE OR COLOR SHALL COVER MORE THAN 75% OF ANY STREET-FACING FAÇADE.

ACCENT MATERIALS SUCH AS ARCHITECTURAL METAL PANELS, MASONRY VENEER, ARCHITECTURAL CONCRETE FINISHES, OR WOOD SHALL BE USED TO EMPHASIZE ENTRIES, CORNERS, HORIZONTAL OR VERTICAL DIVISIONS.

SMITHGROUP
1675 LARIMAR STREET
SUITE 500
DENVER, CO 80202
303.832.3272
smithgroup.com

ISSUE / REVISION	DATE
GDP AMENDMENT 3	05/01/2026

CONOCOPHILLIPS CAMPUS
2270 SO 88TH STREET
LOUISVILLE, CO

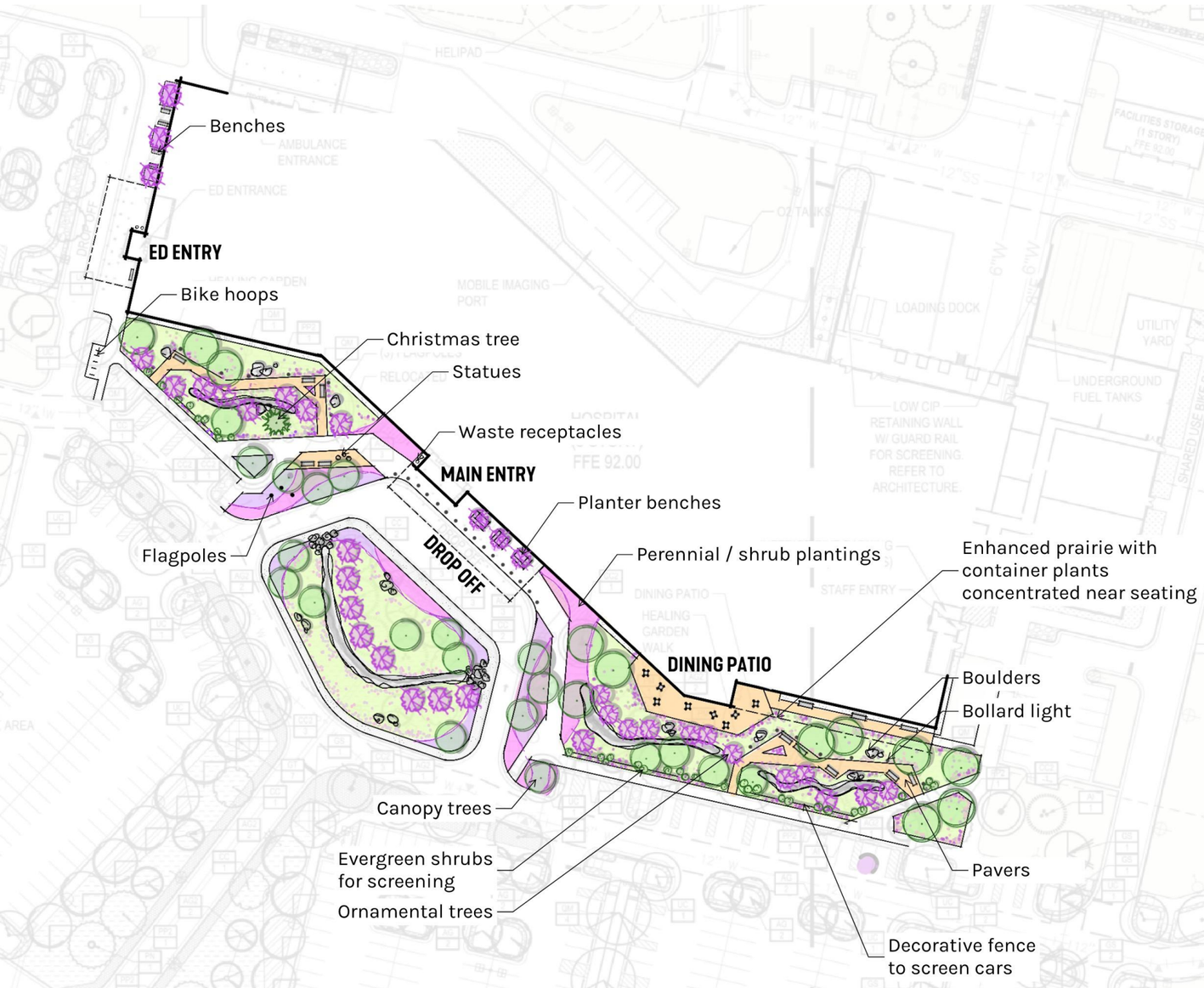
GENERAL DEVELOPMENT PLAN

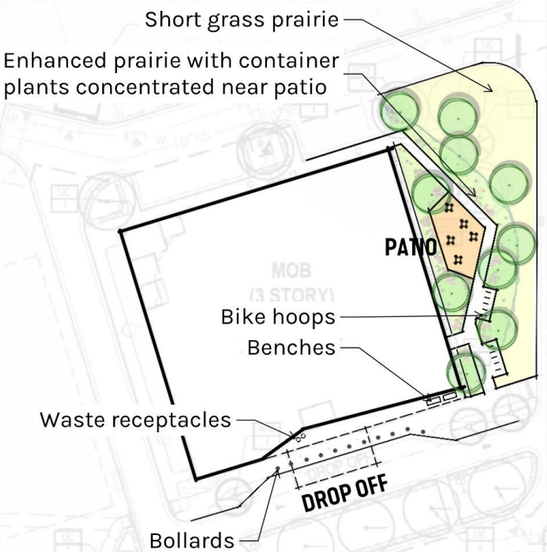
DRAWN	TEAM
CHK	TEAM
PRJ #	

SHEET NUMBER:
2 OF 2

ADVENT HEALTH LOUISVILLE

OUTDOOR AMENITY SPACES





N

ADVENT HEALTH LOUISVILLE

OUTDOOR AMENITY SPACES



ADVENT HEALTH LOUISVILLE

OUTDOOR AMENITY SPACES



ADVENT HEALTH LOUISVILLE

OUTDOOR AMENITY SPACES



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OUTDOOR AMENITY SPACES



ADVENT HEALTH LOUISVILLE

OUTDOOR AMENITY SPACES



ADVENT HEALTH LOUISVILLE

OUTDOOR AMENITY SPACES



November 17, 2025
Revised February 10, 2026
Revised May 6, 2026

City of Louisville
Community Development Department
749 Main St
Louisville, CO 80027

RE: AdventHealth Louisville
NW Corner Northwest Parkway and Rockcress Drive, Louisville, CO
Transportation Demand Management (TDM) Plan Memo

To Whom it may Concern,
The purpose of this letter is to accompany the Traffic Impact Study for AdventHealth Louisville prepared by Kimley-Horn and Associates, Inc. dated November 17, 2025 ("AdventHealth TIS") and outline the anticipated Transportation Demand Management (TDM) Plan strategies anticipated within the AdventHealth Louisville development.

The first phase of the development consists of a fully operational hospital totaling 371,600 SF including 153 inpatient beds (30 of those beds are shelled for future buildout) and an emergency department and imaging, helipad, trash and utility yard, an 62,000 SF medical office building, and a 2,000 SF facility storage shed with associated parking, utilities, and landscaping (the "Project"). The Project (first phase) consists of the development of a portion of the overall 39.94-acre site located northwest of Northwest Parkway and future Rockcress Drive in the City of Louisville, County of Boulder, Colorado (the "Site"). More specifically the Site is Lot 1, Block 2 Redtail Ridge Filing No. 1. The Site is surrounded by future Sorrel Avenue and future development beyond to the west, future development and a regional water quality and detention pond beyond to the north, open space tracts and Northwest Parkway to the east, and future Rockcress Drive and a regional water quality and detention pond to the south.

The Site is part of the Redtail Ridge Subdivision which is under the Redtail Ridge Subdivision Improvements and Development Agreement (Reception No. 04071341) recorded December 24, 2024 (hereon referred to as SIA). Section 9.5 of the SIA requires that "*Each PUD request shall detail how the development proposed in such PUD will meet the applicable minimum commitments of the TDM and will detail how such PUD will, to the extent applicable to such PUD, achieve the applicable goals of the TDM. The City and owner of such property subject to the PUD may agree on alternative methods based on best available technology and industry accepted best practices as long as the original intended commitments of the TDM are met."* The TDM referenced in the SIA is the Redtail Ridge Transportation and Demand Management Plan prepared by Fox Tuttle Transportation Group, LLC dated March 8, 2024.

The TDM provides an overview of the City of Louisville's Transportation Master Plan (TMP) which outlines how Louisville and the surrounding communities travel to and from work and possible strategies to reduce trips. It is not documented how many of those trips by a single occupant vehicle are to/from the existing Avista campus. The travel habits of staff and patients/visitors at the existing Avista campus are mostly by car due to the locations where staff live and their commute distance and the inherent nature of patients/visitors that are seeking medical care at the campus.

TDM STRATEGIES

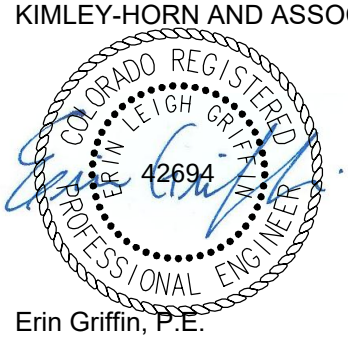
Below outlines the applicable strategies or solutions included in the TDM or in addition to those in the TDM that the Project anticipates as part of the first phase and/or the full buildout of the campus. AdventHealth Louisville anticipates the following alternative transportation solutions to support the goals identified in the TDM where appropriate and applicable.

- Bicycle Amenities – The Project consists of a total of 50 bicycle parking spaces for both staff and patients/visitor bicycle travelers. Forty (40) exterior bicycle spaces are located throughout the campus to accommodate travel from one of the many sidewalk and trail connections. In addition to the exterior bicycle spaces, 10 additional spaces are also provided within the interior of the hospital for staff. Showers and changing rooms are also anticipated to be provided for staff.
- EV Charging Stations – EV charging stations and parking spaces are available throughout the campus to offer environmentally friendly modes of transportation and to support the City with their sustainable goals.
- Carpool / Ride-Share – Encouragement of carpool and ride-share through internal communications and shift coordination will be continued at the new AdventHealth Louisville campus. Three (3) ride share parking spaces is designated within the parking lot near the staff entry for ride-share vehicles.
- Telework – AdventHealth will continue their support of limited work-from-home flexibility, further reducing commute traffic of staff.
- Transportation Related Event Support – Participation in community transportation related events, such as “Bike to Work Day,” or other contributions to support local transportation initiatives.
- Transit Support to Staff – Commitment to Employee communication around transit options, i.e., onboarding materials (last mile connections). This may include employer-subsidized transit passes when transit becomes available adjacent to the Project.

In addition to the above, AdventHealth is contributing to the Redtail Ridge District’s Operations and Maintenance Expenses of which includes the District’s implementation of the Redtail Ridge Transportation and Demand Management Plan prepared by Fox Tuttle Transportation Group, LLC dated March 8, 2024. The TDM strategies identified within these expenses includes shuttles to transit, EcoPasses, a TDM Coordinator, Walk and Bike Month, and Guaranteed Ride Home Program.

Please contact me at 303-228-2300 or erin.griffin@kimley-horn.com should you have any questions.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.



Erin Griffin, P.E.
Project Manager

Redtail Ridge

Transportation Demand Management Plan



Date: March 8, 2024

Submitted To:
Sterling Bay
5910 Pacific Center Blvd, Suite 200
San Diego, CA 92121

Submitted By:
Fox Tuttle Transportation Group, LLC
1580 Logan Street, 6th Floor
Denver, CO 80203

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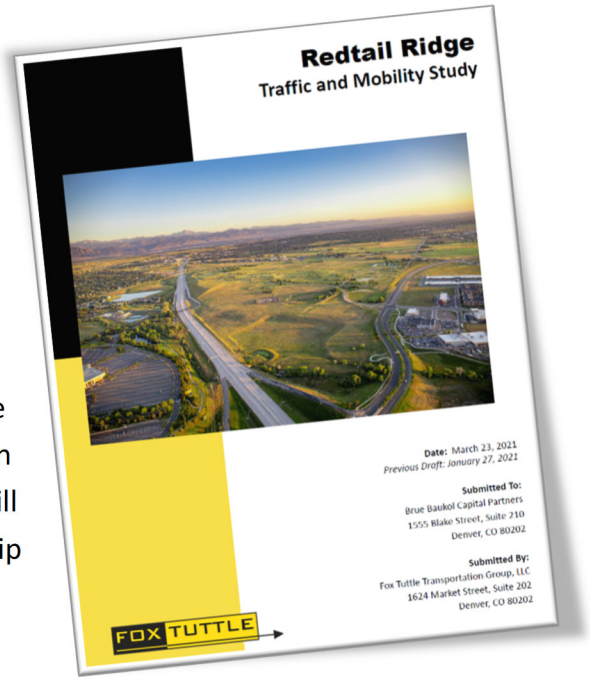
Photo 3: Northwest Parkway Multi-Use Path Underpass 11

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1. Introduction

Transportation Demand Management (TDM) is the application of strategies and policies to reduce travel demand in general and single occupant vehicle (SOV) travel specifically. It can also mean redistributing this demand to occur at less impactful times. TDM measures help people use the transportation system more efficiently, while reducing traffic congestion, vehicle emissions and fuel consumption in support of a larger sustainability plan. TDM activities maximize the value of transportation infrastructure and services by making options for non-SOV trip making easier to use and more readily available.

This TDM Plan was requested by City of Louisville staff as a supplemental submittal to the *Redtail Ridge Traffic and Mobility Study (Study),* to outline possible strategies to reduce SOV traffic generated by the proposed development. Sterling Bay and its development partners are planning to encourage and support non-SOV trips by employees to and from the development. This TDM plan was created to detail the identified strategies and tools which will be implemented as part of the Redtail Ridge development. The elements of this TDM plan in combination with existing programs and facilities within the area, will ensure that non-SOV trips are encouraged and that the trip reduction used in the *Study* is reasonable.



2. Development Overview

Sterling Bay and its development partners are proposing to build a mix of office, industrial, retail and commercial buildings on the former StorageTek campus in the City of Louisville, as detailed in the *Study*. The site is generally bounded by S. 88th Street to the west, Campus Drive to the north, S. 96th Street/Northwest Parkway to the east, and US-36 to the south. The project area is currently vacant but was previously occupied by Storage Tek, which was an active site until the 1990's. The *Study* provides a detailed comparison of potential trip making from the prior Storage Tek uses, the previously approved land uses associated with the ConocoPhillips development and the proposed land use associated with the Redtail Ridge development. In summary, the *Study* estimates that the Redtail Ridge development will generate approximately 28% fewer trips than the formally approved

ConocoPhillips development.

Trip generation of new land use is a significant part of the *Study* as they are modelled as additional trips within the community, and *Study* area roadways and intersections are evaluated for existing and future performance. The *Study* included a motor vehicle trip reduction of 12% to account for the presumed number of external non-single occupant vehicle trips (non-SOV trips)[1]. These trips would be made by walking, biking, carpool, vanpool, shared ride mobility service and/or transit service.



Exhibit 1: Sketch of Redtail Ridge Development and Multi-Modal Facilities (Source: Sterling Bay)

3. Current and Future Non-SOV Mode Share Goals

The new *City of Louisville Transportation Master Plan (TMP)* documented how commuters in Louisville and nearby communities travel to work. This data is based on US Census American Community Survey (https://www.census.gov/programs-surveys/acs) and is summarized in ***Figure 1***. This data is commonly used by agencies across the Denver region as a baseline for TDM programs. The current data is shown below and is the most current estimates available. Based on this data, approximately 28% of people who work in Louisville travel to work by non-SOV modes.

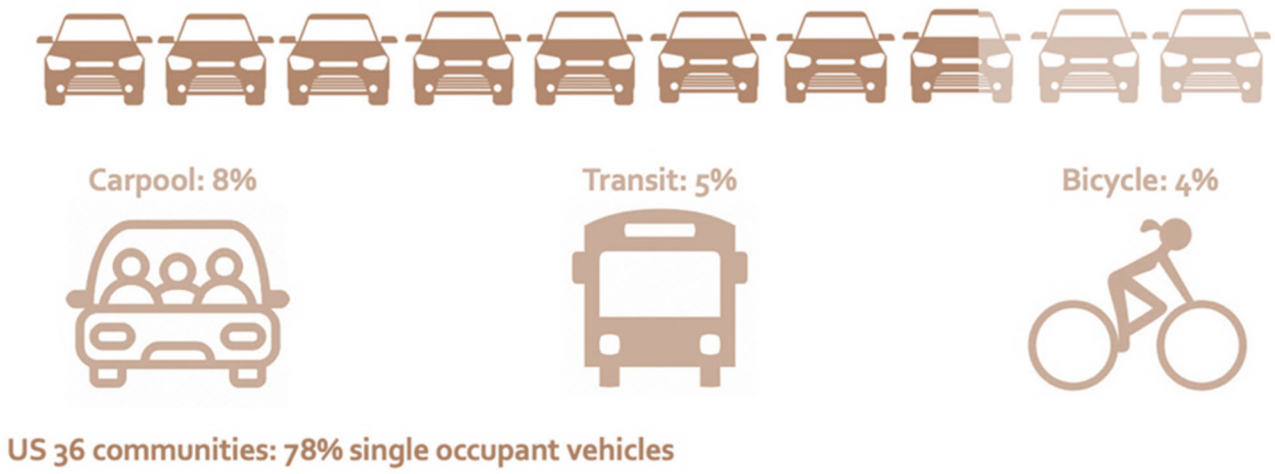
[1] City staff have required that a 12% reduction of SOV trip making potential be used in the *Study*. Analyses in the TDM study suggest this is conservative and the reduction could be as high as 28%.

Figure 1: Louisville and Comparison Area Commute Mode Share (from TMP)

	Drive Alone	Carpool	Transit	Bike	Walk	Work at Home	Other
City of Louisville	72.3%	4.7%	5.9%	2.3%	1.7%	12.7%	0.5%
City of Boulder	51.3%	4.9%	8.3%	10.3%	11.4%	12.5%	1.2%
Boulder County	65.2%	7.6%	5.0%	4.4%	5.3%	11.3%	1.3%
Denver Region	74.8%	8.5%	4.4%	1.2%	2.5%	7.5%	1.0%

The mode share data shown in ***Figure 2*** below is based on survey data from the *2016 Northwest Metro Region Mobility Report*, final draft dated July 2018, prepared by Commuting Solutions. This data shows the mode share for communities along the US 36 corridor, including the City of Louisville. The current data is shown below and is the most current estimates available. Based on this data, approximately 22% of people who work in the US 36 corridor travel to work by non-SOV modes.

Figure 2: US 36 Corridor Commute Mode Shares (from Commuting Solutions)



The anticipated effectiveness of TDM programs is based on their ability to serve commuters of different types of land uses and support trip making through means other than SOV. For the general office, industrial and retail land uses, the *Study* estimated the project would have 12% fewer SOV trips during the peak periods during all development phases.

Redtail Ridge's goal for multi-modal trip reduction is 25%. While substantially higher than the percentage reduction used in the *Study*, it is supported by the information outlined in **Figures 1 and 2**.

While the project team believes that the project's TDM efforts, coupled with existing TDM resources, will result in greater automobile trip reduction, the traffic analysis in the *Study* assumed a conservative trip reduction of 12% for all site uses based on feedback provided by City staff.

4. Planned Land Uses

The Redtail Ridge development at build-out is planning to include the following uses:

- 14,000 square feet of Retail Space (predominantly supporting other internal land use)
- 30,000 square feet of Amenity Space
- 118,750 square feet of Research and Development Space
- 435,000 square foot Hospital/Medical Office space
- 510,000 square feet of Industrial Space
- 534,000 square feet of Life Science Space
- 598,250 square feet of GMP Manufacturing Space
- 360,000 square feet of General Office Space

These land uses are anticipated to be constructed in a series of phases and culminating in full buildout. ***Figure 3*** illustrates the Redtail Ridge site plan to show locations of different land uses[2].

[2] Figure 3 depicts an estimated build out and it is subject to change

Figure 3: Redtail Ridge Development Site Plan



As noted in the site plan, there is a large pad dedicated to the future site of a hospital. The final location, implementation and design are expected to be finalized at the PUD level.

5. Existing Multi-Modal Network

The City of Louisville, Boulder County and the Colorado Department of Transportation (CDOT) have consistently invested in the development of a multi-modal transportation system in this region. The transportation system which serves the project area is a well-balanced mix of local, collector and arterial roadways, intersections with appropriate traffic control, bicycle facilities, pedestrian sidewalks, paths and crossing treatments and frequent transit service connecting to the larger front range area. New travel demand and trip making will be created by the Redtail Ridge development, but the existing and planned multi-modal programs and facilities in this area will ensure that many people can access the site using non-SOV modes of transportation.

The following is a summary of existing multi-modal programs and facilities.

Transit Service

The Redtail Ridge site is located within one mile of the RTD US 36 and East Flatiron Station (see **Photo 1**). This station is serviced by the Flatiron Flyer (routes FF1 and FF2) and the Sky Ride service to Denver International Airport (DEN) via route AB. The station has an underpass under US 36 and is connected to a network of first and final mile destinations. There are approximately 265 parking spaces and eight (8) bike racks at the station. This station is connected to the project site via the Northwest Parkway underpass and it's connecting multi-use path system.



Photo 1: US 36 and East Flatiron Station

The Flatiron Flyer BRT system provides fast and efficient service between Boulder and Denver. Buses are available at the US 36 and East Flatiron Station every 15 minutes during peak and every 30 minutes off peak (on average). Large air conditioned and air ride over the road coaches can serve approximately 50 passengers per vehicle. There is capacity for six (6) to eight (8) bikes on board depending on luggage and other passenger storage needs. The buses are equipped with charging for mobile devices.

The vehicles travel in the High Occupancy Vehicle (HOV) lanes on US 36 and I-25. The trip between the US 36 and East Flatiron Station and Denver Union Station is 28 minutes. The trip between downtown Boulder and the US 36 and East Flatiron Station is 23 minutes. The AB route that provides service to DEN is available every 30 minutes during most hours of the day. Large air conditioned and air ride over the road coaches can serve approximately 50 passengers per vehicle also service this route. The trip between DEN and the US 36 and East Flatiron Station is 34 minutes via the Northwest Parkway.

Walking

Most of the existing sidewalk and multi-use path network near the Redtail Ridge project is in the S. 88th Street corridor. This is due to the open lands that mostly front Dillon Road and S. 96th Street in the study area. The S. 88th Street sidewalks and multi-use paths connect the Monarch school campus to neighborhoods in Louisville and Superior. There is an existing underpass under S. 88th Street just south of Dillon Road. This underpass connects the Monarch school campus to the sidewalks on Dillon Road west of S. 88th Street. There are missing sidewalk and trail connections along S. 88th Street, Dillon Road, and S. 96th Street, with an example shown in **Photo 2**.

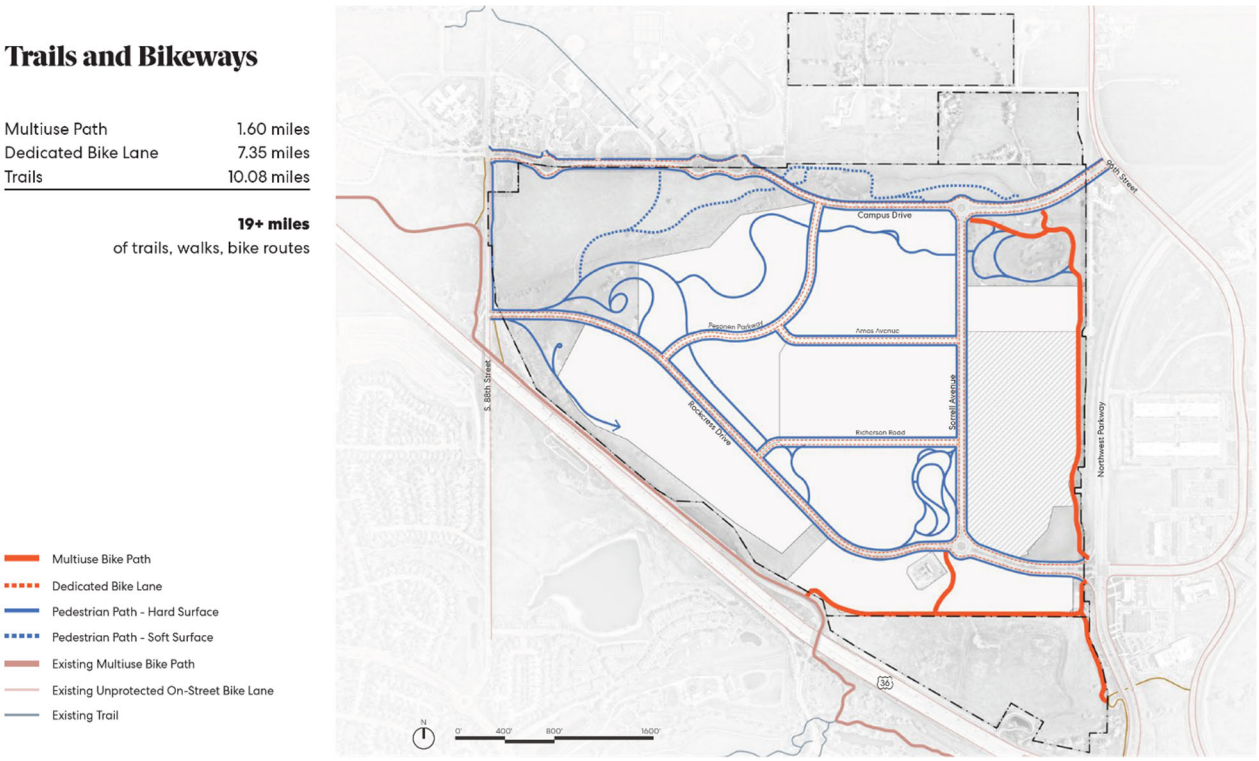


Photo 2: Coal Creek Regional Trail Informal Connection

It is anticipated that the demand to complete the sidewalk and multi-use path network between the CTC Campus, Redtail Ridge, Monarch school campus, residential areas, and retail centers will be increasingly important in the future as the TMP priorities are implemented. Specifically, new sidewalks and pathways will be necessary given future plans for shared ride mobility and BRT near Dillon Road and in the S. 96th Street corridor.

Figure 4 shows the proposed pedestrian and biking system internal to the site.

Figure 4: Pedestrian and Biking System Exhibit



The southeast corner of the Redtail Ridge site has an existing underpass that connects under Northwest Parkway (a photo of the underpass is shown in **Photo 3**). This connects sidewalks and multi-use pathways on the westside of Northwest Parkway to the new Broomfield sidewalk network on the eastside of Northwest Parkway. This underpass is also a critical part of the future walking connections to the Rock Creek and Broomfield Trails.

Photo 3: Northwest Parkway Multi-Use Path Underpass



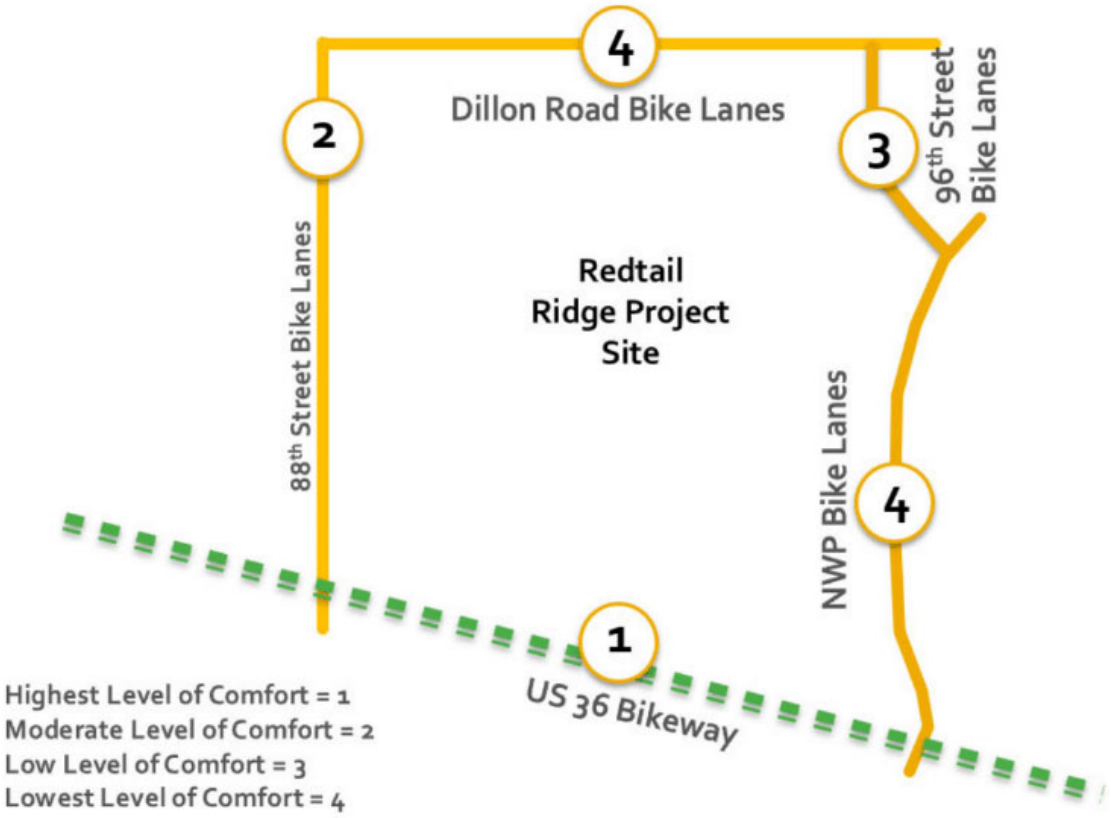
Bicycling

The Redtail Ridge site is located at the confluence of many off-street trails and on-street bicycle lanes. The Coal Creek Trail, Rock Creek Trail and the US 36 Bikeway are located within a short bike ride (5 minutes or less than one mile) of the project site. S. 88th Street, Dillon Road and S. 96th Street currently have on-street bicycle lanes that provide connections to the Coal/Rock Creek Regional Trails and the US 36 Bikeway.

The City of Boulder is located within a six-mile bike ride on the US 36 Bikeway and the RTD US 36 and East Flatiron Station is located within a one-mile bike ride of the project site. Each intersection in the study area has approaches and departures that have accommodations for people on bicycles. The S. 88th Street underpass provides access to the Monarch school campus from Dillon Road.

The City of Louisville TMP evaluated the S. 88th Street, Dillon Road and S. 96th Street corridors/intersections for the level of bicycling comfort (a map summarizing the results of the bicycle level of comfort is illustrated in **Figure 5**). Based on the TMP analysis, the current design of the corridors and intersections have a high level of stress. This appears to be correlated to the high number of crashes at these locations. The high posted speed limits in these corridors and significant peak hour traffic volumes also contribute to the low level of comfort people experience.

Figure 5: Bicycle level of Comfort ratings from City of Louisville TMP



The City plans for future implementation of Great/Complete Street design treatments for the S. 88th Street, Dillon Road, and S. 96th Street corridors and intersections consistent with the TMP's policies. This includes the installing protected bike lanes, multi-use pathways, and intersection treatments throughout the project site and connect to the adjacent arterial roadways, which will provide greater opportunity and protection for all skill levels. Implementation on the public roadways by the City will be subject to public input, topographic limitations, right of way availability, conflicts with utilities and accesses, and construction costs.

6. Future Multi-Modal Network Assumptions

The future multi-modal network improvements around Redtail Ridge project are outlined in the City of Louisville TMP and shown in **Figure 6**. They include a series of bike lanes, transit stops, underpasses, and multiuse trail connections. The TMP also recommends a partnership with the City of Louisville and the business community to provide a shuttle circulator that connects employment areas to regional transit, retail, and other destinations. CTC, Centennial Valley, and Redtail Ridge were identified as service areas for the route. The transit network also includes Bus Rapid Transit (BRT) service in the S. 96th street corridor and two Northwest Rail stations within a mile of Redtail Ridge (see Figure 7). The Northwest Rail stations are planned to be located near the CTC and at the Flatiron and US 36 Park-n-Ride.

Figure 6: Future Multi-modal Network Identified in the City of Louisville TMP



- A — Bicycle facility connecting Dillon Rd to the US 36 bikeway
- B — New underpasses at proposed locations along Dillon Road
- C — Trail connections to provide increased access to the schools and hospital
- D — Proposed future transit connecting McCaslin Station to the hospital, schools, and CTC
- E — On-street shoulder bikeway improvements
- F — Dillon Road capacity improvements to improve intersection operations
- G — Campus Drive Extension to improve school circulation and improve emergency access
- H — Paradise Lane realignment to eliminate intersection at S 96th Street. (*Note: Paradise Lane is on County property).
- I — New signal at Campus Drive and S 96th Street near fire house

Potential Future Transit Service

The *Northwest Area Mobility Study (NAMS)* study identified the S. 96th Street/Highway 42 as one of the six (6) candidate Arterial Bus Rapid Transit (BRT) corridors. All corridors were evaluated, and recommendations were made for transit priority elements such as transit signal priority, queue jump lanes and headway-based scheduling. Operations and maintenance costs for the corridors were also prepared. The NAMS Policy Advisory Committee (PAC) recommended that all six (6) arterial BRT projects be implemented with system-wide service improvements. This corridor was recently identified as a Priority 3 corridor in the *RTD Regional Bus Rapid Transit Study*, the Metro Mayors Caucus is reviewing a ballot initiative to fund this corridor as part of regional ballot initiative, and the City of Louisville has applied for a grant to further study this service as part of a revised Highway 42 corridor study. Refer to **Figure 7** for a map of the identified transit network within the City.

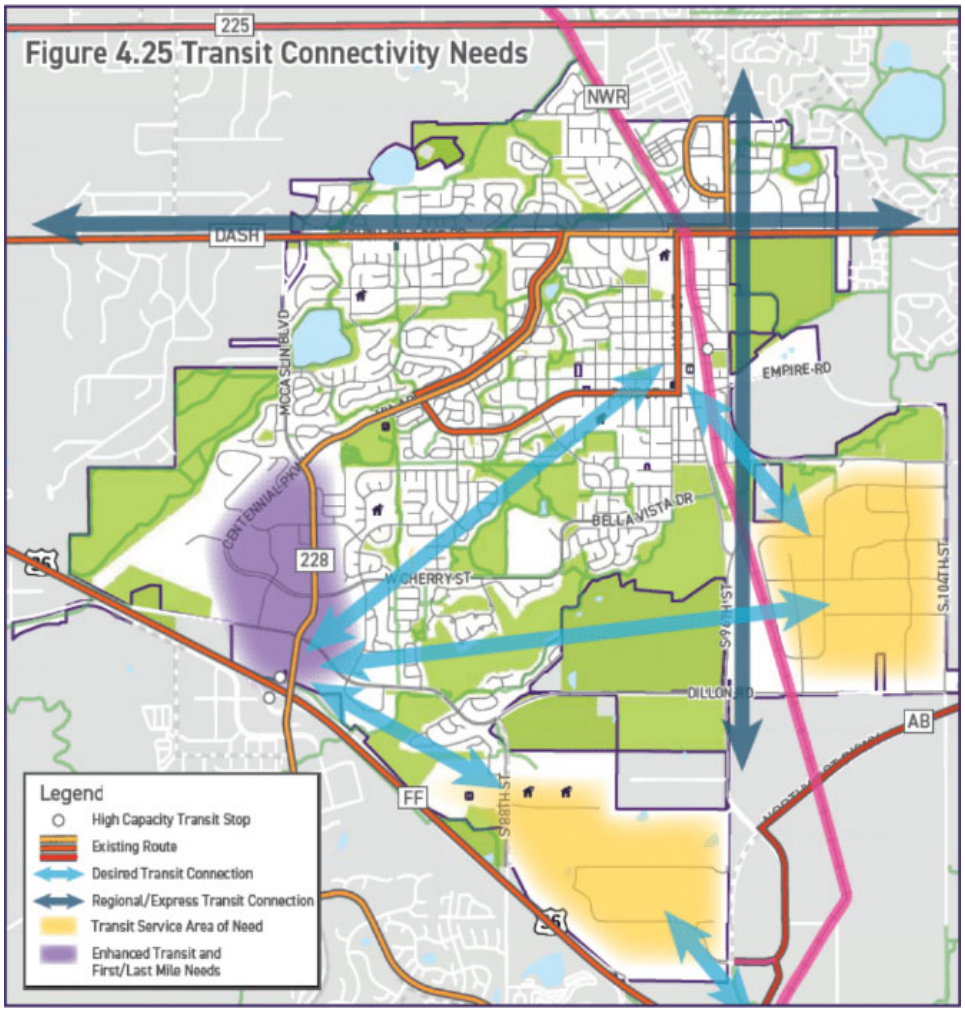


Figure 7: Future Transit Network Identified in the City of Louisville TMP

Proposed Walking and Biking

The Redtail Ridge project will be built over the next 10 years. During this time major shifts in transportation mobility and regional transportation project completion are expected to take place. Transit projects such Northwest Rail, SH 42 BRT, and the RTD local circulator will potentially be operating before Year 2040. In addition, as previously noted, the city's construction of complete streets on S. 88th Street, Dillon Road, and S. 96th Street as well as the new connections within the Red Tail Ridge project on Campus Drive, Rockcress Drive, and Sorrel Avenue will be a major part of the multi-modal transformation in Louisville. These corridors will serve many more travelers and modes in the future and the transformations will use the current right of way to move more people using safe, reliable, connected and sustainable transportation options. **Photo 4** shows an existing on-street bike lane within the study area.

The enhanced-future multimodal network that is anticipated to be constructed by the City of Louisville in the vicinity of the Redtail Ridge project is shown in **Table 1**.



Photo 4: On-Street Bike Lane

hese two items don't have funding by the City and aren't currently planned. These improvements may not be constructed by the full build out of Redtail.

Table 1: Enhanced Future Multi-Modal Network Assumptions with Redtail Ridge Project

Schedule	Corridor	Bike Lanes	Multi-use pathways	Sidewalks	Bus Lanes
Background (without Redtail Ridge)	**S. 88th Street** (US 36 to Dillon Road)	buffered or protected	westside or eastside	westside and eastside	none
	Dillon Road (S. 88th to S. 96th Street)	buffered or protected	northside	northside and southside	none
	S. 96th Street (Northwest Parkway to County Road)	buffered or protected	westside	westside and eastside	yes
	Northwest Parkway (S. 96th Street to US 36)	None	eastside	eastside	shoulder running
With Redtail Ridge	**Campus Drive** (S. 88th Street to S. 96th Street)	buffered or protected	southside	northside	none
	Rockcress Drive (S. 88th Street to Northwest Parkway)	buffered or protected	none	northside and southside	none
	Sorrel Avenue (Campus Drive to Rockcress Drive)	buffered or protected	none	eastside and westside	none

** Expanded future multimodal network will include on-site and off-site improvements including connections beyond Louisville that do not exist today but have been identified. See the links to the documents in the "Previous Studies" Section for additional details.*

7. Existing TDM Resources

Redtail Ridge is located within an area that has several existing and proposed TDM measures, and the project will benefit from these existing resources. Along the US 36 corridor, TDM services are provided by 36 Commuting Solutions in partnership with Way to Go.

36 Commuting Solutions is a non-profit organization focused on enhancing mobility along US 36 for all commuting types, with a focus on non-auto travel. The organization is member-driven and advocates for and supports businesses, commuters, and municipalities along the corridor, including the City of Louisville. The program offers numerous services to help travelers, to provide alternative transportation options, and to reduce congestion along the roadways and through communities. The current programs provided by 36 Commuting Solutions for employers and residents within the US 36 corridor are as follows:

- **Free & subsidized transit passes:** The US 36 Master EcoPass Pilot Program subsidizes employers' purchases of EcoPasses for their employees. Eligible commuters can also receive a free 10-ride ticket booklet to try transit.

- **Carpool & Vanpool:** Travelers can use Way to Go services to find carpool and vanpool partners. There is a $75 incentive to individuals who form a new carpool or join a vanpool.

- **Bike & Walk:** In addition to the local and regional multi-use paths, there are interactive maps and education for people that walk and bike.

- **Telework:** In partnership with DRCOG, employers can receive free assistance to establish or expand their telework program.

- **Employer Outreach:** 36 Commuting Solutions staff works with employers to help encourage their employees to commute using sustainable travel modes and to develop commuter programs.

- **Marketing:** Encourages travelers to commute sustainably and participate in the available programs.



waytogo
A program of DRCOG



Commuting Solutions



- **Advocacy:** 36 Commuting Solutions staff work with local municipalities, businesses, and other stakeholders to develop support for transportation improvements and secure funding for these improvements.

8. TDM Strategies

TDM measures will be an important part of managing safe and efficient transportation operations within and in the areas around the project site. The goal of implementing TDM is to:

- Eliminate or shorten trips,
- Change the mode of travel,
- Change the time of day for a trip,
- Increase participation of carpooling, vanpooling, and transit, and
- Encourage bicycling and walking in place of driving.

TDM strategies also include employer-based programs such as alternative work schedules, which could shift demand away from peak travel times, and telework, which could reduce the need for trips entirely. There are local transportation management solution organizations that coordinate funding and service efforts that the Metro District should consider partnering with to help facilitate and encourage non-SOV travel.

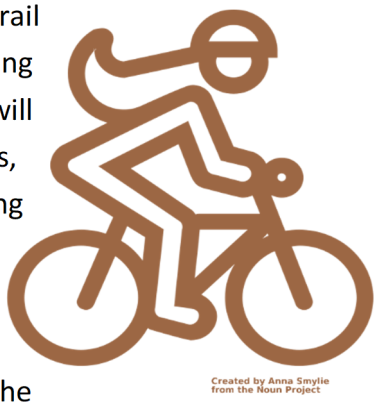
Program summaries are outlined below.

Walking Trips

Walking trips are a key part of the non-SOV mode share goals. The walking trips would likely occur between neighborhood homes, parks and schools. New walking trips will be made on the Complete Street sidewalk and trail network proposed internal to the development. The forecasted typical walk trip will be less than 1/4 mile or 5-minute walk from a home/work to a destination. It is likely that most of the walking trips will be single or multi-purpose trips within the site context. In the future, walking to shared ride mobility and transit services is also likely to increase. This is commonly referred to as the "first and last mile" of a shared ride or transit trip.



Cycling Trips



Cycling trips will increase in the future as the Complete Street and trail network is completed within the development. The future cycling trips will be made by people of all ages and cycling abilities. They will be connecting between neighborhood homes, parks, schools, commercial uses, and transit on and off site. Most of the new cycling trips would be a result of new people making a choice to cycle because of the protected cycle network and underpasses. That network is focused on removing conflicts with motor vehicles and providing safe access from neighborhoods to destinations in the adjacent area. These cycling trips will be approximately 4 to 6 miles and up to a 20-minute ride.

Carpool, Vanpool and Shared Ride Trips



Employers will have access to programs that match people to carpool services and on-demand rideshare opportunities. The commute carpools and shared rides are typically less than 30 miles.

Transit Trips



In the future, "High-Capacity Transit" services will be available within a 10-minute walk or bike ride as outlined in the City of Louisville and Boulder County Transportation Master Plans. These transit services will be accessible via a 10-minute walk or bike ride using the Complete Streets and underpasses. Local transit shuttles to High Capacity Transit stations will also be provided by partnership with the City of Louisville and private business using the operating models being piloted at the 61st and Pena Station (https://www.fulenwider.com/autonomous-shuttle-launches-in-denver.html) and the Lone Tree Link (http://www.lonetreelink.com).

Telecommute/Work From Home



Working hours which do not require commuting during peak periods (full time or part time work) as well as working from home is considered a valuable TDM strategy and this reduction in trip making is included in the non-SOV goals. As a result of changing work conditions and environments resulting from the COVID 19 pandemic, this will be an even larger reduction in historic trip making then in pre-COVID conditions.

9. Proposed TDM Program

Listed below are the TDM programs, tools and funding sources that the Redtail Ridge development will implement to achieve the project's non-SOV mode share goals. The TDM measures are explained within this letter to the detail available for the phase of development at this time. Future submittals will provide supplementary information when additional details on tenants, employees, and building locations are known. The Metro District is partnering with 36 Commuting Solutions, a local expert in transportation management solutions, to help facilitate these TDM measures.

Transit

Shuttles to High-Capacity Transit: The City of Louisville's TMP highly encourages developments to leverage existing and futures investments in transit. With this goal in mind, the Metro District will be contributing funds for a shuttle service that connects the project area to the Flatiron Flyer BRT station and to downtown Louisville. In addition, representatives of the Metro District will participate in the process which develops this shuttle service and will seek additional public and private partners, including RTD as well as neighboring entities such as Avista, Crocs and the CTC. The shuttle service could be operated with an on-demand application and/or be a fixed route service. The funds provided may be used to help contribute to the creation of the service and/or fund a portion of its initial operations. The Metro District will dedicate a fixed amount of funding at the time of building development completion and tenant occupancy. In addition, it will be a requirement of each subsequent building specific TDM program that the tenant occupying space in the development take on their proportional financial obligation in subsequent years for the operation of the shuttle service.

Employee EcoPasses: Regional Transportation District's (RTD) EcoPass is a bulk-rate, discounted

transit pass that is purchased from RTD and provides unlimited usage of RTD services including local and regional bus routes, the Skyride bus service to the airport, light rail and commuter rail. Access to free transit service has proven to be one of the most effective TDM programs for changing travel behavior and reducing the need to own a vehicle or multiple vehicles. Building on the availability of the US-36 Flatiron Flyer service and the intended future transit service planned for this area, the Metro District will encourage employee transit use by financially securing RTD EcoPasses to all employees for a period of two years. To accomplish this, the development will enter into an agreement with RTD to develop a Master Contract for all land uses within the project area. The cost of these EcoPasses through the Master Contract will be determined using RTD's regional formulas based on total number of employees within the Master Contract area. This will ensure that all employees working within the project area have access to free EcoPasses for the first two years of initial occupancy. In addition, it will be a Covenants, Conditions and Restrictions (CC&R) requirement that the tenant occupying space in the development take on their proportional financial obligation of the TDM program in subsequent years. This will ensure that employee EcoPasses are made available for all employees after the initial two years of funding is spent. Access to the *Guaranteed Ride Home Program* will be included in the Master Contract developed with RTD.

Programming and Education

TDM Coordinator: The Metro District will hire and fund, either independently or in partnership with other benefited parties, a TDM Coordinator or work with a local transportation management organization (such as 36 Commuting Solutions) to act as the TDM Coordinator, to manage the TDM program for the project area. The TDM Coordinator will provide employees with important travel information including transit maps and schedules, bicycle maps, local and regional marketing campaigns, and information on the commute benefits provided to employees. The TDM Coordinator's efforts will assist in ensuring the project's non-SOV mode share goals. In addition, the TDM coordinator would be responsible for coordinating the following programs/tools:

- *TDM Plan evaluation*: Provide periodic surveys of employee travel behavior to evaluate the TDM Plan. The survey is designed to collect anonymous travel information and takes less than 10 minutes to complete.

- *Orientation packets*: Prepare electronic orientation packets to employers that will include non-SOV program information and incentives. This information will be located on the

district website.

- *Flexible work schedules and telecommuting:* The Metro District and the TDM Coordinator will work with employers to encourage this program. Each building specific TDM plan will be encouraged to include language which supports this program. Working conditions in the Front Range, after the COVID 19 Pandemic have resulted in a much higher prevalence of telecommuting for jobs where that is possible.

Carpooling and Vanpooling

Employee Carpools and Vanpools: work with vertical developer/employers to encourage use and to implement dedicated parking for these programs on-site.

Carshare: There are a number of programs across the front range which allow persons to make use of carshare or vanpool vehicles. Use of these vehicles can limit the need for motor vehicle ownership and be a valuable component of a TDM program. Employment centers can support the use of these vehicles by provided dedicated space for these vehicles. Within the development, any land use with over 100,000 square feet of building space will allocate up to three parking spaces for dedicated carshare and/or vanpool vehicle parking. It is not intended that the development or the subsequent businesses occupying the buildings will operate either carshare or vanpool programs. Instead, the allocation of these parking spaces will be based on requests from employees who are using these services. The utilization of this service will be monitored to determine the appropriate number of spaces to allocate for carshare.

Walking and Biking

Walk and Bike Month: actively encourage employees and residents to register and participate in Bike to Work Day (June) or Winter Bike to Work Day (January).

Bicycle Access: Bicycle access to the site will be provided via Complete Streets and multi-use trails as shown on the Redtail Ridge Filing 1 Plat and supporting construction documents which connect to the existing and future bicycle infrastructure in the City of Louisville. Every structure will be accessible by bicycle.

Bicycle Parking: Future site plans will include outdoor short-term bicycle parking at a ratio consistent with Leadership in Energy and Environmental Design (LEED) commitments. Long-term bicycle

parking inside buildings or in covered parking areas will be provided at a rate of at least one secure area per building that is over 75,000 square feet of office space. The long-term parking should be a bicycle room with limited access or a caged secure area within a parking area protected from the weather, as appropriate to the use of the facility/building. At least one long-term bike parking area within the development will include a bicycle maintenance area complete with tools and air pumps for employee use. The specific design of long-term bike parking racks will be determined during final site plan development.

On-Site Bicycle Commuter Amenities: Office buildings will include showers and changing facilities for employees within the building consistent with LEED commitments. Future submittals will include detailed designs and access.

Note that all developers in the project will be required to submit a customized TDM plan for their building identifying what programs will be implemented to meet the non-SOV goals of the project and how they comply with the commitments outlined in this TDM report. Periodic surveys will be conducted by the Metro District to evaluate the TDM program effectiveness and adjustments will be made, if needed, to reach the project non-SOV goals.

10. Timeline and Funding for TDM measures

Metropolitan (Metro) Districts are a type of Colorado special district which is formed to provide services, such as Transportation, Water, Solid Waste Disposal, Sanitation and Street Maintenance and Improvement. Metro Districts are independent governmental entities formed to provide services which finance, design, install, construct, operate and or maintain public improvements not otherwise being provided. The existing Metro District will, amongst other things, manage the funding, operations, and maintenance of the TDM plan. A summation of the timeline for implementing recommended TDM strategies at different Phases of development is provided in **Table 2**. Only TDM Strategies with one-time or annual costs are included.

Table 2: Redtail Ridge TDM Plan Funding and Timeline Summation

TDM Strategy	*Timeline and Frequency*	*Amount*
Develop shuttle service	Metro District to contribute a one-time allocation for the planning and implementation of the shuttle service as a condition of Phase I occupancy permits.	Metro District paid through public RFP
Proportional yearly operational costs for shuttle service	Metro District to secure fees from property owners and/or leasees for annual allocation of proportional share of shuttle service operation. Fees provided to whomever is managing the shuttle service.	$75,000/Year
Employee EcoPasses upfront	Metro District to provide one-time allocation to secure employee EcoPasses, through Master Contract with RTD, for all employee in the initial, Phase 1. Fees paid directly to RTD.	$18,000
Long-term Employee EcoPasses	Metro District to secure funds to pay for EcoPasses through an RTD Master Contract fees in subsequent years.	$75,000/Year
Hire TDM Coordinator	Metro District to secure and maintain TDM Coordinator services	$100,000 annually - Metro District fees

TRAFFIC IMPACT STUDY

AdventHealth Louisville

City of Louisville, Colorado

Prepared for:

SmithGroup

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1.0 EXECUTIVE SUMMARY

AdventHealth Louisville is proposed to be located on the northwest corner of the Via Varra & Northwest Parkway intersection in Louisville, Colorado. At full buildout, the project is proposed to include a hospital and additional medical office buildings totaling approximately 800,000 square feet. By approximately the 2030 horizon, Phase 1 of the hospital and medical office buildings is expected to be complete. It is understood that Phase 1 will include an approximate 371,600 square-foot hospital (with 153 beds, 30 of which will be shelled for later use) and approximately 62,000 square feet of medical office space. To be conservative, Phase 1 traffic analysis was conducted assuming up to 200 beds would be available in the hospital while up to 80,000 square feet of medical office building uses was also assumed. For purposes of this study, full buildout of this site is expected to be complete by approximately 2040. At full buildout, it is understood the site will provide an approximately 639,600 square-foot hospital with a total of 300 beds while medical office buildings onsite are expected to total approximately 160,000 square feet. Based on coordination with the City of Louisville staff, the initial 2030 short-term Phase 1 horizon was analyzed, while the 2040 buildout horizon was also analyzed. At the request of City staff, the major intersections in the study area were also analyzed for the twenty-year 2045 long-term traffic conditions.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following existing and future intersections were incorporated into this traffic study based on the City of Louisville, Colorado requested scope:

- Campus Drive & Sorrel Avenue (#1) – Future Intersection
- Campus Drive & 96th Street (#2)
- 96th Street/Via Varra & Northwest Parkway (#3)
- Rockcress Drive & Sorrel Avenue (#4) – Future Intersection
- Rockcress Drive/Via Varra & Northwest Parkway (#5)

In addition, the proposed full movement access on the north side of Rockcress Drive and the proposed three full movement accesses on the east side of Sorrel Avenue were also evaluated. The access along Rockcress Drive is anticipated to be located approximately 775 feet to the west

of the Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection, measured center to center; a future south leg at this location is also proposed when development to the south of Rockcress Drive occurs. The two northernmost accesses on Sorrel Avenue are anticipated to align with two future accesses on the west side of Sorrel Avenue, creating two four-leg intersections. The third and southernmost access is expected to operate as a 'T'-intersection.

Regional access to the site will be provided by US-36, US-287, and Northwest Parkway, while primary access to the site will be provided by US-36, 96th Street, and Northwest Parkway. Direct access to the site will be provided by one full movement access on the north side of Rockcress Parkway to the west of Northwest Parkway, and three full movement accesses along the east side of Sorrel Avenue.

In the 2030 Phase 1 buildout, AdventHealth Louisville is expected to generate approximately 6,268 weekday daily trips, with 474 of these trips occurring during the morning peak hour and 557 of these trips occurring during the afternoon peak hour. With full buildout of the site by 2040, the project is anticipated to generate 10,632 weekday daily trips, with 772 of these trips occurring during the morning peak hour and 970 of these trips occurring during the afternoon peak hour.

Based on the analysis presented in this report, Kimley-Horn believes AdventHealth Louisville will be successfully incorporated into the existing and future roadway network. There is an existing AdventHealth hospital located at the intersection of Campus Drive and 88th Street approximately 1.25 miles to the west of this proposed site. This existing site includes approximately 400,000 square feet of hospital/medical office building uses and is approved with an expansion of an additional 350,000 square feet to include up to 750,000 square feet at full buildout. The currently proposed AdventHealth site within the Redtail Ridge development area is expected to include up to 799,600 square feet of hospital/medical office building uses. As such, this increase of 49,600 square feet of additional uses with relocation of the existing hospital with approved expansion to the new site is expected to result in approximately 658 additional weekday daily trips, with 47 more trips during the morning peak hour and 61 more trips during the afternoon peak hour compared to the traffic the existing site could generate. This results in approximately one additional vehicle every 75 seconds during the morning peak hour and one additional vehicle every minute (60 seconds) during the afternoon peak hour on the surrounding street network compared to the existing project site. This study assessed the additional improvements that could

be needed due to the additional square footage of this proposed site, and any vehicle rerouting that could occur with the site being located further to the east. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following recommendations:

2030 Recommendations

All offsite transportation recommendations identified as being needed within this horizon are consistent with the findings of the master traffic study. Those improvements are already being proposed and constructed to serve the entire development area. As such, the following outlines the recommendations found to be needed by the 2030 horizon:

- The Campus Drive & Sorrel Avenue (#1) intersection is anticipated to be constructed prior to AdventHealth Louisville construction. Based on currently proposed construction plans, it will be a 'T'-roundabout controlled intersection, with eastbound Campus Drive operating with a shared through/right turn lane, westbound Campus Drive providing separate left and through lanes, and the northbound Sorrel Avenue approach providing one lane for shared left/right turning movements. R1-2 "YIELD" signs should be posted on all three approaches to the roundabout.
- The Campus Drive & 96th Street (#2) intersection is anticipated to become a signalized 'T'-intersection with full movements allowed by the 2030 horizon prior to AdventHealth construction. For purposes of this study, the eastbound Campus Drive approach was based on the proposed construction plans, which would have dual continuous eastbound left turn lanes and a separate right turn lane approximately 500 feet in length. The northbound 96th Street approach was conservatively assumed to provide a single 200-foot left turn lane and two through lanes in this horizon. However, at full buildout based on construction plans, it is anticipated to provide dual left turn lanes and three through lanes northbound. The southbound 96th Street approach should provide two through lanes and a 200-foot right turn lane.
- The 96th Street/Via Varra & Northwest Parkway (#3) intersection may require extension of the eastbound right turn lane from 375 feet to approximately 475 feet by this horizon to meet expected vehicle queues. However, if not improved, it is believed any additional vehicles can safely queue in the southernmost eastbound through lane if these queues are experienced.
- The future Rockcress Drive & Sorrel Avenue (#4) intersection is proposed to be constructed as a four-leg roundabout prior to AdventHealth construction. The eastbound, northbound, and

southbound approaches are all expected to provide one approach lane for shared left/through/right turning movements, while the westbound approach would provide a shared left/through lane and a separate right turn lane. Each approach should provide R1-2 “YIELD” signs on approach to the intersection.

- The Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection is expected to be improved on the eastbound approach to the intersection with dual left turn lanes, one of which would provide 400 feet in length while the other would be a continuous turn lane. These improvements are based on the currently proposed improvement plans. Although it is understood that three southbound through lanes are eventually proposed at this intersection, it was conservatively analyzed with the existing two southbound through lanes during this horizon.

The following recommendations are specific to accesses proposed for Phase 1 of the AdventHealth Louisville Hospital Campus to be constructed by the development:

- Two full movement accesses are proposed along the east side of Sorrel Avenue that will align with two proposed accesses on the west side of Sorrel Avenue. R1-1 “STOP” signs are proposed on the eastbound and westbound approaches to Sorrel Avenue at both accesses. These accesses should operate well with one approach lane for shared left/through/right turning movements. The northbound and southbound approaches of Sorrel Avenue to both accesses are recommended to provide 150-foot left turn lanes and shared through/right turn lanes.
- A third full movement access along the east side of Sorrel Avenue is also proposed, which is anticipated to be constructed as a ‘T’-intersection. An R1-1 “STOP” sign should be constructed on the westbound approach for vehicles exiting the site. A southbound left turn lane 150 feet in length should also be provided.
- The primary access into the proposed site is anticipated to be along Rockcress Drive, approximately 775 feet to the west of Northwest Parkway, measured center to center. This intersection is anticipated to operate well under minor street stop control through the 2030 horizon with Phase 1 construction of AdventHealth Louisville. The Rockcress Access (#8) is recommended to provide a 150-foot left turn lane, one through lane, and one shared through/right turn lane along both eastbound and westbound Rockcress Drive. The northbound approach to the intersection is anticipated to operate well with one lane for shared left/through/right turning movements while the southbound approach exiting the hospital

should provide a 200-foot left turn lane and a separate through/right lane. Of note, dual southbound left turn lanes are recommended at this access at full buildout and as such, it is recommended that pavement width be provided for the future second left turn lane, but that it be striped out with chevron striping to allow only one southbound left turn lane until full buildout of the hospital site. During this horizon, R1-1 "STOP" signs should be posted on the northbound and southbound approaches.

2040 & 2045 Recommendations

The offsite transportation recommendations identified in the 2040 and 2045 horizons are also consistent with the findings of the master traffic study. All of the improvements identified herein are anticipated to result in the study intersections and surrounding street network operating acceptably in both the 2040 and 2045 horizons. The improvements already being proposed and constructed to serve the entire development area as follows:

- By the 2040 horizon, it was assumed that the Campus Drive & 96th Street (#2) intersection would provide dual northbound left turn lanes 200 feet in length while a third northbound through lane would also be provided. This third northbound through lane would provide the third required receiving lane for the proposed triple northbound left turn lanes at Northwest Parkway just to the southeast.
- The 96th Street/Via Varra & Northwest Parkway (#3) intersection is anticipated to provide triple northbound left turn lanes on Northwest Parkway and triple eastbound left turn lanes on 96th Street based on proposed improvement plans. For purposes of this study, the third northbound left turn lane was assumed to provide 600 feet in length while the third eastbound left turn was assumed to provide 250 feet in length. It should be noted the third eastbound left turn lane will require three receiving lanes on Northwest Parkway to the north of this intersection.
- The Rockcress Parkway/Via Varra & Northwest Parkway (#5) intersection should provide three southbound through lanes by this horizon.

The following identified improvements are recommended in association with development of full buildout of the AdventHealth Louisville hospital and medical campus. These improvements are in addition to improvements already being planned and constructed.

- To meet expected vehicle queues, the inner northbound left turn lane at the Rockcress Parkway/Via Varra & Northwest Parkway (#5) intersection may need to be extended from 250

feet to 375 feet to meet expected vehicle queues. It is believed this northbound left turn lane extension can be accomplished with minor median reconstruction.

- With full buildout of the AdventHealth site, the Rockcress Access (#8) is recommended to be signalized and is expected to meet warrants for signalization. When signalized, the southbound approach exiting the hospital is recommended to be improved to provide dual left turn lanes 200 feet in length, with the westernmost left turn lane also providing through movement, while a separate right turn lane should be provided.

General Recommendations

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the City of Louisville and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

2.0 INTRODUCTION

Kimley-Horn has prepared this report to document the results of a Traffic Impact Study for AdventHealth Louisville proposed to be located on the northwest corner of the Via Varra and Northwest Parkway intersection in the City of Louisville, Colorado. A vicinity map illustrating the project development location is shown in **Figure 1**. At full buildout, the project is proposed to include a hospital and additional medical office buildings totaling approximately 800,000 square feet. By approximately the 2030 horizon, Phase 1 of the hospital and medical office buildings is expected to be complete. It is understood that Phase 1 will include an approximate 371,600 square-foot hospital (with 153 beds, 30 of which will be shelled for later use) and approximately 62,000 square feet of medical office space. To be conservative, Phase 1 traffic analysis was conducted assuming up to 200 beds would be available in the hospital while up to 80,000 square feet of medical office building uses was also assumed. For purposes of this study, full buildout of this site is expected to be complete by approximately 2040. At full buildout, it is understood the site will provide an approximately 639,600 square-foot hospital with a total of 300 beds while medical office buildings onsite are expected to total approximately 160,000 square feet. A conceptual plan for the site is attached in **Appendix A**. Based on coordination with the City of Louisville staff, the initial 2030 short-term Phase 1 horizon was analyzed, while the 2040 buildout horizon was also analyzed. At the request of City staff, the major intersections in the study area were also analyzed for the twenty-year 2045 long-term traffic conditions.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following existing and future intersections were incorporated into this traffic study based on the City of Louisville, Colorado requested scope:

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- 96th Street/Via Varra & Northwest Parkway (#3)
- Rockcress Drive & Sorrel Avenue (#4) – Future Intersection
- Rockcress Drive/Via Varra & Northwest Parkway (#5)

In addition, the proposed full movement access on the north side of Rockcress Drive and the proposed three full movement accesses on the east side of Sorrel Avenue were also evaluated. The access along Rockcress Drive is anticipated to be located approximately 775 feet to the west of the Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection, measured center to center; a future south leg at this location is also proposed when development to the south of Rockcress Drive occurs. The two northernmost accesses on Sorrel Avenue are anticipated to align with two future accesses on the west side of Sorrel Avenue, creating two four-leg intersections. The third and southernmost access is expected to operate as a 'T'-intersection.

Regional access to the site will be provided by US-36, US-287, and Northwest Parkway, while primary access to the site will be provided by US-36, 96th Street, and Northwest Parkway. Direct access to the site will be provided by one full movement access on the north side of Rockcress Parkway to the west of Northwest Parkway, and three full movement accesses along the east side of Sorrel Avenue.

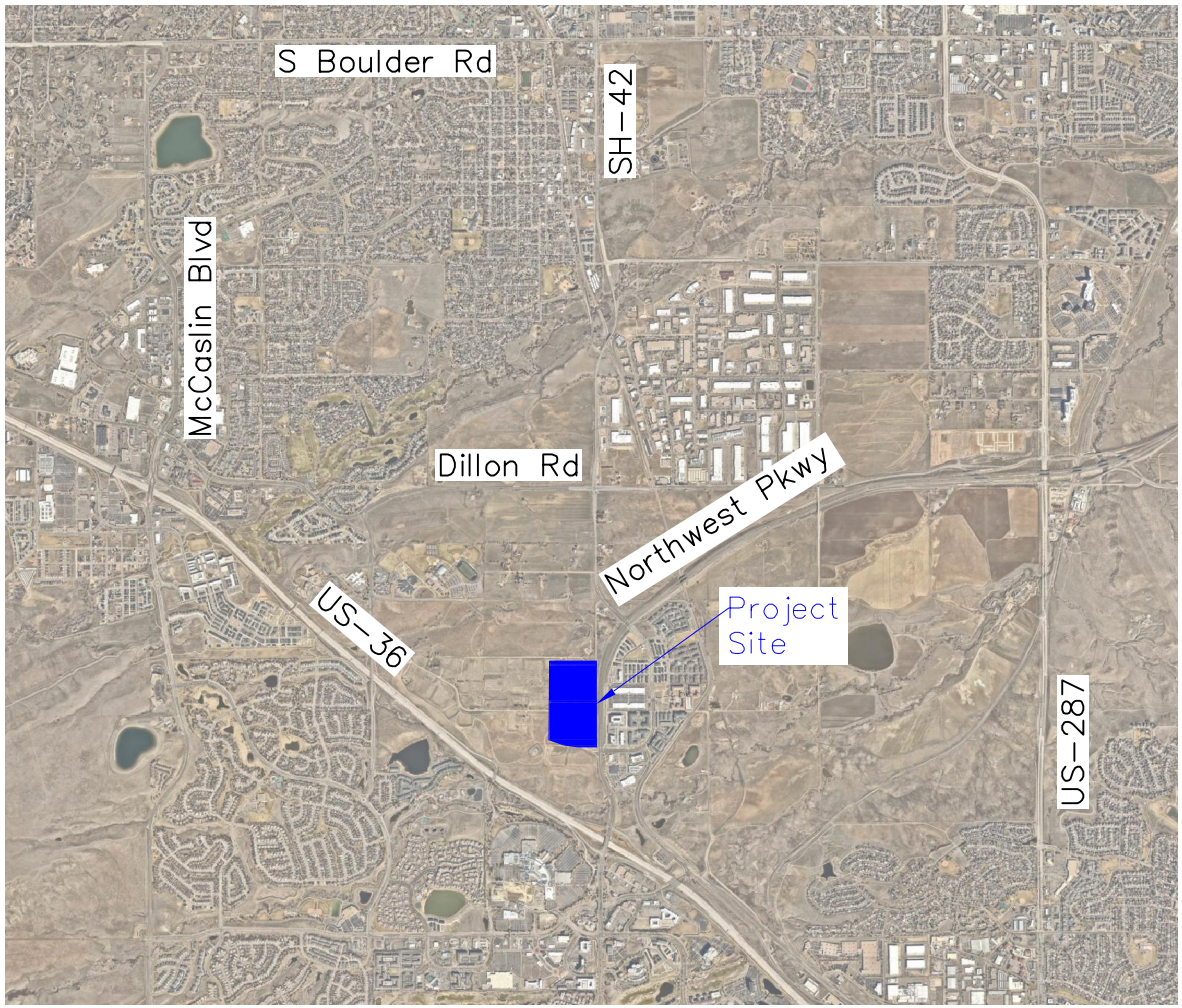


FIGURE 1
AdventHealth Louisville
Louisville, Colorado
Vicinity Map

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The existing site is comprised of vacant land. The site is part of a larger future development known as Redtail Ridge, which is expected to include several other uses, including industrial/manufacturing, general office space, research/development buildings, and some local retail uses as well. The North Metro Fire Rescue Station 67 is located just to the north of the project site. The broader vicinity is generally comprised of additional vacant land, with Monarch High School to the northwest, and some additional retail/residential uses to the east and south of the site.

3.2 Existing and Proposed Roadway Network

Northwest Parkway is a divided highway that extends in the north/south direction adjacent to the study area and provides two continuous through lanes in each direction with acceleration and deceleration lanes provided at the intersections with 96th Street/Via Varra to the north and Via Varra to the south. The posted speed limit in this area is 45 miles per hour.

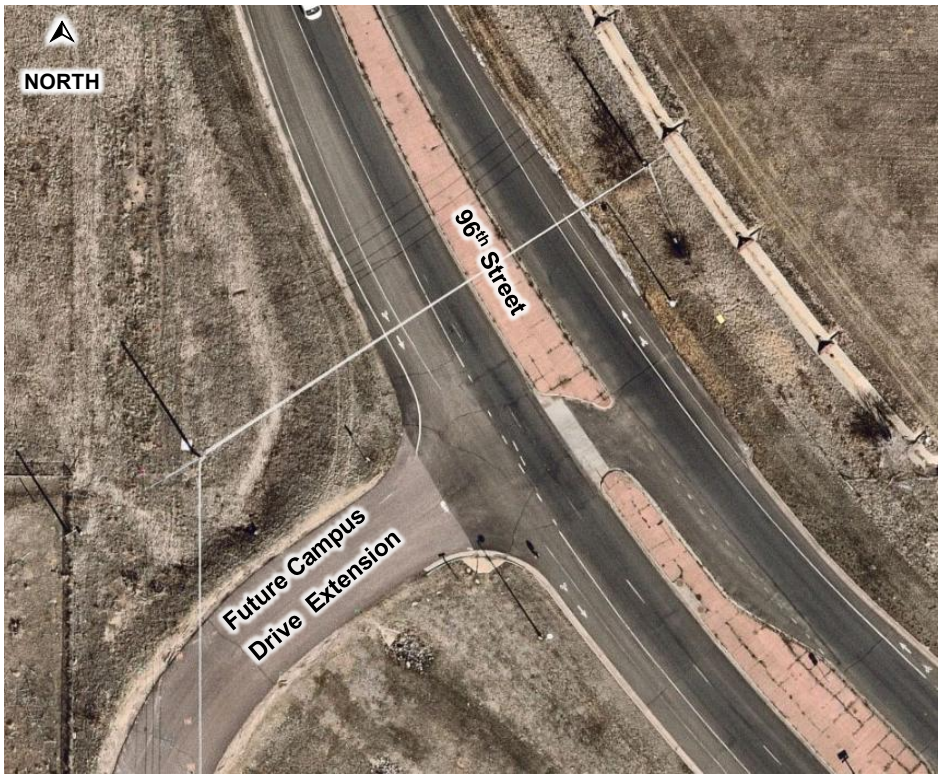
96th Street generally exists in the north/south direction, but it connects to Northwest Parkway with vehicles traveling eastbound/westbound. Two through lanes are provided in each direction nearest to the study area, which soon reduces to one through lane in each direction further to the north. The posted speed limit is 40 miles per hour within the study area. Via Varra loops from the intersection of Northwest Parkway and 96th Street/Via Varra and again connects to Northwest Parkway approximately 0.60 miles further to the south. Two through lanes are provided in each direction and the posted speed limit is 35 miles per hour.

Sorrel Avenue is proposed to be a north/south roadway with one through lane in each direction, approximately 1,150 feet to the west of Northwest Parkway. Rockcress Drive is proposed to be the west leg of the Northwest Parkway & south Via Varra (#5) intersection. Two through lanes in each direction along Rockcress Drive are anticipated to be provided between Sorrel Avenue and Northwest Parkway, and one through lane in each direction to the west of Sorrel Avenue.

Campus Drive is proposed to exist along the northern side of the project, traveling in the east/west direction. It is anticipated that two through lanes will exist to the east of Sorrel Avenue within the

study area, while just to the west of Sorrel Avenue one lane in each direction will be provided. A roundabout is proposed to be constructed at the future intersections of Campus Drive & Sorrel Avenue (#1) as well as at Rockcress Drive & Sorrel Avenue (#4). Based on current project understanding, the initial phases of other Redtail Ridge development will be constructed prior to Phase 1 of AdventHealth Louisville development. As such, for purposes of this study it is assumed that Campus Drive, Rockcress Drive, and Sorrel Avenue will be constructed prior to the 2030 short-term horizon.

The existing 'T'-intersection just to the north of the North Metro Fire Rescue Station 67 is a ¾-movement intersection. This location is proposed to become the connection point for the Campus Drive extension, which is anticipated to be completed prior to Phase 1 of AdventHealth development. When this extension is complete, it is understood this 'T'-intersection will become a full movement signalized intersection. The existing northbound 96th Street approach provides a left turn lane and one through lane while the southbound 96th Street approach provides a shared through/right turn lane. The existing minor street approach is restricted to right-out only movements. An aerial photo of the existing intersection configuration is provided below.



Future Campus Drive & 96th Street (#1)

The existing signalized intersection of 96th Street/Via Varra & Northwest Parkway (#2) operates with protected-only left turn phasing on all four approaches to the intersection. Each of the four approaches provide dual left turn lanes, two through lanes, and a right turn lane, with the right turning movements operating with free turning movement in channelized right turn lanes. For purposes of this study, Northwest Parkway was identified to be the northbound/southbound approach to the intersection while 96th Street is the eastbound approach and Via Varra is the westbound approach. An aerial photo of the existing intersection configuration is provided below.



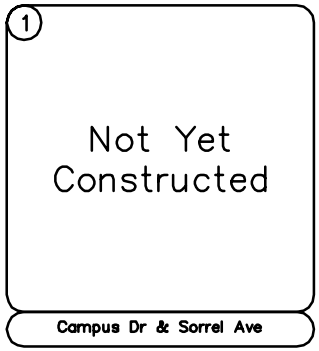
96th Street/Via Varra & Northwest Parkway (#2)

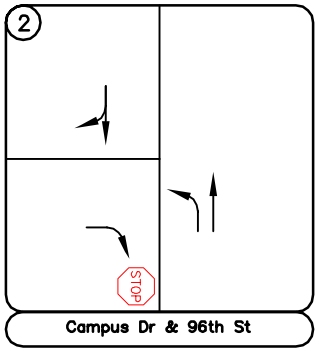
The Via Varra & Northwest Parkway (#5) intersection is signalized and operates with protected-only left turn phasing on all four approaches to the intersection. The northbound and southbound approaches to the intersection provide dual left turn lanes, two through lanes, and a right turn lane. The southbound right turning movement is channelized and operates with yield control. The eastbound approach operates with dual left turn lanes, one through lane, and a channelized right turn lane—that opens from the eastbound through lane just prior to the intersection—operates with free movement. The westbound approach provides dual left turn lanes, one through lane, and a shared through/right turn lane. An aerial photo of the existing intersection configuration is below.

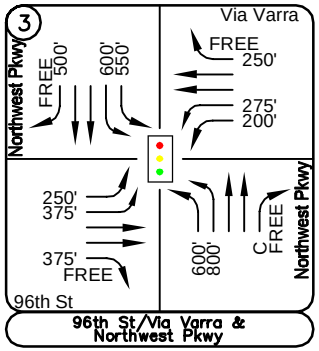


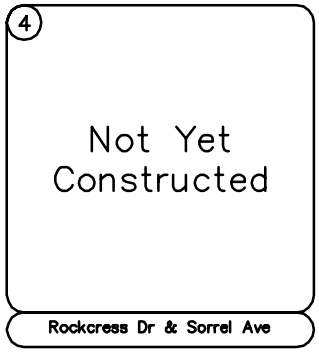
Via Varra & Northwest Parkway (#3)

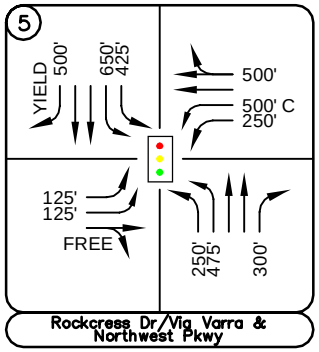
The intersection lane configuration and control for the existing study area intersections are shown in **Figure 2**.

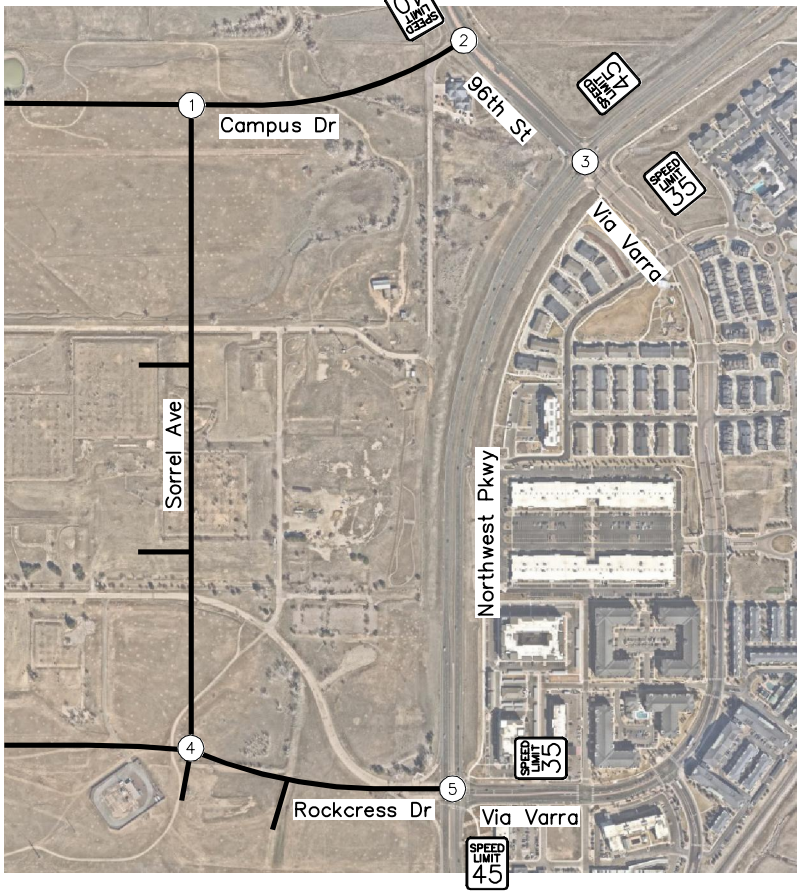












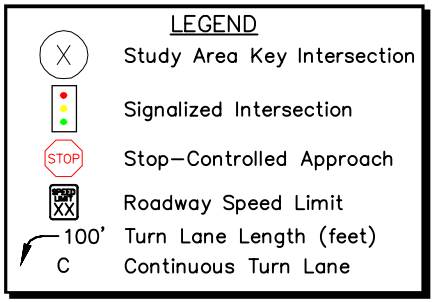


FIGURE 2
AdventHealth Louisville
Louisville, Colorado
Existing Geometry and Control

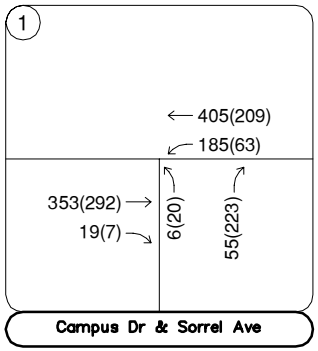
Kimley»Horn

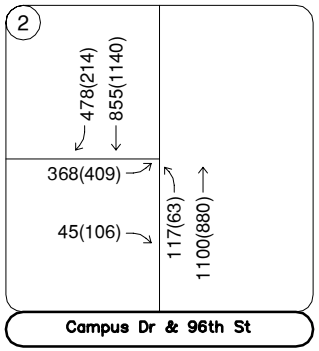
3.3 Future Traffic Volumes and Unspecified Development Traffic Growth

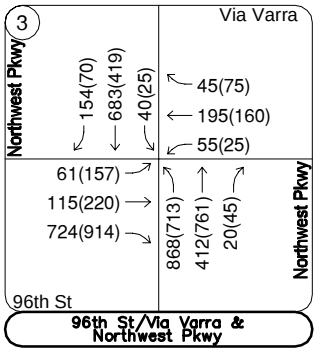
Future projected traffic volumes used in this study were based on the Redtail Ridge Traffic and Mobility Study completed by Fox Tuttle Transportation Group in July 2024. The Redtail Ridge study serves as a master study that analyzed full buildout of the entire Redtail Ridge development area, which includes additional development nearby the hospital, such as additional office uses, industrial/manufacturing buildings, research/development buildings, and some general retail uses. The master study included the entire AdventHealth parcel, which also assumed a hospital land use with adjoining medical office buildings; the hospital was assumed to house 160 beds while the medical office buildings were assumed to comprise approximately 150,000 square feet.

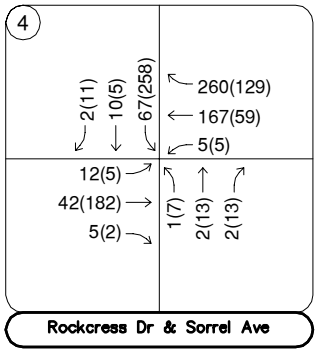
The Redtail Ridge master traffic study analyzed a 2025 short-term buildout year for some developments, with additional land uses constructed by a 2030 mid-year horizon—including full buildout of the hospital and medical office buildings—and a 2040 full buildout horizon. The 2030 and 2040 total traffic volumes from the Redtail Ridge study were used as a basis to generate traffic volumes in this study. However, because the currently proposed land use on the AdventHealth parcel is anticipated to generate more traffic than the originally studied intensities, this AdventHealth traffic study removed the traffic originally projected to be generated by this site to generate 2030 and 2040 background traffic volumes to represent the expected traffic volumes in the area if the hospital/medical office building construction did not occur. Applicable documents from the Fox Tuttle study are included in **Appendix B**.

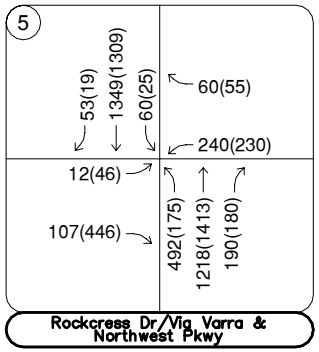
Based on communication with City staff, a twenty-year 2045 long-term horizon was also analyzed for the major external intersections, including Campus Drive & 96th Street (#1), 96th Street/Via Varra & Northwest Parkway (#2), and Rockcress Drive/Via Varra & Northwest Parkway (#3). To develop traffic projections for these intersections, the 2040 existing traffic volumes were grown by an annual growth rate of 0.50 percent per year to account for any additional future development traffic in the area. Of note, traffic volumes entering/exiting the east Via Varra legs of the Northwest Parkway intersections (#2 and #3) were not grown further, as this area is expected to be fully built out by the 2040 horizon. The calculated background traffic volumes for 2030, 2040, and 2045 are shown in **Figure 3**, **Figure 4,** and **Figure 5**, respectively.

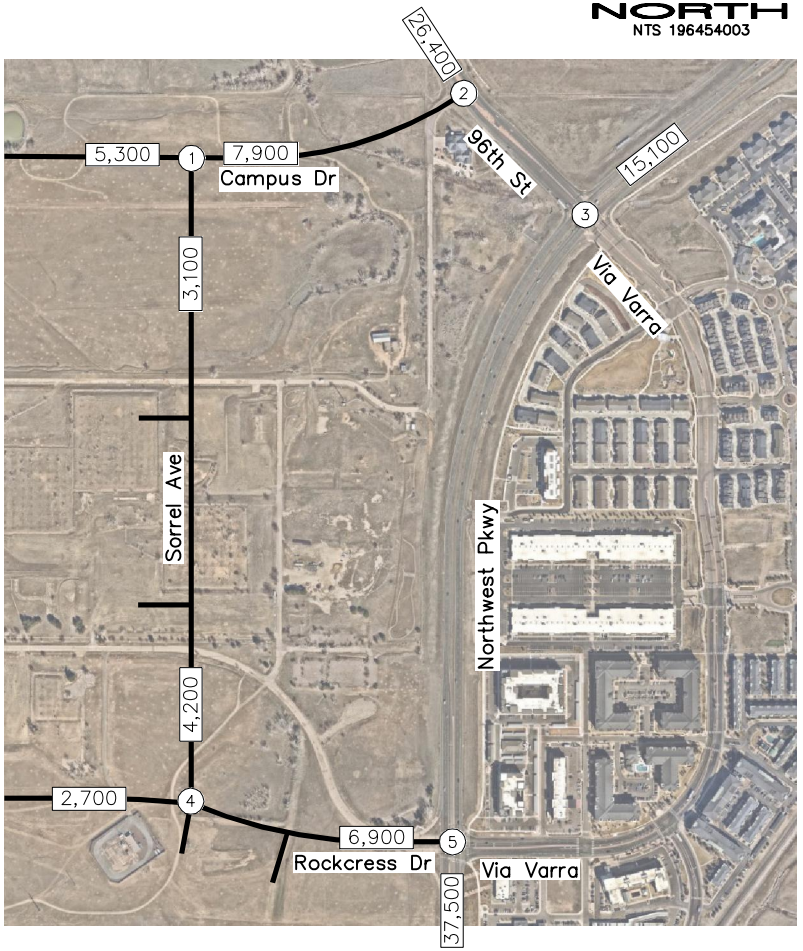








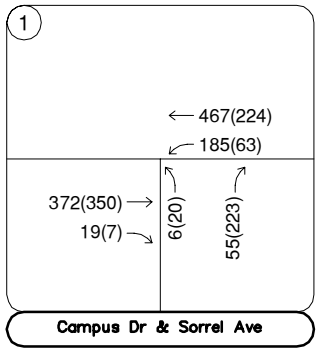


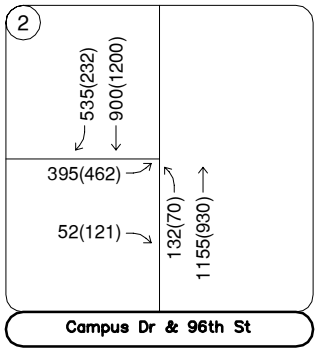


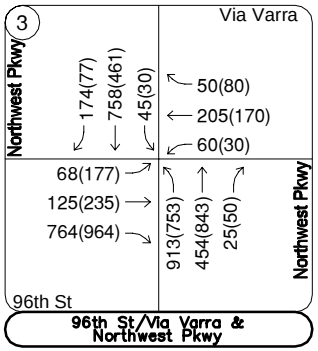
LEGEND

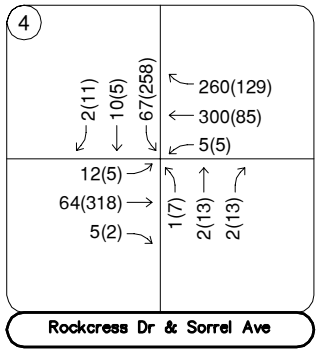
(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

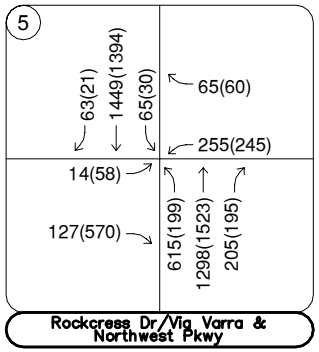
FIGURE 3
AdventHealth Louisville
Louisville, Colorado
2030 Background Traffic Volumes

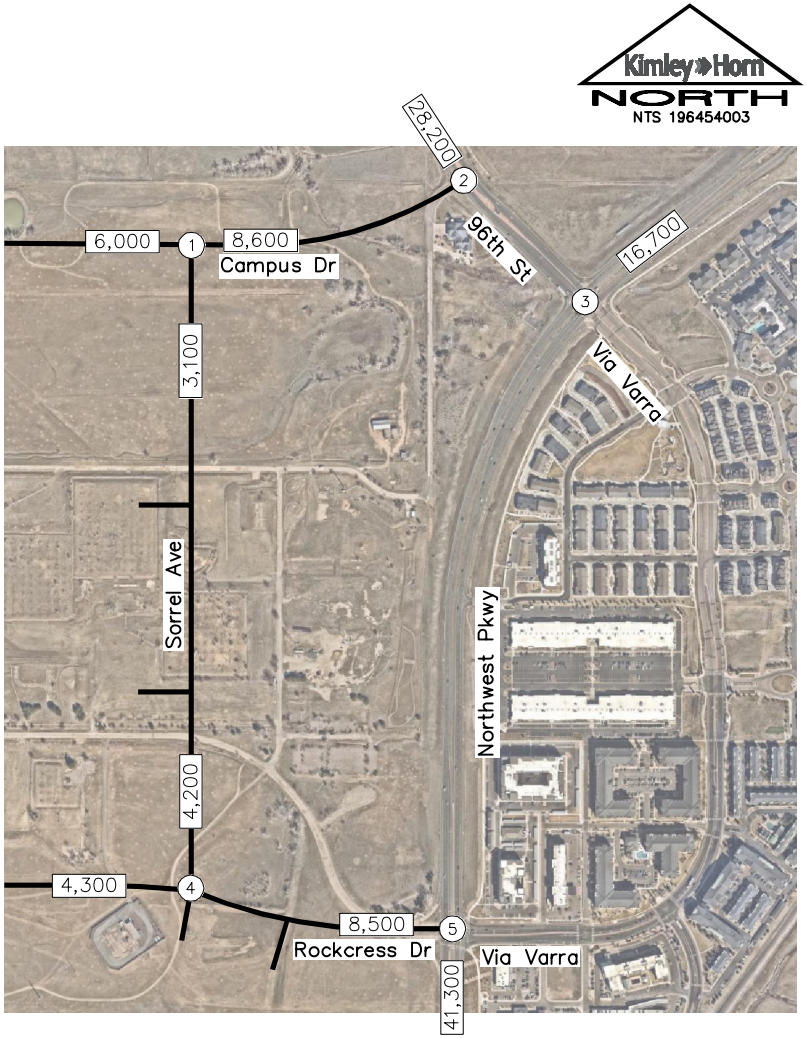












LEGEND

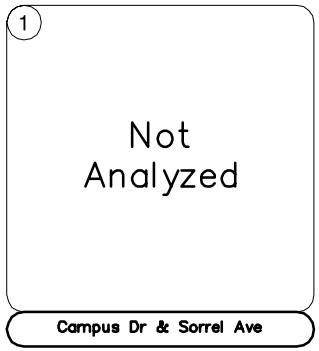
(X) Study Area Key Intersection

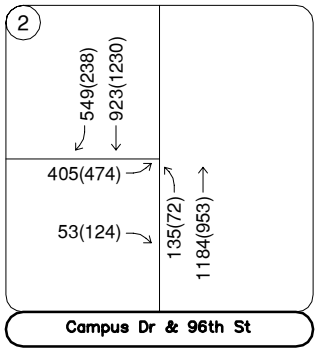
XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

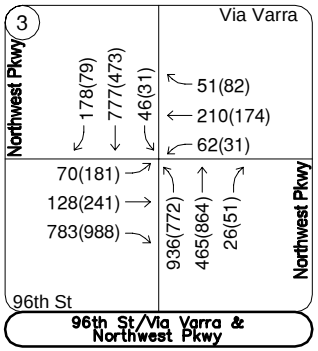
XX,X00 Estimated Daily Traffic Volume

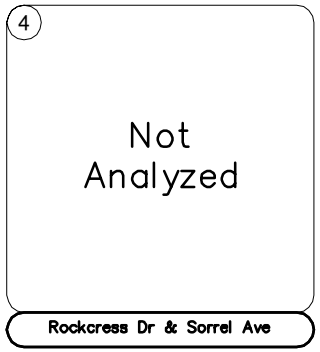
FIGURE 4
AdventHealth Louisville
Louisville, Colorado
2040 Background Traffic Volumes

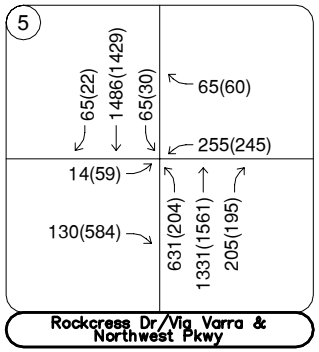
Kimley»Horn

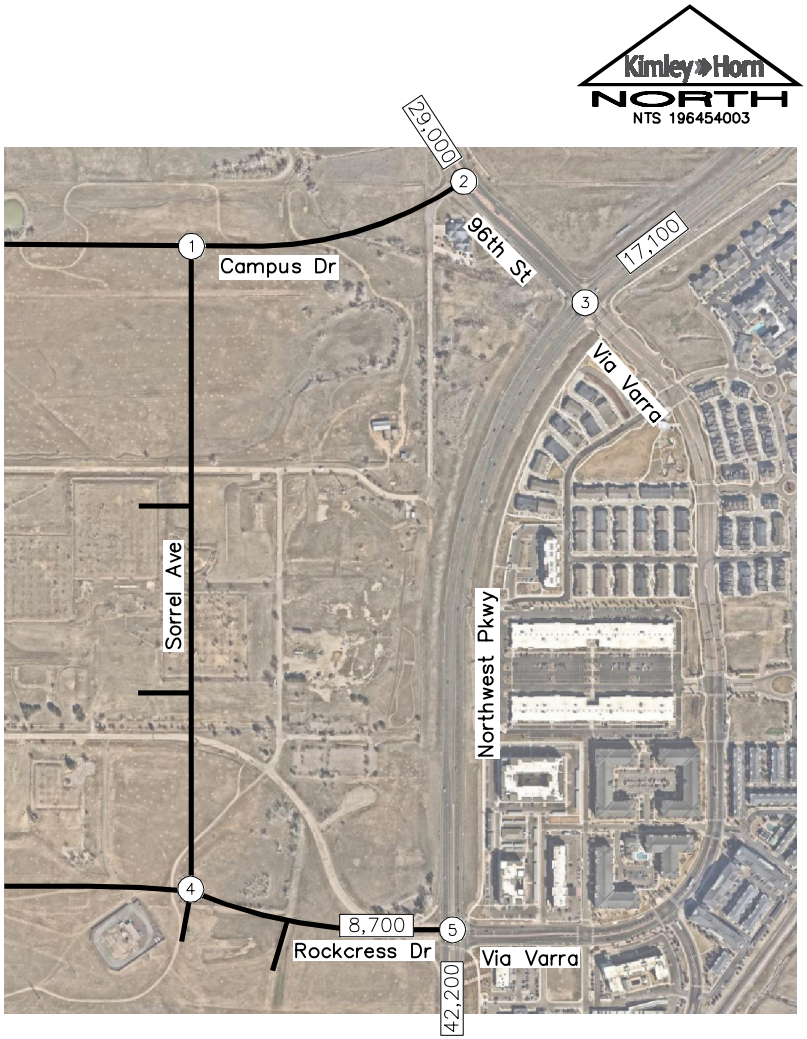












LEGEND

(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

FIGURE 5
AdventHealth Louisville
Louisville, Colorado
2045 Background Traffic Volumes

Kimley»Horn

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn chose to use the ITE Trip Generation Manual average rates and fitted curve equations that apply to Hospital (ITE Land Use Code 610) and Medical-Dental Office Building (ITE Land Use Code 720) and that match what was previously used in the Fox Tuttle study as best as possible for traffic associated with this development.

In the 2030 Phase 1 buildout assuming 200 hospital beds and 80,000 square feet of medical office building uses, AdventHealth Louisville is expected to generate approximately 6,268 weekday daily trips, with 474 of these trips occurring during the morning peak hour and 557 of these trips occurring during the afternoon peak hour. With full buildout of the site by 2040, the project is anticipated to generate 10,632 weekday daily trips, with 772 of these trips occurring during the morning peak hour and 970 of these trips occurring during the afternoon peak hour.

There is an existing AdventHealth hospital in Louisville at the Campus Drive and 88th Street intersection approximately 1.25 miles to the west of the proposed site. This existing site includes approximately 400,000 square feet of hospital/medical office building uses and is approved with an expansion of an additional 350,000 square feet to include up to 750,000 total square feet at full buildout. Thus, a traffic generation comparison is provided to assess the net difference in trips between the proposed site with approximately 799,600 total square feet at full buildout within the Redtail Ridge development area versus the 750,000 total square feet that could be constructed at the existing hospital site. To provide a uniform comparison between these two sites, the traffic generation of the proposed site with the 799,600 square feet of hospital/medical office building uses was prorated to the up to 750,000 total square feet of the existing site, assuming that approximately 93.8 percent (750,000 / 799,600 square feet = 93.8 percent) of the traffic

[1] Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

generation of the proposed site within Redtail Ridge would have been generated if the existing hospital site were to be developed to the full 750,000 square feet that is already approved to be constructed there. As such, the currently proposed hospital site located within the Redtail Ridge development area could generate approximately 658 additional weekday daily trips, with 47 additional trips during the morning peak hour and 61 additional trips during afternoon peak hour. This results in approximately one additional vehicle every 75 seconds during the morning peak hour and one additional vehicle every minute (60 seconds) during the afternoon peak hour on the surrounding street network compared to the existing project site.

Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 11th Edition – Volume 1: User's Guide and Handbook*, 2021. **Table 1** summarizes the estimated trip generation and traffic comparison for the site. The trip generation worksheets are included in **Appendix D**.

Table 1 – AdventHealth Louisville Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
2030 – Phase 1 Development							
Hospital (ITE 610) – 200 Beds	3,810	220	86	306	95	193	289
Medical/Dental Office Building (ITE 720) – 80,000 Square Feet	2,458	133	35	168	81	188	268
Total Phase 1 Trips	**6,268**	**353**	**121**	**474**	**176**	**381**	**557**
2040 – Full Buildout Development							
Hospital (ITE 610) – 300 Beds	5,716	330	128	458	143	290	433
Medical/Dental Office Building (ITE 720) – 160,000 Square Feet	4,916	248	66	314	161	376	537
Full Buildout Total Project Trips	**10,632**	**578**	**194**	**772**	**304**	**666**	**970**
Existing AdventHealth Hospital Site – Estimated Traffic Generation at 750,000 SF Buildout							
Hospital (ITE 610) – 281 Beds	5,362	310	120	430	134	272	406
Medical/Dental Office Building (ITE 720) – 150,100 Square Feet	4,612	233	62	295	151	352	503
Total Trips	**9,974**	**543**	**182**	**725**	**285**	**624**	**909**
Net Difference in Trips	***+658***	***+35***	***+12***	***+47***	***+19***	***+42***	***+61***

4.2 Trip Distribution

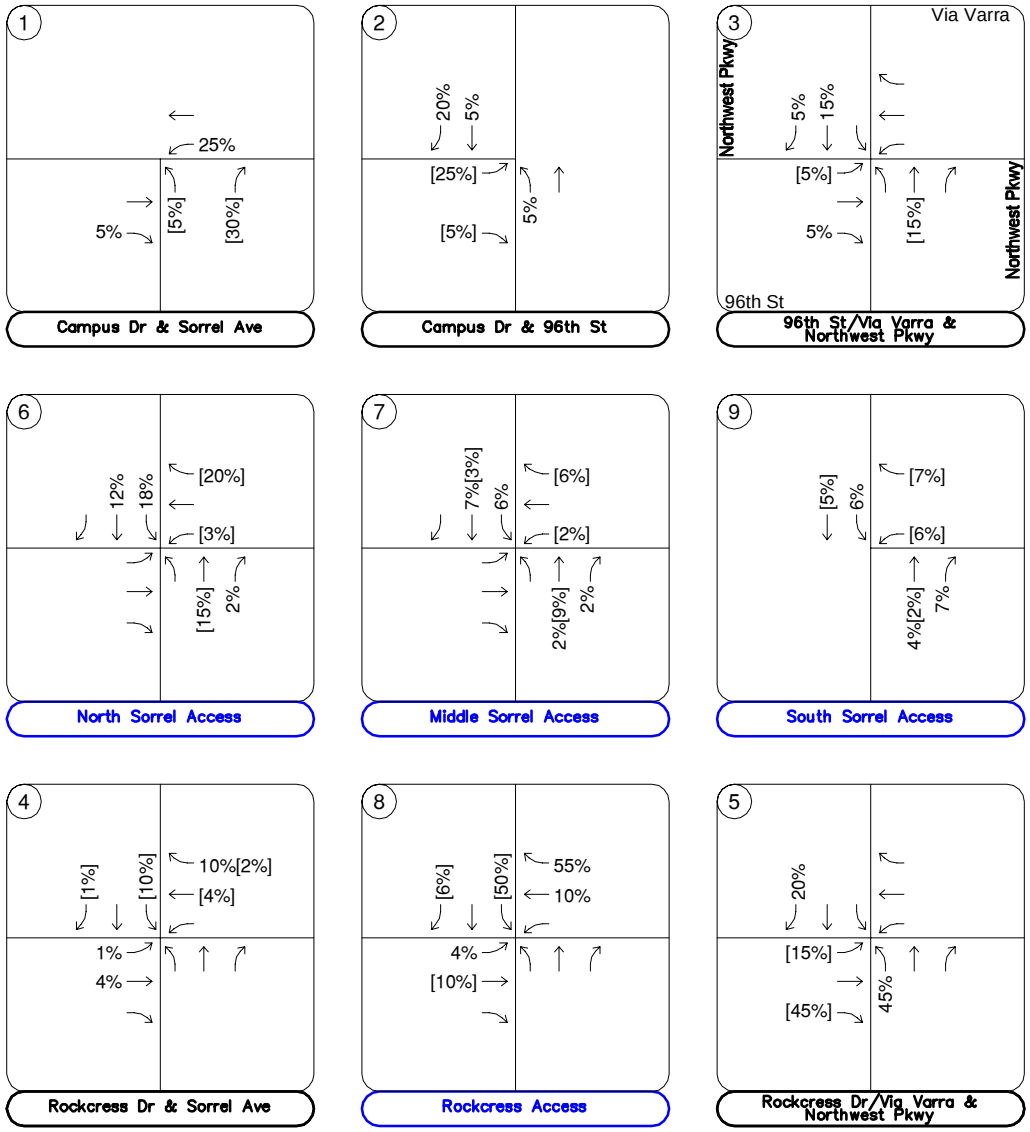
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution for the proposed development is illustrated in **Figure 6**.

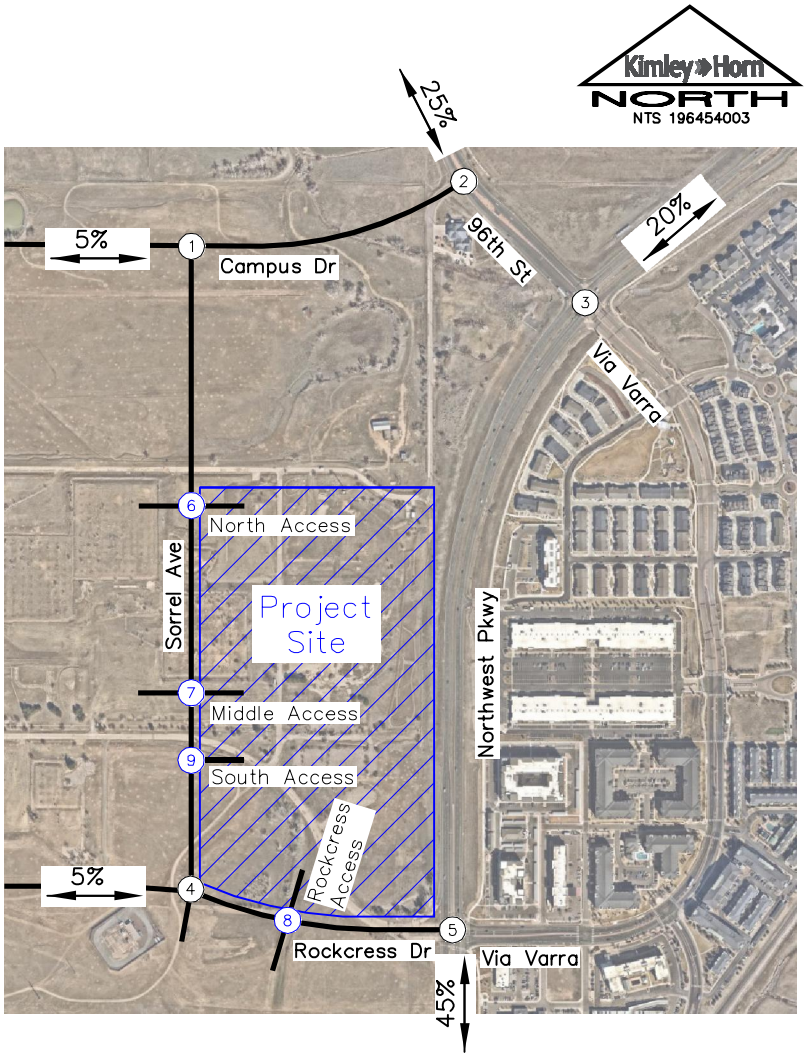
4.3 Traffic Assignment

The project's traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Traffic assignment for the 2030 short-term Phase 1 horizon is shown in **Figure 7**, while 2040 full buildout traffic assignment is provided in **Figure 8**.

4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2030 Phase 1, 2040 buildout, and long-term 2045 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2030, 2040, and 2045 horizon years in **Figure 9**, **Figure 10**, and **Figure 11** respectively.



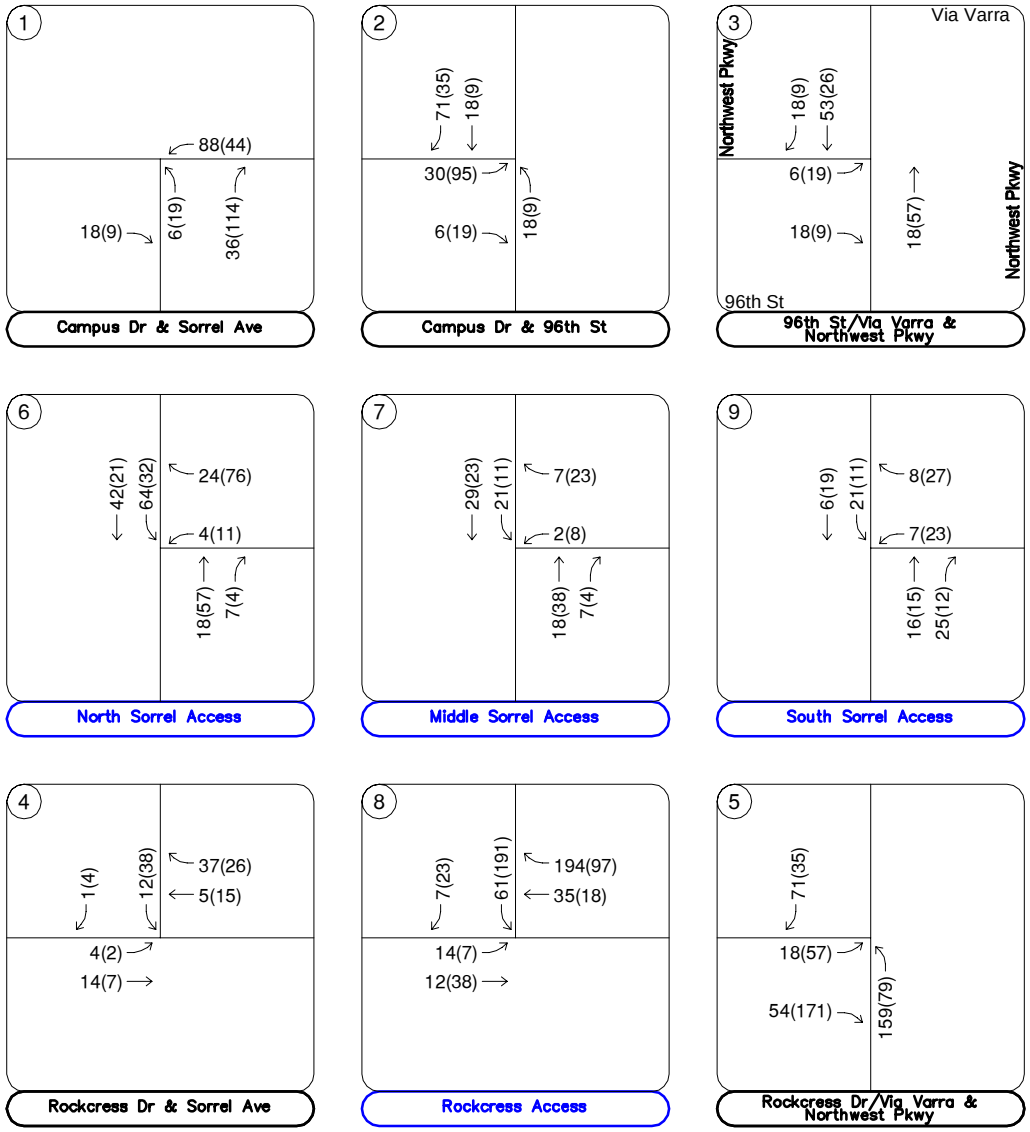


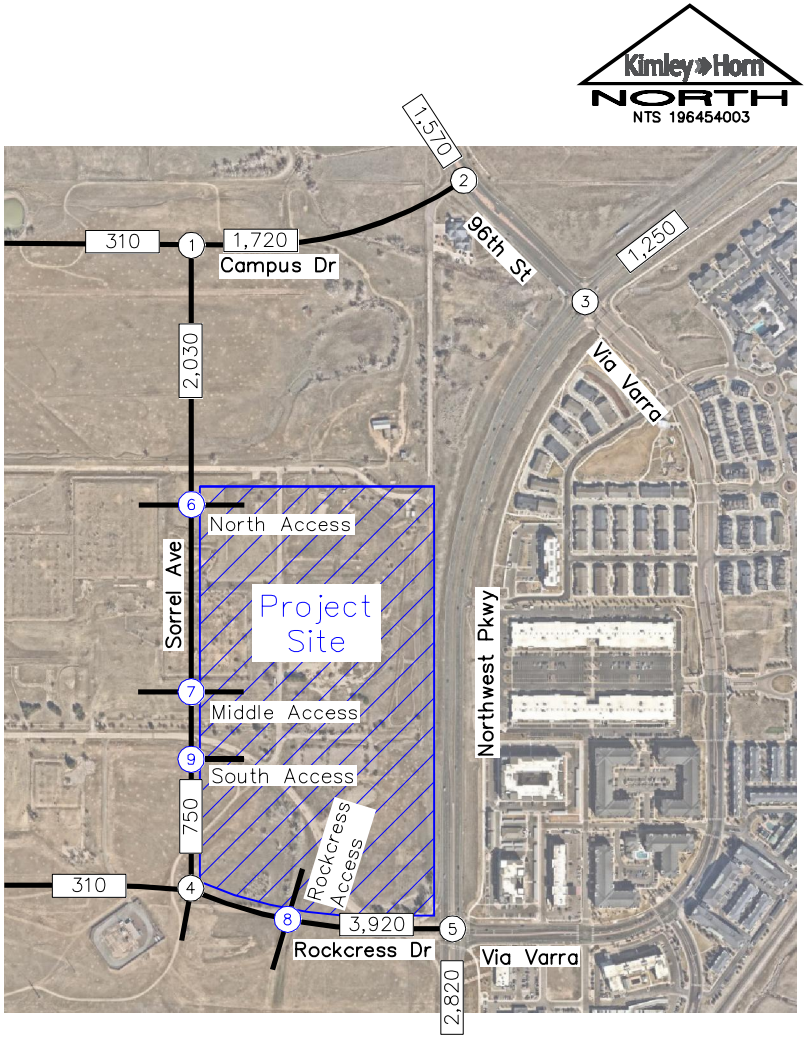
LEGEND

X	Study Area Key Intersection
X	Project Access Intersection
XX%	External Trip Distribution Percentage
XX%[XX%]	Entering[Exiting] Trip Distribution Percentage

FIGURE 6
AdventHealth Louisville
Louisville, Colorado
Project Trip Distribution

Kimley»Horn



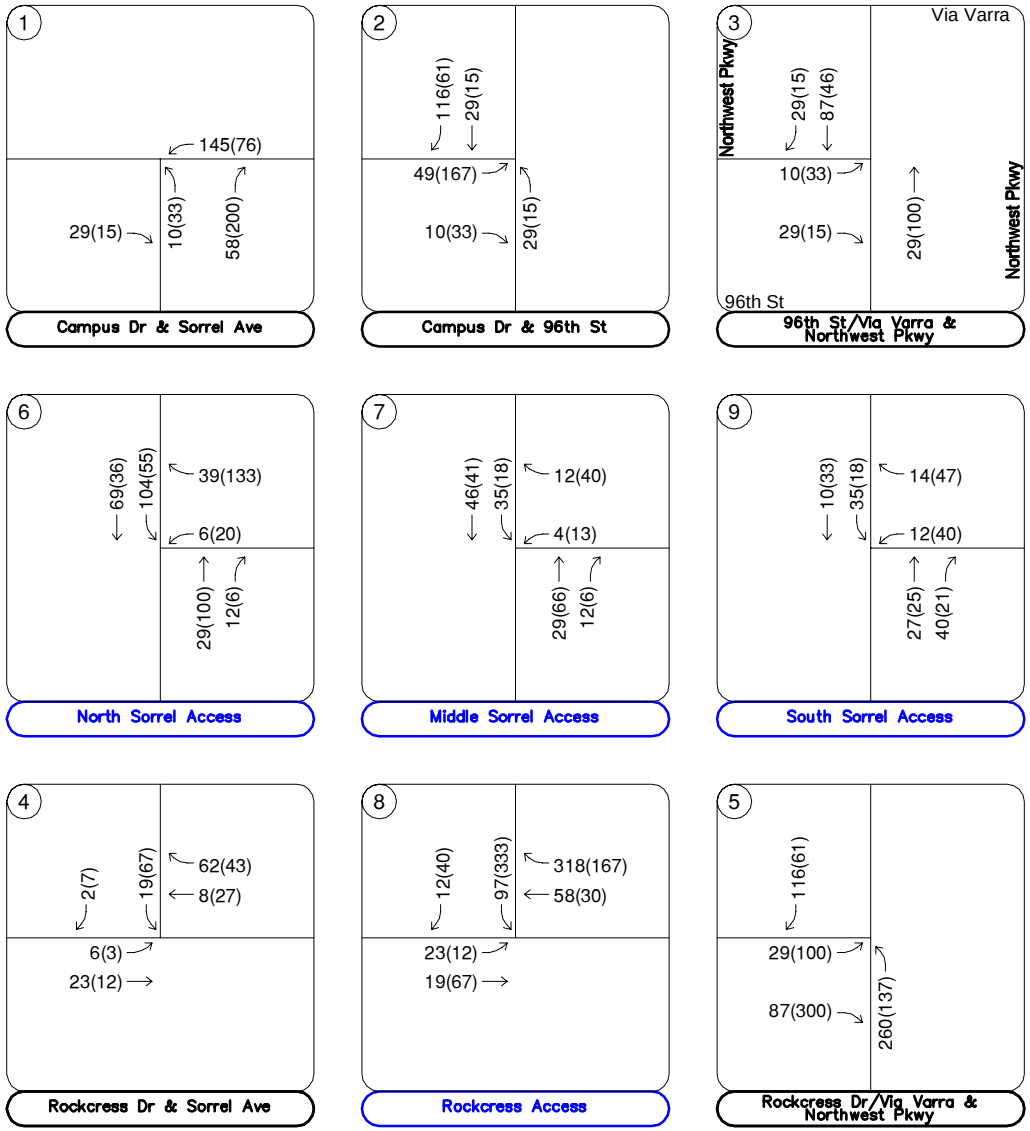


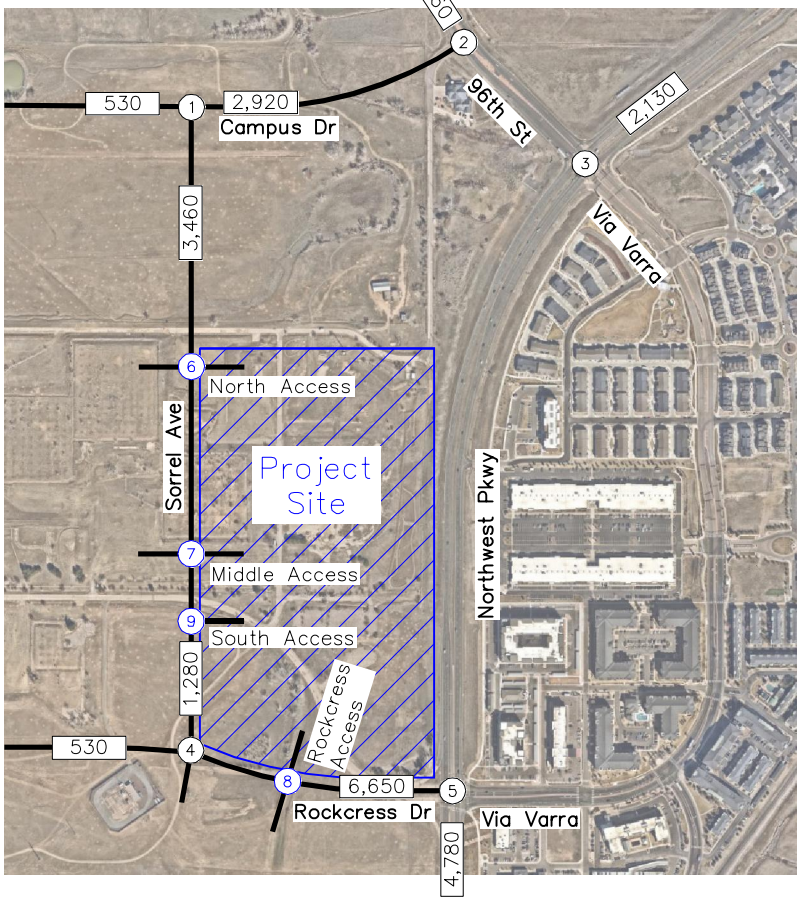
LEGEND

X	Study Area Key Intersection
X	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

FIGURE 7
AdventHealth Louisville
Louisville, Colorado
2030 Project Traffic Assignment

Kimley»Horn

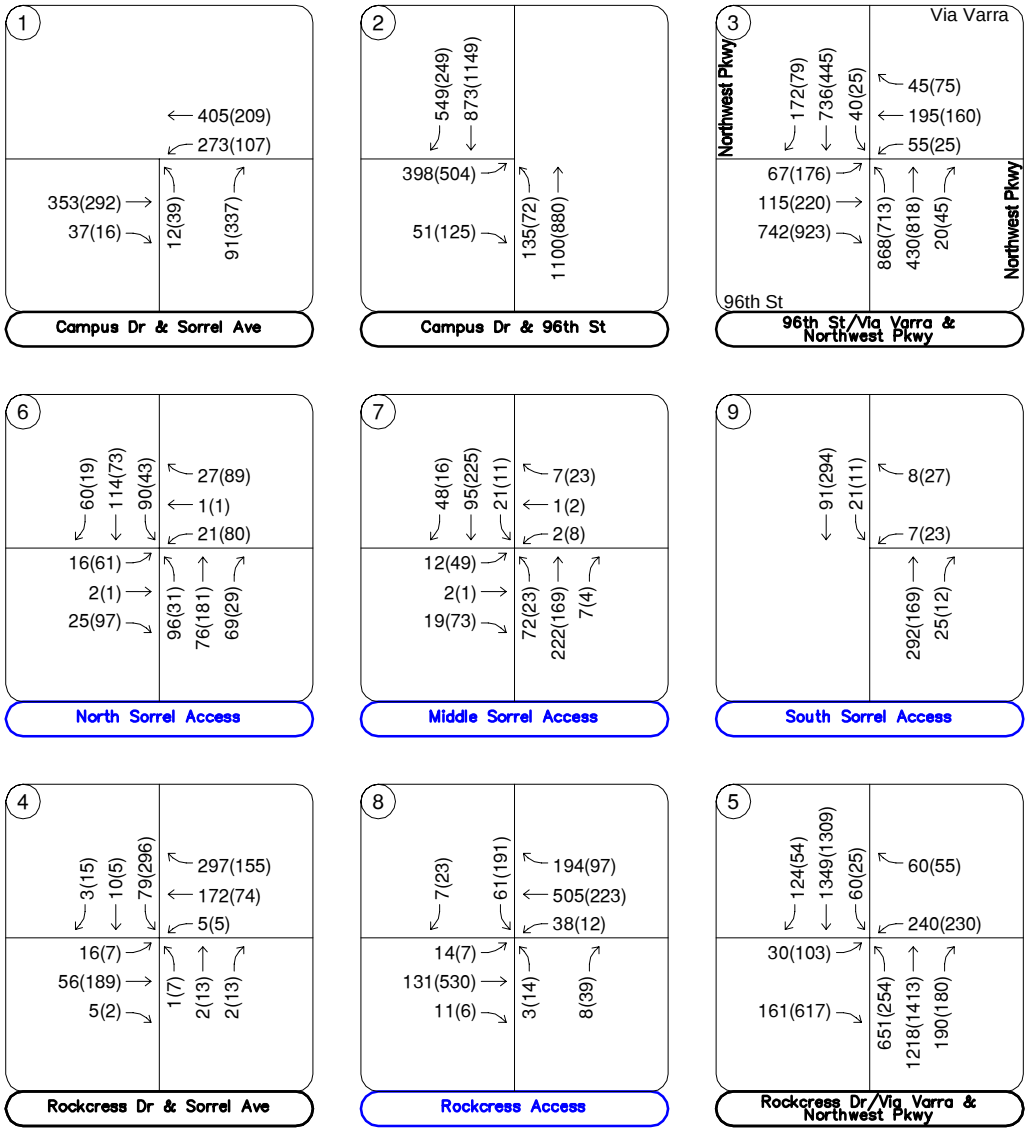


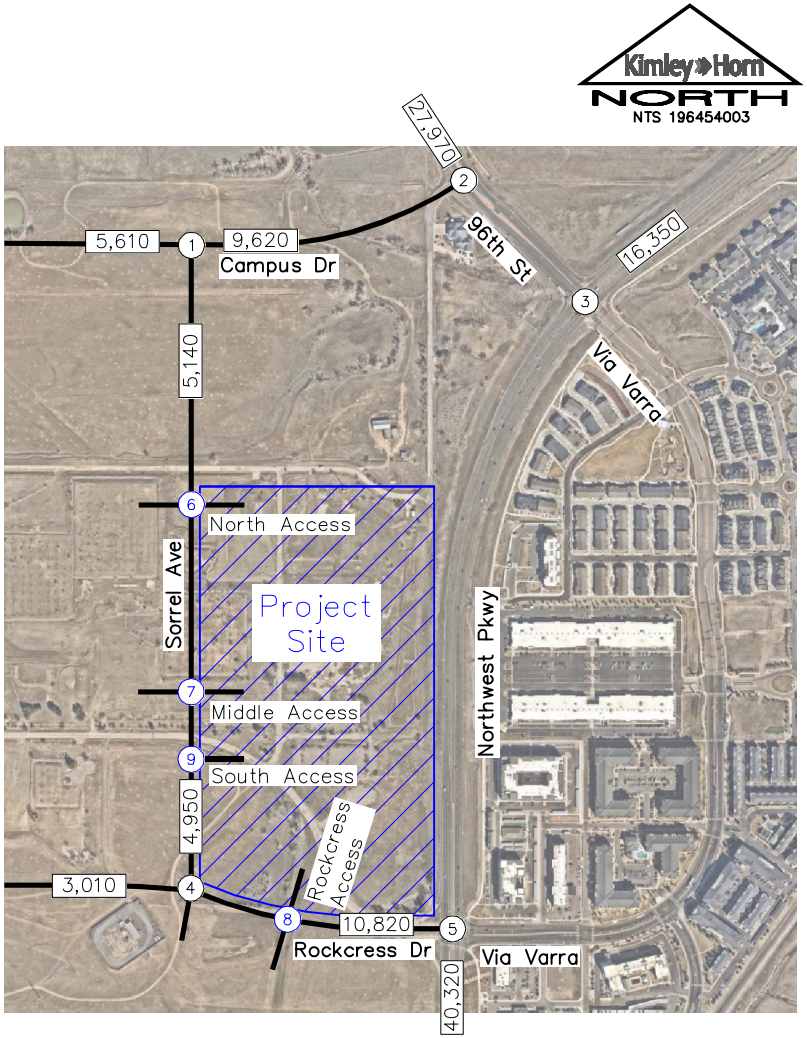


LEGEND

X	Study Area Key Intersection
X	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

FIGURE 8
AdventHealth Louisville
Louisville, Colorado
2040 Project Traffic Assignment



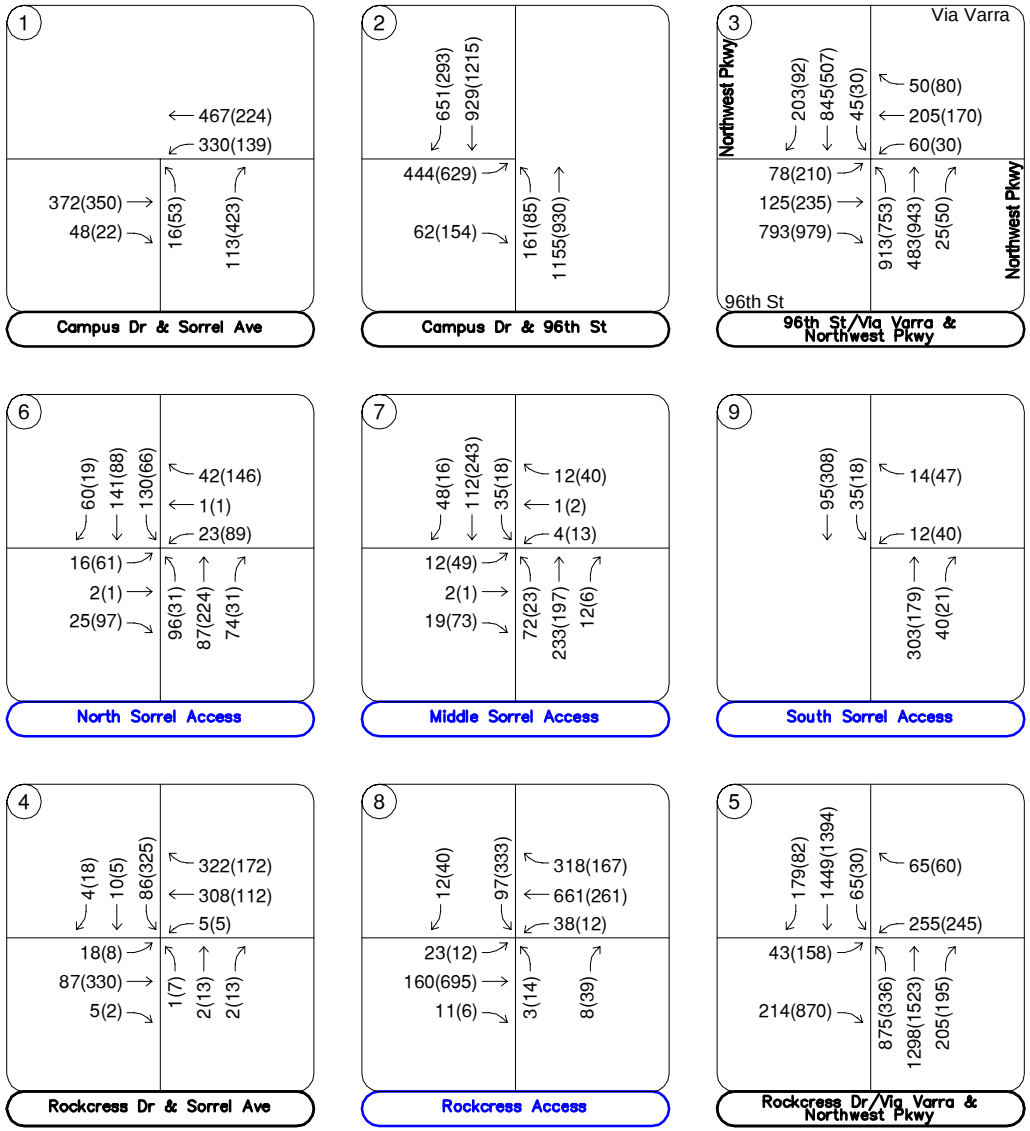


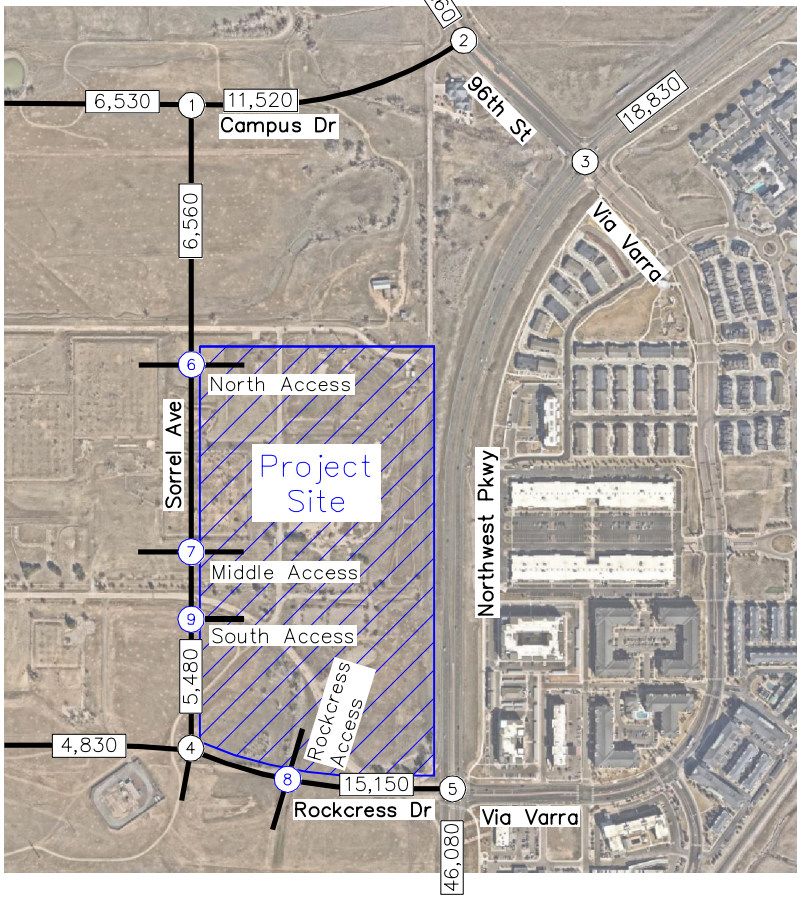
LEGEND

X	Study Area Key Intersection
X	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

FIGURE 9
AdventHealth Louisville
Louisville, Colorado
2030 Total Traffic Volumes

Kimley»Horn

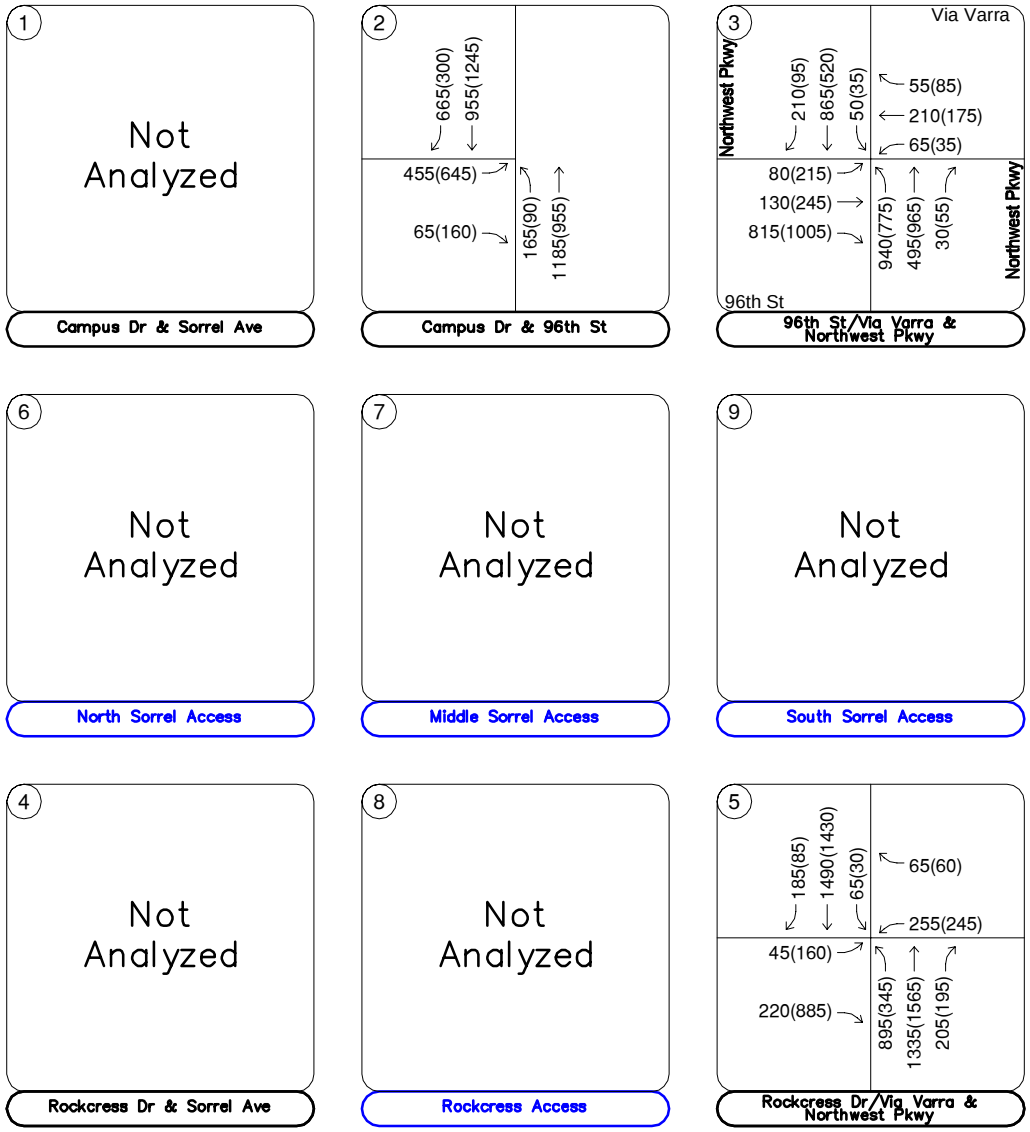


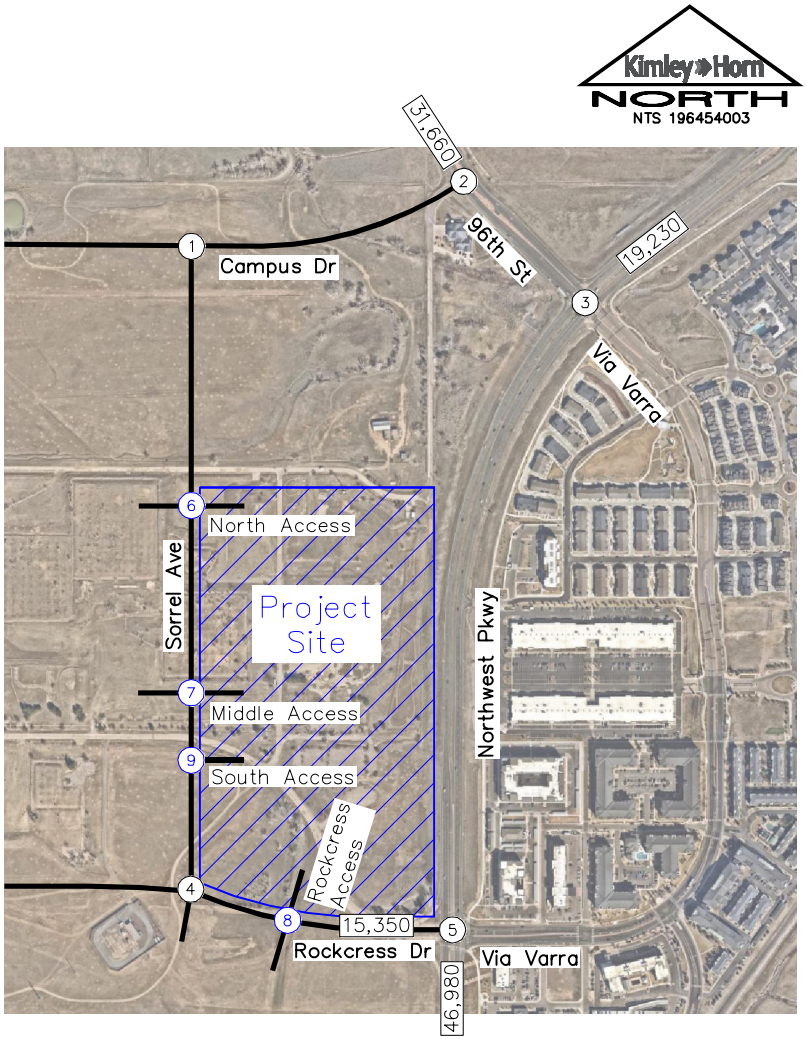


LEGEND

- X — Study Area Key Intersection
- X — Project Access Intersection
- XXX(XXX) — Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 — Estimated Daily Traffic Volume

FIGURE 10
AdventHealth Louisville
Louisville, Colorado
2040 Total Traffic Volumes





LEGEND

X	Study Area Key Intersection
X	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

FIGURE 11
AdventHealth Louisville
Louisville, Colorado
2045 Total Traffic Volumes

Kimley»Horn

5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2030, 2040, and 2045 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual (HCM)*[2].

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, standard traffic engineering practice recommends overall intersection LOS D and movement/approach LOS E as the minimum desirable thresholds for acceptable operations. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Definitions provided from the Highway Capacity Manual, Seventh Edition, Transportation Research Board, 2022.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the whole intersection. LOS for signalized, roundabout, and all-way stop controlled intersections are defined for each approach and for the overall intersection.

[2] Transportation Research Board, *Highway Capacity Manual*, Seventh Edition, Washington DC, 2022.

5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix E**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2**. Synchro traffic analysis software was used to analyze the signalized and unsignalized key intersections for HCM level of service.

Campus Drive & Sorrel Avenue (#1)

The Campus Drive & Sorrel Avenue (#1) intersection is proposed to be a 'T'-intersection operating with roundabout control. Based on current improvement plans, it is understood that eastbound Campus Drive will provide one shared through/right turn lane, northbound Sorrel Avenue will provide a shared left/right turn lane, while westbound Sorrel Avenue will provide one left turn lane and a separate through lane. The intersection is anticipated to operate acceptably at LOS A in this configuration through the 2040 horizon with the addition of project traffic. **Table 3** provides the results of the LOS analysis conducted at this intersection.

Table 3 – Campus Drive & Sorrel Avenue (#1) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2030 Background – Overall	5.7	A	5.1	A
Eastbound Approach	7.0	A	5.1	A
Westbound Approach	4.9	A	3.8	A
Northbound Approach	4.6	A	6.4	A
2030 Total – Overall	6.2	A	6.1	A
Eastbound Approach	8.4	A	5.5	A
Westbound Approach	5.0	A	3.8	A
Northbound Approach	5.1	A	8.4	A
2040 Background – Overall	6.0	A	5.4	A
Eastbound Approach	7.3	A	5.7	A
Westbound Approach	5.3	A	3.9	A
Northbound Approach	4.7	A	7.0	A
2040 Total – Overall	6.9	A	7.9	A
Eastbound Approach	10.0	A	6.5	A
Westbound Approach	5.5	A	4.0	A
Northbound Approach	5.6	A	11.9	B

Campus Drive & 96th Street (#2)

The future Campus Drive & 96th Street 'T'-intersection is understood to be signalized by the 2030 horizon with development of other land uses in the overall Redtail Ridge area. Based on proposed construction from the improvement plans, it is understood that dual northbound left turn lanes and three through lanes will be provided at full buildout along 96th Street. However, to be conservative in this study, it was assumed that by 2030, the northbound approach would provide one left turn lane and two through lanes. The eastbound Campus Drive approach is proposed to provide dual left turn lanes and a right turn lane, while southbound 96th Street is proposed to provide two through lanes and a right turn lane. As requested by the City of Louisville, a signal warrant analysis was performed and is expected to be warranted in the 2030 horizon with or without the addition of project traffic. The warrant analysis has been provided for this intersection and is included in **Appendix E**. By the 2040 horizon, it was assumed that the improvement plans for dual northbound left turn lanes and three northbound through lanes would be provided.

Table 4 provides the results of the LOS analysis conducted at this intersection with these improvements. As shown, the intersection is anticipated to operate acceptably at LOS C or better during the studied peak hours throughout 2045 with the anticipated improvements.

Table 4 – Campus Drive & 96th Street (#2) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2030 Background	14.3	B	21.2	C
2030 Total	15.4	B	23.2	C
2040 Background[1]	21.5	C	22.1	C
2040 Total[1]	25.3	C	26.3	C
2045 Total[1]	25.9	C	26.6	C

[1]Dual NBL Turn Lanes and Three NBT Lanes

96th Street/Via Varra & Northwest Parkway (#3)

The 96th Street/Via Varra & Northwest Parkway (#3) intersection is signalized and operates with protected-only left turn phasing on all four approaches to the intersection. According to currently proposed improvement plans for this intersection, it is understood that the northbound dual left turn lanes on Northwest Parkway and dual eastbound left turn lanes on 96th Street will both be improved to provide triple left turn lanes. As such, this would require three receiving lanes on both westbound 96th Street to the west of Northwest Parkway as well as northbound Northwest Parkway to the north of 96th Street. However, to be conservative, it was assumed that this improvement would not be completed until the 2040 full buildout horizon to assess the intersection operation under 2030 Phase 1 conditions if no improvements are completed by 2030. As such, the intersection operates well at LOS C with the existing configuration in 2030 and continues to operate acceptably at LOS C in 2040 and 2045 with the proposed improvements. **Table 5** provides the results of the LOS analysis conducted at this intersection.

Table 5 – 96th Street/Via Varra & Northwest Parkway (#3) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2030 Background	29.0	C	29.3	C
2030 Total	29.9	C	29.6	C
2040 Background[1]	28.5	C	22.3	C
2040 Total[1]	29.3	C	22.4	C
2045 Total[1]	29.7	C	22.7	C

[1]Dual NBL Turn Lanes and Three NBT Lanes

Rockcress Drive & Sorrel Avenue (#4)

The Rockress Drive & Sorrel Avenue (#4) intersection is proposed to be constructed a four-leg single-lane roundabout. The northbound, southbound, and eastbound approaches would all provide one lane for shared turning movements while the westbound approach would provide one left/through lane and a right turn only lane. The south leg of the roundabout is anticipated to serve as an access into a future development to the south of Rockcress Drive. In this proposed configuration, the intersection is anticipated to operate at an acceptable level of service A through the 2040 horizon with the addition of project traffic. **Table 6** provides the results of the LOS analysis at this intersection.

Table 6 – Rockcress & Sorrel Avenue (#4) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2030 Background – Overall	4.0	A	4.7	A
Eastbound Approach	3.3	A	5.5	A
Westbound Approach	4.1	A	3.3	A
Northbound Approach	3.0	A	4.8	A
Southbound Approach	3.9	A	5.0	A
2030 Total – Overall	4.2	A	5.0	A
Eastbound Approach	3.5	A	6.0	A
Westbound Approach	4.3	A	3.5	A
Northbound Approach	3.2	A	5.0	A
Southbound Approach	4.0	A	5.4	A
2040 Background – Overall	4.4	A	5.5	A
Eastbound Approach	3.5	A	7.3	A
Westbound Approach	4.5	A	3.4	A
Northbound Approach	3.1	A	5.6	A
Southbound Approach	4.5	A	5.2	A
2040 Total – Overall	4.7	A	6.2	A
Eastbound Approach	3.8	A	8.4	A
Westbound Approach	4.8	A	3.6	A
Northbound Approach	3.3	A	6.2	A
Southbound Approach	4.9	A	6.1	A

Rockcress Drive/Via Varra & Northwest Parkway (#5)

The Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection is signalized and operates with protected-only left turn phasing on all four approaches to the intersection. Based on currently proposed improvement plans and the results of the Fox Tuttle study, it is understood that the southbound Northwest Parkway approach to this intersection will provide three through lanes in the future. The results of this analysis further confirm that this improvement is anticipated to be needed in the future. However, to be conservative, it was assumed that the intersection would remain in its current configuration through the 2030 horizon and that the third southbound through lane would not be implemented until the 2040 horizon. In 2030, the intersection is anticipated to operate acceptably at LOS C or better during the peak hours with the existing configuration and control. Based on these proposed improvements, the intersection is anticipated to operate at an acceptable level of service through the 2045 horizon with the addition of project traffic. **Table 7** provides the results of the LOS analysis conducted at this intersection.

Table 7 – Rockcress Drive/Via Varra & Northwest Parkway (#5) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2030 Background	19.9	B	16.2	B
2030 Total	27.7	C	18.2	B
2040 Background[1]	29.0	C	16.6	B
2040 Total[1]	30.4	C	29.8	C
2045 Total[1]	31.4	C	31.1	C

[1]Three SBT lanes

Project Accesses

With completion of the project, a full movement access is proposed along the north side of Rockcress Drive, approximately 775 feet west of the Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection, measured center to center. Three full movement accesses are also proposed along Sorrel Avenue, the two northernmost of which are anticipated to align with future accesses to other developments to the west of Sorrel Avenue. A third access along Sorrel Avenue is proposed into the hospital—located between Rockcress Drive and the Middle Sorrel Access (#7). This third southernmost access is expected to operate as a 'T'-intersection.

Sorrel Avenue Accesses (#6, #7, and #9)

The two northernmost full movement accesses (#6 and #7) proposed along the east side of Sorrel Avenue are anticipated to align with two accesses to the west of Sorrel Avenue that will serve other developments. At both access intersection locations, the northbound and southbound approaches are recommended to provide a left turn lane and a shared through/right turn lane, while the eastbound/westbound minor street access approaches would operate with stop control and one lane for shared left/through/right turning movements. R1-1 "STOP" signs should be posted on the minor street eastbound/westbound approaches to Sorrel Avenue at both access locations. Additionally, the third and southernmost access is expected to operate as a 'T'-intersection with an R1-1 "STOP" sign also posted on the westbound approach for vehicles exiting the site. A southbound left turn lane is also recommended at this intersection. A four-hour signal warrant analysis was conducted at the North Access (#6) to assess whether this intersection would meet warrants for a traffic signal. Based on the 2040 background plus project traffic volumes, a signal is not expected to be warranted at full buildout of the overall Redtail Ridge development area, with none of the four major peak hours on a typical day meeting warrants for a traffic signal. The signal warrant analysis for this intersection is included in **Appendix E**.

Rockcress Drive Access (#8)

The Rockcress Drive Access (#8) is anticipated to align with a future south leg for a development south of Rockcress Drive. This access is anticipated to serve as a primary entrance to the development. In the 2030 Phase 1 horizon, the intersection movements are anticipated to operate acceptably under stop control; only with full buildout traffic volumes by the 2040 horizon is a signal anticipated to be warranted and needed at this intersection. A signal warrant analysis was completed for this intersection, which is included in **Appendix E**. As such, this access is proposed

to operate under stop control with R1-1 “STOP” signs on the exiting access approaches to the intersection. During this horizon, the eastbound and westbound Rockcress Drive approaches to this access intersection are recommended to provide a left turn lane, one through lane, and a shared through/right turn lane. The northbound approach is anticipated to require only one lane for shared left/through/right turning movements. The southbound approach exiting the hospital would be recommended to provide a left turn lane and a shared through/right turn lane during this horizon.

By the 2040 horizon and full buildout of the AdventHealth site, signalization is recommended at this access location. When full buildout is complete and signalization occurs, the southbound approach would be recommended to provide dual left turn lanes, with the westernmost left turn lane also providing through movement, and a separate right turn lane. Because this improvement is anticipated to be needed at full buildout, it would be recommended that the pavement width be allocated during Phase 1 development to allow for eventual dual southbound left turn lanes. To be conservative, this intersection was analyzed with split phase operations on the northbound/southbound approaches to the intersection because of the difference in approach lane configurations.

At the request of City of Louisville staff, this intersection was also analyzed with roundabout control in the 2040 background plus project traffic scenario. The roundabout was assumed to provide two approach lanes on the eastbound/westbound Rockcress Drive approaches while the northbound and southbound access approaches were assumed to both be a single-lane approach. Based on the results of this analysis, a roundabout in this configuration would be expected to operate well through the 2040 horizon. However, as this access is expected to be the primary access into the hospital site, a signal is recommended to be constructed at this location as traffic signals allow for emergency vehicle preemption and offer more intuitive navigability for drivers unfamiliar with the area. **Table 8** provides the results of the level of service for these accesses. As shown in the table, the project access intersections are anticipated to operate at an acceptable level of service through the 2040 horizon.

Table 8 – Project Access Level of Service Results

Intersection	2030 Total				2040 Total			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS
Sorrel North Access (#6)								
Northbound Left	7.8	A	7.5	A	7.9	A	7.5	A
Eastbound Approach	12.8	B	12.5	B	14.6	B	14.8	B
Westbound Approach	13.1	B	14.1	B	14.2	B	17.8	C
Southbound Left	7.7	A	7.8	A	7.9	A	8.0	A
Sorrel Middle Access (#7)								
Northbound Left	7.7	A	7.8	A	7.7	A	7.9	A
Eastbound Approach	11.5	B	12.7	B	12.1	B	13.6	B
Westbound Approach	11.0	B	10.8	B	11.4	B	11.4	B
Southbound Left	7.8	A	7.6	A	7.9	A	7.7	A
Rockcress Access (#8) – Unsignalized								
Northbound Approach	9.4	A	12.3	B				
Eastbound Left	8.8	A	7.8	A				
Westbound Left	7.6	A	8.7	A	-	-	-	-
Southbound Left	17.6	C	23.0	C				
Southbound Through/Right	8.9	A	8.7	A				
Rockcress Access (#8) – Signalized	-	-	-	-	12.1	B	29.5	C
Rockcress Access (#8) – Roundabout	-	-	-	-	6.2	A	7.1	A
Sorrel South Access (#9)								
Westbound Approach	10.6	B	10.6	B	11.0	B	11.2	B
Southbound Left	8.0	A	7.6	A	8.1	A	7.7	A

5.3 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 9** with calculations provided within the level of service operational sheets of **Appendix D** for unsignalized intersections and **Appendix F** for signalized intersections. Of note, vehicle queues were assumed to be a minimum of 25 feet (approximately one vehicle).

Table 9 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length	2030 Calculated Queue (AM/PM)	2030 Recommended Length	2040/2045* Calculated Queue (AM/PM)	2040/2045* Recommended Length
Campus & 96th (#2)					
Eastbound Left	DNE	214'/260' DL	**C DL**	239'/330'	C DL
Eastbound Right	C	36'/51'	**500'**	39'/79'	500'
Northbound Left	75'	25'/25'	**200'**	103'/67'	200' **DL**
Southbound Right	DNE	52'/39'	**200'**	60'/51'	200'
96th/Via Varra & Northwest Pkwy (#3)					
Eastbound Left	250'/375' DL	45'/95' DL	250'/375' DL	36'/79' TL	**250'**/250'/375' TL
Eastbound Right	375' Free	450'/468'	**475'** Free	475'/430'	475' Free
Westbound Left	200'/275' DL	47'/27' DL	200'/275' DL	54'/34' DL	200'/275' DL
Westbound Right	250' Free	25'/25'	250' Free	25'/25'	250' Free
Northbound Left	600'/800' DL	477'/355' DL	600'/800' DL	352'/244' TL	**600'**/600'/800' TL
Northbound Right	C Free	25'/25'	C Free	25'/25'	C Free
Southbound Left	550'/600' DL	25'/25' DL	550'/600' DL	29'/25' DL	550'/600' DL
Southbound Right	500' Free	25'/25'	500' Free	25'/25'	500' Free
Rockcress/Via Varra & Northwest Pkwy (#5)					
Eastbound Left	125' DL	30'/73'	**400'/C** DL	42'/87'	400'/C DL
Eastbound Right	Free	25'/25'	Free	25'/284'	Free
Westbound Left	250'/500'C DL	141'/129'	250'/500'C DL	150'/133'	250'/500'C DL
Northbound Left	250'/475' DL	324'/202'	250'/475' DL	421'/197'	**375'**/475' DL
Northbound Right	300'	26'/30'	300'	26'/39'	300'
Southbound Left	425'/650' DL	42'/25'	425'/650' DL	42'/25'	425'/650' DL
Southbound Right	500' Yield	25'/25'	500' Yield	25'/25'	500' Yield
Sorrel North Access (#6)					
Northbound Left	DNE	25'/25'	**150'**	25'/25'	150'
Southbound Left	DNE	25'/25'	**150'**	25'/25'	150'
Sorrel Middle Access (#7)					
Northbound Left	DNE	25'/25'	**150'**	25'/25'	150'
Southbound Left	DNE	25'/25'	**150'**	25'/25'	150'
Rockcress Access (#8)					
Eastbound Left	DNE	25'/25'	**150'**	36'/25'	150'
Westbound Left	DNE	25'/25'	**150'**	25'/25'	150'
Southbound Left	DNE	25'/100'	**200'**	84'/184'	200' **DL**
Sorrel South Access (#9)					
Southbound Left	DNE	25'/25'	**150'**	25'/25'	150'

DNE = Does Not Exist; C = Continuous Turn Lane; DL = Dual Left Turn Lanes; TL = Triple Left Turn Lanes; **Blue** Text = Recommendation; * = 2040 horizon year used for internal intersections (#6, 7, 8, 9) while 2045 horizon year is used for major external intersections (#2, 3, 5)

All queues are anticipated to remain within the existing or recommended turn lane lengths through 2045. The recommended turn lane lengths provided in this table are generally based on the currently proposed construction improvement plans at the major external intersections of Campus Drive & 96th Street (#2), 96th Street/Via Varra & Northwest Parkway (#3), and Rockcress Parkway/Via Varra & Northwest Parkway (#5), where available, while the internal intersection turn

lane recommendations at the project accesses are based on a minimum assumed turn lane length of 150 feet, with additional storage provided to meet expected vehicle queues.

As noted previously, to be conservative it was assumed that the northbound left turning movement at Campus Drive & 96th Street (#2) would operate from a single lane in the 2030 horizon and would not be improved to dual left turn lanes until the 2040 horizon. It was also assumed that the triple northbound left turn lanes on Northwest Parkway and triple eastbound left turn lanes on 96th Street at the 96th Street/Via Varra & Northwest Parkway (#3) would not be implemented until the 2040 horizon. There is approximately 725 feet of spacing between the Campus Drive extension and Northwest Parkway along 96th Street available for left turn lane storage. Based on the proposed dual northbound left turn lanes at Campus Drive & 96th Street (#2) intersection providing 200 feet of storage and the triple southeast-bound left turn lanes at 96th Street/Via Varra & Northwest Parkway (#3) providing 250 to 375 feet of storage, there is space for a shared taper length of approximately 150 feet for these back-to-back left turn lanes. Vehicle queues are easily accommodated the left turn lanes at both of these locations, with the northbound dual left turn lanes at Campus Drive & 96th Street (#2) expected to have 95th percentile queues approximately 100 feet or less through the 2045 horizon, while the southeast-bound triple left turn lanes at 96th Street/Via Varra & Northwest Parkway (#3) are expected to experience 95th percentile queues under 80 feet through the 2045 horizon.

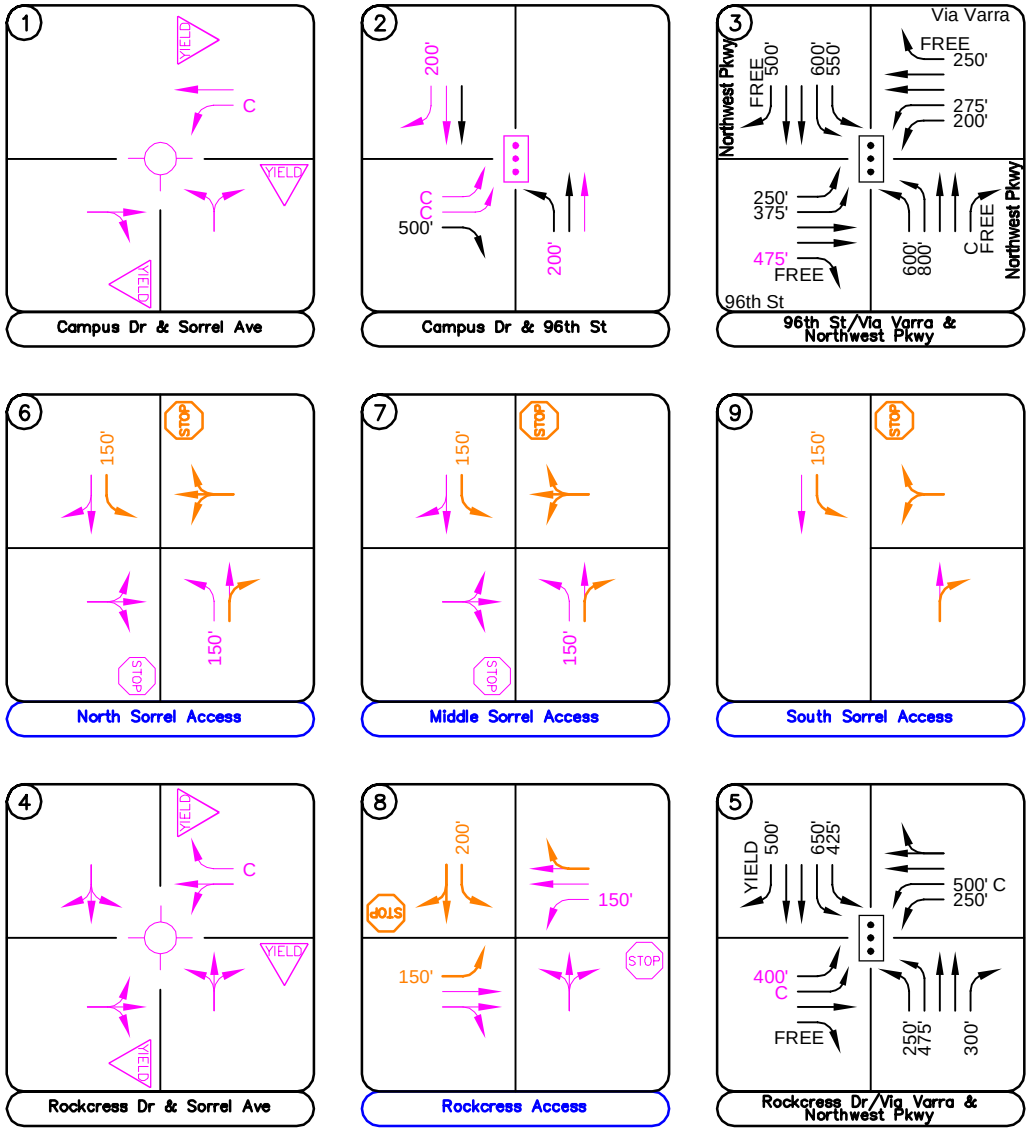
Additionally, because the Rockcress Access (#8) is proposed to operate with two-way stop control exiting the hospital in the 2030 horizon, the southbound approach is proposed to operate with only one southbound left turn lane in this horizon. By the 2040 horizon at full buildout and with signalization of this access, the dual left turn lanes, each proposed as 200 feet in length, should be provided. Because dual southbound left turn lanes are anticipated to be needed at full buildout at the Rockcress Access (#8), it would be recommended that pavement width be provided to allow for these dual left turn lanes, and that in the 2030 short-term horizon the second left turn lane be striped out with chevron striping to restrict its use until the intersection is signalized.

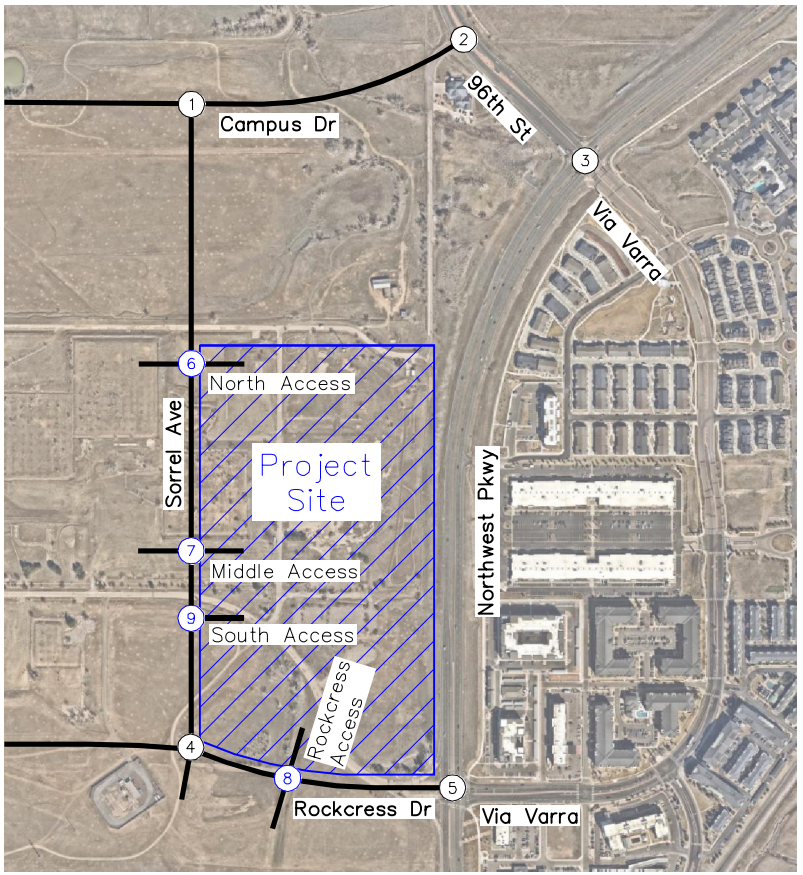
Rockcress Drive is proposed to provide two through lanes eastbound and westbound between Sorrel Avenue and Northwest Parkway. The second eastbound through lane is anticipated to become a forced left turn only lane at the Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection, while a second left turn lane 400 feet in length will also be provided. There is

anticipated to be approximately 700 feet of spacing available for left turn lane storage. The westbound left turn lane at the Rockcress Access (#8) is proposed to provide 150 feet in length. This leaves 150 feet of additional length available between the Rockcress Access (#8) and Northwest Parkway available for a shared taper length for these back-to-back left turn lanes. The 95th percentile queue in the eastbound dual left turn lanes at Rockcress Drive/Via Varra & Northwest Parkway (#5) is expected to be approximately 87 feet or less through the 2045 horizon, while the westbound left turn queue at the Rockcress Access (#8) is anticipated to be 25 feet or less. As such, the provided left turn storage and taper length for these turn lanes are expected to easily accommodate projected traffic volumes through the 2045 horizon.

5.4 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 12** and **Figure 13** for the 2030 and 2040 horizons, respectively. Of note, the recommendations provided in **Figure 13** are anticipated to be needed by the 2040 horizon but are expected to provide acceptable operations through the 2045 horizon. These recommendations are distinguished by improvements expected to be needed due to the hospital site versus improvements that would be expected to be constructed by others as part of the master Redtail Ridge development.

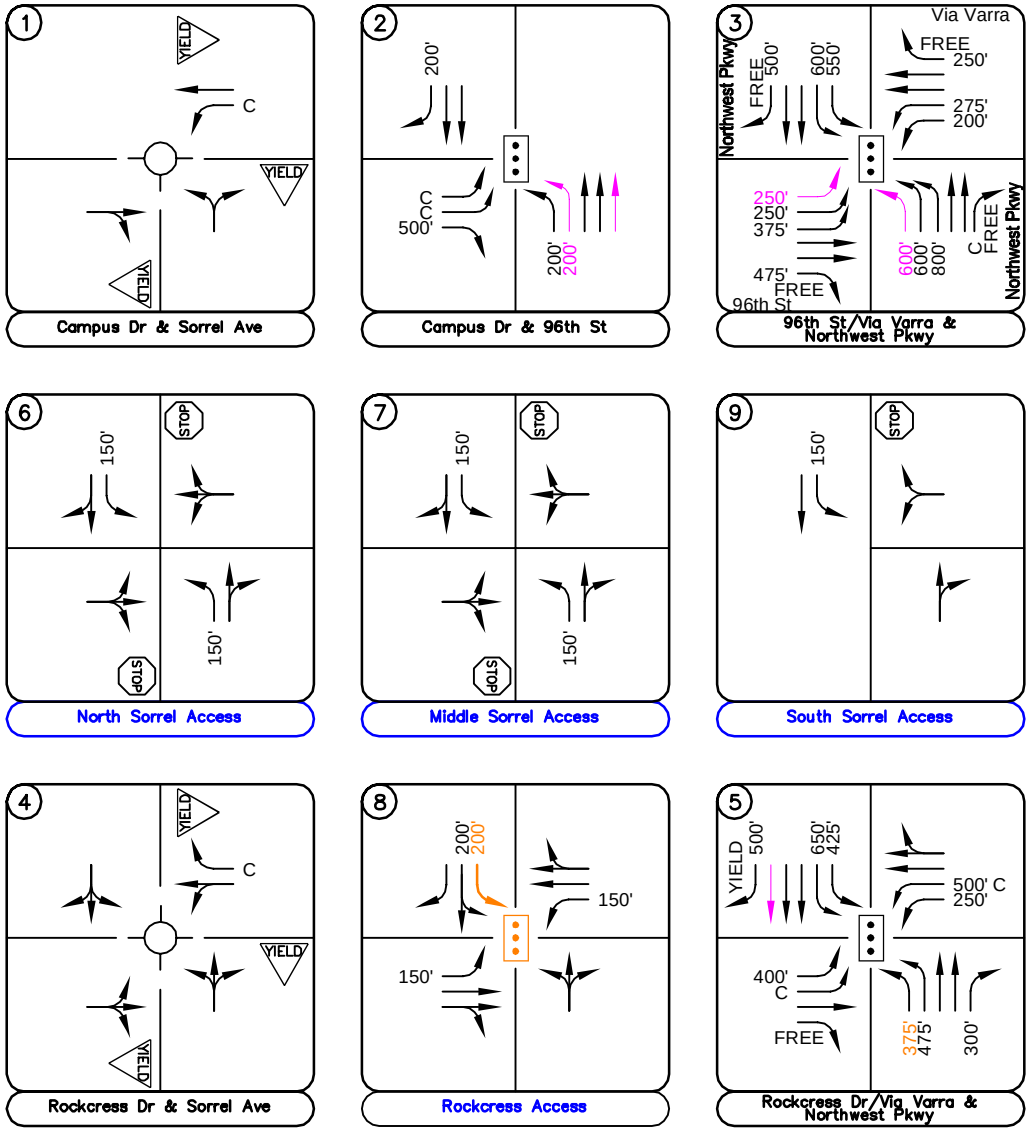


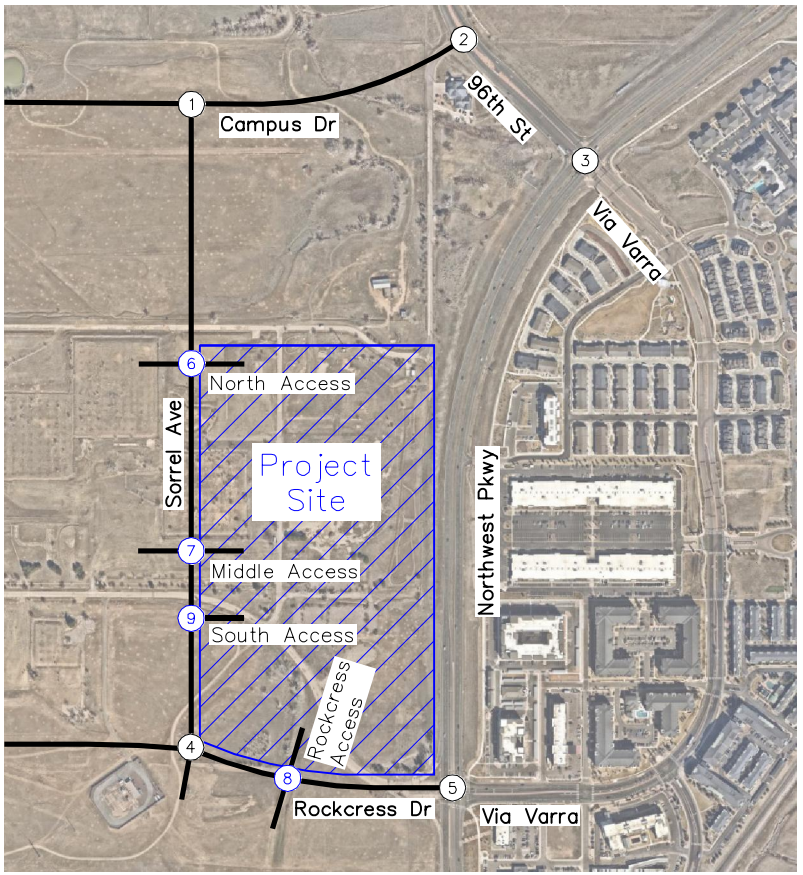


LEGEND

- Study Area Key Intersection
- Roundabout
- Yield–Controlled Approach
- Signalized Intersection
- Stop–Controlled Approach
- Hospital–Specific Improvement
- Improvement by Others
- 100' Turn Lane Length (feet)
- C Continuous Turn Lane

FIGURE 12
AdventHealth Louisville
Louisville, Colorado
2030 Recommended Geometry and Control





LEGEND

- Study Area Key Intersection
- Roundabout
- Yield–Controlled Approach
- Signalized Intersection
- Stop–Controlled Approach
- Hospital–Specific Improvement
- Improvement by Others
- 100' Turn Lane Length (feet)
- C Continuous Turn Lane

FIGURE 13
AdventHealth Louisville
Louisville, Colorado
2040 Recommended Geometry and Control

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes AdventHealth Louisville will be successfully incorporated into the existing and future roadway network. There is an existing AdventHealth hospital located at the intersection of Campus Drive and 88th Street approximately 1.25 miles to the west of this proposed site. This existing site includes approximately 400,000 square feet of hospital/medical office building uses and is approved with an expansion of an additional 350,000 square feet to include up to 750,000 square feet at full buildout. The currently proposed AdventHealth site within the Redtail Ridge development area is expected to include up to 799,600 square feet of hospital/medical office building uses. As such, this increase of 49,600 square feet of additional uses with relocation of the existing hospital with approved expansion to the new site is expected to result in approximately 658 additional weekday daily trips, with 47 more trips during the morning peak hour and 61 more trips during the afternoon peak hour compared to the traffic the existing site could generate. This results in approximately one additional vehicle every 75 seconds during the morning peak hour and one additional vehicle every minute (60 seconds) during the afternoon peak hour on the surrounding street network compared to the existing project site. This study assessed the additional improvements that could be needed due to the additional square footage of this proposed site, and any vehicle rerouting that could occur with the site being located further to the east. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following recommendations:

2030 Recommendations

All offsite transportation recommendations identified as being needed within this horizon are consistent with the findings of the master traffic study. Those improvements are already being proposed and constructed to serve the entire development area. As such, the following outlines the recommendations found to be needed by the 2030 horizon:

- The Campus Drive & Sorrel Avenue (#1) intersection is anticipated to be constructed prior to AdventHealth Louisville construction. Based on currently proposed construction plans, it will be a 'T'-roundabout controlled intersection, with eastbound Campus Drive operating with a shared through/right turn lane, westbound Campus Drive providing separate left and through lanes, and the northbound Sorrel Avenue approach providing one lane for shared left/right

turning movements. R1-2 “YIELD” signs should be posted on all three approaches to the roundabout.

- The Campus Drive & 96th Street (#2) intersection is anticipated to become a signalized ‘T’-intersection with full movements allowed by the 2030 horizon prior to AdventHealth construction. For purposes of this study, the eastbound Campus Drive approach was based on the proposed construction plans, which would have dual continuous eastbound left turn lanes and a separate right turn lane approximately 500 feet in length. The northbound 96th Street approach was conservatively assumed to provide a single 200-foot left turn lane and two through lanes in this horizon. However, at full buildout based on construction plans, it is anticipated to provide dual left turn lanes and three through lanes northbound. The southbound 96th Street approach should provide two through lanes and a 200-foot right turn lane.
- The 96th Street/Via Varra & Northwest Parkway (#3) intersection may require extension of the eastbound right turn lane from 375 feet to approximately 475 feet by this horizon to meet expected vehicle queues. However, if not improved, it is believed any additional vehicles can safely queue in the southernmost eastbound through lane if these queues are experienced.
- The future Rockcress Drive & Sorrel Avenue (#4) intersection is proposed to be constructed as a four-leg roundabout prior to AdventHealth construction. The eastbound, northbound, and southbound approaches are all expected to provide one approach lane for shared left/through/right turning movements, while the westbound approach would provide a shared left/through lane and a separate right turn lane. Each approach should provide R1-2 “YIELD” signs on approach to the intersection.
- The Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection is expected to be improved on the eastbound approach to the intersection with dual left turn lanes, one of which would provide 400 feet in length while the other would be a continuous turn lane. These improvements are based on the currently proposed improvement plans. Although it is understood that three southbound through lanes are eventually proposed at this intersection, it was conservatively analyzed with the existing two southbound through lanes during this horizon.

The following recommendations are specific to accesses proposed for Phase 1 of the AdventHealth Louisville Hospital Campus to be constructed by the development:

- Two full movement accesses are proposed along the east side of Sorrel Avenue that will align with two proposed accesses on the west side of Sorrel Avenue. R1-1 “STOP” signs are proposed on the eastbound and westbound approaches to Sorrel Avenue at both accesses. These accesses should operate well with one approach lane for shared left/through/right turning movements. The northbound and southbound approaches of Sorrel Avenue to both accesses are recommended to provide 150-foot left turn lanes and shared through/right turn lanes.
- A third full movement access along the east side of Sorrel Avenue is also proposed, which is anticipated to be constructed as a ‘T’-intersection. An R1-1 “STOP” sign should be constructed on the westbound approach for vehicles exiting the site. A southbound left turn lane 150 feet in length should also be provided.
- The primary access into the proposed site is anticipated to be along Rockcress Drive, approximately 775 feet to the west of Northwest Parkway, measured center to center. This intersection is anticipated to operate well under minor street stop control through the 2030 horizon with Phase 1 construction of AdventHealth Louisville. The Rockcress Access (#8) is recommended to provide a 150-foot left turn lane, one through lane, and one shared through/right turn lane along both eastbound and westbound Rockcress Drive. The northbound approach to the intersection is anticipated to operate well with one lane for shared left/through/right turning movements while the southbound approach exiting the hospital should provide a 200-foot left turn lane and a separate through/right lane. Of note, dual southbound left turn lanes are recommended at this access at full buildout and as such, it is recommended that pavement width be provided for the future second left turn lane, but that it be striped out with chevron striping to allow only one southbound left turn lane until full buildout of the hospital site. During this horizon, R1-1 “STOP” signs should be posted on the northbound and southbound approaches.

2040 & 2045 Recommendations

The offsite transportation recommendations identified in the 2040 and 2045 horizons are also consistent with the findings of the master traffic study. All of the improvements identified herein are anticipated to result in the study intersections and surrounding street network operating acceptably in both the 2040 and 2045 horizons. The improvements already being proposed and constructed to serve the entire development area as follows:

- By the 2040 horizon, it was assumed that the Campus Drive & 96th Street (#2) intersection would provide dual northbound left turn lanes 200 feet in length while a third northbound through lane would also be provided. This third northbound through lane would provide the third required receiving lane for the proposed triple northbound left turn lanes at Northwest Parkway just to the southeast.
- The 96th Street/Via Varra & Northwest Parkway (#3) intersection is anticipated to provide triple northbound left turn lanes on Northwest Parkway and triple eastbound left turn lanes on 96th Street based on proposed improvement plans. For purposes of this study, the third northbound left turn lane was assumed to provide 600 feet in length while the third eastbound left turn was assumed to provide 250 feet in length. It should be noted the third eastbound left turn lane will require three receiving lanes on Northwest Parkway to the north of this intersection.
- The Rockcress Parkway/Via Varra & Northwest Parkway (#5) intersection should provide three southbound through lanes by this horizon.

The following identified improvements are recommended in association with development of full buildout of the AdventHealth Louisville hospital and medical campus. These improvements are in addition to improvements already being planned and constructed.

- To meet expected vehicle queues, the inner northbound left turn lane at the Rockcress Parkway/Via Varra & Northwest Parkway (#5) intersection may need to be extended from 250 feet to 375 feet to meet expected vehicle queues. It is believed this northbound left turn lane extension can be accomplished with minor median reconstruction.
- With full buildout of the AdventHealth site, the Rockcress Access (#8) is recommended to be signalized and is expected to meet warrants for signalization. When signalized, the southbound approach exiting the hospital is recommended to be improved to provide dual left turn lanes 200 feet in length, with the westernmost left turn lane also providing through movement, while a separate right turn lane should be provided.

General Recommendations

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the City of Louisville and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

City of Louisville
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Planning Commission Communication
Agenda Item 5.B.

Subject: Resolution No. 3, Series 2026, recommending that the City Council approve an ordinance amending Title 17 of the Louisville Municipal Code to update the City's Inclusionary Housing Ordinance.

Date: May 14, 2026

Prepared By: Jeff Hirt, Planning Manager

Presented By: Jeff Hirt, Planning Manager

Summary:
The purpose of this item is to present targeted updates to the City's Inclusionary Housing Ordinance (IHO) in Chapter 17.76 of the Louisville Municipal Code. The proposed amendments are intended to improve the ordinance's effectiveness and increase the likelihood that affordable housing units are delivered as part of new development. These updates respond to City Council direction and are being advanced in the near term ahead of a more comprehensive development code update scheduled to begin in 2026 that will further evaluate and update the IHO.

Background / Prior Discussions:
The City adopted the IHO in 2021 to address Louisville's housing affordability challenges and align with the Boulder County Regional Housing Partnership goals. Since that time, these challenges have intensified as the gap between housing costs and household incomes has widened. The median home price in Louisville now exceeds $800,000, making homeownership unattainable for approximately 75 percent of local households. In addition, about 40 percent of renter households are housing cost burdened, and rents in Louisville are increasing faster than in Boulder County overall (see Housing Plan, p. 3).

Louisville Housing Plan
City Council adopted the Louisville Housing Plan in May 2024, which documents Louisville's housing affordability challenges and identifies actions to address them. The Housing Plan states three primary goals:

1. Increase Residential Development Opportunities;
2. Expand and Maintain Access to Affordable Housing; and
3. Diversify Louisville's Housing Stock.

This item implements Housing Plan Action Items 1.2 and 3.3 that call for updates to the Inclusionary Housing Ordinance.

The City has several related initiatives, policies, and partnerships that support updates to the IHO, including:

- **Comprehensive Plan Update (2026):** Adopted in March 2026, the updated plan identifies areas where additional residential development may be appropriate. While future development will require separate review and public hearings, the plan establishes a framework for accommodating residential growth. These IHO updates are intended to better position the City to capture affordable housing opportunities as that growth occurs.
- **City Housing and Community Goals:** The Housing Plan also outlines broader goals related to inclusivity, sustainability, transportation connectivity, and regional housing partnerships (Housing Plan, p. 2).
- **Proposition 123 Commitment:** The City's 2023 Proposition 123 commitment makes Louisville eligible for State funding to support affordable housing, including a goal of creating 77 new affordable units by the end of 2026 (Resolution 54, Series 2023). Based on current development activity, the City does not anticipate meeting this target; however, Proposition 123 is based on a good faith effort standard that considers progress toward housing production and implementation of supportive policies. The City has taken several actions to advance these goals, including adoption of the Comprehensive Plan update, initiation of a broader development code update, and these proposed IHO updates, and intends to reaffirm its commitment while maintaining eligibility for future funding opportunities.
- **Boulder County Regional Housing Strategy:** The City is a participant in the 2017 Boulder County Regional Housing Strategy, which established a goal that 12 percent of Louisville's housing stock be permanently affordable by 2035 (Resolution 58, Series 2017). Current estimates indicate that less than 5 percent of the City's housing stock is deed-restricted affordable.
- **Intergovernmental Agreement (IGA):** The City maintains an IGA with the City of Boulder for administration of the IHO through June 2026 (Resolution 13, Series 2024). Staff anticipate engaging with Boulder to extend this agreement in the near term.

Summary of Existing IHO

Louisville Municipal Code (LMC) Chapter 17.76 requires new residential development to include 12% of its housing units as permanently affordable through a deed restriction. Within this 12 percent requirement, half of the units must be affordable to households earning less than 60 percent AMI and the remainder to households earning less than 80 percent AMI, regardless of unit type.

Developers have other options for IHO compliance with City Council approval besides building the units onsite. They can pay a fee in lieu of the 12%, with the fee codified in the IHO by owner ($9.24 per square feet) or renter ($4.72 per square feet) occupied units. There are also options for offsite construction of affordable housing, land dedication for affordable housing, and alternative agreements.

Most surrounding cities have IHOs including Superior, Lafayette, Boulder, Broomfield, and Longmont (*see Attachment 3, Peer City IHO Summary*). Each of these communities have unique IHOs with different percentages of units, AMI ranges, fee in lieu amounts, and incentives.

Since adoption of the Louisville IHO in 2021, no residential projects have been approved for onsite affordable housing units meeting IHO requirements. The first Planned Unit Development (PUD) approved that was subject to the IHO requirements is the 36-unit East Street Village project at 533 East Street. City Council approved the fee in lieu option for that development in October 2024 and the City is starting to receive the IHO fee in lieu for each unit as building permit applications are submitted.

City Council Discussion February 4, 2025

City Council last discussed potential updates to the Inclusionary Housing Ordinance on February 4, 2025. At that meeting, staff presented a targeted framework to improve the ordinance and implement recommendations from the Louisville Housing Plan, including updates to the fee-in-lieu, expanded AMI eligibility ranges, and a package of incentives for projects that provide affordable housing.

City Council provided the following direction, which forms the basis for the proposed ordinance amendments:

- **AMI Eligibility:** Update the AMI ranges for households eligible under the Inclusionary Housing Ordinance as presented.
- **Onsite Affordable Housing Incentives:** Focus incentives for projects that provide affordable units onsite, including increases in allowable density and building height, reductions in required parking, and reductions in applicable development fees.
- **Excluded Incentives:** Do not include incentives related to reductions in required public land dedication under LMC Section 16.16.060 or additional flexibility in meeting energy code requirements.
- **Fee in Lieu:** Update the fee-in-lieu to reflect current local market conditions using the City's existing methodology, while evaluating impacts on development economics and overall project affordability

Public Comments

No public comments have been submitted as of the time of this staff report.

Development Proposal:

The proposed ordinance updates the City's Inclusionary Housing Ordinance (IHO) in Chapter 17.76 and implements recommendations from the Louisville Housing Plan by updating income eligibility, introducing new development incentives, and recalibrating fees to better support the production of affordable housing. The table below provides the specific components of the ordinance included in Attachment 2.

Table 2: Summary of Proposed Changes to Inclusionary Housing Ordinance		
Category	**Existing Regulations**	**Proposed Regulations**
Area Median Income (AMI) Requirements	12% of units required to be affordable, with 50% of those units at ≤60% AMI and 50% at ≤80% AMI, regardless of tenure	12% of rental units at ≤80% AMI and 12% of for-sale units at between 80-120% AMI, distinguishing between rental and ownership housing.
Residential Density Incentives	None	Allow up to a 20% density bonus for projects that provide onsite affordable housing. Projects that provide 100% onsite affordable rental housing (all units ≤80% AMI, averaging ≤60% AMI) may be eligible for up to a 30% density bonus.
Development Fee Waivers	None	Waive zoning-related development review fees (e.g., rezoning, PUD, subdivision) for projects providing onsite affordable housing.
Parking Requirements	2 spaces per unit [1]	Eliminate minimum parking requirements for all residential units (market-rate and affordable) within projects that provide onsite affordable housing.
Fee in Lieu of Onsite Affordable Housing Units	$9.24/SF for market-rate ownership units; $4.72/SF for market-rate rental units	Maintain existing methodology and update inputs to reflect current market conditions: $17.32/SF for ownership units and $5.33/SF for rental units.
[1] Parking is currently not required for multifamily development with >50% affordable housing located in defined transit areas in accordance with HB 24-1304 and City Council Ord. 1897, Series 2025.		

Analysis:
The following analysis evaluates the primary elements of the proposed Inclusionary Housing Ordinance (IHO) updates and how they are intended to improve development feasibility and affordable housing outcomes. Each subsection addresses a key component of the ordinance, including affordability targets, development incentives, and the fee-in-lieu option.

Area Median Income (AMI) Updates
The Louisville Housing Plan identifies a growing disparity between housing costs and household incomes. As shown in Exhibit 20, a household would need to earn approximately 145 percent of Boulder County AMI to afford the median home price in Louisville, while rents have increased by approximately 60 percent over the past decade.

Under these conditions, the current IHO creates a significant “affordability gap”—the difference between what the market can support in rents or sale prices and the lower, restricted prices required

for affordable units. This gap must be absorbed within the project, directly affecting development feasibility.

The larger this gap, the more difficult it is for a project to “pencil,” as developers must offset the difference through other means such as design changes, reduced land costs, or lower returns. Under the existing ordinance, this gap is particularly challenging for ownership units at lower AMI levels.

The proposed AMI updates address this issue by better aligning affordability requirements with both market conditions and the economics of different housing types. The ordinance would require:

- 12 percent of rental units at 80 percent AMI, and
- 12 percent of for-sale units at 80–120 percent AMI

This approach ties affordability requirements to tenure, recognizing that rental and ownership housing serve different income levels and operate under different financial constraints. Rental housing is generally better suited to serve lower-income households, while ownership housing is more feasible at moderate income levels. However, units at 60 percent AMI are often not feasible to deliver without subsidy.

Setting rental units at 80 percent AMI reflects a balance between serving demonstrated housing needs and maintaining project feasibility, as it reduces the affordability gap that must be absorbed by the project. This approach also aligns with current affordable housing funding structures, where traditional Low-Income Housing Tax Credit (LIHTC) programs typically target households at or below 60 percent AMI, while income-averaging provisions allow units up to 80 percent AMI, provided the overall project averages 60 percent AMI or below.

Overall, these changes reduce the financial burden imposed by the ordinance while increasing the likelihood that affordable units are actually delivered as part of new development.

Exhibit 20: Financially Attainable Housing by Median Family Income (MFI) for a Family of Four, Boulder Metro Area, 2023[7]

Source: US Department of Housing and Urban Development, Boulder Metro Area, 2023



Source: Louisville Housing Plan, page 21

Residential Density Incentive

The proposed ordinance allows a 20 percent increase in the maximum residential density for projects that provide onsite affordable housing that meets the IHO requirements. This density bonus applies to the total number of units permitted on a site, rather than only to market-rate units. The proposal also includes a corresponding increase in allowable lot coverage of up to 20 percent for projects that provide onsite affordable housing, which provides additional flexibility to accommodate increased density within site design constraints.

Under this approach, the density bonus is applied first to establish a new maximum unit count, and the Inclusionary Housing Ordinance (IHO) requirement is then applied to that total. This results in an increase in both the number of market-rate units and the number of affordable units.

For example, if a site is permitted 100 units under current zoning:

- The 20 percent density bonus increases the total allowable units to 120 units
- The IHO requirement (12 percent) is then applied to the 120 units
- This results in approximately 14 affordable units and 105 market-rate units

The net effect is to increase both total housing supply and the number of affordable units, while also improving project feasibility. By allowing additional units, the density bonus increases overall project revenue, which helps offset the cost of providing affordable housing. This approach is consistent with the Louisville Housing Plan (Action Item 1.2), which identifies density bonuses as a key strategy to support onsite affordable housing production, while maintaining the ordinance's affordability goals.

In addition to the base density incentive, the proposed ordinance includes an enhanced density bonus for projects that provide 100 percent onsite affordable rental housing. These projects may receive up to a 30 percent increase in total allowable density, provided all units are affordable to households earning no more than 80 percent AMI and the average affordability across all units does not exceed 60 percent AMI. This structure is intended to align with common income-averaging approaches and support projects dedicated entirely to long-term affordability.

Importantly, the density bonus does not override other development standards or review processes. Projects must still comply with applicable zoning, design standards, and infrastructure requirements, and are subject to site-specific review to address potential impacts related to compatibility, access, and public services.

Building Height Increase Incentive

While building height incentives were evaluated as part of this update and were identified by City Council as a policy option to consider, staff are not recommending their inclusion as part of this IHO update.

Building height was a central topic in the recently adopted Comprehensive Plan, which includes detailed, community-informed policies establishing appropriate height limits across different areas of the city. These policies reflect important considerations related to neighborhood character, scale, views, and transitions between land uses.

In many areas where multifamily development is allowed, current zoning already permits buildings up to three stories. A height incentive could allow buildings to reach four stories, which would be inconsistent with the recently adopted Comprehensive Plan policies. This is particularly relevant in areas such as Highway 42 and Downtown East Louisville (DELO), where higher-intensity development may be located near established residential neighborhoods.

Given the recency and importance of these policy decisions, staff recommend that any consideration of building height increases be addressed through the broader development code update, where it can be evaluated comprehensively and in alignment with the Comprehensive Plan.

Parking Reduction

The proposed ordinance would eliminate minimum parking requirements for residential projects that provide onsite affordable housing that meets the IHO requirements. This applies to all residential units within the project, including both market-rate and affordable units.

Current regulations require two parking spaces per dwelling unit. The Housing Plan identifies parking reductions as one of the most effective tools for improving development feasibility, as parking—particularly structured parking—is a significant cost driver.

The City has also recently adopted targeted parking reductions in response to State legislation (HB 24-1304), which eliminates parking requirements for certain affordable housing projects in transit areas. The proposed ordinance builds on this by providing broader flexibility for all projects that include onsite affordable housing.

In practice, most projects are still expected to provide parking to meet market demand. Eliminating minimum requirements does not eliminate parking, but instead allows developers to determine appropriate parking levels based on project context and feasibility.

Eliminating minimum parking requirements does not exempt projects from review of site-specific impacts. Proposed developments will continue to be evaluated through the City's development review process for issues such as site access, internal circulation, emergency access, and potential impacts on surrounding streets and neighborhoods.

Parking regulations will also be further evaluated as part of the comprehensive development code update beginning in 2026.

Fee in Lieu Updates

The proposed update recalibrates the fee-in-lieu to reflect current market conditions while maintaining the City's existing methodology. A more comprehensive review of the fee structure is anticipated as part of the broader development code update.

While the updated fee represents an increase, it is not borne in a single way or passed directly to tenants or buyers. Instead, it becomes one of several factors influencing project feasibility.

Because rents and sale prices are constrained by the market, developers cannot fully pass these costs through. Instead, they are typically absorbed through a combination of:

- **Value Engineering** – Adjustments to reduce construction costs, such as smaller units, simpler designs, or fewer amenities.
- **Land Value Adjustments** – Lower land prices over time as regulatory costs are factored into acquisition.
- **Reduced Profit Margins** – Developers may accept lower returns, within financing limits.
- **Simplified Operations** – Projects may reduce ongoing costs, such as amenities or services, to offset higher upfront costs.
- **Partial Cost Pass-Through** – A limited portion of costs may be reflected in rents or sale prices, constrained by market conditions.

This framework reflects how inclusionary housing requirements function in practice: costs are distributed across multiple components of a project rather than borne by a single party.

Table 1: Fee in Lieu Amount Estimates Scenarios		
Residential Development Scenario	**Total Fee in Lieu Estimate with Recommended Updates**	
	Current	**Proposed**
40 Rental Units, Median Unit Size 1,000 Square Feet	$188,800 Total, $4,720/unit	$213,200 Total, $5,330/unit
40 For Sale Units, Median Unit Size 2,200 Square Feet	$813,120 Total, $20,328/unit	$1,524,160 Total, $38,104/unit

Consistency with Comprehensive Plan and Housing Plan

The proposed Inclusionary Housing Ordinance updates are consistent with the City's Comprehensive Plan, including:

- Goal LU 1 – Increase Residential Development Opportunities (Strategy LU 1.5)
- Goal LU 2 – Expand and Maintain Access to Affordable Housing (Strategies LU 2.3, LU 2.4, LU 2.5, LU 2.6, and LU 2.7)
- Goal LU 3 – Diversify Louisville's Housing Stock (Strategy LU 3.3)

The proposal is also consistent with the Louisville Housing Plan, including Goal 2 – Expand and Maintain Access to Affordable Housing.

The proposed ordinance supports adopted policies by improving the effectiveness of the City's inclusionary housing requirements, improving alignment with current market conditions, and incorporating targeted incentives to increase the feasibility of residential development. The proposal is intended to expand housing opportunities across a range of income levels while increasing the likelihood that affordable units are delivered as part of new development. The proposed ordinance advances the City's goals of increasing housing supply, improving access to affordable housing, and supporting mixed-income communities.

Council Work Plan:

This item implements the 2026 City Council Work Plan items to continue implementation of the Louisville Housing Plan and update the Inclusionary Housing Ordinance.

Fiscal Impact:

The proposed ordinance is anticipated to have mixed fiscal impacts. Updated fee-in-lieu amounts would increase revenue available to support affordable housing programs and projects when developers elect that compliance option, while proposed fee waivers for projects providing onsite affordable housing would reduce development review fee revenue on a project-specific basis. On balance, staff anticipate these fiscal impacts

would be modest and are intended to support the broader policy goal of improving the feasibility and likelihood of affordable housing production, while potentially contributing to additional residential investment and housing supply over time.

Alternatives:

1. Recommend approval of the proposed ordinance as presented.
2. Recommend approval of the proposed ordinance with modifications or additional conditions.
3. Recommend that City Council defer consideration of the proposed ordinance and instead evaluate potential Inclusionary Housing Ordinance updates comprehensively through the broader development code update process beginning in 2026.
4. Recommend denial of the proposed ordinance.

Recommendation:
Approval of Resolution No. 3, Series 2026, recommending that the City Council approve an ordinance amending Title 17 of the Louisville Municipal Code to update the City's Inclusionary Housing Ordinance.

Attachments:
1. Draft IHO Ordinance
2. IHO Reso 3
3. IHO Peer City Research
4. IHO Fee Analysis

ORDINANCE NO. _____
SERIES 2025

AN ORDINANCE AMENDING TITLE 17 OF THE LOUISVILLE MUNICIPAL CODE REGARDING INCLUSIONARY HOUSING

WHEREAS, the City of Louisville (the "City"), is a Colorado home rule municipal corporation duly organized and existing under laws of the State of Colorado and the City of Louisville Home Rule Charter (the "City Charter"); and

WHEREAS, the Colorado Supreme Court has recognized that both the State of Colorado and municipal governments have a significant interest in maintaining the quality and quantity of affordable housing throughout the state; and

WHEREAS, Colorado statutes require municipalities to include within their comprehensive plans provisions that will promote affordable housing; and

WHEREAS, the City Council finds the provisions of this ordinance address the following housing policies of the City's Comprehensive Plan:

Goal LU 1 . Increase Residential Development Opportunities

> Strategy LU 1.5. Support housing types and locations that advance social equity by expanding access to affordable, accessible, and diverse homes for households with a range of needs and incomes.

Goal LU 2 . Expand and Maintain Access to Affordable Housing

> Strategy LU 2.3. Review and update the City's inclusionary housing requirements to continue to meet community housing goals and reflect current market conditions.
>
> Strategy LU 2.4. Identify and pursue funding and incentive opportunities, including grants, fee reductions, or density bonuses to encourage affordable housing development and preservation.
>
> Strategy LU 2.5. Evaluate potential impacts of new and existing City rules or policies (such as building codes, development standards, and fee structures) on housing affordability before adoption to avoid unintended cost increases.
>
> Strategy LU 2.6. Continue to support the Boulder County Regional Housing Partnership goal of having 12% of all homes be permanently affordable by 2035 and continue to pursue local policies and partnerships that help Louisville contribute to this target.

Strategy LU 2.7. Apply and strengthen requirements or incentives for providing onsite affordable units in new residential or mixed-use developments.

Goal LU 3 . Diversify Louisville's Housing Stock

Strategy LU 3.3. Require or encourage a mix of housing types, sizes, and price points within larger residential or mixed-use projects to foster inclusive, mixed-income communities.

WHEREAS, by Resolution No. 58, Series 2017, adopted on November 6, 2018, the City endorsed the Boulder County Regional Housing Partnership, which recommends a goal of ensuring twelve percent (12%) of the housing inventory will be permanently affordable to low-, moderate-, and middle-income households by 2035; and

WHEREAS, the City Council finds a diverse housing stock within the City is necessary to serve people of all income levels; and

WHEREAS, based upon its review and consideration of housing studies, reports and analysis, the City Council on June 15, 2021 adopted Ordinance No. 1809, Series 2021, which enacted a new Chapter 17.76 of the Louisville Municipal Code establishing inclusionary housing requirements; and

WHEREAS, the City Council adopted the Louisville Housing Plan in May 2024, which identifies strategies to expand access to affordable housing and includes recommendations to evaluate and update the City's inclusionary housing requirements to better align with current market conditions and community housing goals; and

WHEREAS, based on continued challenges to housing for very low-, low- and moderate-income households, the City Council finds the amendments set forth herein are reasonable and necessary to provide continuing housing opportunities for such households and to help maintain a diverse housing stock that allows people to have better access to jobs and upgrade their economic status; and

WHEREAS, because remaining land appropriate for residential development within the City is limited, it is essential that a reasonable proportion of such land be developed into housing units affordable to low-, moderate-, and middle-income residents and working people, particularly since new housing, in the absence of interventions, tends to be large and expensive, which both reduces opportunities for more affordable housing and contributes to a general rise in prices for all housing in the community, thus exacerbating the scarcity of affordable housing within the City; and

WHEREAS, based on the foregoing findings, and in furtherance of the public health, safety, and welfare of the community, the City Council desires to adopt the amendments to the City's inclusionary housing requirements set forth herein.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. Section 17.76.020 of the Louisville Municipal Code is hereby amended to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

Sec. 17.76.020 Inclusionary housing requirements.

A. Because land appropriate for residential development within the City is limited, it is essential that a reasonable proportion of such land be developed into housing units that are affordable to low, moderate and middle income households. All development of market-rate housing should therefore include affordable housing, and the City Council finds that 12 percent (12%) is the reasonable proportion at this time, given economic indicators and community need.

B. For purposes of this Chapter, "affordable" shall mean dwelling units that are restricted to ownership or rental by those persons meeting the income qualifications as set forth in Section 17.76.070. A minimum of ~~half~~ twelve percent (12%) of rental units ~~the affordable housing~~ shall be affordable, limited to those households at or below eighty percent (80%) of the area median income ("AMI"), ~~with the remainder limited to those persons between sixty percent (60%)~~ and a minimum of twelve percent (12%) of for sale units shall be affordable, limited to those households at eighty percent (80%) to one hundred twenty percent (120%) AMI, as calculated by the United States Department of Housing and Urban Development ("HUD").

Section 2. Section 17.76.050.B.1 of the Louisville Municipal Code is hereby amended to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

Sec. 17.76.050 Options to satisfy requirements.

B. **Fee in lieu.** A developer may pay a fee in lieu of providing affordable units.

1. **Amount.** The City Council finds that studies performed by municipalities within the vicinity of the City reasonably calculates the impact to the City, including the City's finances and the welfare of the City's residents, of market-rate dwelling units being developed in the City. Accordingly, the fee in lieu is set initially at ~~$9.24~~ $17.32 per square foot of finished market-rate for-sale housing, and ~~$4.72~~ $5.33 per square foot of finished market-rate rental housing. The fee in lieu of providing any required fraction of a unit shall be pro-rated based on its proportional share (fractional quantity divided by total number of units required) of the amount of fee in lieu that

would be required for the whole development. The City Manager shall periodically recalculate the fee in lieu and present the recalculation to the City Council.

Section 3. Chapter 17.76 of the Louisville Municipal Code is hereby amended by the addition of a new Section 17.76.055 to read as follows:

Sec. 17.76.055 Incentives for On-Site Affordable Units.

The following incentives are available for those projects and buildings that provide on-site affordable housing:

1. Residential Density. For any project that provides on-site affordable housing:

   a. The maximum residential density as set forth in Section 17.12.040 or Section 17.14.060, Table 3, of this Code, or established in any GDP or PUD approved pursuant to this Title that addresses residential density, may be increased by twenty percent (20%).

   b. The maximum lot coverage as set forth in Section 17.12.040, Section 17.12.050, or Section 17.14.060, Table 3, of this Code, the Old Town overlay district in Section 17.12.050 of this Code, or established in any GDP or PUD approved pursuant to this Title that addresses residential density, may be increased by twenty percent (20%).

   c. Notwithstanding subsections (a) and (b) above, a residential development in which one hundred percent (100%) of the dwelling units are provided as on-site affordable rental housing units in compliance with this Chapter shall be eligible for an increase in maximum residential density of up to thirty percent (30%), provided that:

      i. All affordable rental units are restricted to households earning no more than eighty percent (80%) of area median income ("AMI"); and

      ii. The average affordability level across all dwelling units does not exceed sixty percent (60%) of area median income ("AMI").

2. Reduced Parking. No minimum vehicle parking shall be required for any residential uses in a project that provides on-site affordable housing in compliance with this Chapter.

3. Development Fee Waivers. For projects that provide on-site affordable housing in compliance with this Chapter, the City shall waive zoning-related development review fees, including but not limited to rezoning, Planned Unit Development (PUD), subdivision, and site plan application fees, as identified in the City's adopted Development Review Fee Schedule. This waiver shall apply only to applications necessary to implement the on-site affordable housing component of the project and shall not apply to subsequent amendments or applications that do not add or modify affordable housing units, unless otherwise approved by the City Manager or designee.

Section 4. Section 17.12.040 of the Louisville Municipal Code is hereby amended by the addition of a new footnote 12 to read as follows:

17.12.040 Yard and Bulk Requirements.

FOOTNOTES

12. Projects providing on-site affordable housing pursuant to Chapter 17.76 of this Code may increase maximum residential density by twenty percent (20%) and may increase maximum lot coverage by twenty percent (20%).

Section 5. Section 17.12.050.A of the Louisville Municipal Code is hereby amended by the addition of a new footnote 12 to read as follows:

17.12.050 Yard and Bulk Requirements; Old Town overlay district.

A. *Conflicting requirements; affordable housing exception.* Within the area designated on the zoning district map as the Old Town overlay district, the regulations of this section shall apply in addition to any other applicable section of this title. To the extent that a specific yard and bulk requirement set forth in this section establishes a standard or requirement which conflicts with a yard and bulk requirement set forth in any other applicable section of this title, the specific requirement in this section shall control. Notwithstanding the foregoing, the density, lot coverage, and building height incentives set forth in Section 17.76.055 shall be available for projects and buildings developed within the Old Town overlay district.

Section 6. Section 17.14.060, Table 3 (Mixed Use Zoning Districts Dimensional and Bulk Standards), of the Louisville Municipal Code is hereby amended by the addition of a new note 4 to read as follows:

17.14.060 Dimensional and bulk standards.

Notes to Table 3:

4. Projects providing on-site affordable housing pursuant to Chapter 17.76 of this Code may increase maximum residential density by twenty percent (20%) and may increase maximum lot coverage by twenty percent (20%).

Section 7. Section 17.20.010.F of the Louisville Municipal Code is hereby amended to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

Sec. 17.20.010 Parking requirements.

F. Notwithstanding any parking requirements contained in the City's adopted design standards and guidelines or previously approved development plans, including Planned Unit Developments ("PUDs") and General Development Plans ("GDPs"), off-street parking shall not be required for new multi-unit or multifamily residential developments, ~~or~~ for adaptive reuse developments in which residential dwelling units occupy fifty percent (50%) or more of the total floor area, or for any residential uses in a project that provides on-site affordable housing pursuant to Chapter 17.76 of this Code.

Section 8. Section 17.20.020.A of the Louisville Municipal Code is hereby amended to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

Sec. 17.20.020 Parking standards designated for each use.

A. Residential Uses:

1. For one-family dwellings and two-family dwellings with separate driveways, two spaces per dwelling unit (driveway and garage or carport areas defined as off-street parking space);

2. For multifamily dwellings containing three or more dwelling units, except as provided in Section 17.20.010.F, two spaces per dwelling unit;

3. For a residential hotel, roominghouse or boardinghouse, one space per guest accommodation;

4. For housing restricted to the aged, disabled, etc., one-half space per unit;

5. For dormitories and other lodging facilities and rooms for unmarried students, three spaces per four occupants;

Section 9. If any portion of this ordinance is held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares it would have passed and approved this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

Section 10. The repeal or modification of any provision of the Municipal Code of the City of Louisville by this ordinance shall not release, extinguish, alter, modify, or change in whole or in part any penalty, forfeiture, or liability, either civil or criminal, which shall have been incurred under such provision, and each provision shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings, and prosecutions for the enforcement of the penalty, forfeiture, or liability, as well as for the purpose of sustaining any judgment, decree, or order which can or may be rendered, entered, or made in such actions, suits, proceedings, or prosecutions.

Section 11. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portion hereof are hereby repealed to the extent of such inconsistency or conflict.

Section 12. Any person convicted of violating this ordinance may be punished as set forth in 1.28.010 of the Louisville Municipal Code, as may be amended but which currently provides violations shall be punished by a fine of not more than $2,650.00, as shall be adjusted for inflation on January 1, 2014 and on January 1 of each year thereafter, or by imprisonment not to exceed 364 days, or by both such fine and imprisonment.

INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED PUBLISHED this ____ day of _____, 2026.

_____
Christopher M. Leh, Mayor

ATTEST:

_____
Genny Kline, Interim City Clerk

PUBLIC HEARING AND SECOND READING WILL BE THE ____ DAY OF _____, 2026, AT 6:00 P.M. AT LOUISVILLE CITY HALL, 749 MAIN STREET, LOUISVILLE, CO 80027.

PASSED AND ADOPTED ON SECOND AND FINAL READING, this ____ day of _____, 2026.

_____
Christopher M. Leh, Mayor

ATTEST:

_____
Genny Kline, City Clerk

APPROVED AS TO FORM:

_____
Kelly PC
City Attorney

PLANNING COMMISSION RESOLUTION NO. 3
SERIES 2026

A RESOLUTION RECOMMENDING APPROVAL OF AN ORDINANCE AMENDING TITLE 17 OF THE LOUISVILLE MUNICIPAL CODE CONCERNING THE INCLUSIONARY HOUSING ORDINANCE

WHEREAS, the City of Louisville (the "City"), is a Colorado home rule municipal corporation duly organized and existing under laws of the State of Colorado and the City of Louisville Home Rule Charter (the "City Charter");

WHEREAS, the Colorado Supreme Court has recognized that both the State of Colorado and municipal governments have a significant interest in maintaining the quality and quantity of affordable housing throughout the state; and

WHEREAS, Colorado statutes require municipalities to include within their comprehensive plans provisions that will promote affordable housing; and

WHEREAS, the Planning Commission finds the provisions of this ordinance address the following housing policies of the City's Comprehensive Plan:

Goal LU 1 . Increase Residential Development Opportunities

> Strategy LU 1.5. Support housing types and locations that advance social equity by expanding access to affordable, accessible, and diverse homes for households with a range of needs and incomes.

Goal LU 2 . Expand and Maintain Access to Affordable Housing

> Strategy LU 2.3. Review and update the City's inclusionary housing requirements to continue to meet community housing goals and reflect current market conditions.
>
> Strategy LU 2.4. Identify and pursue funding and incentive opportunities, including grants, fee reductions, or density bonuses to encourage affordable housing development and preservation.
>
> Strategy LU 2.5. Evaluate potential impacts of new and existing City rules or policies (such as building codes, development standards, and fee structures) on housing affordability before adoption to avoid unintended cost increases.
>
> Strategy LU 2.6. Continue to support the Boulder County Regional Housing Partnership goal of having 12% of all homes be permanently affordable by 2035 and continue to pursue local policies and partnerships that help Louisville contribute to this target.

Strategy LU 2.7. Apply and strengthen requirements or incentives for providing onsite affordable units in new residential or mixed-use developments.

Goal LU 3 . Diversify Louisville's Housing Stock

Strategy LU 3.3. Require or encourage a mix of housing types, sizes, and price points within larger residential or mixed-use projects to foster inclusive, mixed-income communities.

WHEREAS, by Resolution No. 58, Series 2017, adopted on November 6, 2018, the City endorsed the Boulder County Regional Housing Partnership, which recommends a goal of ensuring twelve percent (12%) of the housing inventory will be permanently affordable to low-, moderate-, and middle-income households by 2035; and

WHEREAS, the City Council finds a diverse housing stock within the City is necessary to serve people of all income levels; and

WHEREAS, based upon its review and consideration of housing studies, reports and analysis, the City Council on June 15, 2021 adopted Ordinance No. 1809, Series 2021, which enacted a new Chapter 17.76 of the Louisville Municipal Code establishing inclusionary housing requirements; and

WHEREAS, the City Council adopted the Louisville Housing Plan in May 2024, which identifies strategies to expand access to affordable housing and includes recommendations to evaluate and update the City's inclusionary housing requirements to better align with current market conditions and community housing goals; and

WHEREAS, based continued challenges to housing for very low-, low- and moderate-income households, the City Council finds the amendments set forth herein are reasonable and necessary to provide continuing housing opportunities for such households and to help maintain a diverse housing stock that allows people to have better access to jobs and upgrade their economic status; and

WHEREAS, because remaining land appropriate for residential development within the City is limited, it is essential that a reasonable proportion of such land be developed into housing units affordable to low-, moderate-, and middle-income residents and working people, particularly since new housing, in the absence of interventions, tends to be large and expensive, which both reduces opportunities for more affordable housing and contributes to a general rise in prices for all housing in the community, thus exacerbating the scarcity of affordable housing within the City; and

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of an ordinance amending Louisville Municipal Code to address the inclusionary housing ordinance.

PASSED AND ADOPTED this 14th day of May, 2026.

By: _____
Steve Brauneis, Chair
Planning Commission

Attest: _____
Cullen Choi, Secretary
Planning Commission

Inclusionary Housing Ordinance Peer City Research

City	Projects Subject to IHO	% Affordable	IHO Affordability Definition (AMI)	Incentives for Affordable Housing	Fee in Lieu Amounts
Boulder	All new residential units.	• 25% for all new residential development >/= 5 units • 20% for all new residential development < 5 units	• 120% AMI for townhouses and single family • 100% AMI for condos • 50-60% AMI for rental units	• Affordable projects are eligible for height increases through discretionary site review process for buildings with more than 40 percent of units and floor area for permanently affordable units, the amount of the increase is discretionary and in accordance with the comprehensive plan. (Boulder Code 9-2-4) • 5-10 DU/acre bonus in one zone district for projects that provide 30-40% of units as affordable. (Boulder Code 9-8-4) • No incentives for paying a higher inclusionary housing fee in lieu; but there are incentives for paying 1.43 the rate of the nonresidential development housing fee. • Affordable housing projects able to get fee waivers (sales, use tax), although those have not been effective incentives according to City of Boulder staff. • No parking reductions for affordable housing.	• $47 per square foot for developments with >/= 2 units over 18,000 square feet. • Sliding scale downward with less floor area, with single family lots paying $15 per square foot.
Broomfield	Projects with: • > 25 for sale residential units • > 5 rental residential units	• Rental Projects: 20% • For Sale Projects: 12%	• Rental: 60-80% AMI by unit types • Owner: 90-100% AMI	• Onsite affordable housing: 50% reduction in permit fees, use taxes, service fees. • Reduced parking for units meeting IHO requirements by # of bedrooms (e.g., 2 spaces vs 3 for a 3 bedroom unit). • No building height or density bonuses.	$165,669/ownership unit $106,635/rental unit (effective January 2025) *Note: fees not calculated on SF basis, but for a 2,200 SF home it is $75/SF, for a 1,200 rental unit it is $89/SF.*
Lafayette	All new residential units are subject to affordable housing development fee	No requirement for units, only affordable housing development fee.	• 120% AMI included in definition of "Affordable housing unit" • 80% AMI ("Permanently affordable dwelling unit) for any dwelling units to exceed Residential Growth Management cap (Charter Sec. 6.10)	None	$1 per square foot Affordable housing development fee required for all residential and nonresidential development not providing affordable housing on site per IHO. (Sec. 28-10)
Louisville	All new residential units that are part of a planning approval (e.g., PUD, plat) are subject to inclusionary requirements.	12% (1/2 of units for < 60% AMI, remainder for up to 80% AMI)	• 60-80% AMI	None	$9.24 per square feet of ownership units $4.72 per square foot of rental units

Inclusionary Housing Ordinance Peer City Research					
City	**Projects Subject to IHO**	**% Affordable**	**IHO Affordability Definition (AMI)**	**Incentives for Affordable Housing**	**Fee in Lieu Amounts**
Longmont	All new residential units that are part of a a planning approval (e.g., PUD, plat) are subject to inclusionary requirements. Exemptions for ADUs, adding one unit to an existing building.	12%	• "Affordable" for purposes of IHO: < 80% AMI for owner occupied units; < 50% AMI for rental units • "Attainable" for purposes of fee reductions: 80-120% AMI for owner occupied units • Optional agreement to reduce # of affordable units required to provide "middle tier" housing defined as 80-120% AMI	• Fee reductions for affordable housing exceeding IHO minimums and "attainable" housing (water, sewer); 25% of units affordable = cash in lieu of water rights received. • Rental units > 20 DU/acre exempt from IHO requirements • For projects meeting minimum 12% IHO requirements: ○ 20% density increase ○ 1 story/15' Increased building height ○ 20% reduction in minimum lot size, lot width • Parking reductions are allowed so that only one space is required per affordable housing unit. • No incentives for paying a higher fee in lieu.	$13.50 per square foot of ownership units $5.93 per square foot of rental units (in City Code)
Superior	New residential >10 units must provide units on site, residential <10 units can pay fee in lieu.	15%	80% AMI max, owner or renter	None	Not established yet

Updated 2/4/25

2025 Inclusionary Housing Fee Assessment Update Analysis

Louisville Sales Data				
Type	Single Family	Townhome/Condo	Total	Weighted Average
Median Home Price	$938,000	$485,000	-	$813,157
Number of sales	184	70	254	-
Average finished sf	2,346	1,295	2,056 sf	2,056 sf
Price per sf	$399.80	$374.50	-	$392.82

Affordability Assumptions – For Sale Units in Louisville				
AMI – 3 person household	$78,840 – 60% AMI	$105,120 – 80% AMI	$131,400 – 100%AMI	$157,680 – 120%AMI
Affordable Price				
Affordable Monthly Payment (33%)	$2,168.10	$2,890.80	$3,613.50	$4,336.20
Affordable principal and interest (80% of payment)	$1,734.48	$2,312.64	$2,890.80	$3,468.96
HOA dues, property taxes, insurance (20% of payment)	$433.62	$578.16	$722.70	$867.24
Mortgage interest rate	6.85%	6.85%	6.85%	6.85%
Maximum mortgage	$320,000	$374,325	$467,906	$603,000
Maximum affordable price (5% down)	$336,000	$394,026	$492,532	$634,736

Fee Development, For Sale Units	
100% - 120% Gap: $813,157- $563,634	$269,000
80% - 120% Gap: $813,157- $507,098	$306,059
80% - 100% Gap: $813,157 - $443,279	$369,868
60% - 80% Gap: $813,157 - $365,013	$448,504
Median Home Size	2,120 Sq Ft
100% - 120% Cost Per Sq Ft	$126.88
80% - 120% Cost Per Sq Ft	$144.37
80% - 100% Cost Per Sq Ft	$174.47
60% - 80% Cost Per Sq Ft	$211.55
100% - 120% Affordable Housing Fee (12%)	**$15.22**
80% - 120% Affordable Hounding Fee (12%)	**$17.32**
80% - 100% Affordable Hounding Fee (12%)	**$20.97**
60% - 80% Affordable Housing Fee (12%)	**$25.39**

Affordability Assumptions, For Rent Units in Louisville					
2 bedroom unit	Market Rental Rate	60% AMI	80% AMI	100% AMI	120%AMI
Monthly rent amount	$2,227	$1,971	$2,628	$3,285	$3,942
X Months/Year	12	12	12	12	12
Annual Rent Amount	$26,724	$23,652	31,536	$39,420	47,304
X Gross Rental Multiplier	12.7	12.7	12.7	12.7	12.7
Rental Unit Value	$339,394.8	$300,380.40	$400,507.2	$500,634	$600,760.8

Fee Development, For Rent Units				
	60% AMI	80% AMI	100% AMI	120% AMI
Gap	$39,014.40	$(61,112.4)	$(161,239.2)	$(261,366)
Median Unit Size	878	878	878	878
Cost per sf	$44.44	$69.60	$183.64	$297.68
12% for Affordable Housing Requirement	**$5.33**	**$(8.35)***	**$(22.03)***	**$(35.75)***

*Maximum rent as identified in CHFA 2024 Colorado Income Limits and Maximum Rents exceeds median market rate.

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